

CHAPTER 3

Plans and Policies

For informational purposes, this chapter provides a summary of the plans, policies, and regulations of the City and County of San Francisco (City) applicable to the Proposed Project. This chapter also discusses the Proposed Project's inconsistencies, if any, with applicable plans and policies.

Specifically, this chapter describes the major land use and development objectives, policies, and regulations embodied in the *San Francisco General Plan* and San Francisco Planning Code that pertain to the Proposed Project, which consists of the *Western SoMa Community Draft Plan* ("Draft Plan"), Rezoning of Adjacent Parcels, and the 350 Eighth Street project. The chapter includes a discussion of how the proposed zoning changes and adoption of a new community plan relate to existing plans and policies. The Proposed Project's relationship to the existing 1990 *South of Market Area Plan* that overlaps the Project Area, as well as the South of Market Redevelopment Project Area and the *Eastern SoMa Area Plan* immediately adjacent to the Project Area, is also discussed. For informational purposes, this chapter also describes citywide planning initiatives and programs that relate to the Proposed Project. Regional plans pertaining to specific resource areas, such as the applicable Clean Air Plan, are discussed in Chapter 4, Environmental Setting, Impacts, and Mitigation Measures.

As part of the review and approval process, the three separate components of the Proposed Project would be reviewed by the Planning Commission, and the Commission would make findings of consistency with objectives, policies, and principles of the *San Francisco General Plan*.

A. San Francisco General Plan

The *San Francisco General Plan* (General Plan), adopted by the Planning Commission and the Board of Supervisors, is both a strategic and long-term document, broad in scope and specific in nature¹. The General Plan is the embodiment of the City's collective vision for the future of San Francisco and comprises a series of elements, each of which deal with a particular topic, that apply citywide. The General Plan contains the following elements: Housing, Commerce and Industry, Recreation and Open Space, Transportation, Urban Design, Environmental Protection, Community Facilities, Community Safety, Arts, and Air Quality. The General Plan also contains Area Plans that identify specific localized goals and objectives for a neighborhood or district of the city. Also contained in the General Plan is an index directing readers to sections containing land use policy, known as the Land Use Index.

¹ *San Francisco General Plan*, amended by Resolution No.14149, adopted by Planning Commission and the Board of Supervisors on June 27, 1996. Available online at http://www.sf-planning.org/ftp/General_Plan/index.htm, accessed on April 19, 2012.

To the extent that the Proposed Project could conflict with a General Plan policy that relates to a physical environmental issue, those potential conflicts are noted in the impact analyses in this environmental impact report (EIR). The final determination of consistency with the General Plan rests with the Planning Commission and the Board of Supervisors.

The compatibility of the Proposed Project with General Plan policies that do not relate to physical environmental issues will be considered by decision-makers as part of their decision of whether to approve or disapprove the Proposed Project. Any potential conflict identified as part of the process would not alter the physical environmental effects of the Proposed Project. The General Plan contains many policies that may address different goals. The Planning Commission, in considering whether to approve the Proposed Project, will determine whether the Proposed Project, on balance, is consistent with most of the applicable objectives and policies of the General Plan.

Housing Element

The 2009 Housing Element, as adopted by the Planning Commission in March 2011 and by the Board of Supervisors on June 21, 2011, contains objectives and policies “intended to address the State’s objectives and the City’s most pressing housing issues: identifying adequate housing sites, conserving and improving existing housing, providing equal housing opportunities, facilitating permanently affordable housing, removing government constraints to the construction and rehabilitation of housing, maintaining the unique and diverse character of San Francisco’s neighborhoods, balancing housing construction with community infrastructure, and sustainability.”² The following policies relate to housing supply, especially the supply of affordable housing and housing for persons with varying special needs.

The objectives and policies of the Draft Plan are founded upon the policy direction of the General Plan Housing Element and do not present a potential conflict with those policies. In general, the goal of the Draft Plan is to maintain the mixed-use character of the Draft Plan Area and preserve existing housing, while encouraging new residential and resident-serving uses (including affordable housing). The rezoning of the Draft Plan Area would allow for more housing development on applicable Draft Plan Area lots than would be permitted under the existing zoning.

The Rezoning of Adjacent Parcels would make the zoning districts at the Adjacent Parcels more compatible with the existing surrounding zoning districts and would also not conflict with objectives and policies of the General Plan Housing Element. The new General Commercial (C-3-G) zoning, proposed along the south side of Mission Street between the west side of Ninth Street and 11th Street, would allow a variety of uses, including high-density residential. Likewise, the new Eastern Neighborhoods Mixed Use Office (MUO) zoning, proposed along the south side of Mission Street between the west side of Seventh Street and Ninth Street, would also encourage housing uses, along with office, light-industrial, and others, with demolition or conversion of existing housing units or group housing requiring Conditional Use (CU) authorization. Thus, it is likely that at least some residential uses could be created as part of the Rezoning of Adjacent Parcels.

² *San Francisco General Plan Housing Element*, adopted by Planning Commission, March 2011, Part II, p. 5. Available online at: http://housingelement2009.sfplanning.org/docs/Housing_Element_Part_II_Objectives_and_Policies_CPC_Adopted.pdf, accessed on April 19, 2012.

The 350 Eighth Street project would provide 444 dwelling units and would thus contribute to the City's efforts to meet its diverse housing needs. In general, this project component would also not impede implementation of or be substantially inconsistent with the Housing Element of the General Plan.

Commerce and Industry Element

The Commerce and Industry Element of the General Plan serves as a guide for the public and private sectors when making decisions related to economic growth and change in San Francisco. The three goals of the element—continued economic vitality, social equity (with respect to employment opportunities), and environmental quality—address the citywide objectives.

The Draft Plan would revise the land uses on a few parcels in the General Plan Generalized Commercial and Industrial Land Use Plan map (Policy 1.3) and densities shown in the General Plan Generalized Commercial and Industrial Density Plan map (Policy 1.4). None of the Adjacent Parcels on Mission Street between Seventh and Ninth Streets are designated for commercial or industrial land uses as shown on the Land Use Plan map. The remaining Adjacent Parcels (between Ninth and 11th Streets) are designated as Light Industry. The 350 Eighth Street project site is also not designated for commercial or industrial uses on this map.

To the extent that the three components of the Proposed Project would result in any potential physical effects, those are analyzed in Chapter 4, Environmental Setting, Impacts, and Mitigation Measures. The compatibility of the Proposed Project with objectives and policies in the Commerce and Industry Element will be considered by decision-makers as part of their decision whether to approve or disapprove the Proposed Project. However, none of the project components would be expected to impede the implementation of the Commerce and Industry Element of the General Plan, nor do they appear to be substantially inconsistent with its overarching goals and principles.

Recreation and Open Space Element

The Recreation and Open Space Element of the General Plan contains objectives and policies for maintaining, creating, and enhancing recreational and open space resources in the city. Beginning in 2007, the San Francisco Planning Department, in conjunction with the San Francisco Recreation and Park Department, began updating the Recreation and Open Space Element. A draft was released in May 2009 and adoption of the updated element and associated environmental review is anticipated sometime in 2012. The primary focus of this update is to encourage high performance in the city's existing open space system; set priorities for areas to be acquired for new park and recreational facilities; improve the connectivity of the open space network, including public streets and right-of-ways; enhance biodiversity; and identify methods to acquire, improve and maintain recreational facilities, such as through the development of impact fees or through public/private partnerships. The update is currently going through a public process that provides opportunity for public comment and input.

The Draft Plan recognizes existing recreational and open space deficiencies within the Draft Plan Area. Implementation of the Draft Plan could result in an increase in the numbers of residents in the Draft Plan Area. To address the existing deficiencies, the potential population increase, and the lack of street connectors that lead to nearby large open spaces, the Draft Plan calls for creating new open space,

maintaining and improving existing parks and open spaces, and partnering with private development in the creation of privately owned but publicly accessible open spaces, such as gardens and roofs.

Although the Draft Plan would increase building height limits in some portions of the Draft Plan Area, development under the proposed height limits would be subject to Planning Code Section 295, which protects public open spaces from significant new shadowing. As such, the Draft Plan would not result in additional reduction of sunlight in public open spaces such that a significant effect would ensue (see analysis in Section 4.I, Wind and Shadow, of this EIR). The Draft Plan also would not result in overuse of existing recreational facilities to the extent that they would have to be expanded or replaced (see analysis in Section 4.J, Recreation, of this EIR).

The Rezoning of Adjacent Parcels would not increase height limits but may create incentives for development of existing parcels to maximum height limits, introducing new residential uses along Mission Street. Although no recreational or open space uses exist nor are any proposed on the Adjacent Parcels, the Rezoning of Adjacent Parcels would also be subject to Planning Code Section 295, which would protect existing nearby open spaces from potential shading from taller buildings (see analysis in Section 4.I., Wind and Shadow, of this EIR).

The 350 Eighth Street project is designed to provide approximately 26,786 square feet of publicly accessible open space, including a small pocket park near the intersections of Eighth and Ringold Streets, in addition to approximately 13,154 of private open space in the form of balconies, decks and an interior court. Although the open space requirements for the project's proposed Western SoMa Mixed-Use General (W SoMa MUG) zoning classification have not been determined, overall, the 350 Eighth Street project would be consistent with the objectives and policies contained within the Recreation and Open Space Element of the General Plan, as well as with the objectives and policies proposed in the May 2009 Draft Update of the Recreation and Open Space Element, because it would increase the amount of open space in an underserved area and would include publicly accessible, privately developed open space for residents of the project.

Based on the above, none of the project components would be expected to impede the implementation of the Recreation and Open Space Element of the General Plan, nor do they appear to be substantially inconsistent with its overarching goals and principles.

Transportation Element

The Transportation Element of the General Plan comprises objectives and policies that relate to the nine aspects of the citywide transportation system: General, Regional Transportation, Congestion Management, Vehicle Circulation, Transit, Pedestrian, Bicycles, Citywide Parking, and Goods Movement.

General Consistency of Proposed Project with Transportation Element

One of the primary goals of the Draft Plan is to improve the street network, including alley improvements, strategic transit node locations, street treatments, and other changes to promote use of transit and bicycles and to discourage the use of private vehicles. Therefore, the Draft Plan would be generally consistent with the Transportation Element. No physical changes or transportation

improvements are associated with the Rezoning of Adjacent Parcels; therefore the Rezoning of Adjacent Parcels would not result in an obvious conflict with the Transportation Element. The 350 Eighth Street project would revitalize Gordon and Ringold Streets adjacent to the project site and provide pedestrian access on all sides of the site, which would be consistent with the objectives and policies of the Transportation Element.

Based on the above, none of the project components would be expected to impede the implementation of the Transportation Element of the General Plan, nor do they appear to be substantially inconsistent with its overarching goals and principles.

Project Consistency with Transit First Policy

The City's Transit First Policy, adopted by the Board of Supervisors in 1973, was developed in response to the damaging impacts over previous decades of freeways on the city's urban character. The policy is aimed at restoring balance to a transportation system long dominated by the automobile, and improving overall mobility for residents and visitors whose reliance chiefly on the automobile would result in severe transportation deficiencies. It encourages multi-modalism, i.e., the use of transit and other alternatives to the single-occupant vehicle as modes of transportation, and gives priority to the maintenance and expansion of the local transit system and the improvement of regional transit coordination.

The Draft Plan component of the Proposed Project would not conflict with any of the Transit First Policy principles because the Draft Plan would make public realm and transportation system improvements to enhance the pedestrian environment and encourage walking as a means of transportation. The Draft Plan also would not interfere with provision of Muni service.

While no specific transportation improvements are proposed for streets bordering the Adjacent Parcels, Mission Street is also well served by public transit, and sidewalks currently exist along the entire stretch of Mission Street where the Adjacent Parcels are located. Implementation of the 350 Eighth Street project would also not conflict with any of the Transit First Policy principles because it would be located in an area well served by public transit systems and would also enhance the pedestrian environment, thereby encourage walking.

Based on the above, none of the Proposed Project components would be expected to impede the implementation of the City's Transit First Policy.

Urban Design Element

The Urban Design Element is concerned with the physical character and environment of the city with respect to development and preservation. The Urban Design Element addresses issues related to city pattern, conservation, major new development, and neighborhood environment.

The Draft Plan would change height limits throughout the Draft Plan Area with increases between 5 and 15 feet within much of the Draft Plan Area and up to 20 feet along the proposed Townsend "mid-rise business corridor." In some residential areas, the Draft Plan proposes to decrease height limits by 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. These fluctuations in permitted maximum heights were designed with the intent of encouraging active ground-floor uses that require higher floor-to-ceiling heights while maintaining maximum solar access and “small scale” character in areas where it currently exists, particularly along the mid-block alleys.

One of the goals of the Draft Plan is to further identify and preserve the historic and cultural resources within the Draft Plan Area. The Western SoMa Citizens Planning Task Force developed a set of design standards (*Design Standards for Western SoMa Special Use District* or Design Standards) that would be applied in conjunction with the policies and objectives of the Draft Plan. These Design Standards, proposed for adoption by the Planning Commission simultaneously with the Draft Plan, would serve to minimize impacts on historic and cultural resources and to preserve historic street walls, light, air, and rear yards throughout the Draft Plan Area. These standards would also serve to protect the existing neighborhood character, including the industrial character of the larger streets, the mixed industrial/residential character of the mixed areas, and the residential character of the residential enclaves.

The Rezoning of Adjacent Parcels, which would rezone 46 parcels outside of, and adjacent to, the Draft Plan Area, is intended 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. This would complement the intent of the Draft Plan and associated Design Standards as it would fortify established patterns in use and built form. Overall, the Rezoning of Adjacent Parcels would also serve to support and reinforce the objectives and policies of the General Plan Urban Design Element.

The 350 Eighth Street project would include seven structures between approximately 53 and 65 feet in height. The 350 Eighth Street project site would include new alleys, courtyards, and publicly accessible plazas. The proposed buildings are designed such that they would be consistent with the Draft Plan and thereby the objectives and policies of the General Plan Urban Design Element.

Based on the above, none of the project components would be expected to impede the implementation of the Urban Design Element of the General Plan, nor do they appear to be substantially inconsistent with its overarching goals and principles.

Environmental Protection Element

The Environmental Protection Element of the General Plan addresses the impact of urbanization including the use of oil and gas resources, hazardous waste management, transportation noise, and energy use on the natural environment.

Although development under the Draft Plan could potentially result in more residential development in the Draft Plan Area, the Draft Plan objectives, policies, and implementation mechanisms promote car-free living, traffic-calming features, reduced automobile speeds, and non-polluting transit use. Further, the Draft Plan includes policies to encourage green buildings in terms of water use, energy efficiency, solar paneling, and stormwater infiltration. As such, the Draft Plan is consistent with the intent of the General Plan Environmental Protection Element.

The Rezoning of Adjacent Parcels would also not result in any conflicts with this element. It could indirectly create incentives for demolition of existing structures and result in the development of new buildings. However, new construction would likely be more efficient in its water use, energy use, stormwater infiltration, and other use of resources.

The 350 Eighth Street project is also considered consistent with the objectives and policies of the General Plan Environmental Protection Element as it would adhere to the objectives and policies in the Draft Plan.

Based on the above, none of the project components would be expected to impede the implementation of the Environmental Protection Element of the General Plan, nor do they appear to be substantially inconsistent with its overarching goals and principles.

Community Facilities Element

The Community Facilities Element of the General Plan establishes objectives and policies for meeting the City's need for community facilities such as police facilities, firehouses, libraries, schools, neighborhood centers, and public health centers, as well as institutional, wastewater, and solid waste facilities.

The policies and implementation mechanisms in the Community Facilities chapter of the Draft Plan would provide tools to facilitate the City's efforts to meet the objectives and policies contained in the General Plan Community Facilities Element. The Draft Plan seeks to maximize the use of existing facilities and provide new facilities of adequate number and equitable distribution.

The Rezoning of Adjacent Parcels and implementation of the 350 Eighth Street project would also not conflict with the Community Facilities Element. Any demand for community facilities generated by the Rezoning of Adjacent Parcels (or subsequent development that may be encouraged by the rezoning in the future) or the construction of the 350 Eighth Street project would be met by the existing public services and utility providers (see Section 4.K, Public Services, Utilities, and Service Systems).

Based on the above, none of the project components would be expected to impede the implementation of the Community Facilities Element of the General Plan, nor do they appear to be substantially inconsistent with its overarching goals and principles.

Community Safety Element

The purpose of the Community Safety Element of the General Plan is to reduce future loss of life, injuries, property loss, environmental damage, and social and economic disruption from natural or technological disasters. In 2007, the San Francisco Planning Department, under the guidance of an interdepartmental taskforce, completed a draft update to the Community Safety Element of the General Plan. Adoption of the updated element is pending environmental review, which is underway.

The Draft Plan includes a Safety and Public Welfare chapter that would establish policies to promote crime prevention, safety, and quality of life (through prevention of "quality of life" offenses, such as noise, littering, graffiti, public urination, etc.) for all residents and visitors. As an example, the Draft Plan encourages uses that have a meaningful connection to the community and have "eyes on the street."

Development under the Draft Plan, as well as the 350 Eighth Street project, would comply with the current structural and life safety standards, and would be consistent with the objectives and policies contained in the Community Safety Element of the General Plan. No physical improvements are associated with Rezoning of Adjacent Parcels. However, the rezoning could indirectly create incentives for demolition of existing structures and result in the development of new buildings that would be required to comply with modern structural and life safety standards.

Based on the above, none of the project components would be anticipated to impede the implementation of the Community Facilities Element of the General Plan, nor do they appear to be substantially inconsistent with its overarching goals and principles.

Arts Element

The Arts Element of the General Plan is intended to strengthen the arts in the city and to provide guiding principles for the City in its dealings with the arts community. The objectives of this element recognize the arts as a major economic force and ensure the future health of arts, protecting arts organizations and artists of all disciplines and improving the distribution of resources for the arts. Existing 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.

Among its goals, the Draft Plan seeks to replace any demolished art spaces with spaces of equal or greater value and 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 districts.

The Rezoning of Adjacent Parcels would also permit arts activities, with entertainment uses permitted as of right under the proposed C-3-G zoning district and with a CU authorization under the proposed MUO zoning district. Thus, the Rezoning of Adjacent Parcels would not obviously or substantially conflict with the Arts Element of the General Plan.

The 350 Eighth Street project proposes approximately 8,150 square feet of loft-style space on the lower levels of Building Four (along Gordon Street). These would be suitable for light industrial use and artists' studios. As such, the 350 Eighth Street project would also be consistent with the General Plan Arts Element.

Based on the above, none of the project components would be anticipated to impede the implementation of the Arts Element of the General Plan, nor do they appear to be substantially inconsistent with its overarching goals and principles.

Air Quality Element

The General Plan's Air Quality Element promotes the goal of clean air through objectives and policies aimed at adhering to air quality regulations and encouraging a land use pattern that focuses development near transit services and transportation programs that advocate alternatives to the private automobile. The Air Quality Element contains the following policy:

- *Policy 3.5:* Continue existing growth management policies in the city and give consideration to the overall air quality impacts of new development including its impact on the local and regional transportation system in the permit review process. Ensure that growth will not outpace improvements to transit or the circulation system.

As described in Section 4.E, Transportation, of this EIR, growth pursuant to the Draft Plan and the Rezoning of Adjacent Parcels, along with cumulative growth, would result in Muni ridership that would exceed capacity at certain screenlines on certain corridors. In addition, certain intersections in the Project Area are projected to operate at unacceptable levels of service. However, the Draft Plan objectives, policies, and implementation mechanisms promote car-free living, traffic-calming features, reduced automobile speeds, and non-polluting transit use, all of which are consistent with the goals and policies contained in the Air Quality Element of the General Plan.

The 350 Eighth Street project is located in an area well served by public transit and includes non-residential uses in the same location as residential units. Both of these features would reduce automobile trips and result in a corresponding reduction in polluting emissions.

Project adherence to state and federal air quality standards and regional programs is discussed in Section 4.G, Air Quality, of this EIR. In general, the Proposed Project as a whole would not be anticipated to impede the implementation of the Air Quality Element of the General Plan, nor does it appear to be substantially inconsistent with the overarching goals and principles of the Air Quality Element.

South of Market Area Plan

The Draft Plan Area overlaps with a large portion of the *South of Market Area Plan* Area, which generally extends from Second Street to South Van Ness and from Mission Street to Townsend Street. The *South of Market Area Plan* Area also contains the Adjacent Parcels.

The *South of Market Area Plan*, one of the area plans of the General Plan, is intended to “guide, well into the next century, the location, intensity and character of new and expanded business and residential activity, the buildings which house those activities, and the public facilities and resources provided within the [South of Market] area.” By recommending specific development policies and zoning controls, the *South of Market Area Plan* aims to “improve the physical environment and general neighborhood livability of the South of Market.” The main objectives of the *South of Market Area Plan* are to protect existing business activities and preserve existing low- and moderate-income affordable rental housing units.

The proposed Draft Plan will supersede the *South of Market Area Plan* upon adoption of the Draft Plan. Therefore, with adoption of the Draft Plan, no conflicts would exist with the original, superseded plan. The Rezoning of Adjacent Parcels would make the zoning of the Adjacent Parcels more compatible with the zoning of the existing surrounding districts; therefore, the rezoning would also not be expected to conflict with the *South of Market Area Plan*. The 350 Eighth Street project, as a residential infill project, would also be consistent with the *South of Market Area Plan*.

B. Planning in the Project Area Vicinity

Several planning initiatives are currently under way in the vicinity of the Draft Plan Area. These initiatives consist of area plans, redevelopment plans, and transportation projects and are discussed below.

Adjacent Area Plans

The Draft Plan Area was formerly included within the Eastern Neighborhoods Rezoning and Area Plans as a subcomponent of the South of Market planning area. Subsequently, the SoMa area was divided into East SoMa and Western SoMa. 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. The Task Force was charged with advising the San Francisco Planning Department and the Board of Supervisors on planning activities pertaining to this area, and authored the Draft Plan, which is one of the components of the Proposed Project analyzed in this EIR. The Draft Plan Area is located adjacent to the boundaries of the Mission, Showplace Square/Potrero Hill, and East SoMa Area Plans. The Draft Plan and the Rezoning of Adjacent Parcels are a part of the recent efforts to provide comprehensive plans and establish development guidelines for this part of the city. Therefore, the Proposed Project would not conflict with these plans.

The Climate Action Plan

In February 2002, the San Francisco Board of Supervisors passed the Greenhouse Gas Emissions Reduction Resolution (Number 158-02) committing the City and County of San Francisco to a greenhouse gas (GHG) emissions reductions goal of 20 percent below 1990 levels by the year 2012. The resolution also directs the San Francisco Department of the Environment, the San Francisco Public Utilities Commission, and other appropriate City agencies to complete and coordinate an analysis and planning of a local action plan targeting GHG emission reduction activities.

In September 2004, the Department of the Environment and the Public Utilities Commission published the *Climate Action Plan for San Francisco: Local Actions to Reduce Greenhouse Emissions*. The *Climate Action Plan* examines the causes of global climate change and human activities that contribute to global warming and provides projections of climate change impacts on California and San Francisco from recent scientific reports; presents estimates of San Francisco's baseline greenhouse gas emissions inventory and reduction targets; describes recommended emissions reduction actions in the key target sectors – transportation, energy efficiency, renewable energy, and solid waste management – to meet stated goals by 2012; and presents next steps required over the near term to implement the plan. Although the Board of Supervisors has not formally committed the City to perform the actions addressed in the plan, and many of the actions require further development and commitment of resources, the plan serves as a blueprint for GHG emission reductions, and several actions are now in progress.

An analysis of Proposed Project effects on global warming and GHGs, and consistency with the *Climate Action Plan*, is presented in Section 4.H, Greenhouse Gas Emissions, of this EIR. None of the project components would obviously or substantially conflict with the *Climate Action Plan*.

San Francisco Bicycle Plan

In August 2009, the Board of Supervisors approved the *San Francisco Bicycle Plan* (Bicycle Plan)³. The Bicycle Plan includes a citywide bicycle transportation plan (comprised of a “Policy Framework” and a “Network Improvement” document) and implementation of specific bicycle improvements identified within the Bicycle Plan. The Bicycle Plan includes objectives and identifies policy changes that would enhance the city’s “bike-ability.” It also describes the existing bicycle route network (a series of interconnected streets in which bicycling is encouraged), and identifies gaps within the citywide bicycle route network that require improvement. The Bicycle Plan updates the 1997 San Francisco Bicycle Plan. The Final Environmental Impact Report for the Bicycle Plan assessed a total of 56 short-term and long-term bicycle improvement projects. Within the Project Area, the adopted Bicycle Plan includes the following projects: new bike lanes on Townsend Street between Eighth Street and The Embarcadero and an extension of the Howard Street bike lane at Ninth Street.

The public realm and transportation system improvements that would be undertaken as part of the Draft Plan would improve the traffic flow and streetscapes within the Draft Plan Area, while the 350 Eighth Street project would provide bicycle parking. The Rezoning of Adjacent Parcels would not specifically address bike-ability along Mission Street; however, it would also not be expected to conflict with the Bicycle Plan. In general, the Proposed Project would not be anticipated to impede the implementation of the Bicycle Plan, nor does it appear to be substantially inconsistent with any of the overarching goals and principles of the Bicycle Plan.

Better Streets Plan

The City and County of San Francisco developed a *Better Streets Plan* (adopted by the Board of Supervisors on December 7, 2010), with the aim of creating a unified set of standards, guidelines, and implementation strategies to govern how the city designs, builds, and maintains public streets and rights-of-way⁴. The *Better Streets Plan* will carry out the intent of San Francisco’s Better Streets Policy, adopted by the Board of Supervisors on February 6, 2006. The main focus of the *Better Streets Plan* is on the pedestrian environment and on the most appropriate design for allowing streets to be used as public space considering overall quality, aesthetic character, and ecological function.

Many of the policies in the *Better Streets Plan*, such as traffic calming measures, pedestrian lighting, and mid-block crosswalks, are specifically called out in the Draft Plan. No traffic calming or pedestrian improvements are proposed for streets bordering the Adjacent Parcels, although sidewalks currently exist along the entire stretch of Mission Street where the Adjacent Parcels are located. The 350 Eighth Street

³ San Francisco Municipal Transportation Authority, *San Francisco Bicycle Plan*, June 26, 2009. Available online at: http://www.sfmta.com/cms/bproj/documents/San_Francisco_Bicycle_Plan_June_26_2009_002.pdf, accessed on April 19, 2012.

⁴ San Francisco Planning Department, *Final San Francisco Better Streets Plan*, available online at: http://www.sf-planning.org/ftp/BetterStreets/proposals.htm#Final_Plan, accessed on April 19, 2012.

project would enliven the sidewalks surrounding the 350 Eighth Street project site and, in this way, would be consistent with the overall intent of the *Better Street Plan*.

Based on the above, none of the project components would be anticipated to impede the implementation of the *Better Streets Plan*, nor do they appear to be substantially inconsistent with its overarching goals and principles.

Sustainability Plan

In 1993, the San Francisco Board of Supervisors established the Commission on San Francisco's Environment, charged with, among other things, drafting and implementing a *Sustainability Plan*—a plan for San Francisco's long-term environmental sustainability. The notion of sustainability is based on the United Nations definition that “a sustainable society meets the needs of the present without sacrificing the ability of future generations and non-human forms of life to meet their own needs.” The *Sustainability Plan* for the city was a result of community collaboration with the intent of establishing sustainable development as a fundamental goal of municipal public policy.

The *Sustainability Plan* is divided into 15 topic areas, 10 that address specific environmental issues (air quality; biodiversity; energy, climate change and ozone depletion; food and agriculture; hazardous materials; human health; parks, open spaces, and streetscapes; solid waste; transportation; and water and wastewater), and five that are broader in scope and cover many issues (economy and economic development, environmental justice, municipal expenditures, public information and education, and risk management). Additionally, the *Sustainability Plan* contains indicators designed to create a base of objective information on local conditions and to illustrate trends toward or away from sustainability. Although the *Sustainability Plan* became official City policy in July 1997, the Board of Supervisors has not committed the City to perform all of the actions addressed in the plan. The *Sustainability Plan* serves as a blueprint, with many of its individual proposals requiring further development and public comment.

None of the project components (the Draft Plan, the Rezoning of Adjacent Parcels, and the 350 Eighth Street project) would be anticipated to impede the implementation of the *Sustainability Plan*, nor do they appear to be substantially inconsistent with its overarching goals and principles.

Central Subway Project

The Central Subway project is currently under construction. Once complete, the Central Subway will provide access from South of Market to Chinatown and the northeastern quadrant of the city, along Fourth and Stockton Streets, and provide service near the eastern edge of the Project Area. This project will represent a key improvement to existing transit infrastructure and contribute to a net reduction in personal vehicle trips. As such, it would also conform to the objectives of the Draft Plan to improve public transit. Moreover, the Draft Plan's call for improved transit connectivity to and through the Western SoMa neighborhood would be furthered by the completion of the Central Subway. The Rezoning of Adjacent Parcels and 350 Eighth Street project would also not conflict with the Central Subway project and would likewise benefit from improved connectivity throughout the Project Area.

Central Corridor Plan

In connection with the construction of the Central Subway, the San Francisco Planning Department is undertaking a planning process for the southern portion of the Central Subway corridor, generally between Townsend and Market Streets along Fourth Street, between Second and Sixth Streets. The Central Corridor Plan is anticipated to identify potential changes to permitted land uses and building heights, as well as improvements to pedestrian conditions in the area. The area covered by this planning process overlaps with the southeastern portion of the Draft Plan Area. Because both plans attempt to coordinate future development with transit availability, no fundamental conflicts are anticipated. However, issues with respect to the two plans' policy and land use direction with respect to specific parcels cannot be considered at this time, pending further development of the proposed Central Corridor Plan. Neither the Adjacent Parcels nor the 350 Eighth Street project site is located within the Central Corridor study area. In general, none of the project components would be anticipated to be inconsistent with the Central Corridor Plan.

Van Ness Avenue Bus Rapid Transit Project

In October 2011, the San Francisco County Transportation Authority (SFCTA) published a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the proposed Van Ness Avenue Bus Rapid Transit Project. Under this project, the SFCTA, in partnership with the Federal Transit Administration, Caltrans, and the San Francisco Municipal Transportation Agency (operator of Muni), proposes to implement bus rapid transit (BRT) improvements along a 2-mile stretch of Van Ness Avenue, from Mission Street to North Point Street⁵. The project would entail operation of bus service in dedicated bus-only lanes (either in the center or curb lanes), and with buses given priority at traffic signals on cross streets. Additionally, boarding platforms would be developed level with the floor of specially designed buses, with boarding permitted at all doors, much like a rail rapid transit vehicle. Also like rapid transit, bus stops would be placed farther apart than with conventional local Muni service. The intent of the project is to substantially reduce travel time on transit in the Van Ness Avenue corridor.

Like the Central Subway to the east, the Van Ness Avenue BRT project, if implemented, would increase transit access to the Project Area (including the Draft Plan Area, Adjacent Parcels, and the 350 Eighth Street project site) through a connection at the area's northwestern corner. None of the project components would be anticipated to impede the implementation of the Van Ness Avenue Bus Rapid Transit Project, nor do they appear to be inconsistent with its intents.

South of Market Redevelopment Plan

The *South of Market Redevelopment Plan*, maintained under the authority of the City and County of San Francisco as the Successor to the San Francisco Redevelopment Agency, covers an area adjacent to the Draft Plan Area. The main objective of the *South of Market Redevelopment Plan* is to revitalize the community through improvements in five categories: Affordable Housing, Business and Jobs, Community Quality of Life, Transportation and Parking, and Neighborhood Development and Land Use. Much of the area was damaged in the 1989 Loma Prieta earthquake and, in accordance with redevelopment objectives, the plan

⁵ San Francisco County Transportation Authority, Draft Van Ness Avenue Bus Rapid Transit Project EIS/EIR, October 2011. Available online at: http://www.sfcta.org/images/stories/Planning/VanNess_BRT_EIR/Van%20Ness%20BRT%20Public%20Draft%20EIS-EIRBOOKMARKED.pdf, accessed on April 19, 2012.

involves “the maintenance, repair, restoration, removal, or replacement of facilities damaged or destroyed” as a result of the earthquake, as well as “the improvement of the living and working conditions within the project area.” Adopted on December 6, 2005, the *South of Market Redevelopment Plan* is effective until June 11, 2020.

The *South of Market Redevelopment Plan Area* is roughly bounded by Fifth Street and Harrison Street and by Seventh Street and Stevenson Alley. The *South of Market Redevelopment Plan Area* shares a boundary with the Draft Plan Area along Seventh, Harrison, and Fifth Streets. Neither the Adjacent Parcels nor the 350 Eighth Street project site is located within the *South of Market Redevelopment Plan Area*. As a whole, the Proposed Project would not conflict with the *South of Market Redevelopment Plan*.

Mid-Market Special Use District

The San Francisco Redevelopment Agency had formerly proposed the *Mid-Market Redevelopment Plan* and a Mid-Market Special Use District (SUD), located in downtown San Francisco, generally from Fifth Street to just west of 10th Street along the Market and Mission Streets corridor. This plan is no longer being developed; however, a potential SUD may be proceeding under the auspices of the San Francisco Planning Department and the Office of Economic and Workforce Development (OEWD). The SUD, which is under consideration and still being drafted, is intended to promote the development of mixed uses; support development of arts, cultural, and entertainment uses; control undersiderable uses (e.g., adult uses, liquor stores, pawn shops); encourage the adaptive reuse of historic resources; and further the City’s Transit First Policy.

Although the potential boundary of a SUD under consideration may not intersect with the boundary of the Draft Plan Area, the Adjacent Parcels are within the area of study for a potential SUD. The Rezoning of Adjacent Parcels would not conflict with the implementation of any potential Mid-Market SUD.

C. San Francisco Planning Code (Zoning)

The San Francisco Planning Code, which incorporates by reference the City Zoning Maps, governs land uses, densities, and configuration of buildings within San Francisco⁶. Permits to construct new buildings or to alter or demolish existing ones may not be issued unless the proposed project conforms to the Planning Code or an exception is granted pursuant to provisions of the Planning Code.

Existing Use Districts

San Francisco uses a zoning system with two separate sets of districts: one that regulates land uses, and another that regulates the height and bulk of buildings. The use districts and height and bulk districts within the Draft Plan Area, on the Adjacent Parcels, and on the 350 Eighth Street project site are described below.

⁶ The Planning Code was last amended by Ordinance 47-12, File No. 111315, approved March 16, 2012, effective April 15, 2012. 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.

The majority of the Project Area is within the Service/Light Industrial/Residential (SLR) and Service/Light Industrial (SLI) zoning districts. Other zoning districts that exist within the boundaries of the Draft Plan Area include Light Industrial (M-1), Service/Secondary Office (SSO), Residential Service (RSD), Residential Enclave District (RED), Heavy Commercial (C-M), and Public (P) districts. See **Figure 2-2** in Chapter 2, Project Description, of this EIR for existing zoning districts in the Draft Plan Area. The vast majority of the Draft Plan Area north of Harrison Street is designated as SLR, with small clusters of RED and one block of M-1 located between Howard and Folsom Streets and 12th and 13th Streets. A few small parcels are zoned C-M in the area between Howard and Mission Streets.

Planning Code Section 816 establishes the **SLR** district, which is designed to maintain and facilitate the growth and expansion of small-scale light industrial uses, home and business services, wholesale distribution, arts production and performance/exhibition activities, live/work uses, general commercial, and neighborhood-serving retail and personal service activities. The SLR district is intended to simultaneously maintain these 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. Retail, general commercial, home, personal and business services, light industrial, institutional, cultural arts and artisan, live/work space, parking, and residential activities are permitted as principal uses. General office, hotels, nighttime entertainment, movie theaters, adult entertainment, and heavy industrial uses are not permitted. The SLR use district dominates the area between Seventh, Harrison, 13th, and Mission Streets. All of the Adjacent Parcels on Mission Street between Seventh and Ninth Streets are zoned as SLR, as is the 350 Eighth Street project site.

Planning Code Section 813 establishes the **RED** district. This district encompasses the clusters of low-scale, medium-density, predominantly residential neighborhoods located along the narrow side streets in the South of Market area. Uses generally not permitted include adult entertainment, bookstore, or theater; amusement game arcade or similar enterprise; shooting gallery; animal kennel, riding academy, or livery stable; automobile, truck, van, recreational vehicle/trailer or camper sales, lease or rental; auto tow of inoperable vehicles; auto wrecking operation; drive-up facility; hotel, motel, hostel, inn, or bed and breakfast establishment; heavy industry; junkyard; landing field for aircraft; massage establishment; mortuary; movie theater and sports stadium or arena. All existing REDs are located north of Harrison Street.

Planning Code Section 210.5 establishes the **M-1** district, which is suitable for smaller industries dependent upon truck transportation as opposed to rail and water transportation. Most industries are permitted, with the exception of large or noxious uses. Permitted industries have certain requirements for enclosure, screening, and minimum distance from residential districts. The only area designated M-1 in the Project Area is the block, with the exception of the north corner, defined by 13th, Folsom, 12th, and Howard Streets.

Planning Code Section 210.4 establishes the **C-M** district. Uses allowed in this district include wholesaling and heavy commercial uses not permitted in other commercial districts. Light manufacturing and processing are also permitted though usually limited to less than an entire building. A few small parcels are zoned C-M in the area between Howard and Mission Streets. The Adjacent Parcels between Ninth and 11th Streets are also designated as C-M.

Planning Code Section 815 establishes the **RSD** district, which serves as a buffer between the higher-density, predominantly commercial area of Yerba Buena Center to the east of the Draft Plan Area and the low-scale, predominantly service/industrial area west of Sixth Street. The district controls are intended to facilitate the development of high-density, mid-rise housing, including residential hotels, while also encouraging the expansion of retail, business service, and commercial and cultural arts activities. Retail, general commercial, home, personal and business services, light industrial, institutional, cultural arts and artisan, and parking are generally permitted uses. Single-room-occupancy (SRO) units are permitted as a principal use, with group housing requiring a CU authorization. There are two areas zoned RSD within the Project Area: one cluster on the north side of Harrison Street between Fourth and Fifth Streets, and another along Folsom Street also between Fourth and Fifth Streets.

South of Harrison Street, the primary zoning designation is **SLI**, which is established by Planning Code Section 817. This district is designed to protect and facilitate the expansion of existing general commercial, manufacturing, home and business service, live/work use, arts uses, light industrial activities, and small design professional office firms. Retail, general commercial, home, personal and business services, light industrial, institutional, cultural arts and artisan, live/work space, and parking are permitted as principal uses.

A small area zoned **SSO** (Planning Code Section 818) exists between Brannan and Townsend Streets and Fourth and Fifth Streets. The SSO district is designed to accommodate small-scale light industrial, home and business service, arts activities, live/work uses, and small-scale, professional office space and large-floor-plate “back office” space for sales and clerical work forces. Nighttime entertainment is permitted as a Conditional Use. Offices, retail, general commercial home, personal and business services, light industrial, institutional, cultural arts and artisan, live/work space, and parking are permitted as principal uses. Residential and nighttime entertainment uses require CU authorization.

Planning Code Section 234 establishes the **P** district for land that is owned by a governmental agency and in some form of public use, including open space. Public areas in the Project Area, including the Hall of Justice and the Southern District Police Station, are located adjacent to Interstate 80.

Proposed Use Districts

The Draft Plan proposes establishing and/or expanding zoning classifications within the Draft Plan Area (see Figure 2-2 in Chapter 2, Project Description, of this EIR). The proposed land use controls would create zoning districts in which certain uses are allowed by right with others requiring CU authorization. Similarly, zones that acknowledge a designated preference for new industries such as green technology or digital media could draw innovative businesses together. Boundaries of the zones would be based on areas of existing concentration. The primary zoning modifications and new classifications included in the Proposed Project are described below.

North of Harrison Street

The new **RED** controls, proposed as part of the *Western SoMa Community Plan*, would be similar to existing **RED** controls in terms of permitted uses, with some minor differences. A new district, **RED Mixed**, would be implemented to promote residential development but also to allow for a limited mix of

supportive uses, such as retail and light manufacturing. Limits for non-residential uses within RED Mixed areas would be established. For example, the RED Mixed areas would prohibit most commercial uses, with the exceptions of art-related activities, restaurants, retail services, and related uses. These types of the uses would be permitted up to 1,250 gross square feet, with those over 1,250 gross square feet requiring CU authorization, and those with a floor area ratio (FAR) of more than 1.0 not permitted.

A new district, the Western SoMa Regional Commercial District (**W SoMa RCD**) is proposed along Ninth and 10th Streets. This district would allow for a variety of uses, including residential, retail, office, and industrial/production, distribution, and repair (PDR) uses. New development within this district would be subject to floor-by-floor use restrictions. For example, office and medical services would be permitted on the ground floor only. This district would be similar to neighborhood commercial districts but would encourage more office uses.

The new Folsom Neighborhood Commercial Transit (**Folsom NC-T**) district would encourage increased height limits and greater density limits along Folsom Street between Seventh and 10th Streets. This district would allow residential and limited institutional, office, and retail uses. Small accessory entertainment uses and small hotels would also be permitted.

The remainder of the former SLR areas north of Harrison Street (including the 350 Eighth Street project site) would be rezoned as Western SoMa Mixed-Use General (**W SoMa MUG**). This district would permit residential uses and support a flexible mix of smaller neighborhood-serving retail, commercial, and industrial/PDR uses (some of which would require CU authorization). Large-scale commercial uses, loft-style live/work spaces, and research and development (R&D) facilities would not be permitted within the W SoMa MUG district.

The Adjacent Parcels on Mission Street between Seventh and Ninth Streets would be rezoned as Eastern Neighborhoods Mixed Use Office (**MUO**). This zoning would allow for office uses and housing, as well as small-scale light industrial and arts activities. Nighttime entertainment uses would be permitted with CU authorization. The remaining Adjacent Parcels (between Ninth and 11th Streets) would be zoned General Commercial (**C-3-G**). This district allows a variety of uses, including commercial, hotels, entertainment, and high-density residential.

South of Harrison Street

The majority of the existing SLI district would be rezoned as the Western SoMa Service, Arts, Light Industrial (**W SoMa SALI**) district. This new district is intended to protect and facilitate the expansion of existing light industrial, commercial, manufacturing, and arts uses. New residential or office uses would not be permitted, although general retail and industrial/PDR uses would be allowed. R&D uses would require a CU authorization. New place of entertainment permits could be permitted outside of 200-foot buffers around RED and RED Mixed areas.

The SSO area along Brannan and Townsend Streets, between Fourth and Fifth Streets, would be rezoned as the new Western SoMa Mixed-Use Office (**W SoMa MUO**) district and would be extended west on Townsend Street to the boundary of the Draft Plan Area at Seventh Street. This district would promote a variety of smaller-scale office uses, digital media and high-tech uses, and light industrial/PDR uses. The

W SoMa MUO district would differ from existing SSO and SLI districts within the Draft Plan Area in that no residential uses would be permitted.

Two new RED and two new RED Mixed zones are also proposed in smaller areas currently zoned as SLI. Existing zoning for Public uses south of Harrison Street would remain unchanged.

Existing Height and Bulk Districts

The San Francisco Planning Code establishes height and bulk districts for the purposes of implementing the Urban Design Element and other elements of the *San Francisco General Plan*.

Bulk districts create limits on the horizontal and diagonal dimensions of buildings. The I, S, and X bulk districts apply to the Project Area. The I district applies to buildings more than 150 feet tall and establishes limits on plan dimensions above a height of 150 feet. The limits are a maximum plan length of 170 feet, with a diagonal of no more than 200 feet. The S district regulates the bulk of the taller buildings in San Francisco and establishes a maximum height for the building base of 1.25 times the street width, above which the building must be set back from the street in a Lower Tower. The Lower Tower is limited to a maximum plan length of 160 feet, a maximum diagonal of 190 feet, and a maximum floor size of 20,000 square feet. If buildings taller than 160 feet are allowable in certain height districts, Upper Tower bulk controls apply; these establish a maximum of 130 feet in plan length, 160 feet in diagonal, and a 12,000-square-foot floor plate. There are no bulk limitations in X districts.

Heights limits within the Project Area currently range from 30 to 130 feet, although much of the area lies within the 50-X height and bulk district (50-foot height limit, no bulk limit).

Figure 2-4 in Chapter 2, Project Description, of this EIR illustrates the existing height and bulk districts.

Proposed Height and Bulk Districts

In general, the Draft Plan would increase heights throughout most of the Draft Plan Area by approximately 5 to 15 feet in order to encourage active uses at the street level (see Figure 2-4 in Chapter 2, Project Description), although along Townsend Street, the Draft Plan would increase height limits from 65-X to 85-K in order to “establish a mid-rise business corridor on Townsend Street designated for 21st Century high tech and digital-media uses.” In addition, some areas, such as the REDs, are proposed for incremental height decreases to maintain the small-scale character of existing residential and commercial uses, particularly along the mid-block alleys, with about 10 lots in the northwestern corner of the Draft Plan Area proposed for height limit decreases of up to 90 feet. The proposed 85-foot height limit would allow for the greatest heights in the Draft Plan Area, with the exception of the location of the existing Hall of Justice on Bryant Street, which would retain its existing 105-foot height limit, and one parcel on 10th Street near Mission Street, which would retain its 160-foot height limit. In general, under the proposed bulk controls, districts with height limits of 55 feet or less would have no bulk limits, while districts with height limits greater than 65 feet would require setbacks above 40 or 60 feet in height, as would some of the proposed 65-foot height districts.

No changes to the existing height and bulk districts are proposed on the Adjacent Parcels.

North of Harrison Street

The existing REDs are in the 40-X district, and these would remain unchanged under the Draft Plan with a few exceptions in which some parcels of expanded REDs would be modified to allow heights up to 50 and 65 feet. New REDs would be limited to 40 feet from existing 50-foot limits. New RED Mixed areas would be generally reduced from 50 feet to 45 feet.

Heights in the Ninth and 10th Street corridors are currently limited to 50 feet. Both of these areas would feature increased allowable heights under new 55-X and 65-K designations. Folsom Street building heights would be allowed to expand up to 65 feet from existing 50-foot limits between Seventh and 10th Streets.

The remaining areas north of Harrison Street (proposed as a new W SoMa MUG district), which are generally within the existing 50-X district, would feature increased allowable heights under proposed 55-X and 55-X/65-B districts.⁷

South of Harrison Street

A large portion of the Draft Plan Area south of Harrison Street is within the existing SLI district. These areas would be reduced to a base 40-foot height district and would be allowed a 15-foot increase to 55 feet under the proposed W SoMa SALI district CU process, so long as the 15-foot floor is permanently dedicated to arts-related uses. Proposed RED and RED Mixed areas south of Bryant Street would be reduced from 50 feet to 40 feet and 45 feet, respectively.

Parcels fronting Townsend Street that are currently limited to 65 feet would feature increased allowable heights under the new 85-K district. The blocks between Harrison and Bryant Streets from Eighth to 13th Streets are currently within the 40-X district. Heights would be allowed to increase in these areas under the proposed 40-X/55-X district.

The existing 30-X district (bounded by Harrison Street to the north and Bryant Street to the south, and east of Eighth Street) would be left largely unchanged. The two proposed W SoMa MUG areas between Fourth and Fifth Streets would be changed from 40-X/85-B to 55-X.

Compatibility of Existing and Proposed Zoning Districts

Overall, the Proposed Project, consisting of the Draft Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street project, would not represent a substantial departure from the existing controls such that incompatible land uses would be developed. Rather, the refined regulations would support much of the *San Francisco General Plan* policy language encouraging the preservation and enhancement of existing clusters of compatible uses. In general, it is anticipated that future development under revised zoning

⁷ 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 authorization process, whereby some benefit to the public, such as on-site public amenities, alley beautification, or other benefit, 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 considered for parcels at least one-half acre in size.

controls would result in more cohesive neighborhoods throughout the Project Area. New development within the Draft Plan Area, specifically, would exhibit greater consistency in land use and building types, and would include more clearly defined residential neighborhoods, commercial corridors, and high-tech/light industrial/PDR areas.

Draft Plan

With implementation of the Draft Plan, new residential development would be anticipated in certain areas, based on where proposed zoning changes would allow it to occur, and/or encourage residential development that is currently discouraged or, in some cases, not allowed.

Furthermore, the rezoning options would guide more intensive residential development to locations where conditions would be amenable to full-scale neighborhood development, with complementary convenient retail stores and personal services. Additional population accommodated by new housing could facilitate economic development and increase demand for additional, localized retail and personal services, which could contribute to a stronger and more vibrant neighborhood commercial character. New height limits also would be expected to encourage commercial and ground-level retail development, as most height limits outside of residential enclaves would increase.

In many instances, the rezoning under the Proposed Project could serve to enhance the pedestrian realm and the overall character of the neighborhood by attracting services and directing public improvements to address existing deficiencies as well as new neighborhood needs. Changes in the land use pattern would generally occur incrementally over the approximate 20-year timeframe of the Draft Plan through 2030. The overall pattern of anticipated new development would be similar to existing conditions, even with the increases in density and height proposed under the Draft Plan.

Rezoning of Adjacent Parcels

The new zoning proposed by the Rezoning of Adjacent Parcels would be consistent with the existing surrounding zoning that has been established, either as part of recent or ongoing planning and rezoning efforts surrounding the Adjacent Parcels (e.g., Market and Octavia Area Plan and the Draft Plan). As such, the Rezoning of Adjacent Parcels would be consistent and compatible with the types of uses that are already anticipated along the Mission Street corridor and would also result in more cohesive development on the Adjacent Parcels in the future.

350 Eighth Street Project

The 350 Eighth Street project would develop a combination of residential, commercial, light industrial, and community space uses on a site currently within the SLR use district and 40-X height and bulk district. As part of the Draft Plan, the 350 Eighth Street project site would be rezoned to W SoMa MUG, which would allow residential, commercial, light industrial, and arts-related uses, some permitted as principal uses and others requiring CU authorization. Height limits would be increased up to 65 feet. The 350 Eighth Street project would be consistent with the proposed zoning and new height limits for the 350 Eighth Street project site described in the Draft Plan.

As discussed in Chapter 2, Project Description, 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. The 350 Eighth Street project would also require exceptions from rear yard and open space requirements, absent implementation of the Draft Plan. However, the proposed residential density would be within the permitted limit for the SLR district, which allows one dwelling unit per 200 square feet of lot area.

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