



# SAN FRANCISCO PLANNING DEPARTMENT

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## Western SoMa Community Plan Adoption Packet Table of Contents HEARING DATE DECEMBER 6, 2012

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*Date:* November 29, 2012  
*Case No.:* **2008.0877EMTZU**  
*Western SoMa Community Plan Adoption*  
*Staff Contact:* Corey Teague - (415) 575-9081  
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\*Note: A draft ordinance with the amendments, approved as to form by the City Attorney, will be provided prior to the December 6 hearing.

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

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*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.

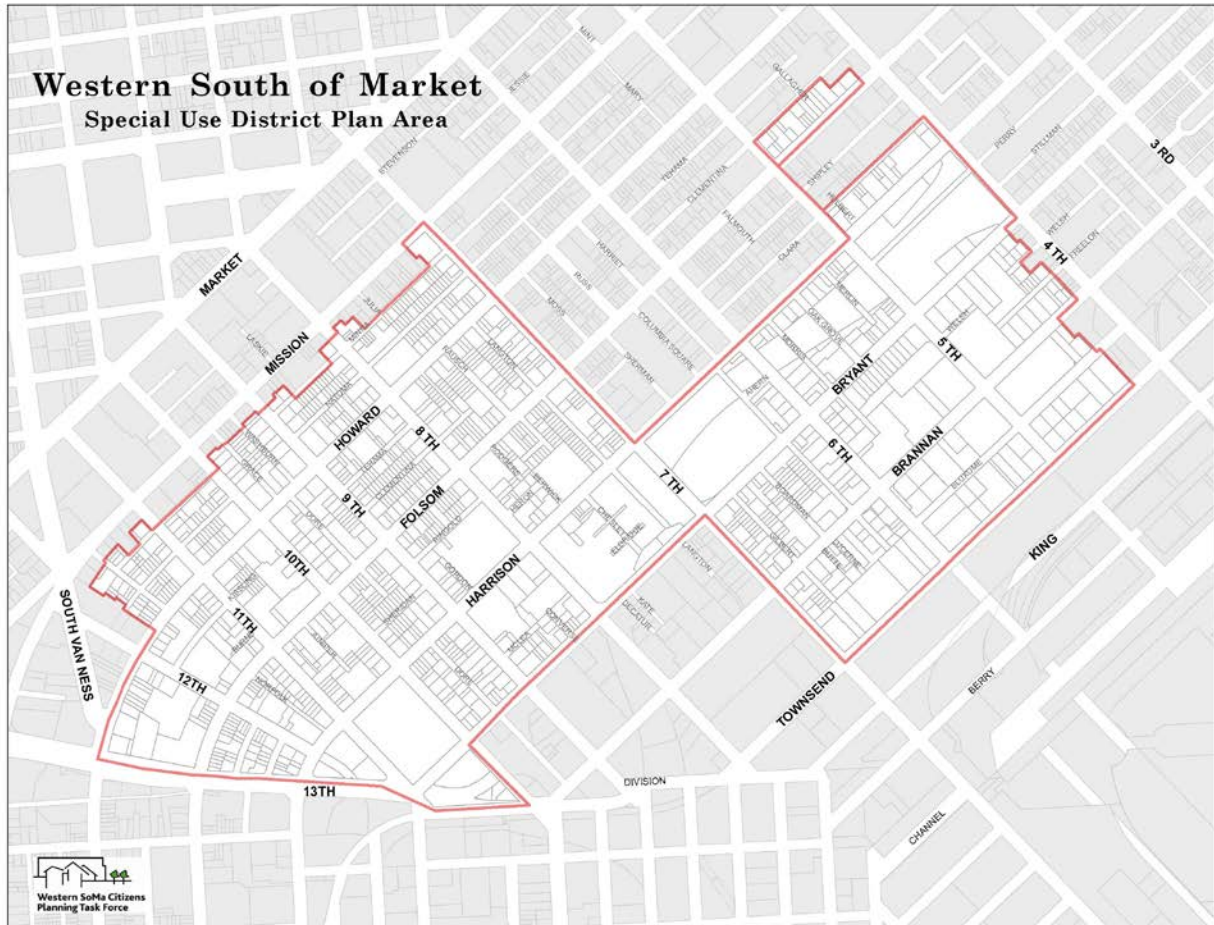
The Western SoMa Area Plan (“the Plan”) supports and builds on the Eastern Neighborhoods Plan’s vision for the traditionally industrial and mixed use areas in the eastern part of the City. The Plan complements the Eastern Neighborhoods Plan’s patterns of land use, urban form, public space, circulation,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

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. \_\_\_\_\_ 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. \_\_\_\_\_, 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:

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>	Project Sponsor and construction contractor.	Prior to any demolition or construction activities.	ERO to review and approve any required air quality analysis for subsequent development projects.	Considered complete upon ERO review and approval of air quality analysis.



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

Mitigation Measures	Applies to These Project Components	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
<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>	<p>Project Sponsor; Department of Public Health; DTSC</p>	<p>Prior to ground-disturbing activities</p>	<p>Project Sponsor; Department of Public Health; DTSC; Office of Assessor-Recorder</p>	<p>Prior to and during ground-disturbing activities</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>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 Draft Resolution 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 Ringgold 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.*

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. \_\_\_\_\_ 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 Motion No. \_\_\_\_\_ 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 Motion No. \_\_\_\_\_;



Resolution No. \_\_\_\_\_  
Hearing Date: December 6, 2012

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

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:

NOES:

ABSENT:

ADOPTED: December 6, 2012

\*Note: A draft ordinance with the amendments, approved as to form by the City Attorney, will be provided prior to the December 6 hearing.

[General Plan Amendments Related to the Western SoMa Area Plan.]

**Ordinance amending the San Francisco General Plan by (1) adding the Western SoMa Area Plan, generally bounded on its western portion by 7<sup>th</sup> Street, Mission Street Division Street, and Bryant Street, and on its eastern portion by 7<sup>th</sup> Street, Harrison Street, 4<sup>th</sup> Street, and Townsend Street; (2) making conforming amendments to the Housing, Commerce and Industry, and Recreation and Open Space Elements, the Land Use Index, and the South of Market, East SoMa, Mission, Showplace Square/Potrero, and Central Waterfront Area Plans; and (3) making environmental findings and findings of consistency with the General Plan and the Priority Policies of Planning Code Section 101.1.**

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

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

Section 1. Findings.

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

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

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

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

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

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

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

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

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

25

1 I. The Board of Supervisors has reviewed and considered the Final EIR and the  
2 environmental documents on file referred to herein. The Board of Supervisors has reviewed  
3 and considered the CEQA Findings adopted by the Planning Commission in support of the  
4 approval of the Western SoMa Area Plan amendments, and hereby adopts as its own and  
5 incorporates the CEQA Findings contained in Planning Commission Motion No. \_\_\_\_\_ by  
6 reference as though such findings were fully set forth in this Ordinance.

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

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

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

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

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

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

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

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

23 By: \_\_\_\_\_  
24 ANDREA RUIZ-ESQUIDE  
25 Deputy City Attorney

# 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."

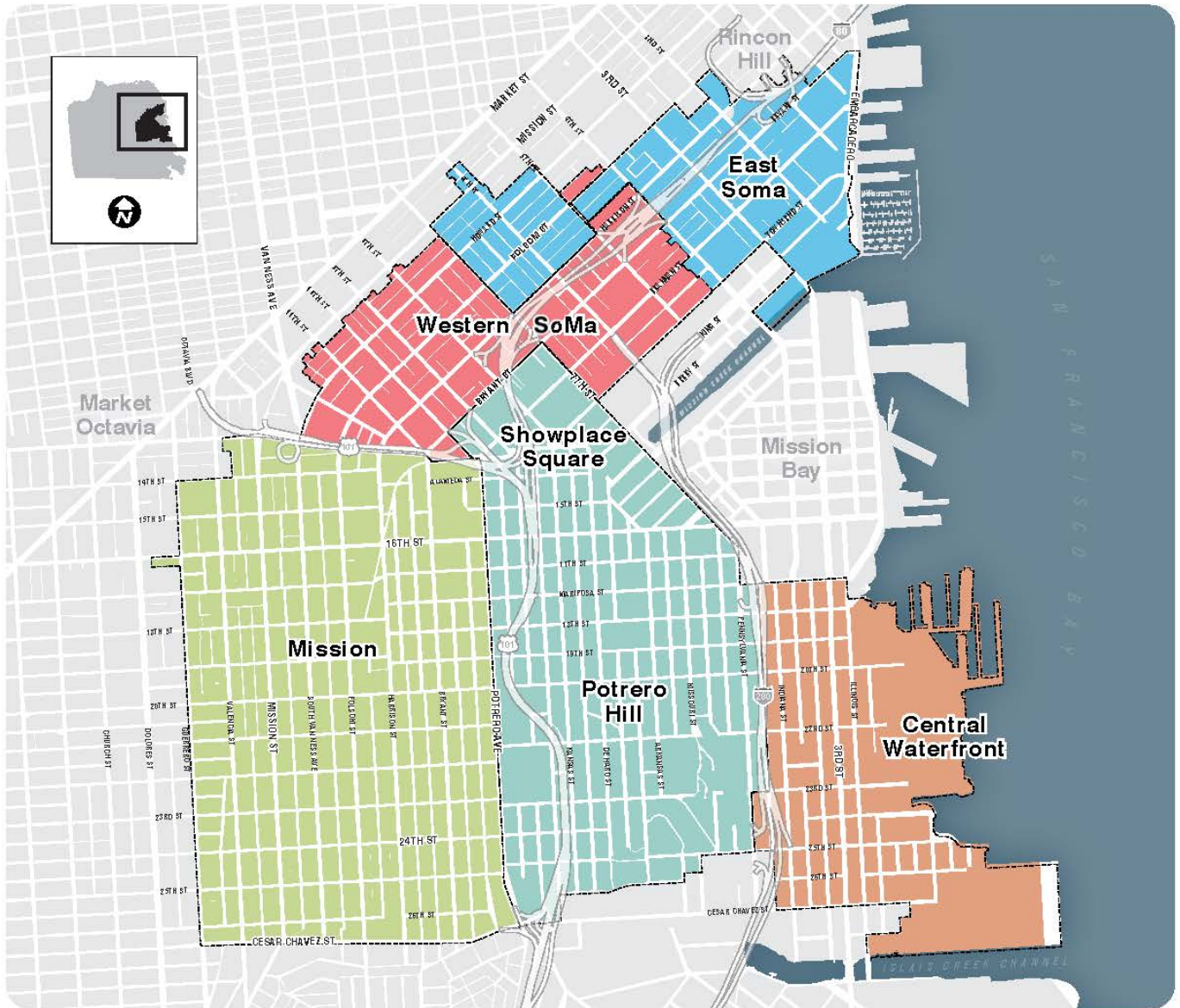
In August of 2006, by consensus, the Task Force adopted the following Planning Principles. They provide the foundation for this Plan:

- 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.**

## 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.

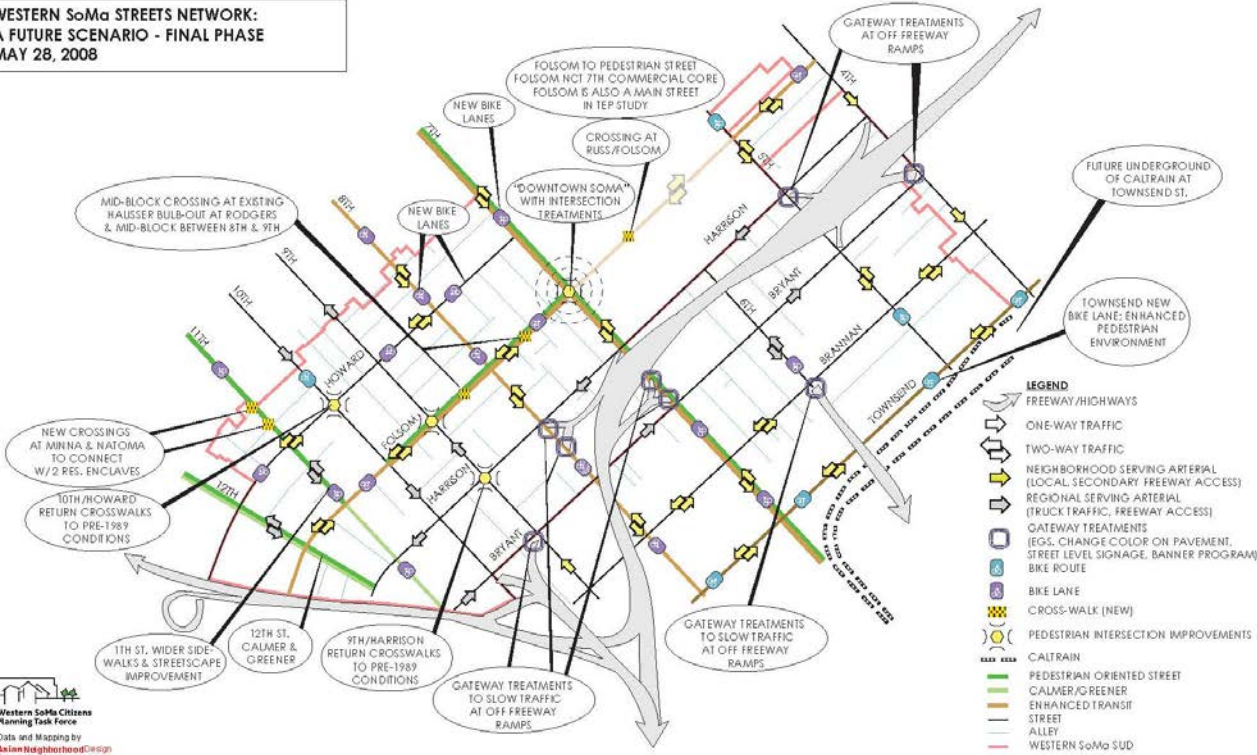
For many years, residents of this neighborhood have demonstrated a greater preference than any other San Francisco neighborhood for modes other than the automobile. Recently there has been a neighborhood trend away from the use of transit and non-motorized modes towards private vehicles. Certainly the 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

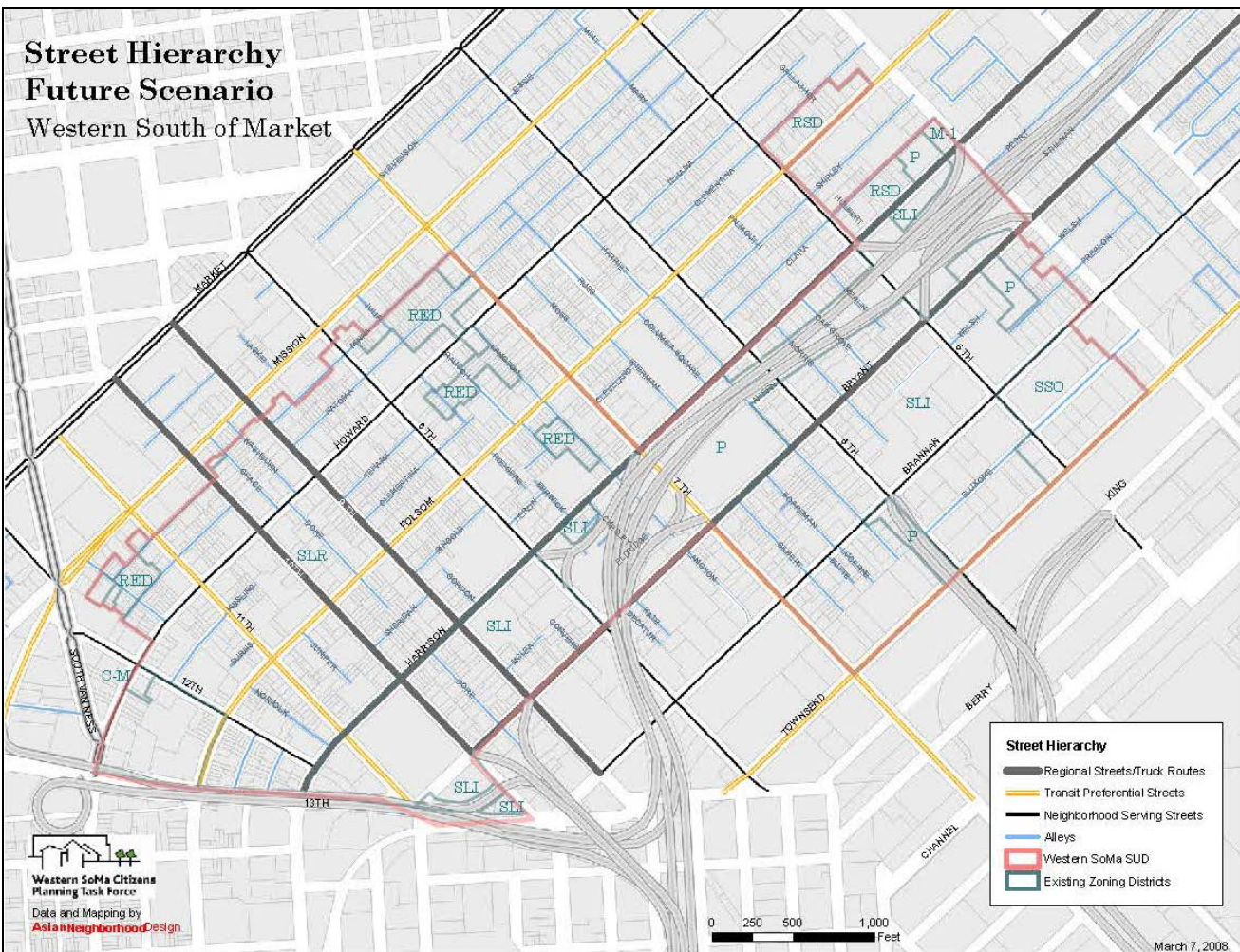
<b>ATM:</b>	<b>Automatic Teller Machine</b>	<b>NC:</b>	<b>Neighborhood Commercial</b>
<b>BART:</b>	<b>Bay Area Rapid Transit</b>	<b>PM:</b>	<b>Post Meridien</b>
<b>CHAMP:</b>	<b>Activity-Based Travel Model</b>	<b>SAM:</b>	<b>Strategic Analysis Memo</b>
<b>dba:</b>	<b>A-Weighted Decibels (measurement 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>

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



Western SoMa Citizens  
Planning Task Force  
Data and Mapping by  
Asian Neighborhood Design  
Community Planning

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



Western SoMa Citizens  
Planning Task Force  
Data and Mapping by  
Asian Neighborhood Design



# 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 the Western SoMa, including Secretary of the Interior cultural ratings.**

**POLICY 6.1.4**

**Establish boundaries, designations, and values 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.**

**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, such as oral history, including events that occur in public streets and alleys.**

**POLICY 6.2.4**

**Protect properties associated with the lives of significant persons from the past.**

**POLICY 6.2.5**

**Protect properties that embody a distinctive characteristic of a period or method of construction.**

**POLICY 6.2.6**

**Protect properties that are representative of the work of a master.**

**POLICY 6.2.7**

**Protect properties that contain artistic values.**

**POLICY 6.2.8**

**Protect resources that appear eligible for formal preservation designation.**

**POLICY 6.2.9**

**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 historic resource demolitions, without extending or delaying demolition process already established.**

**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 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**

**Provide a specific plan for reevaluation of resources and methodologies for updating surveys.**

**POLICY 6.6.6**

**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.

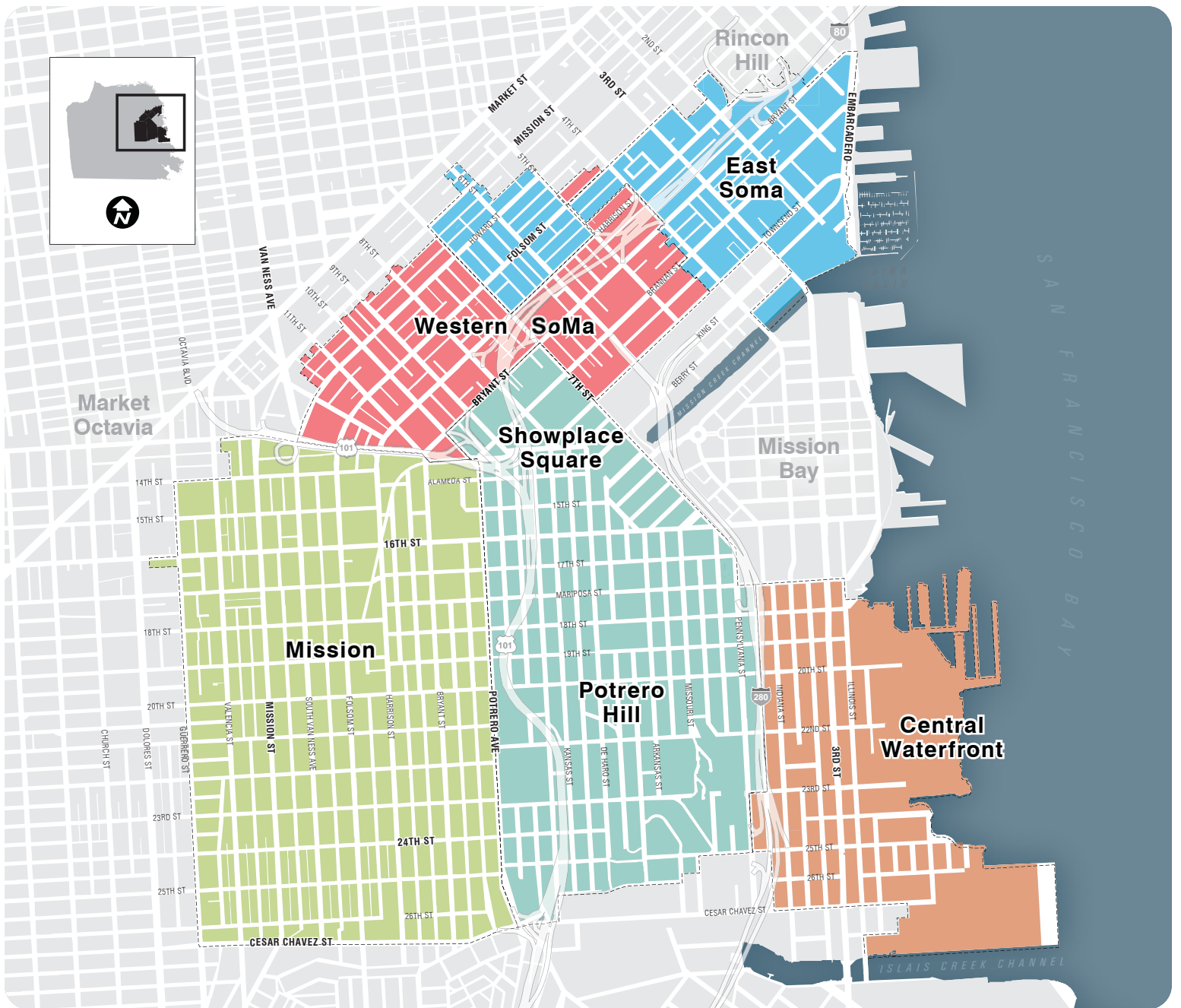
### General Plan Map Amendments

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**





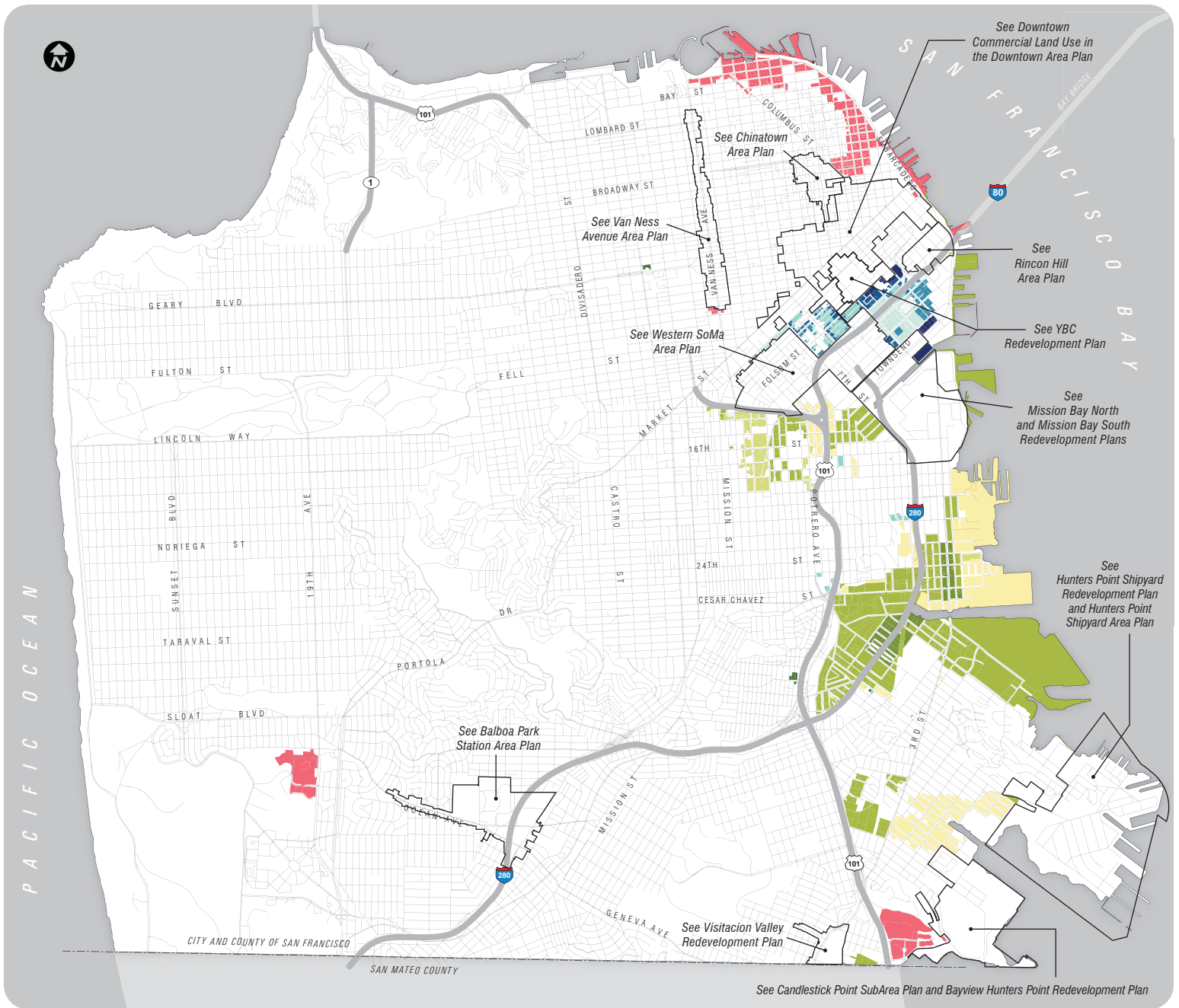
### Plan Areas

0 Miles 1

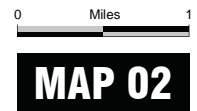
**MAP 01**

- 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

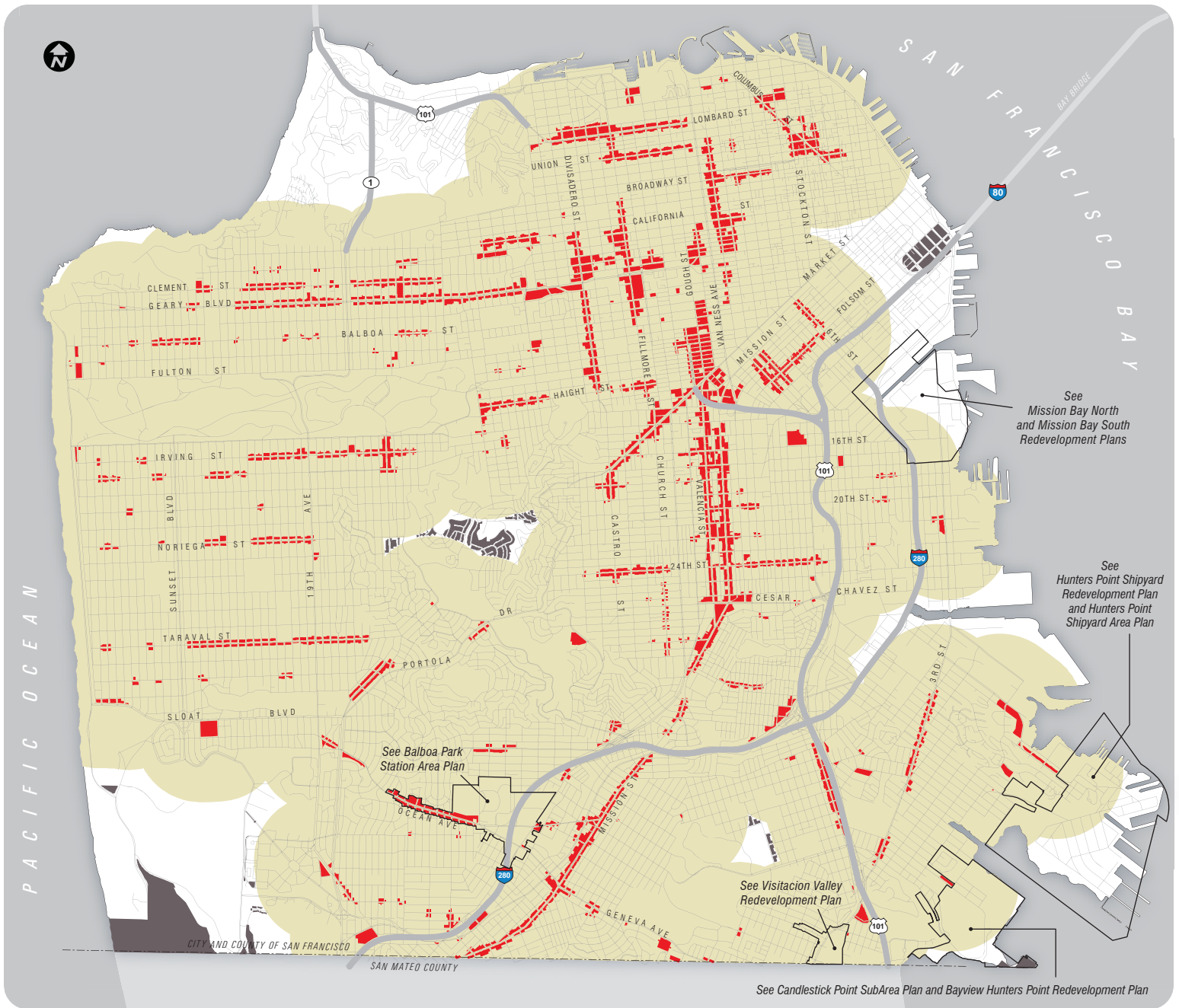
4.0:1 FAR

5.0:1 FAR

6.0:1 FAR

7.5:1 FAR

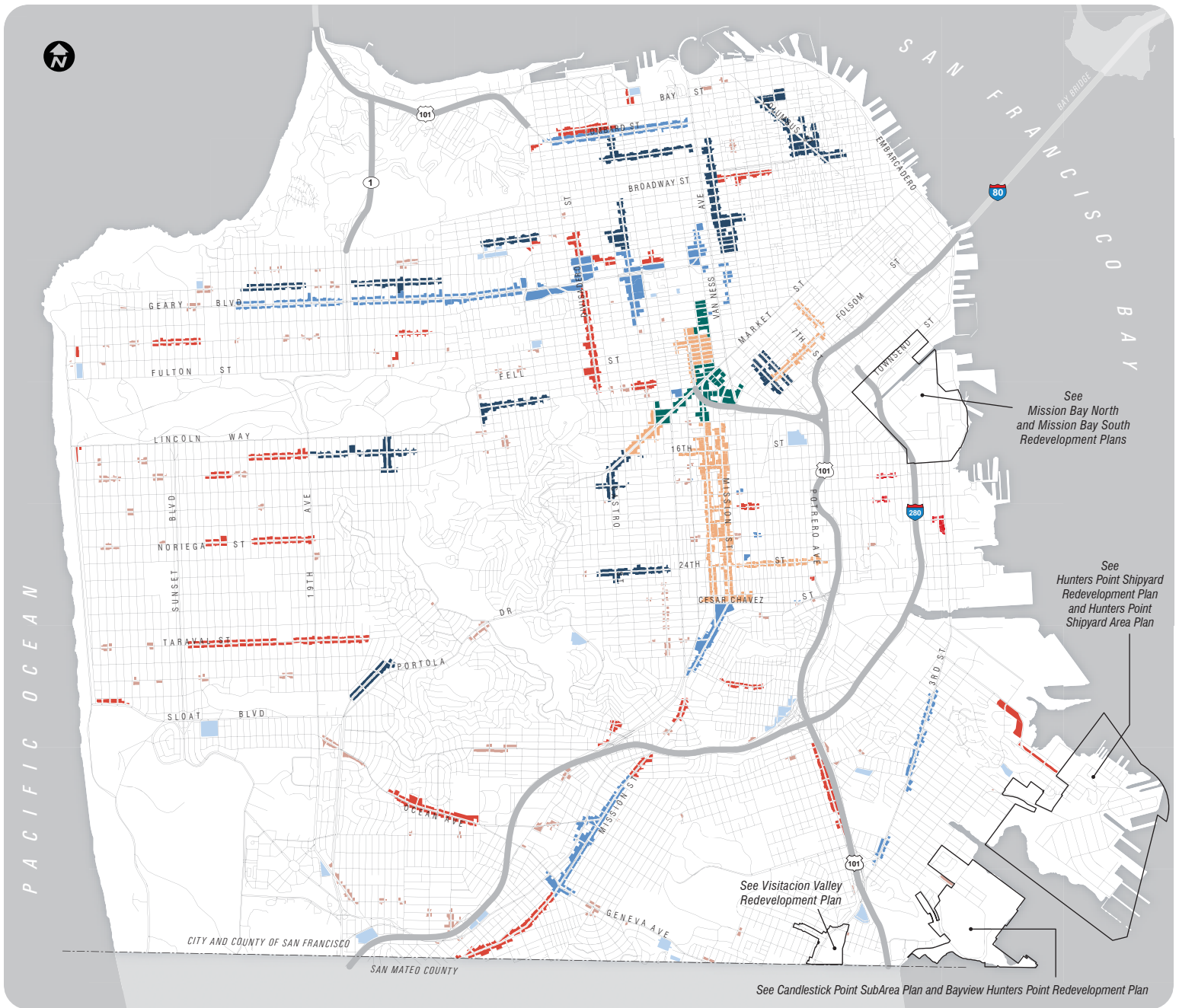
Note:  
In Commercial and Industrial districts, both FAR and dwelling unit density controls apply. In Mixed Residential Commercial districts, FAR limits apply to nonresidential uses and dwelling unit limits apply to residential uses. An additional 25% FAR may be added on corner lots in non C-3 districts.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



# SAN FRANCISCO PLANNING DEPARTMENT

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## Exhibit IV-1: Approval of Planning Code Amendments Case Report

HEARING DATE: DECEMBER 6, 2012

*Date:* November 29, 2012  
*Case No.:* **2008.0877MTZU**  
*Western SoMa Area Plan –  
Planning Code 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**

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

Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

Planning  
Information:  
**415.558.6377**

### DESCRIPTION

The San Francisco Planning Department proposes amending the Planning Code of the City and County of San Francisco to implement land use policy changes contained in the Western SoMa Community Plan. Proposed amendments to the Planning Code were initiated by the Planning Commission on November 8, 2012 in Resolution 18737.

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

### PRELIMINARY STAFF RECOMMENDATION

Staff recommends approval of the draft Resolution to Recommend Approval of the proposed amendments to the Planning Code.

### PLANNING CODE AMENDMENTS

Proposed changes to the Planning Code include but are not limited to those related to land use, density, height, open space, parking, and impact fees. Proposed Planning Code text and related map amendments will make revisions to existing sections of the Planning Code and introduce new sections necessary to implement the General Plan as proposed to be amended pursuant to adoption of the Western SoMa Community Plan.

The Draft Planning Code Amendments Summary Table (Exhibit IV-4) provides a general description of the proposed Planning Code amendments necessary, in part, to implement the Western SoMa Community Plan. The WSoMa Planning Code Amendments Zoning Guide (Exhibit IV-5) provides a snapshot of land use and development controls for each district within the 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 Western SoMa Community 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, Zoning Maps, and Administrative Code and approval of the Plan Program Implementation Document. These proposed actions are discussed in separate Staff Reports.

## **ATTACHMENTS**

- Exhibit IV-2 Draft Resolution of Intention to Initiate Planning Code Amendments
- Exhibit IV-3 Draft Planning Code Amendments Ordinance
- Exhibit IV-4 Draft Planning Code Amendments Summary Table
- Exhibit IV-5 Draft Planning Code Amendments Zoning Guide



# SAN FRANCISCO PLANNING DEPARTMENT

---

## Planning Commission Draft Resolution

HEARING DATE DECEMBER 6, 2012

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

Reception:  
**415.558.6378**

Fax:  
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Information:  
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*Date:* November 29, 2012  
*Case No.:* **2008.0877EMT~~ZU~~**  
*Western SoMa Area Plan –  
Planning Code 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 TO AMEND THE SAN FRANCISCO PLANNING CODE TO IMPLEMENT THE WESTERN SOMA AREA PLAN

WHEREAS, Section 4.105 of the City and County of San Francisco Charter mandates that the Planning Commission shall periodically recommend amendments to the Planning Code to the Board of Supervisors; and the San Francisco Planning Department is proposing to amend the Planning Code to implement the Western SoMa Community Plan (the “Western SoMa Area Plan” or “the Plan”) and to bring Planning Code regulations governing this area into consistency with the Plan.

The Planning Commission, at a duly noticed public hearing on November 8, 2012 and in accordance with Planning Code Section 302(b), initiated the Planning Code amendments that are the subject of this Resolution.

The Planning Code amendments propose to apply the Eastern Neighborhoods Infrastructure Impact Fee to development on parcels in the Western SoMa Plan area. The proposed fee amounts are supported by the Western SoMa Nexus Study on file with the Department in San Francisco Planning Department Case No. 2008.0877EMT~~ZU~~ and are incorporated herein by reference.

The Planning Commission incorporates by reference the General Plan and Section 101 consistency findings and overview concerning the Western SoMa Area Plan as set forth in Planning Commission Resolution No. \_\_\_\_\_, governing General Plan amendments.

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. \_\_\_\_\_ 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 Motion No. \_\_\_\_\_, adopting CEQA Findings related to the Western SoMa Area Plan.

Resolution \_\_\_\_\_  
\_\_\_\_\_, 2012

**CASE NO. 2008.0877EMTZU**  
**Adoption of Planning Code Amendments**  
**Related to the Western SoMa Community Plan**

NOW, THEREFORE, BE IT RESOLVED, that the Commission adopts and incorporates by reference the CEQA Findings in Commission Motion No. \_\_\_\_\_;

AND BE IT FURTHER RESOLVED, that the Improvement Measures identified in the Mitigation Monitoring and Reporting Plan for the Plan, attached as Exhibit 1 to the CEQA Findings in Commission Motion No. \_\_\_\_\_, shall be adopted as part of the Plan;

AND BE IT FURTHER RESOLVED, that pursuant to Planning Code Section 302(c), the Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require the proposed amendments to the Planning Code;

AND BE IT FURTHER RESOLVED, that the Commission finds the Planning Code 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 set forth in Planning Commission Resolution No. \_\_\_\_\_, which is incorporated herein by reference;

AND BE IT FURTHER RESOLVED, that pursuant to Planning Code Section 302(c), the Commission approves the Planning Code amendments contained in an ordinance approved as to form by the City Attorney hereto attached as Exhibit IV-3 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 \_\_\_\_\_, 2012.

Jonas P. Ionin  
Acting Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED:



\*Note: A draft ordinance with the amendments, approved as to form by the City Attorney, will be provided prior to the December 6 hearing.

1 [Planning Code – Implementing the Western SoMa Area Plan.]  
2

3 **Ordinance amending the San Francisco Planning Code by: 1) adding and amending**  
4 **various sections to implement the goals, objectives, and policies of the Western SoMa**  
5 **Area Plan, bounded generally by 7th Street, Mission Street, Division Street, and Bryant**  
6 **Street on the western portion of the plan area, and 7th Street, Harrison Street, 4th**  
7 **Street, and Townsend Street on the eastern portion of the plan area; and 2) making**  
8 **findings, including environmental findings and findings of consistency with General**  
9 **Plan and with the Priority Policies of Planning Code Section 101.1.**  
10

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

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

16 Section 1. Findings.

17 (a) Pursuant to Planning Code Section 302, this Board of Supervisors finds that this  
18 Ordinance will serve the public necessity, convenience, and welfare for the reasons set forth  
19 in Planning Commission Resolution No. \_\_\_\_\_, and incorporates those reasons herein by  
20 reference. A copy of said Planning Commission Resolution is on file with the Clerk of the  
21 Board of Supervisors in File No. \_\_\_\_\_.

22 (b) The Board of Supervisors finds that this Ordinance is, on balance, consistent  
23 with the General Plan and the Priority Policies of Planning Code Section 101.1(b) for the  
24 reasons set forth in Planning Commission Resolution No. \_\_\_\_\_, and incorporates those  
25 reasons herein by reference.

1 (c) In accordance with the actions contemplated herein, this Board adopted  
2 Ordinance No. \_\_\_\_\_, concerning findings pursuant to the California Environmental  
3 Quality Act (California Public Resources Code sections 21000 et seq.). A copy of said  
4 Ordinance is on file with the Clerk of the Board of Supervisors in File No. \_\_\_\_\_ and is  
5 incorporated by reference herein.

6 (d) Notwithstanding any contrary technical requirements that may exist in the Planning  
7 or Administrative Codes, the Board hereby finds that the Planning Department provided  
8 adequate notice for all documents and decisions, including environmental documents, related  
9 to the Western SoMa Area Plan. This finding is based on the extensive mailed, posted,  
10 electronic, and published notices that the Planning Department provided. Copies of such  
11 notices are available for review through the Custodian of Records at the Planning  
12 Department, 1650 Mission Street, San Francisco.

13  
14 Section 2. The San Francisco Planning Code is hereby amended by amending  
15 Sections 121.1, 121.2, 121.7, 124, 134, 135, 141, 145.1, 151.1, 155, 182, 201, 204.4, 207.4,  
16 207.5, 207.6, 208, 270.2, 316, 329, 401, 423 et seq., 429.2, 607.1, 702.1, 703.2, 802.1,  
17 802.4, 802.5, 803.3, 803.6, 803.7, 803.9, 813, 823, and 890.88, deleting Section 803.7, and  
18 adding Sections 261.2, 263.28, 263.29, 703.9, 743, 744, 844, 845, 846, 847, and 890.81, to  
19 read as follows:

20  
21 **SEC. 121.1. DEVELOPMENT OF LARGE LOTS, NEIGHBORHOOD COMMERCIAL  
DISTRICTS.**

22  
23  
24  
25

District	Lot Size Limits
SoMa, <i>RCD, Folsom Street</i>	10,000 sq. ft.

1                   **SEC. 121.2. USE SIZE LIMITS (NON-RESIDENTIAL), NEIGHBORHOOD**  
 2                   **COMMERCIAL DISTRICTS.**

District	Lot Size Limits
NC-2, NCT-2, SoMa, Ocean Avenue, Glen Park, <i>Folsom Street</i>	4,000 sq. ft.

3  
4  
5  
6                   **SEC. 121.7. RESTRICTION OF LOT MERGERS IN RESIDENTIAL CERTAIN**  
 7                   **DISTRICTS AND ON PEDESTRIAN-ORIENTED STREETS.**

8                   In order to promote, protect, and maintain a fine-grain scale of development in  
 9                   residential districts and on important pedestrian-oriented commercial streets which is  
 10                  appropriate to each district, compatible with adjacent buildings; provide for a diverse  
 11                  streetscape; ensure the maintenance and creation of multiple unique buildings and building  
 12                  frontages rather than large single structures superficially treated; promote diversity and  
 13                  multiplicity of land ownership and discourage consolidation of property under single  
 14                  ownership, merger of lots ~~in RTO and NCT Districts~~ are regulated as follows:

15                  (b) In those NCT, ~~and~~ NC and Mixed Use Districts listed below, merger of lots resulting in  
 16                  a lot with street frontage greater than that stated in the table below on the specified streets or  
 17                  in the specified Districts is prohibited except according to the procedures and criteria in  
 18                  subsections (c) and (d) below.

<u>Street or District</u>	<b>Lot Frontage Limit</b>
Hayes, from Franklin to Laguna	50 feet
<u>RED and RED-MX</u>	<u>50 feet</u>
Church Street, from Duboce to 16th Street	100 <u>feet</u>
<u>Folsom Street NCT, RCD, WMUG, WMUO, and SALI</u>	<u>100 feet</u>
Market, from Octavia to Noe	150 <u>feet</u>

1               **SEC. 124. BASIC FLOOR AREA RATIO.**

2                               TABLE 124

3                               BASIC FLOOR AREA RATIO LIMITS

District	Basic Floor Area Ratio Limit
RED, <u>RED-MX</u>	1.0 to 1
<u>Folsom Street</u>	2.5 to 1
<u>RCD</u>	
District	Basic Floor Area Ratio Limit
MUG, MUO, MUR, UMU, <u>WMUG</u> , <u>WMUO</u> , <u>SALI</u> , PDR-1-B, PDR-1-D, PDR-1-G, and PDR-2 in a 40, 45, or 48 foot height district	3.0 to 1
MUG, MUO, MUR, UMU, <u>WMUG</u> , <u>WMUO</u> , <u>SALI</u> , PDR-1-B, PDR-1-D, PDR-1-G, and PDR-2 in a 50, 55, or 58 foot height district	4.0 to 1
MUG, MUO, MUR, UMU, <u>WMUG</u> ,	5.0 to 1

<p>1 <u>WMUO, SALI</u>, PDR-1-B, PDR-1-D,  2 PDR-1-G, and PDR-2 in a 65 or 68  3 foot height district</p>	
<p>4 MUG, MUO, MUR, UMU, <u>WMUG</u>,  5 <u>WMUO, SALI</u>, PDR-1-B, PDR-1-D,  6 PDR-1-G, and PDR-2 in a 85 foot  7 height district</p>	6.0 to 1
<p>8 MUG, MUO, MUR, UMU, <u>WMUG</u>,  9 <u>WMUO, SALI</u>, PDR-1-B, PDR-1-D,  10 PDR-1-G, and PDR-2 in a height  11 district over 85 feet</p>	7.5 to 1

13 **SEC. 134. REAR YARDS, R, NC, C, SPD, M, MUG, WMUG, MUO, MUR, UMU, RED,**  
14 **RED-MX, RSD, SLR, SLI AND SSO DISTRICTS.**

15 The rear yard requirements established by this Section 134 shall apply to every  
16 building in an R, NC-1, NC-2 District or Individual Neighborhood Commercial District as noted  
17 in Subsection (a), except those buildings which contain only single room occupancy (SRO) or  
18 live/work units and except in the Bernal Heights Special Use District, Western SoMa Special Use  
19 District, and Residential Character Districts to the extent these provisions are inconsistent with  
20 the requirements set forth in Sections 242 and 823 of this Code. With the exception of  
21 dwellings in the South of Market Mixed Use and Eastern Neighborhoods Mixed Use Districts  
22 containing only SRO units, the rear yard requirements of this Section 134 shall also apply to  
23 every dwelling in a(n) MUG, WMUG, MUO, MUR, UMU, SPD, RED, RED-MX, RSD, SLR, SLI,  
24 SSO, NC-2, NCT-1, NCT-2, NC-3, NCT-3, Individual Area Neighborhood Commercial Transit  
25 District, Individual Neighborhood Commercial District as noted in Subsection (a), C or M

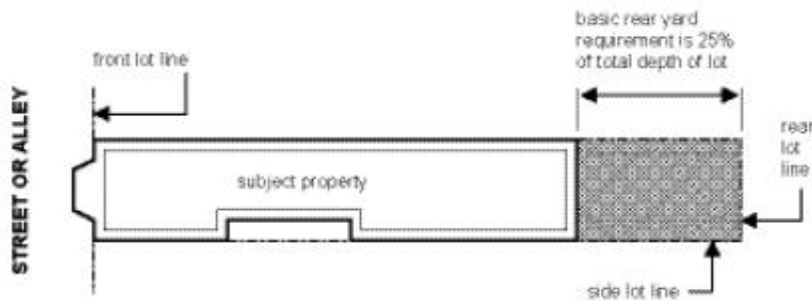
1 District. Rear yards shall not be required in NC-S Districts. These requirements are intended  
2 to assure the protection and continuation of established midblock, landscaped open spaces,  
3 and maintenance of a scale of development appropriate to each district, consistent with the  
4 location of adjacent buildings.

5 (a) **Basic Requirements.** The basic rear yard requirements shall be as follows for the  
6 districts indicated:

7 (1) **RH-1(D), RH-1, RH-1(S), RM-3, RM-4, RC-1, RC-2, RC-3, RC-4, NC, C, M, MUG,**  
8 **WMUG, MUO, MUR, UMU, RED, RED-MX, SPD, RSD, SLR, SLI and SSO Districts.** The  
9 minimum rear yard depth shall be equal to 25 percent of the total depth of the lot on which the  
10 building is situated, but in no case less than 15 feet. For buildings containing only SRO units  
11 in the South of Market Mixed Use and Eastern Neighborhoods Mixed Use Districts, the  
12 minimum rear yard depth shall be equal to 25 percent of the total depth of the lot on which the  
13 building is situated, but the required rear yard of SRO buildings not exceeding a height of 65  
14 feet shall be reduced in specific situations as described in Subsection (c) below.

15 (A) **RH-1(D), RH-1, RH-1(S), RM-3, RM-4, RC-1, NC-1, NCT-1, Inner Sunset, Outer**  
16 **Clement Street, Haight Street, Sacramento Street, 24th Street-Noe Valley, and West**  
17 **Portal Avenue Districts.** Rear yards shall be provided at grade level and at each succeeding  
18 level or story of the building.

19 (B) **NC-2, NCT-2, Ocean Avenue, Castro Street, Inner Clement Street, Upper**  
20 **Fillmore Street, North Beach, Union Street, Valencia Street, 24th Street-Mission, *and***  
21 **Glen Park, RCD and Folsom Street Districts.** Rear yards shall be provided at the second story,  
22 and at each succeeding story of the building, and at the first story if it contains a dwelling unit.



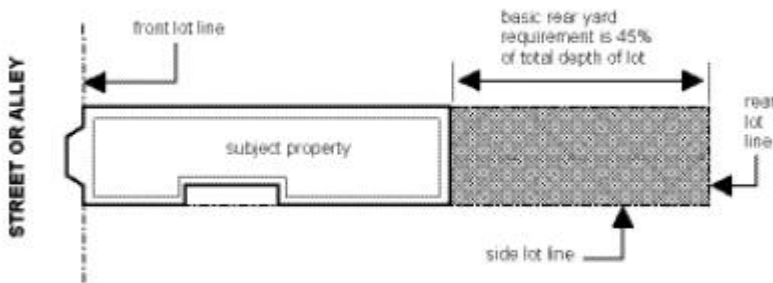
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**(C) RC-2, RC-3, RC-4, NC-3, NCT-3, Broadway, Hayes-Gough, Upper Market Street, SoMa, Mission Street, Polk Street, C, M, RED, SPD, RSD, SLR, SLI, SSO, MUR, MUG, MUO, and UMU Districts.** Rear yards shall be provided at the lowest story containing a dwelling unit, and at each succeeding level or story of the building. In the Hayes-Gough NCT, lots fronting the east side of Octavia Boulevard between Linden and Market Streets (Central Freeway Parcels L, M, N, R, S, T, U, and V) are not required to provide rear yards at any level of the building, provided that the project fully meets the usable open space requirement for dwelling units per Section 135 of this Code, the exposure requirements of Section 140, and gives adequate architectural consideration to the light and air needs of adjacent buildings given the constraints of the project site.

17  
18  
19  
20  
21  
**(D) Upper Market NCT and Upper Market NCD.** Rear yards shall be provided at the grade level, and at each succeeding story of the building. For buildings in the Upper Market NCT that do not contain residential uses and that do not abut adjacent lots with an existing pattern of rear yards or mid-block open space, the Zoning Administrator may waive or reduce this rear yard requirement pursuant to the procedures of subsection (e).

22  
23  
*(E) RED, RED-MX and WMUG Districts. Rear yards shall be provided at the ground level for any building containing a dwelling unit, and at each succeeding level or story of the building.*

24  
25  
**(2) RH-2, RH-3, RTO, RTO-M, RM-1 and RM-2 Districts.** The minimum rear yard depth shall be equal to 45 percent of the total depth of the lot on which the building is situated,

1 except to the extent that a reduction in this requirement is permitted by Subsection (c) below.  
2 Rear yards shall be provided at grade level and at each succeeding level or story of the  
3 building.



4  
5  
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7  
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9  
10 **(c) Reduction of Requirements in RH-2, RH-3, RTO, RTO-M, RM-1 and RM-2**  
11 **Districts.** The rear yard requirement stated in Paragraph (a)(2) above, for RH-2, RH-3, RTO,  
12 RTO-M, RM-1 and RM-2 Districts, and as stated in Paragraph (a)(1) above, for single room  
13 occupancy buildings located in either the South of Market Mixed Use or Eastern  
14 Neighborhoods Mixed Use Districts not exceeding a height of 65 feet, shall be reduced in  
15 specific situations as described in this Subsection (c), based upon conditions on adjacent lots.  
16 Except for those SRO buildings referenced above in this paragraph whose rear yard can be  
17 reduced in the circumstances described in Subsection (c) to a 15-foot minimum, under no  
18 circumstances, shall the minimum rear yard be thus reduced to less than a depth equal to 25  
19 percent of the total depth of the lot on which the building is situated, or to less than 15 feet,  
20 whichever is greater.

21 **(1) General Rule.** In such districts, the forward edge of the required rear yard shall be  
22 reduced to a line on the subject lot, parallel to the rear lot line of such lot, which is an average  
23 between the depths of the rear building walls of the two adjacent buildings. Except for single  
24 room occupancy buildings in the South of Market Mixed Use Districts, in any case in which a  
25 rear yard requirement is thus reduced, the last 10 feet of building depth thus permitted on the



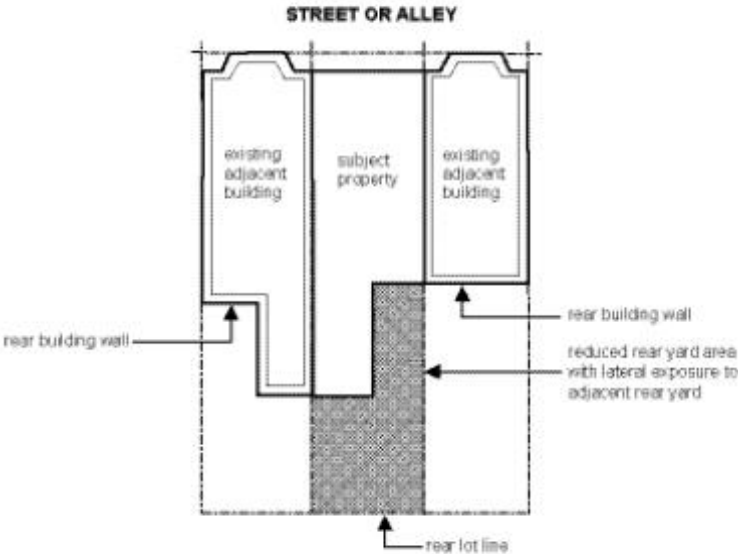
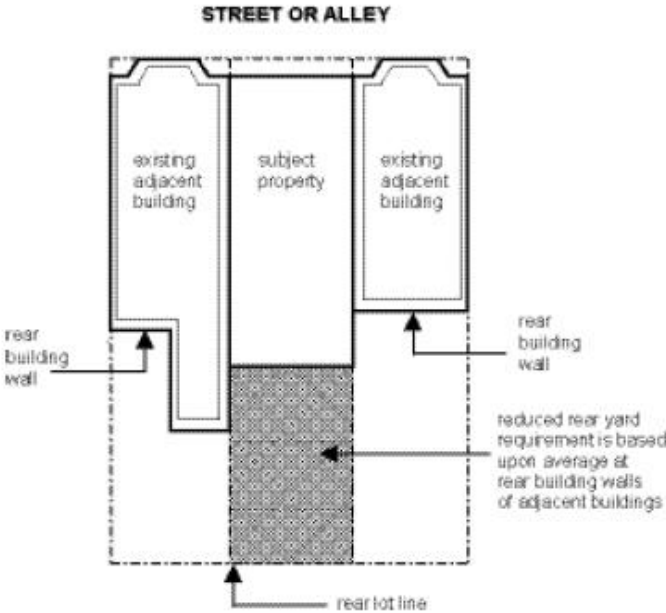
1 subject lot shall be limited to a height of 30 feet, measured as prescribed by Section 260 of  
2 this Code, or to such lesser height as may be established by Section 261 of this Code.

3 (2) **Alternative Method of Averaging.** If, under the rule stated in Paragraph (c)(1)  
4 above, a reduction in the required rear yard is permitted, the reduction may alternatively be  
5 averaged in an irregular manner; provided that the area of the resulting reduction shall be no  
6 more than the product of the width of the subject lot along the line established by Paragraph  
7 (c)(1) above times the reduction in depth of rear yard permitted by Paragraph (c)(1); and  
8 provided further that all portions of the open area on the part of the lot to which the rear yard  
9 reduction applies shall be directly exposed laterally to the open area behind the adjacent  
10 building having the lesser depth of its rear building wall.

11 (3) **Method of Measurement.** For purposes of this Subsection (c), an "adjacent  
12 building" shall mean a building on a lot adjoining the subject lot along a side lot line. In all  
13 cases the location of the rear building wall of an adjacent building shall be taken as the line of  
14 greatest depth of any portion of the adjacent building which occupies at least ½ the width  
15 between the side lot lines of the lot on which such adjacent building is located, and which has  
16 a height of at least 20 feet above grade, or two stories, whichever is less, excluding all  
17 permitted obstructions listed for rear yards in Section 136 of this Code. Where a lot adjoining  
18 the subject lot is vacant, or contains no dwelling or group housing structure, or is located in an  
19 RH-1(D), RH-1, RH-1(S), RM-3, RM-4, RC, RED, RED-MX, MUG, WMUG, MUR, UMU, SPD,  
20 RSD, SLR, SLI, SSO, NC, C, M or P District, such adjoining lot shall, for purposes of the  
21 calculations in this Subsection (c), be considered to have an adjacent building upon it whose  
22 rear building wall is at a depth equal to 75 percent of the total depth of the subject lot.

23 (4) **Applicability to Special Lot Situations.** In the following special lot situations, the  
24 general rule stated in Paragraph (c)(1) above shall be applied as provided in this Paragraph  
25

1 (c)(4), and the required rear yard shall be reduced if conditions on the adjacent lot or lots so  
2 indicate and if all other requirements of this Section 134 are met.



1           **(A) Corner Lots and Lots at Alley Intersections.** On a corner lot as defined by this  
2 Code, or a lot at the intersection of a street and an alley or two alleys, the forward edge of the  
3 required rear yard shall be reduced to a line on the subject lot which is at the depth of the rear  
4 building wall of the one adjacent building.

5           **(B) Lots Abutting Properties with Buildings that Front on Another Street or Alley.**  
6 In the case of any lot that abuts along one of its side lot lines upon a lot with a building that  
7 fronts on another street or alley, the lot on which it so abuts shall be disregarded, and the  
8 forward edge of the required rear yard shall be reduced to a line on the subject lot which is at  
9 the depth of the rear building wall of the one adjacent building fronting on the same street or  
10 alley. In the case of any lot that abuts along both its side lot lines upon lots with buildings that  
11 front on another street or alley, both lots on which it so abuts shall be disregarded, and the  
12 minimum rear yard depth for the subject lot shall be equal to 25 percent of the total depth of  
13 the subject lot, or 15 feet, whichever is greater.

14           **(C) Through Lots Abutting Properties that Contain Two Buildings.** Where a lot is a  
15 through lot having both its front and its rear lot line along streets, alleys, or a street and an  
16 alley, and both adjoining lots are also through lots, each containing two dwellings or group  
17 housing structures that front at opposite ends of the lot, the subject through lot may also have  
18 two buildings according to such established pattern, each fronting at one end of the lot,  
19 provided all the other requirements of this Code are met. In such cases the rear yard required  
20 by this Section 134 for the subject lot shall be located in the central portion of the lot, between  
21 the two buildings on such lot, and the depth of the rear wall of each building from the street or  
22 alley on which it fronts shall be established by the average of the depths of the rear building  
23 walls of the adjacent buildings fronting on that street or alley. In no case, however, shall the  
24 total minimum rear yard for the subject lot be thus reduced to less than a depth equal to 25  
25 percent of the total depth of the subject lot, or to less than 15 feet, whichever is greater.

1 Furthermore, in all cases in which this Subparagraph (c)(4)(C) is applied, the requirements of  
 2 Section 132 of this Code for front setback areas shall be applicable along both street or alley  
 3 frontages of the subject through lot.

4 (f) **Modification of Requirements in the Eastern Neighborhoods Mixed Use**  
 5 **Districts.** The rear yard requirement in Eastern Neighborhoods Mixed Use Districts may be  
 6 modified or waived by the Planning Commission pursuant to Section 329, ~~and~~ *The rear yard*  
 7 *requirement in Eastern Neighborhoods Mixed Use Districts may be* modified by the Zoning  
 8 Administrator pursuant to the procedures set forth in Section 307(h) for other projects,  
 9 provided that:

- 10 (1) A comparable, but not necessarily equal amount of square footage as would be  
 11 created in a code conforming rear yard is provided elsewhere within the development;
- 12 (2) The proposed new or expanding structure will not significantly impede the access  
 13 to light and air from adjacent properties or adversely affect the interior block open space  
 14 formed by the rear yards of adjacent properties; and
- 15 (3) The modification request is not combined with any other residential open space  
 16 modification or exposure variance for the project, except exposure modifications in designated  
 17 landmark buildings under Section 307(h)(1).

18  
 19 **SEC. 135. USABLE OPEN SPACE FOR DWELLING UNITS AND GROUP**  
 20 **HOUSING, R, NC, MIXED USE, C, AND M DISTRICTS.**

21 **TABLE 135A**  
 22 **MINIMUM USABLE OPEN SPACE FOR DWELLING UNITS AND GROUP HOUSING**  
 23 **OUTSIDE THE EASTERN NEIGHBORHOODS MIXED USE DISTRICT**

District	Square Feet Of Usable Open Space Required For Each Dwelling Unit If All Private	Ratio of Common Usable Open Space That May Be Substituted for Private
NC-3, Castro Street, Inner	80	1.33

1 Clement Street, Outer 2 Clement Street, Upper 3 Fillmore Street, Haight 4 Street, Union Street, 5 Valencia Street, 24th Street- Mission, 24th Street-Noe Valley, NCT-3, SoMa, Mission Street, <u>Folsom</u> <u>Street, RCD</u>		
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6

7 **SEC. 141. SCREENING OF ROOFTOP FEATURES R, NC, C, M, MUG, WMUG,**  
 8 **MUO, WMUO, MUR, UMU, RED, RED-MX, DTR, SPD, RSD, SLR, SLI, SALI AND SSO**  
**DISTRICTS.**

9 (a) In R, SPD, RSD, NC, C, M, MUG, WMUG, MUO, WMUO, MUR, UMU, RED, RED-  
 10 MX, SLR, SLI, SALI and SSO Districts, rooftop mechanical equipment and appurtenances to  
 11 be used in the operation or maintenance of a building shall be arranged so as not to be visible  
 12 from any point at or below the roof level of the subject building. This requirement shall apply in  
 13 construction of new buildings, and in any alteration of mechanical systems of existing  
 14 buildings that results in significant changes in such rooftop equipment and appurtenances.  
 15 The features so regulated shall in all cases be either enclosed by outer building walls or  
 16 parapets, or grouped and screened in a suitable manner, or designed in themselves so that  
 17 they are balanced and integrated with respect to the design of the building. Minor features not  
 18 exceeding one foot in height shall be exempted from this regulation.

19 **SEC. 145.1. STREET FRONTAGES IN NEIGHBORHOOD COMMERCIAL,**  
 20 **RESIDENTIAL-COMMERCIAL, COMMERCIAL, AND MIXED USE DISTRICTS.**

21 (c) **Controls.** The following requirements shall generally apply, except for those  
 22 controls listed in subsections (1) Above Grade Parking Setback and (4) Ground Floor Ceiling  
 23 Height, which only apply to a "development lot" as defined above.  
 24 In NC-S Districts, the applicable frontage shall be the primary facade(s) which contain  
 25 customer entrances to commercial spaces.

1           **(1) Above-Grade Parking Setback.** Off-street parking at street grade on a  
2 development lot must be set back at least 25 feet on the ground floor and at least 15 feet on  
3 floors above, from any facade facing a street at least 30 feet in width. Parking above the  
4 ground level shall be entirely screened from all public rights-of-way in a manner that  
5 accentuates ground floor uses, minimizes mechanical features and is in keeping with the  
6 overall massing and architectural vocabulary of the building. In C-3 Districts, parking above  
7 the ground level, where permitted, shall also be designed to facilitate conversion to other uses  
8 by maintaining level floors and a clear ceiling height of nine feet or equal to that of the  
9 adjacent street-fronting active uses, whichever is greater. Removable parking ramps are  
10 excluded from this requirement.

11           The following shall apply to projects subject to this section:

12           (A) when only one parking space is permitted. if a space is proposed it must be within  
13 the first 25 feet of the building;

14           (B) when two or more parking spaces are proposed, one space may be within the first  
15 25 feet of the building;

16           (C) when three or more parking spaces are proposed, all parking spaces must be set  
17 back at least 25 feet from the front of the development.

18           **(2) Parking and Loading Entrances.** No more than one-third of the width or 20 feet,  
19 whichever is less, of any given street frontage of a new or altered structure parallel to and  
20 facing a street shall be devoted to parking and loading ingress or egress. In NC-S Districts, no  
21 more than one-third or 50 feet, whichever is less, of each lot frontage shall be devoted to  
22 ingress/egress of parking. In RED Districts, no more than one garage door shall be permitted per  
23 lot, and the garage door shall be limited to no more than 10 feet in width. Street-facing garage  
24 structures and garage doors may not extend closer to the street than a primary building  
25 facade unless the garage structure and garage door are consistent with the features listed in

1 Section 136 of this Code. The total street frontage dedicated to parking and loading access  
2 should be minimized, and combining entrances for off-street parking with those for off-street  
3 loading is encouraged. The placement of parking and loading entrances should minimize  
4 interference with street-fronting active uses and with the movement of pedestrians, cyclists,  
5 public transit, and autos. Entrances to off-street parking shall be located at least six feet from  
6 a lot corner located at the intersection of two public rights-of-way. Off-street parking and  
7 loading entrances should minimize the loss of on-street parking and loading spaces. Off-street  
8 parking and loading are also subject to the provisions of Section 155 of this Code. In C-3  
9 Districts, so as not to preclude the conversion of parking space to other uses in the future,  
10 parking at the ground-level shall not be sloped, and the floor shall be aligned as closely as  
11 possible to sidewalk level along the principal pedestrian frontage and/or to those of the street-  
12 fronting commercial spaces and shall have a minimum clear ceiling height of 14 feet or equal  
13 to that of street-fronting commercial spaces, whichever is greater. Removable parking ramps  
14 are excluded from this requirement.

15 (3) **Active Uses Required.** With the exception of space allowed for parking and  
16 loading access, building egress, and access to mechanical systems, space for active uses as  
17 defined in Subsection (b)(2) and permitted by the specific district in which it is located shall be  
18 provided within the first 25 feet of building depth on the ground floor and 15 feet on floors  
19 above from any facade facing a street at least 30 feet in width. Building systems including  
20 mechanical, electrical, and plumbing features may be exempted from this requirement by the  
21 Zoning Administrator only in instances where those features are provided in such a fashion as  
22 to not negatively impact the quality of the ground floor space.

23 (4) **Ground Floor Ceiling Height.** Unless otherwise established elsewhere in this  
24 Code:

25

1 (A) Ground floor non-residential uses in UMU Districts shall have a minimum floor-to-  
2 floor height of 17 feet, as measured from grade.

3 (B) Ground floor non-residential uses in all C-3, C-M, NCT, DTR, Chinatown Mixed  
4 Use, RSD, SLR, SLI, SPD, SSO, RED-MX, WMUG, MUG, MUR, WMUO and MUO Districts  
5 shall have a minimum floor-to-floor height of 14 feet, as measured from grade.

6 (C) Ground floor non-residential uses in all RC districts, C-2 districts, RED districts, and  
7 NC districts other than NCT, shall have a minimum floor-to-floor height of 14 feet, as  
8 measured from grade except in 40-foot and 50-foot height districts, where buildings shall have  
9 a minimum floor-to-floor height of 10 feet.

10 (5) **Street-Facing Ground-Level Spaces.** The floors of street-fronting interior spaces  
11 housing non-residential active uses and lobbies shall be as close as possible to the level of  
12 the adjacent sidewalk at the principal entrance to these spaces. Street-facing ground-level  
13 spaces housing non-residential active uses in hotels, office buildings, shopping centers, and  
14 other large buildings shall open directly onto the street, rather than solely into lobbies and  
15 interior spaces of the buildings. Such required street-facing entrances shall remain open to  
16 the public during business hours.

17 (6) **Transparency and Fenestration.** Frontages with active uses that are not  
18 residential or PDR must be fenestrated with transparent windows and doorways for no less  
19 than 60 percent of the street frontage at the ground level and allow visibility to the inside of the  
20 building. The use of dark or mirrored glass shall not count towards the required transparent  
21 area. Buildings located inside of, or within an unobstructed line of less than 300 feet of an  
22 Urban Bird Refuge, as defined in Section 139(c)(1), shall follow glazing requirements within  
23 Section 139(c) of this Code.

24 (7) **Gates, Railings, and Grillwork.** Any decorative railings or grillwork, other than wire  
25 mesh, which is placed in front of or behind ground floor windows, shall be at least 75 percent



open to perpendicular view. Rolling or sliding security gates shall consist of open grillwork rather than solid material, so as to provide visual interest to pedestrians when the gates are closed, and to permit light to pass through mostly unobstructed. Gates, when both open and folded or rolled as well as the gate mechanism, shall be recessed within, or laid flush with, the building facade.

**SEC. 151.1. SCHEDULE OF PERMITTED OFF-STREET PARKING SPACES IN SPECIFIED DISTRICTS.**

(a) **Applicability.** This subsection shall apply only to DTR, NCT, RCD, Upper Market Street NCD, RTO, Eastern Neighborhood Mixed Use, South of Market Mixed Use, M-1, PDR-1-D, and PDR-1-G, C-M, or C-3 Districts.

Table 151.1

**OFF-STREET PARKING PERMITTED AS ACCESSORY**

Use or Activity	Number of Off-Street Car Parking Spaces or Space Devoted to Off-Street Car Parking Permitted
Dwelling units and SRO units in SLI, <u>SALI</u> , SSO, MUG, <u>WMUG</u> , MUR, MUO, <u>WMUO</u> , SPD Districts, except as specified below	P up to one car for each four dwelling units; up to 0.75 cars for each dwelling unit, subject to the criteria and conditions and procedures of Section 151.1(g); NP above 0.75 cars for each dwelling unit.
Dwelling units in SLI, <u>SALI</u> , SSO, MUG, <u>WMUG</u> , MUR, MUO, <u>WMUO</u> , SPD Districts with at least 2 bedrooms and at least 1,000 square feet of occupied floor area	P up to one car for each four dwelling units; up to one car for each dwelling unit, subject to the criteria and conditions and procedures of Section 151.1(g); NP above one car for each dwelling unit.
Dwelling units in the Ocean Avenue NCT Districts and Glen Park NCT District  <u>Dwelling units in the Folsom Street NCT and RCD Districts</u>	P up to one car for each unit; NP above.  <u>P up to one car for each two dwelling units; up to 0.75 cars for each dwelling unit, subject to the criteria and procedures of Section 151.1(g); NP above 0.75 cars for each dwelling unit.</u>

1 2 3 4 5 6 7 8 9 10 11	Dwelling units and SRO units in RTO <del>and</del> RED <del>and</del> RED-MX Districts, except as specified below	P up to three cars for each four dwelling units; C up to one car for each dwelling unit, subject to the criteria and procedures of Section 151.1(g); NP above one car for each dwelling unit.
12 13 14 15 16 17 18 19 20 21 22	All office uses in C-3, DTR, C-M, SSO, SPD, MUG, <u>WMUG</u> , MUR, and <u>WMUO</u> MUO Districts	P up to seven percent of the gross floor area of such uses and subject to the pricing conditions of Section 155(g); NP above.
23 24 25	Office uses in M-1, UMU, <u>SALI</u> , PDR-1-D, and PDR-1-G Districts, except as specified below	P up to one car per 1,000 square feet of gross floor area and subject to the pricing conditions of Section 155(g); NP above.
	Office uses in M-1, UMU, <u>SALI</u> , PDR-1-D, and PDR-1-G Districts where the entire parcel is greater than ¼-mile from Market, Mission, 3rd Streets and 4th Street north of Berry Street	P up to one car per 500 square feet of gross floor area; NP above.

(g) In RTO, NCT, C-M, ~~and~~ South of Market Mixed Use Districts, ~~and the~~ Upper Market Street NCD, RED, RED-MX, ~~and~~ WMUG, any request for accessory parking in excess of what is principally permitted in Table 151.1, but which does not exceed the maximum amount stated in Table 151.1, shall be reviewed by the Planning Commission as a Conditional Use. In MUG, WMUG, MUR, MUO, RED, RED-MX, and SPD Districts, any project subject to Section 329 and that requests residential accessory parking in excess of that which is principally permitted in Table 151.1, but which does not exceed the maximum amount stated in Table 151.1, shall be reviewed by the Planning Commission according to the procedures of Section 329. Projects that are not subject to Section 329 shall be reviewed under the procedures detailed in subsection (h) below.

(1) In granting such Conditional Use or exception per 329 for parking in excess of that principally permitted in Table 151.1, the Planning Commission shall make the following affirmative findings according to the uses to which the proposed parking is accessory:

**(A) Parking for All Uses.**

1 (i) Vehicle movement on or around the project does not unduly impact pedestrian  
2 spaces or movement, transit service, bicycle movement, or the overall traffic movement in the  
3 district;

4 (ii) Accommodating excess accessory parking does not degrade the overall urban  
5 design quality of the project proposal;

6 (iii) All above-grade parking is architecturally screened and lined with active uses  
7 according to the standards of Section 145.1, and the project sponsor is not requesting any  
8 exceptions or variances requiring such treatments elsewhere in this Code; and

9 (iv) Excess accessory parking does not diminish the quality and viability of existing or  
10 planned streetscape enhancements.

11 **(B) Parking for Residential Uses.**

12 (i) For projects with 50 dwelling units or more, all residential accessory parking in  
13 excess of 0.5 spaces per unit shall be stored and accessed by mechanical stackers or lifts,  
14 valet, or other space-efficient means that reduces space used for parking and maneuvering,  
15 and maximizes other uses.

16 **(C) Parking for Non-Residential Uses.**

17 (i) Projects that provide more than 10 spaces for non-residential uses must dedicate  
18 5% of these spaces, rounded down to the nearest whole number, to short-term, transient use  
19 by vehicles from certified car sharing organizations per Section 166, vanpool, rideshare, taxis,  
20 or other co-operative auto programs. These spaces shall not be used for long-term storage  
21 nor satisfy the requirement of Section 166, but rather to park them during trips to commercial  
22 uses. These spaces may be used by shuttle or delivery vehicles used to satisfy subsection  
23 (B).

24 (ii) Retail uses larger than 20,000 square feet, including but not limited to grocery,  
25 hardware, furniture, consumer electronics, greenhouse or nursery, and appliance stores,

1 which sell merchandise that is bulky or difficult to carry by hand or by public transit, shall offer,  
2 at minimal or no charge to its customers, door-to-door delivery service and/or shuttle service.  
3 This is encouraged, but not required, for retail uses less than 20,000 square feet.

4 (iii) Parking shall be limited to short-term use only.

5 (iv) Parking shall be available to the general public at times when such parking is not  
6 needed to serve the use or uses to which it is accessory.

7 (2) Additionally, in granting approval for such accessory parking above that permitted  
8 by right, the Commission may require the property owner to pay the annual membership fee  
9 to a certified car-share organization, as defined in Section 166(b)(2), for any resident of the  
10 project who so requests and who otherwise qualifies for such membership, provided that such  
11 requirement shall be limited to one membership per dwelling unit, when the findings set forth  
12 in Section 151.1(e)(2) are made.

13 (h) **Small residential projects in MUG, WMUG, MUR, MUO, WMUO, RED, RED-MX**  
14 **and SPD Districts.** Any project that is not subject to the requirements of Section 329 and that  
15 requests residential accessory parking in excess of what is principally permitted in Table  
16 151.1 shall be reviewed by the Zoning Administrator subject to Section 307(h). The Zoning  
17 Administrator may grant parking in excess of what is principally permitted in Table 151.1, not  
18 to exceed the maximum amount stated in Table 151.1, only if the Zoning Administrator  
19 determines that all of the following conditions are met:

20 (1) all the conditions of subsection (g)(1)(A) above have been met.

21 (2) parking is not accessed from any protected Transit or Pedestrian Street described  
22 in Section 155(r), and

23 (3) where more than ten spaces are proposed at least half of them, rounded down to  
24 the nearest whole number, are stored and accessed by mechanical stackers or lifts, valet, or  
25

1 other space-efficient means that reduces space used for parking and maneuvering, and  
2 maximizes other uses.

3  
4  
5 **SEC. 155. GENERAL STANDARDS AS TO LOCATION AND ARRANGEMENT OF**  
6 **OFF-STREET PARKING, FREIGHT LOADING AND SERVICE VEHICLE FACILITIES.**

7 (d) All off-street freight loading and service vehicle spaces in the C-3, DTR, MUO,  
8 WMUO, MUG, WMUG, MUR, and South of Market Mixed Use Districts shall be completely  
9 enclosed and access from a public street or alley shall be provided by means of a private  
10 service driveway, which is totally contained within the structure. Such a private service  
11 driveway shall include adequate space to maneuver trucks and service vehicles into and out  
12 of all provided spaces, and shall be designed so as to facilitate access to the subject property  
13 while minimizing interference with street and sidewalk circulation. Any such private service  
14 driveway shall be of adequate width to accommodate drive-in movement from the adjacent  
15 curb or inside traffic lane but shall in no case exceed 30 feet. Notwithstanding the foregoing, if  
16 an adjacent street or alley is determined by the Zoning Administrator to be primarily used for  
17 building service, up to four off-street freight or loading spaces may be allowed to be  
18 individually accessible directly from such a street or alley, pursuant to the provisions of  
19 Section 309 in a C-3 District, the provisions of Section 307(g) in a South of Market Mixed Use  
20 District, the provisions of Section 309.1 in a DTR District, the provisions of Section 329 for  
21 projects subject to Section 329 in a MUO, WMUO, MUG, WMUG, or MUR District, or by  
22 administrative decision of the Zoning Administrator for projects that are not subject to Section  
23 329 in a MUO, WMUO, MUG, WMUG, or MUR District.

24 (g) In order to discourage long-term commuter parking, any off-street parking spaces  
25 provided for a structure or use other than residential or hotel in a C-3, C-M, DTR, SLR, SSO,

1 SPD, MUG, WMUG, MUR WMUO or MUO District, whether classified as an accessory or  
2 conditional use, which are otherwise available for use for long-term parking by downtown  
3 workers shall maintain a rate or fee structure for their use such that the rate charge for four  
4 hours of parking duration is no more than four times the rate charge for the first hour, and the  
5 rate charge for eight or more hours of parking duration is no less than 10 times the rate  
6 charge for the first hour. Additionally, no discounted parking rate shall be permitted for weekly,  
7 monthly or similar time-specific periods.

8 (r) **Protected Pedestrian-, Cycling-, and Transit-Oriented Street Frontages.** In  
9 order to preserve the pedestrian character of certain downtown and neighborhood commercial  
10 districts and to minimize delays to transit service, garage entries, driveways or other vehicular  
11 access to off-street parking or loading (except for the creation of new publicly-accessible  
12 streets and alleys) shall be regulated on development lots as follows on the following street  
13 frontages:

14 (1) Folsom Street, from Essex Street to the Embarcadero, not permitted except as set  
15 forth in Section 827.

16 (2) Not permitted:

17 (A) The entire portion of Market Street from The Embarcadero to Castro Street,

18 (B) Hayes Street from Franklin Street to Laguna Street, Church Street in the NCT-3  
19 and Upper Market NCT Districts,

20 (C) Van Ness Avenue from Hayes Street to Mission Street,

21 (D) Mission Street from The Embarcadero to Annie Street and from 10th Street to  
22 Division Street,

23 (E) Octavia Street from Hayes Street to Fell Street,

24 (F) Embarcadero in the DTR Districts,

25 (G) 22nd Street between 3rd Street and Minnesota Streets within the NCT-2 District,

- 1 (H) Valencia Street between 15th and 23rd Streets in the Valencia Street NCT District,  
2 (I) Mission Street for the entirety of the Mission Street NCT District,  
3 (J) 24th Street for the entirety of the 24th Street-Mission NCT,  
4 (K) 16th Street between Guerrero and Capp Streets within the Valencia Street NCT  
5 and Mission Street NCT Districts,  
6 (L) 16th Street between Kansas and Mississippi Streets in the UMU and PDR-1-D  
7 Districts,  
8 (M) 6th Street for its entirety within the SoMa NCT District,  
9 (N) 3rd Street, in the UMU districts for 100 feet north and south of Mariposa and 100  
10 feet north and south of 20th Streets, and 4th Street between Bryant and Townsend in the SLI  
11 and MUO District,  
12 (O) Ocean Avenue within the Ocean Avenue NCT District,  
13 (P) Geneva Avenue from I-280 to San Jose Avenue within the NCT-2 District,  
14 (Q) Columbus Avenue between Washington and North Point Streets,  
15 (R) Broadway from the Embarcadero on the east to Polk Street on the west, and  
16 (S) All alleyways in the Chinatown Mixed Use Districts,  
17 (T) Diamond Street within the Glen Park NCT District,  
18 (U) Chenery Street within the Glen Park NCT District,  
19 (V) Natoma Street from 300 feet westerly of 1st Street to 2nd Street,  
20 (W) Ecker Alley in its entirety,  
21 (X) Shaw Alley in its entirety,  
22 (Y) 2nd Street from Market to Folsom Streets.  
23 (3) Not permitted except with a Conditional Use authorization, except that in the C-3-  
24 O(SD) District, the Planning Commission may grant such permission as an exception  
25 pursuant to Section 309 in lieu of a Conditional Use authorization where the amount of

1 parking proposed does not exceed the amounts permitted as accessory according to Section  
2 151.1.

3 (A) The entire portion of California Street, The Embarcadero, Folsom Street, Geary  
4 Street, Mission Street, Powell Street and Stockton Street in the C-3 Districts,

5 (B) Grant Avenue from Market Street to Bush Street,

6 (C) Montgomery Street from Market Street to Columbus Avenue,

7 (D) Haight Street from Market Street to Webster Street,

8 (E) Church Street and 16th Street in the RTO District,

9 (F) Duboce Street from Noe Street to Market Street,

10 (G) Duboce Street from Noe Street to Market Street,

11 (H) Octavia Street from Fell Street to Market Street, and

12 (I) 1st, Fremont and Beale Streets from Market to Folsom Street.

13 (4) In C-3, NCT and RTO Districts, no curb cuts accessing off-street parking or loading  
14 shall be created or utilized on street frontages identified along any Transit Preferential,  
15 Citywide Pedestrian Network or Neighborhood Commercial Streets as designated in the  
16 Transportation Element of the General Plan or official City bicycle routes or bicycle lanes,  
17 where an alternative frontage is available. For bicycle lanes, the prohibition on curb cuts  
18 applies to the side or sides of the street where bicycle lanes are located; for one-way bicycle  
19 routes or lanes, the prohibition on curb cuts shall apply to the right side of the street only,  
20 unless the officially adopted alignment is along the left side of the street. Where an alternative  
21 frontage is not available, parking or loading access along any Transit Preferential, Citywide  
22 Pedestrian Network or Neighborhood Commercial Streets as designated in the Transportation  
23 Element of the General Plan or official City bicycle lane or bicycle route, may be allowed on  
24 streets not listed in subsection (2) above as an exception in the manner provided in Section  
25 309 for C-3 Districts and in Section 303 for NCT and RTO Districts in cases where it can be



1 clearly demonstrated that the final design of the parking access minimizes negative impacts to  
2 transit movement and to the safety of pedestrians and bicyclists to the fullest extent feasible.

3 (5) For corner lots in the SALI District, no new curb cut shall be permitted, nor any existing  
4 curb cut expanded, on any Street or Alley identified as an alley in the Western SoMa Area Plan of the  
5 General Plan if any property on the same block with frontage along that Street or Alley is designated  
6 as a RED or RED-MX District.

7 (56) A "development lot" shall mean any lot containing a proposal for new construction,  
8 building alterations which would increase the gross square footage of a structure by 20  
9 percent or more, or change of use of more than 50 percent of the gross floor area of a  
10 structure containing parking. Pre-existing access to off-street parking and loading on  
11 development lots that violates the restrictions of this Section 155(r) may not be maintained.

12 **SEC. 182. NONCONFORMING USES: CHANGES OF USE.**

13 The following provisions shall apply to nonconforming uses with respect to changes of  
14 use:

15 (a) A nonconforming use shall not be changed or modified so as to increase the degree  
16 of nonconformity under the use limitations of this Code, with respect to the type of use or its  
17 intensity except as provided in Section 181 for nighttime entertainment activities within the  
18 RSD, MUG, MUR, or SLR Districts ~~and in Subsection (f) below~~. The degree of nonconformity  
19 shall be deemed to be increased if the new or modified use is less widely permitted by the use  
20 districts of the City than the nonconforming use existing immediately prior thereto.

21 (b) Except as limited in this Subsection, a nonconforming use may be reduced in size,  
22 extent or intensity, or changed to a use that is more widely permitted by the use districts of the  
23 City than the existing use, subject to the other applicable provisions of this Code. Except as  
24 otherwise provided herein, the new use shall still be classified as a nonconforming use.

1 (1) A nonconforming use in a Residential District (other than a Residential-Commercial  
2 Combined District ~~or an RED District~~), which use is located more than ¼ mile from the nearest  
3 Individual Area Neighborhood Commercial District or Restricted Use Subdistrict described in  
4 Article 7 of this Code, may change to another use which is permitted as a principal use at the  
5 first story and below in an NC-1 District, or it may change to another use which is permitted as  
6 a conditional use at the first story and below in an NC-1 District only upon approval of a  
7 conditional use application pursuant to the provisions of Article 3 of this Code. If the  
8 nonconforming use is seeking to change in use to a retail sales activity or retail sales  
9 establishment which is also a formula retail use, as defined in Section 703.3 of this Code, it  
10 shall comply with the provisions of Section 703.3 of this Code. The nonconforming use shall  
11 comply with other building standards and use limitations of NC-1 Districts, as set forth in  
12 Sections 710.10 through 710.95 of this Code.

13 If the nonconforming use is located within ¼ mile from any Individual Area  
14 Neighborhood Commercial District or Restricted Use Subdistrict described in Article 7 of this  
15 Code, the nonconforming use may change to another use which is permitted as a principal  
16 use at the first story and below in an NC-1 District and in the Individual Area Neighborhood  
17 Commercial District or Restricted Use Subdistrict or Districts within ¼ mile of the use, or it  
18 may change to another use which is permitted as a conditional use at the first story and below  
19 in an NC-1 District and in the Individual Area Neighborhood Commercial District or Districts  
20 within ¼ mile of the use only upon approval of a conditional use application pursuant to the  
21 provisions of Article 3 of this Code. If the nonconforming use is seeking to change in use to a  
22 retail sales activity or retail sales establishment which is also a formula retail use, as defined  
23 in Section 703.3 of this Code, it shall comply with the provisions of Section 703.3 of this Code.

24 The nonconforming use shall comply with other building standards and use limitations  
25

1 of NC-1 Districts and any Individual Area NC District or Districts located within ¼ mile of the  
2 use, as set forth in Article 7 of this Code.

3 (2) A nonconforming use in a Residential-Commercial Combined District may be  
4 changed to another use listed in Articles 2 or 7 of this Code as a principal use for the district in  
5 which the existing use would first be permitted as a principal or conditional use.

6 (3) A nonconforming use in a Neighborhood Commercial District may be changed to  
7 another use as provided in Subsections (c) and (d) below or as provided in Section 186.1 of  
8 this Code.

9 (4) A nonconforming use in any district other than a Residential, Downtown Residential,  
10 or Neighborhood Commercial District may be changed to another use listed in Articles 2 or 7  
11 of this Code as a principal use for the district in which the existing use would first be permitted  
12 as a principal use.

13 (5) A nonconforming use in any South of Market Mixed Use District may not be  
14 changed to an office, retail, bar, restaurant, nighttime entertainment, adult entertainment,  
15 hotel, motel, inn, hostel, or movie theater use in any district where such use is otherwise not  
16 permitted or conditional, except as provided in Subsection (g) below.

17 ~~(f) Any nonconforming use in an RED District may change to any use falling within zoning~~  
18 ~~categories 816.36, 816.42 through 816.47, 816.55, or 816.64 through 816.67, subject to the applicable~~  
19 ~~provisions of this Code other than those controlling uses, and the new use may thereafter continue as a~~  
20 ~~nonconforming use.~~

21 (g) Once a nonconforming use has been changed to a principal or conditional use  
22 permitted in the district in which the property is located, or brought closer in any other manner  
23 to conformity with the use limitations of this Code, the use of the property may not thereafter  
24 be returned to its former nonconforming status, except that:

1 (1) Any area which is used as a live/work unit shall be allowed to return to its former  
2 nonconforming status.

3 (2) Within any South of Market Mixed Use District, any area occupied by a  
4 nonconforming office use which is changed to an arts, home and/or business service use  
5 falling within zoning categories 102.2 or 816.42 through 816.47 or a wholesale, storage or  
6 light manufacturing use falling within zoning categories 816.64 through 816.67 shall be  
7 allowed to return to its former nonconforming office use.

8 (3) Upon restoration of a previous nonconforming use as permitted by Subsection (1)  
9 or (2) above, any modification, enlargement, extension, or change of use, from circumstances  
10 which last lawfully existed prior to the creation of the live/work unit, or prior to the change from  
11 office use, shall be subject to the provisions of this Article, and the restored nonconforming  
12 use shall be considered to have existed continuously since its original establishment, prior to  
13 the live/work unit or change to office use, for purposes of this Article.

14 (~~h~~g) If a nonconforming use has been wrongfully changed to another use in violation of  
15 any of the foregoing provisions, and the violation is not immediately corrected when required  
16 by the Zoning Administrator, the wrongful change shall be deemed to be a discontinuance or  
17 abandonment of the nonconforming use under Section 183 of this Code.

18 **SEC. 201. CLASSES OF USE DISTRICTS.**

19 Individual Area Districts
20 <i>Noriega Street Neighborhood Commercial District</i>
21 <i>Irving Street Neighborhood Commercial District</i>
22 <i>Taraval Street Neighborhood Commercial District</i>
23 <i>Judah Street Neighborhood Commercial District</i>
24
25

1 Regional Commercial District

2  
3 Individual Area Neighborhood Commercial Transit (NCT) Districts  
4  
5 Folsom Street NCT

6 South of Market Use Mixed Use Districts  
7 (Also see Article 8)

8 <u>RED</u>	9 <u>Residential Enclave Districts</u>
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10 Eastern Neighborhoods Mixed Use Districts  
11 (Also see Article 8)

12 <u>RED</u>	13 <u>Residential Enclave District</u>
14 <u>RED-MX</u>	15 <u>Residential Enclave District - Mixed</u>
16 <u>WMUG</u>	17 <u>Western SoMa Mixed Use – General</u>
18 <u>WMUO</u>	19 <u>Western SoMa Mixed Use - Office</u>
20 <u>SALI</u>	21 <u>Service/Arts/Light Industrial</u>

22 In addition to the classes of use districts in the above table, the following terms shall apply:

23 "R District" shall mean any RH-1(D), RH-1, RH-1(S), RH-2, RH-3, RM-1, RM-1, RM-3, RM-4,  
24 RTO, RTO-M, RC-1, RC-2, RC-3, or RC-4, ~~or RED District~~;

25 **SEC. 204.4. DWELLING UNITS ACCESSORY TO OTHER USES.**

(b) In any NC, C, M, PDR, or Eastern Neighborhood Mixed Use District, except for  
properties within the Western SoMa Special Use District, dwelling units which are integrated with

1 the working space of artists, artisans and other craftspersons shall be permitted as an  
 2 accessory use to such working space, when such dwelling units are occupied by a group of  
 3 persons including no more than four adults, and where the occupancy meets all applicable  
 4 provisions of the Building Code and Housing Code.

5 (1) In PDR and WMUG Districts, dwelling units permitted by Section 204.4(b) may not  
 6 represent more than one-fourth (1/4) of the total floor area occupied by such use and the  
 7 principal use to which it is accessory.

8 **SEC. 207.4. DENSITY OF DWELLING UNITS IN NEIGHBORHOOD COMMERCIAL**  
 9 **DISTRICTS.**

10 (c) The dwelling unit density in the RCD District and NCT Districts, as listed in Section  
 11 702.1(b), shall not be limited by lot area, but by the applicable requirements and limitations  
 12 elsewhere in this Code, including but not limited to height, bulk, setbacks, open space,  
 13 exposure, and unit mix, as well as by applicable design guidelines, applicable elements and  
 14 area plans of the General Plan, and design review by the Planning Department.

15 **SEC. 207.5. DENSITY OF DWELLING UNITS IN MIXED USE DISTRICTS.**

16 Table 207.5(b)  
 17 Density of Dwelling Units in

18 **South of Market Mixed Use Districts**

General Area District	Residential Density Limits
<i>Residential Enclave</i> <del>(RED)</del>	<i>One dwelling unit for each 400 sq. ft. of lot area</i>

1           **SEC. 207.6. REQUIRED MINIMUM DWELLING UNIT MIX IN RTO, RCD, NCT, DTR,  
AND EASTERN NEIGHBORHOODS MIXED USE DISTRICTS.**

2           (b) Applicability.

3           (1) This Section shall apply in the RTO, RCD, NCT, DTR and Eastern Neighborhoods  
4 Mixed Use Districts.

5           (2) This Section shall apply to all applications for building permits and/or Planning  
6 Commission entitlements which propose the creation of five or more dwelling units.

7           (3) This Section does not apply to buildings for which 100 percent of the residential  
8 uses are: group housing, dwelling units which are provided at below market rates pursuant to  
9 Section 326.3(h)(2)(B) of this Code, Single Room Occupancy Units, Student Housing (as  
10 defined in Sec. ~~106.36~~ 102.36), or housing specifically and permanently designated for seniors  
11 or persons with physical disabilities.

12          (c) Controls.

13          (1) For the RTO, Hayes-Gough NCT, Upper Market Street NCT, and NCT-3 districts,  
14 no less than 40 percent of the total number of dwelling units on site shall contain at least two  
15 bedrooms. Any fraction resulting from this calculation shall be rounded to the nearest whole  
16 number of dwelling units. While existing dwelling units in buildings which do not comply with  
17 this Subsection need not be expanded to meet this requirement, all new dwelling units shall  
18 provide at least two bedrooms when less than 40 percent of the total number of dwelling units  
19 contain less than two bedrooms.

20          (2) For all other RTO, RCD and NCT districts, as well as DTR and Eastern  
21 Neighborhoods Mixed Use Districts, one of the following two must apply;

22           (A) no less than 40 percent of the total number of proposed dwelling units shall contain  
23 at least two bedrooms. Any fraction resulting from this calculation shall be rounded to the  
24 nearest whole number of dwelling units, or  
25

1 (B) no less than 30 percent of the total number of proposed dwelling units shall contain  
2 at least three bedrooms. Any fraction resulting from this calculation shall be rounded to the  
3 nearest whole number of dwelling units.

4 (d) Modifications.

5 (1) In NCT, RCD and RTO Districts, these requirements may be waived or modified  
6 with Conditional Use Authorization. In addition to those conditions set forth in Section 303, the  
7 Planning Commission shall consider the following criteria:

8 (A) The project demonstrates a need or mission to serve unique populations, or

9 (B) The project site or existing building(s), if any, feature physical constraints that make  
10 it unreasonable to fulfill these requirements.

11 (2) In Eastern Neighborhoods Mixed Use Districts, these requirements may be waived  
12 in return for provision of family-sized affordable units, pursuant to Section 319.4(b). To receive  
13 this waiver, 100 percent of the total number of inclusionary units required under Section 315.4  
14 or Section 319.4 shall contain at least two bedrooms. Also in Eastern Neighborhoods Mixed  
15 Use Districts, these requirements may be waived or modified through the Variance process  
16 set forth in Section 305, or in the case of projects subject to Section 329, through the  
17 procedures of that section.

18 (3) In DTR Districts, these requirements may be modified per the procedures of Section  
19 309.1.

20 **SEC. 208. DENSITY LIMITATIONS FOR GROUP HOUSING.**

21 (a) The maximum number of bedrooms on each lot shall be as specified in the  
22 following table for the district in which the lot is located, except that in RTO, RTO-M, RCD,  
23 UMU, MUG, WMUG, MUR, MUO, WMUO, RED, RED-MX, SPD, DTR and all NCT districts the  
24 density of group housing shall not be limited by lot area, and except that for lots in NC  
25 Districts, the group housing density shall not exceed the number of bedrooms permitted in the



1 nearest Residential District provided that the maximum density not be less than the amount  
2 permitted by the ratio specified for the NC District in which the lot is located.

3 Table 208  
4 MAXIMUM DENSITY FOR  
5 **GROUP HOUSING**

District	Minimum Number of Square Feet of Lot Area for Each Bedroom
----------	---

6  
7  
8  
9  
10  
11 **SEC. 261.2. ADDITIONAL HEIGHT LIMITS FOR THE FOLSOM STREET NCT DISTRICT.**

12  
13 *(a) Purpose. Folsom Street is intended to be the main street of the Western SoMa*  
14 *neighborhood, with neighborhood-serving uses and a high-quality pedestrian environment. As such, it*  
15 *is important to allow for appropriate development heights while also maximizing light and air to the*  
16 *sidewalks, parks, plazas, and frontages along the street.*

17 *(b) Controls. In the Folsom Street NCT District, any portion of a building above 55 feet in*  
18 *height shall be set back at least 15 feet from any property line fronting Folsom Street, except for those*  
19 *features listed in Section 260(b) of this Code.*

20 **SEC. 263.28. SPECIAL EXCEPTIONS. SALI DISTRICTS IN THE 40-55-X HEIGHT AND BULK DISTRICT.**

21 *(a) Purpose. Arts activities are encouraged in the Western SoMa Planning Area Special Use*  
22 *District, and especially in the SALI District. Therefore, additional development potential is provided in*  
23 *the SALI District when additional space is provided for the exclusive use of arts activities.*

24 *(b) Applicability. This Section shall apply to all properties zoned SALI and a Height and Bulk*  
25

1 district of 40-55-X.

2 (c) Controls.

3 (1) Additional Height Permitted. In SALI Districts in the 40-55-X Height and Bulk District,  
4 buildings are limited to a maximum height of 40 feet unless all of the following criteria are met, in  
5 which case they may extend to a maximum height of 55 feet:

6 (A) At least one story of the building, as defined in Section 102.23, located on the ground story  
7 or above, as defined in Section 102.24, is designated for the exclusive use of Arts Activities, as defined  
8 in Section 102.2. If the ground floor is designated as for the use of Arts Activities, it shall also be  
9 permitted to contain lobbies, egress, building services, and other features necessary for the operation  
10 of the building and permitted uses elsewhere in the building.

11 (B) Any such story dedicated to arts activities pursuant to subsections (2) and (3) below,  
12 regardless of its location within the building, shall have a minimum floor-to-floor height of 15 feet.

13 (2) Timing of Designation. In the case of the new construction of a building that extends beyond  
14 40 feet in height, exclusive of permitted obstructions under Section 260(b), any designated arts activity  
15 story shall be established prior to the issuance of a first building permit or along with any associated  
16 Planning Commission action, whichever occurs first. In the case of buildings that were constructed  
17 prior to the effective date of this Section that would be expanded such that they would extend beyond 40  
18 feet in height, exclusive of permitted obstructions under Section 260(b), any such story shall be  
19 designated prior to the issuance of any building permit or along with any associated Planning  
20 Commission action, whichever occurs first.

21 (3) Recordation of Designation. Notice of the designation of the arts activities story shall be  
22 recorded as a restriction on the deed of the property along with plans clearly depicting the designated  
23 story in relation to the balance of the building. A designated arts activity story may be re-designated to  
24 a different story within the same building only if the newly designated story meets the minimum criteria  
25 listed above. Such re-designation shall follow all required procedures listed in this Section for the

1 initial designation of an arts activities story. In no case may the designated arts activity story be  
2 converted to a use other than arts activity without complete removal of all portions of the building that  
3 extend above 40 feet in height, exclusive of permitted obstructions under Section 260(b).

4  
5 **SEC. 263.29. SPECIAL HEIGHT EXCEPTIONS. PERMITTED BUILDING HEIGHTS IN**  
6 **THE WESTERN SOMA SPECIAL USE DISTRICT.**

7 In the 40-X/50-X, 40-X/65-B, 45-X/65-B, 55-X/65-B, and 65-B/75-B Height and Bulk Districts,  
8 as designated on Section Maps HT01, HT07, and HT08 of the Zoning Map, located within the  
9 boundaries of the Western SoMa Special Use District, but excluding those properties in the SALI  
10 District, height exceptions above the base height limit to the maximum height limit may be approved for  
11 a project in accordance with the procedures and criteria required for a conditional use authorization  
12 as set forth in Sections 303 and 823(c)(12) of this Code.

13 **SEC. 270.2. SPECIAL BULK AND OPEN SPACE REQUIREMENT: MID-BLOCK**  
14 **ALLEYS IN LARGE LOT DEVELOPMENT IN THE EASTERN NEIGHBORHOODS MIXED**  
15 **USE, SOUTH OF MARKET MIXED USE, C-3, C-M, AND DTR DISTRICTS.**

16 (e) Design and Performance Standards. The alleys provided per subsections (a) and  
17 (b) above shall meet the following standards:

18 (1) Generally be located as close to the middle portion of the subject block face as  
19 possible, perpendicular to the subject frontage and connect to existing adjacent streets and  
20 alleys;

21 (2) Provide pedestrian access;

22 (3) Provide no, limited or full vehicular access, as specific conditions warrant;

23 (4) Have a minimum width of 20 feet from building face to building face, exclusive of  
24 those obstructions allowed pursuant to Section 136, and a minimum clearance height from  
25 grade of 15 feet at all points. In RED, RED-MX, WMUG, WMUO, and SALI Districts, the minimum  
width shall be 30 feet;

1 (5) Have a minimum clear walking width of 10 feet free of any obstructions in the case  
2 of a pedestrian-only right-of-way, and dual sidewalks each of not less than 6 feet in width with  
3 not less than 4 feet minimum clear walking width in the case of an alley with vehicular access;

4 (6) In the Eastern Neighborhoods Mixed Use Districts, be at least 60% open to the sky,  
5 including those encroachments permitted in front setbacks by Section 136 of this Code;

6 (7) Provide such ingress and egress as will make the area easily accessible to the  
7 general public;

8 (8) Be protected from uncomfortable wind, as called for elsewhere in this Code;

9 (9) Be ungated and publicly accessible 24 hours per day, as defined elsewhere in this  
10 Section;

11 (10) Be provided with appropriate paving, furniture, and other amenities that encourage  
12 pedestrian use, and be landscaped to greatest extent feasible;

13 (11) Be provided with ample pedestrian lighting to ensure pedestrian comfort and  
14 safety;

15 (12) Be free of any changes in grade or steps not required by the underlying natural  
16 topography and average grade; and

17 (13) Be fronted by active ground floor uses, as defined in Section 145.1, to the extent  
18 feasible.

19 (14) New buildings abutting mid-block alleys provided pursuant to this Section 270.2  
20 shall feature upper story setbacks according to the provisions of Section 261.1.

21 **SEC. 316. PROCEDURES FOR CONDITIONAL USE AUTHORIZATION IN**  
22 **NEIGHBORHOOD COMMERCIAL, EASTERN NEIGHBORHOODS MIXED USE**  
23 **DISTRICTS, AND SOUTH OF MARKET MIXED USE DISTRICTS AND FOR LIVE/WORK**  
24 **UNITS IN RH AND RM DISTRICTS.**

25 In addition to the provisions of Sections 306.1, 306.4, and 306.5 of this Code, the  
following procedures set forth in this and the following sections shall govern applications for

1 conditional use authorization where this authorization is required pursuant to Sections 178,  
2 179, 181(f) or (g), 209.9(f), 209.9(h), 260(b)(2)(P) or 263.11 of this Code; zoning categories  
3 .10, .11, .21, .24 through .27, .38 through .90, and .95 of Sections 710 through 729 of this  
4 Code for each Neighborhood Commercial District; Sections 813 through 818 for the South of  
5 Market Mixed Use Districts; ~~or~~ Section 840 through 843 for the Eastern Neighborhoods Mixed  
6 Use Districts; or Section 823 for the Western SoMa Special Use District. The criteria for  
7 determinations on such applications are set forth in Section 303(c) of this Code. Additional  
8 criteria for determinations on applications pursuant to zoning categories .10, .11, and .21 of  
9 Article 7 are set forth in the Section of this Code containing the control. Additional criteria for  
10 determinations on certain applications within Mixed Use Districts are set forth in Sections  
11 263.11 and 803.5 through 803.9 of this Code. Additional criteria for determination on certain  
12 applications within the Western SoMa Special Use District are set forth in Section 823 of this Code.

13  
14 **SEC. 329. LARGE PROJECT AUTHORIZATION IN EASTERN NEIGHBORHOODS  
MIXED USE DISTRICTS.**

15 (b) Applicability. This Section applies to all projects in the Eastern Neighborhoods  
16 Mixed Use, except projects in the Western SoMa Special Use District, subject to Section 823(c)(12),  
17 that meet at least one of the following criteria:

18 (1) The project includes the construction of a new building greater than 75 feet in height  
19 (excluding any exceptions permitted per Section 260(b)), or includes a vertical addition to an  
20 existing building with a height of 75 feet or less resulting in a total building height greater than  
21 75 feet; or

22 (2) The project involves a net addition or new construction of more than 25,000 gross  
23 square feet.

24 **SEC. 423.1. DEFINITIONS.**

25

1 “Eastern neighborhoods Public Benefits Program.” The program intended to  
2 implement the community improvements identified in the ~~four~~ five Area Plans affiliated with the  
3 Eastern Neighborhoods (Central Waterfront, East SoMa, Western SoMa, Mission, and  
4 Showplace Square/Potrero Hill), as articulated in the Eastern Neighborhoods Public Benefits  
5 Program Document, on file with the Clerk of the Board in File No. 081155, and the Western  
6 SoMa Public Benefits Program Document, on file with the Clerk of the Board in File No. \_\_\_\_\_.)

7 **SEC. 423.1. FINDINGS.**

8 **A. New Housing and Other Land Uses.** San Francisco is experiencing a severe  
9 shortage of housing available to people at all income levels. In addition, San Francisco has an  
10 ongoing affordable housing crisis. Many future San Francisco workers will be earning below  
11 80% of the area's median income, and even those earning moderate or middle incomes,  
12 above the City's median, are likely to need assistance to continue to live in San Francisco. In  
13 2007, the median income for a family of four in the city was about \$86,000. Yet median home  
14 prices suggest that nearly twice that income is needed to be able to a dwelling suitable for a  
15 family that size. Only an estimated 10% of households in the City can afford a median-priced  
16 home.

17 The Association of Bay Area Governments' (ABAG) Regional Housing Needs  
18 Determination (RHND) forecasts that San Francisco must produce over 31,000 new units in  
19 the next five years, or over 6,000 new units of housing annually, to meet projected needs. At  
20 least 60%, or over 18,000, of these new units should be available to households of very low,  
21 low, and moderate incomes. With land in short supply in the City, it is increasingly clear that  
22 the City's formerly industrial areas offer a critical source of land where this great need for  
23 housing, particularly affordable housing, can be partially addressed.

24 San Francisco's Housing Element establishes the Eastern Neighborhoods as a target  
25 area for development of new housing to meet San Francisco's identified housing targets. The

1 release of some of the area's formerly industrial lands, no longer needed to meet current  
2 industrial or PDR needs, offer an opportunity to achieve higher affordability, and meet a  
3 greater range of need. The Mission, Showplace Square - Potrero Hill, East SoMa, Western  
4 SoMa and Central Waterfront Area Plans of the General Plan (Eastern Neighborhoods Plans)  
5 thereby call for creation of new zoning intended specifically to meet San Francisco's housing  
6 needs, through higher affordability requirements and through greater flexibility in the way  
7 those requirements can be met, as described in Section 419. To support this new housing,  
8 other land uses, including PDR businesses, retail, office and other workplace uses will also  
9 grow in the Eastern Neighborhoods.

10 **D. Programmed Improvements.** General public improvements and amenities needed  
11 to meet the needs of both existing residents, as well as those needs generated by new  
12 development, have been identified through the community planning processes of the Area  
13 Plans, In the Mission, Showplace Square, Potrero Hill, Eastern SoMa and Central Waterfront Areas,  
14 these general public improvements and amenities were based on the standards-based analysis  
15 contained in the Eastern Neighborhoods Needs Assessment, San Francisco Planning  
16 Department, Case No. 2004.0160UU on file with the Clerk of the Board in File No. 081155,  
17 and on community input during the Plan adoption process. The Planning Department  
18 developed generalized cost estimates, based on similar project types implemented by the City  
19 in the relevant time period, to provide reasonable approximates for the eventual cost of  
20 providing necessary Public Benefits in the Plan Areas (information on these cost estimates is  
21 located in the Eastern Neighborhoods and Western SoMa Public Benefits Program Documents).  
22 However specific public improvements are still under development and will be further clarified  
23 through interdepartmental efforts with input from the Interagency Plan Implementation  
24 Committee, the Citizens Advisory Committee, and other stakeholders. Specific project  
25 identification, design work, engineering, and environmental review will still be required and

1 may alter the nature of the improvements, as well as the sum total of the cost for these  
2 improvements.

3 **E. Eastern Neighborhoods Impact Fee.** Development impact fees are an effective  
4 approach to mitigate impacts associated with growth in population. The proposed Eastern  
5 Neighborhoods Impact Fee would be dedicated to infrastructure improvements in the Plan  
6 Area, directing benefits of the fund clearly to those who pay into the fund, by providing  
7 necessary infrastructure improvements and housing needed to serve new development. The  
8 net increases in individual property values in these areas due to the enhanced neighborhood  
9 amenities financed with the proceeds of the fee are expected to exceed the payments of fees  
10 by project sponsors.

11 The fee rate has been calculated by the Planning Department based on accepted  
12 professional methods for the calculation of such fees, and described fully in the Eastern  
13 Neighborhoods and Western SoMa Nexus Studies, San Francisco Planning Department, Case  
14 No. 2004.0160UU and \_\_\_\_\_ on file with the Clerk of the Board in File No. 081155 for the  
15 Mission, Showplace Square, Potrero Hill, East SoMa and Central Waterfront Areas, and File No.  
16 \_\_\_\_\_ for the Western SoMa Plan Area. The Eastern Neighborhoods and Western SoMa Public  
17 Benefits Program Document contains a full discussion of impact fee rationale.  
18 The proposed fee would cover less than the full nexus as calculated by the Eastern  
19 Neighborhoods Nexus Studies. The proposed fees only cover impacts caused by new  
20 development and are not intended to remedy existing deficiencies. Those costs will be paid  
21 for by public, community, and other private sources as described in the Eastern  
22 Neighborhoods Public Benefits Program. Residential and non-residential impact fees are only  
23 one of many revenue sources necessary to create the "complete neighborhoods" that will  
24 provide appropriate amenities for residents of the Eastern Neighborhoods.

25 **SEC. 423.2. DEFINITIONS.**



1 (a) In addition to the definitions set forth in Section 401 of this Article, the following  
2 definitions shall govern interpretation of Section 423.1 et seq.

3 (1) Tier 1.

4 (A) All development on sites which received a height increase of eight feet or less, or  
5 received a reduction in height, as part of the Eastern Neighborhoods Plan (on file with the  
6 Clerk of the Board of Supervisors in File No. 081154 or the Western SoMa Community Plan (on  
7 file with the Clerk of the Board of Supervisors in File No. \_\_\_\_\_));

8 (B) The residential portion of all 100% affordable housing projects;

9 (C) The residential portion of all projects within the Urban Mixed Use (UMU) district;

10 and

11 (D) All changes of use within existing structures.

12 (2) Tier 2. All additions to existing structures or new construction on other sites not  
13 listed in subsection (1) above which received a height increase of nine to 28 feet as part of the  
14 Eastern Neighborhoods Plan (on file with the Clerk of the Board of Supervisors in File No.  
15 081154) or the Western SoMa Community Plan (on file with the Clerk of the Board of Supervisors in  
16 File No. \_\_\_\_\_);

17 \_\_\_\_\_ For the purposes of this Section, increase in heights in the WMUG District in Assessor’s Blocks  
18 3733 and 3752 shall be measured by the base height (as defined in Section 263.11) prior to the effective  
19 date of the Western SoMa Plan (Ordinance No. \_\_\_\_\_);

20 (3) Tier 3. All additions to existing structures or new construction on other sites not  
21 listed in subsection (1) above which received a height increase of 29 feet or more as part of  
22 the Eastern Neighborhoods Plan (on file with the Clerk of the Board of Supervisors in File No.  
23 081154) or the Western SoMa Community Plan (on file with the Clerk of the Board of Supervisors in  
24 File No. \_\_\_\_\_).

1 For purposes of this Section, increase in heights in the MUR District shall be measured  
2 by the base height (as defined in Section 263.11) prior to the effective date of the Eastern  
3 Neighborhoods (Ordinance #298-08).

4 **SEC. 423.3. APPLICATION OF EASTERN NEIGHBORHOODS INFRASTRUCTURE**  
5 **IMPACT FEE.**

6 (a) Application. Section 423.1 et seq. shall apply to any development project located in  
7 the Eastern Neighborhoods Program Area.

8 (b) Projects subject to the Eastern Neighborhoods Infrastructure Impact Fee. The  
9 Eastern Neighborhoods Infrastructure Impact Fee is applicable to any development project in  
10 the Eastern Neighborhoods Program Area which results in:

- 11 (1) At least one net new residential unit,
- 12 (2) Additional space in an existing residential unit of more than 800 gross square feet,
- 13 (3) At least one net new group housing facility or residential care facility,
- 14 (4) Additional space in an existing group housing or residential care facility of more  
15 than 800 gross square feet,
- 16 (5) New construction of a non-residential use, or
- 17 (6) Additional non-residential space in excess of 800 gross square feet in an existing  
18 structure.

19 (c) Fee Calculation for the Eastern Neighborhoods Infrastructure Impact Fee. For  
20 development projects for which the Eastern Neighborhoods Infrastructure Impact Fee is  
21 applicable:

- 22 (1) Any net addition of gross square feet shall pay per the Fee Schedule in Table  
23 423.3A. and
- 24 (2) Any replacement of gross square feet or change of use shall pay per the Fee  
25 Schedule in Table 423.3B.

1 (d) Option for In-Kind Provision of Community Improvements and Fee Credits. Project  
2 sponsors may propose to directly provide community improvements to the City. In such a  
3 case, the City may enter into an In-Kind Improvements Agreement with the sponsor and issue  
4 a fee waiver for the Eastern Neighborhoods Infrastructure Impact Fee from the Planning  
5 Commission, subject to the following rules and requirements:

6 (1) Approval criteria. The City shall not enter into an In-Kind Agreement unless the  
7 proposed in-kind improvements meet an identified community need as analyzed in the  
8 Eastern Neighborhoods Community Improvements Program and where they substitute for  
9 improvements that could be provided by the Eastern Neighborhoods Community  
10 Improvements Fund (as described in Section 423.5). The City may reject in-kind  
11 improvements if they are not consistent with the priorities identified in the Eastern  
12 Neighborhoods Area Plans (Central Waterfront, East SoMa, Western SoMa, Mission, and  
13 Showplace Square/Potrero Hill), by the Interagency Plan Implementation Committee (see  
14 Section 36 of the Administrative Code), the Eastern Neighborhoods Citizens Advisory  
15 Committee, or other prioritization processes related to Eastern Neighborhoods Citizens  
16 community improvements programming. No physical improvement or provision of space  
17 otherwise required by the Planning Code or any other City Code shall be eligible for  
18 consideration as part of this In-Kind Improvements Agreement.

19 (2) Valuation. The Director of Planning shall determine the appropriate value of the  
20 proposed in-kind improvements. For the purposes of calculating the total value, the project  
21 sponsor shall provide the Planning Department with a cost estimate for the proposed in-kind  
22 improvement(s) from two independent sources or, if relevant, real estate appraisers. If the City  
23 has completed a detailed site-specific cost estimate for a planned improvement this may  
24 serve as one of the cost estimates provided it is indexed to current cost of construction.  
25

1 (3) Content of the In-Kind Improvements Agreement. The In-Kind Improvements  
2 Agreement shall include at least the following items:

3 (i) A description of the type and timeline of the proposed in-kind improvements.

4 (ii) The appropriate value of the proposed in-kind improvement, as determined in  
5 subsection (2) above.

6 (iii) The legal remedies in the case of failure by the project sponsor to provide the in-  
7 kind improvements according to the specified timeline and terms in the agreement. Such  
8 remedies shall include the method by which the City will calculate accrued interest.

9 (4) Approval Process. The Planning Commission must approve the material terms of  
10 an In-Kind Agreement. Prior to the parties executing the Agreement, the City Attorney must  
11 approve the agreement as to form and to substance. The Director of Planning is authorized to  
12 execute the Agreement on behalf of the City. If the Planning Commission approves the In-  
13 Kind Agreement, it shall waive the amount of the Eastern Neighborhoods Infrastructure  
14 Impact Fee by the value of the proposed In-Kind Improvements Agreement as determined by  
15 the Director of Planning. No credit shall be made for land value unless ownership of the land  
16 is transferred to the City or a permanent public easement is granted, the acceptance of which  
17 is at the sole discretion of the City. The maximum value of the In-Kind Improvements  
18 Agreement shall not exceed the required Eastern Neighborhoods Infrastructure Impact Fee.

19 (5) Administrative Costs. Project sponsors that pursue an In-Kind Improvements  
20 Agreement will be billed time and materials for any administrative costs that the Planning  
21 Department or any other City entity incurs in negotiating, drafting, and monitoring compliance  
22 with the In-Kind Improvements Agreement.

23 **SEC. 423.5. THE EASTERN NEIGHBORHOODS PUBLIC BENEFITS FUND.**

24 (b) Expenditures from the Fund shall be recommended by the Planning Commission,  
25 and administered by the Board of Supervisors.

1 (1) All monies deposited in the Fund or credited against Fund obligations shall be used to  
2 design, engineer, acquire, and develop and improve public open space and recreational  
3 facilities; transit, streetscape and public realm improvements; and community facilities  
4 including child care and library materials, as defined in the Eastern Neighborhoods and  
5 Western SoMa Nexus Studies; or housing preservation and development within the Eastern  
6 Neighborhoods Plan Area. Funds may be used for childcare facilities that are not publicly  
7 owned or "publicly-accessible." Funds generated for 'library resources' should be used for  
8 materials in branches that directly service Eastern Neighborhoods residents. Monies from the  
9 Fund may be used by the Planning Commission to commission economic analyses for the  
10 purpose of revising the fee, and/or to complete an updated nexus study to demonstrate the  
11 relationship between development and the need for public facilities if this is deemed  
12 necessary.

13 (2) Funds may be used for administration and accounting of fund assets, for additional  
14 studies as detailed in the Eastern Neighborhoods Public Benefits Program Document, and to  
15 defend the Community Stabilization fee against legal challenge, including the legal costs and  
16 attorney's fees incurred in the defense. Administration of this fund includes time and materials  
17 associated with reporting requirements, facilitating the Eastern Neighborhoods Citizens  
18 Advisory Committee meetings, and maintenance of the fund. All interest earned on this  
19 account shall be credited to the Eastern Neighborhoods Public Benefits Fund.

20 (c) Funds shall be deposited into specific accounts according to the improvement type  
21 for which they were collected. Funds from a specific account may be used towards a different  
22 improvement type, provided said account or fund is reimbursed over a five-year period of fee  
23 collection. Funds shall be allocated to accounts by improvement type as described below:  
24  
25

1 (1) Funds collected from all zoning districts in the Eastern Neighborhoods Program  
2 Area, excluding Designated Affordable Housing Zones shall be allocated to accounts by  
3 improvement type according to Table 423.5.

4 (2) Funds collected in designated affordable housing zones (Mission NCT and MUR  
5 (as defined in 401), shall be allocated to accounts by improvement type as described in Table  
6 423.5A. The revenue devoted to affordable housing preservation and development shall be  
7 deposited into a specific amount to be held by the Mayor's Office of Housing.

8 A. All funds collected from projects in the Mission NCT that are earmarked for  
9 affordable housing preservation and development shall be expended on housing programs  
10 and projects within the Mission Area Plan boundaries.

11 B. All funds collected from projects in the MUR that are earmarked for affordable  
12 housing preservation and development shall be expended on housing programs and projects  
13 shall be expended within the boundaries of 5th to 10th Streets/Howard to Harrison Streets.

14 C. Collectively, the first \$10 million in housing fees collected between the two  
15 Designated Affordable Housing Zones shall be utilized for the acquisition and rehabilitation of  
16 existing housing.

17 (3) All funds are supported by the Eastern Neighborhoods and Western SoMa Nexus  
18 Studies, San Francisco Planning Department, Case No. 2004.0160 and \_\_\_\_\_, and  
19 monitored according to the Eastern Neighborhoods Area Plans Monitoring Program required  
20 by the Administrative Code Section 10E and detailed by separate resolution.

21 **SEC. 429.2. APPLICATION.**

22 This section shall apply to:

23 (b) all non-residential projects that involve construction of a new building or addition of  
24 floor area in excess of 25,000 square feet and that have submitted their first complete  
25 Development Application on or after January 1, 2013 on the following parcels:

1 (1) all parcels in RH-DTR, TB-DTR, SB-DTR, SLI, SLR, SSO, C-M, ~~and~~ UMU, WMUG,  
2 WMUO and SALI Districts;

3 (2) properties that are zoned MUG, MOU, or MUR and that are north of  
4 Division/Duboce/13th Streets; and

5 (3) all parcels zoned C-2 except for those on Blocks 4991 (Executive Park) and 7295  
6 (Stonestown Galleria Mall).

7 For the purposes of this Section, a "Development Application" shall mean any  
8 application for a building permit, site permit, environmental review, Preliminary Project  
9 Assessment (PPA), Conditional Use, or Variance.

10 **SEC. 607.1. NEIGHBORHOOD COMMERCIAL DISTRICTS.**

11 (f) **Business Signs.** Business signs, as defined in Section 602.3 shall be permitted in  
12 all Neighborhood Commercial Districts subject to the limits set forth below.

13 (1) **NC-1 and NCT-1 Districts.**

14 (A) **Window Signs.** The total area of all window signs, as defined in Section 602.1(b),  
15 shall not exceed 1/3 the area of the window on or in which the signs are located. Such signs  
16 may be nonilluminated, indirectly illuminated, or directly illuminated.

17 (B) **Wall Signs.** The area of all wall signs shall not exceed one square foot per square  
18 foot of street frontage occupied by the business measured along the wall to which the signs  
19 are attached, or 50 square feet for each street frontage, whichever is less. The height of any  
20 wall sign shall not exceed 15 feet or the height of the wall to which it is attached. Such signs  
21 may be nonilluminated or indirectly illuminated; or during business hours, may be directly  
22 illuminated.

23 (C) **Projecting Signs.** The number of projecting signs shall not exceed one per  
24 business. The area of such sign, as defined in Section 602.1(a), shall not exceed 24 square  
25

1 feet. The height of such sign shall not exceed 15 feet or the height of the wall to which it is  
2 attached. No part of the sign shall project more than 75 percent of the horizontal distance from  
3 the street property line to the curblin, or six feet six inches, whichever is less. The sign may  
4 be nonilluminated or indirectly illuminated, or during business hours, may be directly  
5 illuminated.

6 (D) **Signs on Awnings.** Sign copy may be located on permitted awnings in lieu of wall  
7 signs and projecting signs. The area of such sign copy as defined in Section 602.1(c) shall not  
8 exceed 20 square feet. Such sign copy may be nonilluminated or indirectly illuminated.

9 (2) NC-2, NCT-2, NC-S, Broadway, Castro Street, Inner Clement Street, Outer Clement  
10 Street, Upper Fillmore Street, Inner Sunset, Haight Street, Hayes-Gough, Upper Market  
11 Street, North Beach, Ocean Avenue, Pacific Avenue, Polk Street, Sacramento Street, SoMa,  
12 Union Street, Valencia Street, 24th Street - Mission, 24th Street - Noe Valley, West Portal  
13 Avenue, ~~and~~ Glen Park, RCD, Folsom Street Neighborhood Commercial Districts.

14 (A) **Window Signs.** The total area of all window signs, as defined in Section 602.1(b),  
15 shall not exceed 1/3 the area of the window on or in which the signs are located. Such signs  
16 may be nonilluminated, indirectly illuminated, or directly illuminated.

17 (B) **Wall Signs.** The area of all wall signs shall not exceed two square feet per foot of  
18 street frontage occupied by the use measured along the wall to which the signs are attached,  
19 or 100 square feet for each street frontage, whichever is less. The height of any wall sign shall  
20 not exceed 24 feet, or the height of the wall to which it is attached, or the height of the lowest  
21 of any residential windowsill on the wall to which the sign is attached, whichever is lower.  
22 Such signs may be nonilluminated, indirectly, or directly illuminated.

23 (C) **Projecting Signs.** The number of projecting signs shall not exceed one per  
24 business. The area of such sign, as defined in Section 602.1(a), shall not exceed 24 square  
25 feet. The height of such sign shall not exceed 24 feet, or the height of the wall to which it is



1 attached, or the height of the lowest of any residential windowsill on the wall to which the sign  
2 is attached, whichever is lower. No part of the sign shall project more than 75 percent of the  
3 horizontal distance from the street property line to the curbline, or six feet six inches,  
4 whichever is less. Such signs may be nonilluminated or indirectly illuminated; or during  
5 business hours, may be directly illuminated.

6 (D) **Signs on Awnings and Marquees.** Sign copy may be located on permitted  
7 awnings or marquees in lieu of projecting signs. The area of such sign copy as defined in  
8 Section 602.1(c) shall not exceed 30 square feet. Such sign copy may be nonilluminated or  
9 indirectly illuminated; except that sign copy on marquees for movie theaters or places of  
10 entertainment may be directly illuminated during business hours.

11 (E) **Freestanding Signs and Sign Towers.** With the exception of automotive gas and  
12 service stations, which are regulated under Paragraph 607.1(f)(4), one freestanding sign or  
13 sign tower per lot shall be permitted in lieu of a projecting sign, if the building or buildings are  
14 recessed from the street property line. The existence of a freestanding business sign shall  
15 preclude the erection of a freestanding identifying sign on the same lot. The area of such  
16 freestanding sign or sign tower, as defined in Section 602.1(a), shall not exceed 20 square  
17 feet nor shall the height of the sign exceed 24 feet. No part of the sign shall project more than  
18 75 percent of the horizontal distance from the street property line to the curbline, or six feet,  
19 whichever is less. Such signs may be nonilluminated or indirectly illuminated; or during  
20 business hours, may be directly illuminated.

21 (3) **Mission Street NCT, NC-3, and NCT-3 Neighborhood Commercial Districts.**

22 (A) **Window Signs.** The total area of all window signs, as defined in Section 602.1(b), shall  
23 not exceed 1/3 the area of the window on or in which the signs are located. Such signs may  
24 be nonilluminated, indirectly illuminated, or directly illuminated.

1           **(B) Wall Signs.** The area of all wall signs shall not exceed three square feet per foot of  
2 street frontage occupied by the use measured along the wall to which the signs are attached,  
3 or 150 square feet for each street frontage, whichever is less. The height of any wall sign shall  
4 not exceed 24 feet, or the height of the wall to which it is attached, or the height of the lowest  
5 of any residential windowsill on the wall to which the sign is attached, whichever is lower.  
6 Such signs may be nonilluminated, indirectly, or directly illuminated.

7           **(C) Projecting Signs.** The number of projecting signs shall not exceed one per  
8 business. The area of such sign, as defined in Section 602.1(a), shall not exceed 32 square  
9 feet. The height of the sign shall not exceed 24 feet, or the height of the wall to which it is  
10 attached, or the height of the lowest of any residential windowsill on the wall to which the sign  
11 is attached, whichever is lower. No part of the sign shall project more than 75 percent of the  
12 horizontal distance from the street property line to the curblineline, or six feet six inches,  
13 whichever is less. Such signs may be nonilluminated, indirectly, or directly illuminated.

14           **(D) Sign Copy on Awnings and Marquees.** Sign copy may be located on permitted  
15 awnings or marquees in lieu of projecting signs. The area of such sign copy, as defined in  
16 Section 602.1(c), shall not exceed 40 square feet. Such sign copy may be nonilluminated or  
17 indirectly illuminated; except that sign copy on marquees for movie theaters or places of  
18 entertainment may be directly illuminated during business hours.

19           **(E) Freestanding Signs and Sign Towers.** With the exception of automotive gas and  
20 service stations, which are regulated under Paragraph 607.1(f)(4) of this Code, one  
21 freestanding sign or sign tower per lot shall be permitted in lieu of a projecting sign if the  
22 building or buildings are recessed from the street property line. The existence of a  
23 freestanding business sign shall preclude the erection of a freestanding identifying sign on the  
24 same lot. The area of such freestanding sign or sign tower, as defined in Section 602.1(a),  
25 shall not exceed 30 square feet nor shall the height of the sign exceed 24 feet. No part of the

1 sign shall project more than 75 percent of the horizontal distance from the street property line  
2 to the curblineline, or six feet, whichever is less. Such signs may be nonilluminated or indirectly  
3 illuminated, or during business hours, may be directly illuminated.

4 (4) **Special Standards for Automotive Gas and Service Stations.** For automotive  
5 gas and service stations in Neighborhood Commercial Districts, only the following signs are  
6 permitted, subject to the standards in this Paragraph (f)(4) and to all other standards in this  
7 Section 607.1.

8 (A) A maximum of two oil company signs, which shall not extend more than 10 feet  
9 above the roofline if attached to a building, or exceed the maximum height permitted for  
10 freestanding signs in the same district if freestanding. The area of any such sign shall not  
11 exceed 180 square feet, and along each street frontage, all parts of such a sign or signs that  
12 are within 10 feet of the street property line shall not exceed 80 square feet in area. No such  
13 sign shall project more than five feet beyond any street property line. The areas of other  
14 permanent and temporary signs as covered in Subparagraph (B) below shall not be included  
15 in the calculation of the areas specified in this Subparagraph.

16 (B) Other permanent and temporary business signs, not to exceed 30 square feet in  
17 area for each such sign or a total of 180 square feet for all such signs on the premises. No  
18 such sign shall extend above the roofline if attached to a building, or in any case project  
19 beyond any street property line or building setback line.

20 **SEC. 702.1. NEIGHBORHOOD COMMERCIAL USE DISTRICTS.**

21 (a) The following districts are established for the purpose of implementing the  
22 Commerce and Industry element and other elements of the General Plan, according to the  
23 objective and policies stated therein. Description and Purpose Statements outline the main  
24 functions of each Neighborhood Commercial (NC) District in the Zoning Plan for San  
25 Francisco, supplementing the statements of purpose contained in Section 101 of this Code.

1 The description and purpose statements and land use controls applicable to each of the  
 2 general and individual area districts are set forth in Sections 710.1 through 784 of this Code  
 3 for each district class. The boundaries of the various Neighborhood Commercial Districts are  
 4 shown on the Zoning Map referred to in Sections 105 and 106 of this Code, subject to the  
 5 provisions of that Section.

Neighborhood Commercial Individual Area Districts	Section Number
<i>Glen Park Neighborhood Commercial Transit District</i>	<u>§ 738</u>
<i>Noriega Street Neighborhood Commercial District</i>	<u>§ 739</u>
<i>Irving Street Neighborhood Commercial District</i>	<u>§ 740</u>
<i>Taraval Street Neighborhood Commercial District</i>	<u>§ 741</u>
<i>Judah Street Neighborhood Commercial District</i>	<u>§ 742</u>
<i>Folsom Street Neighborhood Commercial Transit District</i>	<u>§ 743</u>
<i>Regional Commercial District</i>	<u>§ 744</u>

17 (b) The following districts are Neighborhood Commercial Transit (NCT) Districts,  
 18 including both general area districts and individual area districts identified by street or area  
 19 name. These districts are a subset of the Neighborhood Commercial (NC) Districts.

Neighborhood Commercial Transit Districts	Section Number
<i>Folsom Street Neighborhood Commercial Transit District</i>	<u>§ 743</u>

1  
2           **SEC. 703.2. USES PERMITTED IN NEIGHBORHOOD COMMERCIAL DISTRICTS.**

3           (b) **Use Limitations.** The uses permitted in Neighborhood Commercial Districts are  
4 either principal, conditional, accessory, or temporary uses as stated in this Section, and  
5 include those uses set forth or summarized and cross-referenced in the zoning control  
6 categories as listed in Paragraph (a) in Sections 710.1 through 737.1 of this Code for each  
7 district class.

8           (1) **Permitted Uses.** All permitted uses shall be conducted within an enclosed building  
9 in Neighborhood Commercial Districts, unless otherwise specifically allowed in this Code.  
10 Exceptions from this requirement are: uses which, when located outside of a building, qualify  
11 as an outdoor activity area, as defined in Section 790.70 of this Code; accessory off-street  
12 parking and loading and other uses listed below which function primarily as open-air uses, or  
13 which may be appropriate if located on an open lot, outside a building, or within a partially  
14 enclosed building, subject to other limitations of this Article 7 and other sections of this Code.

15

No.	Zoning Control Category
.56	Automobile Parking
.57	Automotive Gas Station
.58	Automotive Service Station
.60	Automotive Wash
.61	Automobile Sale or Rental
.81	Other Institutions, Large (selected)
.83	Public Use (selected)

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.95	Community Residential Parking
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If there are two or more uses in a structure and none is classified below under Section 703.2(b)(1)(C) of this Code as accessory, then each of these uses will be considered separately as independent principal, conditional or temporary uses.

(A) **Principal Uses.** Principal uses are permitted as of right in a Neighborhood Commercial District, when so indicated in Sections 710.1 through 737.1 of this Code for each district class.

(B) **Conditional Uses.** Conditional uses are permitted in a Neighborhood Commercial District when authorized by the Planning Commission; whether a use is conditional in a given district is indicated in Sections 710.10 through 737.1. Conditional uses are subject to the provisions set forth in Sections 178, 179, 303, and 316 through 316.6 of this Code.

(i) An establishment which sells beer or wine with motor vehicle fuel is a conditional use, and shall be governed by Section 229.

(ii) Notwithstanding any other provision of this Article, a change in use or demolition of a movie theater use, as set forth in Section 790.64, shall require conditional use authorization.

This Subsection shall not authorize a change in use if the new use or uses are otherwise prohibited.

(iii) Notwithstanding any other provision of this Article, a change in use or demolition of a general grocery store use, as defined in Section 790.102(a), which use exceeds 5,000 gross square feet shall require conditional use authorization. This Subsection shall not authorize a change in use if the new use or uses are otherwise prohibited.

(iv) Large-Scale Urban Agriculture, as defined in Section 102.35(b), shall require conditional use authorization.

1 (C) **Accessory Uses.** Except as prohibited in Section 728 and subject to the limitations  
2 set forth below and in Sections 204.1 (Accessory Uses for Dwelling Units in R and NC  
3 Districts), 204.4 (Dwelling Units Accessory to Other Uses), and 204.5 (Parking and Loading  
4 as Accessory Uses) of this Code, a related minor use which is either necessary to the  
5 operation or enjoyment of a lawful principal use or conditional use, or is appropriate, incidental  
6 and subordinate to any such use, shall be permitted as an accessory use when located on the  
7 same lot. Any use which does not qualify as an accessory use shall be classified as a  
8 principal or conditional use, unless it qualifies as a temporary use under Sections 205 through  
9 205.4 of this Code.

10 No use will be considered accessory to a permitted principal or conditional use which  
11 involves or requires any of the following:

12 (i) The use of more than 1/3 of the total floor area occupied by such use and the  
13 principal or conditional use to which it is accessory, except in the case of accessory off-street  
14 parking and loading and accessory wholesaling, manufacturing or processing of foods, goods,  
15 or commodities;

16 (ii) Any Bar or Restaurant, or any other retail establishment which serves liquor for  
17 consumption on-site;

18 (iii) Any Take-Out Food use, as defined in Section 790.122, except for a Take-Out  
19 Food use which occupies 1/3 of the total floor area or up to 500 s/f whichever is more  
20 restrictive in a general grocery or specialty grocery store. This Take-Out Food use includes  
21 the area devoted to food preparation and service and excludes storage and waiting areas;

22 (iv) Any Take-Out Food use, as defined in Section 790.122, except for a Take-Out  
23 Food use operating as a minor and incidental use within a Restaurant or Limited-Restaurant  
24 use;

1 (v) The wholesaling, manufacturing or processing of foods, goods, or commodities on  
2 the premises of an establishment which does not also use or provide for retail sale of such  
3 foods, goods or commodities at the same location where such wholesaling, manufacturing or  
4 processing takes place.

5 (vi) Any retail liquor sales, as defined in Section 790.55, except for beer, wine, and/or  
6 liquor sales for the consumption off the premises with a State of California Alcoholic Beverage  
7 Control ("ABC") Board License type (off-sale beer and wine) or type 21 (off-sale general)  
8 which occupy less than 15% of the gross square footage of the establishment (including all  
9 areas devoted to the display and sale of alcoholic beverages) in a general grocery store or  
10 specialty grocery store, or Limited-Restaurant use (ABC license type 20 only).

11 (vii) Medical Cannabis Dispensaries as defined in 790.141.

12 The foregoing rules shall not prohibit take-out food activity which operates in conjunction with  
13 a Limited-Restaurant or a Restaurant. A Limited-Restaurant or a Restaurant, by definition,  
14 includes take-out food as an accessory and necessary part of its operation.

15 (viii) 1 Any other entertainment use, as defined in Section 790.38, except for one that  
16 *both (1) involves a Limited Live Performance Permit as set forth in Police Code Section 1060*  
17 *et seq. and (2) is located outside of the RCD.*

18 (D) **Temporary Uses.** Temporary uses are permitted uses, subject to the provisions  
19 set forth in Section 205 of this Code.

20 (2) **Not Permitted Uses.**

21 (A) Uses which are not specifically listed in this Article are not permitted unless they  
22 qualify as a nonconforming use pursuant to Sections 180 through 186.1 of this Code or are  
23 determined by the Zoning Administrator to be permitted uses in accordance with Section  
24 307(a) of this Code.



1 (B) No use, even though listed as a permitted use, shall be permitted in a  
2 Neighborhood Commercial District which, by reason of its nature or manner of operation,  
3 creates conditions that are hazardous, noxious, or offensive through the emission of odor,  
4 fumes, smoke, cinders, dust, gas, vibration, glare, refuse, water-carried waste, or excessive  
5 noise.

6 (C) The establishment of a use that sells alcoholic beverages, other than beer and  
7 wine, concurrent with motor vehicle fuel is prohibited, and shall be governed by Section 229.  
8 Except in the SoMa NCT, where these uses are permitted accessory uses.

9  
10 **SEC. 703.9. PRESERVATION OF HISTORIC BUILDINGS WITHIN THE FOLSOM**  
11 **STREET NCT AND RCD DISTRICTS**

12 *The following controls are intended to support the economic viability of buildings of historic*  
13 *importance within the Folsom NCT and RCD Districts.*

14 *(a) This subsection applies only to buildings that are a designated landmark building per*  
15 *Article 10 of the Planning Code.*

16 *(b) All office uses, as defined in Planning Code Section 790.69, are permitted as of right,*  
17 *provided that prior to the issuance of any necessary permits, the Zoning Administrator, with the advice*  
18 *of the Historic Preservation Commission, determines that allowing the use will enhance the feasibility*  
19 *of preserving the building.*

20 *(c) The Historic Preservation Commission shall review the proposed project for compliance*  
21 *with the Secretary of the Interior's Standards, (36 C.F.R. § 67.7 (2001)) and any applicable provisions*  
22 *of the Planning Code.*

23 **SEC. 743.1. FOLSOM STREET NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT**

24 *The Folsom Street Neighborhood Commercial Transit District (Folsom Street NCT) is located*  
25 *along Folsom Street in the Western SoMa area, generally between 7<sup>th</sup> Street and 10<sup>th</sup> Streets.*

The Folsom Street NCT has a pattern of ground floor commercial and upper story residential units. Controls are designed to permit moderate-scale buildings and uses, protecting rear yards above the ground story and at residential levels. Active, neighborhood-serving commercial development is required at the ground story where transparency and fenestration requirements add to the activation at the street level. While offices and general retail sales uses may locate on the second story, most commercial uses are prohibited above the second story. In order to protect the balance and variety of retail use, bars and restaurants are permitted on the ground floor, and liquor stores are allowed with a conditional use. Continuous non-residential frontage is promoted by prohibiting drive-up facilities, some automobile uses, and permitting a mix of commercial and production, distribution, and repair uses. Parking is required to be setback if above grade or locate below ground. Active, pedestrian-oriented ground floor uses are required.

Housing development in new buildings is encouraged above the ground story, and student housing is only permitted in newly constructed buildings. Housing density is not controlled by the size of the lot or by density controls, but by bedroom counts. Given the area's central location and accessibility to the City's transit network, parking for residential and commercial uses is not required.

Table 743

FOLSOM STREET NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT ZONING CONTROL

TABLE

			<u>Folsom Street</u>
<u>No.</u>	<u>Zoning Category</u>	<u>§ References</u>	<u>Controls</u>
<u>BUILDING STANDARDS</u>			
	<u>Height and Bulk Limit</u>	<u>§§ 102.12, 105, 106, 250--252, 260, 270, 271</u>	<u>65-X to 75-X. See Sectional Zoning Maps 1 and 7.</u>

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			<u>Height sculpting required on narrow streets, §261.1</u>
	<u>Lot Size [Per Development]</u>	<u>§§ 790.56, 121.1</u>	<u>P up to 9,999 sq. ft. C 10,000 sq. ft. &amp; above</u>
	<u>Rear Yard</u>	<u>§§ 130, 134, 136</u>	<u>Required at the second story and above and at all residential levels</u>
	<u>Street Frontage, Above-Grade Parking Setback and Active Uses</u>	<u>§ 145.1</u>	<u>Minimum 25 feet on ground floor, 15 feet on floors above</u>
	<u>Street Frontage, Required Ground Floor Commercial</u>	<u>§ 145.4</u>	<u>Requirements apply.</u>
	<u>Street Frontage, Parking and Loading access restrictions</u>	<u>§ 155(r)</u>	<u>Requirements apply.</u>
	<u>Awning</u>	<u>§§ 136.1(a), 790.20</u>	<u>P</u>
	<u>Canopy</u>	<u>§§ 136.1(b), 790.26</u>	<u>P</u>
	<u>Marquee</u>	<u>§§ 136.1(c), 790.58</u>	<u>P</u>
	<u>Street Trees</u>	<u>§ 138.1</u>	<u>Required</u>
<u>COMMERCIAL AND INSTITUTIONAL STANDARDS AND USES</u>			

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<u>Floor Area Ratio</u>	<u>§§ 102.9, 102.11, 123, 124(a)(b)</u>	<u>2.5 to 1</u>
<u>Use Size [Non-Residential]</u>	<u>§§ 121.2, 790.130</u>	<u>P up to 3,999 sq. ft.; C 4,000 sq. ft. &amp; above</u>
<u>Off-Street Parking, Commercial/Institutional</u>	<u>§§ 150, 151.1, 153--157, 159--160, 166, 204.5</u>	<u>None required. Limits set forth in Section 151.1</u>
<u>Off-Street Freight Loading</u>	<u>§§ 150, 152--155, 161(b), 204.5</u>	<u>Generally, none required if gross floor area is less than 10,000 sq. ft.</u>
<u>Outdoor Activity Area</u>	<u>§§ 790.70, 145.2(a)</u>	<u>P at 1<sup>st</sup> and 2<sup>nd</sup> Floors if located in front; C if located elsewhere</u>
<u>Drive-Up Facility</u>	<u>§ 790.30</u>	<u>NP</u>
<u>Walk-Up Facility</u>	<u>§§ 145.2(b), 790.140</u>	<u>P if recessed 3 ft.; C if not recessed</u>
<u>Hours of Operation</u>	<u>§ 790.48</u>	<u>P 6 a.m.--2 a.m. C 2 a.m.--6 a.m.</u>
<u>General Advertising Sign</u>	<u>§§ 262, 602--604, 608, 609</u>	<u>NP</u>
<u>Business Sign</u>	<u>§§ 262, 602--604, 607.1(f)(2), 608, 609</u>	<u>P</u>

	<u>Other Signs</u>	<u>§§ 262, 602--604,</u> <u>607.1(c)(d)(g),</u> <u>608, 609</u>	<u>P</u>
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<u>No.</u>	<u>Zoning Category</u>	<u>§ References</u>	<u>Folsom Street</u>		
			<u>Controls by Story</u>		
<u>—</u>		<u>§ 790.118</u>	<u>1st</u>	<u>2nd</u>	<u>3rd+</u>
	<u>Residential Conversion</u>	<u>§§ 790.84,</u> <u>207.7, 317</u>	<u>C</u>	<u>C</u>	<u>—</u>
	<u>Residential Demolition</u>	<u>§§ 790.86,</u> <u>207.7, 317</u>	<u>C</u>	<u>C</u>	<u>C</u>
	<u>Residential Division</u>	<u>§§ 207.8, 317</u>	<u>C</u>	<u>C</u>	<u>C</u>
<u>Retail Sales and Services</u>					
	<u>Other Retail Sales and Services [Not Listed Below]</u>	<u>§ 790.102</u>	<u>P</u>	<u>P</u>	<u>—</u>
	<u>Bar</u>	<u>§ 790.22</u>	<u>P</u>	<u>—</u>	<u>—</u>
	<u>Limited-Restaurant</u>	<u>§ 790.90</u>	<u>P up to 10,000</u> <u>gsf per lot; NP</u> <u>above</u>	<u>—</u>	<u>—</u>
	<u>Restaurant</u>	<u>§ 790.91</u>	<u>P up to 10,000</u>	<u>—</u>	<u>—</u>

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			<i>gsf per lot; NP above</i>		
	<u>Liquor Store</u>	<u>§ 790.55</u>	<u>C</u>	—	—
	<u>Movie Theater</u>	<u>§ 790.64</u>		—	—
	<u>Adult Entertainment</u>	<u>§ 790.36</u>	—	—	—
	<u>Other Entertainment</u>	<u>§ 790.38</u>		—	—
	<u>Services, Professional; Services, Financial; Services, Medical</u>	<u>§§ 790.110, 790.114, 790.116</u>	<u>P when primarily open to the general public on a client-oriented basis.</u>	—	—
	<u>Limited Financial Service</u>	<u>§ 790.112</u>		—	—
	<u>Business or Professional Service</u>	<u>§ 790.108</u>			—
	<u>Massage Establishment</u>	<u>§ 790.60, § 1900 Health Code</u>	<u>C</u>	<u>C</u>	—

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	<u>Tourist Hotel</u>	<u>§ 790.46</u>	<u>P up to 25 rooms per hotel; NP above.</u>	<u>P up to 25 rooms per hotel; NP above.</u>	<u>P up to 25 rooms per hotel; NP above.</u>
	<u>Automobile Parking</u>	<u>§§ 790.8, 790.10, 158.1, 160, 166.</u>			
	<u>Automotive Gas Station</u>	<u>§ 790.14</u>	—	—	—
	<u>Automotive Service Station</u>	<u>§ 790.17</u>	—	—	—
	<u>Automotive Repair</u>	<u>§ 790.15</u>	<u>C with no ingress/egress onto alleys, as defined in the Western SoMa Community Plan, containing RED or RED-MX Districts</u>	—	—
	<u>Automotive Wash</u>	<u>§ 790.18</u>	—	—	—
	<u>Automobile Sale</u>	<u>§ 790.12</u>	—	—	—

1	<u>or Rental</u>				
2	<u>Animal Hospital</u>	<u>§ 790.6</u>	<u>P</u>	—	—
3	<u>Ambulance</u>				
4	<u>Service</u>	<u>§ 790.2</u>		—	—
5	<u>Mortuary</u>	<u>§ 790.62</u>			—
6	<u>Light</u>				
7	<u>Manufacturing</u>	<u>§ 790.54(a)</u>	<u>P</u>	<u>P</u>	
8					
9	<u>Wholesale Sales</u>	<u>§ 790.54(b)</u>	<u>P</u>	<u>P</u>	
10	<u>Trade Shop</u>	<u>§ 790.124</u>	<u>P</u>	<u>C</u>	—
11	<u>Storage</u>	<u>§ 790.117</u>	—	—	—
12	<u>Fringe</u>				
13	<u>Financial</u>	<u>§ 790.111</u>			
14	<u>Neighborhood</u>	<u>§ 102.35(a)</u>	<u>P</u>	<u>P</u>	<u>P</u>
15	<u>Agriculture</u>				
16	<u>Large-Scale</u>	<u>§ 102.35(b)</u>	<u>C</u>	<u>C</u>	<u>C</u>
17	<u>Urban</u>				
18	<u>Agriculture</u>				
19	<u>Institutions and Non-Retail Sales and Services</u>				
20					
21	<u>Office</u>	<u>§ 790.69</u>	<u>P on first or</u>	<u>P on first or</u>	
22			<u>second floor, but</u>	<u>second floor,</u>	—
23			<u>not both</u>	<u>but not both</u>	
24	<u>Office uses in</u>	<u>§§ 790.69,</u>			
25	<u>Landmark</u>	<u>703.2(b)(3)</u>	<u>P</u>	<u>P</u>	<u>P</u>



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	<u>Buildings</u>				
	<u>Assembly and Social Service</u>	<u>§ 790.50(a)</u>	<u>C</u>	<u>C</u>	
	<u>Child Care</u>	<u>§§ 790.50(b), 790.51(a)</u>	<u>P</u>	<u>P</u>	
	<u>Hospital or Medical Center</u>	<u>§ 790.44</u>	—	—	—
	<u>Public Use</u>	<u>§ 790.80</u>	<u>C</u>	<u>C</u>	<u>C</u>
	<u>Medical Cannabis Dispensary</u>	<u>§ 790.141</u>	—	—	—
	<u>Religious Facility</u>	<u>§ 790.50(d)</u>			
	<u>Residential Care, Small</u>	<u>§ 790.51(b)</u>		<u>C</u>	<u>C</u>
<u>RESIDENTIAL STANDARDS AND USES</u>					
	<u>Residential Use</u>	<u>§§ 145.4, 790.88</u>	<u>P, except NP on lots with more than 25ft of street frontage</u>	<u>P</u>	<u>P</u>
	<u>Group Housing</u>	<u>§§ 145.4, 790.88</u>	<u>C, except NP on lots with more than 25ft of street</u>	<u>C</u>	<u>C</u>

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			<u>frontage</u>		
	<u>SRO Housing</u>	<u>§§ 145.4, 823, 890.88(c)</u>	<u>P</u>	<u>P</u>	<u>P</u>
	<u>Student Housing</u>	<u>§102.36</u>	<u># C in newly constructed buildings; NP otherwise</u>	<u># C in newly constructed buildings; NP otherwise</u>	<u># C in newly constructed buildings; NP otherwise</u>
	<u>Residential Density, Dwelling Units</u>	<u>§§ 207, 207.1, 207.4, 207.6, 790.88(a)</u>	<u>No density limit.</u>		
	<u>Residential Density, Group Housing</u>	<u>§§ 207.1, 790.88(b)</u>	<u>No density limit.</u>		
	<u>Usable Open Space [Per Residential Unit]</u>	<u>§§ 135, 136</u>	<u>Generally, either 80 sq. ft if private, or 100 sq. ft. if common § 135(d)</u>		
	<u>Off-Street Parking, Residential</u>	<u>§§ 145.1, 150, 151.1, 153--157, 159--160,</u>	<u>None required. P up to 0.5 parking spaces per unit; C up to 0.75 parking spaces per unit.</u>		

		<u>166, 167</u>			
		<u>204.5</u>			
	<u>Community</u>	<u>§§</u>			
	<u>Residential</u>	<u>145.1, 151.1(</u>	<u>NP</u>		
	<u>Parking</u>	<u>f), 155(r),</u>			
		<u>166, 790.10</u>			

SPECIFIC PROVISIONS FOR FOLSOM STREET NCT DISTRICTS

<u>Article Code</u>	<u>Other Code</u>	<u>Zoning Controls</u>
<u>Section</u>	<u>Section</u>	
<u>§ 743.XX</u>		<u>Existing buildings may not be converted</u>
<u>§ 102.36</u>		<u>to Student Housing. Student Housing may</u>
		<u>only be approved in newly constructed</u>
		<u>buildings through a conditional use</u>
		<u>authorization pursuant to Section 303.</u>

**SEC. 744.1. REGIONAL COMMERCIAL DISTRICT**

The Regional Commercial District (RCD) is located along the 9<sup>th</sup> Street and 10<sup>th</sup> Street corridors, generally running from Mission Street to Harrison Street, and provides for a wide variety of commercial uses and services to a population greater than the immediate neighborhood. While providing convenience goods and services to the surrounding neighborhood, the RCD corridors are also heavily trafficked thoroughfares into and out of the City that serve shoppers from other neighborhoods and cities.

Large-scale lots and buildings and wide streets distinguish the RCD from smaller-scaled neighborhood commercial streets, although the district also includes small as well as moderately scaled lots. Buildings typically range in height from two to four stories with occasional taller structures.

A diverse commercial environment is encouraged for the RCD. Eating and drinking establishments, general retail, office, certain auto uses, and production, distribution, and repair uses generally are permitted with certain limitations at the first and second stories. Arts activities are encouraged on all floors, but nighttime entertainment uses are prohibited.

Housing development is encouraged at the second story and above, and permitted on the ground floor on smaller lots. Student housing is not permitted, and existing residential units are protected by limitations on demolitions and conversions.

Table 744

REGIONAL COMMERCIAL DISTRICT

ZONING CONTROL TABLE

			<u>Regional Commercial</u>
<u>No.</u>	<u>Zoning Category</u>	<u>§ References</u>	<u>Controls</u>
<u>BUILDING STANDARDS</u>			
	<u>Height and Bulk Limit</u>	<u>§§ 102.12, 105, 106, 250--252, 260, 261.1, 263.18, 270, 271</u>	<u>55-X, 65-X. See Sectional Zoning Maps 1 and 7. Height sculpting required on narrow streets, §261.1</u>
	<u>Lot Size [Per Development]</u>	<u>§§ 790.56, 121.1</u>	<u>P up to 10,000 sq. ft.</u>

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			<u>C above 10,000 sq. ft.</u>
	<u>Rear Yard</u>	<u>§§ 130, 134, 136</u>	<u>Required at the second story and above and at all residential levels</u>
	<u>Street Frontage, Above-Grade Parking Setback and Active Uses</u>	<u>§ 145.1</u>	<u>Minimum 25 feet on ground floor, 15 feet on floors above</u>
	<u>Street Frontage, Required Ground Floor Commercial</u>	<u>§ 145.4</u>	<u>Requirements apply.</u>
	<u>Street Frontage, Parking and Loading access restrictions</u>	<u>§ 155(r)</u>	<u>Requirements apply.</u>
	<u>Awning</u>	<u>§§ 136.1(a), 790.20</u>	<u>P</u>
	<u>Canopy</u>	<u>§§ 136.1(b), 790.26</u>	<u>P</u>
	<u>Marquee</u>	<u>§§ 136.1(c), 790.58</u>	<u>P</u>
	<u>Street Trees</u>	<u>§ 138.1</u>	<u>Required</u>
<u>COMMERCIAL AND INSTITUTIONAL STANDARDS AND USES</u>			
	<u>Floor Area Ratio</u>	<u>§§ 102.9, 102.11, 123, 124</u>	<u>2.5 to 1</u>
	<u>Use Size [Non-Residential]</u>	<u>§§ 121.2, 790.130</u>	<u>P up to 10,000 sq. ft.; C above; NP above 25,000</u>

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			<u>sq. ft</u>
	<u>Off-Street Parking, Commercial/Institutional</u>	<u>§§ 150, 151.1, 153--157, 159--160, 166, 204.5</u>	<u>None required. Limits set forth in Section 151.1</u>
	<u>Off-Street Freight Loading</u>	<u>§§ 150, 152--155, 161(b), 204.5</u>	<u>Generally, none required if gross floor area is less than 10,000 sq. ft.</u>
	<u>Outdoor Activity Area</u>	<u>§§ 145.2(a), 790.70</u>	<u>P at 1<sup>st</sup> and 2<sup>nd</sup> Floors if located in front; C if located elsewhere</u>
	<u>Drive-Up Facility</u>	<u>§ 790.30</u>	<u>NP</u>
	<u>Walk-Up Facility</u>	<u>§§ 145.2(b), 790.140</u>	<u>P if recessed 3 ft.; C if not recessed</u>
	<u>Hours of Operation</u>	<u>§ 790.48</u>	<u>P 6 a.m.--2 a.m. C 2 a.m.-6 a.m.</u>
	<u>General Advertising Sign</u>	<u>§§ 262, 602--604, 608, 609</u>	<u>NP</u>
	<u>Business Sign</u>	<u>§§ 262, 602--604, 607.1(f)(2), 608, 609</u>	<u>P</u>
	<u>Other Signs</u>	<u>§§ 262, 602--604, 607.1(c)(d)(g), 608, 609</u>	<u>P</u>

1			<u>Regional Commercial</u>		
2	<u>No.</u>	<u>Zoning Category</u>	<u>§ References</u>	<u>Controls by Story</u>	
3					
4			<u>§ 790.118</u>	<u>1st</u>	<u>2nd</u>
5					<u>3rd+</u>
6		<u>Residential</u>	<u>§§ 790.84,</u>	<u>C</u>	<u>C</u>
7		<u>Conversion</u>	<u>207.7, 317</u>		<u>—</u>
8		<u>Residential</u>	<u>§§ 790.86,</u>	<u>C</u>	<u>C</u>
9		<u>Demolition</u>	<u>207.7, 317</u>		<u>C</u>
10		<u>Residential</u>	<u>§ 207.8, 317</u>	<u>C</u>	<u>C</u>
11		<u>Division</u>			<u>C</u>
12	<u>Retail Sales and Services</u>				
13		<u>Other Retail</u>			
14		<u>Sales and</u>	<u>§ 790.102</u>	<u>P</u>	<u>P</u>
15		<u>Services [Not</u>			<u>—</u>
16		<u>Listed Below]</u>			
17		<u>Bar</u>	<u>§ 790.22</u>	<u>P</u>	<u>—</u>
18		<u>Limited-</u>	<u>§ 790.90</u>	<u>P up to 10,000 gsf</u>	<u>—</u>
19		<u>Restaurant</u>		<u>per lot; NP above</u>	<u>—</u>
20			<u>§ 790.91</u>	<u>P up to 10,000 gsf</u>	<u>—</u>
21		<u>Restaurant</u>		<u>per lot; NP above</u>	<u>—</u>
22		<u>Liquor Store</u>	<u>§ 790.55</u>	<u>C</u>	<u>—</u>
23		<u>Movie Theater</u>	<u>§ 790.64</u>		<u>—</u>
24					<u>—</u>
25		<u>Adult</u>	<u>§ 790.36</u>	<u>—</u>	<u>—</u>

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	<u>Entertainment</u>				
	<u>Other Entertainment</u>	<u>§ 790.38</u>		—	—
	<u>Services, Professional; Services, Financial; Services, Medical</u>	<u> §§ 790.110, 790.114, 790.116</u>	<u>P when primarily open to the general public on a client-oriented basis.</u>	—	—
	<u>Limited Financial Service</u>	<u>§ 790.112</u>		—	—
	<u>Business or Professional Service</u>	<u>§ 790.108</u>			—
	<u>Massage Establishment</u>	<u>§ 790.60, § 1900 Health Code</u>	<u>C</u>	<u>C</u>	—
	<u>Tourist Hotel</u>	<u>§ 790.46</u>			—
	<u>Automobile Parking</u>	<u> §§ 790.8, 790.10, 158.1, 160, 166,</u>	<u>C; subject to criteria of Sec. 158.1.</u>		
	<u>Automotive Gas Station</u>	<u>§ 790.14</u>	—	—	—



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<u>Automotive Service Station</u>	<u>§ 790.17</u>	—	—	—
<u>Automotive Repair</u>	<u>§ 790.15</u>	<u>C with no ingress/egress onto alleys, as defined in the Western SoMa Community Plan, containing RED or RED-MX Districts</u>	—	—
<u>Automotive Wash</u>	<u>§ 790.18</u>	—	—	—
<u>Automobile Sale or Rental</u>	<u>§ 790.12</u>	—	—	—
<u>Animal Hospital</u>	<u>§ 790.6</u>	—	—	—
<u>Animal Services</u>	<u>§ 224(c)</u>	<u>P for grooming and daycare only. No 24 hour care.</u>	—	—
<u>Ambulance Service</u>	<u>§ 790.2</u>	—	—	—
<u>Mortuary</u>	<u>§ 790.62</u>	—	—	—
<u>Light Manufacturing</u>	<u>§ 790.54(a)</u>	<u>P</u>	<u>P</u>	—
<u>Wholesale Sales</u>	<u>§ 790.54(b)</u>	<u>P</u>	<u>P</u>	—
<u>Commercial</u>	<u>§ 890.54(c)</u>	<u>P</u>	<u>C</u>	—

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	<u>Storage</u>				
	<u>Trade Shop</u>	<u>§ 790.124</u>	<u>P</u>	<u>C</u>	<u>—</u>
	<u>Storage</u>	<u>§ 790.117</u>	<u>—</u>	<u>—</u>	<u>—</u>
	<u>Fringe Financial</u>	<u>§ 790.111</u>			
	<u>Neighborhood Agriculture</u>	<u>§ 102.35(a)</u>	<u>P</u>	<u>P</u>	<u>P</u>
	<u>Large-Scale Urban Agriculture</u>	<u>§ 102.35(b)</u>	<u>C</u>	<u>C</u>	<u>C</u>
<u>Institutions and Non-Retail Sales and Services</u>					
	<u>Office</u>	<u>§ 790.69</u>	<u>P on first or second floor, but not both</u>	<u>P on first or second floor, but not both</u>	<u>—</u>
	<u>Office uses in Landmark Buildings</u>	<u>§§ 790.69, 703.2(b)(3)</u>	<u>P</u>	<u>P</u>	<u>P</u>
	<u>Assembly and Social Service</u>	<u>§ 790.50(a)</u>	<u>C</u>	<u>C</u>	<u>C</u>
	<u>Child Care</u>	<u>§§ 790.50(b), 790.51(a)</u>	<u>P for 12 children or fewer. C for 13 children or more.</u>	<u>P for 12 children or fewer. C for 13</u>	

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				<i>children or more.</i>	
	<u>Hospital or Medical Center</u>	<u>§ 790.44</u>	—	—	—
	<u>Public Use</u>	<u>§ 790.80</u>	<u>P</u>	<u>P</u>	<u>P</u>
	<u>Medical Cannabis Dispensary</u>	<u>§ 790.141</u>	-	—	—
	<u>Religious Facility</u>	<u>§ 790.50(d)</u>			
	<u>Residential Care, Small</u>	<u>§ 790.51(b)</u>		<u>C</u>	<u>C</u>
<u>RESIDENTIAL STANDARDS AND USES</u>					
	<u>Residential Use</u>	<u>§§ 145.4, 790.88</u>	<u>P, except NP on lots with more than 25ft of street frontage</u>	<u>P</u>	<u>P</u>
	<u>Group Housing</u>	<u>§§ 145.4, 790.88</u>	<u>C, except NP on lots with more than 25ft of street frontage</u>	<u>C</u>	<u>C</u>
	<u>SRO Housing</u>	<u>§§ 145.4, 823, 890.88(c)</u>		<u>P</u>	<u>P</u>
	<u>Student Housing</u>	<u>§§ 145.4, 401</u>			
	<u>Residential</u>	<u>§§ 207, 207.1,</u>	<u>No density limit.</u>		

1	<u>Density, Dwelling</u>	<u>207.4, 207.6,</u>	
2	<u>Units</u>	<u>790.88(a)</u>	
3	<u>Residential</u>		
4	<u>Density, Group</u>	<u>§§ 207.1,</u>	<u>No density limit.</u>
5	<u>Housing</u>	<u>790.88(b)</u>	
6	<u>Usable Open</u>		
7	<u>Space [Per</u>	<u>§§ 135, 136</u>	<u>Generally, either 80 sq. ft if private, or 100 sq.</u>
8	<u>Residential Unit]</u>		<u>ft. if common</u>
9			
10	<u>Off-Street</u>	<u>§§ 145.1, 150,</u>	
11	<u>Parking,</u>	<u>151.1, 153--</u>	<u>None required. P up to 0.5 parking spaces per unit;</u>
12	<u>Residential</u>	<u>157, 159--160,</u>	<u>C up to 0.75 parking spaces per unit.</u>
13		<u>166, 167</u>	
14		<u>204.5</u>	
15		<u>§§</u>	
16	<u>Community</u>	<u>145.1, 151.1(f</u>	<u>C; subject to</u>
17	<u>Residential</u>	<u>), 155(r),</u>	<u>criteria of Sec.</u>
18	<u>Parking</u>	<u>158.1, 166,</u>	<u>158.1.</u>
19		<u>790.10</u>	

**SEC. 802.1. MIXED USE DISTRICTS.**

Districts	Section Number
<u>WMUG – WSoMa Mixed Use – General District</u>	<u>§ 844</u>
<u>WMUO – Western SoMa Mixed Use – Office District</u>	<u>§ 845</u>

<i>SALI – Service/Arts/Light Industrial District</i>	<u>§ 846</u>
<i>RED – MX – Residential Enclave – Mixed District</i>	<u>§ 847</u>

**SEC. 802.4. EASTERN NEIGHBORHOODS MIXED USE DISTRICTS.**

Throughout the Planning Code, the term "Eastern Neighborhoods Mixed Use Districts" refers to the following districts: *Residential Enclave District (RED)*, *Residential Enclave – Mixed District (RED-MX)*, Mixed Use – General (MUG), *Western SoMa Mixed Use – General (WMUG)*, Mixed Use – Office (MUO), *Western SoMa Mixed Use – Office (WMUO)*, Mixed Use – Residential (MUR), South Park District (SPD), *Service/Arts/Light Industrial (SALI)*, and Urban Mixed Use (UMU).

**SEC. 802.5. SOUTH OF MARKET MIXED USE DISTRICTS.**

Throughout the Planning Code, the term "South of Market Mixed Use Districts" refers to the following districts: ~~*Residential Enclave District (RED)*~~, Residential/Service District (RSD), Service/Light Industrial (SLI), Service/Light Industrial/Residential (SLR), and Service/Secondary Office (SSO).

**SEC. 803.3. USES PERMITTED IN EASTERN NEIGHBORHOODS MIXED USE DISTRICTS AND SOUTH OF MARKET USE MIXED USE DISTRICTS.**

(a) Use Categories. A use is the specified purpose for which a property or building is used, occupied, maintained, or leased. Whether or not a use is permitted in a specific Eastern Neighborhood Mixed Use District and South of Market Mixed Use District is generally set forth, summarized or cross-referenced in Sections 813.3 through 818 and 840 through ~~843~~ 847 of this Code for each district class.

(b) Use Limitations. Uses in Eastern Neighborhood Mixed Use Districts and South of Market Mixed Use Districts are either permitted, conditional, accessory, temporary or are not permitted.

1 (1) Permitted Uses. If there are two or more uses in a structure, any use not classified  
2 below under Section 803.3(b)(1)(C) of this Code as accessory will be considered separately  
3 as an independent permitted, conditional, temporary or not permitted use.

4 (A) Principal Uses. Principal uses are permitted as of right in an Eastern Neighborhood  
5 Mixed Use District and South of Market Mixed Use District, when so indicated in Sections 813  
6 through 818 and 840 through ~~843~~847 of this Code for the district. Additional requirements and  
7 conditions may be placed on particular uses as provided pursuant to Section 803.5 through  
8 803.9 and other applicable provisions of this Code.

9 (B) Conditional Uses. Conditional uses are permitted in an Eastern Neighborhood  
10 Mixed Use District and South of Market Mixed Use District, when authorized by the Planning  
11 Commission; whether a use is conditional in a given district is generally indicated in Sections  
12 813 through 818 and 840 through ~~843~~847 of this Code. Conditional uses are subject to the  
13 applicable provisions set forth in Sections 178, 179, 263.11, 303, 316, and 803.5 through  
14 803.9 of this Code.

15 (i) An establishment which sells beer or wine with motor vehicle fuel is a conditional  
16 use, and shall be governed by Section 229.

17 (ii) Notwithstanding any other provision of this Article, a change in use or demolition of  
18 a movie theater use, as set forth in Section 890.64, shall require conditional use authorization.  
19 This Section shall not authorize a change in use if the new use or uses are otherwise  
20 prohibited.

21 (iii) Notwithstanding any other provision of this Article, a change in use or demolition of  
22 a general grocery store use, as set forth in Section 890.102(a) and as further defined in  
23 Section 790.102(a), shall require conditional use authorization. This Subsection shall not  
24 authorize a change in use if the new use or uses are otherwise prohibited.

25

1 (iv) Large-Scale Urban Agriculture, as defined in Section 102.35(b), shall require  
2 conditional use authorization.

3 (C) Accessory Uses. Subject to the limitations set forth below and in Sections 204.1  
4 (Accessory Uses for Dwelling Units in R and NC Districts), 204.2 (Accessory Uses for Uses  
5 Other Than Dwellings in R Districts); 204.4 (Dwelling Units Accessory to Other Uses), and  
6 204.5 (Parking and Loading as Accessory Uses) of this Code, an accessory use is a related  
7 minor use which is either necessary to the operation or enjoyment of a lawful principal use or  
8 conditional use, or is appropriate, incidental and subordinate to any such use, and shall be  
9 permitted as an accessory use in an Eastern Neighborhoods Mixed Use District and South of  
10 Market Mixed Use District. In order to accommodate a principal use which is carried out by  
11 one business in multiple locations within the same general area, such accessory use need not  
12 be located in the same structure or lot as its principal use provided that (1) the accessory use  
13 is located within 1,000 feet of the principal use; and (2) the multiple locations existed on April  
14 6, 1990 (the effective date of this amendment). Accessory uses to non-office uses (as defined  
15 in Section 890.70) may occupy space which is non-contiguous or on a different story as the  
16 principal use so long as the accessory use is located in the same building as the principal use  
17 and complies with all other restrictions applicable to such accessory uses. Any use which  
18 does not qualify as an accessory use shall be classified as a principal use.

19 No use will be considered accessory to a principal use which involves or requires any  
20 of the following:

21 (i) The use of more than one-third of the total occupied floor area which is occupied by  
22 both the accessory use and principal use to which it is accessory, combined, except in the  
23 case of accessory off-street parking or loading which shall be subject to the provisions of  
24 Sections 151, 156 and 157 of this Code;

1 (ii) A hotel, motel, inn, hostel, adult entertainment, massage establishment, large fast  
2 food restaurant, or movie theater use in a RED, RED-MX, SPD, RSD, SLR, SLI, SSO, DTR,  
3 MUG, WMUG, MUR, MUO, WMUO, SALI or UMU District;

4 (iii) Any take-out food use, except for a take-out food use which occupies 100 square  
5 feet or less (including the area devoted to food preparation and service and excluding storage  
6 and waiting areas) in a restaurant, bar, catering establishment, bakery, retail grocery or  
7 specialty food store.

8 (iv) Any sign not conforming to the limitations of Section 607.2(f)(3).

9 (v) Medical Cannabis Dispensaries as defined in 890.133.

10 (vi) Any nighttime entertainment use, as defined in Section 102.17; provided, however,  
11 that a Limited Live Performance Permit as set forth in Police Code Section 1060 et seq. is  
12 allowed in any District except for *(a) an SLI District that is included in the Western SoMa Planning*  
13 *Area Special Use District or (b) an RED, RED-MX, RSD, SLR, MUR, WMUG, or MUG District.*

14 (D) Temporary Uses. Temporary uses not otherwise permitted are permitted in Eastern  
15 Neighborhoods Mixed Use Districts and South of Market Mixed Use Districts to the extent  
16 authorized by Sections 205 through 205.3 of this Code.

17 **SEC. 803.6. FORMULA RETAIL USES IN THE CHINATOWN MIXED USE**  
18 **DISTRICTS AND IN THE WESTERN SOMA ~~PLANNING AREA~~ SPECIAL USE DISTRICT.**

19 (b) Formula Retail Uses.

20 (1) Formula Retail Uses Permitted as a Conditional Use. Formula retail uses are  
21 permitted in the Western SoMa ~~Planning Area~~ Special Use District, the Chinatown Community  
22 Business District and the Chinatown Residential Neighborhood Commercial District only as a  
23 conditional use. When considering an application for a conditional use permit under this  
24 Section, the Planning Commission shall consider the criteria defined in Section 303(i) of this  
25 Code.



1 (2) Formula Retail Uses Prohibited. The establishment of new formula retail uses in the  
2 Chinatown Visitor Retail District is prohibited. The establishment of new Restaurant or  
3 Limited-Restaurant uses that are also defined as formula retail in any Chinatown Mixed Use  
4 Districts is prohibited.

5 ~~SEC. 803.7. PERMIT REVIEW PROCEDURES IN THE WESTERN SOMA PLANNING AREA~~  
6 ~~SPECIAL USE DISTRICT ESTABLISHED PURSUANT TO SECTION 823 OF THIS CODE.~~

7 ~~—— All building permit applications for demolition, new construction, alterations which expand the~~  
8 ~~exterior dimensions of a building, or changes in use to a formula retail use as defined in Section 803.6~~  
9 ~~of this Code, a bar as defined in Section 890.22, a walk-up facility as defined in Section 890.140, other~~  
10 ~~institution as defined in Section 890.50, a full-service restaurant as defined in Section 890.92, a large~~  
11 ~~fast food restaurant as defined in Section 890.91, a small fast-food restaurant as defined in Section~~  
12 ~~890.90, a massage establishment as defined in Section 890.60, an outdoor activity area as defined in~~  
13 ~~Section 890.71, or an adult or other entertainment use as defined in Sections 890.36 and 890.37,~~  
14 ~~respectively, shall be subject to the notification and review procedures required by Section 312 of this~~  
15 ~~Code.~~

16 **SEC. 803.9. COMMERCIAL USES IN MIXED USE DISTRICTS.**

17 (a) Preservation of ~~Landmark Buildings, Significant or Contributory Buildings Within the~~  
18 ~~Extended Preservation District and/or Contributory Historic Buildings Within Designated Historic~~  
19 ~~Districts~~ within the South of Market Mixed Use Districts. Within the South of Market Mixed Use  
20 Districts, any use which is permitted as a principal or conditional use within the SSO District,  
21 excluding nighttime entertainment use, may be permitted as a conditional use in (a) a  
22 landmark building located outside a designated historic district, (b) a contributory building  
23 which is proposed for conversion to office use of an aggregate gross square footage of 25,000  
24 or more per building and which is located outside the SSO District yet within a designated  
25 historic district, or (c) a building designated as significant or contributory pursuant to Article 11

1 of this Code and located within the Extended Preservation District. For all such buildings the  
2 following conditions shall apply: (1) the provisions of Sections 316 through 318 of this Code  
3 must be met; (2) in addition to the conditional use criteria set out in Sections 303(c)(6) and  
4 316 through 316.8, it must be determined that allowing the use will enhance the feasibility of  
5 preserving the landmark, significant or contributory building; and (3) the landmark, significant  
6 or contributory building will be made to conform with the San Francisco Building Code  
7 standards for seismic loads and forces which are in effect at the time of the application for  
8 conversion of use.

9 A contributory building which is in a designated historic district outside the SSO District  
10 may be converted to any use which is a principal use within the SSO District provided that: (1)  
11 such use does not exceed an aggregate square footage of 25,000 per building; and (2) prior  
12 to the issuance of any necessary permits the Zoning Administrator (a) determines that  
13 allowing the use will enhance the feasibility of preserving the contributory building; and (b) the  
14 contributory building will be made to conform with the San Francisco Building Code standards  
15 for seismic loads and forces which are in effect at the time of the application for conversion of  
16 use.

17 ~~(b) Preservation of Historic Buildings within the MUG, MUO, and MUR Districts. The following~~  
18 ~~controls are intended to support the economic viability of buildings of historic importance within the~~  
19 ~~MUG, MUO, and MUR Districts.~~

20 ~~—— (1) This subsection applies only to buildings that are a designated landmark building or a~~  
21 ~~contributory building within a designated historic district per Article 10 of the Planning Code, or a~~  
22 ~~building listed on or determined eligible for the California Register of Historical Resources by the State~~  
23 ~~Office of Historic Preservation.~~

24 ~~—— (2) All uses are permitted as of right, provided that:~~

25 ~~—— (A) The project does not contain nighttime entertainment.~~

1 ~~—— (B) Prior to the issuance of any necessary permits, the Zoning Administrator, with the advice of~~  
2 ~~the Landmarks Preservation Advisory Board, determines that allowing the use will enhance the~~  
3 ~~feasibility of preserving the building.~~

4 ~~—— (C) Residential uses meet the affordability requirements of the Residential Inclusionary~~  
5 ~~Affordable Housing Program set forth in Section 315.1 through 315.9.~~

6 ~~—— (3) The Landmarks Preservation Advisory Board shall review the proposed project for~~  
7 ~~compliance with the Secretary of the Interior's Standards, (36 C.F.R. § 67.7 (2001)) and any applicable~~  
8 ~~provisions of the Planning Code.~~

9 (b) Preservation of Historic Buildings within Certain Eastern Neighborhoods Mixed Use  
10 Districts. The following controls are intended to support the economic viability of buildings of historic  
11 importance within Eastern Neighborhoods.

12 (1) This subsection applies only to buildings in SPD, MUG, MUO, or MUR Districts that are  
13 designated landmark buildings or contributory buildings within a designated historic district per  
14 Article 10 of the Planning Code, or buildings listed on or determined eligible for the California  
15 Register of Historical Resources by the State Office of Historic Preservation.

16 (A) All uses are principally permitted, provided that:

17 (1) The project does not contain any nighttime entertainment use.

18 (2) Prior to the issuance of any necessary permits, the Zoning Administrator, with the advice of the  
19 Historic Preservation Commission, determines that allowing the use will enhance the feasibility of  
20 preserving the building.

21 (3) Residential uses meet the affordability requirements of the Residential Inclusionary Affordable  
22 Housing Program set forth in Section 415 through 415.9.

23 (B) The Historic Preservation Commission shall review the proposed project for compliance with  
24 the Secretary of the Interior's Standards, (36 C.F.R. § 67.7 (2001)) and any applicable provisions of the  
25 Planning Code.

1 (2) This subsection applies only to buildings in RED and RED-MX Districts that are designated  
2 landmark buildings per Article 10 of the Planning Code.

3 (A) Retail and office uses, as defined in Planning Code Sections 890.104 and 890.70, respectively,  
4 are permitted only with conditional use authorization, pursuant to Planning Code Section 303,  
5 provided that:

6 (1) The project does not contain any nighttime entertainment use.

7 (2) Prior to the issuance of any necessary permits, the Zoning Administrator, with the advice of the  
8 Historic Preservation Commission, determines that allowing the use will enhance the feasibility of  
9 preserving the building.

10 (B) The Historic Preservation Commission shall review the proposed project for compliance with  
11 the Secretary of the Interior's Standards, (36 C.F.R. § 67.7 (2001)) and any applicable provisions of the  
12 Planning Code.

13 (3) This subsection applies only to buildings in WMUG Districts that are a designated landmark  
14 building per Article 10 of the Planning Code.

15 (A) Office uses, as defined in Planning Code Section 890.70, are principally permitted, provided  
16 that:

17 (1) Prior to the issuance of any necessary permits, the Zoning Administrator, with the advice of the  
18 Historic Preservation Commission, determines that allowing the use will enhance the feasibility of  
19 preserving the building.

20 (B) The Historic Preservation Commission shall review the proposed project for compliance with  
21 the Secretary of the Interior's Standards, (36 C.F.R. § 67.7 (2001)) and any applicable provisions of the  
22 Planning Code.

23 **SEC. 813. RED – RESIDENTIAL ENCLAVE DISTRICT.**

24 Residential Enclave Districts (RED) encompass many of the the clusters of low-scale,  
25 medium density, predominantly residential neighborhoods located along the narrow side

1 streets of the ~~SLR and MUR Districts~~ South of Market area. Within these predominantly  
 2 residential enclaves lie a number of vacant parcels, parking lots and other properties in open  
 3 storage use. These properties are undeveloped or underdeveloped and are viewed as  
 4 opportunity sites for new, moderate-income, in-fill housing.

5 The zoning controls for this district are tailored to the design needs and neighborhood  
 6 characteristics of these enclaves and are intended to encourage and facilitate the  
 7 development of attractive, compatible and economically feasible in-fill housing while providing  
 8 adequate residential amenities to the site and neighborhood.

9 Dwelling units are permitted as a principal use. ~~Social services and institutional uses are~~  
 10 ~~permitted as conditional uses. Group housing, retail, entertainment, general commercial and services~~  
 11 ~~light industrial uses~~ Nonresidential uses, except art related activities, are not permitted, except for  
 12 certain uses in historic buildings. Existing commercial activities in nonresidential structures may  
 13 continue as nonconforming uses subject to the termination requirements of Sections 185 and  
 14 186. ~~Live/work units limited to arts activities are permitted within the district as a principal use.~~  
 15 ~~Existing live/work units with other nonresidential uses may continue as nonconforming uses.~~

16 Table 813

17 RED – RESIDENTIAL ENCLAVE DISTRICT  
 18 ZONING CONTROL TABLE

			Residential Enclave
No.	Zoning Category	§ References	Controls
BUILDING STANDARDS			
813.01	Height	See Zoning Map	Generally 40 feet See Sectional Zoning Maps 1, <del>and-7</del> and 8.

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813.02	Bulk	§ 270	See Sectional Zoning Maps 1, <del>and 7</del> <u>and 8.</u>
USE STANDARDS			
813.03	Residential Density	§§ 124(b), <del>207.5</del> , 208	<i>No density limit <del>1:400</del> for dwelling units; 1 bedroom for each 140 sq. ft. of lot area for group housing</i>
813.04	Non-Residential Density	§§ 102.9, 123, 124, 127	Generally, 1.0 to 1 floor area ratio
813.05	Usable Open Space for Dwelling Units and Group Housing	§ 135, <del>823</del>	<i>80 sq. ft. per unit <del>60 sq. ft.</del> per unit, if private, 80 sq. ft. if common</i>
813.06	Usable Open Space for Live/Work Units in Newly Constructed Buildings or Additions	§ 135.2	36 sq. ft. per unit
813.07	Usable Open Space for Other Uses	§ 135.3	Varies by use
813.09	Outdoor Activity Area	§ 890.71	<u>NP P</u>
813.10	Walk-up Facility, <del>except</del>	§ 890.140	<u>NP P</u>

	<i>Automated Bank Teller Machine</i>		
813.11	<i>Automated Bank Teller Machine</i>	§ 803.9(d)	NP
813.12	Residential Conversion	§ 803.8(a)317	NP €
813.13	Residential Demolition	§ 803.8(a)317	C
USES			
Residential Use			
813.14	Dwelling Units	§ 102.7	P
813.15	Group Housing	§ 890.88(b)	NP
813.16	SRO Units	§ 890.88(c), 823	NP P
<u>813.16A</u>	<i>Student Housing</i>	§ 102.36	NP
Institutions			
813.17	Hospital, Medical Centers	§ 890.44	NP
813.18	Residential Care	§ 890.50(e)	NP €
813.19	Educational Services	§ 890.50(c)	NP €
813.20	Religious Facility	§ 890.50(d)	C
813.21	Assembly and Social Service, except Open	§ 890.50(a)	NP €

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	Recreation or Horticulture		
813.22	Child Care	§ 890.50(b)	<u>NP P</u>
813.23	Medical Cannabis Dispensary	§ 890.133	<u>NP P#</u>
Vehicle Parking			
813.25	Automobile Parking Lot, Community Residential	§ 890.7	<u>NP P</u>
813.26	Automobile Parking Garage, Community Residential	§ 890.8	<u>NP E</u>
813.27	Automobile Parking Lot, Community Commercial	§ 890.9	<u>NP P</u>
813.28	Automobile Parking Garage, Community Commercial	§ 890.10	<u>NP E</u>
813.29	Automobile Parking Lot, Public	§ 890.11	<u>NP P</u>
813.30	Automobile Parking Garage, Public	§ 890.12	<u>NP E</u>
Retail Sales and Service			



1	813.31	All Retail Sales and Service except per § 813.32	§ 890.104	NP
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4	813.32	Retail Sales and Service Use in a Landmark Building <del>or a</del> <i>Contributory Building in an Historic District</i>	§ 803.9( <u>eb</u> )	C
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10	Assembly, Recreation, Arts and Entertainment			
11	813.37	Nighttime Entertainment	§§ 102.17, 803.5(b), <u>823</u>	NP
12	813.38	Meeting Hall, not within § 813.21	§ 221(c)	NP
13				
14	813.39	Recreation Building, not within § 813.21	§ 221(e)	NP
15				
16				
17	813.40	Pool Hall, Card Club, not within § 813.21	§§ 221(f), 803.4	NP
18				
19	813.41	Theater, falling within § 221(d), except Movie Theater	§§ 221(d), 890.64	NP
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22	Home and Business Service			
23				
24	813.42	Trade Shop	§ 890.124	NP
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813.43	Catering Services	§ 890.25	NP
813.45	Business Goods and Equipment Repair Service	§ 890.23	NP
813.46	Arts Activities, except within a Live/Work Unit	§ 102.2	<u>C</u> <del>NP</del>
813.47	Business Services	§ 890.111	NP
Office			
813.48	Office Uses in Landmark Buildings <del>or Contributory Buildings in Historic Districts</del>	§ 803.9( <del>a</del> <u>b</u> )	C
813.53	All Other Office Uses	§ 890.70	NP
Live/Work Units			
813.54	Live/Work Unit where the Work Activity is an Arts Activity	§§ 102.2, 102.13, 209.9(f), (g), 233	<u>NP</u> <del>P</del>
813.55	Live/Work Units in Landmark Buildings or Contributory Buildings in Historic Districts	§ 803.9( <del>a</del> <u>b</u> )	<u>NP</u> <del>C</del>

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813.56	All Other Live/Work Units	§§ 102.13, 233	NP
Automotive Services			
813.57	Vehicle Storage - Open Lot	§ 890.131	NP
813.58	Vehicle Storage - Enclosed Lot or Structure	§ 890.132	<u>NP P</u>
813.59	Motor Vehicle Service Station, Automotive Wash	§§ 890.18, 890.20	NP
813.60	Motor Vehicle Repair	§ 890.15	NP
813.61	Motor Vehicle Tow Service	§ 890.19	NP
813.62	Non-Auto Vehicle Sales or Rental	§ 890.69	NP
813.63	Public Transportation Facility	§ 890.80	NP
Industrial			
813.64	Wholesaling, Storage, Distribution and Open	§§ 225, 890.54	NP

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	Air Handling of Materials and Equipment, Manufacturing and Processing		
Other Uses			
813.65	Animal Service	§ 224	NP
813.66	Open Air Sales	§§ 890.38, 803.9( <del>ee</del> )	NP
813.67	Ambulance Service	§ 890.2	NP
813.68	Open Recreation	§§ 209.5(a), 209.5(b)	P
813.69	Public Use, except Public Transportation Facility	§ 890.80	C
813.70	Commercial Wireless Transmitting, Receiving or Relay Facility	§ 227(h)	<u>NP</u> €
813.71	Greenhouse or Plant Nursery	§ 227(a)	NP
813.72	Mortuary Establishment	§ 227(c)	NP
813.73	General Advertising	§ 607.2(b) & (e)	NP

	Sign		
813.74A	Neighborhood Agriculture	§ 102.35(a)	P
813.74B	Large-Scale Urban Agriculture	§ 102.35(b)	<u>NP</u> €

**SPECIFIC PROVISIONS FOR RED DISTRICTS**

<i>Article Code Section</i>	<i>Other Code Section</i>	<i>Zoning Controls</i>
§ 813.23 § 890.133		<i>–Only those medical cannabis dispensaries that can demonstrate to the Planning Department they were in operation as of April 1, 2005 and have remained in continuous operation or that were not in continuous operation since April 1, 2005, but can demonstrate to the Planning Department that the reason for their lack of continuous operation was not closure due to an actual violation of federal, State or local law, may apply for a medical cannabis dispensary permit in an RED District.</i>

**SEC. 822. SOUTH OF MARKET SPECIAL HALL OF JUSTICE LEGAL SERVICES DISTRICT.**

The South of Market Special Hall of Justice Legal Services District, as shown on Sectional Map 8SU of the Zoning Map, is governed by Sections 803.9(f), ~~and~~ 817.50 and 846.XX of this Code.

**SEC. 823. WESTERN SOMA ~~PLANNING AREA~~ SPECIAL USE DISTRICT.**

1 (a) The Western SoMa ~~Planning Area~~ Special Use District, as shown on Section Maps  
2 1SU, 7SU, and 8SU of the Zoning Map, is governed by Sections 803.6 and 803.7 of this  
3 Code, and Board of Supervisors Resolution No. 731-04.

4 ~~(b) The area of the City known as Western South of Market ("Western SoMa") is currently~~  
5 ~~undergoing a comprehensive community-based planning process pursuant to Resolution No. 731-04,~~  
6 ~~which was adopted by the Board of Supervisors on November 23, 2004. Resolution 731-04 established~~  
7 ~~a 22-member Western SoMa Citizens Planning Task Force charged with advising the Board of~~  
8 ~~Supervisors and Planning Commission on future planning for the area. The Western SoMa Planning~~  
9 ~~Area Special Use District will further recognition of the Western SoMa as a special planning area of~~  
10 ~~the City.~~

11 ~~———— (c) Educational Service uses as defined by Section 890.50(c) in the Western SoMa Planning~~  
12 ~~Area Special Use District are subject to conditional use authorization in accordance with Section 303.~~

13 (b) Design Standards. The construction of new buildings and alteration of existing buildings in the  
14 Western SoMa Special Use District shall be consistent with the design policies and guidelines of the  
15 "WSoMa Design Standards" as adopted and periodically amended by the Planning Commission.

16 (c) Controls. All provisions of the Planning Code shall apply except as otherwise provided in this  
17 Section.

18 (1) Rear Yard. The requirements of Section 134 shall apply except as follows:

19 (A) Front setback credit for rear yards in the RED-MX District. The required rear yard in the RED-  
20 MX District may be reduced by the distance of any provided front setback, as measured from the  
21 property line to the main building wall. The front setback shall be measured as the line of greatest  
22 depth of any portion of the front building wall that occupies at least ½ the width between the side lot  
23 lines of the property. However, in no case shall the rear yard be reduced to less than 15 feet.

24 (B) Modification. Only corner lots are eligible for rear yard modifications from the Zoning  
25 Administrator pursuant to Sections 134(f), 134(e,) and 307(h) of this Code.

1 (2) Open Space. The requirements of Section 135 shall apply except as follows:

2 (A) Publicly Accessible Open Space. Dwelling units within Eastern Neighborhood Mixed Use  
3 Districts shall provide 80 square feet per unit of useable open space regardless of whether the open  
4 space is privately or publicly accessible. Off-site, publicly accessible open space shall not qualify as  
5 required common open space pursuant to Section 135 of this Code.

6 (B) Roof decks. Roof decks shall not qualify as required private or common useable open space  
7 pursuant to Section 135 of this Code. For the purpose of this section, a roof deck shall be defined as a  
8 deck located on the roof of the highest story of a building, or a deck at the highest story of a building if  
9 the enclosed gross floor area of that story is less than 50 percent of the gross square footage of the  
10 footprint of the subject building.

11 (3) Exposure. The dwelling unit exposure requirements of Section 140 of this Code shall apply to all  
12 bedrooms in group housing developments in newly constructed buildings, such that each bedroom faces  
13 directly on one of the open areas specified in Section 140.

14 (4) Nonconforming Uses. A legal nonconforming nighttime entertainment use located in a building  
15 that is demolished may be re-established within a newly constructed replacement building on the same  
16 lot with a conditional use authorization pursuant to Section 303 of this Code, and pursuant to the  
17 following criteria:

18 (A) The gross floor area of the re-established nonconforming nighttime entertainment use may be  
19 increased up to 25 percent more than the area it occupied in the building proposed for demolition;

20 (B) If the nonconforming nighttime entertainment use is not re-established in the new building  
21 within three years of vacating the building proposed for demolition it shall be considered abandoned  
22 pursuant to Planning Code Section 183.

23 (5) Vertical Architectural Elements. Vertical architectural elements, pursuant to Section 263.21 of  
24 this Code, shall not be permitted.

1 (6) Good Neighbor Policies. Good Neighbor Policies for certain uses in the Eastern Neighborhood  
2 Mixed Use Districts, pursuant to Section 803.5(b) of this Code, shall apply throughout the Western  
3 SoMa Special Use District regardless of the underlying zoning district.

4 (7) Single Room Occupancy (SRO) Units. SRO units, as defined in Section 890.88(c) of this Code,  
5 shall have a minimum size of 275 gross square feet.

6 (8) Recreation Facilities. The demolition of recreation facilities, as defined in Section 890.81 of this  
7 Code, shall be governed by the following:

8 (A) Demolition of an existing recreation facility shall require conditional use authorization from the  
9 Planning Commission, pursuant to Section 303 of this Code. In granting such conditional use  
10 authorization, the Planning Commission must also find the following:

11 (1) The project sponsor demonstrates that the loss of the recreational facility and the associated  
12 services to the neighborhood or to the population of existing users can be met by other recreational  
13 facilities that:

14 (i) are either existing or proposed as part of the associated project;

15 (ii) are or will be within the boundaries of the Western SoMa Special Use District; and

16 (iii) will provide similar facilities, services, and affordability as the recreational facility proposed to be  
17 removed.

18 (9) Buffers from nighttime entertainment and animal services. Additional requirements applicable to  
19 nighttime entertainment uses and kennels, as defined in Section 224, are as follows:

20 (A) Nighttime entertainment. No portion of a nighttime entertainment use, as defined in Section  
21 102.17 of this Code, shall be permitted within 200 linear feet of any property within an RED or RED-  
22 MX District.

23 (B) Animal Services. No portion of an animal service use, as defined in Section 224 of this Code,  
24 and that operates as a 24-hour facility, shall be permitted within 200 linear feet of any property within  
25 an RED or RED-MX District.



1 (10) Educational Services. Educational Services, as defined by Section 890.50(c) of this Code, shall  
2 require conditional use authorization pursuant to Section 303 of this Code.

3 (11) Formula Retail Uses. In addition to existing findings required in Planning Code Section 803.6  
4 for formula retail uses requiring conditional use authorization in the Western SoMa Special Use  
5 District, the Planning Commission shall consider the following criteria.

6 (A) Size. The new formula retail use shall be similar in size to other nearby retail uses. For the  
7 purposes of this subsection, “nearby” shall mean all other retail uses on the subject and opposite block  
8 face.

9 (B) Clustering. The new formula retail use shall have sufficient separation from other formula retail  
10 uses in the area and would thereby avoid clustering. For purposes of this subsection, “sufficient  
11 separation” shall mean no more than two formula retail uses on the proposed block face and two  
12 formula retail uses on the opposite block face.

13 (C) Design. The new formula retail use shall:  
14 (i) not be located in a stand-alone building, have a drive-thru window, or have multiple curb cuts;  
15 (ii) be integrated with non-formula uses within the same building or development;  
16 (iii) have its primary retail frontage, and provide pedestrian access, from a public sidewalk and not  
17 from a parking lot;  
18 (iv) provide publicly accessible open space whenever possible.

19 (D) Other. The new formula retail use should participate in formalized local resident job hiring  
20 programs.

21 (12) Major Developments Requesting Height Bonuses.

22 (A) Applicability. The controls of this Subsection shall apply to any project that meets all of the  
23 following thresholds:

24 (i) The project site is greater than .5 acre;  
25 (ii) The project is located within a split height district;

1 (iii) The project proposes a building with a height above its permitted base height;

2 (iv) The project is not located in the SALI District.

3 (B) Controls. The project shall require conditional use authorization from the Planning Commission  
4 pursuant to Section 303 of this Code, and shall not require a Large Project Authorization if otherwise  
5 required under Section 329, and shall be subject to the following criteria:

6 (i) As a component of such conditional use authorization, the project may seek specific exceptions to  
7 the provisions of this Code as provided under Section 329;

8 (ii) The space-efficient parking criteria of Section 151.1(g)(1)(B)(i) shall only apply to parking on the  
9 ground floor and above, and shall not apply to parking located below grade in basement levels;

10 (iii) Horizontal mass reductions controls, pursuant to Section 270.1 of this Code, shall not apply.

11 (iv) The project shall demonstrate that it minimizes the impacts of proposed non-residential uses on  
12 any adjacent properties in the RED and RED-MX Districts. Specifically, the following potential  
13 conflicts shall be addressed;

14 (1) Social interaction. Given the diversity of uses and users in Western SoMa, large developments  
15 should appropriately buffer conflicting uses, such as housing and late night uses, and commercial uses  
16 and playgrounds.

17 (2) Hours of operation. Hours of operation for commercial uses within the project shall consider  
18 their proximity and potential impacts to residential uses within the project and near the development  
19 site.

20 (3) Site access. Avoid loading and vehicular entries near pedestrian entries, open space, and high  
21 traffic areas, and locations that would disturb other users on the site.

22 (4) Environmental conflicts. Commercial uses that create noise, fumes, and light shall be designed  
23 to minimize any impacts on sensitive users of the site. Buildings shall be designed to minimize the  
24 impact of wind and shadows on open spaces on the development site and adjacent properties.

1 (5) Architectural design. Locate fenestration, decks, doors, and open spaces to minimize potential  
2 on-site conflicts between uses and users (e.g. residential and commercial uses).

3 (v) Projects on development sites of 3 acres or greater are permitted to contain up to 24,999 gross  
4 square feet of office use, and up to 24,999 gross square feet of retail use, regardless of the controls of  
5 the underlying zoning district.

6 (vi) Projects on development sites greater than .5 acre, but less than 3 acres, shall be subject to the  
7 Tier B affordable housing requirements of Section 419.3(b)(2) of this Code. The residential portions of  
8 such projects shall also be subject to the Tier 1 Eastern Neighborhood infrastructure impact fees,  
9 regardless of the Tier level of the subject property.

10 **SEC. 844. WMUG— WSOMA MIXED USE – GENERAL DISTRICT**

11 The WSoMa Mixed Use-General (WMUG) District is largely comprised of the low-scale,  
12 production, distribution, and repair uses mixed with housing and small-scale retail. The WMUG is  
13 designed to maintain and facilitate the growth and expansion of small-scale light industrial, wholesale  
14 distribution, arts production and performance/exhibition activities, general commercial and  
15 neighborhood-serving retail and personal service activities while protecting existing housing and  
16 encouraging the development of housing at a scale and density compatible with the existing  
17 neighborhood.

18 Housing is encouraged over ground floor commercial and production, distribution, and repair  
19 uses. New residential or mixed use developments are encouraged to provide as much mixed-income  
20 family housing as possible. Existing group housing and dwelling units will be protected from  
21 demolition or conversion to nonresidential use by requiring conditional use review.

22 Hotels, nighttime entertainment, movie theaters, adult entertainment and heavy industrial uses  
23 are not permitted. Office use is restricted to customer-based services on the ground floor.

24  
25 Table 844

WMUG— WSOMA MIXED USE – GENERAL DISTRICT

ZONING CONTROL TABLE

		<u>WSoMa Mixed Use-General District</u>	
<u>No.</u>	<u>Zoning Category</u>	<u>§ References</u>	<u>Controls</u>
<u>Building and Siting Standards</u>			
	<u>Height Limit</u>	<u>See Zoning Map, §§ 260-261.1, 263.20</u>	<u>As shown on Sectional Maps 1 and 7 of the Zoning Map</u>  <u>Height sculpting required on narrow streets, §261.1</u>
	<u>Bulk Limit</u>	<u>See Zoning Map, §§ 270, 270.1, 270.2</u>	<u>As shown on Sectional Maps 1 and 7 of the Zoning Map</u>  <u>Mid-block alleys required, §270.2</u>
	<u>Non-residential density limit</u>	<u>§§ 102.9, 123, 124, 127</u>	<u>Generally contingent upon permitted height, per Section 124</u>
	<u>Setbacks</u>	<u>§§ 136, 136.2, 145.1</u>	<u>Generally not required</u>
	<u>Awnings and Canopies</u>	<u>§§ 136, 136.1, 136.2</u>	<u>P</u>
	<u>Parking and Loading Access: Prohibition</u>	<u>§ 155</u>	<u>None</u>
	<u>Parking and Loading</u>	<u>§§ 145.1, 151.1,</u>	<u>Requirements apply</u>

1	<u>Access: Siting and</u>	<u>152.1, 155</u>	
2	<u>Dimensions</u>		
3	<u>Off-Street Parking,</u>		<u>None required. Limits set</u>
4	<u>Residential</u>	<u>§ 151.1</u>	<u>forth in Section 151.1</u>
5	<u>Off-Street Parking, Non-</u>	<u>§§ 150, 151, 151.1,</u>	<u>None required. Limits set</u>
6	<u>Residential</u>	<u>153-157, 204.5</u>	<u>forth in Section 151.1</u>
7	<u>Usable Open Space for</u>		
8	<u>Dwelling Units and Group</u>	<u>§ 135, 823</u>	<u>80 sq.ft. per unit</u>
9	<u>Housing</u>		
10	<u>Usable Open Space for</u>		<u>Required; amount varies</u>
11	<u>Non-Residential</u>	<u>§ 135.3</u>	<u>based on use; may also pay</u>
12			<u>in-lieu fee</u>
13			
14	<u>Outdoor Activity Area</u>	<u>§ 890.71</u>	<u>P if located in front; C if</u>
15			<u>located elsewhere §</u>
16			<u>145.2(a)</u>
17	<u>Hours of Operation</u>	<u>§ 890.48</u>	<u>P 6 a.m.--2 a.m. C 2 a.m.--</u>
18			<u>6 a.m.</u>
19	<u>General Advertising Sign</u>	<u>§§ 607.2(b) &amp; (e) and</u>	
20		<u>611</u>	<u>NP</u>
21	<u>Residential Uses</u>		
22	<u>Dwelling Units</u>	<u>§ 102.7</u>	<u>P</u>
23	<u>Group Housing</u>	<u>§ 890.88(b)</u>	<u>P</u>
24	<u>SRO Units</u>	<u>§§ 823, 890.88(c)</u>	<u>P with minimum SRO unit</u>
25			

1			<i>size of 275 sf</i>
2			<i># C in newly constructed</i>
3	<i><u>Student Housing</u></i>	<i><u>§102.36</u></i>	<i><u>buildings only. NP</u></i>
4			<i><u>otherwise</u></i>
5	<i><u>Dwelling Unit Density</u></i>		
6	<i><u>Limit</u></i>	<i><u>§§ 124, 207.5, 208</u></i>	<i><u>No density limit</u></i>
7			
8			<i><u>At least 40% of all dwelling</u></i>
9			<i><u>units must contain two or</u></i>
10	<i><u>Dwelling Unit Mix</u></i>	<i><u>§ 207.6</u></i>	<i><u>more bedrooms or 30% of</u></i>
11			<i><u>all dwelling units must</u></i>
12			<i><u>contain three or more</u></i>
13			<i><u>bedrooms.</u></i>
14	<i><u>Affordability Requirements</u></i>	<i><u>§ 415</u></i>	<i><u>In lieu fee, 15% onsite or</u></i>
15			<i><u>20% off-site</u></i>
16	<i><u>Residential Demolition or</u></i>		
17	<i><u>Conversion</u></i>	<i><u>§ 317</u></i>	<i><u>C</u></i>
18	<i><u>Institutions</u></i>		
19	<i><u>Hospital, Medical Centers</u></i>	<i><u>§ 890.44</u></i>	<i><u>NP</u></i>
20	<i><u>Residential Care</u></i>	<i><u>§ 890.50(e)</u></i>	<i><u>C up to 6 beds. NP above</u></i>
21	<i><u>Educational Services</u></i>	<i><u>§§ 823, 890.50(c)</u></i>	<i><u>C</u></i>
22	<i><u>Religious Facility</u></i>	<i><u>§ 890.50(d)</u></i>	<i><u>C</u></i>
23			
24	<i><u>Assembly and Social</u></i>		
25	<i><u>Service</u></i>	<i><u>§ 890.50(a)</u></i>	<i><u>C</u></i>

1	<u>Child Care</u>	<u>§ 890.50(b)</u>	<u>P</u>
2	<u>Medical Cannabis</u>		
3	<u>Dispensary</u>	<u>§ 890.133</u>	<u>NP</u>
4	<u>Vehicle Parking</u>		
5			
6	<u>Automobile Parking Lot</u>	<u>§§ 890.7, 890.9,</u> <u>890.11, 157.1</u>	<u>C</u>
7			
8	<u>Automobile Parking</u>	<u>§§ 145.1, 145.4,</u> <u>155(r), 157.1, 890.8,</u>	<u>C</u>
9	<u>Garage</u>	<u>890.10, 890.12, 157.1</u>	
10	<u>Retail Sales and Services</u>		
11			
12	<u>All Retail Sales and</u>		
13	<u>Services which are not</u>	<u>§§ 890.104, 121.6</u>	<u>P up to 10,000 gsf per lot.</u>
14	<u>listed below</u>		<u>NP above</u>
15	<u>Formula Retail</u>	<u>§ 803.6</u>	<u>C</u>
16			<u>C up to 10,000 gsf per lot.</u>
17			<u>NP above. No</u>
18			<u>ingress/egress onto alleys,</u>
19	<u>Ambulance Service</u>	<u>§ 890.2</u>	<u>as defined in the Western</u>
20			<u>SoMa Community Plan,</u>
21			<u>containing RED or RED-</u>
22			<u>MX Districts</u>
23	<u>Self-Storage</u>	<u>§ 890.54(d)</u>	<u>NP</u>
24	<u>Tourist Hotel</u>	<u>§ 890.46</u>	<u>NP</u>
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1	<u>Assembly, Recreation, Arts and Entertainment</u>		
2	<u>Arts Activity</u>	<u>§ 102.2</u>	<u>P</u>
3	<u>Nighttime Entertainment</u>	<u>§§ 102.17, 181(f),</u>	<u>NP</u>
4		<u>803.5(b), 823</u>	
5	<u>Adult Entertainment</u>	<u>§ 890.36</u>	<u>NP</u>
6	<u>Amusement Arcade</u>	<u>§ 890.4</u>	<u>C</u>
7	<u>Massage Establishment</u>	<u>§ 890.60</u>	<u>C</u>
8	<u>Movie Theater</u>	<u>§ 890.64</u>	<u>NP</u>
9	<u>Pool Hall not falling within</u>		
10	<u>Category 890.50(a)</u>	<u>§221 (f)</u>	<u>C</u>
11	<u>Recreation Facility</u>	<u>§ 890.81</u>	<u>NP</u>
12	<u>Office</u>		
13	<u>Office Uses in Landmark</u>		
14	<u>Buildings</u>	<u>§§ 890.70, 803.9(b)</u>	<u>P</u>
15	<u>All Other Office Uses</u>	<u>§§ 890.70, 890.118</u>	<u>NP</u>
16	<u>Services, Professional;</u>	<u>§§ 790.110, 790.114,</u>	<u>P on the ground floor only if</u>
17	<u>Services, Financial;</u>	<u>790.116</u>	<u>primarily open to the</u>
18	<u>Services, Medical</u>		<u>general public on a client-</u>
19			<u>oriented basis; C above</u>
20			<u>50,000 sq. ft.</u>
21	<u>Live/Work Units</u>	<u>§ 233</u>	<u>NP</u>
22	<u>Motor Vehicle Services</u>		
23	<u>Vehicle Storage--Open Lot</u>	<u>§ 890.131</u>	<u>NP</u>
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	<u>Vehicle Storage--Enclosed Lot or Structure</u>	<u>§ 890.132, 157.1</u>	<u>C subject to 157.1</u>
	<u>Motor Vehicle Service Station, Automotive Wash</u>	<u>§§ 890.18, 890.20</u>	<u>P with no ingress/egress onto alleys, as defined in the Western SoMa Community Plan, containing RED or RED-MX Districts</u>
	<u>Motor Vehicle Repair</u>	<u>§ 890.15</u>	<u>P with no ingress/egress onto alleys, as defined in the Western SoMa Community Plan, containing RED or RED-MX Districts</u>
	<u>Automobile Tow Service</u>	<u>§ 890.19</u>	<u>C with no ingress/egress onto alleys, as defined in the Western SoMa Community Plan, containing RED or RED-MX Districts</u>
	<u>Non-Auto Vehicle Sales or Rental</u>	<u>§ 890.69</u>	<u>C</u>
<u>Industrial, Home, and Business Service</u>			
	<u>Wholesale Sales</u>	<u>§ 890.54(b)</u>	<u>P</u>
	<u>Light Manufacturing</u>	<u>§ 890.54(a)</u>	<u>P</u>
	<u>Trade Shop</u>	<u>§ 890.124</u>	<u>P</u>

1	<u>Catering Service</u>	<u>§ 890.25</u>	<u>P</u>
2	<u>Business Goods and</u>		
3	<u>Equipment Repair Service</u>	<u>§ 890.23</u>	<u>P</u>
4	<u>Business Service</u>	<u>§ 890.111</u>	<u>P</u>
5	<u>Commercial Storage</u>	<u>§ 890.54(c)</u>	<u>C</u>
6	<u>Laboratory, life science</u>	<u>§ 890.53(a)</u>	<u>NP</u>
7	<u>Laboratory, not including</u>		
8	<u>life science laboratory</u>	<u>§§ 890.52, 890.53(a)</u>	<u>NP</u>
9	<u>Non-Retail Greenhouse or</u>		
10	<u>Plant Nursery</u>	<u>§ 227(a)</u>	<u>P</u>
11	<u>Integrated PDR</u>	<u>§ 890.49</u>	<u>NP</u>
12	<u>Other Uses</u>		
13	<u>Mortuary Establishment</u>	<u>§ 227(c)</u>	<u>NP</u>
14	<u>Animal Services</u>	<u>§ 224, 823</u>	<u>P for grooming only. No 24</u>
15	<u>Public Use, except</u>		
16	<u>Public Transportation</u>		
17	<u>Facility, Internet Service</u>		
18	<u>Exchange, and Commercial</u>	<u>§§ 890.80, 209.6(c),</u>	<u>P</u>
19	<u>Wireless Transmitting,</u>	<u>227(h)</u>	
20	<u>Receiving or Relay</u>		
21	<u>Facility</u>		
22	<u>Commercial</u>	<u>§ 227(h)</u>	<u>C</u>
23			
24			
25			

1	<u>Wireless Transmitting,</u>		
2	<u>Receiving or Relay</u>		
3	<u>Facility</u>		
4	<u>Internet Services Exchange</u>	<u>§ 209.6(c)</u>	<u>NP</u>
5	<u>Public Transportation</u>		
6	<u>Facilities</u>	<u>§ 890.80</u>	<u>P</u>
7			
8	<u>Open Air Sales</u>	<u>§§ 803.9(e), 890.38</u>	<u>P up to 10,000 gsf per lot.</u> <u>NP above.</u>
9			
10	<u>Walk-up Facility, including</u>		
11	<u>Automated Bank Teller</u>	<u>§§ 890.140, 803.9(b)</u>	<u>P</u>
12	<u>Machine</u>		
13	<u>Open Recreation</u>	<u>§§ 209.5(a), 209.5(b)</u>	<u>P</u>
14	<u>Neighborhood Agriculture</u>	<u>§ 102.35(a)</u>	<u>P</u>
15	<u>Large-Scale Urban</u>	<u>§ 102.35(b)</u>	<u>NP</u>
16	<u>Agriculture</u>		

SPECIFIC PROVISIONS FOR WMUG DISTRICTS

<u>Article Code</u>	<u>Other Code</u>	<u>Zoning Controls</u>
<u>Section</u>	<u>Section</u>	
<u>§ 844.XX</u>		<u>Existing buildings may not be converted</u>
<u>§ 102.36</u>		<u>to Student Housing. Student Housing may</u>

		<i>only be approved in newly constructed buildings through a conditional use authorization pursuant to Section 303.</i>
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**SEC. 845. WMUO – WSOMA MIXED USE – OFFICE DISTRICT**

The WSoMa Mixed Use-Office (WMUO) runs predominantly along the Townsend Street corridor between 4<sup>th</sup> Street and 7<sup>th</sup> Street. The WMUO is designed to encourage office uses along with small-scale light industrial and arts activities. Nighttime entertainment is permitted, although limited by buffers around RED and RED-MX districts.

Office, general commercial, most retail, production, distribution, and repair uses are also principal permitted uses. Residential uses, large hotels, adult entertainment and heavy industrial uses are not permitted.

Table 845

**WMUO— WSOMA MIXED USE – OFFICE DISTRICT**

**ZONING CONTROL TABLE**

		<u>Mixed Use – Office District</u>	
<u>No.</u>	<u>Zoning Category</u>	<u>§ References</u>	<u>Controls</u>
<u>Building and Siting Standards</u>			
	<u>Height Limit</u>	<u>See Zoning Map, §§ 260-261.1</u>	<u>As shown on Sectional Maps 1 and 7 of the Zoning Map</u>  <u>Height sculpting required</u>

1			<u>on narrow streets, §261.1</u>
2			<u>As shown on Sectional</u>
3			<u>Maps 1 and 7 of the</u>
4		<u>See Zoning</u>	<u>Zoning Map</u>
5	<u>Bulk Limit</u>	<u>Map, §§ 270,</u>	
6		<u>270.1, 270.2</u>	<u>Mid-block alleys required,</u>
7			<u>§270.2</u>
8			<u>Generally contingent upon</u>
9	<u>Non-residential density</u>	<u>§§ 102.9, 123, 124,</u>	<u>permitted height, per</u>
10	<u>limit</u>	<u>127</u>	<u>Section 124</u>
11			
12	<u>Setbacks</u>	<u>§§ 136, 136.2,</u>	<u>Generally not required</u>
13		<u>145.1</u>	
14	<u>Awnings and Canopies</u>	<u>§§ 136, 136.1,</u>	<u>P</u>
15		<u>136.2</u>	
16	<u>Parking and Loading</u>		
17	<u>Access: Siting and</u>	<u>§§ 145.1, 151.1,</u>	<u>Requirements apply</u>
18	<u>Dimensions</u>	<u>152.1, 155</u>	
19			
20	<u>Residential to non-</u>	<u>§ 803.8(e)</u>	<u>None</u>
21	<u>residential ratio</u>		
22	<u>Off-Street Parking, Non-</u>	<u>§§ 150, 151, 151.1,</u>	<u>None required. Limits set</u>
23	<u>Residential</u>	<u>153-157, 204.5</u>	<u>forth in Section 151.1</u>
24			
25	<u>Usable Open Space for</u>	<u>§ 135.3</u>	<u>Required; amount varies</u>
	<u>Non-Residential</u>		<u>based on use; may also</u>
			<u>pay in-lieu fee</u>

1			
2			<i>P if located in front; C if</i>
3	<u>Outdoor Activity Area</u>	<u>§ 890.71</u>	<i>located elsewhere §</i>
4			<i>145.2(a)</i>
5	<u>General Advertising</u>	<u>§§ 607.2(b) &amp;</u>	
6	<u>Sign</u>	<u>(e) and 611</u>	<u>NP</u>
7	<u>Residential Uses</u>		
8	<u>Dwelling Units</u>	<u>§ 102.7</u>	<u>NP</u>
9	<u>Group Housing</u>	<u>§ 890.88(b)</u>	<u>NP</u>
10	<u>SRO Units</u>	<u>§§ 8223, 890.88(c)</u>	<u>NP</u>
11	<u>Student Housing</u>	<u>§ 102.36</u>	<u>NP</u>
12	<u>Dwelling Unit Density</u>		
13	<u>Limit</u>	<u>§§ 124, 207.5, 208</u>	<u>No density limit</u>
14			
15	<u>Dwelling Unit Mix</u>	<u>§ 207.6</u>	<i>At least 40% of all</i>
16			<i>dwelling units must</i>
17			<i>contain two or more</i>
18			<i>bedrooms or 30% of all</i>
19			<i>dwelling units must</i>
20			<i>contain three or more</i>
21			<i>bedrooms.</i>
22	<u>Affordability</u>		
23	<u>Requirements</u>	<u>§ 415</u>	<u>15% onsite /20% off-site</u>
24	<u>Residential Demolition,</u>	<u>§ 317</u>	<u>C</u>
25			

1		<u>Division or Conversion</u>		
2	<u>Institutions</u>			
3		<u>Hospital, Medical</u>		
4		<u>Centers</u>	<u>§ 890.44</u>	<u>NP</u>
5		<u>Residential Care</u>	<u>§ 890.50(e)</u>	<u>NP</u>
6		<u>Educational Services</u>	<u>§ 823, 890.50(c)</u>	<u>C</u>
7		<u>Religious Facility</u>	<u>§ 890.50(d)</u>	<u>P</u>
8		<u>Assembly and Social</u>		
9		<u>Service</u>	<u>§ 890.50(a)</u>	<u>C</u>
10		<u>Child Care</u>	<u>§ 890.50(b)</u>	<u>P</u>
11		<u>Medical Cannabis</u>		
12		<u>Dispensary</u>	<u>§ 890.133</u>	<u>NP</u>
13	<u>Vehicle Parking</u>			
14		<u>Automobile Parking Lot</u>	<u>§§ 890.7, 890.9,</u>	
15			<u>890.11, 157.1</u>	<u>C</u>
16		<u>Automobile Parking</u>	<u>§§ 890.8, 890.10,</u>	
17		<u>Garage</u>	<u>890.12, 157.1</u>	<u>C</u>
18	<u>Retail Sales and Services</u>			
19		<u>All Retail Sales and</u>		
20		<u>Services which are not</u>	<u>§§ 890.104,</u>	<u>P up to 10,000 gsf per lot;</u>
21		<u>listed below</u>	<u>803.9(i), 121.6</u>	<u>C up to 25,000 gsf; NP</u>
22				<u>above.</u>
23		<u>Formula Retail</u>	<u>§ 803.6</u>	
24				<u>C up to 25,000 gsf per lot;</u>
25				<u>NP above.</u>

1		<u>Ambulance Service</u>	<u>§ 890.2</u>	<u>C up to 25,000 gsf per lot;</u>
2				<u>NP above.</u>
3		<u>Self-Storage</u>	<u>§ 890.54(d)</u>	<u>NP</u>
4		<u>Tourist Hotel</u>	<u>§ 890.46</u>	<u>P up to 75 rooms</u>
5	<u>Assembly, Recreation, Arts and Entertainment</u>			
6		<u>Arts Activity</u>	<u>§ 102.2</u>	<u>P</u>
7		<u>Nighttime</u>	<u>§§ 102.17, 181(f),</u>	<u>C</u>
8		<u>Entertainment</u>	<u>803.5(b), 823</u>	
9		<u>Adult Entertainment</u>	<u>§ 890.36</u>	<u>NP</u>
10		<u>Amusement Arcade</u>	<u>§ 890.4</u>	<u>NP</u>
11		<u>Massage Establishment</u>	<u>§ 890.60</u>	<u>NP</u>
12		<u>Movie Theater</u>	<u>§ 890.64</u>	<u>P, up to three screens</u>
13		<u>Pool Hall not falling</u>		
14		<u>within Category</u>	<u>§ 221(f)</u>	<u>P</u>
15		<u>890.50(a)</u>		
16		<u>Recreation Building or</u>	<u>§§ 221(e), 823,</u>	<u>P</u>
17		<u>Facility</u>	<u>890.81</u>	
18	<u>Office</u>			
19		<u>Office Uses in Landmark</u>		
20		<u>Buildings or</u>	<u>§§ 890.70, 803.9(b)</u>	<u>P</u>
21		<u>Contributory Buildings</u>		
22		<u>in Historic Districts</u>		
23		<u>All Other Office Uses</u>	<u>§ 890.70</u>	<u>P</u>
24				
25				



1	<u>Live/Work Units</u>	<u>§ 233</u>	<u>NP</u>
2	<u>Motor Vehicle Services</u>		
3	<u>Vehicle Storage--Open</u>		
4	<u>Lot</u>	<u>§ 890.131</u>	<u>NP</u>
5	<u>Vehicle Storage--</u>		
6	<u>Enclosed Lot or</u>	<u>§§ 890.132, 157.1</u>	<u>C</u>
7	<u>Structure</u>		
8	<u>Motor Vehicle Service</u>		
9	<u>Station, Automotive</u>	<u>§§ 890.18, 890.20</u>	<u>P</u>
10	<u>Wash</u>		
11	<u>Motor Vehicle Repair</u>	<u>§ 890.15</u>	<u>P</u>
12	<u>Automobile Tow Service</u>	<u>§ 890.19</u>	<u>C</u>
13	<u>Non-Auto Vehicle Sales</u>		
14	<u>or Rental</u>	<u>§ 890.69</u>	<u>P</u>
15			
16	<u>Industrial, Home, and Business Service</u>		
17	<u>Wholesale Sales</u>	<u>§ 890.54(b)</u>	<u>P</u>
18	<u>Light Manufacturing</u>	<u>§ 890.54(a)</u>	<u>P</u>
19	<u>Trade Shop</u>	<u>§ 890.124</u>	<u>P</u>
20	<u>Catering Service</u>	<u>§ 890.25</u>	<u>P</u>
21	<u>Business Goods and</u>		
22	<u>Equipment Repair</u>	<u>§ 890.23</u>	<u>P</u>
23	<u>Service</u>		
24	<u>Business Service</u>	<u>§ 890.111</u>	<u>P</u>
25			

1	<u>Commercial Storage</u>	<u>§ 890.54(c)</u>	<u>P</u>
2	<u>Laboratory, life science</u>	<u>§ 890.53(a)</u>	<u>P</u>
3	<u>Laboratory, not</u>	<u>§§ 890.52,</u>	<u>P</u>
4	<u>including life science</u>		
5	<u>laboratory</u>	<u>890.53(a)</u>	
6	<u>Non-Retail Greenhouse</u>	<u>§ 227(a)</u>	<u>P</u>
7	<u>or Plant Nursery</u>		
8	<u>Integrated PDR</u>	<u>§ 890.49</u>	<u>P in applicable buildings</u>
9	<u>Other Uses</u>		
10	<u>Mortuary Establishment</u>	<u>§ 227(c)</u>	<u>NP</u>
11	<u>Animal Services</u>	<u>§ 224, 823</u>	<u>P</u>
12	<u>Public Use, except</u>	<u>§§ 890.80, 209.6(c),</u>	<u>P</u>
13	<u>Public Transportation</u>		
14	<u>Facility, Internet Service</u>		
15	<u>Exchange, and</u>		
16	<u>Commercial</u>		
17	<u>Wireless Transmitting,</u>	<u>227(h)</u>	
18	<u>Receiving or Relay</u>		
19	<u>Facility</u>		
20	<u>Commercial</u>	<u>§ 227(h)</u>	<u>C</u>
21	<u>Wireless Transmitting,</u>		
22	<u>Receiving or Relay</u>		
23	<u>Facility</u>		
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1	<u>Internet Services</u>	<u>§ 209.6(c)</u>	<u>C</u>
2	<u>Exchange</u>		
3	<u>Public Transportation</u>	<u>§ 890.80</u>	<u>P</u>
4	<u>Facilities</u>		
5	<u>Open Air Sales</u>	<u>§§ 803.9(e), 890.38</u>	<u>P</u>
6	<u>Walk-up Facility,</u>	<u>§§ 890.140,</u>	<u>P</u>
7	<u>including Automated</u>	<u>803.9(b)</u>	
8	<u>Bank Teller Machine</u>		
9		<u>§§ 209.5(a),</u>	<u>P</u>
10	<u>Open Recreation</u>	<u>209.5(b)</u>	
11			
12	<u>Neighborhood</u>	<u>§ 102.35(a)</u>	<u>P</u>
13	<u>Agriculture</u>		
14	<u>Large-Scale Urban</u>	<u>§ 102.35(b)</u>	<u>NP</u>
15	<u>Agriculture</u>		

**SEC. 846. SALI – SERVICE/ARTS/LIGHT INDUSTRIAL DISTRICT**

The Service/Arts/Light Industrial (SALI) District is largely comprised of low-scale buildings with production, distribution, and repair uses. The district is designed to protect and facilitate the expansion of existing general commercial, manufacturing, home and business service, and light industrial activities, with an emphasis on preserving and expanding arts activities. Nighttime entertainment is permitted, although limited by buffers around RED and RED-MX districts. Residential uses, offices, hotels, movie theaters, and adult entertainment uses are not permitted.

Table 846

**SALI – SERVICE/ARTS/LIGHT INDUSTRIAL DISTRICT**

ZONING CONTROL TABLE

<u>No.</u>	<u>Zoning Category</u>	<u>§ References</u>	<u>Controls</u>
<u>SALI District</u>			
<u>Building and Siting Standards</u>			
	<u>Height Limit</u>	<u>See Zoning Map, §§ 260-261.1</u>	<u>As shown on Sectional Maps 1 and 7 of the Zoning Map</u>  <u>Height sculpting required on narrow streets, §261.1</u>
	<u>Bulk Limit</u>	<u>See Zoning Map, §§ 270, 270.1, 270.2</u>	<u>As shown on Sectional Maps 1 and 7 of the Zoning Map</u>  <u>Mid-block alleys required, §270.2</u>
	<u>Non-residential density limit</u>	<u>§§ 102.9, 123, 124, 127</u>	<u>Generally contingent upon permitted height, per Section 124</u>
	<u>Setbacks</u>	<u>§§ 136, 136.2, 145.1</u>	<u>Generally not required</u>
	<u>Awnings and Canopies</u>	<u>§§ 136, 136.1, 136.2</u>	<u>P</u>

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	<u>Parking and Loading Access: Prohibition</u>	<u>§ 155(r)</u>	<u>No curb cuts permitted onto alleys, as defined in the Western SoMa Community Plan, containing RED or RED-MX Districts</u>
	<u>Parking and Loading Access: Siting and Dimensions</u>	<u>§§ 145.1, 151.1, 152.1, 155</u>	<u>Requirements apply</u>
	<u>Residential to non-residential ratio</u>	<u>§ 803.8(e)</u>	<u>None</u>
	<u>Off-Street Parking, Non-Residential</u>	<u>§§ 150, 151, 151.1, 153-157, 204.5</u>	<u>None required. Limits set forth in Section 151.1</u>
	<u>Usable Open Space for Non-Residential</u>	<u>§ 135.3</u>	<u>Required; amount varies based on use; may also pay in-lieu fee</u>
	<u>Outdoor Activity Area</u>	<u>§ 890.71</u>	<u>P if located in front; C if located elsewhere § 145.2(a)</u>
	<u>Hours of Operation</u>	<u>§ 890.48</u>	<u>P 6 a.m.--2 a.m. C 2 a.m.-6 a.m.</u>
	<u>General Advertising Sign</u>	<u>§§ 607.2(b) &amp; (e) and 611</u>	<u>NP</u>

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<u>Residential Uses</u>			
	<u>Dwelling Units</u>	<u>§ 102.7</u>	<u>NP</u>
	<u>Group Housing</u>	<u>§ 890.88(b)</u>	<u>NP</u>
	<u>SRO Units</u>	<u>§§ 823, 890.88(c)</u>	<u>NP</u>
	<u>Student Housing</u>	<u>§ 102.36</u>	<u>NP</u>
	<u>Dwelling Unit Density Limit</u>	<u>§§ 124, 207.5, 208</u>	<u>No density limit</u>
	<u>Dwelling Unit Mix</u>	<u>§ 207.6</u>	<u>Not applicable</u>
	<u>Affordability Requirements</u>	<u>§ 315</u>	<u>15% onsite /20% off-site</u>
	<u>Residential Demolition, Division or Conversion</u>	<u>§ 317</u>	<u>C</u>
<u>Institutions</u>			
	<u>Hospital, Medical Centers</u>	<u>§ 890.44</u>	<u>NP</u>
	<u>Residential Care</u>	<u>§ 890.50(e)</u>	<u>NP</u>
	<u>Educational Services</u>	<u>§§ 823, 890.50(c)</u>	<u>C</u>
	<u>Religious Facility</u>	<u>§ 890.50(d)</u>	<u>C</u>
	<u>Assembly and Social Service</u>	<u>§ 890.50(a)</u>	<u>P</u>
	<u>Child Care</u>	<u>§ 890.50(b)</u>	<u>C</u>
	<u>Medical Cannabis</u>	<u>§ 890.133</u>	<u>P#</u>

1	<u>Dispensary</u>		
2	<u>Vehicle Parking</u>		
3		<u>§§ 890.7, 890.9,</u>	
4	<u>Automobile Parking Lot</u>	<u>890.11, 157.1</u>	<u>C</u>
5		<u>§§ 890.8, 890.10,</u>	
6	<u>Automobile Parking</u> <u>Garage</u>	<u>890.12, 157.1</u>	<u>C</u>
7	<u>Retail Sales and Services</u>		
8			
9	<u>All Retail Sales and</u>		<u>P up to 10,000 gsf per lot;</u>
10	<u>Services which are not</u>	<u>§§ 890.104, 121.6</u>	<u>C up to 25,000 gsf; NP</u>
11	<u>listed below</u>		<u>above.</u>
12			<u>C up to 25,000 gsf per lot;</u>
13	<u>Formula Retail</u>	<u>§ 803.6</u>	<u>NP above.</u>
14			<u>C up to 10,000 gsf per lot.</u>
15			<u>NP above. No</u>
16			<u>ingress/egress onto alleys,</u>
17	<u>Ambulance Service</u>	<u>§ 890.2</u>	<u>as defined in the Western</u>
18			<u>SoMa Community Plan,</u>
19			<u>containing RED or RED-</u>
20			<u>MX Districts</u>
21	<u>Self-Storage</u>	<u>§ 890.54(d)</u>	<u>NP</u>
22	<u>Tourist Hotel</u>	<u>§ 890.46</u>	<u>NP</u>
23	<u>Assembly, Recreation, Arts and Entertainment</u>		
24			
25	<u>Arts Activity</u>	<u>§ 102.2</u>	<u>P</u>

1	<u>Nighttime</u>	<u>§§ 102.17, 181(f),</u>	<u>P</u>
2	<u>Entertainment</u>	<u>803.5(b), 823</u>	
3	<u>Adult Entertainment</u>	<u>§ 890.36</u>	<u>NP</u>
4	<u>Amusement Arcade</u>	<u>§ 890.4</u>	<u>C</u>
5	<u>Massage Establishment</u>	<u>§ 890.60</u>	<u>C</u>
6	<u>Movie Theater</u>	<u>§ 890.64</u>	<u>P, up to three screens</u>
7	<u>Pool Hall not falling</u>		
8	<u>within Category</u>	<u>§221(f)</u>	<u>C</u>
9	<u>890.50(a)</u>		
10	<u>Recreation Building or</u>	<u>§ 221(e), 823,</u>	
11	<u>Facility</u>	<u>890.81</u>	<u>P</u>
12	<u>Office</u>		
13	<u>Office Uses in Landmark</u>		
14	<u>Buildings or</u>		
15	<u>Contributory Buildings</u>	<u>§§ 890.70, 803.9(b)</u>	<u>NP</u>
16	<u>in Historic Districts</u>		
17	<u>Office Uses Related to</u>	<u>§§ 803.9(f), 822</u>	<u>P in Special Use District,</u>
18	<u>the Hall of Justice</u>		<u>pursuant to § 803.9(f)</u>
19	<u>All Other Office Uses</u>	<u>§ 890.70</u>	<u>NP</u>
20	<u>Live/Work Units</u>	<u>§ 233</u>	<u>NP</u>
21	<u>Motor Vehicle Services</u>		
22	<u>Vehicle Storage--Open</u>		
23	<u>Lot</u>	<u>§ 890.131</u>	<u>NP</u>
24			
25			



1	<u>Vehicle Storage--</u>		
2	<u>Enclosed Lot or</u>	<u>§§ 890.132, 157.1</u>	<u>C</u>
3	<u>Structure</u>		
4			<u>P with no ingress/egress</u>
5			<u>onto alleys, as defined in</u>
6	<u>Motor Vehicle Service</u>		<u>the Western SoMa</u>
7	<u>Station, Automotive</u>	<u>§§ 890.18, 890.20</u>	<u>Community Plan,</u>
8	<u>Wash</u>		<u>containing RED or RED-</u>
9			<u>MX Districts</u>
10			<u>P with no ingress/egress</u>
11			<u>onto alleys, as defined in</u>
12			<u>the Western SoMa</u>
13	<u>Motor Vehicle Repair</u>	<u>§ 890.15</u>	<u>Community Plan,</u>
14			<u>containing RED or RED-</u>
15			<u>MX Districts</u>
16			<u>P with no ingress/egress</u>
17			<u>onto alleys, as defined in</u>
18			<u>the Western SoMa</u>
19	<u>Automobile Tow Service</u>	<u>§ 890.19</u>	<u>Community Plan,</u>
20			<u>containing RED or RED-</u>
21			<u>MX Districts</u>
22			
23	<u>Non-Auto Vehicle Sales</u>	<u>§ 890.69</u>	<u>P</u>
24	<u>or Rental</u>		
25	<u>Industrial, Home, and Business Service</u>		

1	<u>Wholesale Sales</u>	<u>§ 890.54(b)</u>	<u>P</u>
2	<u>Light Manufacturing</u>	<u>§ 890.54(a)</u>	<u>P</u>
3	<u>Trade Shop</u>	<u>§ 890.124</u>	<u>P</u>
4	<u>Catering Service</u>	<u>§ 890.25</u>	<u>P</u>
5	<u>Business Goods and</u>		
6	<u>Equipment Repair</u>	<u>§ 890.23</u>	<u>P</u>
7	<u>Service</u>		
8	<u>Business Service</u>	<u>§ 890.111</u>	<u>P</u>
9	<u>Commercial Storage</u>	<u>§ 890.54(c)</u>	<u>P</u>
10	<u>Laboratory, life science</u>	<u>§ 890.53(a)</u>	<u>NP</u>
11	<u>Laboratory, not</u>		
12	<u>including life science</u>	<u>§§ 890.52,</u>	<u>P except subsection (e) of</u>
13	<u>laboratory</u>	<u>890.53(a)</u>	<u>890.52</u>
14	<u>Non-Retail Greenhouse</u>		
15	<u>or Plant Nursery</u>	<u>§ 227(a)</u>	<u>P</u>
16	<u>Integrated PDR</u>	<u>§ 890.49</u>	<u>NP</u>
17	<u>Other Uses</u>		
18	<u>Mortuary Establishment</u>	<u>§ 227(c)</u>	<u>P</u>
19	<u>Animal Services</u>	<u>§§ 224, 823</u>	<u>P</u>
20	<u>Public Use, except</u>		
21	<u>Public Transportation</u>	<u>§§ 890.80, 209.6(c),</u>	<u>P</u>
22	<u>Facility, Internet Service</u>	<u>227(h)</u>	
23	<u>Exchange, and</u>		
24			
25			

1	<u>Commercial</u>		
2	<u>Wireless Transmitting,</u>		
3	<u>Receiving or Relay</u>		
4	<u>Facility</u>		
5	<u>Commercial</u>		
6	<u>Wireless Transmitting,</u>	<u>§ 227(h)</u>	<u>C</u>
7	<u>Receiving or Relay</u>		
8	<u>Facility</u>		
9	<u>Internet Services</u>		
10	<u>Exchange</u>	<u>§ 209.6(c)</u>	<u>P</u>
11	<u>Public Transportation</u>		
12	<u>Facilities</u>	<u>§ 890.80</u>	<u>P</u>
13			<u>P up to 10,000 gsf per lot;</u>
14	<u>Open Air Sales</u>	<u>§§ 803.9(e), 890.38</u>	<u>C up to 25,000 gsf; NP</u>
15			<u>above.</u>
16			
17	<u>Walk-up Facility,</u>		
18	<u>including Automated</u>	<u>§§ 890.140,</u>	<u>P</u>
19	<u>Bank Teller Machine</u>	<u>803.9(b)</u>	
20		<u>§§ 209.5(a),</u>	
21	<u>Open Recreation</u>	<u>209.5(b)</u>	<u>P</u>
22	<u>Neighborhood</u>		
23	<u>Agriculture</u>	<u>§ 102.35(a)</u>	<u>P</u>
24	<u>Large-Scale Urban</u>		
25	<u>Agriculture</u>	<u>§ 102.35(b)</u>	<u>NP</u>

1  
2 SPECIFIC PROVISIONS FOR SALI DISTRICTS

3

<u>Article Code</u> <u>Section</u>	<u>Other Code</u> <u>Section</u>	<u>Zoning Controls</u>
§ 846.XX § 890.133		<u>Medical cannabis dispensaries in the SALI may only operate between the hours of 8:00am and 10:00pm.</u>

10  
11 **SEC. 847. – RED-MX—RESIDENTIAL ENCLAVE-MIXED DISTRICT.**

12 Residential Enclave-Mixed Districts (RED-MX) encompass some of the clusters of low-scale,  
13 medium density, predominantly residential neighborhoods located along the narrow side streets of the  
14 Western SoMa area. Many parcels in these residential enclaves are underdeveloped and represent  
15 opportunities for new residential and low-intensity commercial uses.

16 While residential uses are encouraged throughout these districts, group housing is limited, and  
17 student housing and single-room-occupancy units are prohibited. Small-scale retail, restaurants, arts  
18 activities, and other commercial uses are principally permitted to create the potential for more active,  
19 mixed use alleys. Some automobile-related and production, distribution, and repair uses are also  
20 permitted with limitations. Existing commercial activities in nonresidential structures may continue as  
21 nonconforming uses subject to the termination requirements of Article 1.7.

22  
23 Table 847

24 **RED-MX—RESIDENTIAL ENCLAVE-MIXED DISTRICT ZONING CONTROL TABLE**

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			<u>Residential Enclave-Mixed</u>
<u>No.</u>	<u>Zoning Category</u>	<u>§ References</u>	<u>Controls</u>
<u>BUILDING STANDARDS</u>			
	<u>Height</u>	<u>See Zoning Map</u>	<u>Generally 45 feet See Sectional Zoning Maps 1 and 7</u>
	<u>Bulk</u>	<u>§ 270</u>	<u>See Sectional Zoning Maps 1 and 7</u>
<u>USE STANDARDS</u>			
	<u>Residential Density</u>	<u>§§ 124(b), 208</u>	<u>No density limit</u>
	<u>Non-Residential Density</u>	<u>§§ 102.9, 123, 124, 127</u>	<u>Generally, 1.0 to 1 floor area ratio</u>
	<u>Usable Open Space for Dwelling Units and Group Housing</u>	<u>§§ 135, 823</u>	<u>80 sq. ft. per unit</u>
	<u>Usable Open Space for Other Uses</u>	<u>§ 135.3</u>	<u>Varies by use</u>
	<u>Outdoor Activity Area</u>	<u>§ 890.71</u>	<u>P if located in front; C if located elsewhere § 145.2(a)</u>
	<u>Walk-up Facility</u>	<u>§ 890.140</u>	<u>NP</u>
	<u>Residential Conversion</u>	<u>§ 317</u>	<u>NP. C in Article 10 Landmark Buildings</u>

1	<u>Residential Demolition</u>	<u>§ 317</u>	<u>C</u>
2	<u>USES</u>		
3	<u>Residential Use</u>		
4	<u>Dwelling Units</u>	<u>§ 102.7</u>	<u>P</u>
5	<u>Group Housing</u>	<u>§ 890.88(b)</u>	<u>C</u>
6	<u>SRO Units</u>	<u>§§ 823,</u>	<u>NP</u>
7		<u>890.88(c)</u>	
8	<u>Student Housing</u>	<u>§ 102.36</u>	<u>NP</u>
9	<u>Institutions</u>		
10	<u>Hospital, Medical Centers</u>	<u>§ 890.44</u>	<u>NP</u>
11	<u>Residential Care</u>	<u>§ 890.50(e)</u>	<u>NP</u>
12	<u>Educational Services</u>	<u>§§ 823,</u>	<u>C</u>
13		<u>890.50(c)</u>	
14	<u>Religious Facility</u>	<u>§ 890.50(d)</u>	<u>C</u>
15	<u>Assembly and Social Service</u>	<u>§ 890.50(a)</u>	<u>C</u>
16	<u>Child Care</u>	<u>§ 890.50(b)</u>	<u>P</u>
17	<u>Medical Cannabis Dispensary</u>	<u>§ 890.133</u>	<u>NP</u>
18	<u>Vehicle Parking</u>		
19	<u>Automobile Parking</u>	<u>§§ 890.7, 157.1</u>	<u>C</u>
20	<u>Lot, Community Residential</u>		
21	<u>Automobile Parking</u>	<u>§§ 890.8, 157.1</u>	<u>C</u>
22	<u>Garage, Community Residential</u>		
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<u>Automobile Parking Lot, Community Commercial</u>	<u>§§ 890.9, 157.1</u>	<u>C</u>
<u>Automobile Parking Garage, Community Commercial</u>	<u>§§ 890.10, 157.1</u>	<u>C</u>
<u>Automobile Parking Lot, Public</u>	<u>§§ 890.11, 157.1</u>	<u>C</u>
<u>Automobile Parking Garage, Public</u>	<u>§§ 890.12, 157.1</u>	<u>C</u>
<u>Retail Sales and Service</u>		
<u>All Retail Sales and Services which are not listed below</u>	<u>§ 890.104</u>	<u>NP</u>
<u>Retail Sales and Service Use in a Landmark Building</u>	<u>§ 803.9(b)</u>	<u>C</u>
<u>Formula Retail</u>	<u>§ 803.6</u>	<u>NP</u>
<u>Limited-Restaurant</u>	<u>§ 790.90</u>	<u>P up to 1,250 gsf per lot. C above. NP above 1 FAR</u>
<u>Restaurant</u>	<u>§ 790.91</u>	<u>P up to 1,250 gsf per lot. C above. NP above 1 FAR</u>
<u>Other Retail Sales and Services</u>	<u>§ 890.102</u>	<u>P up to 1,250 gsf per lot. C above. NP above 1 FAR</u>
<u>Personal Service</u>	<u>§ 890.116</u>	<u>P up to 1,250 gsf per lot. C above. NP above 1 FAR</u>

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<u>Assembly, Recreation, Arts and Entertainment</u>			
	<u>Nighttime Entertainment</u>	<u>§§ 102.17, 803.5(b), 823</u>	<u>NP</u>
	<u>Meeting Hall, not within § 813.21</u>	<u>§ 221(c)</u>	<u>NP</u>
	<u>Recreation Building or Facility</u>	<u>§§ 221(e), 823, 890.81</u>	<u>NP</u>
	<u>Pool Hall, Card Club, not within § 813.21</u>	<u>§§ 221(f), 803.4</u>	<u>NP</u>
	<u>Theater, falling within § 221(d), except Movie Theater</u>	<u>§§ 221(d), 890.64</u>	<u>P up to 1,250 gsf per lot. C above. NP above 1 FAR</u>
<u>Home and Business Service</u>			
	<u>Trade Shop</u>	<u>§ 890.124</u>	<u>P up to 1,250 gsf per lot. C above. NP above 1 FAR</u>
	<u>Catering Services</u>	<u>§ 890.25</u>	<u>P up to 1,250 gsf per lot. C above. NP above 1 FAR</u>
	<u>Business Goods and Equipment Repair Service</u>	<u>§ 890.23</u>	<u>P up to 1,250 gsf per lot. C above. NP above 1 FAR</u>
	<u>Arts Activities, except within a Live/Work Unit</u>	<u>§ 102.2</u>	<u>P up to 1 FAR. C above. NP above 1.5 FAR.</u>
	<u>Business Services</u>	<u>§ 890.111</u>	<u>P up to 1,250 gsf per lot. C above. NP above 1 FAR</u>
<u>Office</u>			
	<u>Office Uses in Landmark Buildings</u>	<u>§ 803.9(b)</u>	<u>C</u>



1	<u>All Other Office Uses</u>	<u>§ 890.70</u>	<u>NP</u>
2	<u>Live/Work Units</u>		
3	<u>Live/Work Unit where the Work</u>	<u>§§ 102.2,</u>	
4	<u>Activity is an Arts Activity</u>	<u>102.13, 209.9(f)</u>	<u>NP</u>
5		<u>(g), 233</u>	
6	<u>Live/Work Units in Landmark</u>		
7	<u>Buildings or Contributory</u>	<u>§ 803.9(b)</u>	<u>NP</u>
8	<u>Buildings in Historic Districts</u>		
9			
10	<u>All Other Live/Work Units</u>	<u>§§ 102.13,</u>	<u>NP</u>
11		<u>233</u>	
12	<u>Automotive Services</u>		
13	<u>Vehicle Storage--Open Lot</u>	<u>§ 890.131</u>	<u>NP</u>
14	<u>Vehicle Storage--Enclosed Lot or</u>	<u>§§ 890.132,</u>	
15	<u>Structure</u>	<u>157.1</u>	<u>C</u>
16	<u>Motor Vehicle Service Station,</u>	<u>§§ 890.18,</u>	
17	<u>Automotive Wash</u>	<u>890.20</u>	<u>NP</u>
18			
19	<u>Motor Vehicle Repair</u>	<u>§ 890.15</u>	<u>P up to 1,250 gsf per lot. C</u> <u>above. NP above 1 FAR</u>
20			
21	<u>Motor Vehicle Tow Service</u>	<u>§ 890.19</u>	<u>NP</u>
22	<u>Non-Auto Vehicle Sales or Rental</u>	<u>§ 890.69</u>	<u>NP</u>
23	<u>Public Transportation Facility</u>	<u>§ 890.80</u>	<u>NP</u>
24	<u>Industrial</u>		
25	<u>Wholesale Sales</u>	<u>§ 890.54(b)</u>	<u>P up to 1,250 gsf per lot. C</u>

			<u>above. NP above 1 FAR</u>
	<u>Light Manufacturing</u>	<u>§ 890.54(a)</u>	<u>P up to 1,250 gsf per lot. C</u> <u>above. NP above 1 FAR</u>
	<u>Commercial Storage</u>	<u>§ 890.54(c)</u>	<u>P up to 1,250 gsf per lot. C</u> <u>above. NP above 1 FAR</u>
	<u>Laboratory, life science</u>	<u>§ 890.53(a)</u>	<u>NP</u>
	<u>Laboratory, not including life science laboratory</u>	<u>§§ 890.52, 890.53(a)</u>	<u>NP</u>
	<u>Non-Retail Greenhouse or Plant Nursery</u>	<u>§ 227(a)</u>	<u>P up to 1,250 gsf per lot. C</u> <u>above. NP above 1 FAR</u>
<u>Other Uses</u>			
	<u>Open Air Sales</u>	<u>§§ 890.38, 803.9(e)</u>	<u>P up to 1,250 gsf per lot. C</u> <u>above. NP above 1 FAR</u>
	<u>Public Use, except Public Transportation Facility</u>	<u>§ 890.80</u>	<u>C</u>
	<u>Open Recreation</u>	<u>§§ 209.5(a), 209.5(b)</u>	<u>P</u>
	<u>Neighborhood Agriculture</u>	<u>§ 102.35(a)</u>	<u>P</u>
	<u>Large-Scale Urban Agriculture</u>	<u>§ 102.35(b)</u>	<u>NP</u>

**SEC. 890.81. RECREATION FACILITY.**

A publicly or privately owned facility of at least 10,000 gross square feet that offers free or fee-based membership to the general public and is used for recreational activities such as ice skating,

1 bowling, swimming, soccer, tennis, racquetball, basketball, softball, baseball, and similar activities.  
2 The facility may also include play areas for children and accessory accommodations such as locker  
3 rooms and activity rooms.

4 **SEC. 890.88. RESIDENTIAL USE.**

5 (c) Single Room Occupancy (SRO) Unit. A dwelling unit or group housing room  
6 consisting of no more than one occupied room with a maximum gross floor area of 350 square  
7 feet and meeting the Housing Code's minimum floor area standards. The unit may have a  
8 bathroom in addition to the occupied room. As a dwelling unit, it would have a cooking facility  
9 and bathroom. As a group housing room, it would share a kitchen with one or more other  
10 single room occupancy unit/s in the same building and may also share a bathroom. A single  
11 room occupancy building (or "SRO" building) is one that contains no residential uses other than  
12 ~~only~~ SRO units and ~~non non~~ accessory living space.

13  
14 Section 3. Effective Date. This ordinance shall become effective 30 days from the  
15 date of passage.

16  
17 Section 4. This section is uncodified. In enacting this Ordinance, the Board intends to  
18 amend only those words, phrases, paragraphs, subsections, sections, articles, numbers,  
19 punctuation, charts, diagrams, or any other constituent part of the Name of Code here Code  
20 that are explicitly shown in this legislation as additions, deletions, Board amendment  
21 additions, and Board amendment deletions in accordance with the "Note" that appears under  
22 the official title of the legislation.

23  
24 APPROVED AS TO FORM:  
25 DENNIS J. HERRERA, City Attorney

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By: ANDREA RUIZ-ESQUIDE  
Deputy City Attorney

## Exhibit IV-4 Planning Code Amendments Summary Table

Planning Code Section	Topic Addressed	Amendment Description
121.1	Lot size limits	Folsom NCT was made to match the adjacent SoMa NCT. RCD limit was set at 10,000sf due to existing large lots in the District.
121.2	Use size limits	Set principally permitted use size limits at 4,000sf for the Folsom NCT (larger permitted with conditional use authorization) and 10,000sf for the RCD (permitted with conditional use authorization up to 25,000sf).
121.7	Lot mergers and street frontage limits	Restricted lot mergers to those resulting in street frontage of no more than 100 feet in WMUG, WMUO, Folsom NCT, and RCD, and to no more than 50 feet in RED and RED-MX.
124	Floor area ratios	Set Floor Area Ratio limits for newly created districts.
134	Rear yards	Set rear yard requirement for WMUG, RED, and RED-MX at 25 percent of lot depth, with a minimum of 15 feet, which must be provided at grade. Rear yards in RCD and Folsom NCT set at 25 percent at the second floor and above.
135	Residential open space	Set new Eastern Neighborhood mixed use districts to match the open space requirements of existing districts, except that the reduction for publicly accessible open space. Set open space controls for Folsom NCT and RCT to match SoMa NCT.
141	Rooftop screening	Added references to new districts.
145.1	Ground floor ceiling heights and street frontage requirements	Set minimum ground floor ceiling heights for non-residential uses at 14 feet in the WMUG, WMUO, and RED-MX districts. Set a maximum of one 10-foot garage door per lot in the RED district.
151.1	Off-street parking	Set parking maximums for WMUG, WMUO, RED, RED-MX, and SALI to match MUG and MUO. Set parking maximums in Folsom NCT and RCD to match SoMa NCT.
155(d)(g)(r)	Loading spaces, parking fee rate structure, and prohibited curb cuts	Prohibit curb cuts onto alleys from corner lots in SALI when the alley also contains RED or RED-MX zoning on the interior of the block.
182	Nonconforming uses	Remove an unnecessary reference to RED.
201	Use districts	Add new districts created by the WSoMa Community Plan and remove RED from the "R" district classification.
204.4	Accessory dwelling units	Permit accessory dwelling units in artist workspaces in WMUG.
207.4	Dwelling unit densities in Neighborhood Commercial districts	Set Folsom NCT and RCD to not be limited by lot area, but by the applicable requirements and limitations elsewhere in this Code, including but not limited to height, bulk, setbacks, open space, exposure, and unit mix, as well as by applicable design guidelines, applicable elements and area plans of the General Plan, and design review by the Planning Department.
207.5	RED dwelling unit density	Remove RED from this Section.

## Exhibit IV-4 Planning Code Amendment Summary Table

Planning Code Section	Topic Addressed	Amendment Description
207.6	Dwelling unit mix	Added the RCD as a district where a minimum dwelling unit mix applies.
208	Group housing density	Set group housing density in new Eastern Neighborhood mixed use and Neighborhood Commercial districts to match existing districts.
261.2	Folsom Street NCT setback	Require a 15-foot setback for any portion of a building above 55 feet and fronting on Folsom Street in the Folsom Street NCT.
263.28	Increased heights in SALI	Establish split-height districts in the SALI of 40-55 feet. Projects requesting heights above 40 feet must dedicate at least one floor to arts activities.
263.29	Height bonus for major developments	Establish various split-height districts. Projects requesting heights above their base height are subject to the criteria provided in the Western SoMa Special Use District in Section 823.
270.2	Mid-Block alleys	Require projects in new Eastern Neighborhood districts with significant frontage to provide a mid-block alley of at least 30 feet wide to connect primary streets with interior alleys whenever possible.
316	Conditional uses	Add a reference to a new trigger for conditional use authorization in the Western SoMa Special Use District for projects seeking heights above their base height.
329	Large project authorization	Add a reference to a trigger requiring a conditional use authorization instead of a large project authorization for projects in the Western SoMa Special Use District seeking heights above their base height.
401	Definitions for impact fees	Add references to appropriate WSoMa implementation documents.
423 et seq	Eastern Neighborhoods impact fees	Add appropriate references to WSoMa implementation documents to be included within the Eastern Neighborhood Impact Fee and Public Benefits Fund.
429.2	Public art requirement	Add WMUG, WMUO, and SALI to existing requirements for public art.
607.1	Signs in Neighborhood Commercial districts	Add Folsom Street NCT and RCD to existing controls for sign in Neighborhood Commercial Districts.
702.1	Neighborhood Commercial districts	Added Folsom Street NCT and RCD as Neighborhood Commercial Districts.
703.2	Limited live performance	Exclude RCD from Neighborhood Commercial Districts permitting Limited Live Performance spaces as accessory uses.
703.9	Permitted uses in Landmark buildings in neighborhood commercial districts	Create provisions to allow office space within Folsom Street NCT and RCD within Article 10 Landmark buildings.
743.1	Folsom Street NCT	Add the Folsom Street NCT description and table of permitted uses.
744.1	Regional Commercial District (RCD)	Add the RCD description and table of permitted uses.
802.1	Mixed use districts	Add WMUG, WMUO, RED, RED-MX, and SALI as new mixed use districts.
802.4	Eastern Neighborhood mixed	Add WMUG, WMUO, RED, RED-MX, and SALI as new Eastern Neighborhoods mixed use districts.

Exhibit IV-4 Planning Code Amendment Summary Table

Planning Code Section	Topic Addressed	Amendment Description
	use districts	
802.5	SoMa mixed use districts	Remove RED from the SoMa mixed use district classification.
803.3(b)(1)(c)(i) and (vi)	Accessory uses in mixed use districts	Add new Eastern Neighborhood mixed use districts to existing controls. Permit Limited Live Performance in the SALI and WMUO districts.
803.6	Formula retail uses	Update reference to Western SoMa Special Use District to match its new name.
803.7	WSoMa permit review	Delete this section because notification within the Special Use District will be covered by Section 312.
803.9(a) & (b)	Permitted uses in Landmark buildings in Eastern Neighborhood mixed districts, and the South of Market Special Hall Of Justice Legal Services District	Provide more flexible land use controls in new Eastern Neighborhoods mixed use districts within Article 10 Landmark building. Update language throughout the Section for consistency. Permit office uses related to the Hall of Justice in SALI within the South of Market Special Hall Of Justice Legal Services District.
813	RED table of permitted uses	Update table of permitted uses.
822	South of Market Special Hall Of Justice Legal Services District	Update reference to controls in SALI table of permitted uses.
823	Western SoMa Special Use District	Simplify the name to the “Western SoMa Special Use District” and provide specific controls regarding design, rear yards, open space, dwelling unit exposure, noncomplying nighttime entertainment uses, good neighbor policies, single-room-occupancy units, recreational facilities, nighttime entertainment and animal services buffers around RED and RED-MX districts south of Harrison Street, formula retail uses, and major developments of more than one half acre requesting heights above their base height requirements.
844	WMUG District	Add the WMUG description and table of permitted uses.
845	WMUO District	Add the WMUO description and table of permitted uses.
846	SALI District	Add the SALI description and table of permitted uses.
847	RED-MX District	Add the RED-MX description and table of permitted uses.
890.81	Recreation facility definition	Create a new definition for recreational facilities.
890.88(c)	Definition of single-room-occupancy units and buildings	Set minimum size for single-room-occupancy units at 275 square feet in the Western SoMa Special Use District. Clarify the definition of a single-room-occupancy building so that the ground floor may be non-residential, but all residential uses within the building must be single-room-occupancy units for the building to be considered a “SRO” building.







# SAN FRANCISCO PLANNING DEPARTMENT

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## Exhibit V-1: Initiation of Zoning Map Amendments Case Report

HEARING DATE DECEMBER 6, 2012

*Date:* November 29, 2012  
*Case No.:* **2008.0877MTZU**  
*Western SoMa Area Plan –  
Zoning Map 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**

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**415.558.6377**

### DESCRIPTION

The San Francisco Planning Department is proposing to amend the Zoning Maps of the City and County of San Francisco in order to implement land use policy changes contained in the Western SoMa Community Plan. Proposed amendments to the Zoning Map were initiated by the Planning Commission on November 8, 2012 in Resolution 18738.

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

### PRELIMINARY STAFF RECOMMENDATION

Staff recommends approval of the draft Resolution approving proposed amendments to the Zoning Maps.

### ZONING MAP AMENDMENTS

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.

The following is a general description of the proposed Zoning Map amendments necessary, in part, to implement the Western SoMa Community Plan. The proposed Zoning Map amendments, including the full list of parcels to be affected, are contained in the attached draft Ordinance.

The Proposed Zoning Map Amendments would include:

**Maps ZN01, ZN07, and ZN08**

These amendments would generally reclassify areas zoned SLR north of Harrison Street to WMUG, RCD, Folsom Street NCT, RED, or RED-MX, and areas zoned SLI and SSO south of Harrison Street to SALI, WMUO, RED, and RED-MX.

**Maps HT01, HT07, and HT08**

These amendments would 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 parcels larger than one half acre. Heights south of Harrison Street range from 30 feet on blocks beneath the I-80 freeway, to 40-55 feet in the SALI district, and up to 85 feet in the WMUO district along Townsend Street.

Attached to this memo are illustrative maps as proposed to be amended.

**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.

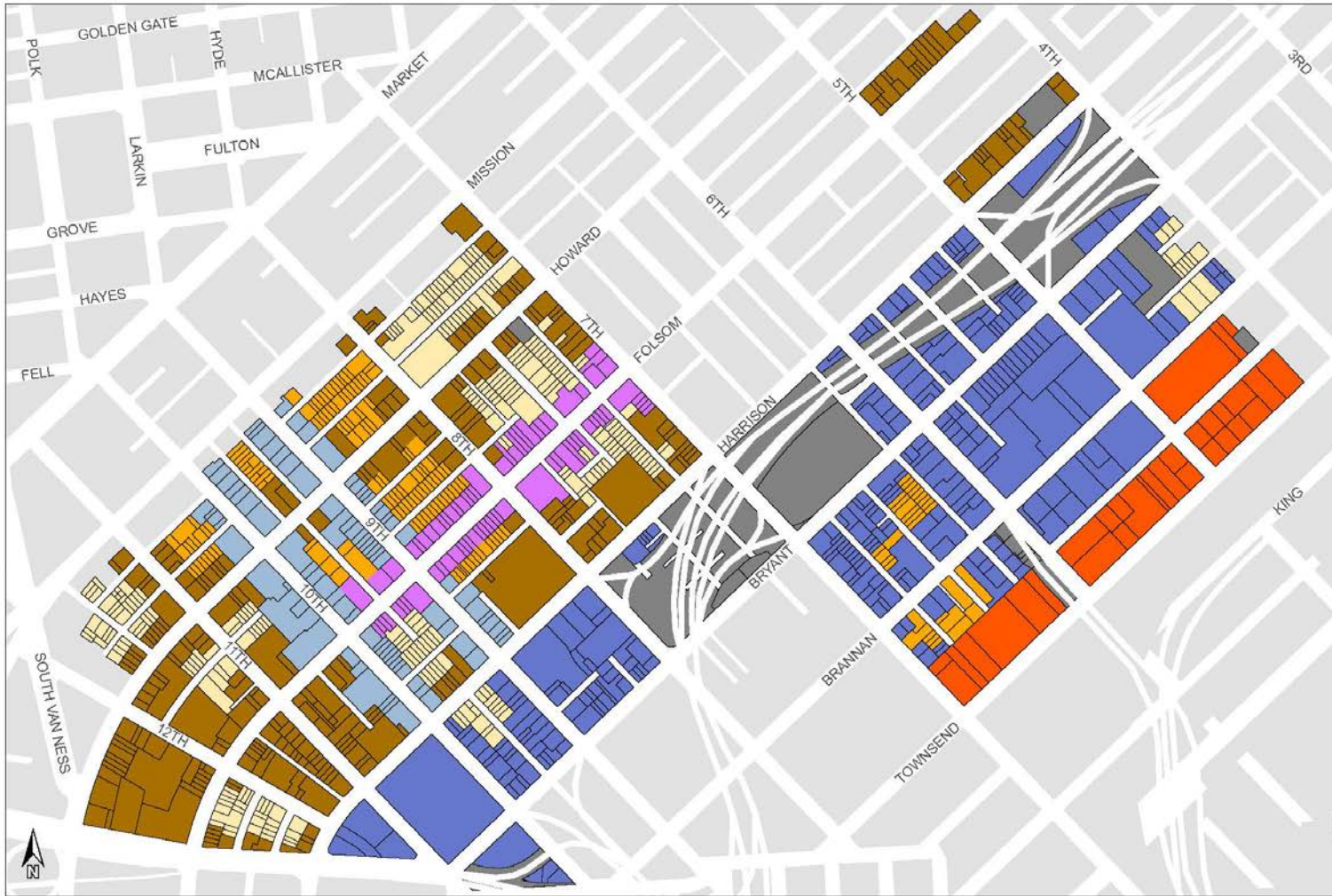
**RELATED ACTIONS**

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

**ATTACHMENTS**


Exhibit V-2 Zoning Map Amendment Draft Resolution  
Exhibit V-3 Zoning Map Amendment Draft Ordinance

# DRAFT ZONING MAPS ZN01, ZN07, AND ZN08 AS PROPOSED TO BE AMENDED



Western SoMa  
Zoning Districts

November 2012

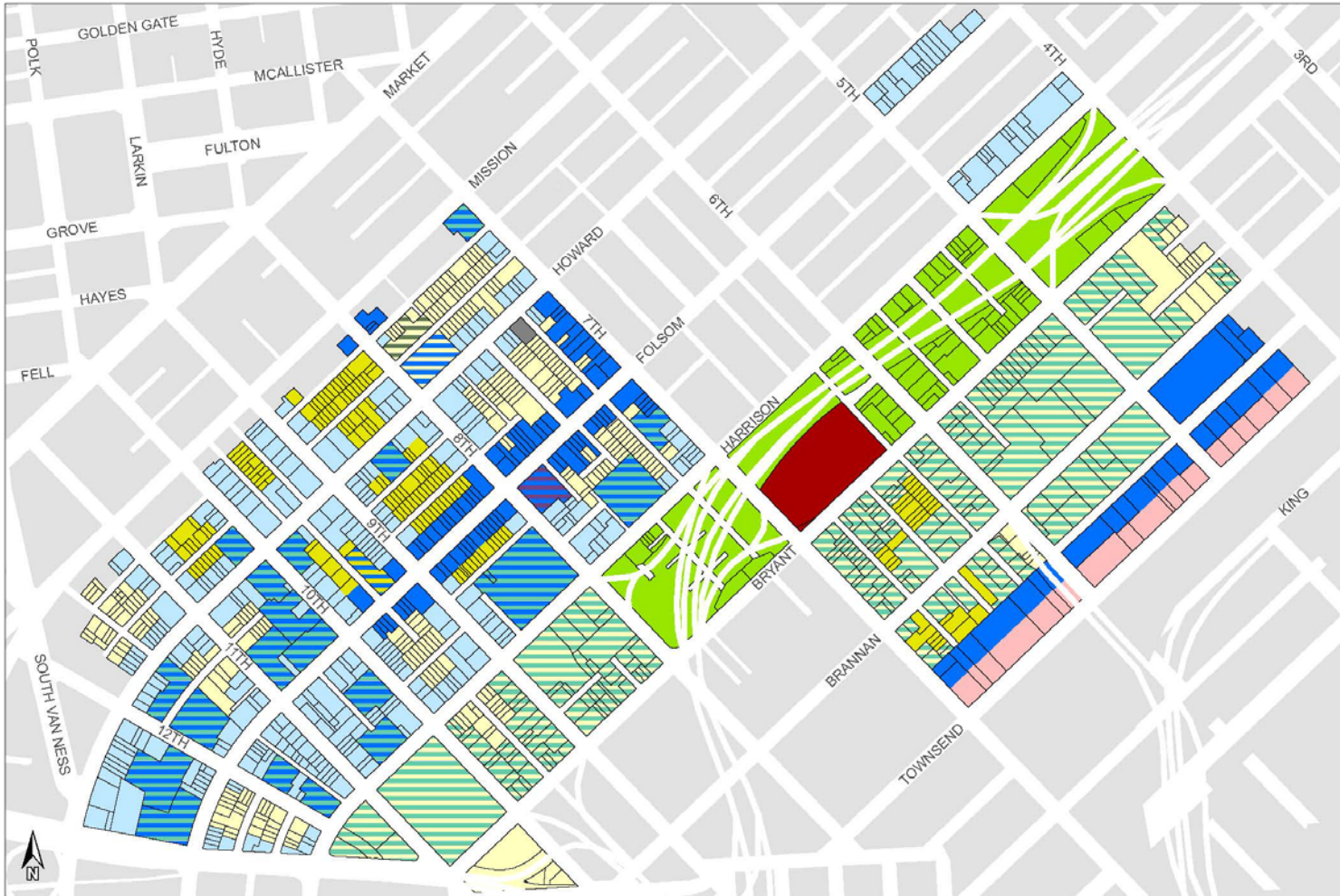
- |  |  |
|--|--|
|  RED    |  RCD        |
|  RED-MX |  SALI       |
|  WMUG   |  Folsom NCT |
|  WMUO   |  P          |

SAN FRANCISCO  
PLANNING DEPARTMENT

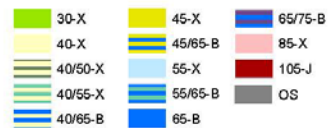
Approval of  
Zoning Map Amendments

Case Number 2008.0877EMTZ  
Western SoMa Community Plan

DRAFT HEIGHT MAPS HT01, HT07, AND HT08 AS PROPOSED TO BE AMENDED



Western SoMa  
Proposed Height/Bulk Districts



November 2012

SAN FRANCISCO  
PLANNING DEPARTMENT



# SAN FRANCISCO PLANNING DEPARTMENT

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## Planning Commission Draft Resolution

HEARING DATE DECEMBER 6, 2012

*Date:* November 29, 2012  
*Case No.:* **2008.0877EMT~~Z~~U**  
*Staff Contact:* Corey Teague - (415) 575-9081  
*Reviewed By:* Joshua Switzky - (415) 575-6815  
*Recommendation:* **Approval**

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Suite 400  
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**415.558.6378**

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**415.558.6409**

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Information:  
**415.558.6377**

### ADOPTING A RESOLUTION TO AMEND THE SAN FRANCISCO ZONING MAPS TO IMPLEMENT 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 proposed amendments to the Zoning Maps to the Board of Supervisors; and the San Francisco Planning Department is proposing to amend the Planning Code to implement the Western SoMa Community Plan ("the Western SoMa Area Plan" or "the Plan") and to bring Planning Code regulations governing this area into consistency with the Plan.

The Planning Commission, at a duly noticed public hearing on November 8, 2012 and in accordance with Planning Code Section 302(b), initiated the Zoning Map amendments that are the subject of this Resolution.

The Planning Commission incorporates by reference the General Plan and Section 101 consistency findings and overview concerning the Western SoMa Area Plan as set forth in Planning Commission Resolution No. \_\_\_\_\_, governing General Plan amendments.

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. \_\_\_\_\_ 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 Motion No. \_\_\_\_\_ adopting CEQA Findings related to the Western SoMa Plan.

NOW, THEREFORE, BE IT RESOLVED, the Commission adopts and incorporates by reference the CEQA Findings in Commission Motion No. \_\_\_\_\_;

**Resolution \_\_\_\_\_**  
**Hearing Date: December 6, 2012**

**CASE NO. 2008.0877EMTZU**  
**Adoption of Zoning Map Amendments**  
**Related to the Western SoMa Community Plan**

AND BE IT FURTHER RESOLVED, that pursuant to Planning Code Section 302(c), the Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require the proposed amendments to the Zoning Maps;

AND BE IT FURTHER RESOLVED, that the Commission finds the Zoning Map 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 set forth in Planning Commission Resolution No. \_\_\_\_\_, which is incorporated herein by reference;

AND BE IT FURTHER RESOLVED, that pursuant to Planning Code Section 302(c), the Planning Commission approves amendments to the Zoning Map of the City and County of San Francisco, including amendments to Sectional Maps ZN1, ZN7, ZN8, HT1, HT7, and HT8 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 \_\_\_\_\_.

Jonas P. Ionin  
Acting Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED:

\*Note: A draft ordinance with the amendments, approved as to form by the City Attorney, will be provided prior to the December 6 hearing.

1 [Planning Code - Western SoMa Area Plan; Zoning Map Amendments]  
2

3 **Ordinance 1) amending Sheets ZN01, ZN07, ZN08, HT01, HT07, and HT08 of the Zoning**  
4 **Map of the City and County of San Francisco to revise use districts and height and bulk**  
5 **districts within the Western SoMa Plan Area; and 2) making environmental findings,**  
6 **Planning Code Section 302 findings, and findings of consistency with the General Plan**  
7 **and Planning Code Section 101.1.**  
8

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

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

14 Section 1. Findings.

15 (a) California Environmental Quality Act.

16 In accordance with the actions contemplated herein, this Board adopted Ordinance No.  
17 \_\_\_\_\_, concerning findings pursuant to the California Environmental Quality Act  
18 (California Public Resources Code sections 21000 et seq.) A copy of said Ordinance is on file  
19 with the Clerk of the Board of Supervisors in File No. \_\_\_\_\_ and is incorporated herein by  
20 reference.

21 (b) General Plan Consistency and Other Findings.

22 (1) Pursuant to Planning Code Section 302, this Board of Supervisors finds that this  
23 Ordinance will serve the public necessity, convenience, and welfare for the reasons set forth  
24 in Planning Commission Resolution No. \_\_\_\_\_, and incorporates those reasons herein by  
25

1 reference. A copy of Planning Commission Resolution No. \_\_\_\_\_ is on file with the Clerk of  
2 the Board of Supervisors in File No. \_\_\_\_\_.

3 (2) This Board of Supervisors finds that this Ordinance is, on balance, consistent with  
4 the General Plan and the Priority Policies of Planning Code Section 101.1(b) for the reasons  
5 set forth in Planning Commission Resolution No. \_\_\_\_\_, and incorporates those reasons  
6 herein by reference.

7 Section 2. Under Sections 106 and 302(c) of the Planning Code, the following zoning use  
8 designation amendments to Sheets ZN01, ZN07, and ZN08 are hereby approved:

9		<u>Use District</u>	<u>Use District Hereby</u>	
10	<u>Block/Lot</u>	<u>To Be Superseded</u>	<u>Approved</u>	<u>Zoning Map Sheet</u>
11	3509002	SLR	RCD	7
12	3509003	SLR	RCD	7
13	3509004	SLR	RCD	7
13	3509005	SLR	RCD	7
14	3509007	SLR	RCD	7
14	3509008	SLR	RCD	7
15	3509008A	SLR	RCD	7
15	3509009	SLR	WMUG	7
16	3509010	SLR	WMUG	7
16	3509011	SLR	RCD	7
17	3509014	SLR	RCD	7
17	3509015	SLR	RCD	7
18	3509015A	SLR	RCD	7
18	3509015B	SLR	RCD	7
19	3509015C	SLR	RCD	7
20	3509020	SLR	RED-MX	7
20	3509021	SLR	RED-MX	7
21	3509022	SLR	RED-MX	7
21	3509024	SLR	RED-MX	7
22	3509025	SLR	RED-MX	7
22	3509026	SLR	RED-MX	7
23	3509027	SLR	RED-MX	7
23	3509029	SLR	RED-MX	7
24	3509031	SLR	RED-MX	7
24	3509041	SLR	RCD	7



1	3509044	SLR	RED-MX	7
2	3509045	SLR	RED-MX	7
3	3509046	SLR	RED-MX	7
4	3509047	SLR	RED-MX	7
5	3509048	SLR	RED-MX	7
6	3509049	SLR	RED-MX	7
7	3509050	SLR	RED-MX	7
8	3509051	SLR	RED-MX	7
9	3509052	SLR	RED-MX	7
10	3509053	SLR	RED-MX	7
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12	3510007	SLR	RCD	7
13	3510008	SLR	RCD	7
14	3510009	SLR	RCD	7
15	3510010	SLR	RED-MX	7
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17	3510012	SLR	WMUG	7
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19	3510015	SLR	WMUG	7
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32	3510031	SLR	RED-MX	7
33	3510034	SLR	RED-MX	7
34	3510035	SLR	RED-MX	7
35	3510037	SLR	WMUG	7
36	3510039	SLR	RED-MX	7
37	3510043	SLR	RED-MX	7
38	3510044	SLR	WMUG	7
39	3510055	SLR	WMUG	7
40	3510056	SLR	WMUG	7
41	3510058	SLR	RED-MX	7
42	3510060	SLR	WMUG	7

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9	3510069	SLR	RED-MX	7
10	3510070	SLR	RED-MX	7
11	3510071	SLR	RED-MX	7
12	3510072	SLR	RED-MX	7
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17	3511129	RH-3	RED	7
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19	3511135	RH-3	RED	7
20	3511136	RH-3	RED	7
21	3511137	RH-3	RED	7
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6	3515038	M-1	WMUG	7
7	3515039	M-1	WMUG	7
8	3515040	M-1	WMUG	7
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41	3519102	SLR	RED	8
42	3519103	SLR	RED	8



1	3519104	SLR	RED	8
2	3520001	SLR	RCD	7
3	3520002	SLR	RCD	7
4	3520004	SLR	RCD	7
5	3520010	SLR	RCD	7
6	3520015	SLR	WMUG	7
7	3520020	SLR	WMUG	7
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14	3520028B	SLR	WMUG	7
15	3520029	SLR	WMUG	7
16	3520030B	SLR	WMUG	7
17	3520030C	SLR	WMUG	7
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19	3520037	SLR	WMUG	7
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40	3520109	SLR	RCD	7
41	3520110	SLR	RCD	7
42	3520111	SLR	RCD	7

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5	3520116	SLR	RCD	7
6	3520117	SLR	RCD	7
7	3520131	SLR	WMUG	7
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	3521074	SLR	WMUG	7
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15	3521093	SLR	WMUG	7
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18	3522003	SLR	RED	7
19	3522004	SLR	RED	7
20	3522005	SLR	RED	7
21	3522014	SLR	WMUG	7
22	3522016	SLR	WMUG	7
23	3522017	SLR	WMUG	7
24	3522019	SLR	WMUG	7
25	3522026	SLR	RED	7
26	3522027	SLR	RED	7
27	3522028	SLR	RED	7
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41	3522061	SLR	WMUG	7
42	3522062	SLR	RED	7

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	3522069	SLR	RED	7
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	3522111	SLR	RED	7
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5	3522119	SLR	RED	7
6	3522120	SLR	RED	7
7	3523001	SLI	SALI	7
8	3523005	SLI	SALI	7
9	3523008	SLI	SALI	7
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11	3523013	SLI	SALI	7
12	3524066	SLI	SALI	8
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16	3525008	SLI	SALI	8
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21	3525027	SLI	SALI	8
22	3525031	SLI	RED	8
23	3525032	SLI	RED	8
24	3525033	SLI	RED	8
25	3525034	SLI	RED	8
26	3525035	SLI	RED	8
27	3525039	SLI	RED	8
28	3525043	SLI	SALI	8
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35	3525060	SLI	SALI	8
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38	3525067	SLI	SALI	8
39	3525068	SLI	SALI	8
40	3525069	SLI	SALI	8
41	3525070	SLI	RED	8
42	3525072	SLI	RED	8

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3	3525076	SLI	RED	8
	3525077	SLI	RED	8
4	3525078	SLI	SALI	8
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	3525102	SLI	SALI	8
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	3525111	SLI	SALI	8
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7	3727008	SLR	WMUG	1
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9	3727010	SLR	WMUG	1
10	3727012	SLR	WMUG	1
11	3727014	RED/SLR	RED	1
12	3727016	SLR	WMUG	1
13	3727018	SLR	WMUG	1
14	3727019	SLR	WMUG	1
15	3727021	SLR	WMUG	1
16	3727022	SLR	WMUG	1
17	3727024	SLR	WMUG	1
18	3727063	SLR	WMUG	1
19	3727113	SLR	WMUG	1
20	3727114	SLR	WMUG	1
21	3727135	SLR	WMUG	1
22	3727138	SLR	RED	1
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24	3727140	SLR	RED	1
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26	3727142	SLR	RED	1
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5	3727166	SLR	RED	1
6	3727185	SLR	WMUG	1
6	3727186	SLR	WMUG	1
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9	3727192	SLR	WMUG	1
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13	3727198	SLR	WMUG	1
13	3727199	RED/SLR	RED	1
14	3727202	SLR	RED	1
15	3727203	SLR	RED	1
15	3727204	SLR	RED	1
16	3727205	RED/SLR	RED	1
16	3727206	RED/SLR	RED	1
17	3727207	RED/SLR	RED	1
17	3727208	RED/SLR	RED	1
18	3727209	RED/SLR	RED	1
18	3727210	RED/SLR	RED	1
19	3727211	RED/SLR	RED	1
19	3727212	RED/SLR	RED	1
20	3727213	RED/SLR	RED	1
20	3727214	SLR	RED	1
21	3727214	SLR	RED	1
22	3728002	SLR	WMUG	7
22	3728005	SLR	RED-MX	7
23	3728006	SLR	RED-MX	7
23	3728007	SLR	WMUG	7
24	3728008	SLR	WMUG	7
24	3728009	SLR	WMUG	7

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6	3728019	SLR	RED-MX	7
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22	3728046	SLR	RED-MX	7
23	3728047	SLR	RED-MX	7
24	3728048	SLR	RCD	7
25	3728049	SLR	RCD	7
26	3728050	SLR	RED-MX	7
27	3728051	SLR	RED-MX	7
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37	3728061	SLR	RED-MX	7
38	3728086	SLR	WMUG	7
39	3728087	SLR	RCD	7
40	3728091	SLR	RED-MX	7
41	3728092	SLR	RED-MX	7
42	3728093	SLR	RED-MX	7

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	3728135	SLR	RED-MX	7
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17	3728154	SLR	RED-MX	7
18	3728155	SLR	RED-MX	7
19	3728156	SLR	RED-MX	7
20	3728171	SLR	RCD	7
21	3728172	SLR	RCD	7
22	3728173	SLR	RCD	7
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38	3728189	SLR	RCD	7
39	3728190	SLR	RCD	7
40	3728191	SLR	RCD	7
41	3728192	SLR	RED-MX	7
42	3728193	SLR	RED-MX	7

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3	3729003	SLR	WMUG	7
4	3729004	SLR	WMUG	7
5	3729005	SLR	WMUG	7
6	3729006	SLR	Folsom NCT	7
7	3729008	SLR	Folsom NCT	7
8	3729010	SLR	Folsom NCT	7
9	3729011	SLR	Folsom NCT	7
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11	3729014	SLR	Folsom NCT	7
12	3729015	SLR	Folsom NCT	7
13	3729016	SLR	Folsom NCT	7
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17	3729022	SLR	Folsom NCT	7
18	3729023	SLR	Folsom NCT	7
19	3729024	SLR	RCD	7
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21	3729028	SLR	RED-MX	7
22	3729029	SLR	RED-MX	7
23	3729030	SLR	RED-MX	7
24	3729031	SLR	RED-MX	7
25	3729032	SLR	RED-MX	7
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27	3729035	SLR	RED-MX	7
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32	3729041	SLR	RED-MX	7
33	3729042	SLR	RED-MX	7
34	3729043	SLR	RED-MX	7
35	3729044	SLR	RED-MX	7
36	3729045	SLR	RED-MX	7
37	3729046	SLR	RED-MX	7
38	3729047	SLR	RED-MX	7
39	3729048	SLR	RED-MX	7
40	3729049	SLR	RED-MX	7
41	3729050	SLR	RED-MX	7
42	3729051	SLR	RED-MX	7

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3	3729053A	SLR	RED-MX	7
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5	3729055	SLR	RED-MX	7
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8	3729058	SLR	RCD	7
9	3729059	SLR	RCD	7
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13	3729066	SLR	RED-MX	7
14	3729069	SLR	RED-MX	7
15	3729072	SLR	RED-MX	7
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17	3729074	SLR	WMUG/RED-MX	7
18	3729075	SLR	RED-MX	7
19	3729078	SLR	RCD	7
20	3729079	SLR	RCD	7
21	3729080	SLR	RCD	7
22	3729081	SLR	RCD	7
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25	3729086	SLR	WMUG	7
26	3729087	SLR	WMUG	7
27	3729089	SLR	RED-MX	7
28	3729091	SLR	Folsom NCT	7
29	3729092	SLR	Folsom NCT	7
30	3729093	SLR	Folsom NCT	7
31	3729094	SLR	Folsom NCT	7
32	3729095	SLR	RED-MX	7
33	3729096	SLR	RED-MX	7
34	3729097	SLR	WMUG/RED-MX	7
35	3729098	SLR	WMUG/RED-MX	7
36	3729099	SLR	WMUG/RED-MX	7
37	3729100	SLR	WMUG/RED-MX	7
38	3729101	SLR	WMUG/RED-MX	7
39	3729102	SLR	WMUG/RED-MX	7
40	3729103	SLR	WMUG/RED-MX	7
41	3729104	SLR	WMUG/RED-MX	7
42	3729105	SLR	WMUG/RED-MX	7

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5	3729110	SLR	WMUG/RED-MX	7
6	3729111	SLR	WMUG/RED-MX	7
7	3729112	SLR	WMUG/RED-MX	7
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9	3729114	SLR	WMUG/RED-MX	7
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39	3729144	SLR	WMUG/RED-MX	7
40	3729145	SLR	WMUG/RED-MX	7
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4	3729151	SLR	WMUG/RED-MX	7
5	3729152	SLR	WMUG/RED-MX	7
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11	3729158	SLR	WMUG/RED-MX	7
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20	3729173	SLR	RED-MX	7
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24	3730004	SLR	WMUG	1
25	3730006	SLR	WMUG	1
26	3730007	SLR	WMUG	1
27	3730008	SLR	Folsom NCT	1
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38	3730029	SLR	WMUG	1
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41	3730032	SLR	WMUG	1
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3	3730040	SLR	WMUG	1
4	3730048	SLR	RED	1
5	3730059	SLR	WMUG	1
6	3730060	SLR	WMUG	1
7	3730061	SLR	WMUG	1
8	3730075	SLR	RED	1
9	3730077	SLR	RED	1
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12	3730082	SLR	RED	1
13	3730089	SLR	WMUG	1
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22	3730119	SLR	WMUG	1
23	3730120	SLR	RED	1
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9	3730155	SLR	Folsom NCT	1
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12	3730163	SLR	RED	1
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31	3730290	SLR	Folsom NCT	1
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33	3733017	RSD	WMUG	1
34	3733018	RSD	WMUG	1
35	3733019	RSD	WMUG	1
36	3733020	RSD	WMUG	1
37	3733020A	RSD	WMUG	1
38	3733021	RSD	WMUG	1
39	3733024	RSD	WMUG	1
40	3733025	RSD	WMUG	1
41	3733026	RSD	WMUG	1
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3	3733031	RSD	WMUG	1
4	3733034	RSD	WMUG	1
5	3733091	RSD	WMUG	1
6	3733092	RSD	WMUG	1
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22	3752011A	M-1	WMUG	1
23	3752014	RSD	WMUG	1
24	3752015	RSD	WMUG	1
25	3752017	RSD	WMUG	1
26	3752018	RSD	WMUG	1
27	3752019	RSD	WMUG	1
28	3752023	RSD	WMUG	1
29	3752024	RSD	WMUG	1
30	3752026	RSD	WMUG	1
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32	3752028	RSD	WMUG	1
33	3752032	RSD	WMUG	1
34	3752033	RSD	WMUG	1
35	3752036	RSD	WMUG	1
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6	3755021	SLR	WMUG	8
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8	3755023	SLR	WMUG	8
9	3755024	SLR	RED	8
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21	3755056	SLR	Folsom NCT	8
22	3755065	SLR	WMUG	8
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24	3755067	SLR	RED	8
25	3755071	SLR	RED	8
26	3755073	SLR	Folsom NCT	8
27	3755074	SLR	Folsom NCT	8
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8	3755224	SLR	RED	8
9	3756001	SLR	Folsom NCT	8
10	3756002	SLR	WMUG	8
11	3756003	SLR	WMUG	8
12	3756004	SLR	RCD	8
13	3756005	SLR	RCD	8
14	3756006	SLR	RCD	8
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19	3756015	SLR	WMUG	8
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21	3756020	SLR	RED-MX	8
22	3756021	SLR	RED-MX	8
23	3756022	SLR	RED-MX	8
24	3756023	SLR	RED-MX	8
25	3756024	SLR	Folsom NCT/RED-MX	8
26	3756025	SLR	RED-MX	8
27	3756026	SLR	RED-MX	8
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30	3756030	SLR	RED-MX	8
31	3756031	SLR	RED-MX	8
32	3756032	SLR	RCD	8
33	3756033	SLR	Folsom NCT	8
34	3756034	SLR	Folsom NCT	8
35	3756036	SLR	Folsom NCT/RED-MX	8
36	3756037	SLR	Folsom NCT/RED-MX	8
37	3756038	SLR	Folsom NCT	8
38	3756039	SLR	Folsom NCT	8
39	3756041	SLR	Folsom NCT/RED-	8



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	3756044	SLR	Folsom NCT	8
3	3756045	SLR	Folsom NCT	8
	3756046	SLR	Folsom NCT	8
4	3756047	SLR	Folsom NCT	8
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	3757002	SLI	SALI	8
6	3757002A	SLI	SALI	8
	3757002B	SLI	SALI	8
7	3757005	SLI	SALI	8
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13	3757032	SLI	SALI	8
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15	3757034A	SLI	SALI	8
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16	3757037	SLI	SALI	8
	3757045	SLI	SALI	8
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	3757082	SLI	SALI	8
23	3757083	SLI	SALI	8
	3757084	SLI	SALI	8
24	3757085	SLI	SALI	8
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4	3786261	SSO	WMUO	8
5	3786262	SSO	WMUO	8

6 Section 3. Under Sections 106 and 302(c) of the Planning Code, the following height  
7 and bulk designation amendments to the Zoning Map, Sheets HT01, HT07, and HT08 are  
8 hereby approved.

9	<u>Block/Lot</u>	<u>Height and Bulk District To Be Superseded</u>	<u>Height and Bulk District To Be Approved</u>	<u>Zoning Map Sheet</u>
10	3509002	50-X	55-X	7
11	3509003	50-X	55-X	7
12	3509004	50-X	55-X	7
13	3509005	50-X	55-X	7
14	3509007	50-X	55-X	7
15	3509008	50-X	55-X	7
16	3509008A	50-X	55-X	7
17	3509009	50-X	55-X	7
18	3509010	50-X	55-X	7
19	3509011	50-X	55-X	7
20	3509014	50-X	55-X	7
21	3509015	50-X	55-X	7
22	3509015A	50-X	55-X	7
23	3509015B	50-X	55-X	7
24	3509015C	50-X	55-X	7
25	3509020	50-X	45-X	7
	3509021	50-X	45-X	7
	3509022	50-X	45-X	7
	3509024	50-X	45-X	7
	3509025	50-X	45-X	7
	3509026	50-X	45-X	7
	3509027	50-X	45-X	7
	3509029	50-X	45-X	7
	3509031	50-X	45-X	7
	3509041	100-M	55-X	7
	3509044	50-X	45-X	7
	3509045	50-X	45-X	7

1	3509046	50-X	45-X	7
2	3509047	50-X	45-X	7
3	3509048	50-X	45-X	7
3	3509049	50-X	45-X	7
	3509050	50-X	45-X	7
4	3509051	50-X	45-X	7
	3509052	50-X	45-X	7
5	3509053	50-X	45-X	7
6	3510006	50-X	55-X	7
	3510007	50-X	55-X	7
7	3510008	50-X	55-X	7
	3510009	50-X	55-X	7
8	3510010	50-X	45-X	7
	3510011	50-X	55/65-B	7
9	3510012	50-X	55-X	7
10	3510014	50-X	55-X	7
	3510015	50-X	55-X	7
11	3510018	50-X	55-X	7
	3510019	50-X	55-X	7
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	3510021	50-X	55-X	7
13	3510023	50-X	45-X	7
14	3510024	50-X	45-X	7
	3510025	50-X	45-X	7
15	3510026	50-X	45-X	7
	3510027	50-X	45-X	7
16	3510028	50-X	45-X	7
	3510029	50-X	45-X	7
17	3510030	50-X	45-X	7
18	3510031	50-X	45-X	7
	3510034	50-X	45-X	7
19	3510035	50-X	45-X	7
	3510037	50-X	55-X	7
20	3510039	50-X	45-X	7
	3510043	50-X	45-X	7
21	3510044	50-X	55-X	7
22	3510055	50-X	55-X	7
	3510056	50-X	55-X	7
23	3510058	50-X	45-X	7
	3510060	50-X	55-X	7
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7	3518045	50-X	45/65-B	7
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	3522091	50-X	40-X	7
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	3522094	50-X	40-X	7
12	3522095	50-X	40-X	7
	3522096	50-X	40-X	7
13	3522097	50-X	40-X	7
	3522098	50-X	40-X	7
14	3522099	50-X	40-X	7
15	3522100	50-X	40-X	7
	3522101	50-X	40-X	7
16	3522102	50-X	40-X	7
	3522103	50-X	40-X	7
17	3522104	50-X	40-X	7
	3522105	50-X	40-X	7
18	3522106	50-X	40-X	7
	3522107	50-X	40-X	7
19	3522108	50-X	40-X	7
	3522109	50-X	40-X	7
20	3522110	50-X	40-X	7
	3522111	50-X	40-X	7
21	3522112	50-X	40-X	7
	3522113	50-X	40-X	7
22	3522114	50-X	40-X	7
	3522115	50-X	40-X	7
23	3522116	50-X	40-X	7
	3522117	50-X	40-X	7
24				
25				

1	3522118	50-X	40-X	7
2	3522119	50-X	40-X	7
3	3522120	50-X	40-X	7
4	3523001	50-X	40/55-X	7
5	3523005	50-X	40/55-X	7
6	3523008	50-X	40/55-X	7
7	3523012	50-X	40/55-X	7
8	3523013	50-X	40/55-X	7
9	3524066	40-X	40/55-X	8
10	3525001	40-X	40/55-X	8
11	3525002	40-X	40/55-X	8
12	3525006	40-X	40/55-X	8
13	3525008	40-X	40/55-X	8
14	3525010	40-X	40/55-X	8
15	3525012	40-X	40/55-X	8
16	3525020	40-X	40/55-X	8
17	3525021	40-X	40/55-X	8
18	3525027	40-X	40/55-X	8
19	3525043	40-X	40/55-X	8
20	3525046	40-X	40/55-X	8
21	3525047	40-X	40/55-X	8
22	3525054	40-X	40/55-X	8
23	3525055	40-X	40/55-X	8
24	3525056	40-X	40/55-X	8
25	3525057	40-X	40/55-X	8
26	3525060	40-X	40/55-X	8
27	3525063	40-X	40/55-X	8
28	3525065	40-X	40/55-X	8
29	3525067	40-X	40/55-X	8
30	3525068	40-X	40/55-X	8
31	3525069	40-X	40/55-X	8
32	3525078	40-X	40/55-X	8
33	3525079	40-X	40/55-X	8
34	3525080	40-X	40/55-X	8
35	3525081	40-X	40/55-X	8
36	3525082	40-X	40/55-X	8
37	3525085	40-X	40/55-X	8
38	3525086	40-X	40/55-X	8
39	3525087	40-X	40/55-X	8
40	3525088	40-X	40/55-X	8
41	3525093	40-X	40/55-X	8
42	3525094	40-X	40/55-X	8

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3	3525097	40-X	40/55-X	8
4	3525098	40-X	40/55-X	8
5	3525099	40-X	40/55-X	8
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7	3525101	40-X	40/55-X	8
8	3525102	40-X	40/55-X	8
9	3525103	40-X	40/55-X	8
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12	3525106	40-X	40/55-X	8
13	3525107	40-X	40/55-X	8
14	3525108	40-X	40/55-X	8
15	3525109	40-X	40/55-X	8
16	3525110	40-X	40/55-X	8
17	3525111	40-X	40/55-X	8
18	3727001	65-X	55/65-B	1
19	3727002	50-X	55-X	1
20	3727004	50-X	55-X	1
21	3727005	50-X	55-X	1
22	3727008	50-X	55-X	1
23	3727009	50-X	55-X	1
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25	3727012	50-X	55-X	1
26	3727014	40-X/50-X	40-X	1
27	3727016	50-X	55-X	1
28	3727018	50-X	55-X	1
29	3727019	50-X	55-X	1
30	3727021	50-X	55-X	1
31	3727022	50-X	55-X	1
32	3727024	50-X	55-X	1
33	3727063	50-X	55-X	1
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35	3727065	50-X	40-X	1
36	3727113	65-X	65-B	1
37	3727114	65-X	65-B	1
38	3727135	65-X	65-B	1
39	3727138	50-X	40-X	1
40	3727139	50-X	40-X	1
41	3727140	50-X	40-X	1
42	3727141	50-X	40-X	1



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2	3727143	50-X	40-X	1
3	3727144	50-X	40-X	1
4	3727145	50-X	40-X	1
5	3727146	50-X	40-X	1
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8	3727149	50-X	40-X	1
9	3727150	50-X	40-X	1
10	3727151	50-X	40-X	1
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22	3727163	50-X	40-X	1
23	3727164	50-X	40-X	1
24	3727165	50-X	40-X	1
25	3727166	50-X	40-X	1
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29	3727188	50-X	55-X	1
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32	3727191	50-X	55-X	1
33	3727192	50-X	55-X	1
34	3727193	50-X	55-X	1
35	3727194	50-X	55-X	1
36	3727195	50-X	55-X	1
37	3727196	50-X	55-X	1
38	3727197	50-X	55-X	1
39	3727198	50-X	55-X	1
40	3727199	40-X/50-X	40/50-X	1
41	3727202	50-X	40/65-B	1
42	3727203	50-X	40/65-B	1

1	3727204	50-X	40/65-B	1
2	3727205	40-X/50-X	40-X	1
3	3727206	40-X/50-X	40-X	1
4	3727207	40-X/50-X	40-X	1
5	3727208	40-X/50-X	40-X	1
6	3727209	40-X/50-X	40-X	1
7	3727210	40-X/50-X	40-X	1
8	3727211	40-X/50-X	40-X	1
9	3727212	40-X/50-X	40-X	1
10	3727213	40-X/50-X	40-X	1
11	3727214	50-X	40/65-B	1
12	3728002	65-X	65-B	7
13	3728005	50-X	45-X	7
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22	3728018	50-X	45-X	7
23	3728019	50-X	45-X	7
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27	3728032	50-X	45-X	7
28	3728034	50-X	45-X	7
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32	3728038	50-X	45-X	7
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35	3728042	50-X	45-X	7
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37	3728044	50-X	45-X	7
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39	3728046	50-X	45-X	7
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41	3728048	50-X	55-X	7
42	3728049	50-X	55-X	7

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8	3728057	50-X	45-X	7
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12	3728061	50-X	45-X	7
13	3728086	50-X	55-X	7
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17	3728093	50-X	45-X	7
18	3728094	50-X	45-X	7
19	3728095	50-X	45-X	7
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23	3728099	50-X	45-X	7
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26	3728102	50-X	45-X	7
27	3728105	65-X	45-X	7
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29	3728107	65-X	45-X	7
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37	3728115	65-X	45-X	7
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39	3728117	65-X	45-X	7
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41	3728119	65-X	45-X	7
42	3728120	65-X	45-X	7

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3	3728123	65-X	45-X	7
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5	3728125	65-X	45-X	7
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9	3728129	65-X	45-X	7
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22	3728142	50-X	45-X	7
23	3728143	50-X	45-X	7
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35	3728155	50-X	45-X	7
36	3728156	50-X	45-X	7
37	3728171	65-X	55-X	7
38	3728172	65-X	55-X	7
39	3728173	65-X	55-X	7
40	3728174	65-X	55-X	7
41	3728175	65-X	55-X	7
42	3728176	65-X	55-X	7

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2	3728178	65-X	55-X	7
3	3728179	65-X	55-X	7
4	3728180	65-X	55-X	7
5	3728181	65-X	55-X	7
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8	3728184	65-X	55-X	7
9	3728185	65-X	55-X	7
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11	3728187	65-X	55-X	7
12	3728188	65-X	55-X	7
13	3728189	65-X	55-X	7
14	3728190	65-X	55-X	7
15	3728191	65-X	55-X	7
16	3728192	50-X	45-X	7
17	3728193	50-X	45-X	7
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19	3729002	50-X	55-X	7
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22	3729005	50-X	55-X	7
23	3729006	50-X	65-B	7
24	3729008	50-X	65-B	7
25	3729010	50-X	65-B	7
26	3729011	50-X	65-B	7
27	3729013	50-X	65-B	7
28	3729014	50-X	65-B	7
29	3729015	50-X	65-B	7
30	3729016	50-X	65-B	7
31	3729017	50-X	65-B	7
32	3729018	50-X	65-B	7
33	3729020	50-X	65-B	7
34	3729022	50-X	65-B	7
35	3729023	50-X	65-B	7
36	3729024	50-X	55-X	7
37	3729027	50-X	45-X	7
38	3729028	50-X	45-X	7
39	3729029	50-X	45-X	7
40	3729030	50-X	45-X	7
41	3729031	50-X	45-X	7
42	3729032	50-X	45-X	7

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2	3729035	50-X	45-X	7
3	3729036	50-X	45-X	7
4	3729037	50-X	45-X	7
5	3729038	50-X	45-X	7
6	3729039	50-X	45-X	7
7	3729041	50-X	45-X	7
8	3729042	50-X	45-X	7
9	3729043	50-X	45-X	7
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12	3729046	50-X	45-X	7
13	3729047	50-X	45-X	7
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15	3729049	50-X	45-X	7
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17	3729051	50-X	45-X	7
18	3729052	50-X	45-X	7
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25	3729058	50-X	55-X	7
26	3729059	50-X	55-X	7
27	3729060	50-X	45-X	7
28	3729062	50-X	45-X	7
29	3729063	50-X	45-X	7
30	3729066	50-X	45-X	7
31	3729069	50-X	45-X	7
32	3729072	50-X	45-X	7
33	3729073	50-X	45-X	7
34	3729074	50-X	45-X/55-X	7
35	3729075	50-X	45-X	7
36	3729078	50-X	55-X	7
37	3729079	50-X	55-X	7
38	3729080	50-X	55-X	7
39	3729081	50-X	55-X	7
40	3729082	50-X	55-X	7
41	3729083	50-X	55-X	7
42	3729086	50-X	55/65-B	7

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2	3729089	50-X	45-X	7
3	3729091	50-X	65-B	7
4	3729092	50-X	65-B	7
5	3729093	50-X	65-B	7
6	3729094	50-X	65-B	7
7	3729095	50-X	45-X	7
8	3729096	50-X	45-X	7
9	3729097	50-X	45-X/55-X	7
10	3729098	50-X	45-X/55-X	7
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12	3729100	50-X	45-X/55-X	7
13	3729101	50-X	45-X/55-X	7
14	3729102	50-X	45-X/55-X	7
15	3729103	50-X	45-X/55-X	7
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19	3729107	50-X	45-X/55-X	7
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22	3729110	50-X	45-X/55-X	7
23	3729111	50-X	45-X/55-X	7
24	3729112	50-X	45-X/55-X	7
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26	3729114	50-X	45-X/55-X	7
27	3729115	50-X	45-X/55-X	7
28	3729116	50-X	45-X/55-X	7
29	3729117	50-X	45-X/55-X	7
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32	3729120	50-X	45-X/55-X	7
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37	3729125	50-X	45-X	7
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39	3729127	50-X	45-X	7
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41	3729129	50-X	45-X	7
42	3729130	50-X	45-X	7

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4	3729134	50-X	45-X	7
5	3729135	50-X	45-X	7
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12	3729142	50-X	45-X/55-X	7
13	3729143	50-X	45-X/55-X	7
14	3729144	50-X	45-X/55-X	7
15	3729145	50-X	45-X/55-X	7
16	3729146	50-X	45-X/55-X	7
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28	3729158	50-X	45-X/55-X	7
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31	3729161	50-X	45-X	7
32	3729162	50-X	45-X	7
33	3729163	50-X	45-X	7
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35	3729171	50-X	45-X	7
36	3729172	50-X	45-X	7
37	3729173	50-X	45-X	7
38	3730001	50-X	65-B	1
39	3730002	50-X	65-B	1
40	3730003	50-X	65-B	1
41	3730004	50-X	65-B	1
42	3730006	50-X	65-B	1



1	3730007	50-X	65-B	1
2	3730008	50-X	65-B	1
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4	3730014	50-X	65-B	1
5	3730015	50-X	65-B	1
6	3730019	50-X	65-B	1
7	3730023	50-X	65-B	1
8	3730024	50-X	65-B	1
9	3730025	50-X	65-B	1
10	3730026	50-X	65-B	1
11	3730027	50-X	65-B	1
12	3730028	50-X	65-B	1
13	3730029	50-X	65-B	1
14	3730030	50-X	40-X	1
15	3730031	50-X	40-X	1
16	3730032	50-X	55-X	1
17	3730034	50-X	55-X	1
18	3730038	50-X	55-X	1
19	3730039	50-X	55-X	1
20	3730040	50-X	55-X	1
21	3730048	50-X	40-X	1
22	3730059	50-X	55-X	1
23	3730060	50-X	55-X	1
24	3730061	50-X	55-X	1
25	3730075	50-X	40-X	1
26	3730077	50-X	40-X	1
27	3730078	50-X	40-X	1
28	3730080	50-X	40-X	1
29	3730082	50-X	40-X	1
30	3730089	50-X	55-X	1
31	3730090	50-X	55-X	1
32	3730104	50-X	40-X	1
33	3730105	50-X	40-X	1
34	3730108	50-X	40-X	1
35	3730109	50-X	40-X	1
36	3730111	50-X	40-X	1
37	3730117	50-X	55-X	1
38	3730118	50-X	55-X	1
39	3730119	50-X	65-B	1
40	3730120	50-X	40-X	1
41	3730122	50-X	65-B	1
42	3730129	50-X	55-X	1

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3	3730132	50-X	55-X	1
4	3730133	50-X	55-X	1
5	3730134	50-X	55-X	1
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7	3730136	50-X	55-X	1
8	3730137	50-X	55-X	1
9	3730138	50-X	55-X	1
10	3730139	50-X	55-X	1
11	3730140	50-X	55-X	1
12	3730141	50-X	55-X	1
13	3730142	50-X	65-B	1
14	3730143	50-X	65-B	1
15	3730144	50-X	65-B	1
16	3730145	50-X	65-B	1
17	3730146	50-X	65-B	1
18	3730147	50-X	65-B	1
19	3730148	50-X	65-B	1
20	3730149	50-X	65-B	1
21	3730150	50-X	65-B	1
22	3730151	50-X	65-B	1
23	3730152	50-X	65-B	1
24	3730153	50-X	65-B	1
25	3730154	50-X	65-B	1
26	3730155	50-X	65-B	1
27	3730156	50-X	65-B	1
28	3730162	50-X	40-X	1
29	3730163	50-X	40-X	1
30	3730164	50-X	40-X	1
31	3730165	50-X	40-X	1
32	3730166	50-X	40-X	1
33	3730167	50-X	40-X	1
34	3730168	50-X	40-X	1
35	3730169	50-X	40-X	1
36	3730170	50-X	40-X	1
37	3730171	50-X	40-X	1
38	3730172	50-X	40-X	1
39	3730173	50-X	40-X	1
40	3730174	50-X	40-X	1
41	3730175	50-X	40-X	1
42	3730176	50-X	40-X	1

1	3730177	50-X	40-X	1
2	3730178	50-X	65-B	1
3	3730179	50-X	65-B	1
4	3730180	50-X	65-B	1
5	3730181	50-X	65-B	1
6	3730182	50-X	65-B	1
7	3730183	50-X	65-B	1
8	3730184	50-X	65-B	1
9	3730185	50-X	65-B	1
10	3730186	50-X	65-B	1
11	3730187	50-X	65-B	1
12	3730188	50-X	40-X	1
13	3730189	50-X	40-X	1
14	3730190	50-X	40-X	1
15	3730191	50-X	40-X	1
16	3730192	50-X	40-X	1
17	3730199	50-X	40-X	1
18	3730200	50-X	40-X	1
19	3730201	50-X	40-X	1
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23	3730205	50-X	40-X	1
24	3730206	50-X	40-X	1
25	3730207	50-X	40-X	1
26	3730208	50-X	40-X	1
27	3730209	50-X	40-X	1
28	3730210	50-X	40-X	1
29	3730211	50-X	40-X	1
30	3730212	50-X	40-X	1
31	3730213	50-X	40-X	1
32	3730214	50-X	40-X	1
33	3730215	50-X	40-X	1
34	3730216	50-X	40-X	1
35	3730217	50-X	40-X	1
36	3730218	50-X	40-X	1
37	3730219	50-X	40-X	1
38	3730220	50-X	40-X	1
39	3730221	50-X	40-X	1
40	3730222	50-X	40-X	1
41	3730223	50-X	40-X	1
42	3730224	50-X	40-X	1

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3	3730227	50-X	40-X	1
4	3730228	50-X	40-X	1
5	3730229	50-X	40-X	1
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7	3730231	50-X	40-X	1
8	3730232	50-X	40-X	1
9	3730233	50-X	40-X	1
10	3730234	50-X	40-X	1
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12	3730236	50-X	55-X	1
13	3730237	50-X	55-X	1
14	3730238	50-X	55-X	1
15	3730239	50-X	55-X	1
16	3730240	50-X	55-X	1
17	3730241	50-X	55-X	1
18	3730242	50-X	55-X	1
19	3730243	50-X	55-X	1
20	3730244	50-X	55-X	1
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22	3730246	50-X	55-X	1
23	3730247	50-X	55-X	1
24	3730248	50-X	55-X	1
25	3730249	50-X	55-X	1
26	3730254	50-X	65-B	1
27	3730255	50-X	65-B	1
28	3730256	50-X	65-B	1
29	3730257	50-X	65-B	1
30	3730258	50-X	65-B	1
31	3730259	50-X	65-B	1
32	3730260	50-X	65-B	1
33	3730261	50-X	65-B	1
34	3730262	50-X	65-B	1
35	3730263	50-X	65-B	1
36	3730264	50-X	65-B	1
37	3730265	50-X	65-B	1
38	3730266	50-X	65-B	1
39	3730267	50-X	65-B	1
40	3730268	50-X	65-B	1
41	3730269	50-X	65-B	1
42	3730270	50-X	65-B	1

1	3730271	50-X	65-B	1
2	3730272	50-X	65-B	1
3	3730273	50-X	65-B	1
4	3730274	50-X	65-B	1
5	3730275	50-X	65-B	1
6	3730290	50-X	65-B	1
7	3733014	40-X/85-B	55-X	1
8	3733017	40-X/85-B	55-X	1
9	3733018	40-X/85-B	55-X	1
10	3733019	40-X/85-B	55-X	1
11	3733020	40-X/85-B	55-X	1
12	3733020A	40-X/85-B	55-X	1
13	3733021	40-X/85-B	55-X	1
14	3733024	40-X/85-B	55-X	1
15	3733025	40-X/85-B	55-X	1
16	3733026	40-X/85-B	55-X	1
17	3733028	40-X/85-B	55-X	1
18	3733029	40-X/85-B	55-X	1
19	3733030	40-X/85-B	55-X	1
20	3733031	40-X/85-B	55-X	1
21	3733034	40-X/85-B	55-X	1
22	3733091	40-X/85-B	55-X	1
23	3733092	40-X/85-B	55-X	1
24	3733145	40-X/85-B	55-X	1
25	3733146	40-X/85-B	55-X	1
26	3733147	40-X/85-B	55-X	1
27	3733148	40-X/85-B	55-X	1
28	3733149	40-X/85-B	55-X	1
29	3733150	40-X/85-B	55-X	1
30	3733151	40-X/85-B	55-X	1
31	3733152	40-X/85-B	55-X	1
32	3733153	40-X/85-B	55-X	1
33	3733154	40-X/85-B	55-X	1
34	3733155	40-X/85-B	55-X	1
35	3733156	40-X/85-B	55-X	1
36	3733157	40-X/85-B	55-X	1
37	3733158	40-X/85-B	55-X	1
38	3752011	50-X	55-X	1
39	3752011A	50-X	55-X	1
40	3752012	40-X/85-B	55-X	1
41	3752014	40-X/85-B	55-X	1
42	3752015	40-X/85-B	55-X	1

1	3752017	40-X/85-B	55-X	1
2	3752018	40-X/85-B	55-X	1
3	3752019	40-X/85-B	55-X	1
4	3752023	40-X/85-B	55-X	1
5	3752024	40-X/85-B	55-X	1
6	3752026	40-X/85-B	55-X	1
7	3752027	40-X/85-B	55-X	1
8	3752028	40-X/85-B	55-X	1
9	3752032	40-X/85-B	55-X	1
10	3752033	40-X/85-B	55-X	1
11	3752036	40-X/85-B	55-X	1
12	3752095	40-X/85-B	55-X	1
13	3755003	50-X	65-B	8
14	3755004	50-X	65-B	8
15	3755005	50-X	65-B	8
16	3755010	50-X	55-X	8
17	3755012	50-X	55-X	8
18	3755014	50-X	55-X	8
19	3755015	50-X	55-X	8
20	3755016	50-X	55-X	8
21	3755017	50-X	55-X	8
22	3755018	50-X	55-X	8
23	3755019	50-X	55-X	8
24	3755021	50-X	55-X	8
25	3755022	50-X	55-X	8
26	3755023	50-X	55/65-B	8
27	3755024	50-X	40-X	8
28	3755027	40-X	55-X	8
29	3755029	40-X	55-X	8
30	3755033	40-X	55-X	8
31	3755034	40-X	55-X	8
32	3755041	40-X	55-X	8
33	3755044	40-X	55-X	8
34	3755049	40-X	55-X	8
35	3755050	40-X	55-X	8
36	3755052	40-X	55-X	8
37	3755053	40-X	55-X	8
38	3755054	40-X	55-X	8
39	3755056	40-X/50-X	65/75-B	8
40	3755065	40-X	55-X	8
41	3755066	40-X	55-X	8
42	3755067	50-X	40-X	8

1	3755071	50-X	40-X	8
2	3755073	50-X	65-B	8
2	3755074	50-X	65-B	8
3	3755075	50-X	65-B	8
	3755076	50-X	65-B	8
4	3755077	50-X	65-B	8
	3755078	50-X	65-B	8
5	3755079	50-X	65-B	8
6	3755081	50-X	40-X	8
6	3755083	50-X	40-X	8
7	3755084	50-X	40-X	8
	3755085	50-X	40-X	8
8	3755086	50-X	40-X	8
	3755097	50-X	65-B	8
9	3755098	50-X	65-B	8
	3755099	50-X	65-B	8
10	3755100	50-X	65-B	8
11	3755101	50-X	65-B	8
	3755102	50-X	40-X	8
12	3755103	50-X	40-X	8
	3755104	50-X	40-X	8
13	3755117	50-X	40-X	8
14	3755130	50-X	55/65-B	8
	3755131	50-X	65-B	8
15	3755132	50-X	65-B	8
	3755134	50-X	40-X	8
16	3755136	40-X	55-X	8
	3755137	40-X	55-X	8
17	3755152	50-X	40-X	8
18	3755153	50-X	40-X	8
	3755154	50-X	40-X	8
19	3755168	50-X	40-X	8
	3755169	50-X	40-X	8
20	3755170	50-X	40-X	8
	3755171	50-X	40-X	8
21	3755180	50-X	40-X	8
22	3755181	50-X	40-X	8
	3755182	50-X	40-X	8
23	3755183	50-X	40-X	8
	3755184	50-X	40-X	8
24	3755185	50-X	40-X	8
25	3755186	50-X	40-X	8

1	3755187	50-X	40-X	8
2	3755188	50-X	40-X	8
3	3755189	50-X	40-X	8
4	3755190	50-X	40-X	8
5	3755191	50-X	40-X	8
6	3755192	50-X	40-X	8
7	3755193	50-X	40-X	8
8	3755194	50-X	40-X	8
9	3755195	50-X	40-X	8
10	3755196	50-X	40-X	8
11	3755197	50-X	40-X	8
12	3755200	50-X	40-X	8
13	3755201	50-X	40-X	8
14	3755202	50-X	40-X	8
15	3755203	50-X	40-X	8
16	3755204	50-X	40-X	8
17	3755205	50-X	40-X	8
18	3755206	50-X	55-X	8
19	3755207	50-X	55-X	8
20	3755208	50-X	55-X	8
21	3755209	50-X	55-X	8
22	3755210	50-X	55-X	8
23	3755211	50-X	55-X	8
24	3755212	50-X	55-X	8
25	3755213	50-X	55-X	8
26	3755214	50-X	55-X	8
27	3755215	50-X	55-X	8
28	3755216	50-X	55-X	8
29	3755217	50-X	55-X	8
30	3755221	50-X	40-X	8
31	3755222	50-X	40-X	8
32	3755223	50-X	40-X	8
33	3755224	50-X	40-X	8
34	3756001	50-X	65-B	8
35	3756002	40-X	55-X	8
36	3756003	40-X	55/65-B	8
37	3756004	40-X	55-X	8
38	3756005	40-X	55-X	8
39	3756006	40-X	55-X	8
40	3756008	40-X	55-X	8
41	3756009	40-X	55-X	8
42	3756010	40-X	55-X	8



1	3756011	40-X	55-X	8
2	3756015	40-X	55-X/65-B	8
	3756019	40-X	45-X	8
3	3756020	40-X	45-X	8
	3756021	40-X	45-X	8
4	3756022	40-X	45-X	8
	3756023	40-X	45-X	8
5	3756024	40-X/50-X	45-X/65-B	8
	3756025	40-X	45-X	8
6	3756026	40-X	45-X	8
	3756027	40-X	45-X	8
7	3756028	40-X	45-X	8
	3756030	40-X	45-X	8
8	3756031	40-X	45-X	8
	3756032	40-X	55-X	8
9	3756033	50-X	65-B	8
10	3756034	50-X	65-B	8
	3756036	40-X/50-X	45-X/65-B	8
11	3756037	40-X/50-X	45-X/65-B	8
	3756038	50-X	65-B	8
12	3756039	50-X	65-B	8
	3756041	40-X/50-X	45-X/65-B	8
13	3756042	50-X	65-B	8
	3756043	50-X	65-B	8
14	3756044	50-X	65-B	8
	3756045	50-X	65-B	8
15	3756046	50-X	65-B	8
	3756047	50-X	65-B	8
16	3757001	40-X	40/55-X	8
	3757002	40-X	40/55-X	8
17	3757002A	40-X	40/55-X	8
	3757002B	40-X	40/55-X	8
18	3757005	40-X	40/55-X	8
	3757007	40-X	40/55-X	8
19	3757008	40-X	40/55-X	8
	3757009	40-X	40/55-X	8
20	3757010	40-X	40/55-X	8
	3757011	40-X	40/55-X	8
21	3757024	40-X	40/55-X	8
	3757026	40-X	40/55-X	8
22	3757027	40-X	40/55-X	8
	3757029	40-X	40/55-X	8

1	3757030	40-X	40/55-X	8
2	3757032	40-X	40/55-X	8
3	3757032A	40-X	40/55-X	8
4	3757033	40-X	40/55-X	8
5	3757034A	40-X	40/55-X	8
6	3757035	40-X	40/55-X	8
7	3757037	40-X	40/55-X	8
8	3757045	40-X	40/55-X	8
9	3757046	40-X	40/55-X	8
10	3757049	40-X	40/55-X	8
11	3757067	40-X	40/55-X	8
12	3757068	40-X	40/55-X	8
13	3757069	40-X	40/55-X	8
14	3757077	40-X	40/55-X	8
15	3757078	40-X	40/55-X	8
16	3757079	40-X	40/55-X	8
17	3757080	40-X	40/55-X	8
18	3757081	40-X	40/55-X	8
19	3757082	40-X	40/55-X	8
20	3757083	40-X	40/55-X	8
21	3757084	40-X	40/55-X	8
22	3757085	40-X	40/55-X	8
23	3757086	40-X	40/55-X	8
24	3757087	40-X	40/55-X	8
25	3757088	40-X	40/55-X	8
26	3757089	40-X	40/55-X	8
27	3757090	40-X	40/55-X	8
28	3757091	40-X	40/55-X	8
29	3757092	40-X	40/55-X	8
30	3757093	40-X	40/55-X	8
31	3757094	40-X	40/55-X	8
32	3757095	40-X	40/55-X	8
33	3757096	40-X	40/55-X	8
34	3757097	40-X	40/55-X	8
35	3757098	40-X	40/55-X	8
36	3757099	40-X	40/55-X	8
37	3757100	40-X	40/55-X	8
38	3757101	40-X	40/55-X	8
39	3757102	40-X	40/55-X	8
40	3757103	40-X	40/55-X	8
41	3757104	40-X	40/55-X	8
42	3757105	40-X	40/55-X	8

1	3757106	40-X	40/55-X	8
2	3757107	40-X	40/55-X	8
3	3757108	40-X	40/55-X	8
4	3757109	40-X	40/55-X	8
5	3757110	40-X	40/55-X	8
6	3757111	40-X	40/55-X	8
7	3757112	40-X	40/55-X	8
8	3757113	40-X	40/55-X	8
9	3757114	40-X	40/55-X	8
10	3757115	40-X	40/55-X	8
11	3757116	40-X	40/55-X	8
12	3757117	40-X	40/55-X	8
13	3757118	40-X	40/55-X	8
14	3757119	40-X	40/55-X	8
15	3757120	40-X	40/55-X	8
16	3757121	40-X	40/55-X	8
17	3757122	40-X	40/55-X	8
18	3757123	40-X	40/55-X	8
19	3757124	40-X	40/55-X	8
20	3757125	40-X	40/55-X	8
21	3757126	40-X	40/55-X	8
22	3757127	40-X	40/55-X	8
23	3757128	40-X	40/55-X	8
24	3757129	40-X	40/55-X	8
25	3757130	40-X	40/55-X	8
	3757131	40-X	40/55-X	8
	3757132	40-X	40/55-X	8
	3757133	40-X	40/55-X	8
	3757134	40-X	40/55-X	8
	3757135	40-X	40/55-X	8
	3757136	40-X	40/55-X	8
	3757137	40-X	40/55-X	8
	3757138	40-X	40/55-X	8
	3757139	40-X	40/55-X	8
	3757140	40-X	40/55-X	8
	3757141	40-X	40/55-X	8
	3757142	40-X	40/55-X	8
	3757173	40-X	40/55-X	8
	3757174	40-X	40/55-X	8
	3759041	50-X	105-J	8
	3759042	105-K	105-J	8
	3777005	50-X	40-X	1

1	3777007	50-X	40-X	1
2	3777009	50-X	40-X	1
3	3777011	50-X	40/55-X	1
4	3777013	50-X	40-X	1
5	3777023	50-X	40-X	1
6	3777024	50-X	40-X	1
7	3777025	50-X	40-X	1
8	3777026	50-X	40-X	1
9	3777027	50-X	40-X	1
10	3777028	50-X	40/55-X	1
11	3777029	50-X	40/55-X	1
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42	3784071	50-X	40/55-X	8

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16	3786184	65-X	65-B	8
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	3786201	65-X	65-B	8
	3786202	65-X	65-B	8
	3786203	65-X	65-B	8
	3786204	65-X	65-B	8
	3786205	65-X	65-B	8
	3786206	65-X	65-B	8
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6	3786216	65-X	65-B	8
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8	3786218	65-X	65-B	8
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12	3786222	65-X	65-B	8
13	3786223	65-X	65-B	8
14	3786224	65-X	65-B	8
15	3786225	65-X	65-B	8
16	3786226	65-X	65-B	8
17	3786227	65-X	65-B	8
18	3786228	65-X	65-B	8
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20	3786230	65-X	65-B	8
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40	3786250	65-X	65-B	8
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42	3786252	65-X	65-B	8

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Section 4. Effective Date. This ordinance shall become effective 30 days from the date of passage.

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

By: \_\_\_\_\_  
ANDREA RUIZ-ESQUIDE  
Deputy City Attorney





# SAN FRANCISCO PLANNING DEPARTMENT

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## Exhibit VI-1: Administrative Code Amendments Case Report

HEARING DATE: DECEMBER 6, 2012

*Date:* November 29, 2012  
*Case No.:* **2008.0877MTZU**  
*Western SoMa Area Plan –  
Administrative Code 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**

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

Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

Planning  
Information:  
**415.558.6377**

### DESCRIPTION

The San Francisco Planning Department is seeking to adopt and implement the Western SoMa Community Plan.

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

In addition to General Plan, Planning Code, and Zoning Map amendments related to the Plan, the Planning Commission and Board of Supervisors will consider and adopt a Plan Program Implementation Document. The Program Implementation document inventories the public improvements recommended by the Plan and lays out a Funding Program to allocate projected revenues from new and existing funding sources to these improvements. The Board of Supervisors, with input from the Interagency Plan Implementation Committee ("IPIC"), shall monitor and allocate revenues according to these proportional allocations based on actual revenues over time and the readiness of the various public improvements for expenditure.

Chapter 10E establishes monitoring programs for various adopted plans, including the Eastern Neighborhoods Plan. Reporting on outcomes and implementation of the Western SoMa Community Plan, adopted as an Area Plan, would be explicitly incorporated into the existing monitoring program for the Eastern Neighborhoods Plan Area required by Chapter 10E. Additionally, the existing four non-voting members of the Eastern Neighborhoods Citizens Advisory Committee ("CAC") would be converted to full-voting members.

Chapter 36 of the Administrative Code establishes the IPIC, a body which tracks existing and projected Plan revenues, makes recommendations on expenditures of Plan revenues, and coordinates City agency work programs to forward implementation of the Plan's improvement projects. As part of the Eastern Neighborhoods Plan Area, the Western SoMa Community Plan would be administered and monitored through certain established procedures and review bodies, including the IPIC. The IPIC bases its recommendations on the Plan's Program Implementation Document.

## **PRELIMINARY STAFF RECOMMENDATION**

Staff recommends adoption of the draft Resolution recommending approval of the draft amendments to the Administrative Code.

## **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**

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

## **ATTACHMENTS**

Exhibit VI-2 Draft Resolution Recommending Approval of the draft Administrative Code Amendments

Exhibit VI-3 Draft Administrative Code Amendments Ordinance



# SAN FRANCISCO PLANNING DEPARTMENT

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## Planning Commission Draft Resolution

HEARING DATE DECEMBER 6, 2012

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

Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

Planning  
Information:  
**415.558.6377**

*Date:* November 29, 2012  
*Case No.:* **2008.0877EMTZU**  
*Western SoMa Area Plan –  
Administrative Code 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 TO RECOMMEND AMENDMENTS TO THE SAN FRANCISCO ADMINISTRATIVE CODE PURSUANT TO THE ADOPTION OF THE WESTERN SOMA COMMUNITY PLAN

WHEREAS the San Francisco Planning Department is seeking to adopt and implement the Western SoMa Community Plan. In addition to General Plan, Planning Code, and Zoning Map amendments related to the Plan, the Planning Commission and Board of Supervisors will consider and adopt Administrative Code amendments relating to Plan monitoring and City decision-making regarding implementation of the Plan. Underlying these Administrative Code amendments is a Plan Program Implementation Document. The Program Implementation document inventories the public improvements recommended by the Plan and lays out a Funding Program to allocate projected revenues from new and existing funding sources to these improvements. In order to implement the public improvements recommended by the Plan and the Funding Program contained in the Program Implementation Document, certain amendments to the Administrative Code are required. Reporting on outcomes and implementation of the Western SoMa Area Plan would be explicitly incorporated into the existing monitoring program for the Eastern Neighborhoods Program Area required by Chapter 10E.

Proposed amendments to the Administrative Code are attached hereto as Exhibits VI-3.

The Planning Commission incorporates by reference the general findings and overview concerning the Western SoMa Community Plan as set forth in Planning Commission Resolution No. \_\_\_\_ governing General Plan amendments.

Prior to considering relevant amendments to the General Plan, Planning Code, Zoning Maps and other actions related to implementing the Western SoMa Community Plan, the Planning Commission adopted Motion No. \_\_\_\_ certifying the Final Environmental Impact Report for the

Western SoMa Community Plan in accordance with the California Environmental Quality Act (CEQA). The Planning Commission also adopted Motion No. \_\_\_\_\_ adopting CEQA Findings related to the Western SoMa Community Plan.

NOW, THEREFORE, BE IT RESOLVED, the Commission adopts and incorporates by reference the CEQA Findings in Commission Motion No. \_\_\_\_\_;

AND BE IT FURTHER RESOLVED, that the Planning Commission finds that the proposed amendments to the Administrative Code are necessary to implement the Western SoMa Community Plan;

AND BE IT FURTHER RESOLVED, that the Commission recommends the amendments to the Administrative Code hereto attached as Exhibit VI-3, 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:

NOES:

ABSENT:

ADOPTED: December 6, 2012

\*Note: A draft ordinance with the amendments, approved as to form by the City Attorney, will be provided prior to the December 6 hearing.

[Adding the Western SoMa Area Plan to the Eastern Neighborhoods Area Plans Monitoring Program.]

**Ordinance amending the Administrative Code Chapter 10E.2 to integrate the Western SoMa Plan into the Eastern Neighborhoods Monitoring Program for purposes of reviewing the effectiveness of the Western SoMa Area Plan and inclusion of the Western SoMa Area Plan into the Eastern Neighborhoods reporting requirement, Eastern Neighborhoods capital expenditures plan, and the Eastern Neighborhoods Citizens Advisory Committee; and adopting environmental findings.**

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

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

Section 1. In accordance with the actions contemplated herein, this Board adopted Ordinance No. \_\_\_\_\_, that included findings pursuant to the California Environmental Quality Act (California Public Resources Code sections 21000 et seq.). A copy of said Ordinance is on file with the Clerk of the Board of Supervisors in File No. \_\_\_\_\_ and is incorporated by reference herein.

Section 2. The San Francisco Administrative Code is hereby amended by amending Chapter 10E.2 as follows:

SEC. 10E.2. EASTERN NEIGHBORHOODS AREA PLANS MONITORING PROGRAM.

(a) FINDINGS.

(1) The Board of Supervisors and the Planning Commission have adopted the Eastern Neighborhoods Area Plans as part of the General Plan of the City

1 and County of San Francisco as further described in Ordinance Nos. 297-08, 298-08,  
2 299-08, and \_\_\_\_\_ copies of which are on file with the Clerk of the Board of Supervisors  
3 in File Nos. 081152, 081153, 081154, and \_\_\_\_\_, and are incorporated herein by  
4 reference. The Area Plans outline specific goals that cumulatively frame the  
5 community's vision for the management of growth and development in the Eastern  
6 Neighborhoods (East SoMa, Western SoMa, Mission, Showplace Square/Potrero Hill,  
7 and Central Waterfront).

8 (2) The Eastern Neighborhoods Area Plans introduce innovative policies  
9 and land use controls to achieve the Plan goals. Successful realization of the Plan's  
10 goals requires a coordinated implementation of land use controls, community and public  
11 service delivery, key policies, and community infrastructure improvements.

12 (3) The Eastern Neighborhoods Area Plans also establish general public  
13 improvements and amenities needed to meet the needs of both existing residents, as  
14 well as those needs generated by new development, and identified these in the Eastern  
15 Neighborhoods Needs Assessment and Western SoMa Needs Assessment. A copy of ~~this~~  
16 these documents ~~is~~ is-are on file with the Clerk of the Board of Supervisors in File No.  
17 081155 and \_\_\_\_\_ and is incorporated herein by reference.

18 (4) In order to ensure a Citywide commitment to implementation of the  
19 Eastern Neighborhoods Area Plans, the implementing agencies identified in each Plan's  
20 Implementation Matrix, including the Arts Commission, Department of Building  
21 Inspection (DBI), Department of Public Health (DPH), Division of Emergency Services  
22 (DEM), Capital Planning Committee, City Administrator's Office, Controller's Office,  
23 Department of Public Works (DPW), Human Services Agency (HSA), Mayor's Office on  
24 Community Investment (MOCI), Mayor's Office of Education, Mayor's Office of Housing  
25 (MOH), Office of Economic and Workforce Development (OEWD), or successor offices,

1 Planning Department, Port of San Francisco, Public Utilities Commission (PUC),  
2 Recreation and Park Department (RPD), San Francisco County Transportation  
3 Authority (SFCTA), San Francisco Unified School District (SFUSD), San Francisco  
4 Municipal Transportation Agency (SFMTA), and other necessary agencies, shall be  
5 responsible for making progress towards the Plan's policies and implementation  
6 measures; for budgeting revenue towards such implementation where possible; and for  
7 cooperating with the Planning Department to report on such progress.

8 (5) In order to ensure a balanced implementation of the Eastern  
9 Neighborhoods Area Plans, the Planning Department shall institute a formal monitoring  
10 program for the Area Plan policies and implementation measures. This monitoring  
11 program shall provide basic statistics on development activity, housing construction,  
12 and infrastructure improvements in the Eastern Neighborhoods Plan Areas, and shall  
13 evaluate the effectiveness of the Plans' implementation according to growth in the Plan  
14 Areas.

15 (6) The purpose of this Monitoring Program shall be to provide rigorous  
16 monitoring and review of the effectiveness of the Eastern Neighborhoods Area Plans, to  
17 ensure rational growth in these neighborhoods, and to ensure implementation of  
18 improvements to accompany this growth. The program shall monitor progress towards  
19 the Eastern Neighborhoods Area Plans' objectives and policies, by evaluating  
20 advancement according to each Plan's matrix of implementation actions; and measure  
21 the balance of growth against needed improvements, according to standards  
22 established in the Eastern Neighborhoods Needs Assessment.

23 (b) REPORTING REQUIREMENTS.

24 (1) **Report.** By July 1st two years after Plan adoption, and on July 1st  
25 every five years thereafter, the Planning Department shall prepare a report detailing

1 development activity, housing construction, and infrastructure improvements in the  
2 Eastern Neighborhoods Plan Area. The information shall be presented to the Board of  
3 Supervisors, Planning Commission, the Citizens Advisory Committee, and Mayor, and  
4 shall also include recommendations for measures deemed appropriate to deal with the  
5 impacts of neighborhood growth.

6 (2) Time Period and Due Date. Reporting shall be presented by July 1st  
7 two years after Plan adoption to address the time period since Plan adoption; and by  
8 July 1st during each required year thereafter to address the five calendar years  
9 immediately preceding.

10 (3) Data Source. The Planning Department shall assemble data for the  
11 purpose of providing the reports. City records shall be used wherever possible. Outside  
12 sources shall be used when data from such sources are reliable, readily available and  
13 necessary in order to supplement City records. When data is not available for the exact  
14 boundaries of the Plan Area, a similar geography will be used and noted.

15 (4) Eastern Neighborhoods Implementation Matrix. The report shall  
16 review progress toward each implementation measure specified in each Plan's  
17 Implementation Matrix. Copies of these matrices are on file with the Clerk of the Board  
18 of Supervisors in File No. 081155 *and* \_\_\_\_\_ and are incorporated herein by reference.  
19 It shall evaluate the actions of each responsible agency/ies according to the timeline  
20 specified in the Implementation Matrix, and recommend amendments to implementation  
21 measures where relevant. All departments responsible for implementation measures  
22 shall cooperate and furnish information relating to their responsibilities as stated in the  
23 matrices.

24 (5) Development Activity. The report shall detail all development activity  
25 in the Plan Area over the Monitoring Period, including additions and deletions of



1 residential and commercial space, and shall include unit size and bedroom count of  
2 units constructed, retail space and employment generated, conversions and other  
3 development statistics. The monitoring program shall include the following categories of  
4 information:

5 (A) Office Space. Amount of office space constructed in preceding  
6 years and related employment.

7 (B) Visitor and Hotel Space. Amount of hotel rooms constructed in  
8 preceding years and related employment.

9 (C) Retail Space. Amount of retail space constructed in preceding  
10 years and related employment.

11 (D) Business Formation and Relocation. An estimate of the rate of  
12 the establishment of new businesses and business and employment relocation trends  
13 and patterns within the City and the Bay Area.

14 (E) Housing. An estimate of the number of housing units newly  
15 constructed, demolished, or converted to other uses.

16 (6) Public Benefit. The report shall detail the construction of any  
17 improvements or infrastructure as described in the Eastern Neighborhoods Public  
18 Benefits Program, a copy of which is on file with the Clerk of the Board of Supervisors in  
19 File No. 081155 and is incorporated herein by reference. The report shall include the  
20 following categories of information:

21 (A) Inclusionary Housing Program. A summary of the number and  
22 income mix of units constructed or assisted through this program, an analysis of units  
23 constructed within each alternative, including new alternatives established for the  
24 Eastern Neighborhoods UMU districts.

25

1 (B) Jobs/Housing Linkage Program. A summary of the operation of  
2 the Jobs/Housing Linkage Program (formerly the Office Affordable Housing Production  
3 Program) and the Housing Affordability Fund, identifying the number and income mix of  
4 units constructed or assisted with these monies.

5 (C) Streetscape, Transportation, and Public Realm. A detailed  
6 description of any transportation serving infrastructure completed in the preceding five  
7 years, including transit, pedestrian, bike, traffic and other modes of transportation.

8 (D) Open Space and Recreational Facilities. A summary of new  
9 parks, trails, public rights-of-way, recreational facilities or activity space completed to  
10 serve the purposes of recreation in the preceding five years, as well as any  
11 improvements to parks or recreational facilities.

12 (E) Community Facilities. An assessment of the existing service  
13 capacity of community services and facilities, and of any new services or facilities  
14 joining the neighborhood in the past five years. This shall include a review of child care,  
15 library services and any other categories deemed relevant, such as health care centers,  
16 human services, and cultural centers.

17 (F) Neighborhood Serving Businesses. An assessment of  
18 neighborhood serving businesses in the area, including their establishment,  
19 displacement, and economic health.

20 (7) Fees and Revenues. The report shall monitor expenditure of all  
21 implemented fees, including the Eastern Neighborhoods Impact Fee and all Citywide  
22 fees, and tax revenue, as listed below. It shall report on studies and implementation  
23 strategies for additional fees and programming.

1 (A) Impact Fee. A summary of the collected funds from the Eastern  
2 Neighborhoods Impact Fee collected from development, and a detailed accounting of its  
3 expenditure over that same period.

4 (B) Fiscal Revenues. An estimate of the net increment of revenues  
5 by type (property tax, business taxes, hotel and sales taxes) from all uses.

6 (C) Fee Adjustments.

7 (i) The Planning Department shall review the amount of the  
8 Eastern Neighborhoods fee against any increases in construction costs, according to  
9 changes published in the Construction Cost Index published by Engineering News  
10 Record, or according to another similar cost index should there be improvements to be  
11 funded through the Eastern Neighborhoods Impact Fee as listed in the Eastern  
12 Neighborhoods Program.

13 (ii) The Planning Department shall review the level of the Eastern  
14 Neighborhoods housing requirements and fees to ensure they are not so high as to  
15 prevent needed housing or commercial development.

16 (8) Agency Responsibilities. All implementing agencies identified in the  
17 Eastern Neighborhoods Implementation Matrix shall be responsible for:

18 (A) Reporting to the Planning Department, for incorporation into the  
19 Monitoring report, on action undertaken in the previous reporting period to complete the  
20 implementation actions under their jurisdiction, as referenced in the Eastern  
21 Neighborhoods Implementation Matrix.

22 (B) Providing an analysis of the actions to be completed in the next  
23 reporting period, for incorporation into the Monitoring report, including a description of  
24 the integrated approach that will be used to complete those tasks.

25

1 (i) To the extent the Agencies identified in the Implementation  
2 Matrix are outside the jurisdiction of this Board, this Board hereby urges such Agencies  
3 to participate in this process.

4 (9) Budget Implications. In cooperation with the Annual Progress reports  
5 required by Administrative Code Chapter 36.4, and prior to the annual budget process,  
6 the Board shall receive a presentation by the Interagency Planning and Implementation  
7 Committee and its member agencies to describe how each agency's proposed annual  
8 budget advances the Plans' objectives, including specific projects called for by this  
9 section. The Board of Supervisors shall give particular consideration to proposed  
10 agency budgets that meet the implementation responsibilities as assigned by the City's  
11 General Plan, including the Eastern Neighborhoods Implementation Matrix. Budget  
12 proposals that do not include items to meet these implementation responsibilities shall  
13 respond to Board inquiries as to why inclusion was not possible.

14 (c) EASTERN NEIGHBORHOODS CAPITAL EXPENDITURE  
15 EVALUATION.

16 (1) Purpose. The Board of Supervisors and the Planning Commission  
17 have adopted the Eastern Neighborhoods Area Plans in part to further the  
18 implementation of capital improvements within the neighborhoods affected by new  
19 development, as described in the Eastern Neighborhoods Public Benefits Program and  
20 incorporated herein by reference. A Capital Expenditure Evaluation, in conjunction with  
21 the Plan's Monitoring Programs, will provide a means to measure the balance of growth  
22 against these needed improvements, and to evaluate the effectiveness of the Plans'  
23 implementation as growth occurs.

24 (2) Controls.  
25

1 (A) Reporting Requirements. By July 1st five years after Plan  
2 adoption, and every five years thereafter, the Planning Department shall submit to the  
3 Board of Supervisors and the Office of the Controller an Eastern Neighborhoods Capital  
4 Expenditure Evaluation Report. The Eastern Neighborhoods Capital Expenditure  
5 Evaluation Report shall specifically report the amount of funds collected to date from the  
6 Eastern Neighborhoods Impact Fee. The Capital Expenditure Evaluation Report shall  
7 also describe how these funds have been allocated or spent for the purpose of  
8 developing capital projects as identified in the Eastern Neighborhoods Priority Capital  
9 Project list. The Capital Expenditure Evaluation shall specifically report on allocations of  
10 funds or expenditures, based on their percentages share of the total fees collected to  
11 date, toward the following Eastern Neighborhoods Priority Capital Project development  
12 activities: planning, design, environmental review, approval, and implementation. For  
13 the purposes of this section, the "Eastern Neighborhoods Priority Capital Project List"  
14 shall mean a list of capital projects which are a priority subset of the full Eastern  
15 Neighborhoods Public Benefits Program as set forth in the Eastern Neighborhoods  
16 Interdepartmental Memorandum of Understanding and amended from time to time by  
17 the Planning Commission with advice from the Eastern Neighborhoods Citizens  
18 Advisory Committee. A draft copy of said memorandum is on file with the Clerk of the  
19 Board of Supervisors in File No. 081446 and is incorporated herein by reference,

20 (B) Office of Controller Assessment. Within 60 days of receiving the  
21 Eastern Neighborhoods Capital Expenditure Evaluation Report, the Controller shall  
22 assess whether funds collected from the Eastern Neighborhoods Impact Fee are being  
23 effectively utilized for capital projects included on the Eastern Neighborhoods Priority  
24 Capital Project List, and whether such projects are successfully advancing towards  
25 implementation. For the purposes of this section, "effectively utilized" shall mean

1 approximately eighty percent of total Eastern Neighborhoods impact fees collected in  
2 each Improvement Type category (as identified in Tables 423.5 and 423.5A) upon  
3 issuance of the Eastern Neighborhoods Capital Expenditure Evaluation Report have  
4 been allocated to one or more of the projects identified in the Eastern Neighborhoods  
5 Priority Capital Projects list, whether or not such projects have been approved or  
6 completed, or that all projects in that Improvement Type category have been funded. On  
7 or after the ten-year anniversary of Plan Adoption the Controller shall also consider  
8 whether projects that were initially funded by the issuance of the five year report, or any  
9 subsequent updated or revised report, have been fully funded and/or completed,  
10 assuming sufficient funds are available from the Eastern Neighborhoods impact fees  
11 collected to date.

12 (C) **Inclusion in Annual Capital Plan.** Each year the Planning  
13 Department shall submit for inclusion into the City and County of San Francisco  
14 Proposed Capital Plan for the current fiscal year, in accordance with Sections 3.20 et  
15 seq., a schedule of capital improvements to be funded, developed and implemented  
16 within the Eastern Neighborhoods, by neighborhood. That schedule shall illustrate costs  
17 and revenue streams, total projects costs and the proposed timeline for implementation.

18 (d) **INTEGRATED PDR REPORTING.**

19 (1) The owner of any property subject to an Integrated PDR Notice of  
20 Special Restrictions (NSR) recorded pursuant to Planning Code Section 328 is required  
21 to ensure that any new tenants or new occupants of any space that is permitted as  
22 Integrated PDR contact the Integrated PDR Program of the Office of Economic and  
23 Workforce Development (OEWD), or its successor, to register their respective  
24 Integrated PDR business with OEWD's Integrated PDR Program Database and that  
25

1 these same businesses continually update OEWD's PDR Program Database on an  
2 annual basis.

3 (2) Upon successful registration of a new Integrated PDR business,  
4 OEWD will provide each individual Integrated PDR business registrant with a dated  
5 receipt acknowledging that the subject Integrated PDR business has newly registered or  
6 updated their existing registration with OEWD. This receipt shall be referred to as an  
7 "Integrated PDR Registration Record" for purposes of this Section and Planning Code  
8 Section 328. If an Integrated PDR business failed to register for an Integrated PDR  
9 Registration Record as of December 31st of the subject year, the OEWD is prohibited  
10 from issuing a receipt for that year.

11 (3) It is the responsibility of the owner of any property subject to an  
12 Integrated PDR NSR recorded pursuant to Planning Code Sections 328 to collect and  
13 retain copies of any Integrated PDR Registration Records obtained by any tenant or  
14 occupant in a property subject to this Section.

15 (4) Property owners who cannot provide sufficient evidence in the form  
16 of Integrated PDR Registration Records to demonstrate to the Planning Department that  
17 current and former occupants of any Integrated PDR space have satisfied the initial  
18 registration and annual reporting requirements outlined in this Section will not be eligible  
19 for any waivers or reductions of Outstanding Discount-Program Fees as set forth in  
20 Planning Code Section 328.

21 (5) OEWD, or its successor, shall make available summary reports of  
22 any and all Integrated PDR business data collected pursuant to this program at the  
23 request of the Planning Department staff or the Planning Commission, as necessary for  
24 their enforcement of any provisions of the Planning Code or for general information.  
25

1 (6) OEWD, or its successor, shall provide a 5-year summary report on  
2 the status of employment of disadvantaged workers, as defined in Planning Code  
3 Section 328(b)(2) and the profile of all businesses registered under this program within  
4 6 months of the 5-year anniversary of the adoption of this Section. This summary report  
5 shall contain data on the total number and types of businesses occupying Integrated  
6 PDR space, as well the total percentage share of the total workforce employed by  
7 businesses occupying Integrated PDR space that qualify as disadvantaged workers as  
8 of the 5-year anniversary of the effective date of this Section.

9 (e) EASTERN NEIGHBORHOODS CITIZENS ADVISORY COMMITTEE.

10 (1) Establishment and Purpose. An Eastern Neighborhoods Citizens  
11 Advisory Committee (CAC) is hereby established. Within 6 months of adoption of the  
12 Eastern Neighborhoods Area Plan and related Planning Code changes, the Mayor and  
13 the Board of Supervisors shall have appointed all members to the CAC. The CAC shall  
14 be the central community advisory body charged with providing input to City agencies  
15 and decision makers with regard to all activities related to implementation of the Eastern  
16 Neighborhoods Area Plans. The CAC is established for the purposes of providing input  
17 on the prioritization of Public Benefits, updating the Public Benefits program, relaying  
18 information to community members in each of the four neighborhoods regarding the  
19 status of development proposals in the Eastern Neighborhoods, and providing input to  
20 Plan Area monitoring efforts as appropriate. The CAC shall be advisory, as appropriate,  
21 to the Planning Department, the Interagency Planning & Implementation Committee  
22 (IPIC), the Planning Commission and the Board of Supervisors. The CAC may perform  
23 the following functions as needed:

24 (A) Collaborate with the Planning Department and the Interagency  
25 Plan Implementation Committee on prioritizing the community improvement projects



1 and identifying implementation details as part of annual expenditure program that is  
2 adopted by the Board of Supervisors;

3 (B) Provide an advisory role in a report-back process from the  
4 Planning Department on enforcement of individual projects' compliance with the Area  
5 Plans standards and on specific conditions of project approvals so that those  
6 agreements will be more effectively implemented;

7 (C) Collaborate with the Planning Department and relevant city  
8 agencies in the monitoring of the Plans' implementation program at approximately every  
9 fifth year, in coordination with the Monitoring Program required by the Administrative  
10 Code Section 10.E; and provide input to Plan Area monitoring efforts for required time-  
11 series reporting.

12 (2) Representation and Appointments.

13 (A) The CAC shall consist 19 members representing the diversity of  
14 the Eastern Neighborhoods; key stakeholders, including resident renters, resident  
15 homeowners, low-income residents, local merchants, established neighborhood groups  
16 within the Plan Area; and other groups identified through refinement of the CAC  
17 process. *The 19 members of the CAC shall be comprised of 15 voting members and 4 non-*  
18 *voting members as set forth below.*

19 (B) All members shall live, work, own property or own a business in  
20 the Eastern Neighborhoods Plan Area they are appointed to represent. *For purposes of*  
21 *this Subsection, the Eastern Neighborhoods Plan Area also shall include the Western SoMa*  
22 *Planning Area Special Use District as set forth in Planning Code Section 823.*

23 (C) The Board of Supervisors shall appoint a total of eleven<sup>nine</sup>  
24 members to the CAC, *with two members representing each of the four Eastern Neighborhoods*  
25 *Plan Areas. Based on this representational requirement and the Supervisorial District*

1 boundaries, the District ~~6 and~~ 10 Supervisor~~s~~ shall nominate 4 four CAC members, the  
2 ~~District 6 and~~ District 9 Supervisor~~s~~ shall nominate two CAC members, and the District 8  
3 Supervisor shall nominate one CAC member. The appointment of each of the Board's  
4 CAC nominees shall be confirmed by the full Board of Supervisors.

5 (D) The Mayor shall appoint a total of ~~eight~~~~six~~ members, with one  
6 voting member representing each of the ~~five~~~~four~~ neighborhoods, and ~~three~~~~two~~ voting at-  
7 large members. ~~In addition, the Mayor shall appoint two non voting at large members.~~

8 (EF) Members shall serve for two-year terms, but those terms shall  
9 be staggered such that, of the initial membership, some members will be randomly  
10 selected to serve four year terms and some will serve two year terms.

11 (E) ~~The Western SoMa Planning Area Task Force shall appoint two non-~~  
12 ~~voting members representing the Western SoMa Planning Area Special Use District. Should the~~  
13 ~~Task Force be terminated or otherwise stop meeting for a period of 6 months or more, the Board~~  
14 ~~President shall appoint the members representing the Western SoMa Planning Area Special Use~~  
15 ~~District. In either case, these CAC members shall be confirmed by the full Board of Supervisors.~~

16 (FG) At the first official meeting of the CAC, which shall not occur  
17 until at least 13 voting members of the CAC have been appointed by the respective  
18 appointment process, a lottery shall be conducted in order to randomly select four  
19 Board of Supervisors appointees and two Mayoral appointees to serve four-year terms.  
20 At a subsequent meeting, when the final two voting members of the CAC have been  
21 appointed by the respective appointment process, a lottery shall be conducted in order  
22 to randomly select which member shall serve a four-year term. At a subsequent  
23 meeting, when the four non-voting members of the CAC have been appointed by the  
24 respective appointment process, a lottery shall be conducted in order to randomly select  
25 one Western SoMa Planning Area Special Use District member and one Mayoral

1 appointee to serve a four-year term. The terms of the final two voting members and all  
2 non-voting members shall be deemed to start on the date of the first official meeting of  
3 the CAC.

4 (GH) The Board of Supervisors and, Mayor, ~~or Western SoMa Planning~~  
5 ~~Area Task Force~~ may renew a member's term by repeating the respective appointment  
6 process.

7 ~~(I) If the Board of Supervisors approves legislation to establish an area-~~  
8 ~~specific impact fee for all or a portion of the Western SoMa Planning Area Special Use District~~  
9 ~~and the fee is integrated into the Eastern Neighborhoods Impact Fee, the four non-voting~~  
10 ~~members of the CAC shall automatically become voting members on the effective date of said~~  
11 ~~legislation.~~

12 (3) Committees or Working Groups of the CAC: According to procedures  
13 set forth in bylaws adopted by the CAC, the CAC may, at its discretion create  
14 subcommittees or working groups based around geographic areas or functional issues.  
15 Each of these subcommittees or working groups shall contain at least one CAC member  
16 who is eligible to vote, but may also be comprised of individuals who are not members  
17 of the CAC. If a non-voting member of the CAC serves on a subcommittee or working  
18 group that individual may act as a voting member of the subcommittee or working  
19 group.

20 (4) Staffing for Eastern Neighborhoods Citizens Advisory Committee:  
21 The Planning Department or Interagency Plan Implementation Committee shall  
22 designate necessary staffing from relevant agencies to the CAC, as needed to complete  
23 the responsibilities and functions of the CAC described in this code. To the extent  
24 permitted by law, staffing and administrative costs for the CAC shall be funded through  
25 the Eastern Neighborhoods Public Benefits Fund. Staff shall participate in the

1 Interagency Planning and Implementation Committee as set forth in Administrative  
2 Code Section 36.

3 (5) The Eastern Neighborhoods CAC will automatically terminate on  
4 December 31, 2020, unless the Board of Supervisors extends the CAC's term by  
5 Ordinance.

6  
7 Section 3. Effective Date. This ordinance shall become effective 30 days from  
8 the date of passage.

9  
10 Section 4. This section is uncodified. In enacting this Ordinance, the Board  
11 intends to amend only those words, phrases, paragraphs, subsections, sections,  
12 articles, numbers, punctuation, charts, diagrams, or any other constituent part of the  
13 Name of Code here Code that are explicitly shown in this legislation as additions,  
14 deletions, Board amendment additions, and Board amendment deletions in accordance  
15 with the "Note" that appears under the official title of the legislation.

16

17

18 APPROVED AS TO FORM:

19 DENNIS J. HERRERA, City Attorney

20

21

22 By: \_\_\_\_\_

23 ANDREA RUIZ-ESQUIDE

24 Deputy City Attorney

25



# SAN FRANCISCO PLANNING DEPARTMENT

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## Exhibit VII-1: Approval of Program Implementation Document Case Report

HEARING DATE: DECEMBER 6, 2012

*Date:* November 29, 2012  
*Case No.:* **2008.0877MTZU**  
*Western SoMa Area Plan –  
Approval of Plan Program Implementation Document*  
*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**

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### DESCRIPTION

The San Francisco Planning Department is seeking to adopt and implement the Western SoMa Community Plan.

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

In addition to General Plan, Planning Code, and Zoning Map amendments related to the Plan, the Planning Commission and Board of Supervisors will consider and adopt a Plan Program Implementation Document. The Program Implementation document inventories the public improvements recommended by the Plan and lays out a Funding Program to allocate projected revenues from new and existing funding sources to these improvements. The Funding Program projects total net new Plan revenues from Plan Impact Fees of approximately \$42 million. Plan revenues will be administered by the Board of Supervisors based on recommendations by the Interagency Plan Implementation Committee.

One of the key objectives of the Western SoMa Community Plan is to raise revenue from new development for public infrastructure to support continued growth in the Plan area, including circulation, streetscape, community facilities, open space, and other transit improvements. The Funding Program in the Program Implementation Document reflects Plan objectives and the legal requirements of the Nexus Studies underlying the expenditure of the Impact Fees.

The revenue allocations shown in the Funding Program are for purposes of projecting expenditures only and represent proportional allocation to the various public improvements

based on the revenues projected at the time of Plan adoption. Actual revenues will vary from these projections based on many factors, including the amount and timing of new development, which cannot be predicted with certainty. The Board of Supervisors, with input from the Interagency Plan Implementation Committee, shall monitor and allocate revenues according to these proportional allocations based on actual revenues over time and the readiness of the various public improvements for expenditure. No improvement project listed in the Funding Program is guaranteed to receive the absolute amounts shown in the Funding Program; allocations for all projects shall be increased or decreased proportionally based on actual revenues received or revised projections over time.

### **PRELIMINARY STAFF RECOMMENDATION**

Staff recommends adoption of the draft Resolution recommending approval of the Western SoMa Community Plan Program Implementation Document by the Board of Supervisors.

### **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 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 adoption of CEQA Findings and Amendments to the General Plan, Planning Code, Zoning Maps and Administrative Code. These proposed actions are discussed in separate Staff Reports.

### **ATTACHMENTS**

- Exhibit VII-2 Draft Resolution Recommending Approval of the Plan Program Implementation Document
- Exhibit VII-3 Draft Western SoMa Community Plan Program Implementation Document



# SAN FRANCISCO PLANNING DEPARTMENT

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## Planning Commission Draft Resolution

HEARING DATE DECEMBER 6, 2012

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*Date:* November 29, 2012  
*Case No.:* **2008.0877EMTZU**  
*Western SoMa Area Plan –  
Program Implementation Document*  
*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 TO RECOMMEND APPROVAL OF THE WESTERN SOMA COMMUNITY PLAN PROGRAM IMPLEMENTATION DOCUMENT

WHEREAS the San Francisco Planning Department is seeking to adopt and implement the Western SoMa Community Plan. In addition to General Plan, Planning Code, and Zoning Map amendments related to the Plan, the Planning Commission and Board of Supervisors will consider and adopt Administrative Code amendments relating to Plan monitoring and City decision-making regarding implementation of the Plan. Underlying these Administrative Code amendments is a Plan Program Implementation Document. The Program Implementation document inventories the public improvements recommended by the Plan and lays out a Funding Program to allocate projected revenues from new and existing funding sources to these improvements. The Funding Program projects total net new Plan revenues from Plan Impact Fees of approximately \$42 million. Plan revenues will be administered by the Board of Supervisors based on recommendations by the Interagency Plan Implementation Committee as identified in Administrative Code Chapter 36.

One of the key objectives of the Western SoMa Community Plan is to raise revenue from new development for public infrastructure to support continued growth in the Plan area, including circulation, streetscape, community facilities, open space, and other transit improvements. The Funding Program in the Program Implementation Document reflects Plan objectives and the legal requirements of the Nexus Studies underlying the expenditure of the Impact Fees. The revenue allocations shown in the Funding Program are for projection purposes only and represent proportional allocation to the various public improvements based on the revenues projected at the time of Plan adoption. Actual revenues will vary from these projections based on many factors, including the amount and timing of new development, which cannot be predicted. The Board of Supervisors, with input from the Interagency Plan Implementation Committee, shall monitor and allocate revenues according to these proportional allocations based on actual revenues over time and the readiness of the various public improvements for expenditure. No improvement project listed in the Funding Program is guaranteed to receive the absolute

amounts shown in the Funding Program. Allocations for all projects will be increased or decreased proportionally based on actual revenues received or revised projections over time.

The proposed Western SoMa Community Plan Program Implementation Document is attached hereto as Exhibit VII-3.

The Planning Commission incorporates by reference the general findings and overview concerning the Western SoMa Community Plan as set forth in Planning Commission Resolution No. \_\_\_\_\_ governing General Plan amendments.

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

NOW, THEREFORE, BE IT RESOLVED, the Commission adopts and incorporates by reference the CEQA Findings in Commission Motion No. \_\_\_\_\_;

AND BE IT FURTHER RESOLVED, that the Planning Commission finds that the proposed Program Implementation Document, hereto attached as Exhibit VII-3, is necessary to implement the Western SoMa Community Plan and that the Funding Program as expressed in the Document reflects an appropriate proportionate allocation of projected revenues based on the needs and objectives of the Plan;

AND BE IT FURTHER RESOLVED, that the Commission recommends that the Board of Supervisors consider the attached Program Implementation Document as part of its action on legislation related to the Western SoMa Community Plan.

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:

NOES:

ABSENT:

ADOPTED: December 6, 2012



# **WESTERN SOMA COMMUNITY PLAN PROGRAM IMPLEMENTATION DOCUMENT**



San Francisco Planning Department  
December 6, 2012

## Introduction

Acting on the recommendations of the Western SoMa Community Plan, the City of San Francisco Planning Department (Planning Department) is undergoing the process of rezoning land within the Western SoMa neighborhood. The rezoning effort in Western SoMa is part of a larger comprehensive community planning effort undertaken by the Western SoMa Citizens Planning Task Force (Task Force). This Task Force was established by the San Francisco Board of Supervisors in late 2004 as an advisory body comprised of three City departments and a broad range of community stakeholders. The Task Force led a three-year participatory visioning process for Western SoMa that culminated in the creation of the 2008 Western SoMa Community Draft Plan. Based on a comprehensive review and comment period, the Western SoMa Community Plan (the Plan) was released in 2011 as a Proposal for Adoption and shared with the public and Planning Commission, and is scheduled for adoption in late 2012.

The rezoning of Western SoMa follows a larger rezoning effort for the Eastern Neighborhoods, an area that includes the adjacent neighborhoods of Eastern SoMa, the Mission, Showplace Square/Potrero Hill, and the Central Waterfront. Many of the implementation mechanisms proposed for Western SoMa, including development impact fees and a community advisory committee, are already underway in the Eastern Neighborhoods. Given the geographic proximity and similar land use issues in the two areas, the proposed implementation strategies for Western SoMa will be combined with those already underway in the Eastern Neighborhoods, and projected impact fees will be administered through the overall Eastern Neighborhoods process. This will allow all five neighborhoods to take advantage of efficiencies and synergies that exist between the plan areas. As such, this document relies on the strategies provided in the 2008 Implementation Document that is part of the Eastern Neighborhoods Initiation Package.<sup>1</sup> Where information is redundant, this document references the Eastern Neighborhoods document.

Through a comprehensive assessment of needs that involved both quantitative analysis and qualitative input from the community, the Western SoMa planning process identified the needs foremost in the community: open space, streetscape and transportation improvements, and community facilities. This document describes the Public Benefits Program that will address those needs and explains the mechanisms that will provide the necessary funding. It includes the following components:

1. A section on **Program Administration** establishes roles for the community and City agencies, provides responsibilities for each, and outlines the steps required to implement the Public Benefits Program. Because the implementation of the Western SoMa Plan will be merged with that of the Eastern Neighborhoods, this section largely references the comparable section of the Eastern Neighborhoods Implementation Document.

2. The **Improvements Program** addresses needs for open space, streetscape and transportation, and community facilities. While some of the improvements within the program have been specifically identified as priorities by the Task Force, others are only identified in a general sense (i.e. "one new park") and their specific location and design will develop during the Plan's ongoing implementation through interagency and community coordination. In summary, the Public Benefits Program includes:

- Both new open space and improvements to existing parks

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<sup>1</sup> The Eastern Neighborhoods Implementation Document can be found on Page 1177 of the EN Initiation Package, located on the Planning Department's website at <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=1507> or in Board File No. 2004.0160UU.

- Streetscape improvements, including greening and traffic calming
- Pedestrian, bicycle, and transit improvements
- Support for community facilities, including childcare and library facilities

3. The **Funding Strategy** proposes specific funding strategies to finance the various improvements identified in the Public Benefits Program. This section relies primarily on the strategies outlined in the Eastern Neighborhoods Implementation Document.

## **I. Program Administration**

Because of geographic proximity as well as similar development potential and land use mix, Western SoMa will be incorporated into the Eastern Neighborhoods implementation program and will be administered as one of the Plan Areas within the Eastern Neighborhoods, alongside the four original Eastern Neighborhoods Plan Areas.

The successful implementation of the Public Benefits Program (discussed below) requires that the City's agencies continue to work together to pursue projects long after the adoption of the Plan. To ensure continued coordination, the adoption of the Eastern Neighborhoods Plans formalized two bodies to carry out implementation of the Eastern Neighborhoods Public Benefits Program: The Citizens Advisory Committee and the Interagency Plan Implementation Committee. Upon adoption of the Western SoMa Plan, these two bodies will incorporate that Plan into their work.

*Citizens Advisory Committee:* The purpose of the Eastern Neighborhoods Citizens Advisory Committee (CAC) is to continue the community's relationship with the planning process and City government, to provide guidance on projects not specified within the Plans, and to ensure implementation of projects that meet the community's stated needs. Members are appointed by the Mayor and the Board of Supervisors. Western SoMa currently has non-voting representation on the Eastern Neighborhoods CAC. Upon adoption of the Western SoMa Plan, these four members will become voting members and full participants in the CAC, and the CAC's jurisdiction will expand to cover the Western SoMa Plan Area.

*Interagency Plan Implementation Committee (IPIC):* The IPIC prioritizes neighborhood improvements, integrates projects into agencies' work programs, and identifies additional funding for program projects. The IPIC currently performs this work in the Eastern Neighborhoods, and upon adoption of the Western SoMa plan, will expand this work to include the Western SoMa Plan Area.

Working collaboratively, the CAC and the IPIC set priorities for project implementation on an annual basis. The two bodies ensure realizable prioritization based on plan policies, current City programs and projects, funding resources and restrictions, and possibilities for leveraging additional resources. Details regarding the project prioritization process, as well as a more detailed discussion of the functions and structure of the CAC and the IPIC, can be found in the Eastern Neighborhoods Implementation Document.

*Finance and Administration:* Upon Plan adoption, Western SoMa will be incorporated into the Eastern Neighborhoods, at which time the Eastern Neighborhoods Development Impact Fee will apply to all development within Western SoMa. All revenue generated from development in Western SoMa will be deposited in the Eastern Neighborhoods Public Benefit Fund, which from the time of Plan adoption will cover the Western SoMa Plan Area in addition to the four original Eastern Neighborhoods. The fund, including fee level updates and program monitoring, will continue to be administered as it has been, with the addition of the Western SoMa Plan Area. For additional details regarding impact fee administration, please refer to the Eastern Neighborhoods Implementation Document.

## II. Improvements Program

### A. Identification of Need

To form the basis for the Public Benefits Program to be provided with the Plan, the Planning Department used both quantitative and qualitative measures to determine the need for community infrastructure within Western SoMa. Qualitatively, the Benefits Program is informed by extensive input from the Task Force and the larger community. The quantitative analysis is based primarily on the methodologies used in the 2007 Eastern Neighborhoods Needs Assessment, which analyzed existing needs and projected future needs for the Eastern Neighborhoods across a broad range of categories. For a more detailed discussion of how these needs were derived for Western SoMa, please refer to both the Western SoMa Nexus Study and the Eastern Neighborhoods Needs Assessment.<sup>2</sup>

Western SoMa needs were assessed in the following categories:

- Library Materials. Existing library facilities will be sufficient to meet the needs of the neighborhood, but new library materials will be needed to meet added demand by new residents. The Western SoMa analysis relies on the same Citywide per-resident need factor that was used for the Eastern Neighborhoods.
- Transportation. The need factor for Western SoMa was derived from the cost of accommodating the additional trips generated by new development. The Public Benefits Program consists primarily of specific projects prioritized by the Task Force and the City to address these needs.
- Open Space: The needs analysis illustrates that more neighborhood-serving parks – open spaces within a walkable distance of home or work - will be needed in Western SoMa to serve the growth in population. The Western SoMa analysis utilizes the same need identified for the Eastern Neighborhoods: a new one-acre park and the renovation of an existing one-acre park, in addition to recreational facilities.
- Child Care. The Western SoMa analysis is based on the same service rate per resident or worker used for the Eastern Neighborhoods, which is derived from standards developed by the Department of Children, Youth, and their Families (DCYF). This need factor was determined to be 52.7 spaces per 1,000 residents and 22.4 spaces per 1,000 workers. Based on these need factors and projected population and employment growth, Western SoMa will need approximately 356 new licensed child care spaces.

### B. Public Benefits Program

Based on the results of the Needs Assessment and information gathered from the community during the planning process, the Task Force and Planning Department Staff developed a program of improvements for Western SoMa. While the priority improvements recommended by the Western SoMa Task Force have been specifically identified (e.g. improvements to Ringold Street between 8<sup>th</sup> and 9<sup>th</sup> Streets), many of the projects are described only in a general sense (e.g. improvements to an existing one-acre park).

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<sup>2</sup> The Western SoMa Nexus Study is included in this Initiation Package, Board File TBD. The Eastern Neighborhoods Needs Assessment is included as an appendix to the Eastern Neighborhoods Nexus Study and can be found on page 1478 of the EN Adoption Package. It can be found on the Planning Department's website at <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=1252> or in Board File No. 2004.0160UU.

As described in the Program Administration section of this document, specifics for these projects will be developed by the Eastern Neighborhoods CAC and the IPIC as part of the Eastern Neighborhoods program. Additionally, other projects will evolve as needs emerge, as directed by the community through the Eastern Neighborhoods CAC in collaboration with the IPIC.

The Public Benefits Program that follows represents the improvements needed to meet a primary goal of the Plan to create a “complete neighborhood,” where the public infrastructure provided meets the needs of residents and workers, and enhances their quality of life. The Public Benefits Program is composed of projects that address existing deficiencies based on pre-existing needs (needs already in place, under current conditions), as well as projects that address new needs (those caused by future development), to arrive at a total package of improvements that the Plans should provide.<sup>3</sup> However, impact fee revenues may only be used to address impacts from new growth, and would have to be supplemented by additional funding sources to address existing deficiencies.

While the focus of the plan is on providing the elements of public infrastructure that are required to create a livable neighborhood, a fundamental component of ensuring this livability is ongoing operations and maintenance. It should be noted that all of the proposed improvements must be accompanied by increased operating (for transportation, recreation, community facilities) and maintenance (for open space, streetscape improvements) funding. While the Public Benefits Program focuses on the capital investment necessary to achieve basic livability in Western SoMa, it is implicit that these improvements must be complemented by an increased public investment for ongoing upkeep.

#### *Open Space Improvements*

Of the three open space projects included in the Public Benefits Program, only the first is associated with a specific site. The latter two projects are long-term projects, and will require additional research and outreach prior to identifying appropriate project locations.

- **Park at 8<sup>th</sup> and Ringold.** The Task Force has identified a park at the intersection of 8<sup>th</sup> and Ringold Streets as a high priority. A park at this location would most likely be realized as an in-kind agreement in conjunction with development on the lot located directly southwest of this intersection (350 8<sup>th</sup> Street). The City should work the potential developer of this site to explore the possibility of a park in this location.
- **New park.** The improvements program calls for one new one-acre park in Western SoMa. Any potential park built at 8<sup>th</sup> and Ringold Streets will likely be far less than one acre; accordingly, additional open space should be built such that the total amount of new open space in Western SoMa is one acre. If the potential development at 350 8<sup>th</sup> Street is not realized, or if a park is not part of this development, one full acre of new open space should be built elsewhere within Western SoMa. As is the case in the Eastern Neighborhoods, ongoing community outreach and negotiation is needed before the appropriateness of specific sites can be confirmed.
- **Improvements to an existing park.** Currently there is one 0.23-acre park, the Howard and Langton Mini Park, within the Plan Area boundaries. There are also two existing facilities within

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<sup>3</sup> The purpose of this section is to set forth a program of City actions to create these improvements; how the need for the improvement was generated is not relevant here. However, the distinction between pre-existing needs and new impacts is critical in other sections of this document, as it underlies the City’s ability to collect and expend an impact fee, as fully described in the Western SoMa Nexus Study.

500' of the Plan Area boundaries, the 2.5-acre Victoria Manalo Draves Park and the 1-acre Gene Friend Recreation Center, which both serve Western SoMa due to their proximity. The Public Benefits Program calls for the renovation of one acre of existing open space; these facilities will be examined for appropriateness as the need arises.

### *Transportation, Streetscape, and Public Realm Improvements*

The SFCTA, in cooperation with other City agencies and the Task Force, released the Western South of Market Neighborhood Transportation Plan (Transportation Plan) in 2012. The Transportation Plan develops conceptual design and implementation strategies for the transportation improvements that have been determined by the Task Force to be high priority and that can be implemented in the short term. In addition to these short-term projects, the Public Benefits Program includes projects identified as priority improvements by the Task Force or by the City. To address long-term needs and priorities, the Planning Department will continue to work with the MTA, the SFCTA, DPW, and others to identify transit, transportation, and streetscape improvements that meet the policy-level objectives of the Plan.

The Public Benefits Program includes the following transportation improvements:

- **Minna and Natoma alley improvements.** The Plan proposes installing various streetscape and traffic-calming improvements to enhance the pedestrian environment on Minna and Natoma Streets between 7<sup>th</sup> and 9<sup>th</sup> Streets. Improvements could include chicanes, pavement treatments, sidewalk bulb-outs, enhanced entrance/exits, and social heritage features appropriate for the neighborhood's Filipino history, such as historical markers, displays, or artwork. This is a Task Force priority project that has been analyzed in the Transportation Plan and has received project-level analysis environmental clearance as part of the Plan's EIR.
- **Minna and Natoma mid-block crossings.** The improvements plan calls for new signalized pedestrian crossings at mid-block locations, across 7<sup>th</sup> Street at Minna Street and across 8<sup>th</sup> Street at Natoma Street, to be installed in conjunction with the pedestrian improvements on these alleys. The new signalized intersections would have crosswalks and pedestrian countdown signals and would be actuated and coordinated with upstream and downstream intersections at Howard and Mission Streets. The signal at 8<sup>th</sup> and Natoma is a Task Force priority project; both crossings were analyzed in the Transportation Plan and have received project-level environmental clearance as part of the Plan's EIR.
- **Ringold Street alleyway improvements.** The Plan proposes installing various streetscape and traffic-calming improvements to enhance the pedestrian environment on Ringold Street between 8<sup>th</sup> and 9<sup>th</sup> Streets. Improvements could include chicanes, pavement treatments, sidewalk bulb-outs, enhanced entrance/exits, and social heritage features appropriate for the neighborhood's LGBTQ history, such as historical markers, displays, or artwork. This is a Task Force priority project that was analyzed in the Transportation Plan and has received project-level environmental clearance as part of the Plan's EIR.
- **12<sup>th</sup> Street Greening.** The Plan calls for public realm greening and pedestrian enhancements to 12<sup>th</sup> Street between Harrison Street and Howard or South Van Ness. Improvements could include landscaping and tree plantings, sidewalk bulb-outs/extensions, and conversion of parallel parking spaces to 90-degree parking spaces. This is a Task Force priority project and has received program-level environmental clearance through the Plan's EIR.

- **Folsom Street mid-block crossings.** The Plan proposes new signalized pedestrian crossings on Folsom Street at Rausch Street (between Seventh and Eighth Streets) and mid-block between Eighth and Ninth Streets. The new signalized intersections would have crosswalks and pedestrian countdown signals and would be actuated (activated by push buttons so that the pedestrian phase would operate only upon demand) and coordinated with upstream and downstream intersections. This has received project-level environmental clearance through the Plan’s EIR.
- **Folsom Street greening and pedestrian enhancements.** The Plan calls for public realm greening and pedestrian enhancements to Folsom Street between 4<sup>th</sup> and 13<sup>th</sup> Streets. Improvements could include landscaping and tree plantings, sidewalk bulb-outs/extensions, pedestrian amenities, and enhanced bicycle facilities. The Folsom Street enhancements are part of the Eastern Neighborhoods Transportation Implementation Planning Study (EN TRIPS) and are expected to be included in the Central Corridor Plan EIR.
- **Gateway Treatments at highway offramps.** Gateway treatments could include signage, lighting, and physical roadway features such as enhanced hardscape area, landscaped islands, or colored textured pavement. These treatments would reduce vehicle speeds and make conditions safer for pedestrians, while at the same time identifying the neighborhood into which the off-ramps terminate. The project has received program-level environmental clearance as part of the Plan’s EIR. Treatments are proposed at the following eight locations:
  - I-80 eastbound off-ramp at Fourth and Bryant Streets;
  - I-80 eastbound off-ramp at Seventh and Bryant Streets;
  - US 101 northbound off-ramp at Ninth and Bryant Streets;
  - I-80 westbound off-ramp at Fifth and Harrison Streets;
  - I-280 eastbound/westbound ramps at Sixth and Brannan Streets;
  - Eighth Street between Harrison and Bryant Streets;
  - Eighth Street at Harrison Street; and
  - Seventh Street between Harrison and Bryant Streets.
- **Truck route signage.** To encourage truck traffic on certain routes and discourage trucks elsewhere, signs would be posted along streets that provide direct access to and from I-80 and US-101, identifying them as “truck routes.” This project has received project-level environmental clearance through the Plan’s EIR. Signage is proposed for the following street segments:
  - Ninth Street between Bryant and Mission Streets;
  - 10th Street between Bryant and Mission Streets;
  - Harrison Street between Fourth and 13th Streets; and
  - Bryant Street between Fourth and 13th Streets.

*Community Facilities and Services*

While a wide array of community services is needed for any healthy community, only those that are eligible for impact fee funding are included below. For all others, please refer to the Eastern Neighborhoods Implementation Document.

- **Child care center.** The Task Force has identified a child care facility as a top priority. The developer of a potential project 350 8<sup>th</sup> Street has proposed a 2,000-3,000 square foot publically accessible community facility as a potential in-kind agreement, which could be devoted to child care services. Based on DCYF best practices, a facility of this size could accommodate 23



children. The City should work with the potential developer of this site to explore the feasibility of this in-kind agreement.

- **Additional child care facilities.** As discussed in the “Identification of Need” section of this document, Western SoMa has an identified need of approximately 356 new licensed child care spaces. Because the facility described above will accommodate only a small portion these spaces, additional facilities will be required to accommodate the area’s long-term population and employment growth. Ongoing community outreach and negotiation will be needed before the appropriateness of specific sites can be confirmed.
- **Library services and materials.** The San Francisco Public Library (SFPL) deemed existing facilities sufficient for Western SoMa and the Eastern Neighborhoods, and found no need for new library branches. However, library needs within those braches were expected to increase with new users, and so were calculated on a service rate per new resident, per consultation in the SFPL. See the Western SoMa Nexus Study and the Eastern Neighborhoods Implementation Document for more information.

### III. Funding Strategy

Funding mechanisms for implementing planned improvements fall within three categories:

1. *Existing sources*, which require no further action and are in most cases already providing funding streams for improvements in the Plan Areas. These include projects funded through in-kind agreements and existing impact fees, specifically the Eastern Neighborhoods Impact Fee, which is already assessed on projects in the adjacent Eastern Neighborhoods and is a revenue source for large projects that benefit both Western SoMa and the existing Eastern Neighborhoods. Other existing sources that do not directly affect this Public Benefits Program are discussed in the Eastern Neighborhoods Implementation Document.
2. *New sources*, which will be established by adoption of the Plan. These include the application of Eastern Neighborhoods Development Impact Fee to Western SoMa, and zoning requirements and incentives achieved through planning code changes.
3. *Future revenue opportunities*, which will require ongoing efforts and implementation after Plan adoption. Mechanisms in this category include future state and local grants and bonds, including Proposition K funding, and varied forms of assessment or facility districts.

The funding strategy for implementing the Western SoMa community plan will largely follow that of the Eastern Neighborhoods.<sup>4</sup> A fundamental component of the Eastern Neighborhoods strategy is the continued monitoring of future revenue sources by City agencies tasked with furthering its development; the Western SoMa plan will become part of this continuing effort upon Plan adoption.

Likewise, a crucial element of the Eastern Neighborhoods Plan implementation is the ongoing interdepartmental efforts to devise and implement creative maintenance strategies for the continuing operation of existing resources. Western SoMa will become a part of these efforts. See Program Administration, above, for more detail.

#### 1. Existing Sources

In some cases, public revenue has already been dedicated to community improvements in the Plan area. In other cases, public-private partnerships have created funding opportunities. Major neighborhood improvements in the Plan Area that are already funded include:

- *Potential in-kind agreements*: The proposed project at 350 8<sup>th</sup> Street has the potential to implement several projects in the Public Benefits Program through in-kind agreements, including a park at the corner of 8<sup>th</sup> and Ringold Streets and building space dedicated for use as a community facility or child care center.
- *Folsom Street*: The Interagency Plan Implementation Committee (IPIC) has proposed using Eastern Neighborhoods Impact Fee funds for Folsom Street improvements in FY2014, and anticipates additional funding in future years.

#### 2. Plan Provided Sources

The two public benefits sources that are accomplished directly through the Plan are the Development Impact Fee and zoning requirements.

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<sup>4</sup> Various funding mechanisms and their applicability to Plan elements and project implementation are summarized in Table II-1 of the Eastern Neighborhoods Implementation Document.

### Eastern Neighborhoods Impact Fee

Development impact fees are a method of financing improvements needed to serve new development. The fees, which are one-time charges applied to new developments to mitigate their impacts on public infrastructure, can be adopted through zoning controls and provide an immediate source of funding as development occurs. More background information on impact fees can be found in the Western SoMa Nexus Study.

Because of geographic proximity as well as similar development potential and land use mix, Western SoMa will be incorporated into the Eastern Neighborhoods implementation program and will be administered as one of the Plan Areas within the Eastern Neighborhoods. Upon Plan adoption, the area covered by the Eastern Neighborhoods Impact Fee will expand to include Western SoMa. The Eastern Neighborhoods fee rate is within the maximum amount described by the Western SoMa Nexus Study.

Table 1: Current Eastern Neighborhoods Impact Fee

Tier	Description	Residential	Non-residential
1	Projects that do not receive a net increase in floor space through rezoning; Affordable housing or other "protected" development types.	\$8.51/gsf <sup>a</sup>	\$6.38/gsf
2	Project rezoned with minimal (1-2 story) increase in height. <sup>b</sup>	\$12.76/gsf	\$10.63/gsf
3	Project rezoned with significant (3 or more) increase in height; other designated districts. <sup>b</sup>	\$17.02/gsf	\$14.89/gsf

<sup>a</sup> All fees are per gross square foot (gsf).

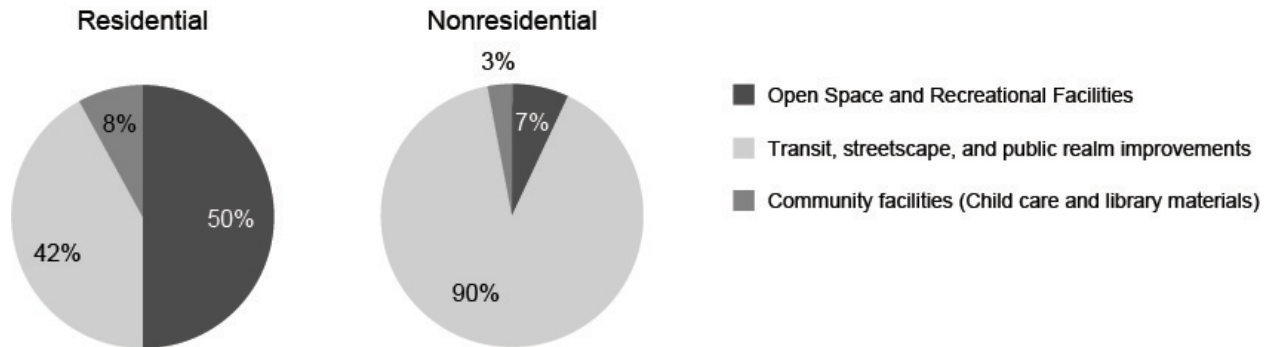
<sup>b</sup> Fees apply to all square footage within the project, including floor space permitted under existing zoning.

The Eastern Neighborhoods Impact Fee is structured to assess a fee based on the increase in development potential afforded by the plans. Because the Western SoMa Plan rezoning results in minimal (1-2 story) height increases, all properties in the Plan Area currently fall within Tiers 1 and 2 of the established fee. However, the proposed Central Corridor Project rezoning, which overlaps with the eastern portion of the Plan Area, is anticipated to further increase heights, which will result in some Tier 3 properties within the Plan Area.

All aspects of the Eastern Neighborhoods Impact Fee, including projects that are subject to the fee, will be applied to Western SoMa: fees will be assessed on all residential development, including affordable housing, and on all nonresidential development which results in new gross square footage. In order to promote PDR development, impact fees will not be assessed on PDR development. For a full explanation of which projects are subject to which fees, refer to the Eastern Neighborhoods Implementation Document.

Impact fees will be used to fund capital infrastructure and improvements demanded by new development, including open space and recreational facilities, transit and transportation improvements, and community facilities such as child care and public library needs. The Eastern Neighborhoods Impact Fee currently is subject to set expenditure categories; these funding categories will remain unchanged after Western SoMa development is subject to the fee (see Figure 1).

Figure 1: Eastern Neighborhoods Impact Fee Expenditure Categories



For additional information regarding the required expenditure categories, please refer to the Eastern Neighborhoods Implementation Document.

*Direct Provision through zoning requirements*

Existing Planning Code policies, in cooperation with proposed changes to the Planning Code, are integral to the delivery of public benefits. Policies directing open space provision, transportation, and public realm requirements equate to direct provision of public benefits as development occurs. In particular, the Better Streets Plan requires that specific streetscape improvements based on street type be implemented with each new development of a certain type. A complete discussion of code provisions that implement public benefits can be found in the EN document.

3. Future Revenue Opportunities

Accessing additional revenue in the future will require interdepartmental efforts that continue after the Plan’s adoption. Funding opportunities such as bonds, grants, and community benefit districts will require further efforts by various agencies, and future authorization by the Mayor and the Board of Supervisors. A full assessment of future funding opportunities, and their applicability to Plan projects, can be found in the Eastern Neighborhoods Implementation Document.

Program Costs

The Planning Department developed cost estimates for all projects included in the Public Benefits Program (Table 2). The known capital costs of projects vary greatly – some estimates are based on specific site plan designs, while others require further studies. Yet these cost projections serve as reasonable estimates for the overall costs expected to be required to cover essential community infrastructure in the Plan Area. All costs are projected in current dollars, as the specific timing of projects is unknown and in most cases related to the rate of new development.

As the table illustrates, the projected costs of the Public Benefits Program far outweigh projected revenue though impact fees. Additional revenue sources beyond the impact fee will be required if Western SoMa is to be provided with sufficient levels of open space, transit and public realm improvements, and community facilities and services.

Table 2: Public Benefits Program Costs vs. Revenues

<b>Project</b>	<b>Projected Costs</b>	<b>Funding Available through impact fees</b>	<b>Source</b>
<b>Open Space</b>	<b>\$35,842,000</b>	<b>\$17,191,015</b>	
<b>Publically Accessible Park at 8th and Ringold</b>	\$2,166,000		Task Force Priority
New park	\$19,132,000		Nexus
Park improvements	\$14,544,000		Nexus
<b>Transit/Streetscape/Public Realm</b>	<b>\$31,850,000</b>	<b>\$21,890,492</b>	
<b>Alley Improvements</b>			
<b>Minna between 7th and 9th</b>	\$950,000		Task Force Priority, EIR Project
<b>Natoma between 7th and 9th</b>	\$950,000		Task Force Priority, EIR Project
<b>Mid-block crossing at 8th and Natoma</b>	\$900,000		Task Force Priority, EIR Project
<b>Ringold between 8th and 9th</b>	\$1,900,000		Task Force Priority, EIR Project
<b>12th Street Greening and Pedestrian Enhancements</b>	\$4,500,000		Task Force Priority, EIR project
Signalized mid-block crossings (3 locations)	\$2,700,000		EIR project
Folsom St bulb-outs, greening and pedenhancements	\$15,900,000		EN Trips, expected to be included in Central Corridor EIR
Gateway Treatments at highway off-ramps (8 locations)	\$4,000,000		EIR project
Truck Route signs	\$50,000		EIR project
<b>Community Facilities</b>	<b>\$23,786,000</b>	<b>\$2,917,064</b>	
<b>Child Care Facility at 8th and Ringold</b>	\$1,440,000		Task Force Priority
Additional Child Care Facilities	\$21,907,000		Nexus
Library materials	\$439,000		Nexus
<b>Total</b>	<b>\$91,478,000</b>	<b>\$41,998,000</b>	

Projects in **bold** indicate Task Force Priority Projects.



## Appendix A: Eastern Neighborhoods Impact Fee in the Western SoMa Plan Area

Projected Impact Fee Revenue in the Western SoMa Plan Area, 2013-2030

	Projected new development <sup>a</sup> (sqft)	Development per tier <sup>b</sup> (%)	Development per tier (sqft)	Impact Fee/ Sqft	Estimated fee revenue
Residential	3,290,870				
Tier 1		63%	2,082,204	\$8.51	\$17,719,556
Tier 2		37%	1,208,666	\$12.76	\$15,422,572
Tier 3		0%	0	\$17.02	\$0
Total Residential					\$33,142,129
Non-residential	1,225,507				
Tier 1		80%	981,339	\$6.38	\$6,260,945
Tier 2		20%	244,167	\$10.63	\$2,595,497
Tier 3		0%	0	\$14.89	\$0
Total Non-residential					\$8,856,442
<b>Total impact fee revenue</b>					<b>\$41,998,570</b>

<sup>a</sup> Source: Western SoMa Nexus Study. Square footage for residential development based on 1160 sqft average unit size and 80% building efficiency.

<sup>b</sup> Source: San Francisco Planning Department. Projections based on development potential for soft sites in Western SoMa.

Projected Impact Fee Revenue in the Western SoMa Plan Area, by Expenditure Category

