

CHAPTER 1

Introduction

This environmental impact report (EIR) analyzes potential environmental effects associated with the implementation of the Proposed Project, which consists of the following three components: (1) adoption of the *Western SoMa¹ Community Plan* (Draft Plan), a plan developed through a collaborative partnership among the Board of Supervisors-appointed Western SoMa Citizens Planning Task Force, consultants, the San Francisco Planning Department and the public and proposed as an element of the *San Francisco General Plan*; (2) the rezoning of 46 parcels proximate to the Draft Plan Area boundary in order to reconcile their use districts with those of the neighboring properties (Rezoning of Adjacent Parcels); and (3) development of a privately funded mixed-use project proposed at 350 Eighth Street (Block 3756, Lots 3 and 15) 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. These three elements, in combination, make up the Proposed Project. The three individual elements of the Proposed Project are described in more detail in Chapter 2, Project Description. The area encompassed by the Draft Plan and the Adjacent Parcels together is referred to herein as the Project Area to distinguish this larger area from the area within the boundaries of the Draft Plan. The Project Area also contains the 350 Eighth Street project site, which is within the boundaries of the Draft Plan Area.

A. Environmental Review

The San Francisco Planning Department, serving as Lead Agency responsible for administering the environmental review on behalf of the City and County of San Francisco (City), determined that preparation of an EIR was needed to evaluate potentially significant effects that could result from implementation of the Proposed Project.

The California Environmental Quality Act (CEQA) requires that before a decision can be made to approve a project that would pose potential adverse physical effects, an EIR must be prepared that fully describes the environmental effects of the project. The EIR is a public information document for use by governmental agencies and the public to identify and evaluate potential environmental impacts of a project, to identify mitigation measures to lessen or eliminate significant adverse impacts, and to examine feasible alternatives to the project. The information contained in this EIR will be reviewed and considered by the decision-makers prior to a decision to approve, disapprove, or modify the *Western SoMa Community Plan*, the Rezoning of Adjacent Parcels, and the 350 Eighth Street project.

¹ SoMa or SOMA stands for “South of Market” areas.

CEQA requires that the Lead Agency neither approve nor implement a project unless the project's significant environmental effects have been reduced to less-than-significant levels, essentially "eliminating, avoiding, or substantially lessening" the expected impact, except when certain findings are made. If the Lead Agency approves a project that will result in the occurrence of significant adverse impacts that cannot be mitigated to less-than-significant levels, the agency must state the reasons for its action in writing, demonstrate that its action is based on the EIR or other information in the record, and adopt a Statement of Overriding Considerations.

On August 11, 2009, the San Francisco Planning Department sent a Notice of Preparation (NOP) to governmental agencies, organizations and persons who may have interest in the Proposed Project. The NOP requested that agencies and interested parties comment on environmental issues that should be addressed in the EIR. The NOP is included as one of the appendices to this EIR (see Appendix A).

Not all of the issues raised in response to the NOP are germane to analysis under CEQA. Where they are, these issues are addressed in this EIR. The issues raised in response to the NOP are summarized as follows:

- Emphasis on stabilization, prohibition, and preservation may serve to reinforce lack of residential density and neighborhood-serving amenities.
- Maximum housing production should be promoted.
- Retention of Residential Enclave District (RED) zoning will limit the potential for new housing.
- Prohibition of housing south of Harrison Street will result in land use impacts.
- The proposed six jobs created to one unit of housing and 70 percent market rate/30 percent affordable housing split will result in constraints on housing production.
- Historic districts will limit new development to the existing low density. An alternative that would create smaller districts and/or individual landmark designations should be considered.
- An alternative that includes higher heights and no restrictions on residential development above ground floor along major streets should be considered.
- The Western SoMa portion of the Fourth Street corridor should be severed from the Draft Plan Area and implementing rezoning and studied separately along with the area west of Third Street.
- There are concerns regarding down-zoning lots along Mission (between Seventh and Eleventh Streets).
- There are concerns regarding existing sources of noise.
- There are concerns regarding mobile and fixed sources of air quality hot spots and their relation to sensitive uses.
- Traffic collisions should be identified and their spatial distribution should be mapped to determine "hot spots," including roads and intersections, within the Draft Plan Area.
- Results of the 2003 San Francisco Municipal Transportation Authority PedSafe Analysis regarding Western SoMa should be reviewed.

- Existing pedestrian conditions analysis should include an evaluation based on the Pedestrian Environmental Quality Index.

During the approximately 45-day period that this Draft EIR is available for public review, written comments on the accuracy and adequacy of the environmental analysis presented herein may be submitted to the San Francisco Planning Department or in person during the public hearing on the Draft EIR. (The hearing date is on the cover.) Responses to all substantive comments received on the Draft EIR and submitted within the specified review period will be included and responded to in the Comments and Responses document. The Comments and Responses document will also contain any minor staff-initiated changes to the Draft EIR. Following EIR adoption, the Draft EIR and the Comments and Responses document will be combined into one document, the Final EIR. Prior to approval of the Proposed Project, the Planning Commission must certify the Final EIR and adopt environmental findings and a mitigation monitoring and reporting program (MMRP) for mitigation measures identified in this Draft EIR or modified by the Comments and Responses document.

B. Purpose of this EIR

This EIR is intended as an informational document that in and of itself does not determine whether the Proposed Project or any component of it will be approved but aids the planning and decision-making process by disclosing the potential for significant and adverse impacts. In conformance with CEQA, California Public Resources Code, Section 21000 *et seq.*, this EIR provides objective information addressing the environmental consequences of the Proposed Project and identifies means of reducing or avoiding its significant impacts where feasible.

The CEQA *Guidelines* help define the role and expectations of this EIR as follows:

Information Document. An EIR is an informational document that will inform public agency decision-makers and the public of the significant environmental effect(s) of a project, identify feasible ways to avoid or minimize significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information contained in the administrative record (Section 15121(a)).

Degree of Specificity. An EIR on a construction project² necessarily will be more detailed in the specific effects of the project than will an EIR on the adoption of a local general plan or comprehensive zoning ordinance because the effects of the construction can be predicted with greater accuracy. An EIR on a project such as the adoption or amendment of a comprehensive zoning ordinance or a local general plan³ should focus on the secondary effects that can be expected to follow from the adoption or amendment, but the EIR need not be as detailed as an EIR on the specific construction projects that might follow (Section 15146(b)).

Standards for Adequacy of an EIR. An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information that enables them to make a decision that intelligently

² In this case, the portions of the EIR dealing with the proposed 350 Eighth Street project.

³ In this case, the portions of the EIR dealing with the proposed *Western SoMa Community Plan* and Rezoning of Adjacent Parcels.

takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure (Section 15151).

The CEQA *Guidelines*, Section 15382, define a significant effect on the environment as “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project...” Therefore, in identifying the significant impacts of the Proposed Project, this EIR concentrates on its substantial physical effects and on mitigation measures to avoid or reduce those effects.

This EIR contains both “program”-level EIR analysis pursuant to CEQA *Guidelines* Section 15168 and project-level EIR analysis. A program EIR is appropriate for a project that will involve a series of actions that are (1) related geographically, (2) logical parts in a chain of contemplated actions, (3) connected as part of a continuing program, and (4) carried out under the same authorizing statute or regulatory authority and have similar environmental impacts that can be mitigated in similar ways (CEQA *Guidelines* Section 15168). The use of a program EIR allows the Lead Agency (the San Francisco Planning Department, on behalf of the City) to provide an occasion for a more exhaustive consideration of effects and alternatives than would be practical in an EIR on an individual action; ensures consideration of cumulative impacts that might be slighted in a case-by-case analysis; avoids duplicative reconsideration of basic policy considerations; allows the Lead Agency to consider broad policy alternatives and program-wide mitigation measure at an early time, when the agency has greater flexibility to deal with basic problems or cumulative impacts, and allows for a reduction in paperwork. Accordingly, this EIR studies the Draft Plan and the Rezoning of Adjacent Parcels at a programmatic level of review, presenting reasonable assumptions (as described in Chapter 2, Project Description, and Chapter 4, Environmental Setting, Impacts, and Mitigation Measures) about the overall types and levels of activities that the City anticipates under the *Western SoMa Community Plan* and the Rezoning of Adjacent Parcels and describing their associated environmental impacts. It is noted that the proposed street network improvements, which are part of the *Western SoMa Community Plan*, are evaluated on a project-specific level to the extent feasible (i.e., where there is sufficient design detail available), as discussed below.

The EIR includes project-level analysis of the 350 Eighth Street project, which focuses on the development application for the 350 Eighth Street project submitted to the San Francisco Planning Department by Archstone on September 30, 2011.⁴ As such, this EIR also contains more detailed analysis to specifically address the effects associated with this individual proposal. CEQA *Guidelines* Section 15161 explains that the “project EIR” is the most common type of EIR, examining in detail the site-specific and cumulative environmental impacts of a specific development project. To meet CEQA requirements, this EIR has been prepared as a project EIR for the proposed 350 Eighth Street project, pursuant to CEQA *Guidelines* Section 15161.

⁴ Although an Environmental Evaluation application for the 350 Eighth Street project was submitted in 2009, the 350 Eighth Street project has been revised since that date. Therefore, this EIR relies on the architectural plans submitted to the San Francisco Planning Department as part of the Conditional Use authorization submittal on September 30, 2011.

This EIR is also a “project EIR” for four specific transportation system improvements proposed by the City in connection with the land use planning effort for the Draft Plan Area. These transportation system improvements, which are part of the *Western SoMa Community Plan*, are described in more detail in Chapter 2, Project Description. They include:

- Posting of “truck route” signs on Ninth, 10th, Harrison, and Bryant Streets in the Draft Plan Area;
- Installation of new signalized midblock crossings on Folsom Street at Rausch Street (between Seventh and Eighth Streets) and midblock between Eighth and Ninth Streets;
- Installation of new signalized midblock crossings at Seventh and Minna Streets and Eighth and Natoma Streets; and
- Installation of streetscape and traffic calming improvements on Minna, Natoma, and Ringold Streets.

Where appropriate, the analysis is based on the most reasonably conservative assumptions so as to not understate the Proposed Project’s overall environmental effects.

Individual development projects in the Draft Plan Area other than the proposed 350 Eighth Street project would be subject to environmental review at such time as those projects are proposed. Consistent with CEQA *Guidelines* Section 15152, the analysis of such projects could be “tiered” from this program EIR for the Draft Plan, relying on the program EIR to the extent that it has evaluated the effects, including cumulative effects, that would result from their development.

C. Organization of the Draft EIR

This Draft EIR has been organized as follows:

Summary. This chapter summarizes the EIR by providing a concise overview of the Proposed Project, including the project description and requisite approvals, the environmental impacts that would result from the Proposed Project, mitigation measures identified to reduce or avoid these impacts, and alternatives to the Proposed Project.

Chapter 1, Introduction. This chapter (above and the contents herein) includes a discussion of the environmental review process, the comments received on the scope of the EIR, the purpose of this EIR, the organization of the EIR, and opportunities for public participation in the environmental review process.

Chapter 2, Project Description. This chapter discusses the project background and objectives; provides background data on the project location; describes the operational and physical characteristics of the Draft Plan, the Rezoning of Adjacent Parcels, and the 350 Eighth Street Project; and identifies required project approvals.

Chapter 3, Plans and Policies. This chapter provides a summary of the plans, policies, and regulations of the City and regional, state, and federal agencies that have policy and regulatory control over the Project Area

Chapter 4, Environmental Setting, Impacts, and Mitigation Measures. This chapter describes the existing environmental and regulatory setting, as well as the direct, indirect and cumulative impacts of the Proposed Project. Mitigation measures are identified where feasible to minimize significant environmental effects of the Proposed Project. Each environmental topic is discussed in a separate section within this chapter.

Chapter 5, Other CEQA Considerations. This chapter describes any growth inducement that would result from the Proposed Project, recapitulates the significant environmental effects that cannot be mitigated to less-than-significant levels, identifies significant irreversible changes that would result if the Proposed Project is implemented, and presents areas of known controversy and issues left to be resolved.

Chapter 6, Alternatives. This chapter presents alternatives to the Proposed Project, including the No Project Alternative, the Reduced Growth Alternative, and the Greater Growth Alternative.

Appendices. Appendices include the Notice of Preparation and a list of Draft Plan Objectives and Policies.

D. Public Participation

CEQA and Chapter 31 of the San Francisco Administrative Code encourage public participation in the planning and environmental review processes. The City will provide opportunities for the public to present comments and concerns regarding the CEQA process. These opportunities will occur during a public review and comment period and a public hearing before the Planning Commission. Written comments may be submitted to the San Francisco Planning Department to the attention of Bill Wycko, Environmental Review Officer, at 1650 Mission Street, Suite 400, San Francisco, CA 94103 or email to bill.wycko@sfgov.org, during the specified public review and comment period, and written and oral comments may be presented at public hearings concerning the Proposed Project. The comment period and public hearing dates are indicated on the cover of this EIR.

CHAPTER 2

Project Description

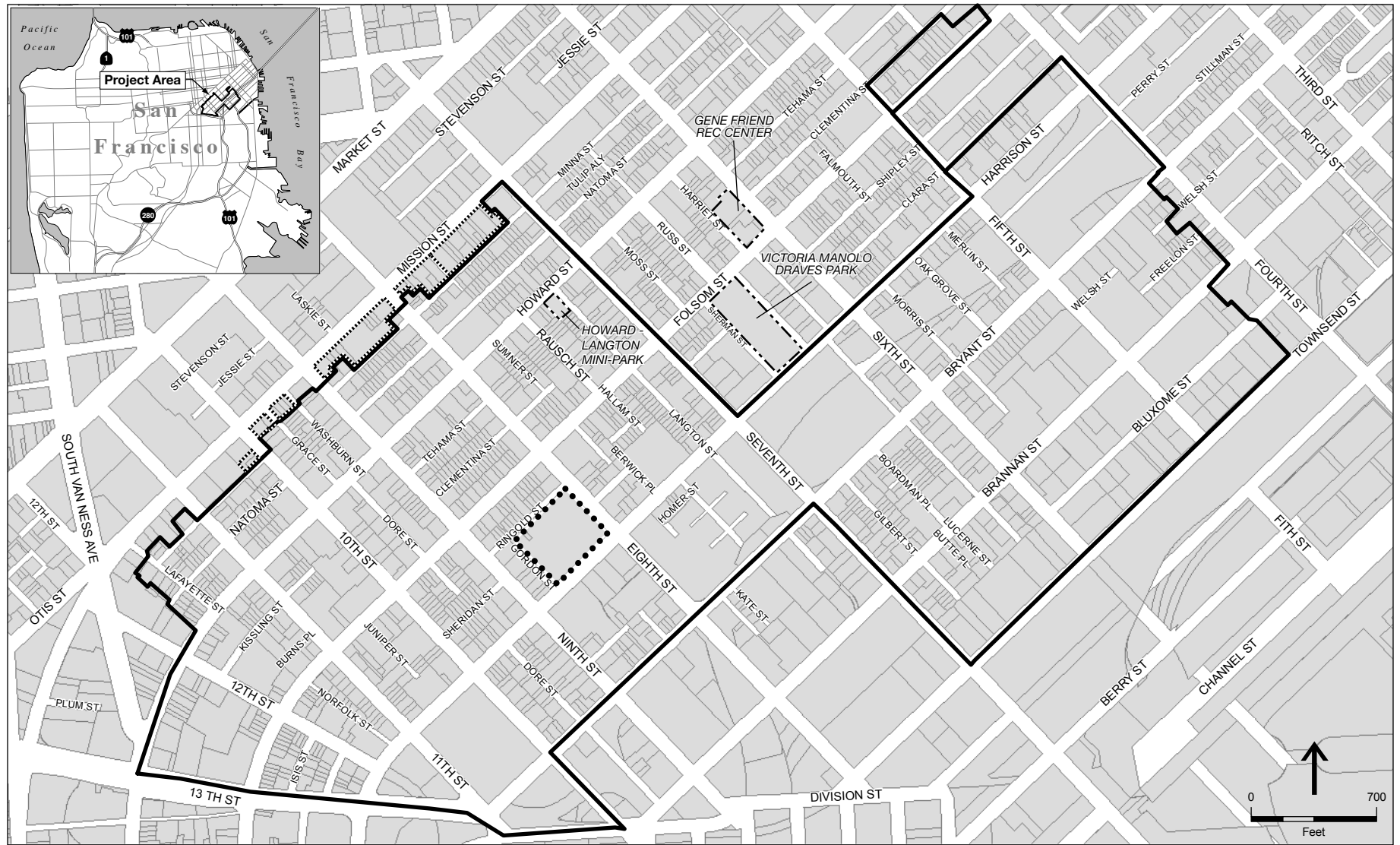
A. Project Overview

The Proposed Project consists of three components: (1) adoption of the *Western SoMa Community Plan* (“Draft Plan”), a plan developed through extensive outreach and community participation to guide the future development within the Western SoMa Special Use District, as an element of the *San Francisco General Plan*; (2) the rezoning of 46 parcels, comprising 35 lots,¹ proximate to the Draft Plan boundary in order to reconcile their use districts with those of the neighboring properties (“Rezoning of Adjacent Parcels”); and (3) development of a privately funded mixed-use project proposed at 350 Eighth Street (Block 3756, Lots 3 and 15) within the 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 (“350 Eighth Street project”). These three elements, in combination, make up the Proposed Project. The individual components of the Proposed Project are described in more detail below with proposed boundaries of each shown in **Figure 2-1**, p. 2-2.

This environmental impact report (EIR) analyzes on a programmatic level the physical environmental effects of two of the three components of the Proposed Project (i.e., the Draft Plan and the Rezoning of Adjacent Parcels) and analyzes on a project-specific level the effects of developing the third component (i.e., the 350 Eighth Street project). This dual programmatic/project-specific approach is discussed further on page 1-3 in Chapter 1, Introduction. There is sufficient design detail (i.e., locations and actions proposed) available about the proposed street network improvements proposed as part of the Draft Plan, and so this EIR evaluates the environmental impacts of some of these improvements on a project-specific level.

The three components are evaluated collectively as part of the Proposed Project; however, whether they ultimately are implemented would depend upon decision-maker support, funding, community interests and priorities, and other factors. The individual components may be approved and implemented alone, in various combinations, or not at all. Each component has independent utility, meaning that each could be implemented separately from the others and still satisfy the applicable project sponsor’s objectives. This EIR not only evaluates the maximum environmental impacts of the Proposed Project, but also distinguishes impacts that are specific to one or more of the components.

¹ One lot has been subdivided as part of a residential condominium project. 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).



— Western SoMa Community Plan Area Adjacent Parcels - - - - - 350 Eighth Street project site

Project Area refers to the combined area of the Western SoMa Community Plan, Adjacent Parcels and the 350 Eighth Street project site.

SOURCE: San Francisco Planning Department

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

Figure 2-1
Project Area Location and
Component Boundaries

B. Project Sponsor's Objectives

Western SoMa Community Plan

The project sponsor for the Draft Plan is the San Francisco Planning Department in collaboration with the Western SoMa Citizens Planning Task Force. The project objectives for the Draft Plan can be found in the Western SoMa Citizens Planning Task Force "Planning Principles" of the Draft Plan, which state the following (see Appendix B, Draft Plan Objectives and Policies):

- 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; and
- Maximize general environmental quality and health.

Rezoning of Adjacent Parcels

The project sponsor for the Rezoning of Adjacent Parcels is the San Francisco Planning Department. The main objectives of this component of the Proposed Project are the following:

- Rezone 46 parcels, comprising 35 lots,² adjacent to the *Western SoMa Community Plan Area*, which are not currently part of any area plan (proposed or adopted), but whose proximity to both the proposed Western SoMa Special Use District (SUD) and Eastern Neighborhoods³ make them ideal candidates for "clean-up" rezoning;

² One lot has been subdivided as part of a residential condominium project. 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).

³ Eastern Neighborhoods include the East SoMa, Mission, and Showplace Square/Potrero Hill areas, which border Western SoMa to the east, south, and southeast, respectively. Central Waterfront, located farther southeast, is also part of the Eastern Neighborhoods. See Section C. Background below for additional information.

- Promote land use types envisioned within this part of the city by rezoning these parcels from Heavy Commercial (C-M) and Service/Light Industrial/Residential (SLR) to downtown General Commercial (C-3-G) and Eastern Neighborhoods Mixed Use Office (MUO); and
- Encourage existing building heights and massing by preserving existing height and bulk limits.

350 Eighth Street Project

The San Francisco Planning Department reached out to multiple potential developers in the Western SoMa area to partner with the department in undertaking the environmental review for the Proposed Project. Through this process, a partnership with the project sponsor for the 350 Eighth Street project, Archstone, was established. Archstone's project objectives for the 350 Eighth Street project are the following:

- Redevelop a large parking lot that does not currently contribute to the economic, social, and aesthetic qualities of the neighborhood;
- Create an apartment community that respects the neighborhood and context in which it is being built;
- Embrace and extend the existing network of alleys that connects Western SoMa by revitalizing the look and feel of Gordon and Ringold Streets adjacent to the 350 Eighth Street project site;
- Bring activity to the neighborhood through viable ground-floor commercial, art-related, and light industrial uses; and
- Develop a feasible project capable of providing an adequate return on investment.

C. Background

The *Eastern Neighborhoods Rezoning and Area Plans* were adopted in January 2009 after a multi-year planning process. When first initiated in 2000, this Eastern Neighborhoods planning process included all of the South of Market (SoMa) area, although subsequently the SoMa area was divided into Eastern SoMa and Western SoMa.⁴

On November 23, 2004, the Board of Supervisors adopted Resolution 731-04, which removed the area of the City referred to as Western SoMa from the Eastern Neighborhoods rezoning process and established the Western SoMa Citizens Planning Task Force (Task Force). The Task Force was charged with advising the San Francisco Planning Department and the Board of Supervisors on planning activities pertaining to this area. The Task Force authored the Draft Plan, which was published on August 14, 2008, and addressed a variety of topics within the Western SoMa Special Use District,⁵ including land use, neighborhood economy, housing, transportation and the street network, urban design and built form, historic

⁴ The *East SoMa Plan* was adopted as part of the Eastern Neighborhoods planning process. Available online at: http://www.sf-planning.org/ftp/general_plan/East_SoMa.htm, accessed on April 19, 2012.

⁵ The Western SoMa Special Use District established by Ordinance 206-06, approved July 25, 2006, available online at: <http://www.sfbos.org/ftp/uploadedfiles/bdsupvrs/ordinances06/o0206-06.pdf>, accessed on April 19, 2012.

preservation, and open space.⁶ The Draft Plan subsequently was recognized by the San Francisco Planning Department and the Planning Commission as the “preferred planning alternative.”

D. Project Characteristics

The area that encompasses the Draft Plan Area, the Adjacent Parcels, and the 350 Eighth Street project site is called the “Project Area” in this EIR. The Project Area encompasses 301.9 acres. The following discussion reviews the key characteristics of the three components of the Proposed Project: (1) the Draft Plan, (2) the Rezoning of Adjacent Parcels, and (3) the 350 Eighth Street project.

Western SoMa Community Plan

The first component of the Proposed Project is adoption of the *Western SoMa Community Plan* as an Area Plan of the *San Francisco General Plan*.

Location

The boundaries of the Draft Plan coincide with those of the existing Western SoMa Special Use District (SUD). The Draft Plan Area is located in the western portion of the SoMa neighborhood of San Francisco. Altogether, the Draft Plan Area comprises approximately 298 acres⁷ and is surrounded by the Civic Center, East SoMa, Showplace Square, Mission District, and Hayes Valley.

The Draft Plan Area boundary is irregularly shaped and consists of two connected areas. The first area generally is referred to in this EIR as “north of Harrison Street.” It roughly is bounded by 13th Street to the east, Bryant Street to the south, Seventh Street to the west, and Minna Street (an alleyway between Mission and Howard Streets) to the north. The second area generally is referred to in this EIR as “south of Harrison Street.” It roughly is bounded by Townsend Street to the south, Fourth Street to the east, Harrison Street to the north, and Seventh Street to the west. Several outlying parcels, located between Folsom and Clementina Streets, east of Fifth Street, also fall within the boundaries of the Draft Plan Area. This boundary delineates the designated Draft Plan Area that is analyzed in this EIR.

Draft Plan Organization and Components

The Draft Plan would amend the existing Western SoMa SUD and would implement new planning policies and controls for land use, urban form, building height and design, street network, and open space. The Draft Plan’s basic goal is to maintain the mixed-use character of the proposed Draft Plan Area and preserve existing housing while encouraging new residential and resident-serving uses (including affordable housing) within the proposed Residential Enclave Districts (REDs) north of Harrison Street and targeting larger parcels south of Harrison Street for local- and region-serving, primarily commercial uses (such as office and technology-based uses) and large-scale (over 25,000-square-foot) commercial

⁶ The *Western SoMa Community Plan, Proposal for Adoption, Fall 2011*. Available online at: http://commissions.sfplanning.org/soma/FinalPlan_optimized.pdf, accessed on April 19, 2012.

⁷ This area is inclusive of public rights-of-way within the Plan Area. Excluding the public rights-of-way, the Plan Area parcels make up approximately 206 acres.

developments. South of Harrison Street, residential uses would be prohibited outside of the designated residential and mixed-use districts. In addition, Townsend Street would be targeted as a mid-rise business corridor that would promote high-tech and digital-media uses. Folsom Street would be maintained and developed for neighborhood-serving retail uses. The size of commercial developments would be limited throughout the Draft Plan Area except for designated large lots south of Harrison Street.

The Draft Plan contains 11 chapters: Land Use, Neighborhood Economy, Housing, Transportation and the Street Network, Urban Design and Built Form, Preservation, Open Space, Arts and Entertainment, Community Facilities, Safety and Public Welfare, and Epilog. Each chapter of the Draft Plan presents policies that, collectively, seek to create a “complete neighborhood” that would maintain 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 Draft Plan also focuses on strengthening “high-tech”-related business opportunities that would meet local and broader strategic employment needs.

The version of the Draft Plan dated August 14, 2008 and discussed in the NOP (published on August 11, 2009) has been superseded by an updated Draft Plan, Proposal for Adoption (Fall 2011). The main changes made in the Proposal for Adoption were the removal of all Implementation Actions and revisions to proposed height and bulk districts along Townsend Street (from 85-K/95-K to 85-K). The Proposal for Adoption is referred to and analyzed throughout this EIR as the Draft Plan. It will remain a draft until it formally is adopted as an element of the *San Francisco General Plan*. Once adopted, future development projects in the Draft Plan Area could be exempt from further environmental review if they substantially conform with the zoning controls established in the Draft Plan Area and analyzed in this EIR, and there is no substantial new information showing that there may be new or more severe impacts than those evaluated in this EIR.

The Draft Plan elements that would result in physical changes, such as proposed zoning and height district changes, are discussed further below. Although social and economic effects of a project or plan are typically not studied in environmental impact reports,⁸ to the extent that the Draft Plan’s social and economic policies would lead to physical effects on traffic, air quality, noise, population and housing, and other conditions, such impacts are addressed in this EIR. Features of the Draft Plan that would not be expected to demonstratively alter the physical environment (such as economic and social components) are discussed in a cursory manner throughout this document. Appendix B of this EIR provides a compilation of all Draft Plan policies and objectives.

Implementation of the Draft Plan would result in a number of physical changes to the environment, particularly the following (see detailed discussion below):

- Increases and decreases in building heights on selected parcels due to proposed height and bulk district reclassifications;

⁸ CEQA *Guidelines* Section 15131, available online at: <http://ceres.ca.gov/ceqa/guidelines/art9.html>, accessed on April 19, 2012.

- 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 bulb-outs; 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 (e.g., street trees and planted medians); and other pedestrian enhancements (e.g., street furniture and public restrooms).

The rezoning proposed by the Draft Plan would allow for increases in housing, employment, and population within the Draft Plan Area.⁹

Proposed Changes to Land Use Policies and Controls

The Draft Plan Area currently includes a mix of land uses, including residential uses (single- and multi-family buildings, live/work lofts, and single-room-occupancy [SRO] residential developments), commercial uses (primarily office and retail), and light industrial and art-related uses. The majority of the Draft Plan Area is zoned Service/Light Industrial/Residential (SLR) and Service/Light Industrial (SLI). SLR districts are designed to “maintain and facilitate the growth and expansion of small scale light industrial, home and business service, wholesale distribution, arts production and performance/exhibition activities” and other similar light industrial and office uses. Existing group housing and dwelling units are protected from demolition or conversion to non-residential use, and development of group housing and low-income affordable dwelling units is permitted with a Conditional Use (CU) authorization. SLR districts permit retail, general commercial, home, personal and business services, light industrial, institutional, cultural arts and artisan, live/work space, parking and residential activities as principal uses. SLI districts permit uses similar to those permitted in SLR districts but prohibit residential development except “low income” housing through CU authorization from the San Francisco Planning Commission. Other use districts that exist within the boundaries of the Draft Plan Area include Light Industrial (M-1), Service/Secondary Office (SSO), Residential Service District (RSD), Residential Enclave Districts (REDs), and Public Districts.

The Draft Plan proposes to amend the existing Western SoMa 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 and resident-serving uses (including affordable housing) in the proposed residential districts. Residential and resident-serving uses would be encouraged mainly within Residential Enclave Districts (REDs) and Residential Enclave Mixed Districts (RED Mixed), which would be located mostly north but a few south of Harrison Street.¹⁰ This goal would be achieved by expanding all of the existing REDs, which currently exist north of Harrison

⁹ San Francisco Planning Department household, job, and population projections, which serve as the basis of analysis in this EIR, are discussed at the beginning of Chapter 4, Environmental Setting, Impacts, and Mitigation Measures.

¹⁰ As described in the discussion of proposed zoning designations below, the proposed Residential Enclave Mixed District (RED Mixed) would have controls similar to existing RED zoning in the proposed Plan Area. A proposed RED Mixed area would allow a small amount of ground-floor commercial use.

Street, and creating new REDs in other locations, both north and south of Harrison Street. (REDs, as well as other proposed districts, are described in greater detail below.)

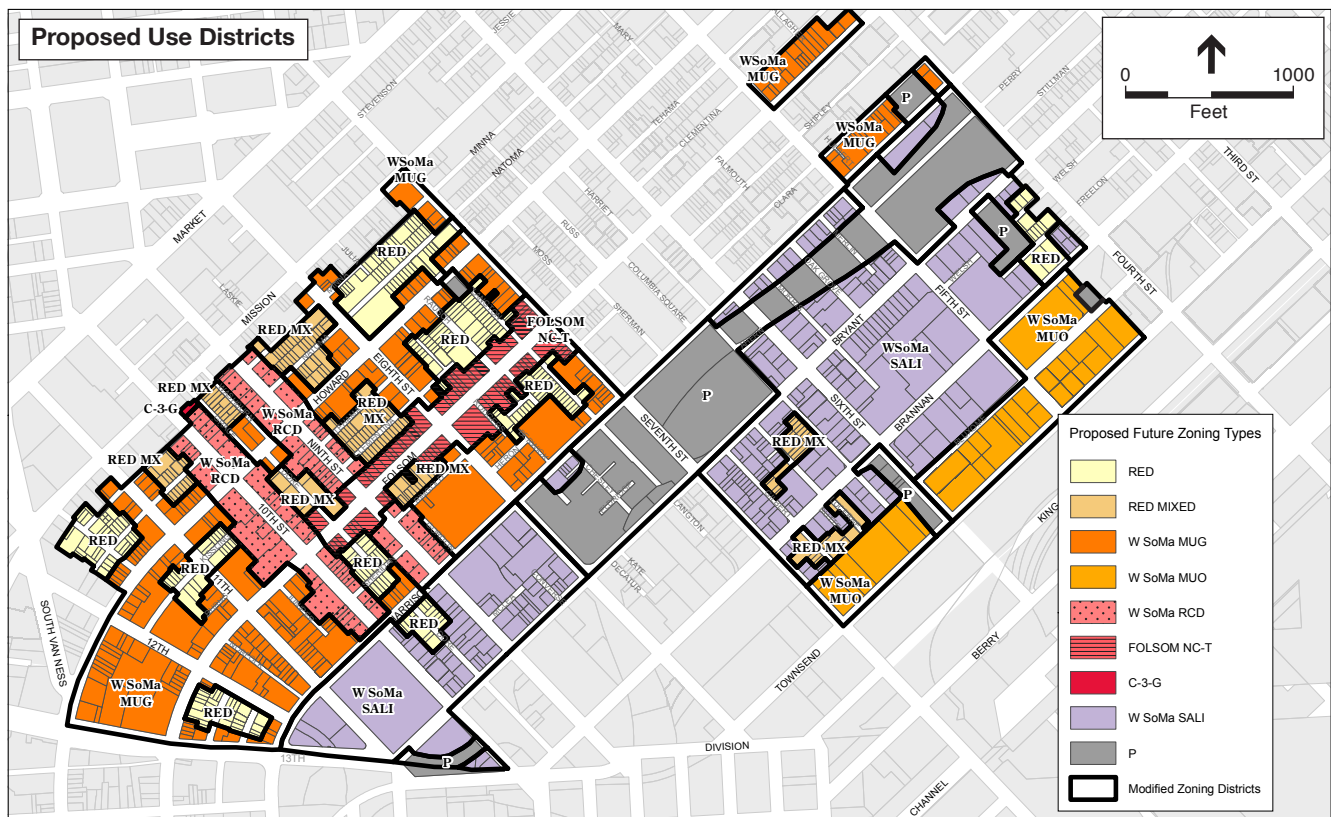
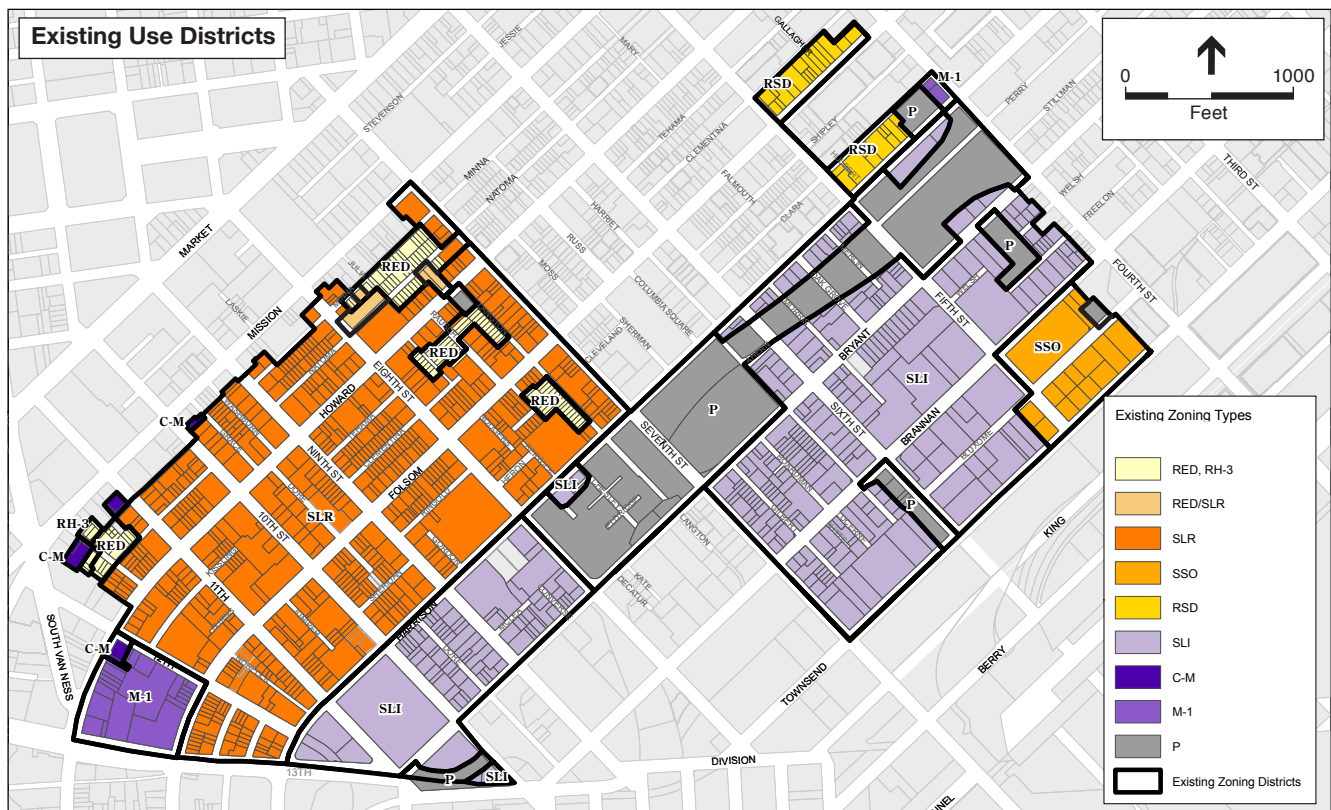
Larger parcels south of Harrison Street are identified for local- and region-serving, primarily commercial uses (such as office and technology-based uses) and large-scale (over 25,000-square-foot) commercial developments. South of Harrison Street, new residential uses would be allowed only within the new RED and RED Mixed areas. In addition, Townsend Street between Fourth and Seventh Streets is targeted as a mid-rise business corridor that would promote office, commercial, and light industrial uses, and Folsom Street between Seventh Street and just east of 10th Street is proposed for development as a primary neighborhood-serving retail use corridor. The size of commercial developments would be limited throughout the Draft Plan Area except for designated large lots south of Harrison Street. **Figure 2-2**, p. 2-9, illustrates the existing and proposed zoning districts.

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 and RED Mixed 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 Neighborhood Commercial Transit (NC-T) district and by designating the lots along the northern side of Townsend Street within the Draft Plan Area boundaries as the new Western SoMa Mixed Use Office district (W SoMa MUO). In addition, the Draft Plan retains existing controls for formula retail¹¹ uses that restrict clustering, integrate them with non-formula uses, and discourage auto-oriented formula retail uses north of Interstate 80 (I-80).

As noted above, the Draft Plan would establish and/or expand the following zoning designations within the SUD, some of which are specifically proposed to achieve the objectives set forth in the Draft Plan:

- Residential Enclave District (RED)** – This district would be concentrated along mid-block alleyways (Natoma, Tehama, Clementina, etc.), primarily north of Harrison Street, similar to existing conditions of RED districts. This district would permit clusters of low-scale, medium- density, predominantly residential developments but would not permit any single-room- occupancy (SRO) units, student housing, or group housing, or any institutional or industrial/ production, distribution, and repair (PDR) uses. Permitted commercial uses would be limited to arts activities (other than theaters), and retail sales and services in a landmark or contributory building. Office uses would be limited through CU authorization to those buildings that are either considered to be a “City Landmark” or “Contributory” building in an adopted historic district.

¹¹ Section 703.3 of the San Francisco Planning Code defines “formula retail” as “a type of retail sales activity or retail sales establishment which, along with eleven or more other retail sales establishments located in the United States, maintains two or more of the following features: a standardized array of merchandise, a standardized façade, a standardized decor and color scheme, a uniform apparel, standardized signage, a trademark or a servicemark.” The San Francisco Planning Code, Section 703.3 is available online at: [http://www.amlegal.com/nxt/gateway.dll/California/planning/planningcode?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:sanfrancisco_ca\\$sync=1](http://www.amlegal.com/nxt/gateway.dll/California/planning/planningcode?f=templates$fn=default.htm$3.0$vid=amlegal:sanfrancisco_ca$sync=1), accessed April 19, 2012.



SOURCE: Western SoMa Citizens
Planning Task Force

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

Figure 2-2
Existing and Proposed Western SoMa
Community Plan Area Use Districts

- **Residential Enclave District, Mixed (RED Mixed)** – This district would be situated within mid-block locations on blocks west of Eighth Street and north of Ringold Avenue in the “north of Harrison” area and on blocks bounded by Sixth, Townsend, Seventh, and Bryant Streets in the “south of Harrison” area. Similar to the RED districts, RED Mixed districts would promote residential developments but would not permit any SRO units or student housing. Group housing would be allowed under CU authorization. This district would also allow for a mix of supportive uses such as institutional, commercial, and light industrial/PDR, which could include child care facilities, religious facilities, arts activities, retail and business services, and light manufacturing uses. Many of the supportive uses, such as retail, restaurants, and automotive repair, would be permitted up to 1,250 square feet in area, would require a CU authorization above 1,250 square feet in area, and would not be permitted above a floor area ratio (FAR) of 1. Appropriate buffers would be implemented to allow incompatible uses to exist in proximity to one another through the requirement of CU authorizations. Size and use limits for non-residential uses within RED Mixed districts also would be established.
- **Western SoMa Mixed-Use Office (W SoMa MUO)** – This district would replace the SSO and SLI districts that currently exist along Townsend Street and along Brannan Street, between Fourth and Fifth Streets. This district would promote a variety of smaller-scale office uses, digital media and “high-tech” uses, and light industrial/PDR uses amidst a mix of other neighborhood-serving commercial and institutional uses, such as nighttime entertainment, recreational facilities, restaurants, arts activities, retail, child care, and religious uses. Additionally, the Western SoMa MUO would permit new entertainment uses outside designated buffer areas around newly designated and proximate RED Mixed areas. Permitted entertainment uses would include movie theaters (up to three screens), and amusement game arcades, while other entertainment uses, such as billiard halls, would require CU authorization. Other commercial uses such as restaurants, gyms, and retail sales and services would be permitted at or below 10,000 gross square feet in size (per lot), would require a CU authorization between 10,000 and 25,000 gross square feet in size, and would not be permitted above 25,000 gross square feet in size. The SoMa MUO would differ from the existing SSO and SLI districts on the project parcels and from other MUO districts throughout the city in that no residential uses other than the CU authorization for residential division, demolition, or residential conversion would be permitted within this district.
- • **Western SoMa Mixed-Use General (W SoMa MUG)** – This district would surround the RED and RED Mixed clusters north of Harrison Street and would replace the SLR use districts in much of this area. Similar to the MUG districts established through the Eastern Neighborhoods planning process, it would permit residential uses and support a flexible mix of smaller neighborhood-serving, commercial, institutional, and industrial/PDR uses, such as bars, restaurants, retail, business services, and light manufacturing. Unlike the W SoMa MUO, the W SoMa MUG would not permit nighttime entertainment uses or uses such as movie theaters, hotels, offices (except in City Landmark buildings) or, without CU authorization, uses requiring extended hours. However, this district would allow ground-floor financial and medical services under CU authorization for facilities greater than 50,000 gross square feet, and as principal uses when primarily open to the general public on a retail basis, subject to use size limits. All types of residential uses would be permitted, some requiring CU authorization. Large-scale commercial uses, loft-style live/work spaces, and research and development (R&D) facilities would not be permitted within this district.
- **Western SoMa Regional Commercial District (W SoMa RCD)** – Proposed along Ninth and 10th Streets, this district would be located along primary transportation routes as designated by the Draft Plan and would allow for a variety of uses, including residential (except for student housing), office, industrial/PDR, and limited institutional. New developments, however, would be subject to floor-by-floor land use restrictions. This district would be similar to neighborhood commercial

districts but would encourage more office uses, including financial and medical services. Some commercial, industrial, and institutional uses such as arts activities, theaters (non-movie), restaurants, retail, child care, and office uses would be permitted, although most would be subject to floor-by-floor land use restrictions and also could be subject to CU authorization. For example, formula retail would be permitted on the first floor only, and would require CU authorization between 10,000 and 25,000 gross square feet.

- **Folsom Neighborhood Commercial Transit (Folsom NC-T)** – This district would be similar to other Neighborhood Commercial Transit districts citywide and would encourage increased height and density along the “Downtown Folsom” neighborhood-serving commercial corridor between Seventh and 10th Streets. In addition to a wide range of commercial uses, the Folsom NC-T district would allow residential, light industrial/PDR, and limited institutional and office uses. Uses in this district would be almost identical to those in the W SoMa RCD, with additional allowances for entertainment uses, such as accessory entertainment and amusement game arcades, as well as tourist hotels. Unlike the W SoMa RCD, automotive parking lots and garages would not be permitted. Most allowable uses would be subject to floor-by-floor land use restrictions, with some uses also subject to CU authorization. For example, most of the allowable office uses would only be permitted on first and second floors, and only if they are primarily open to the general public on a retail basis, subject to use size limits.
- **Western SoMa Service, Arts, Light Industrial (W SoMa SALI)** – This district would be located between Harrison and Bluxome Streets and between Fourth and 13th Streets, generally replacing the current Service/Light Industrial (SLI) districts. The W SoMa SALI is designed to protect and facilitate the expansion of existing light industrial/PDR, commercial, manufacturing, office, institutional, and related accessory uses. New residential or office uses would not be permitted while industrial/PDR uses would be allowed. Uses allowed within this district would be similar to those allowed within the W SoMa MUO district, with some exclusions, such as tourist hotels. Additionally, the W SoMa SALI district would permit new entertainment uses outside of designated buffer areas around the proposed proximate RED Mixed areas.

The Draft Plan would not result in changes to the Public (P) zoning district. Permitted uses in this district would remain unchanged and would be the same as the uses permitted in P districts in other parts of the city. Public realm improvements, such as greening and pedestrian enhancements (discussed further below), could occur within the P district.

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. As discussed in Chapter 4 under “Analysis Assumptions for the *Western SoMa Community Plan*,” the Draft Plan would allow approximately 2,883 additional housing units.

In addition, the Draft Plan proposes, through Administrative Code amendments, to implement measures 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 prescribed and historical

proportions of below market rate (BMR) housing units to market rate units and the jobs-to-total-housing-units ratio are maintained.¹²

Transportation and the Street Network

The Draft Plan contains a number of goals with respect to transportation and circulation. These include 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, eliminating freight and service vehicles within residential districts, and de-emphasizing auto-oriented uses on neighborhood-serving streets and along Folsom Street.

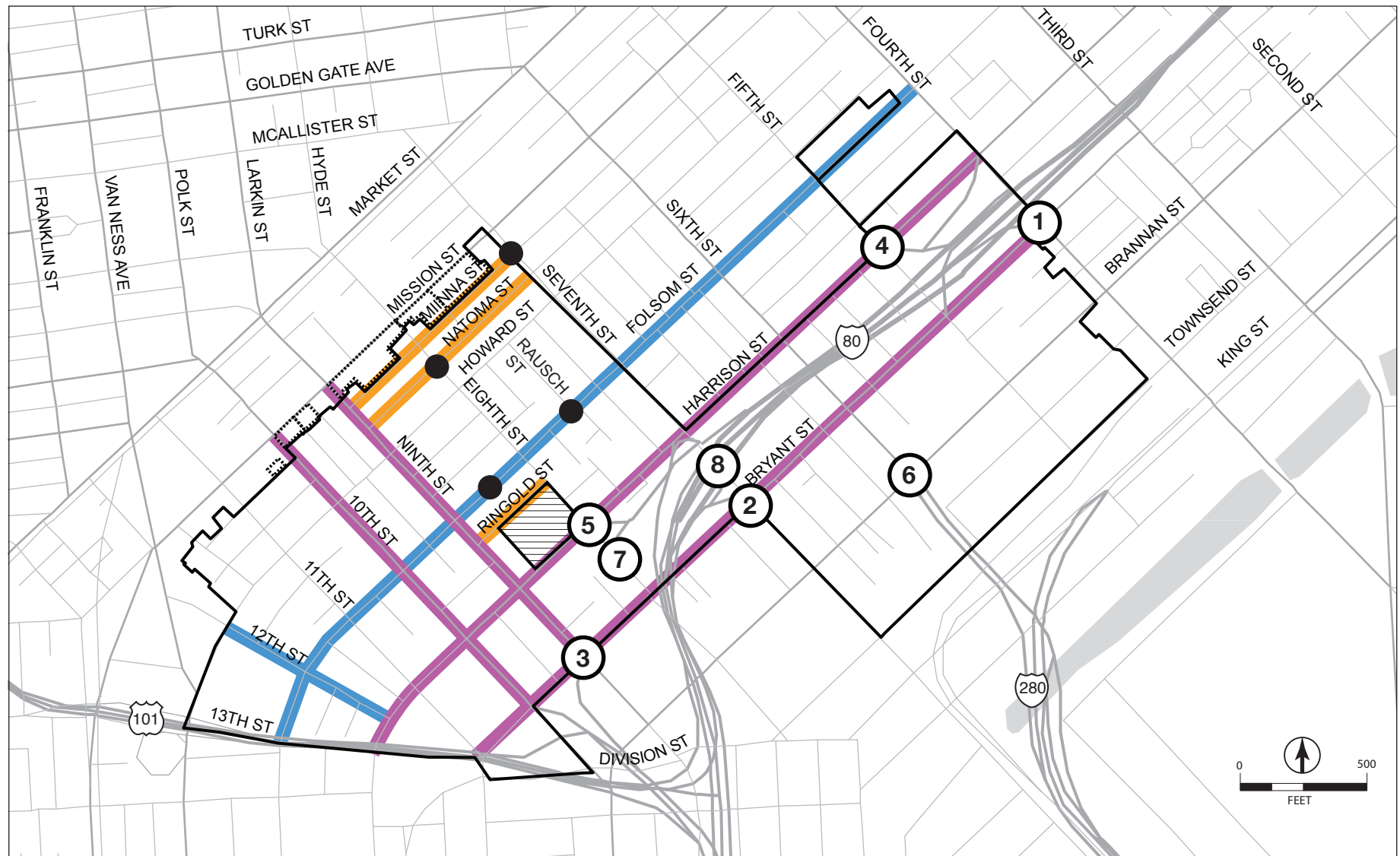
The San Francisco Planning Department would work with other appropriate local and state agencies to implement transportation-related strategies identified in the Draft Plan over time. Specific changes that have been identified by the department at this time are illustrated in **Figure 2-3**, p. 2-13, and include the following:

- **Posting of “truck route” signs on Ninth, 10th, Harrison, and Bryant Streets in the Draft Plan Area.** To encourage truck traffic on certain routes and discourage trucks elsewhere, the City would post the following segments of Ninth, 10th, Harrison, and Bryant Streets within Western SoMa with signage identifying them as “truck routes,” as these streets provide direct access to and from I-80 and U.S. Highway 101 (US 101):
 - 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.

As a compliment to this improvement, the City may post additional freeway trailblazing signs.

- **Installation of new signalized mid-block pedestrian crossings on Folsom Street.** The City would install new signalized pedestrian crossings on Folsom Street at the following two locations: Folsom Street at Rausch Street (between Seventh and Eighth Streets) and Folsom Street 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.
- **Installation of new signalized mid-block pedestrian crossings on Minna and Natoma Streets.** The City would install new signalized pedestrian crossings at mid-block locations between Howard and Mission Streets, at Seventh and Minna Streets, and at Eighth and Natoma Streets. 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. New sidewalk corner bulb-outs would be provided at the new intersections.

¹² This proposal would be approved by the Planning Commission through implementation of a “Community Stabilization Policy,” which would be considered as a separate legislative action.



Legend

- Western SoMa Community Plan Area
- 350 Eighth Street project site
- Adjacent Parcels

- # Gateway Treatments
- Signalized Midblock Pedestrian Crossings

- Truck Route Signs
- Streetscape and Traffic Calming Improvements
- Public Realm Greening and Pedestrian Enhancements (Including Sidewalk Extensions/Bulbouts on Folsom St)

SOURCE: LCW Consulting

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

Figure 2-3
Proposed Transportation Improvements

- **Installation of streetscape and traffic calming improvements on Minna, Natoma, and Ringold Streets.** The City would implement a variety of improvements that would enhance the pedestrian environment on the following street segments:
 - Minna Street between Seventh and Ninth Streets;
 - Natoma Street between Seventh and Ninth Streets; and
 - Ringold Street between Eighth and Ninth Streets.

Improvements have not been designed but could include chicanes,¹³ pavement treatments, sidewalk bulb-outs, and enhanced entrance/exits that would also serve as traffic calming measures.

The four foregoing transportation system improvements are analyzed in this EIR at a project-specific level, meaning that impacts are fully analyzed and mitigation measures, if applicable, are identified such that the City could move forward with adoption and implementation of one or more of the improvements once this EIR is certified.

The Draft Plan also proposes the following additional transportation system improvements that may require further definition before implementation and therefore may require additional California Environmental Quality Act (CEQA) review in the future (analyzed at a program level):

- **Installation of sidewalk extensions/bulb-outs on Folsom Street.** The City would install sidewalk extensions/bulb-outs on Folsom Street between Fourth Street and 13th Street consistent with streetscape amenity treatments identified in the *San Francisco Better Streets Plan*.¹⁴ Implementation of sidewalk extensions with removal of on-street parking at these locations would not reduce the number of travel lanes on Folsom Street. Folsom Street has one westbound and two to three eastbound lanes between 13th and 11th Streets, and is one-way eastbound between 11th and Fourth Streets with four lanes. It is noted that the types of improvements proposed for Folsom Street were previously analyzed, programmatically, in the Mitigated Negative Declaration for the *Better Streets Plan*.¹⁵ The *San Francisco Better Streets Plan* was adopted by the Board of Supervisors and the Mayor in December 2010.
- **Installation of gateway treatments at and in vicinity of freeway off-ramps.** The City would implement gateway treatments at the following 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;
 - I-80 westbound off-ramp at Eighth Street at Harrison Street; and
 - Seventh Street between Harrison and Bryant Streets.

¹³ A chicane as a traffic calming measure consists of sidewalk extensions, or placement of vehicle parking spaces, that jog from one side of the street to the other to create a circuitous route. Chicanes encourage motorists to drive more slowly and carefully.

¹⁴ San Francisco Planning Department, *Final San Francisco Better Streets Plan*, adopted December 2010. Available online at http://www.sf-planning.org/ftp/BetterStreets/proposals.htm#Final_Plan, accessed on April 19, 2012

¹⁵ San Francisco Planning Department, *Better Streets Plan, Final Mitigated Negative Declaration* (Case No. 2007.1238E). Issued September 15, 2010. Available at the San Francisco Planning Department at 1650 Mission Street, Fourth Floor, San Francisco.

Gateway treatments could include signage, lighting, and physical roadway features such as enhanced hardscape area, landscaped islands, or colored textured pavement. It is anticipated that 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.

- **Installation of public realm greening and pedestrian enhancements along Folsom Street and 12th Street.** The City would implement public realm greening and pedestrian enhancements such as street plantings, sidewalk bulb-outs/extensions (see above), and conversion of parallel parking spaces to 90-degree parking spaces. These improvements would be implemented on the following street segments: Folsom Street between Fourth and 13th Streets and 12th Street between Howard and Harrison Streets.

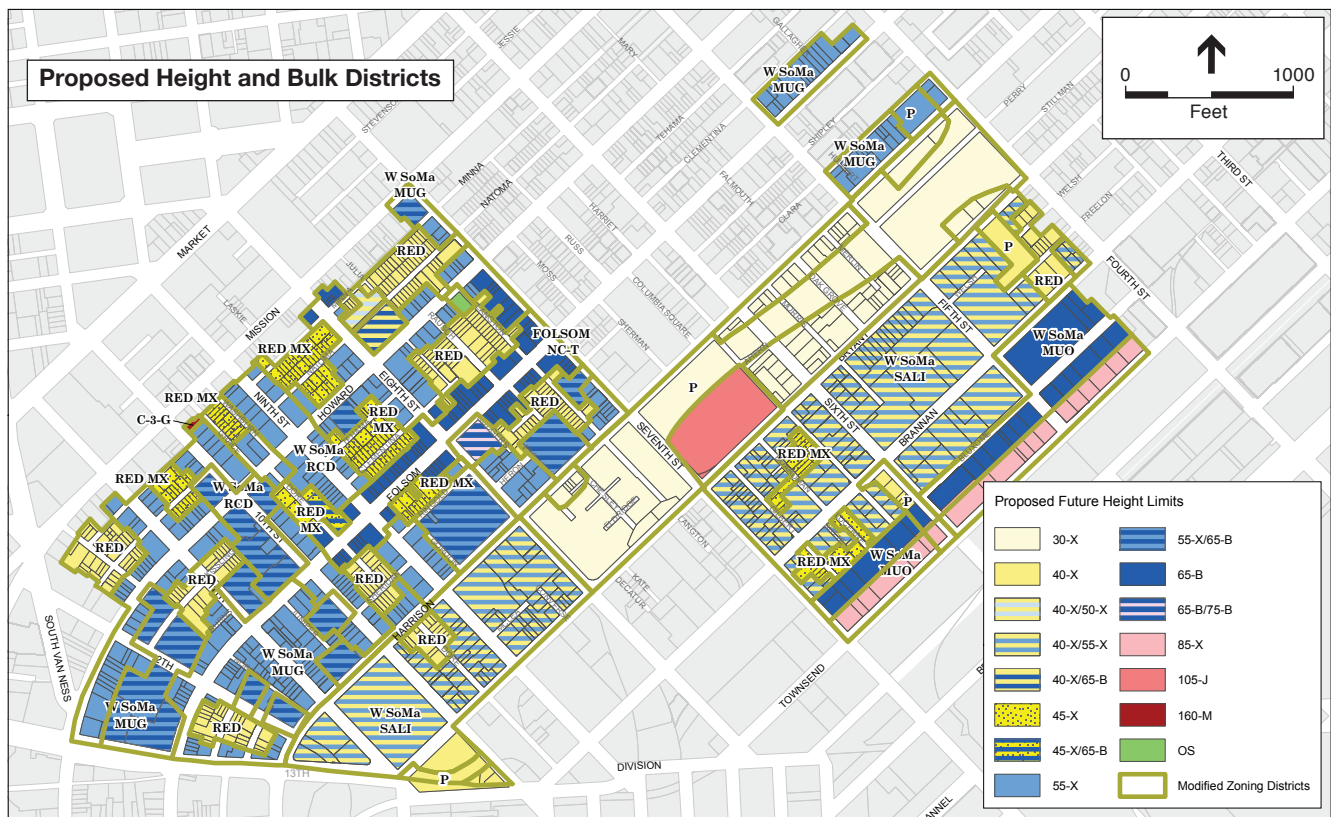
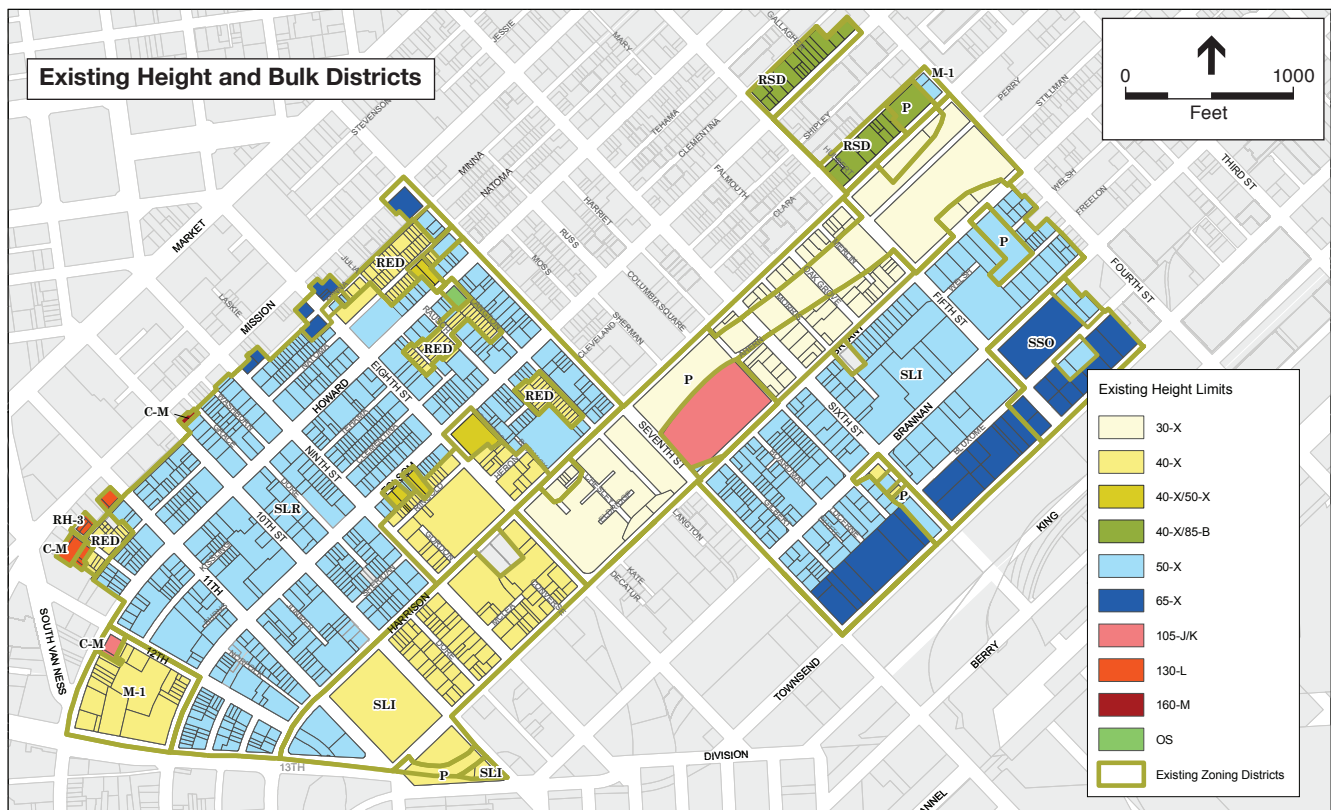
Urban Design and Built Form

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. **Figure 2-4**, p. 2-16 illustrates the existing height and bulk districts as well as the height and bulk districts proposed in the Draft Plan.

In general, the Draft Plan would increase heights throughout the Draft Plan Area by approximately 5 to 20 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-B height and bulk districts to encourage active uses at the ground level.¹⁶ The existing height limits within the RED and RED Mixed areas would be reduced from 50 feet to 40 or 45 feet to maintain the “small scale” character of the residential and commercial uses that exist there, particularly along the mid-block alleys, and to allow for maximum solar access. South of Harrison Street, in the area bounded by Harrison Street to the north and Bryant Street to the south, and east of Eighth 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 RED and RED Mixed areas south of Harrison Street would have 40-X and 45-X height and bulk districts, the same as REDs north of Harrison Street. 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).

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.

¹⁶ The height and bulk districts containing two different height limits are those that would permit buildings with the lower specified height as of right and would permit taller building heights (approximately 10 to 25 feet taller) through a CU approval process, whereby some benefit to the public, such as on-site public amenities, alley beautification, or other features, would be provided in exchange for the taller height allowance. Such benefit would decrease potential conflicts between the subject lot and the surrounding lots and would be contemplated for parcels at least one half acre in size.



SOURCE: Western SoMa Citizens
Planning Task Force

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

Figure 2-4
Existing and Proposed Western SoMa
Community Plan Area Height and Bulk Districts

As a companion document to the Draft Plan, the proposed *Design Standards for Western SoMa Special Use District* (Design Standards) provide detailed district-by-district project development and urban design standards. The *Design Standards* would be considered as an independent companion legislative action and referenced in the proposed Planning Code amendments associated with implementation of the Draft Plan.

Social Heritage Preservation

One of the goals of the Draft Plan is to further identify and preserve the historic and social heritage resources within the 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, both of which have existed in the Western SoMa area for decades and have established longstanding cultural traditions (such as the Folsom Street Fair) and institutions (such as the Filipino community center) within the neighborhood. Recognizing, protecting, and memorializing Filipino and LGBTQ social heritage resources through measures such as tax incentives, FAR exemptions, urban design and building height exemptions, and interpretive programs, for instance, are proposed as separate legislative actions through the creation of new Special Use Districts (SUDs).

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 and the California Register-eligible Bluxome-Townsend Warehouse 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. With respect to historical resources, the Design Standards are divided into Design Standards for Additions to (and Near) Buildings of Historic Merit and Design Standards for In-fill Development in Historic Districts and Contiguous to Historic Buildings. These sets of guidelines would apply to the individually significant and contributing resources within the eligible historic district, including California Register-eligible historic districts. The 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 Area has an open-space-to-population ratio of 0.027 acre to 1,000 residents, which is well-below the ratio of 5.5 acres per 1,000 residents recommended by the *San Francisco Sustainability Plan*.¹⁷ (The citywide rate is 5.5 acres per 1,000 residents.)

The Draft Plan does not identify specific parks or recreational facilities that would be developed as part of the rezoning effort. However, it does seek to address deficiencies in open space and recreational facility space through various goals and implementation measures. One such goal is to provide at least one new public park or open space serving Western SoMa. While no specific location is discussed, the minimum size for a potential park is suggested, in the Draft Plan, as at least 0.25 acre. 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 conjunction with the *San Francisco Better Streets Plan* and the *SoMa Alley Improvement Program*,¹⁸ which are run by the San Francisco Planning Department. The Draft Plan calls for the San Francisco Department of Public Works (DPW) to coordinate with other City agencies 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. The Draft Plan calls for coordinating new development fees with other agencies so that funds can be appropriately delegated as well as for maintaining new and existing parks and open spaces. As noted above in the discussion of proposed changes to the street network, the City plans public realm greening and pedestrian enhancements such as street plantings and sidewalk bulb-outs/extensions on 12th Street between Howard and Harrison Streets.

Other Draft Plan Elements

The Draft Plan contains a number of other elements that are intended to improve social and economic conditions within the Draft Plan Area but are not expected to result in direct impacts on the physical environment. These elements are summarized below for informational purposes only:

- **Arts and Entertainment.** Arts and entertainment uses within the Draft Plan Area contribute revenues to the Western SoMa community and city as a whole, add to the city's diversity, and provide the neighborhood with a sense of historical and cultural identity. The Draft Plan calls for preserving and encouraging arts uses while integrating new art facilities throughout the neighborhood. Among its goals, the Draft Plan seeks to increase publicly accessible and affordable arts education programs. The Draft Plan would allow for entertainment uses but would restrict them to appropriate levels and locations, primarily along the Folsom Street Neighborhood Commercial Transit (NCT) district.

¹⁷ The San Francisco Sustainability Plan is available online at: <http://www.sfenvironment.org/downloads/library/sustainabilityplan.pdf>.

¹⁸ Information about the SoMa Alley Improvement Program is available online at: <http://www.sfdpw.org/index.aspx?p=1238>, accessed April 19, 2012.

- **Community Facilities.** The Draft Plan seeks to provide community facilities (such as human service, child care, education, cultural institutions, recreational facilities, etc.) of adequate number and type to serve the existing population in the Western SoMa neighborhood. In addition, the Draft Plan seeks to maximize the use of existing facilities, ensure equitable access to all, adequately maintain new and existing facilities in light of budgetary constraints, and make community facilities affordable to individuals and families of diverse income levels.
- **Neighborhood Economy.** The Draft Plan emphasizes the diverse commercial make-up of the Draft Plan Area and the need to balance this mix with the growing pressures to provide additional housing. In general, the Draft Plan would seek to relax the 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 business office corridor along Townsend Street, while allowing some formula retail uses in the neighborhood.
- **Safety and Public Welfare.** While crime statistics indicate that the Western SoMa area is safer today than in previous years, the increase in population and density has brought more attention to safety and crime, particularly “quality of life” offenses such as noise, littering, graffiti, public urination, etc. To increase public safety, the Draft Plan encourages uses that have a meaningful connection to the community and have “eyes on the street.” Furthermore, the Draft Plan proposes providing mid-block crossings along some of the larger blocks to increase safety along the major corridors. (These mid-block crossings are described above under changes to the street network and are analyzed in Section 4.E, Transportation and Circulation, of this EIR) The Draft Plan also proposes fostering a sense of community through community meetings, festivals, and social events for residents and making the streets more accessible to disabled persons.

Relationship to General Plan, Planning Code, and Other Project Components

The Draft Plan is intended to be adopted as an element of the *San Francisco General Plan*, which represents the City’s collective vision for the future of San Francisco. The *San Francisco General Plan* comprises a series of elements, each of which deals with a particular topic that applies citywide, as well as a series of area plans that focus on specific portions of the city. The original *South of Market Plan* was adopted in 1990, and an *East SoMa Plan* was adopted as part of the Eastern Neighborhoods planning process in 2009.

The Draft Plan also includes an “implementation package” that will 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*.

As noted in the Introduction, the Draft Plan is independent of the other components of the Proposed Project. It may be approved and implemented individually, in combination with one or more of the other Proposed Project components, or not at all.

Rezoning of Adjacent Parcels

The second component of the Proposed Project is the Rezoning of Adjacent Parcels, a “clean-up” rezoning of 46 parcels comprising 35 lots.¹⁹

Location

The Adjacent Parcels are located outside of but adjacent to the Draft Plan Area. They generally are bounded by Seventh, Eleventh, Mission, and Minna Streets (see **Figure 2-5**, p. 2-21). The Adjacent Parcels front on Mission Street and currently contain structures ranging between one and four stories and containing a mix of uses, including light industrial, office, public, and retail uses, as well as several surface parking lots and vacant lots.

The Adjacent Parcels are not included in the Draft Plan Area because the Draft Plan Area as proposed coincides with the Western SoMa SUD adopted by the Board of Supervisors in 2006.

Existing and Proposed Zoning

The Adjacent Parcels are located adjacent to parcels that have either already been rezoned as part of the Eastern Neighborhoods rezoning process (south of 13th Street and east of Seventh Street) or are proposed for rezoning as part of the Draft Plan (directly to the south). Although they are not part of any proposed or adopted area plan, their proximity to both the *Western SoMa Community Plan* and Eastern Neighborhoods Plan Area makes them ideal candidates for rezoning concurrent with the Draft Plan to allow the type of land uses that are envisioned within this part of the city. As part of this project component, the San Francisco Planning Department would implement a “clean-up” rezoning process to reconcile the use districts of these parcels with those of the neighboring properties and to make them consistent with the zoning of the opposing block façades.

The existing zoning of the Adjacent Parcels is Heavy Commercial (C-M) and Service/Light Industrial/Residential (SLR). The CM district allows for certain heavy commercial uses that are not permitted in other commercial districts, emphasizing wholesaling and business services, with limited light manufacturing and processing also permitted. The SLR district is designed to maintain and facilitate the growth and expansion of small-scale light industrial, home and business service, wholesale distribution, arts production, general commercial and neighborhood-serving retail, and similar uses while protecting existing housing and encouraging the development of housing and live/work space at a scale and density compatible with the existing neighborhood.

¹⁹ One lot has been subdivided as part of a residential condominium project. 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).



SOURCE: Western SoMa Citizens
Planning Task Force

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

Figure 2-5
Existing and Proposed Adjacent Parcels Use Districts

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 rezoned as Eastern Neighborhoods Mixed Use Office (MUO) along the south side of Mission Street between Seventh and Ninth Streets. The parcels proposed for rezoning to C-3-G are among only a handful of parcels citywide currently zoned C-M, while the newly zoned C-3-G parcels would be consistent with parcels on the north side of Mission Street and with other parcels on the south side of Mission Street west of 10th Street, all of which currently are zoned C-3-G. The C-3-G district allows a variety of uses, including retail, offices, hotels, entertainment, clubs and institutions, and high-density residential. While uses in the C-3-G districts often have a citywide or regional function, the intensity of development would be lower here than in the downtown core area, which is further to the east. As in other downtown districts, no off-street parking would be required for individual commercial buildings.

The parcels proposed for rezoning to MUO currently are zoned SLR, which is one of the zoning districts created at the time the original *South of Market Plan* was adopted in 1990. Areas formerly zoned SLR in East SoMa were rezoned to Eastern Neighborhoods Mixed-Use, General (MUG) in 2009. Absent the proposed Rezoning of Adjacent Parcels, these SLR parcels on the south side of Mission Street would be the only remaining parcels zoned SLR, which is the reason they are proposed for rezoning at this time. The proposed MUO district would encourage office uses and housing, as well as small-scale light industrial and arts activities, with nighttime entertainment permitted with CU authorization. Dwelling units and group housing would be permitted, while demolition or conversion of existing dwelling units or group housing would require CU authorization. No changes to the existing height or bulk districts are proposed as part of this process.

While the proposed Rezoning of Adjacent Parcels would not, in and of itself, result in direct physical impacts on the environment, it could indirectly create incentives for demolition of existing structures on these parcels and the development of new structures containing office, light industrial, residential, and other permitted uses. Although many of the existing structures are not built to maximum allowable height limits, new structures could be constructed to take advantage of these limits, as well as the higher permitted residential densities and floor area ratios.^{20,21}

Relationship to Other Project Components

As noted throughout this EIR, it is intended that the Rezoning of Adjacent Parcels, as well as the other two components of the Proposed Project, could be cleared through CEQA, approved, and implemented individually and independently of one another (or conceivably not approved). However, the Rezoning of Adjacent Parcels is discussed in combination with the Draft Plan (and, in some cases, in combination with the Draft Plan and the 350 Eighth Street project, discussed below), where the impacts of this project component are similar to those of the Draft Plan/350 Eighth Street project.

²⁰ The C-3-G and MUO zoning would also permit higher-density housing, where it is now permitted only with a CU authorization.

²¹ There are also FAR allowance changes, in that MUO allows between 3:1 and 7.5:1 (depending on building height) while SLR allowed 2.5:1. There is no change in the maximum FAR between C-3-G and C-M (i.e., 9:1).

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, Block 3756, Lots 3 and 15, on a parcel surrounded by Harrison, Eighth, Ringold, and Gordon Streets (within the Draft Plan Area).

As noted above, the 350 Eighth Street project has independent utility relative to the other components of the Proposed Project and its environmental impacts are analyzed independently and collectively throughout this EIR. The intent of this approach is to inform decision makers and members of the public of the environmental consequences that could result if the 350 Eighth Street project were the only component of the Proposed Project to be approved.

Existing Uses on Project Site

The 350 Eighth Street project site is approximately 146,300 square feet (3.3 acres) in size. It currently is 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 single-story administration and maintenance structures (1,322 square feet, 11,050 square feet, and 10,018 square feet in size), which would be demolished to accommodate the proposed mixed-use development.²² [HERE]

Proposed 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 1,333 square feet of community space (see **Table 2-1**, p. 2-24). The commercial uses would be located on the ground level in buildings along Harrison and Eighth Streets (Buildings One and Two) and a four-story building at the corner of Harrison and Gordon Streets (Building Three) while the light industrial and art-related uses would be located on lower levels in buildings along Gordon Street (Building Four). 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 (Buildings Six and Seven). The project also would include about 14,172 square feet of open space, parts of which would be publicly accessible (including a small pocket park at the intersection of Eighth and Ringold Streets). The 350 Eighth Street project would include a 1,350-square-foot community center located south of and adjacent to the new pocket park (Building One). **Figures 2-6 through 2-10**, pp. 2-26 through 2-29, illustrate the proposed site plan, representative floor plans, and elevations of the 350 Eighth Street project.

²² Golden Gate Transit buses will move to a lot under the Interstate 80 freeway between Third and Fourth Streets as part of the new Transit Center project.

TABLE 2-1
350 EIGHTH STREET PROJECT CHARACTERISTICS

Existing Uses	Three industrial sheds (11,050 square feet, 1,322 square feet, and 10,018 square feet), surrounded by hardscape areas and utilities.							
Proposed:	Proposed land uses within each building are expressed in square feet (SF), below.							
	Building One	Building Two	Building Three	Building Four	Building Five	Building Six	Building Seven	Total
LAND USES								
Commercial	3,959	22,313	7,372					33,644
Residential (Includes 12 2-Bedroom Flex Units)	26,940	95,942		33,186	63,835	65,183	66,609	351,695
Light Industrial/Artist Space				8,148				8,148
Community Space	1,333							1,333
SUBTOTAL	32,232	118,255	7,372	41,334	63,835	65,183	66,609	394,820
Non-Rentable Space*	7,839	29,166	1,436	11,551	8,392	24,426	23,000	105,810
TOTAL	40,071	147,421	8,808	52,885	72,227	89,609	89,609	500,630
Decks, Balconies, and Occupiable Exterior Areas		1,502		2,522	2,624	5,040	5,164	16,852

DWELLING UNITS

Studios	40
1-Bedroom (Including 1-Bedroom Lofts and 1-Bedroom Live/Work Units)	223
2-Bedroom (Including 2-Bedroom Flex Space and 2-Bedroom Townhomes)	181
Total	444

* "Non-Rentable Space" includes all areas dedicated to circulation, mechanical and electrical shafts, common areas, and partitions/portions of partitions not assigned to rentable areas.

SOURCE: Archstone, September 2011.

Parking Spaces	436 spaces (337 residential, 95 commercial, 4 arts) plus 5 carshare spaces
Bicycle Parking (Stalls)	124 enclosed, secured bicycle parking spaces for residential units in the garage plus 6 at-grade bicycle racks for non-residential uses
Height of Buildings	53 to 65 feet
Number of Stories	4 to 6, plus mezzanine

OPEN SPACE

Private/Common (Not Accessible to Public)	SF	Publicly Accessible	SF
Private Balconies	5,622	Public Park	5,362
Common Decks	1,502	Grade Open Space	21,424
Interior Grade Court	6,030		
Total Private/Common	13,154	Total Public	26,786

Proposed Building Heights and Setbacks

The proposed seven buildings would range from four to six stories, or 53 to 65 feet tall, distributed around and within an oval-shaped internal roadway (see site plan in Figure 2-6, p. 2-27). Of the new structures, the two within the internal roadway loop (Buildings Six and Seven) would be six-story-plus-mezzanine residential buildings. Two buildings along Gordon and Ringold Streets would be five stories plus mezzanine, and would provide residential units above the proposed ground-floor art activities space (on Gordon Street) and ground-floor “flex” space on Ringold Street.²³ These buildings would be set back about 10 feet from Ringold Street and 15 feet from Gordon Street at the fourth floor, at a height of about 35 feet. A four-level, 60-foot-tall office building (Building Three) with ground-floor retail would be constructed at the corner of Gordon and Harrison Streets, while the site frontages on Harrison and Eighth Street each would be developed with a six-story plus mezzanine residential building (Buildings One and Two), with ground-floor retail and community space below.

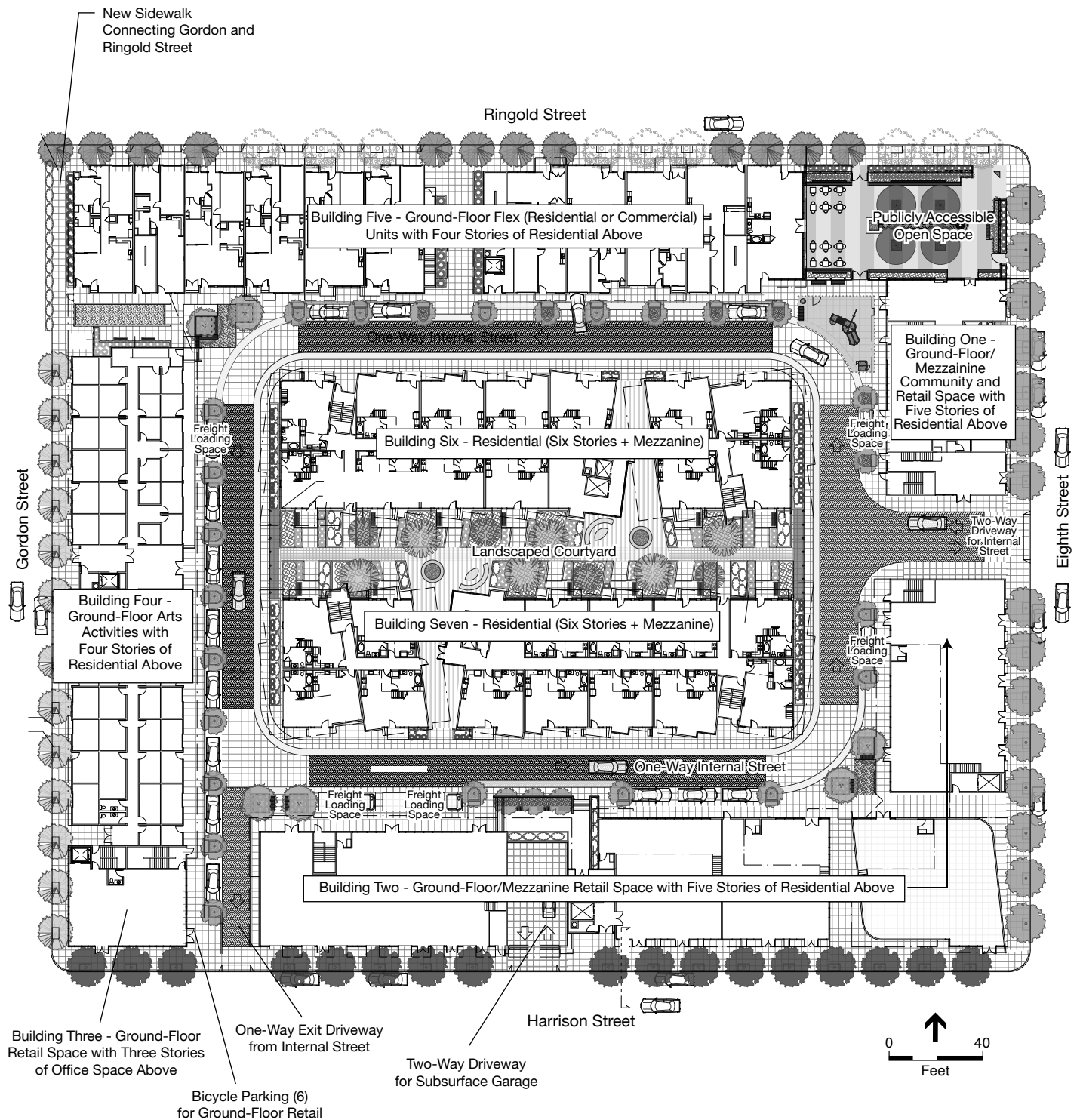
Proposed Parking and Access

Off-street parking, primarily below grade, would accommodate approximately 436 vehicles. The locations and means of access for the parking spaces for the proposed uses would be as follows:

- 414 parking spaces (315 residential, 95 commercial, and 4 for the arts uses), plus 5 spaces for use by publicly available carshare vehicles, would be located within a below-grade parking garage, which would span most of the 350 Eighth Street project site. Access to the parking garage would be via a two-way ramp on Harrison Street.
- 13 residential parking spaces would be located on-street on the internal roadway within the 350 Eighth Street project site, and 4 residential parking spaces would be provided within individual unit garages that would have access from the internal roadway.
- 5 residential parking spaces would be provided within individual unit garages with access from Ringold Street.

Pedestrian access to the 350 Eighth Street project site would be available on all sides. Vehicle access to the below-grade parking would be via ramps from Harrison Street. Auto access to a proposed internal driveway within the 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 (12 feet in width and 35 feet in length) and four van loading spaces (8 feet in width and 20 feet in length) would be provided within the internal roadway. These spaces would be on-street (i.e., yellow curb) and would not be enclosed. Excavation of approximately 64,050 cubic yards of soil would be required to accommodate the proposed below-grade garage level, which would span most of the 350 Eighth Street project site.

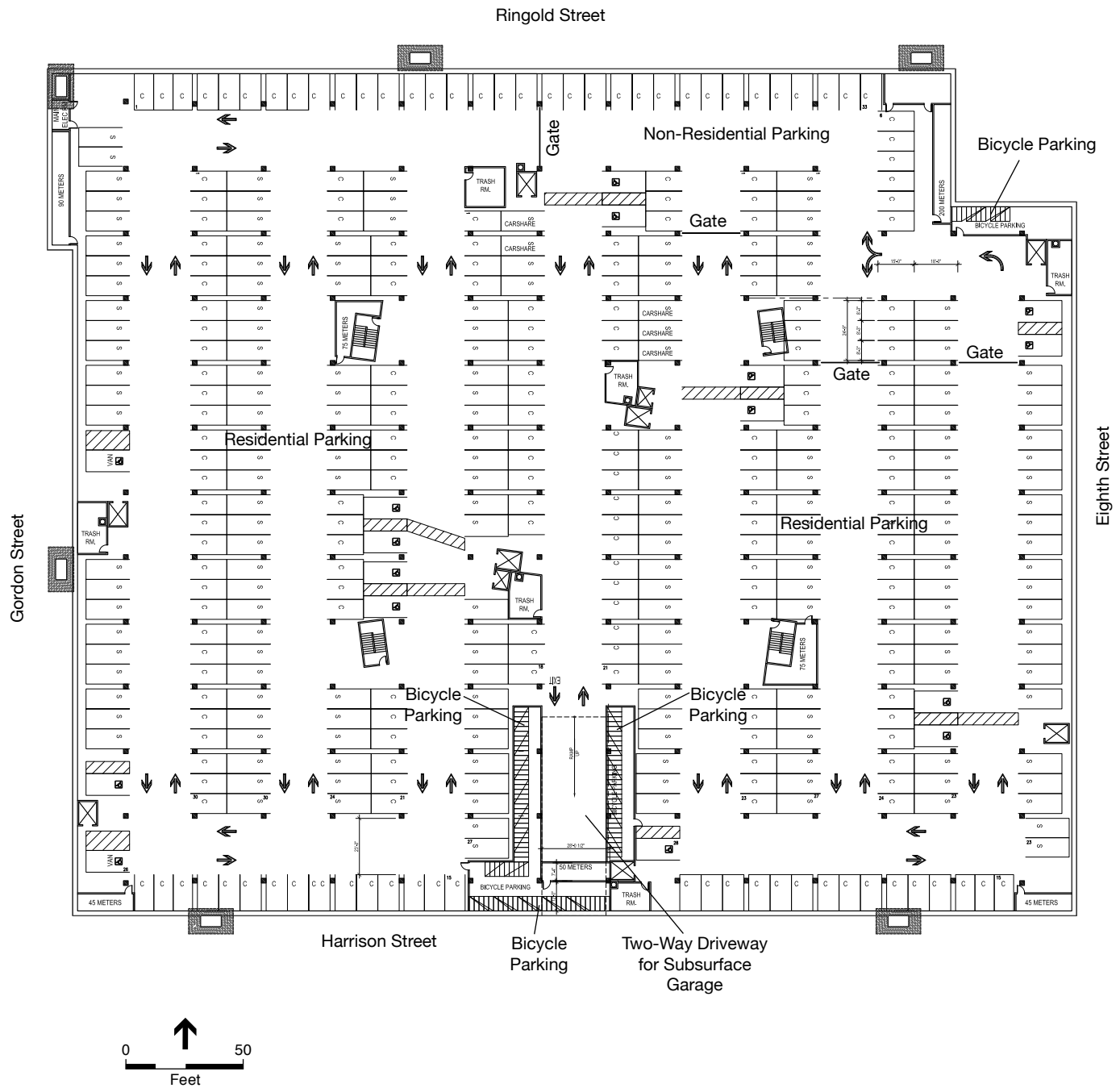
²³ “Flex” space square footage is included as part of “Residential” uses in Table 2-1, p. 2-3, and is assumed as residential uses in the transportation study prepared in support of this EIR.



SOURCE: Kava Massih Architects, July 16, 2012

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

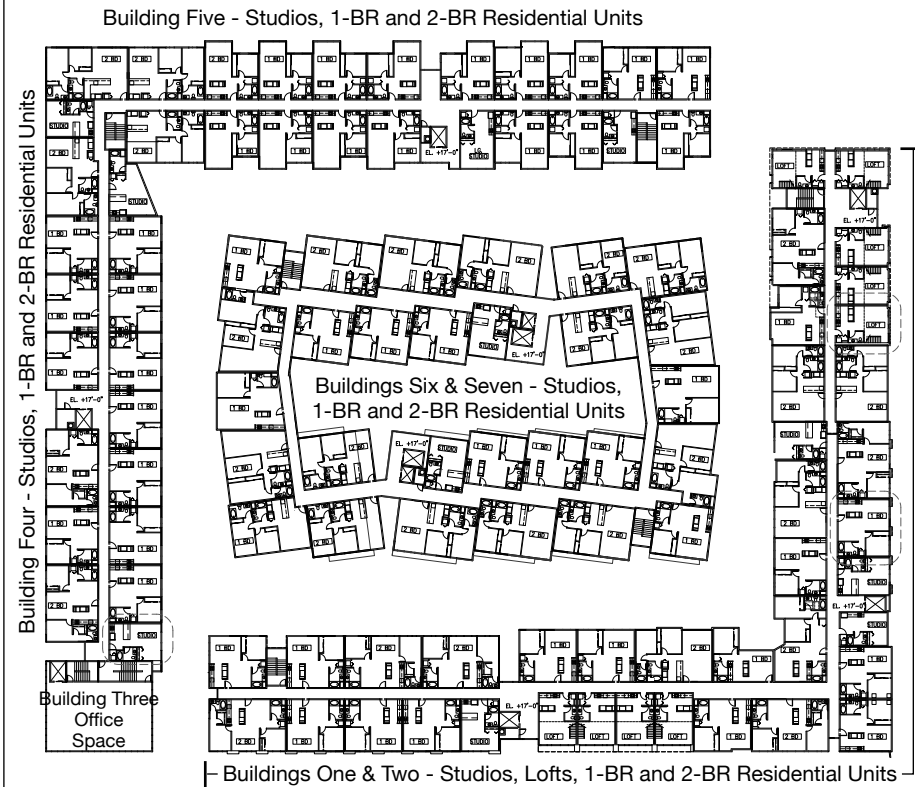
Figure 2-6 (revised)
350 Eighth Street Project - Site Plan



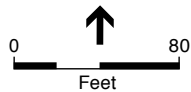
SOURCE: Kava Massih Architects, September 2011

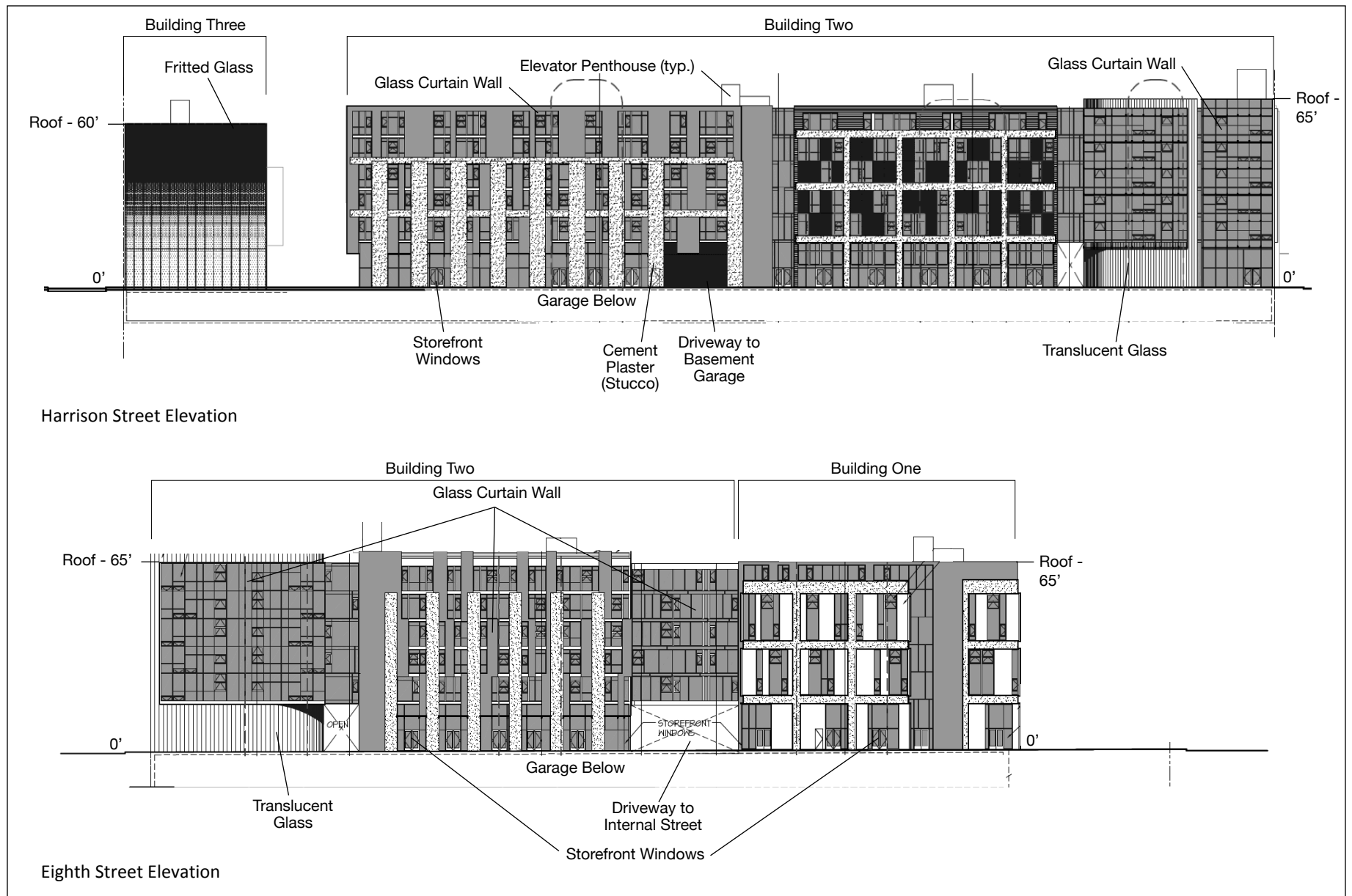
2008.0877E and 2007.1035E: Western SoMa Community Plan,
Rezoning of Adjacent Parcels, and 350 Eighth Street Project

Figure 2-7
350 Eighth Street Project - Below-Grade Garage Plan



SECOND FLOOR (Third Floor Similar)

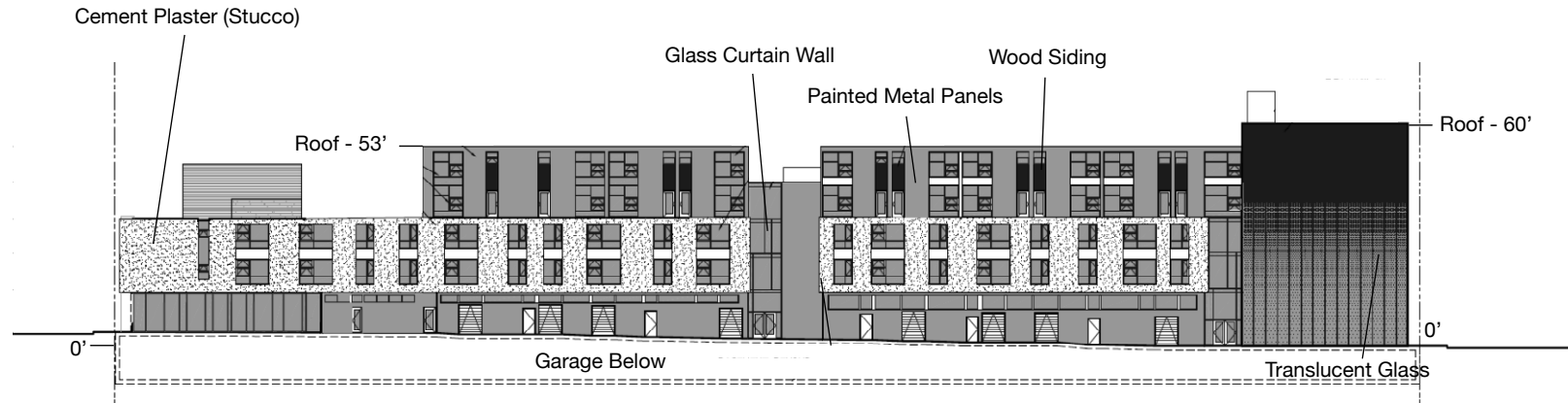
FOURTH FLOOR (Fifth and Sixth Floors similar, except no
Sixth Floor at Buildings Four & Five)



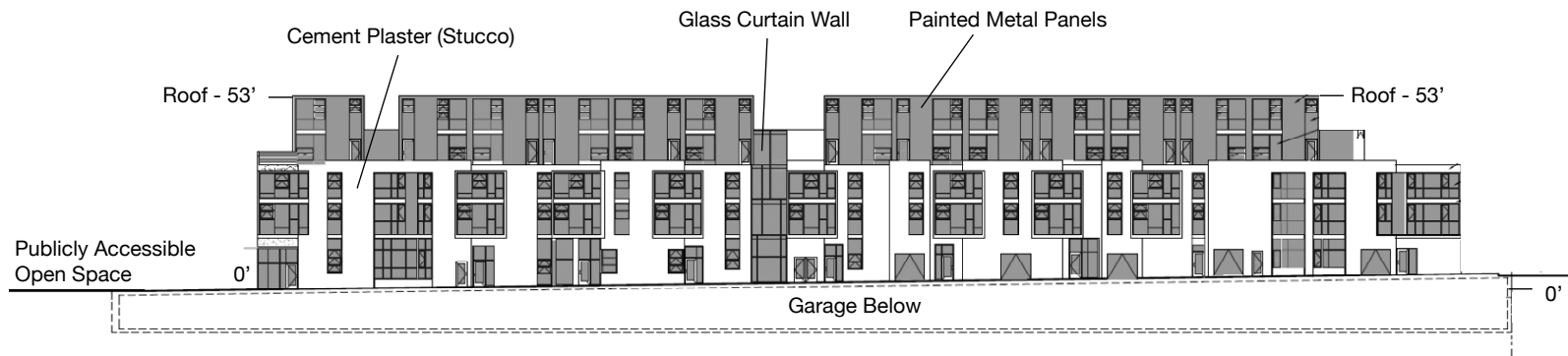
SOURCE: Kava Massih Architects, September 2011

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

Figure 2-9
350 Eighth Street Project - Elevations



Gordon Street Elevation



Ringold Street Elevation

SOURCE: Kava Massih Architects, September 2011

2008.0877E and 2007.1035E: Western SoMa Community Plan,
Rezoning of Adjacent Parcels, and 350 Eighth Street Project**Figure 2-10**
350 Eighth Street Project - Elevations

Proposed Architectural Style

The proposed buildings would be constructed in a contemporary style intended to embrace the existing aesthetic of the surrounding buildings. 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 office building at the corner of Harrison and Gordon Streets (see **Figure 2-9**, p. 2-29). Where a glass curtain wall is employed, portions of the wall would include openable windows for the residential units. Ground-floor areas occupied by retail stores would have larger, fixed storefront windows.

Proposed Landscaping

The proposed 350 Eighth Street project would include planting of street trees, in accordance with Planning Code requirements. Landscaping also would be planted and maintained around the internal roadway and within courtyards in the center of the site. As noted above, the 350 Eighth Street project also would include a landscaped, publicly accessible pocket park.

Applicable Zoning Regulations

The 350 Eighth Street project site is within a SLR use district, which allows the proposed mix of uses, some of which require CU authorization. As part of the Draft Plan, the 350 Eighth Street project site would be rezoned to W SoMa MUG that would allow residential, commercial, light industrial and arts-related uses, some permitted as principal uses and others requiring CU authorization. Large-scale (over 50,000-square-foot) commercial uses would not be permitted within this district, and the commercial uses envisioned as part of the 350 Eighth Street project would exist as several smaller uses. The project sponsor would seek a CU authorization to permit a height up to 65 feet, a rear-yard modification, parking in excess of principally permitted amounts, and CU authorization for the community center use.

The 350 Eighth Street project site is also within a 40-X height and bulk district (limiting height to 40 feet, with no bulk limits). As part of the Draft Plan, the site would be reclassified to the 55-X/65-B height and bulk district. The tallest buildings proposed as part of the 350 Eighth Street project would be 65 feet and would be consistent with the proposed height limit for the 350 Eighth Street project site.

If the Draft Plan were not adopted as proposed, the 350 Eighth Street project site would remain within the existing SLR zoning and existing 40-X height and bulk districts. As such, all requirements associated with these districts would apply to the proposed 350 Eighth Street project. The proposed residential, commercial, and art-related uses would be allowed as permitted uses under the existing SLR zoning. The 350 Eighth Street project would, however, require a height reclassification (text and map amendments) to allow for the proposed building heights of up to 65 feet. Exceptions from rear yard and open space requirements also would be required if the Draft Plan were not approved. The 350 Eighth Street project's

proposed residential density and parking would be within the permitted limit for the SLR district, which allows one dwelling unit per 200 square feet of lot area and up to 0.75 parking space per unit.

Proposed Construction Schedule

Construction of the 350 Eighth Street project is expected to begin in 2013 and be completed in approximately 36 months. Occupancy is anticipated in 2016. The estimated cost for constructing the proposed 350 Eighth Street project is approximately \$98 million.

Relationship to Other Project Components

The proposed 350 Eighth Street project is independent of the other components of the Proposed Project. It may be approved and implemented individually, in combination with one or more of the other Proposed Project components, or not at all.

E. Intended Uses of the EIR

The San Francisco Planning Department will distribute the Draft EIR to state agencies through the State Clearinghouse, to applicable public agencies, and to interested members of the public. Following publication, this Draft EIR will undergo an approximately 45-day public review period, including a public hearing before the San Francisco Planning Commission, during which comments on the adequacy and accuracy of the information presented herein will be accepted. Following the public review period, responses to written and oral comments received from the public and agencies will be prepared and compiled in a Comments and Responses document. The Comments and Responses document also will include any staff-initiated changes to the Draft EIR. The Draft EIR, together with the Comments and Responses document, will make up the Final EIR that will be considered for certification by the San Francisco Planning Commission. No discretionary approvals may be issued for any component of the Proposed Project before the City certifies the Final EIR. Certification of the Final EIR may be appealed to the Board of Supervisors.

F. Approvals Required

Implementation of the Proposed Project would require the following approvals and other actions (with acting bodies shown in italics).

Approvals Required for All Project Components

- Adoption of CEQA findings. (*Planning Commission*)

Approvals Required for the Western SoMa Community Plan

- Amendment of the *San Francisco General Plan* to conform to the concepts of the *Western SoMa Community Plan*, as outlined above. (*Planning Commission recommendation; Board of Supervisors approval*)

- Determination of 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. (*Planning Commission*)
- Amendment of the Planning Code and the Zoning Maps to change mapped use districts and height limits throughout the *Western SoMa Community Plan Area*. (*Planning Commission recommendation; Board of Supervisors approval*)
- Adoption of *Design Standards for Western SoMa Special Use District*. (*Planning Commission recommendation; Board of Supervisors approval*)
- Adoption of Filipino (SoMa Filipinas) and LGBTQ Special Use Districts. (*Planning Commission recommendation; Board of Supervisors approval*)
- Amendment of the Administrative Code to include a Western SoMa Implementation Matrix. (*Planning Commission recommendation; Board of Supervisors approval*)
- Adoption of the *Western SoMa Community Stabilization Policy*. (*Planning Commission recommendation; Board of Supervisors approval*)

Approvals Required for Rezoning of Adjacent Parcels

- Determination of consistency with the *San Francisco General Plan* and Planning Code Section 101.1 Priority Policies. (*Planning Commission*)
- Amendment of the Planning Code and the Zoning Maps to change mapped use districts for the Adjacent Parcels. (*Planning Commission recommendation; Board of Supervisors approval*)

Approvals Required for 350 Eighth Street Project

- CU and/or Section 329 authorization for large site development requirements, with exceptions for height extending to 65 feet, rear yard configuration, unenclosed loading, and parking exceeding principally permitted amounts. (*Planning Commission*)
- National Pollutant Discharge Elimination System (NPDES) General Construction Activity Permit for Discharges of Storm Water Runoff Associated with Construction Activity. (*Regional Water Quality Control Board*)
- Demolition and building permits. (*Department of Building Inspection*)
- Approval for new water, sewer, and street light utility connections. (*San Francisco Public Utilities Commission*)
- Approval for any proposed curb or street modifications. (*Sustainable Streets Division of San Francisco Municipal Transportation Agency [MTA]*)
- In the absence of adoption of the Draft Plan and associated Planning Code and Zoning Map amendment adoptions, the project sponsors of 350 Eighth Street Project would be required to obtain site-specific height increase. (*Planning Commission recommendation; Board of Supervisors approval*)

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