

Project Description

A. Overview

The Planning Department (“Department”) is proposing to rezone the area of San Francisco around the southern portion of the Central Subway transit line in order to increase the amount of allowable development and to specifically allow for more job growth. The Department will prepare an Environmental Impact Report (EIR) in compliance with the California Environmental Quality Act (CEQA) that analyzes the environmental effects of the proposals in the Central Corridor Plan (referred to hereinafter as the “Plan”), drafted by the Department and published in April 2013. The Plan area is located within the South of Market (SoMa) neighborhood and encompasses approximately 260 acres that are bounded by Market Street to the north, Sixth Street to the west, Second Street to the east, and Townsend Street to the south (see Figure 1 on page 2). The project analyzed in the EIR also includes street network changes throughout the Plan area, including specific designs within, and in some cases extending beyond, the Plan area for the following streets: Folsom, Howard, Harrison, Bryant, Brannan, Third, and Fourth streets (see Figure 1 on page 2).

The Plan seeks to accommodate growth primarily by: (1) removing land use restrictions to support a greater mix of uses while also emphasizing office uses in the central portion of the Plan area; (2) increasing height limits on certain sites, primarily south of Harrison Street; and (3) modifying the system of streets and circulation to meet the needs and goals of a dense transit-oriented district. The Plan identifies two height options– a Mid-Rise Option (Option A) and a High-Rise Option (Option B). In general, Option A would increase heights along Fourth, Harrison, and Bryant streets from 65 feet to 85 feet. Option A would also allow for towers between 130 and 320 feet on certain sites, mostly located south of Harrison Street, increasing height limits on those sites by 45 to 235 feet. Option B would be similar to Option A, except that Option B would increase tower height limits for certain sites south of Harrison Street to between 115 and 400 feet, increasing height limits on those sites by about 60 to 315 feet. The EIR will also analyze a land use variant that would prohibit residential uses in a four-block area bounded by Bryant, Townsend, Fourth and Sixth streets. Additionally, the Plan proposes other public realm improvements, the provision of open space, and policies to preserve neighborhood character, historic structures, improve public amenities and promote sustainability.



Figure 1
Central Corridor Plan Area Boundaries

The Plan also includes financial programs to support the Plan's public improvements, through the implementation of one or more new fees, as well as possible taxes or assessments that would be applied to new development. The proposed Plan would result in a comprehensive plan and implementing mechanisms, including *General Plan*, *Planning Code* and Zoning Map amendments, as necessary.

The Department will prepare a "program-level" EIR for the Central Corridor Plan, and will include a "project-level" analysis of proposed street network changes, such that these improvements may be considered for adoption based on this EIR. Pursuant to CEQA Guidelines Section 15168, a program EIR may be prepared for a series of actions that can be characterized as one large project, related, as in this case, geographically; as logical parts in a chain of contemplated actions; and in connection with the issuance of rules, regulations, plans and other general criteria to govern the conduct of a continuing program.

B. Project Objectives

The project sponsor for the Central Corridor Plan is the San Francisco Planning Department. Through the Plan, the Department seeks to accommodate job and housing growth in close proximity to local and regional transit. Key objectives of the Plan are to increase development capacity, increase density, consider the future of parcels that currently retain industrial designations, and improve the physical, social and environmental surroundings. Critical to supporting that increased development capacity is a robust public realm and a substantial transformation of key streets to support transit, walking and biking.

B.1. Plan Area Objectives

The Plan sets forth five overriding goals:

1. Support transit-oriented growth, particularly workplace growth, in the Central Corridor area.
2. Shape the Central Corridor's urban form recognizing both City and neighborhood contexts.
3. Maintain the Central Corridor's vibrant economic and physical diversity.
4. Support growth with improved streets, additional open space, and other elements of "complete communities."

5. Create a model of sustainable growth.

B.2. Street Network Objectives

Building upon Plan Objective #4 (Support growth with improved streets), the Plan sets forth more detailed principles and goals for proposed street network improvements:

1. Provide a safe, convenient and attractive walking environment on all streets in the Plan area.
2. Configure transit routes to adequately serve the area and redesign streets that serve transit to lessen the impact of traffic on transit performance.
3. Make cycling an attractive transportation option throughout the Plan area for all ages and abilities.
4. Employ Transportation Demand Management measures to encourage mode-shift away from private automobile usage.
5. Accommodate regional and through traffic on a limited number of streets where necessary, but reduce the impacts of such traffic on local livability and circulation.

C. Background

The desire for a Central Corridor Plan began during the Eastern Neighborhoods planning process. In 2008 the City adopted the Eastern Neighborhoods Plan including new land use controls and proposed community improvements for industrially zoned land in the City's southeastern area. Due to the pending development of the Central Subway transit project, the Planning Department decided to defer the rezoning of a swath of land along the Central Subway– the Service Light Industrial (SLI) use district. Instead, the Eastern Neighborhoods Plans recommended that area be addressed in a separate, focused planning process that took into account the City's growth needs as well as the transportation opportunity represented by the Central Subway.

Since then the City's growth needs have become much clearer. The adoption of Senate Bill 375, which required regions to prepare a Sustainable Communities Strategy (or Alternative Planning Strategy) to reduce greenhouse gas emissions (GHGs) by linking growth to transit, resulted in higher jobs and housing growth projections. Plan Bay Area, the Bay Area's draft Sustainable Communities Strategy, developed jointly by the Association of Bay Area Governments (ABAG)

and the Metropolitan Transportation Commission (MTC), projects about 92,400 additional housing units and 191,000 additional jobs for San Francisco by 2040, compared to existing conditions and represents roughly 15 percent of the regions total growth. These figures also represent a 25 percent increase in the number of housing units and a 34 percent increase in employment within San Francisco as compared to existing conditions. ABAG and MTC expect this growth to be planned in high density, transit-served locations. While the City has planned for new housing, resulting in estimated capacity for over 75,000 new housing units, it has been less proactive in planning space for jobs. With substantial development occurring since the adoption of the Downtown Plan 20 years ago, relatively few Downtown building sites remain to support continued job growth. Remaining space in Mission Bay, and new space added in the Transit Center District Plan area, will not be sufficient to meet growth needs, as projected by Plan Bay Area. Current low vacancy rates and high rents in SoMa indicate an area of high demand, and it is anticipated that companies in the information technology and digital media industries will increasingly seek to locate in this area, due to its central location, transit accessibility, urban amenities and proximity to San Francisco's well-educated workforce.

The Planning Department initiated the Central Corridor Planning Process in earnest in early 2011 with funding from the California Department of Transportation (Caltrans) and the San Francisco Municipal Transportation Agency (SFMTA). In developing the draft Plan, the Department prepared two background documents: (1) the *Central Corridor Background Report* published in April 2011,¹ and (2) the *Public Realm Existing Conditions Report* published in October 2011.²

Throughout the process, the Department met with a range of community groups, and involved City and regional agencies as part of the Plan's Technical Advisory Committee (TAC). Working with stakeholders through a public process, including walking tours, a storefront charette, a

¹ The Central Corridor Background Report is available for review online: http://www.sf-planning.org/ftp/files/Citywide/Central_Corridor/Central_Corridor_Background_Report.pdf. Accessed March 2013.

² The Public Realm Existing Conditions Report is available for review online: http://www.sf-planning.org/ftp/files/Citywide/Central_Corridor/CC_PublicRealmExistingConditionsReport_Oct2011.pdf. Accessed March 2013.

print and web-format survey, an interactive website, and a series of community workshops,³ the Planning Department developed the Central Corridor Plan which includes strategies and recommendations to coordinate transit-supportive land uses with public realm improvements.

D. Project Location

As shown in Figure 1 on page 2, the Plan area is located along the southern portion of the Central Subway transit line, and is bounded by Market Street to the north, Sixth Street to the west, Second Street to the east, and Townsend Street to the south. Altogether, the Plan area comprises approximately 260 acres and is bordered by the Transbay, Rincon Hill, Mission Bay and Downtown neighborhoods. It includes portions of the former Yerba Buena Redevelopment Plan Area, and the East and Western SoMa Plan Areas. This Plan area, plus streetscape changes extending from The Embarcadero to Eleventh streets along Folsom Street; Third to Eleventh streets along Howard Street; Second to Tenth streets along Harrison Street; from Second to Seventh streets along Bryant Street; from Market Street to Harrison Street along Fourth Street; and from Market Street to King Street along Third Street, represents the designated project area for this EIR.

E. Project Components

The EIR will analyze physical environmental impacts of the proposed Plan and associated street network changes. For some policy issues, the EIR will analyze options to those policy decisions in order for decision-makers and the public to compare the environmental impacts of each option. Specifically, the EIR will analyze the Plan's proposed land use and a land use variant that would restrict new residential uses within a four block area bounded by Bryant, Townsend, Fourth and Sixth streets. The EIR will also analyze the environmental impacts associated with two proposed height options (Option A and Option B) and proposed street network improvements on Folsom, Howard, Bryant, Brannan, Harrison, Third and Fourth streets. The EIR will also analyze two options for the operation of Folsom and Howard streets as described on page 32. Street network improvements will be analyzed in sufficient detail to allow for project-level CEQA clearance.

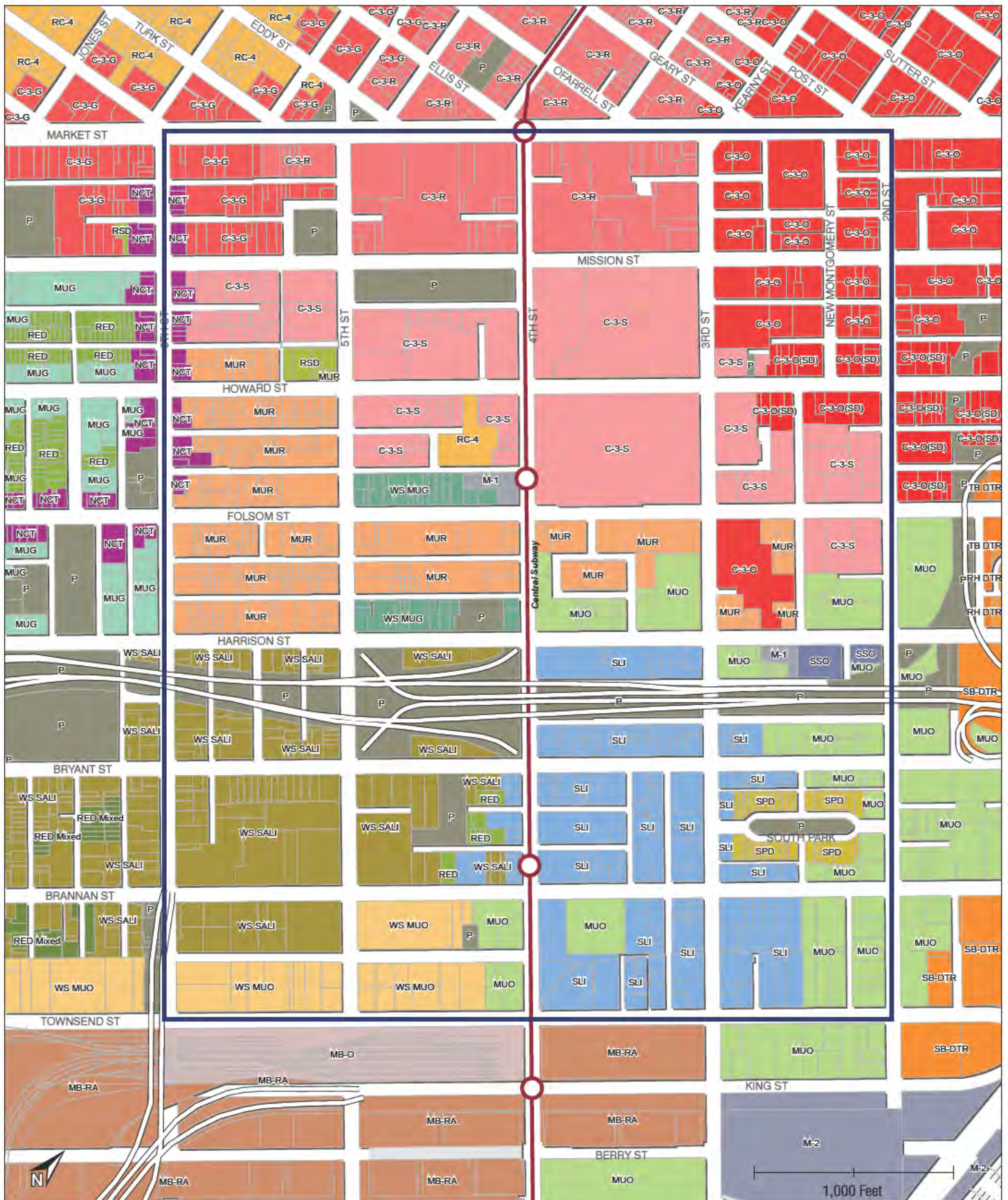
³ A comprehensive overview of the Plan's public engagement process can be found in the Plan's Appendices, and is summarized online: <http://www.centralcorridor.sfplanning.org>.

E.1. Land Use

Land uses within the Plan area are mixed and are characterized primarily by office, production, distribution and repair (“PDR” or generally, light industrial) and retail uses. The northern end of the Central Corridor Plan area features a number of large parcels with a concentration of higher density residential uses, including a substantial number of senior and affordable housing developments, as well as regionally important museums, and visitor and cultural facilities (e.g., Moscone Convention Center, Yerba Buena Center for the Arts, San Francisco Museum of Modern Art, Contemporary Jewish Museum). The Plan’s southern end primarily features office, PDR, retail, and entertainment uses, as well as several surface parking lots.

The existing use districts in the Plan area are shown in Figure 2 on page 8 (with an accompanying key in Table 1, on page 9). The northern portion of the Central Corridor Plan area maintains a strong relationship to Downtown, reflected by the Downtown Commercial (C-3) and Mixed Use Office (MUO) use districts that support high-density office and residential uses with higher height limits (120 feet or greater). Much of this area was formerly part of the Yerba Buena Redevelopment Area. A swath of land ringing this area north of the freeway is currently zoned primarily for housing, designated Mixed Use Residential (MUR), Residential Service District (RSD), and Residential Enclave District (RED). The SLI zone predominates south of Harrison Street. The SLI use district neither permits new housing, except deed-restricted affordable housing, nor office uses, except in historic buildings. These use restrictions have effectively preserved this area with low-scale (one- to two-story) low density commercial uses.

The Plan’s land use strategy seeks to accommodate transit-oriented growth while preserving and enhancing the Plan area’s mix of uses (office, hotel, entertainment, industrial, retail, cultural and residential) and building types (lower-scaled development predominates in the southern portion of the Plan area with larger-scale development in the northern portion of the plan area). In general, proposed land use changes would remove land use restrictions (such as allowing residential uses in areas where this use is limited or allowed only with certain restrictions) to support a greater mix of uses while also emphasizing office uses in the central portion of the Plan area (as shown by the MUO designation). The Plan would result in the following land use changes described below and shown in Figure 3 on page 10.



Refer to Use District Key on page 9

Figure 2
Existing Plan Area Use Districts

Central Corridor Plan Area

TABLE 1. PLANNING CODE USE DISTRICT KEY

Use District Code	Use District
C-3-G	Downtown Commercial, General
C-3-O	Downtown Commercial, Office
C-3-R	Downtown Commercial, Retail
M-1	Light Industrial
M-2	Heavy Industrial
MB-O	Mission Bay Office
MB-RA	Mission Bay Redevelopment Area
MUG	Mixed Use, General
MUO	Mixed Use, Office
MUR	Mixed Use, Residential
NCT	Neighborhood Commercial Transit
P	Public
RC-4	Residential Commercial, High Density
RED	Residential Enclave District
RSD	Residential/Service Mixed Use District
SLI	Service/Light Industrial
SPD	South Park District
SSO	Service Secondary Office
TB-DTR	Transbay Downtown Residential
WS-MUG	West SoMa Mixed Use General
WS-MUO	West SoMa Mixed Use Office
WS-SALI	West SoMa Service, Arts, Light Industrial

Source: San Francisco Planning Code.

- The Residential Commercial, High Density (RC-4) zoning district would be converted to Downtown Commercial Support (C-3-S). Within the Plan area there is one parcel on the block bounded by Fourth, Fifth, Howard and Folsom streets zoned RC-4. The Plan proposes to rezone this area to C-3-S, consistent with the surrounding zoning district. Community facilities and commercial uses generally permitted in the C-3-S zoning district are either restricted by Conditional Use or not permitted in the RC-4 district. Changing this zoning district to C-3-S would allow for a greater mix of uses (including hotels, museums and cultural facilities, housing, retail, and offices) that are similar to this district's surroundings.
- The MUR and RSD zoning districts would be converted to a Mixed-Use General (MUG) zoning districts in the area bounded by Mission, Harrison, Fifth and Sixth streets. The MUR and RSD zoning districts require a ratio of three square feet of housing for every square foot of other uses. The MUG zoning designation would remove this restriction and allow for greater flexibility in the mix of land uses, including limited office development as well as new all-commercial buildings.



 Central Corridor Plan Area
  Restricted Lot Consolidation
 SoMa Entertainment SUD
  Sites Under Separate Study
 South SoMa SUD
  Land Use Variant Area

- The Western SoMa Mixed-Use General (WS-MUG), Light Industrial (M-1), and MUR zoning districts would be converted to MUO in the area bounded by Howard, Fifth, Harrison, and Fourth streets as well as the blocks bounded by Folsom, Fourth, Harrison and Second streets. A primary goal of the Plan is to accommodate job growth and these existing zoning districts either do not permit or limit office uses, whereas the MUO zoning designation would support a greater amount of job growth.
- South of Harrison Street, as shown in Figure 3, existing use districts would all be converted to an MUO zoning district; except for parcels currently designated SPD and the WS-SALI area west of Fourth Street north of Bryant Street which would retain their current zoning designations. Zoning districts in this area that would be converted to MUO include the Western SoMa Service, Arts, Light Industrial (WS-SALI), WS-MUO, RED, SLI, M-1, and Service Secondary Office (SSO) use districts. These existing use districts either limit or restrict office uses, or when office uses are allowed, other uses, such as entertainment or residential uses are restricted. For example, the RED use district permits housing as a principle use but requires Conditional Use authorization for most other uses. Converting these zoning districts to MUO would accommodate a mix of land uses that allow for greater flexibility as the MUO district generally allows office, residential, and most other uses without limitation. However, the Plan also proposes that most of this area also be included in a new South SoMa Special Use District that would require primarily commercial space on large parcels (e.g. greater than 20,000 square feet) to emphasize space for jobs.

Proposed zoning changes are supported by the Plan's four land use principles and corresponding implementation strategies, discussed below. The Plan includes other implementation strategies that are not cited below; however those strategies would not result in direct or indirect physical environmental impacts (e.g., strategies that call for additional studies or continued implementation of existing controls within the Plan area- such as rent stabilization, eviction protections, and restrictions on unit demolition or mergers).

1. Support substantial development in the Central Corridor Plan area.

In order to support substantial development in the Central Corridor, the Plan proposes the following strategies:

- Maintain growth oriented zoning where it exists. The Plan would not change existing zoning in the C-3 use districts. Much of the plan area is already zoned for density,

particularly the area north of Harrison. The MUO zoning district in the southeast of the Plan area would be retained and the WS MUO zoning district, which does not permit residential uses, would be changed to MUO to allow such uses.

- Rezone the SLI use district and the WS-SALI use district enacted under the Western SoMa Plan (covering much of the Plan area south of Harrison Street), which does not permit residential or office uses but does allow for industrial and arts activities, to MUO—a use district that permits a broad range of uses from office uses and housing to small-scale light industrial and arts activities.
- Allow physical controls for height, bulk, setbacks, and open space to determine density. In much of San Francisco development density is not tied to height or other physical controls, often resulting in developments that do not reach their full development potential. For commercial uses, the amount of allowable development (Floor Area Ratio, or “FAR”) would be correlated with allowable heights and bulk. For residential development, the Plan would eliminate FAR as a control on density and instead allow height, bulk, setbacks, etc., govern residential density, consistent with other recently adopted area plans; all major residential development would also be required to meet a minimum percentage of larger, family units.

2. Favor commercial development over other kinds of growth.

The Plan proposes the following to favor commercial development over other kinds of growth:

- Require commercial development on large parcels. The Plan proposes a South SoMa Special Use District (SUD), as illustrated in Figure 3 on page 10. The South SoMa SUD would require predominantly commercial development on large parcels to ensure that these parcels would be available for large floor plate commercial development. The exact mechanism utilized to require commercial development in this area would be developed as part of the zoning proposal for the Plan. Potential mechanisms could include a requirement for a minimum percentage (e.g. 50 percent) of new square footage to be commercial on all parcels over 20,000 square feet, or limiting the amount of residential development on these larger parcels.
- Rezone the MUR zoning district to enable workplace development as well as a more diverse set of uses (such as hotel and entertainment uses). As discussed above, the MUR zoning district’s requirements preclude development of new all-commercial buildings. West of Fifth Street, where the area is typically more residential and fine-grained, the

Plan proposes to rezone the MUR to MUG, a use district in which some office and retail development is allowed, but development is still expected to retain its predominantly residential character. East of Fifth Street, in the area that is already more jobs-oriented, the Plan proposes to rezone the MUR to an MUO zoning district, emphasizing office uses over other types of land use.

3. Support development of a diversity of housing especially below-market rate units.

While jobs are the primary focus of the draft Central Corridor Plan, housing is also an important component, particularly for creating a vibrant, 24-hour district. To support development of a diversity of housing, especially below-market rate units, and to create a “24-hour district” the Plan would:

- Maintain residential zoning for those areas that are already primarily residential. Mixed-use zoning that permits housing in the Plan area will be maintained, enabling new residential uses.
- Remove restrictive zoning in areas that can support additional housing. As noted above, the Plan proposes to rezone the SLI and SALI zoning districts to MUO, which permits housing in addition to commercial uses.
- Require larger, family-oriented units; new development in mixed-use districts would be required to provide at least 40 percent two-bedroom units or 30 percent three-bedroom units.
- Require increased levels of affordable housing in zoning districts where housing was not previously permitted (except for deed-restricted affordable housing and by Conditional Use only). The Plan proposes to increase inclusionary requirements in areas proposed to be rezoned from SLI, SALI (which currently do not permit housing) or M (which permits housing conditionally) to MUO or other districts that permit housing. For example the City’s current requirement is for 12 percent of the units in new housing developments to be below market rate (i.e., for people earning up to 120 percent of the Area Medium Income or “AMI”) if provided onsite, or 20 percent if provided off-site or through in-lieu fee payments. As in the Eastern Neighborhoods, former SLI, SALI and M parcels that are rezoned to allow residential uses would be required to provide increased affordable housing above these levels. The Plan may also consider increasing that amount in areas that receive a substantial increase in residential development potential through a greater increase in height limits.

5. Reinforce SoMa's mixed-use character by permitting a diversity of land uses.

In order to support and enhance the Plan area's vibrancy and identify, the Plan proposes to allow a wide range of uses while minimizing conflicts between those uses. Specifically, the Plan proposes to:

- Permit PDR uses. PDR would continue to be widely permitted throughout the Plan area. While much of the existing use districts such as SLI, WS-SALI, WS-MUO, and M-1 permit PDR uses, the RED zoning district does not permit PDR uses. The Plan would rezone the RED zoning district MUO, thereby allowing PDR uses in areas where it is currently not permitted.
- Permit retail, but not stand-alone big box retail throughout the Plan area.
- Permit and support community facilities such as schools, child care, community centers, and public services (like police and fire) throughout the Plan area.
- Permit entertainment uses where appropriate. The Plan proposes to limit new entertainment uses to an area south of Harrison Street between Fourth and Sixth Streets, via the SoMa Entertainment SUD illustrated in Figure 3 on page 10.

Land Use Variant

Within the Central Corridor west of Fourth Street, in the area roughly bounded by Bryant, Townsend, Fourth and Sixth Streets, the WS-SALI and WS-MUO zoning districts applied as part of the Western SoMa Plan currently do not permit new housing. The Plan proposes to rezone the majority of those zoning districts to permit housing and thereby enable a lively 24-hour neighborhood. However, there is community concern that any allowance for new housing in this area could impinge upon existing and future commercial uses (particularly on smaller lots) and could create conflicts with potential new entertainment uses that would also be permitted in this area. The Land Use Variant will study the ramifications of maintaining a restriction on new housing in the area roughly bounded by Bryant, Townsend, Fourth and Sixth streets that are currently zoned WS-SALI and WS-MUO (see Figure 3 on page 10).

E.2. Urban Form

Building heights in the Plan area vary considerably, ranging from single-story buildings to buildings of 20 stories or more. While the area's typical building height is considerably less than building heights in the Financial District to the north, its density of uses is substantially higher than those parts of the City further from downtown.

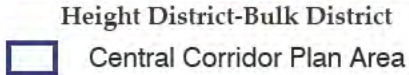
Existing height districts are shown in Figure 4, on page 16. Permitted heights in the northern portion of the Plan area are highest around Mission Street, reflecting the southern extent of Downtown's high-rise core. Height districts step down in the central portion of the Plan area to between 85 and 130 feet. Current residential zoning districts, including the MUR, RED, and RSD districts in the northern portion of the Plan area, mostly allow buildings up to 85 feet or 8 stories (though up to 120 feet are allowed in some places), with requirements for further height sculpting on alleys. On some block frontages where heights are permitted up to 85 feet, heights are limited on interior block frontages to 45 feet. Building heights within the southern portion of the Plan area, generally south of Bryant Street, are within the 50 to 85-foot range. Permitted heights in the SLI use district are lower than other portions of the Plan area and are typically 40 to 85 feet.

The Central Corridor Plan seeks to increase opportunities for growth through changes to height and density that are respectful of not only the City's skyline, but of local character and pattern. The Plan contains four high-level objectives: (1) Enhance the city skyline in harmony with, and being respectful of, the city pattern, including views across SoMa to and from the hills, Bay, and downtown; (2) Base height limits⁴ should be reflective of the width of adjacent streets; (3) The Fourth Street corridor and rail stations should be reinforced by additional height; and (4) the greatest heights should be focused at the north and south, in proximity to regional transit. These high-level objectives are further articulated by several detailed principles related specifically to height, resulting in a Mid-Rise Height Option (Option A) and a High-Rise Height Option (Option B), as described below. Figure 5 on page 17, shows the change in height limits as compared to existing height limits for Options A and B.

Mid-Rise Height Option (Option A)

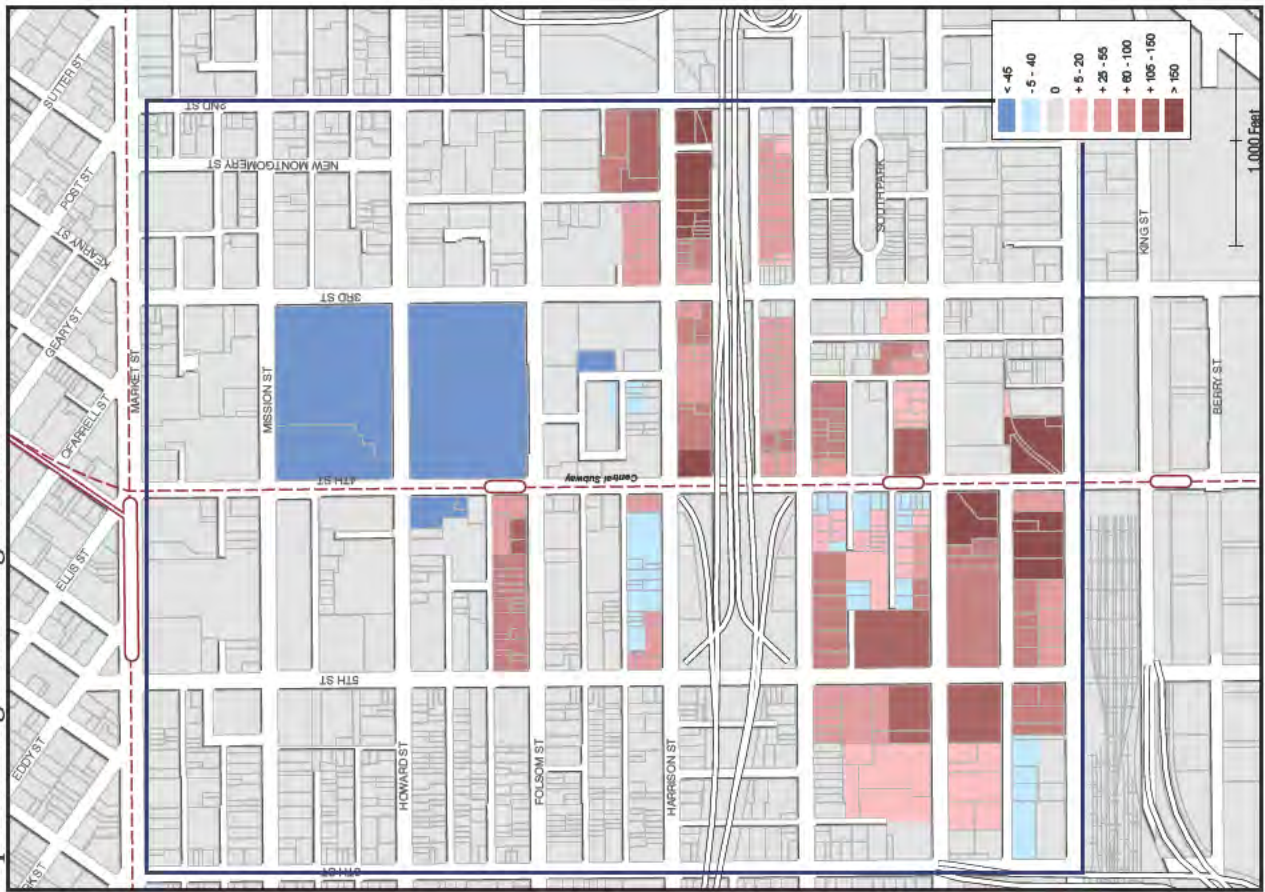
Height limits proposed under the Mid-Rise Height Option (Option A) are shown in Figure 6, on page 18. In general, Option A would increase heights along Fourth, Harrison, and Bryant streets from 65 feet to 85 feet.

⁴ The base height of a building is the maximum permitted height of the front wall of a building before any required setback. A building is required to meet a minimum base height only when the height of the building will exceed the maximum base height.

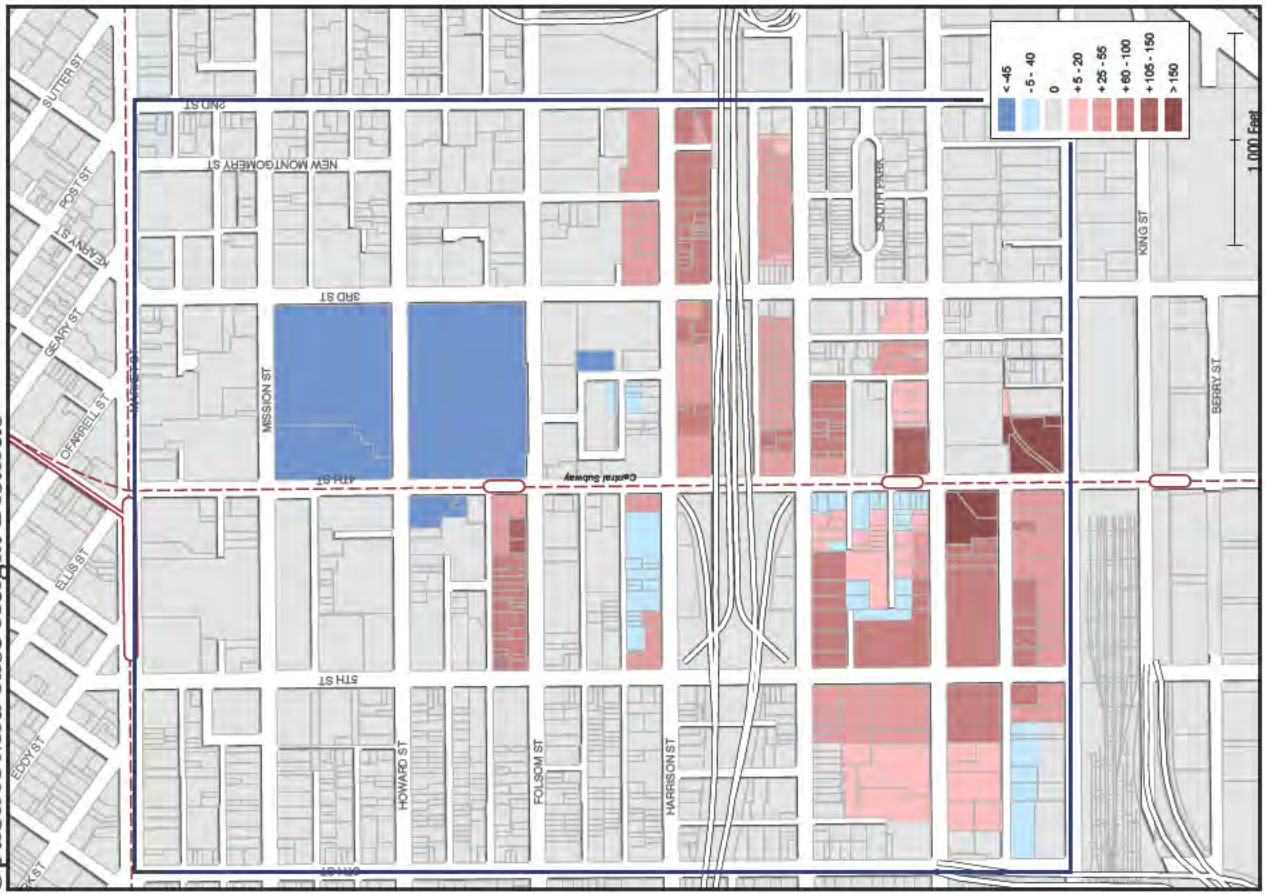


Central Corridor Area Plan Project Description

Option B High-Rise Height Districts



Option A Mid-Rise Height Districts



Central Corridor Plan Area

Figure 5
Changes From Existing to Proposed Height Districts
Case No. 2011.1356E

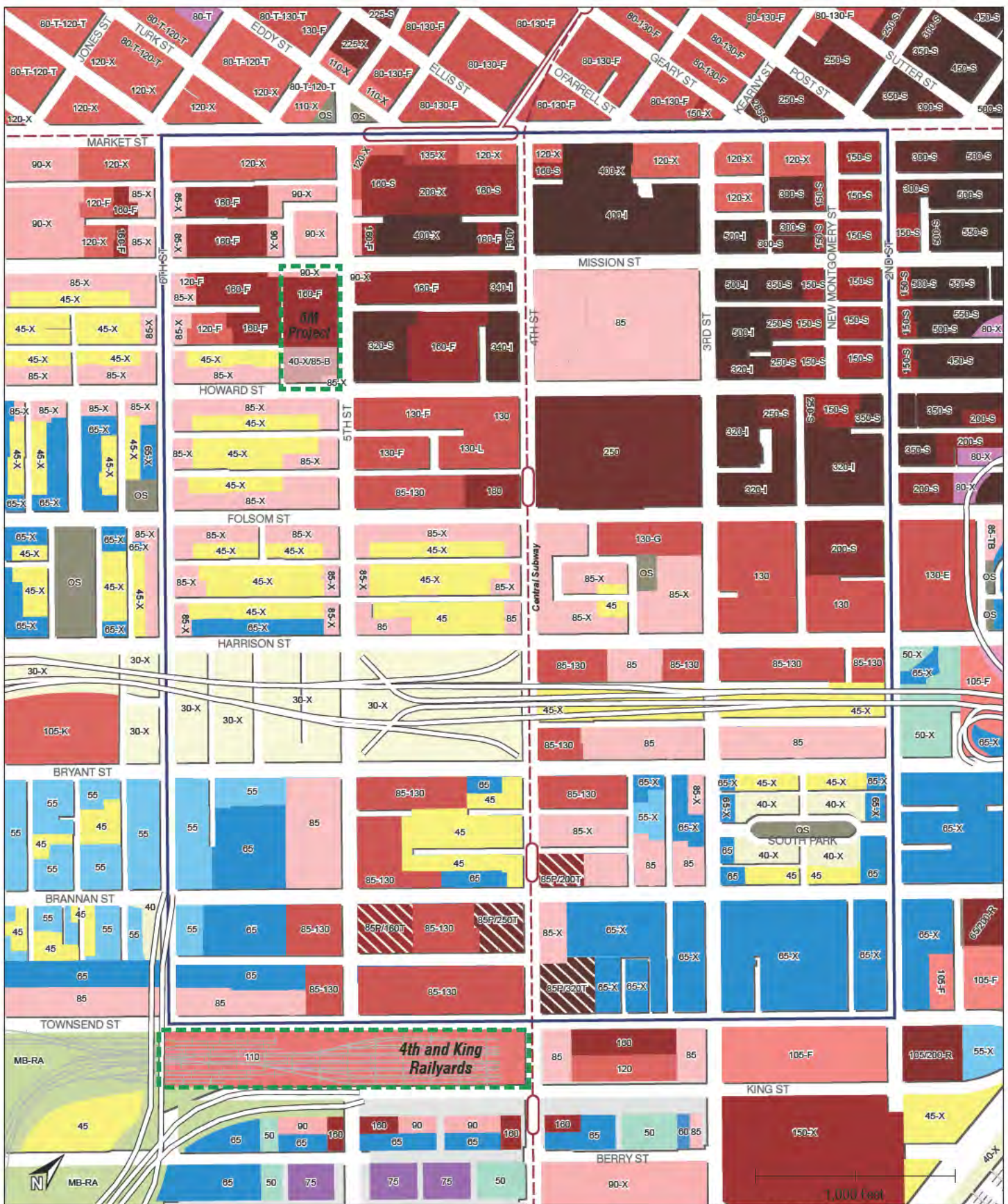


Figure 6
Option A Mid-Rise Height Districts

This option would also allow for towers between 130 and 320 feet on certain sites, mostly located south of Harrison Street, increasing height limits on those sites by 45 to 235 feet. Proposed height changes under this option are supported by the following principles.

1. Heights should be sculpted in a manner mindful of views through and across the area from surrounding areas with views of the Bay, East Bay hills, and other key features.

The Plan's urban form proposals intend to build on and reinforce existing patterns in SoMa. Height proposals in the Plan are based on a broad three-dimensional consideration of the placement and scale of buildings and potential development sites.

2. The predominant character of SoMa as a mid-rise district should be retained, and the presence of high-rises reduced by limiting their distribution to transit stations.

In order to preserve the character of the Plan area and views across it, height limits taller than 130 feet are generally kept to the southern portion of the Plan area (Brannan Street southward), limited in distribution and widely spaced. Also, bulk limits would restrict floor plate sizes, and these bulk requirements would be supported by tower separation requirements. Adjacent towers would be required to vary in height (e.g. by 50 feet or more).

3. Addition of substantial new shading should be avoided on public open spaces to the extent feasible, balanced with other core objectives.

To accomplish this, the height limits proposed in Option A have been sculpted to avoid additional shading to South Park beyond shadow that could occur with build out of existing height limits. Height limits are also intended to protect sunlight on Yerba Buena Gardens, Lapu Lapu Community Garden, the Bessie Carmichael School Yard, and, insofar as is feasible, a potential park site identified in the Plan and discussed further below, on the block bounded by Fourth, Fifth, Bryant, and Brannan streets (Assessor's Block 3777).

4. Building height limits should be adjusted in areas with a high concentration of historic buildings and unique character.

To accomplish this, Option A does not propose to increase height limits in the South Park block and the western portion of the South End Historic District. Option A would reduce the height limit on the west side of Fourth Street between Bryant and Brannan streets from 65 feet to 45 feet, as this stretch contains one of the few cohesive blocks of small-scale neighborhood retail in the Plan area. Option A also requires sculpting and upper story setbacks along narrow streets as per *Planning Code* Section 261.1; and requires a minimum 10 foot setback above certain heights,

as well as preservation of a 45-degree sun plane on the southern side of east-west streets. In areas where proposed height limits are 85 feet or higher, particularly in the area bounded by Bryant, Brannan, Fourth and Sixth street in the southwestern part of the Plan area, the sun angle requirement would be relaxed to instead require a minimum 10-foot setback similar to the north side of the street.

5. Height limits should be appropriate for the central city location and transit access and serve to diminish the dominant presence of the freeway in the neighborhood.

To accomplish this, the Plan proposes a base height limit of 85 feet along the freeway in areas east of Fourth Street.

6. The diverse scale of buildings in the Plan area should be maintained, particularly areas with a fine grain concentration of smaller lots and buildings.

The Plan seeks to accomplish this through the following implementation strategies:

- To preserve the few areas that maintain a pattern of small lots and buildings, the Plan would require Conditional Use authorization where a lot frontage greater than 100 feet would be created by the consolidation of two or more parcels that each have 50 feet or less in lot frontage. These areas exist along Folsom Street between Fourth and Fifth streets, Harrison Street between Fourth and Fifth streets, Bryant Street, and Brannan Street between Third and Fourth streets.
- Encourage maintenance of older buildings and allow substantial additions to them, through Design Guidelines, incentives, and other mechanisms such as: (1) a FAR bonus for the preservation of existing buildings through additions rather than demolition; and (2) higher FAR allowances for smaller lots than larger ones.

7. Reduce the scale of large blocks and parcels.

The Plan seeks to ameliorate the pattern of large blocks and parcels through the following implementation strategies:

The requirements of *Planning Code* Section 270.2, requiring new developments on large parcels on long blocks to include new publicly accessible mid-block alleys, now apply throughout mixed-use and C-3 zoning district and would be extended throughout the Central Corridor Plan area.

- Final zoning recommendations would include a set of guidelines for key development sites, highlighting desired locations for public open space, mid-block alleys, generalized building massing, vehicular access, and other key factors. These sites include:
 - Assessor's Block 3777 (Bryant/Fourth/Brannan/Fifth streets).
 - Parcels adjacent to the new Central Subway stations, particularly at the corners of Fourth Street at Folsom and Brannan streets
 - Parcels near the intersection of Fourth and Townsend streets, adjacent to and across from the Caltrain station
 - The Flower Mart/Assessor's Block 3778

High-Rise Height Option (Option B)

This option includes the Plan's policies as presented in Option A, with changes to Urban Form principles to reflect higher height limits as shown in Figure 7 on page 22. (Figure 5, above, depicts the proposed change in heights from existing height limits to those proposed under Option B.) The key difference in this scenario compared to Option A is that height and bulk districts would be amended to allow taller and larger buildings at a limited number of locations, primarily adjacent to, and south of, the elevated I-80 freeway, than are considered under Option A. These height districts are based on the High-Rise Height Alternative contained in the draft Central Corridor Plan released April 2013 and modified to include further height increases on certain sites.

Option B maintains the same urban form principles and implementation strategies as Option A; however these options differ as follows:

- In Option B, heights taller than 130 feet are expanded to more locations south of the freeway along and near Fifth Street, including sites between Bryant and Brannan streets, at Fifth and Brannan streets, and at Fifth and Townsend streets; and one site midblock along Townsend Street between Fifth and Fourth streets. They are also expanded to three sites north of the freeway, at Fourth and Harrison, Third and Harrison, and Second and Harrison streets. Additionally, two sites designated for heights taller than 130 feet proposed in Option A, at Fifth and Brannan and Fourth and Townsend, have been increased to higher tower limits in Option B. Finally, heights along Brannan Street midblock between Fifth and Sixth streets are increased slightly beyond the heights proposed in Option A, to 85 feet in Option B.

- Height limits on the block bounded by Fourth, Fifth, Bryant, and Brannan streets (Block 3777) are sculpted to feature the tallest heights of 160 feet to the west of the proposed park site, while keeping the heights due south of the park site relatively lower at 130 feet to maintain some sunlight benefits during certain times of the year.

E.3. Circulation and Streetscape Improvements

The Plan area contains a diverse network of public transportation options, including: (1) the Bay Area Rapid Transit (BART) and Caltrain regional rail lines, (2) the Transbay Transit Center (both the temporary terminal at Beale and Howard streets and the permanent terminal under construction at First and Mission streets), which connects the Plan area to much of the East Bay (via Alameda-Contra Costa County Transit District (AC Transit) and Western Contra Costa Transit Authority (WestCAT), Marin County (via Golden Gate Transit), and San Mateo County (via SamTrans); (3) the MUNI Metro light rail network; and (4) MUNI local bus service, which directly serves the entire Plan area via bus lines such as the 10, 12, 14, 27, 30, 45, and 47.

The Plan area is also well-served by the freeway system, including I-80, which bisects the Central Corridor Plan area into northern and southern portions and I-280, which feeds the south side of the Plan area. A network of wide surface streets provides vehicular circulation within the Plan area.

As a result of the City's original 1847 O'Farrell survey, major streets in the Central Corridor Plan area and in SoMa in general are 82.5 feet wide, compared to 50 to 70 feet in width for most streets north of Market Street and 70 to 80 feet for most streets in the western residential neighborhoods; blocks within the Plan area are larger than elsewhere in the City. Major north-south streets⁵ (numbered) are typically 825 feet apart, while major east-west streets (named) are 550 feet apart. These major streets form large "SoMa blocks" of approximately 10.5 acres each. These blocks are usually subdivided into three long, narrow blocks by two minor 35 foot wide east-west streets. As a result of development, many minor streets that were originally through streets now dead-end in the interior of their large SoMa block.

⁵ Streets in SoMa are generally parallel or orthogonal to Market Street, which is oriented at approximately 44 degrees off true north. However, streets parallel to Market Street are generally described as "east-west" streets, while streets orthogonal to Market Street are generally described as running "north-south."

Sidewalks are typically narrow—most are less than the 15 feet common elsewhere in San Francisco, and many are 10 feet or less—with the vast majority of the public right-of-way devoted to automobiles. Usually there are between four and five auto lanes traveling in one direction, more than in other San Francisco neighborhoods, with curb-side parking on both sides. Street trees, which are generally young and thus relatively small, help to soften the car-dominated streetscape, but they often narrow the already under-sized pedestrian path of travel. Intersections of major streets are signalized and have marked crosswalks on all sides; intersections of major streets with minor streets are usually not signalized and do not have any marked crosswalks. With signalized crossings almost exclusively located at the intersections of major streets, there are relatively fewer locations at which to safely cross major east-west streets than in other neighborhoods.

The Plan area's relatively high density is supportive of walking; although its wide, predominately one-way streets, long blocks, few amenities, and presence of an elevated freeway and associated ramps generally do not contribute to a positive pedestrian experience and presents many physical challenges for pedestrian circulation in the area. Bicycle lanes within the Plan area exist on Howard, Folsom, and Townsend streets; and the San Francisco Bicycle Plan designates additional lanes on Second and Fifth streets.⁶

Several projects are either in progress or proposed to improve the transportation network within the Plan area. The most important is the Central Subway, expected to be operational by 2018. The Central Subway is anticipated to move 76,000 daily riders through the Plan area by 2030, with a peak hourly capacity of almost 5,000 riders in each direction. Stations will include new underground facilities in Chinatown, at Union Square/Market Street, and at Moscone Center, with above ground stations at the intersections of Fourth/Brannan and Fourth/King streets. Additional transportation improvements include: the planned but not-yet-funded Caltrain Downtown Extension which, when complete, will extend Caltrain along the eastern Plan area boundary through a tunnel beneath Second Street to the Transbay Transit Center near First and Mission streets; improvements to MUNI made through the TEP; anticipated improvements to the bicycle network from implementation of the Bicycle Plan; and streetscape

⁶ The San Francisco Bicycle Plan is available for review online: <http://www.sfmta.com/cms/bproj/bikeplan.htm>. Accessed March 2013.

improvements under the Transit Center District Plan, Rincon Hill Plan, and East and Western SoMa Plans intended to improve walkability in SoMa.

The land use changes proposed in the Plan are expected to increase demand for travel in the Plan area, while safe and convenient pedestrian, transit and bicycle access to and within the Central Corridor Plan area is necessary for the success of the envisioned land uses. The Plan includes the following proposals to improve pedestrian, transit and cycling conditions on major streets in the Plan area:

1. Provide a safe, convenient and attractive walking environment.

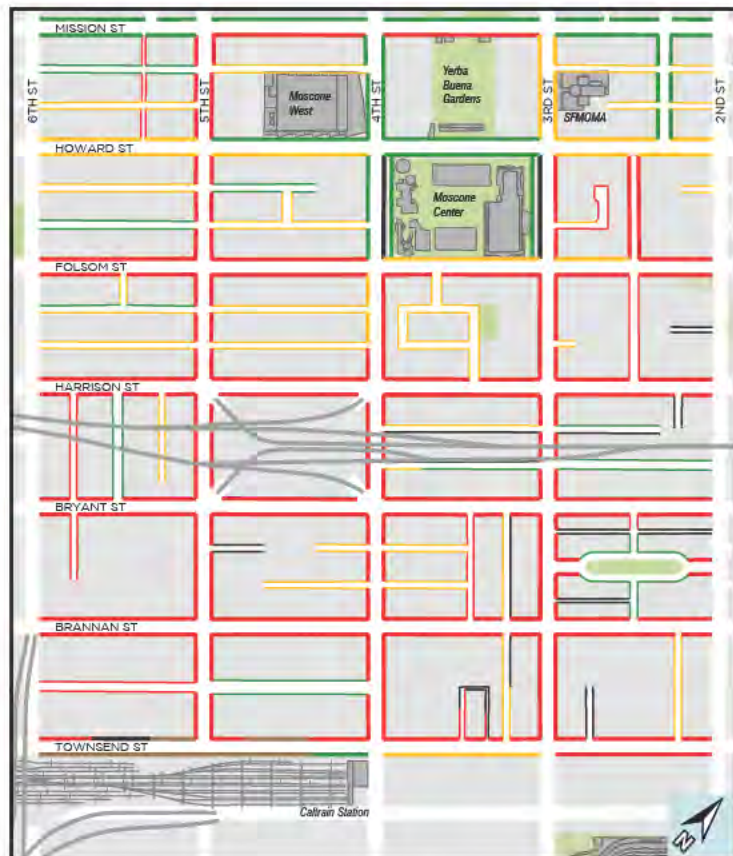
As a major convention and tourism destination, employment center, and residential area, the Central Corridor Plan area attracts thousands of people daily, the overwhelming majority of whom will either begin or end their trip as pedestrians. Creating a complete, high quality walking network is necessary to make all aspects of the transportation system function well. The Plan proposes the following:

- Upgrade sidewalks to meet the standards in the Better Streets Plan. Sidewalks should be widened to meet Better Streets Plan standards where possible, provide corner sidewalk extensions to enhance pedestrian safety at crosswalks, and add street trees and furnishing wherever possible. Existing sidewalk conditions are shown in Figure 8 on page 26.
- Provide additional midblock crosswalks across major streets. The Plan proposes new pedestrian crosswalks throughout the Plan area as shown in Figure 8.
- Several signalized intersections of major streets in the Plan area prohibit pedestrians from crossing one leg of the intersection. The Plan recommends certain locations to open currently closed crosswalks as shown on Figure 8.

2. Configure transit routes to adequately serve the Plan area and redesign streets that serve transit to lessen the impact of traffic on transit performance.

The Plan proposes the following to prioritize transit:

- A network of dedicated transit lanes in order to enhance transit travel times and reliability. New dedicated transit lanes are proposed on Fourth, Harrison, Bryant, and Folsom streets. These are described further below in Street Network Changes beginning on page 31.



Existing Plan Area Sidewalk Conditions (Top Figure)

- No sidewalk
 - No sidewalk, pedestrian walkway provided (no curb)
 - Sidewalk width less than Better Streets Plan (BSP) minimum (12' for major streets, 9' other)
 - Sidewalk width meets BSP minimum but less than recommended (15' for major streets, 12' other)
 - Sidewalk width meets BSP recommended width
- 1,000 Feet

Proposed Pedestrian Crosswalks (Bottom Figure)

- New crosswalk
- New crosswalk proposed in other plans and projects
- Closed crosswalks at existing signalized intersection, to be opened
- Existing crosswalks across major streets at minor streets (existing crosswalks at the intersection of two major streets are not shown)

1,000 Feet



Figure 8
Existing Plan Area Sidewalk Conditions and Proposed Pedestrian Crosswalks

- Upgrade existing and planned dedicated transit lanes with self-enforcing mechanisms such as curbs, channelizers and colored or textured pavements to discourage or prevent use by unauthorized private vehicles.

In addition to the above proposals, the Plan calls for the continued evaluation of the transit network to ensure that it adequately serves evolving needs within the Plan area. Existing and proposed dedicated transit lanes are shown in Figures 9 and 10 on pages 28 and 29, respectively.

The proposal for dedicated transit lanes vary depending upon whether Folsom and Howard streets are operated under a One-way or Two-way configuration (discussed further below) and would also vary with implementation of the TEP. Figure 10, on page 29, illustrates the proposed dedicated transit lanes under these various scenarios.

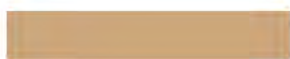
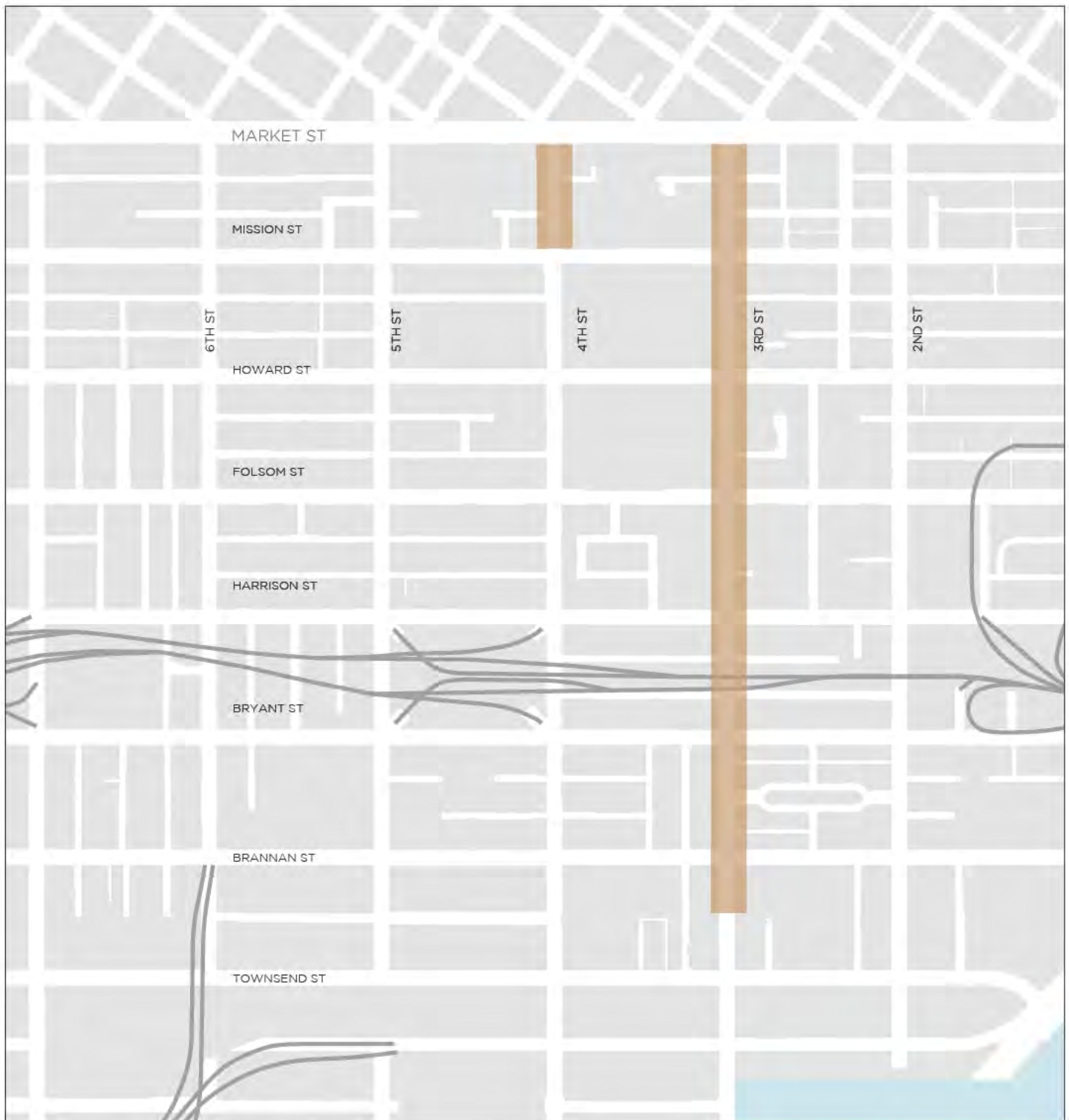
3. Make cycling an attractive transportation option throughout the Plan area for all ages and abilities.

The Plan includes the following proposals to create a comprehensive network of safe and convenient bicycle routes, as well as destination amenities such as secure bicycle parking and shower facilities. The Plan proposes new or enhanced bicycle facilities on Folsom, Howard, Third, Fourth, and Brannan streets. Existing and proposed bicycle routes for Howard/Folsom One-way operation and Howard/Folsom Two-way operation (as discussed further below) are shown on Figure 11, on page 30. Protected bicycle lanes, known as cycle tracks,⁷ offer safer and calmer cycling conditions for a much wider range of cyclists and cycling purposes, especially on streets with large traffic volumes traveling at relatively high speeds. Existing and planned bicycle routes should be upgraded to cycle tracks or equivalent facilities, where possible.

4. Employ Transportation Demand Management measures to encourage a mode-shift away from private automobile use.

The City has successfully used Transportation Demand Management (TDM) tools in the downtown area to achieve high pedestrian, transit and bicycle mode shares.

⁷ A cycle track is a bike lane that is separated from vehicle traffic and parked cars by a buffer zone.



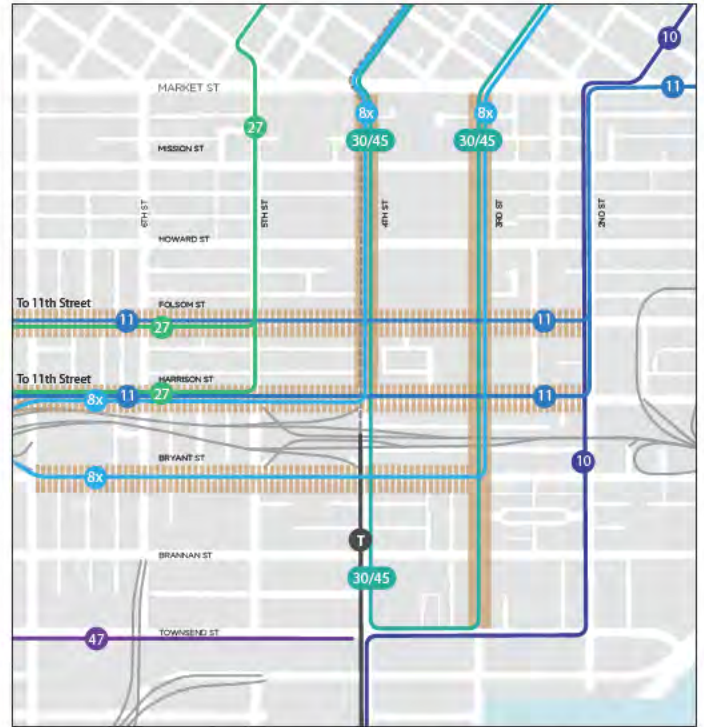
Existing dedicated transit lanes*

* Note: Existing and planned dedicated transit lanes on Mission and Market Streets and north of Market Street are not shown.

Figure 9
Existing Plan Area Dedicated Transit Lanes



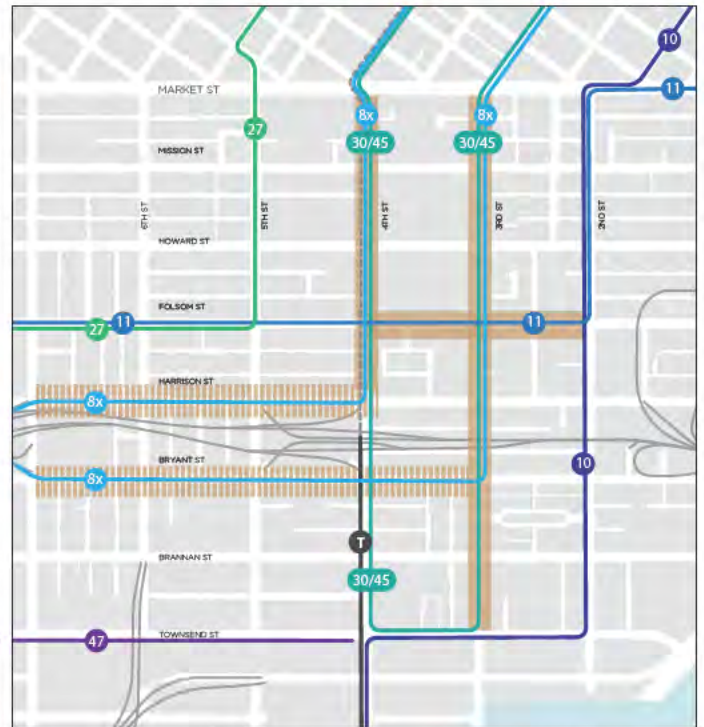
Howard/Folsom One-Way: Proposed Dedicated Transit Lanes



Howard/Folsom One-Way: Proposed Dedicated Tansit Lanes with TEP



Howard/Folsom Two-Way: Proposed Dedicated Transit Lanes



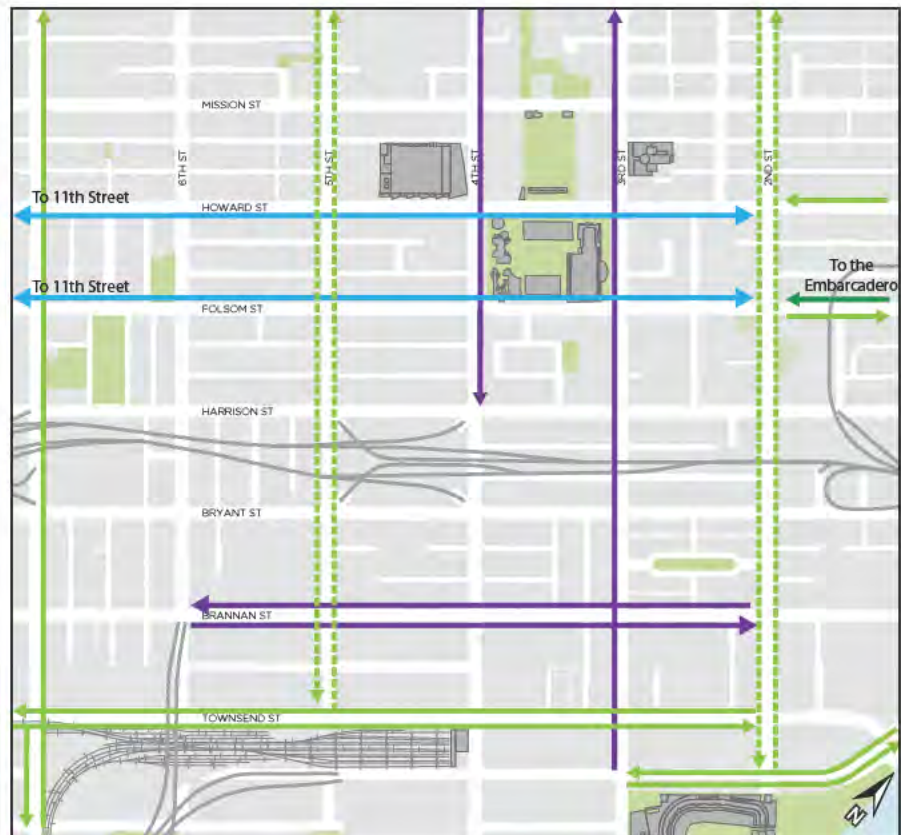
Howard/Folsom Two-Way: Proposed Dedicated Transit Lanes with TEP

- Full-time dedicated transit lane
- Peak period dedicated transit lanes

* Market and Mission streets dedicated transit lanes not shown

Figure 10
Proposed Plan Area Dedicated Transit Lanes

Howard/Folsom One-Way
(Top Figure)



Howard/Folsom Two-Way
(Bottom Figure)

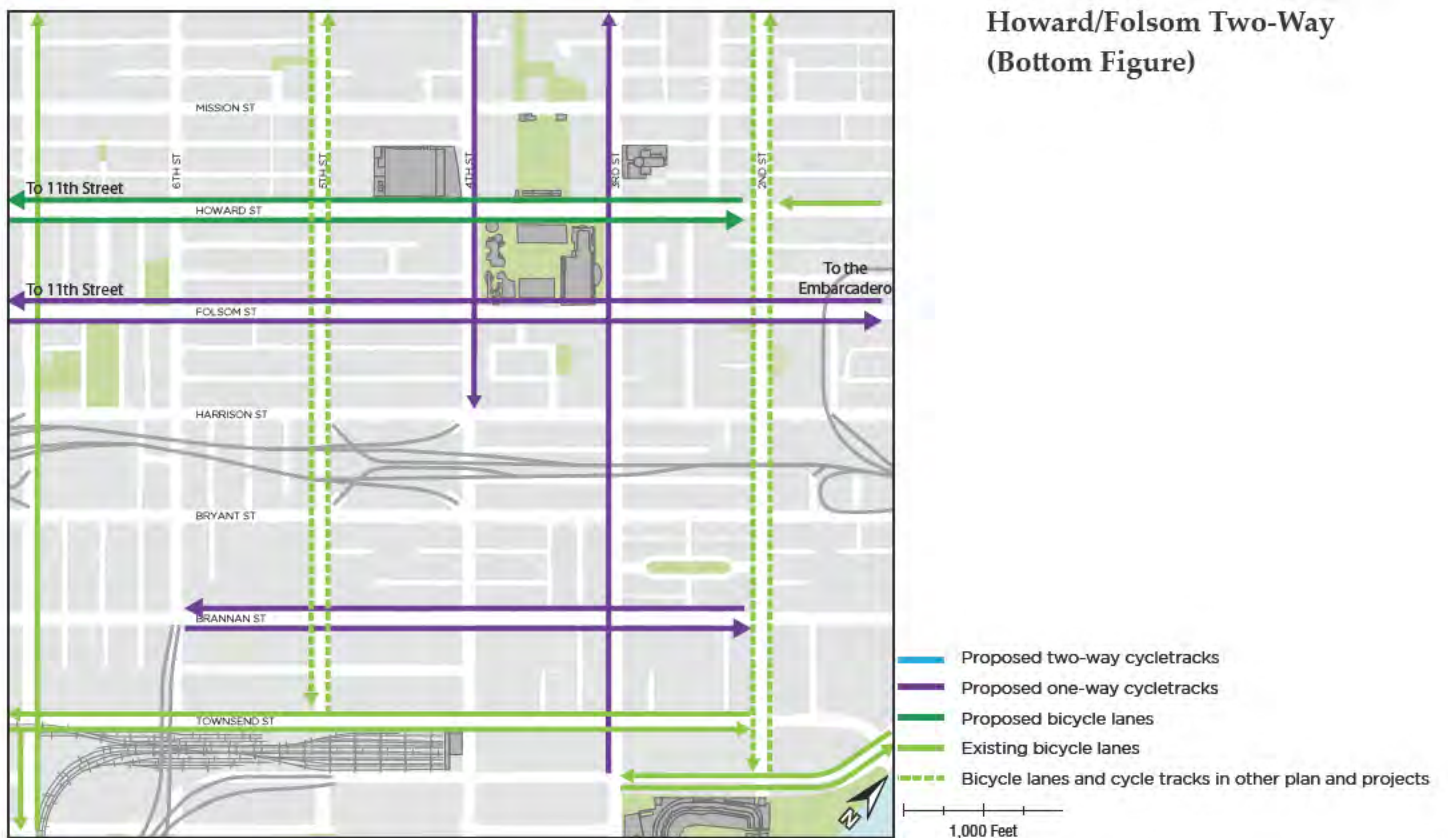


Figure 11
Existing and Proposed Plan Area Bicycle Network

Large employers and commercial developments would be required to participate in a Travel Demand Association and any shuttle programs should be coordinated in the area to augment, rather than compete with public transit service.

5. Restrict curb cuts on key major streets to increase pedestrian comfort and safety, to provide a continuous building edge of ground floor uses, to provide continuous sidewalk for streetscape amenities, and to eliminate conflicts with transit, bicycles and general circulation.

The Plan would prohibit new curb cuts on Mission, Folsom, Brannan, Townsend, Second, Third, Fourth and Sixth streets. New curb cuts would be subject to discretionary review (through a Conditional Use authorization) on Howard, Harrison, Bryant, and Fifth streets.

E.4. Street Network Changes (Analyzed at a Project-Level)

To implement the circulation and streetscape principles above, the proposed project includes a package of street network changes to support pedestrian and cycling modes and to lessen the impact of traffic on transit performance, while accommodating regional and through traffic on a limited number of streets where necessary. Proposals have been developed for Folsom, Howard, Third, Fourth, Harrison, Bryant, and Brannan streets, extending as far west as Eleventh Street (in the case of Howard and Folsom Streets) and east to The Embarcadero (Folsom Street only). (See Figure 1 on page 2.) The proposals for these streets include wider sidewalks, upgraded and/or new transit lanes, cycle tracks, and travel lane reductions, as described further below. The EIR will evaluate the environmental effects of the proposed street network changes at a project-level of detail to enable consideration of project approval following certification of the EIR.

The street network changes described below represent major investments that in their full condition would happen gradually over time. Reconfigurations to street operations (such as conversion from one-way to two-way operation, installation of transit and bicycle facilities, and changes in the number of travel lanes) could be initially implemented on a street-by-street or block-by-block basis using roadway striping, traffic signal modifications, corner bulb-outs and other low-cost tools. However, sidewalk widening (and the removal of some on-street parking in order to widen sidewalks) is a substantial capital expense, and therefore sidewalk widening is expected to be implemented gradually over time. Subsequent developments would be required to widen sidewalks in front of their respective buildings. On blocks without development opportunity sites, sidewalk widening may need to be undertaken by the City as funding is available, and would have to compete with other transportation funding priorities.

The following describes the specific proposals Folsom, Howard, Third, Fourth, Harrison, Bryant, and Brannan streets.

Howard/Folsom

Two different options are being analyzed for the couplet of Howard Street and Folsom Street. Howard Street would be modified between Eleventh and Third streets, while Folsom Street would be modified between Eleventh Street and The Embarcadero. Under the One-Way Option, both streets would retain a one-way configuration (except Folsom Street east of Second Street which would retain its existing two-way operation). Under the Two-way Option, both streets would be converted into two-way operation, and some modifications to Harrison Street would also occur as described below.

Currently, this section of Howard Street has four westbound travel lanes (three west of Sixth Street), a westbound bicycle lane, parallel parking along the north and south curbs, and 12 foot sidewalks. West of Second Street, Folsom Street has four eastbound travel lanes, an eastbound bicycle lane, parallel parking along the north and south curbs, and 10 foot sidewalks. Folsom Street east of Second Street is currently temporarily configured with a westbound transit lane to accommodate regional transit between the Temporary Transbay Terminal and the Bay Bridge. The current configuration changes block to block, but generally has two eastbound travel lanes and one transit-only westbound travel lane.

One-way Option

Under the One-way option, Howard Street between Eleventh and Third streets would be modified to have two westbound travel lanes and a two-way cycle track along the south curb. Parking would be permitted along the north curb during off-peak times, while during peak travel periods, parking would be prohibited to create a third westbound travel lane.

Alongside the cycle track, parking would be permitted at all times; however, at intersection approaches where left-turns are possible, parking would be removed in order to create a left-turn pocket which (along with a left-turn signal) would be necessary in order to separate left-turning vehicles from bicycles. The north sidewalk would be widened to about 15 feet, while the south sidewalk would remain at 12 feet. Figures 12 and 13 (on pages 34 and 35, respectively) show a typical cross section and plan graphic for Howard Street under the proposed One-way Howard Option.

Under the one-way option, Folsom Street between Eleventh and Second streets would be modified to have two eastbound travel lanes and a two-way cycle track along the north curb. East of Sixth Street, parking would be permitted along the south curb during off-peak times, while during peak travel periods, parking would be prohibited to create an eastbound transit-only lane. Alongside the cycle track, parking would be permitted at all times; however, at intersection approaches where left-turns are possible, parking would be removed in order to create a left-turn pocket which (along with a left-turn signal) would be necessary in order to separate left-turning vehicles from bicycles. The south sidewalk would be widened to about 15 feet, while the north sidewalk would remain at 10 feet. See Figures 14 and 15 (on pages 36 and 37, respectively) for a typical cross section and plan graphic, respectively, of the proposed One-way Folsom Option west of Second Street.

Under the one-way option, Folsom Street between Second Street and the Embarcadero would be modified to have two eastbound and one westbound travel lane and bike lanes in both directions. In this segment, parallel parking would be provided on both sides of the street alongside the bicycle lanes at all times. Consistent with the TCDP, the north sidewalk would be widened to about 25 feet, and the south sidewalk would be widened to about 15 feet. See Figure 16, on page 38 for a typical plan view of the proposed One-way Folsom Option at Main Street.

Two-way Option

Under the two-way option, Howard Street between Eleventh and Third streets would be modified to have two westbound and two eastbound travel lanes, left-turn pockets where left turns are permitted, and bike lanes in each direction. Between Sixth and Fourth streets, at all times, two westbound and two eastbound travel lanes and one bike lane in each direction would be provided, in addition to parallel parking along either the north or south curb. Sidewalks between Fourth and Sixth streets would remain at 12 feet. Figures 17 and 18, on pages 39 and 40, respectively, depict a typical cross section and plan graphic for Howard Street between Fourth and Sixth streets under the two-way option.

Between Sixth and Eleventh streets, during off-peak hours, one travel lane and one bike lane would be provided in each direction in addition to parallel parking along the north and south curbs; during peak hours, parking would be prohibited in order to create a second travel lane in each direction.

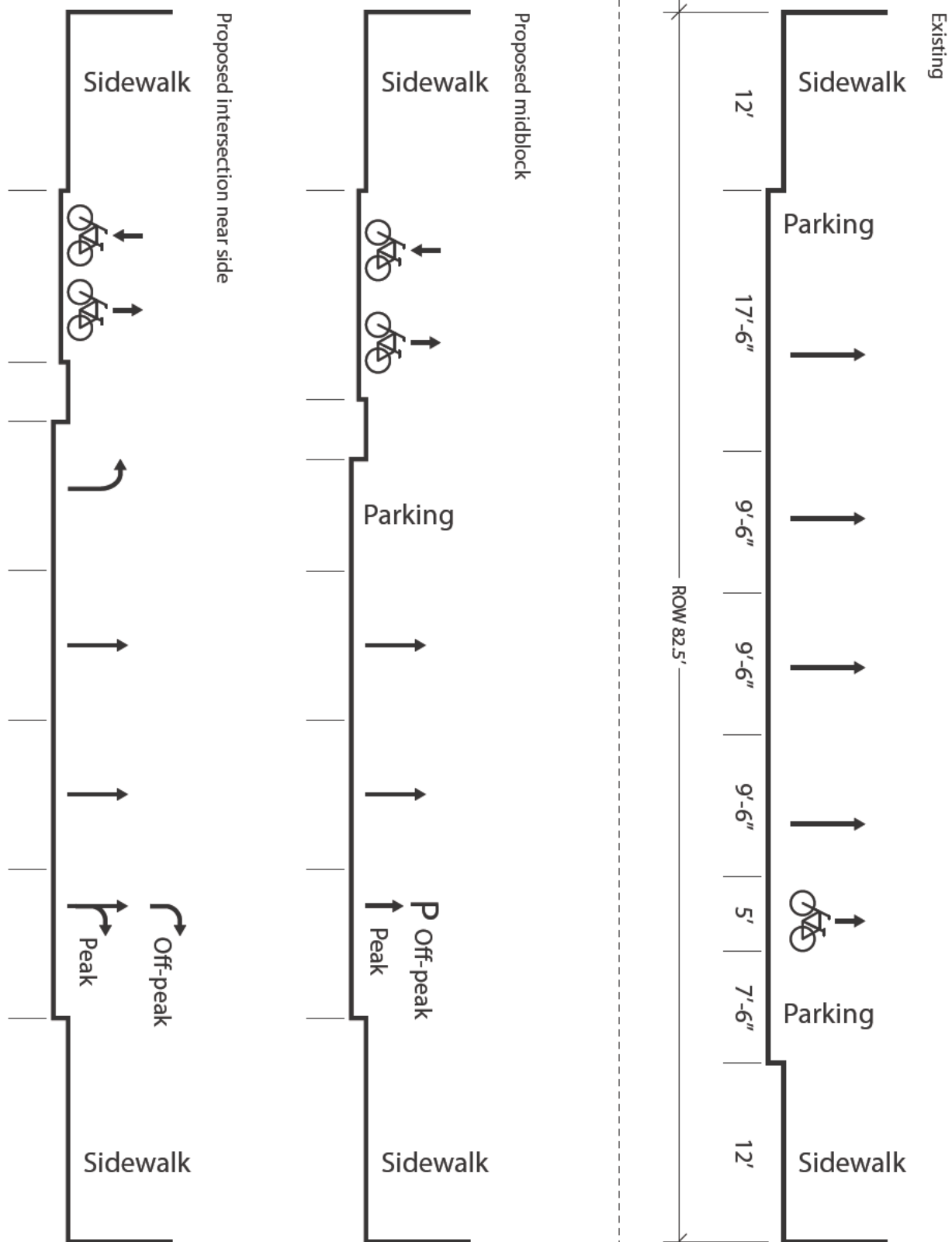


Figure 12
Howard/ Folsom One-Way Option:
Howard Street Existing and Proposed Typical Cross Sections
 Case No. 2011.1356E

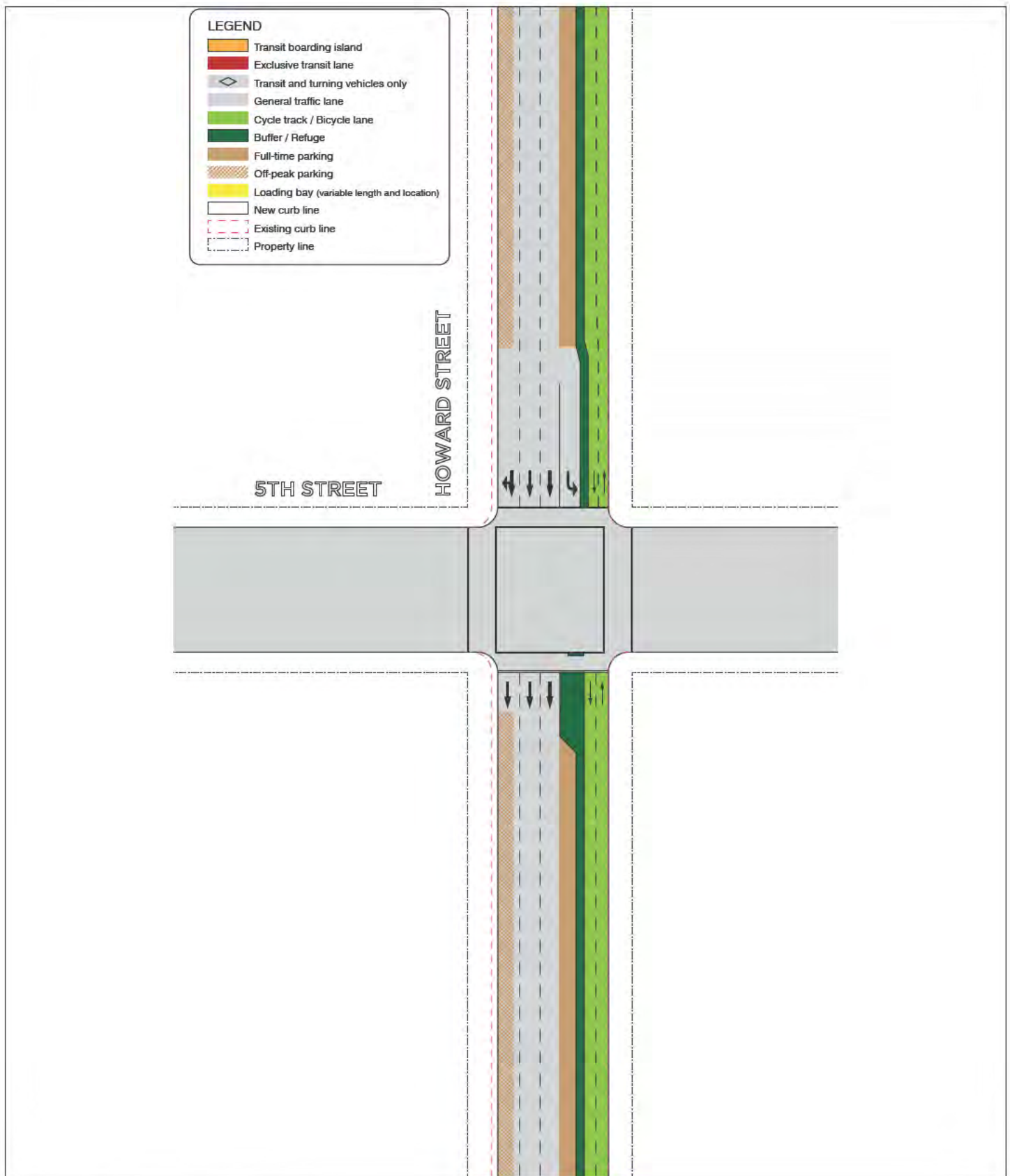


Figure 13
Howard/ Folsom One-Way Option:
Howard Street Proposed Plan View

Case No. 2011.1356E

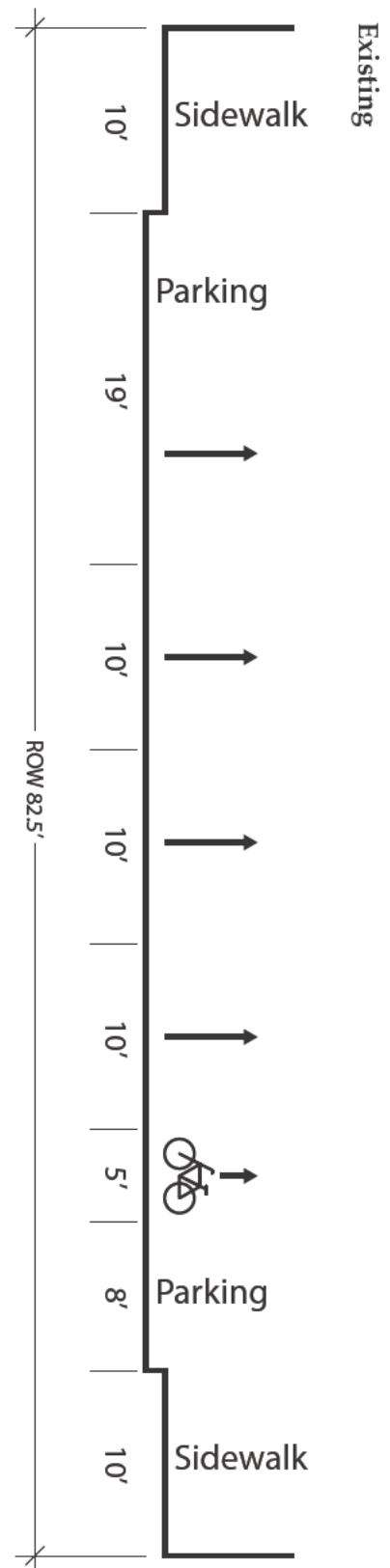
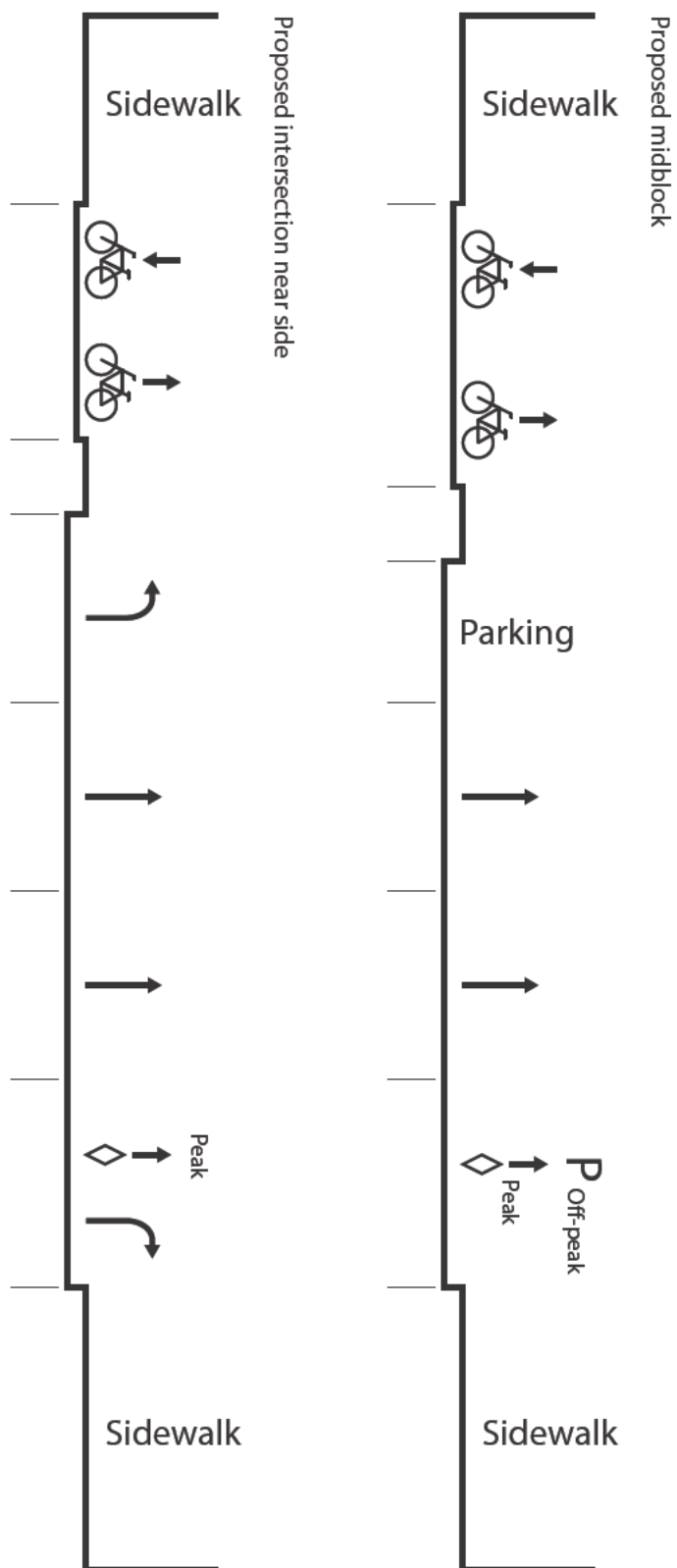


Figure 14
Howard/ Folsom One-Way Option:
Folsom Street Existing and Proposed Typical Cross Sections
Case No. 2011.1356E

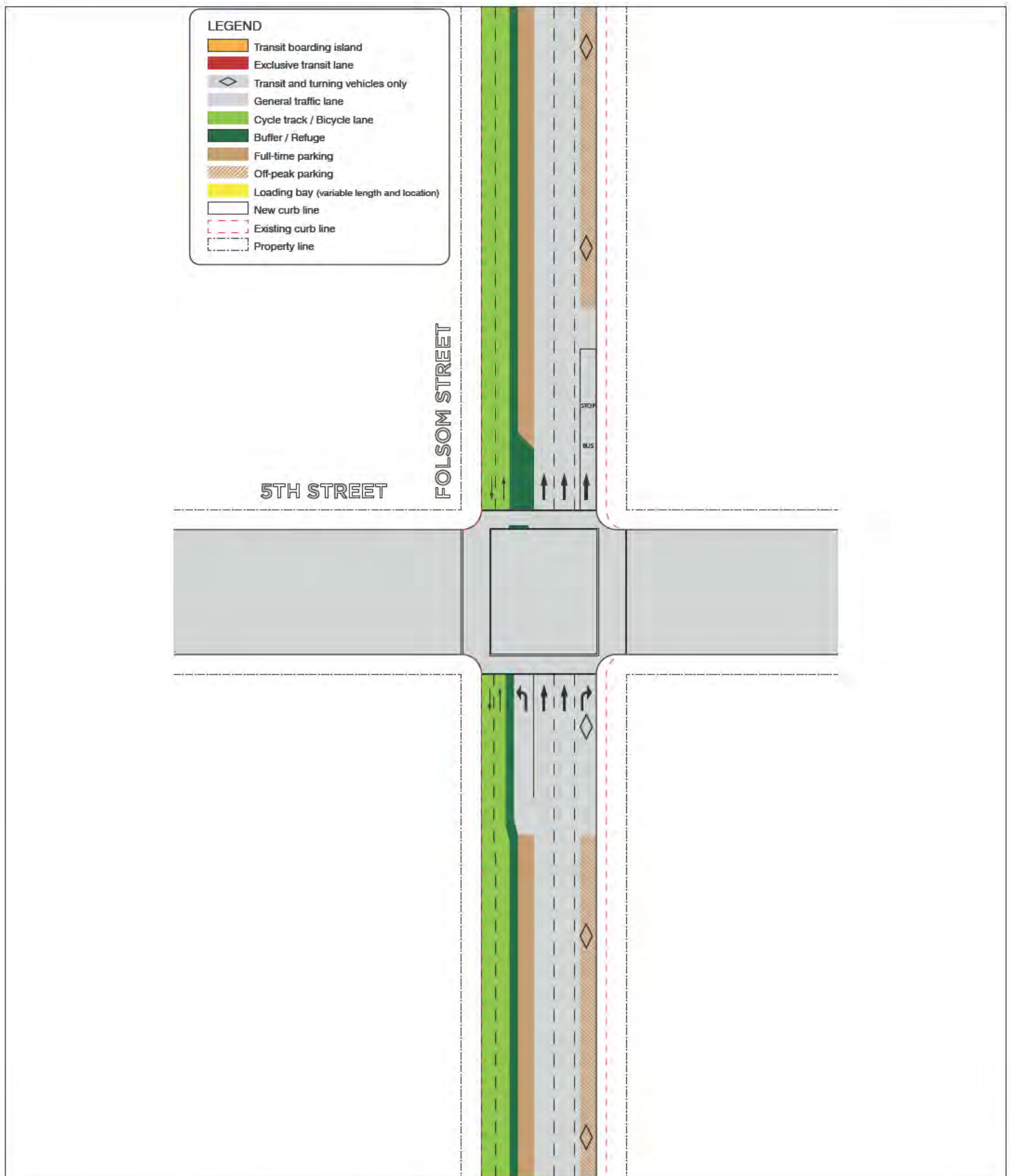


Figure 15
Howard/ Folsom One-Way Option:
Folsom Street Proposed Plan View West of Second Street

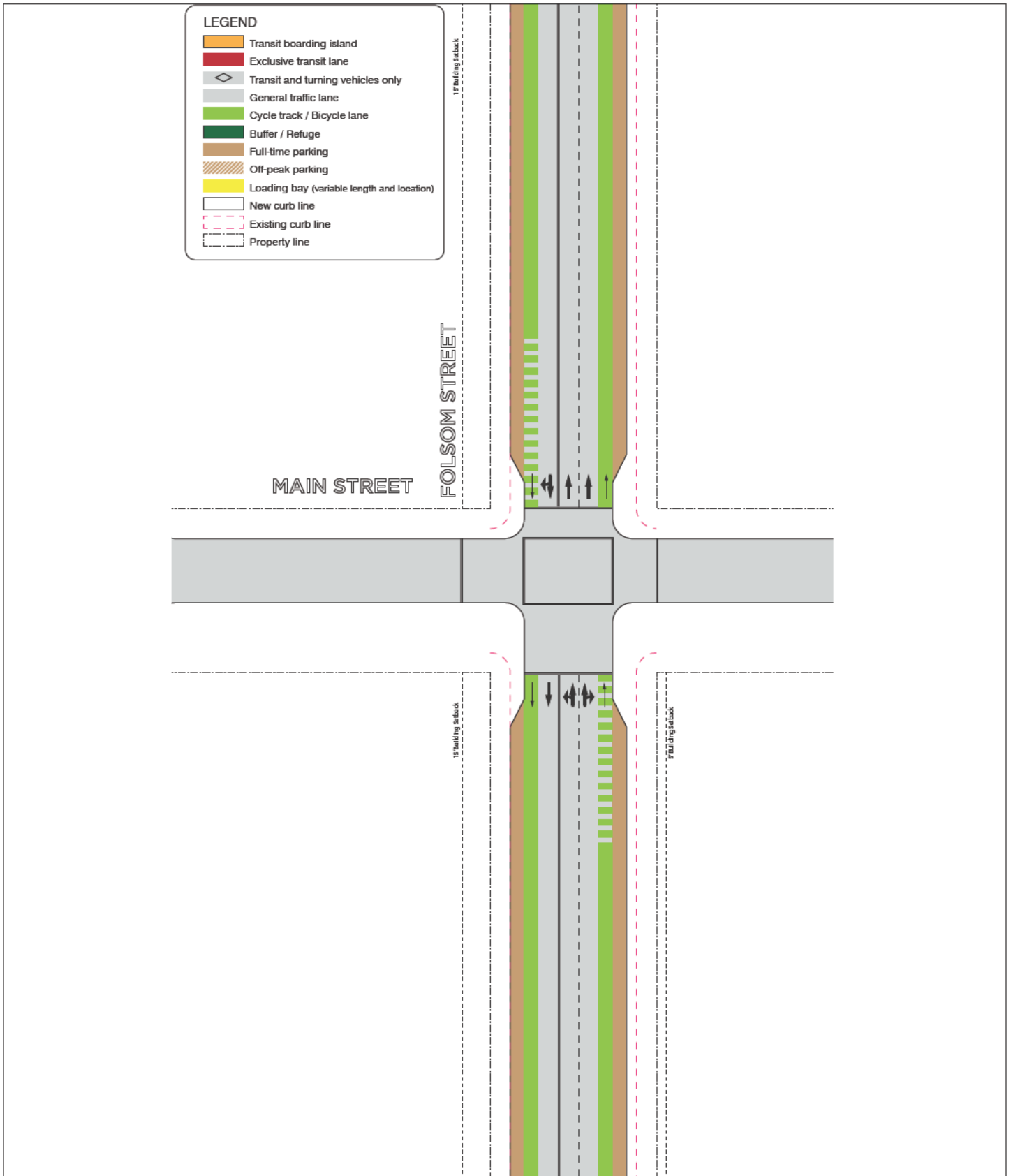


Figure 16
Howard/ Folsom One-Way Option:
Folsom Street Proposed Plan View at Main Street
 Case No. 2011.1356E

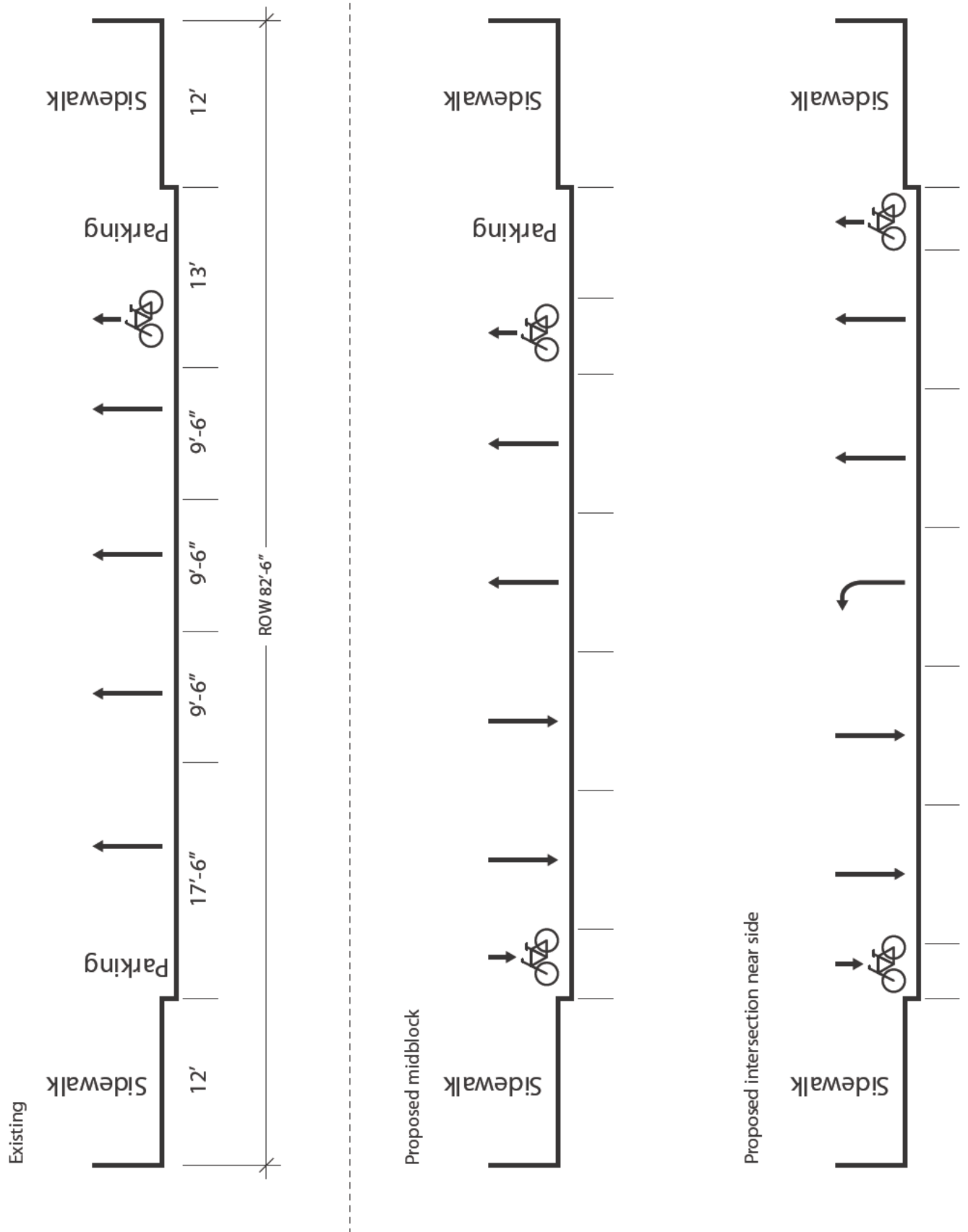


Figure 17

Howard/ Folsom Two-Way Option

Howard Street Between Fourth and Sixth Streets Existing and Proposed Typical Cross Sections

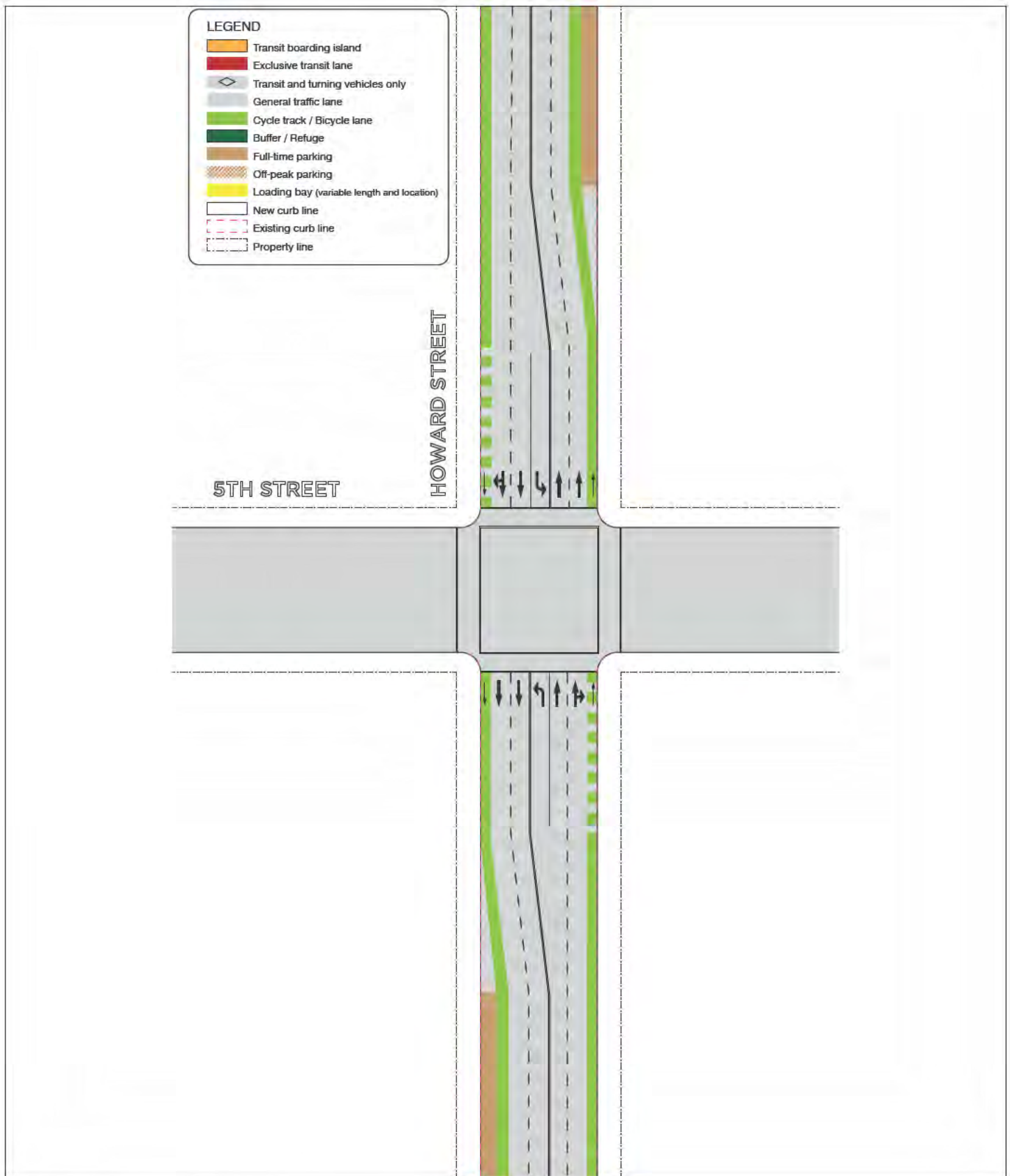


Figure 18
Howard/ Folsom Two-Way Option:
Howard Street Between Fourth and Sixth Streets Plan View

Sidewalks between Eleventh and Sixth streets would be widened to about 15 feet. Figures 19 and 20 (on pages 42 and 43, respectively), depict a typical cross section and plan graphic for this segment of Howard Street under the two-way option.

Under the two-way option, Folsom Street between Eleventh and Fourth streets would be modified to have one eastbound and one westbound travel lane and one-way buffered or raised cycle tracks in both directions. Parallel parking would be provided on one side of the street at all times, but on block faces without parallel parking where on-street loading would be required, loading bays could be placed within the sidewalk. Right-turn pockets would be provided at intersections which (along with a right-turn signal) would be necessary in order to separate right-turning vehicles from bicycles. Sidewalks would be widened to about 15 to 18 feet. Figures 21 and 22 on pages 44 and 45 illustrate a typical cross section and plan view for Folsom Street between Eleventh and Fourth streets under the two-way option.

Under the two-way option, between Fourth and Second streets, Folsom Street would be modified to have one eastbound transit-only lane, one eastbound travel lane, one westbound travel lane, and one-way buffered or raised cycle tracks in both directions. Westbound auto traffic on Folsom Street would be required to turn right onto northbound Third Street during peak periods (vehicle access to the north curb of Folsom between Third and Fourth would be accommodated by turning left onto westbound Folsom from northbound Third). Eastbound vehicle traffic on Folsom Street would be required to turn right onto southbound Fourth Street during peak periods (vehicle access to the south curb of Folsom between Fourth and Third would be accommodated by turning left onto eastbound Folsom from southbound Fourth). Parallel parking would be provided adjacent to the eastbound cycle track.

Under the two-way option, between Second Street and The Embarcadero, Folsom Street would be modified to have one eastbound and one westbound travel lane and one-way buffered cycle tracks in both directions. Parallel parking would be provided on both sides of the street alongside the cycle tracks at all times. Right-turn pockets would be provided at intersections which (along with a right-turn signal) would be necessary in order to separate right-turning vehicles from bicycles. Consistent with the TCDP, the north sidewalk would be widened to about 25 feet, and the south sidewalk would be widened to about 15 feet.

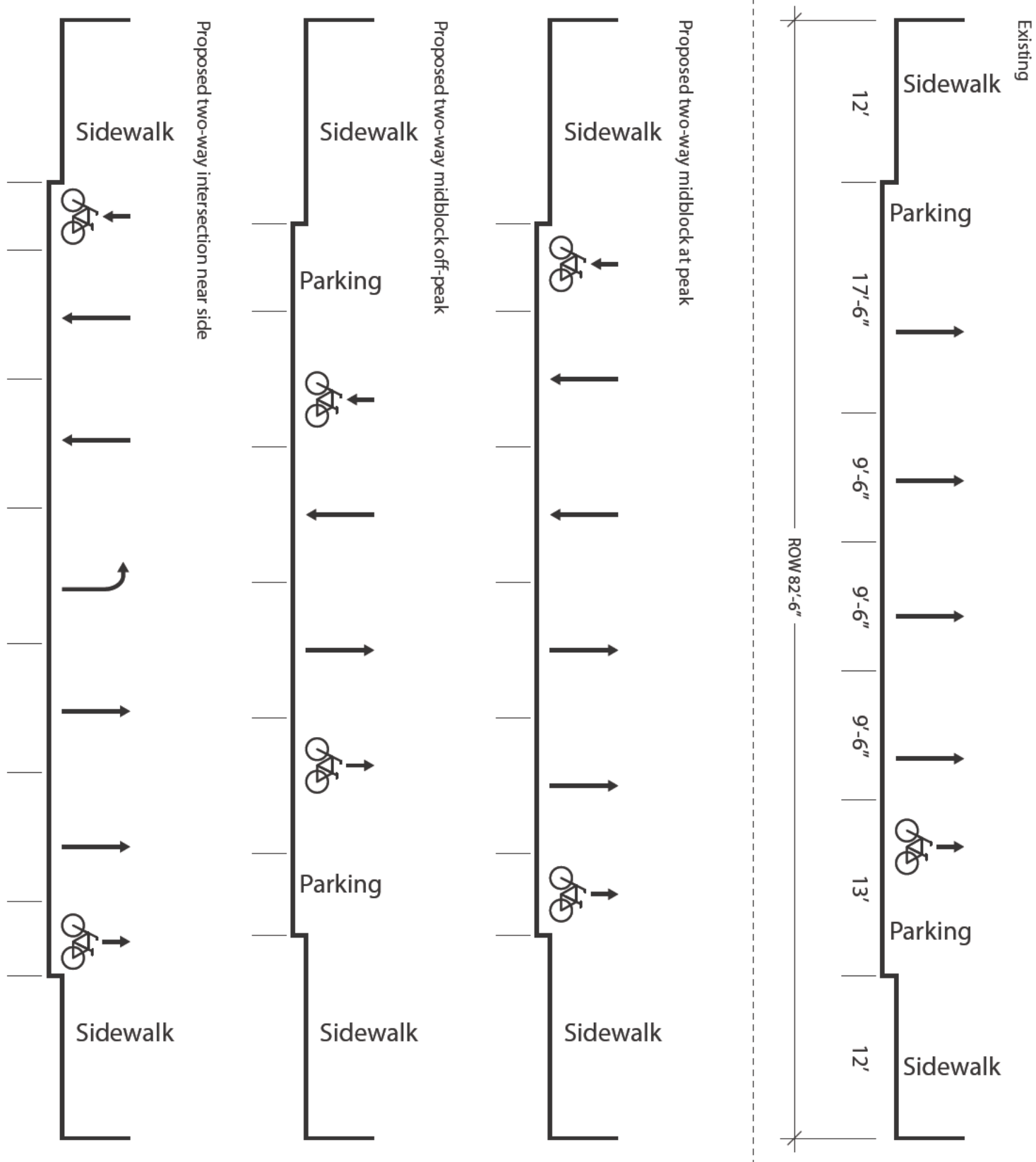


Figure 19

Howard/ Folsom Two-Way Option:

Howard Street Between Sixth and Eleventh Streets Existing and Proposed Typical Cross Sections

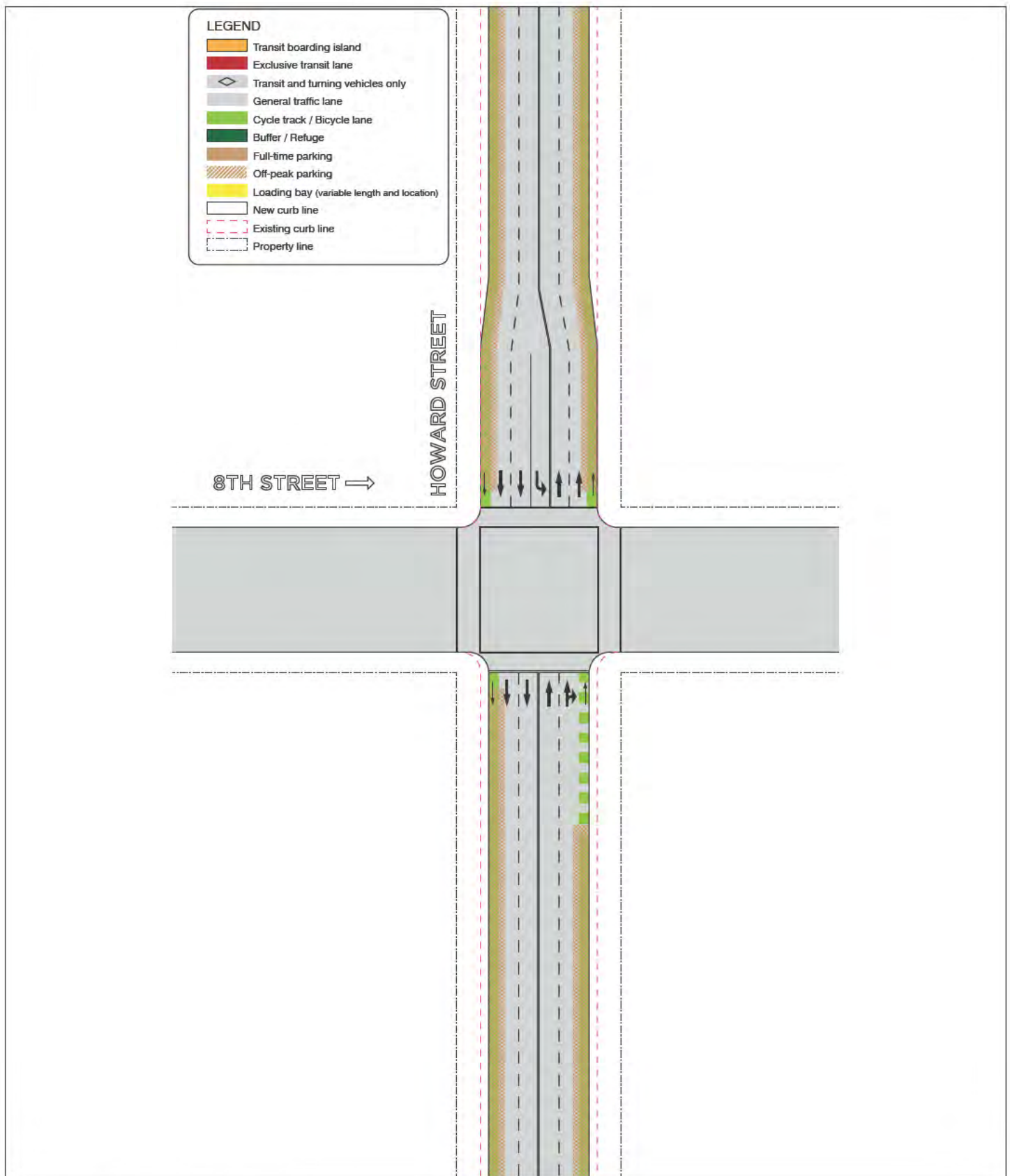


Figure 20
Howard/ Folsom Two-Way Option:
Howard Street Between Sixth and Eleventh Streets Proposed Plan View

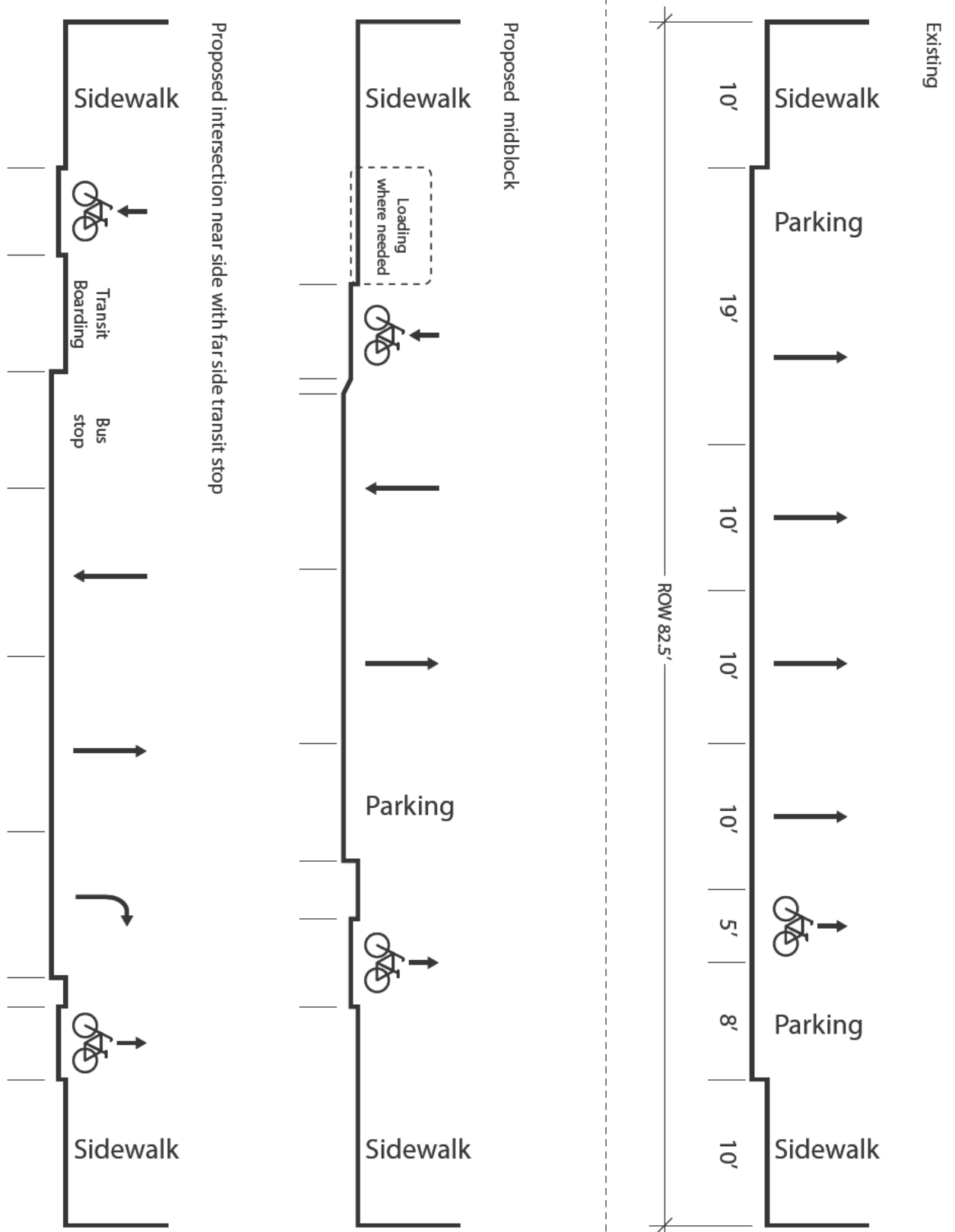


Figure 21
Howard/Folsom Two-Way Option:
Folsom Street Between Eleventh and Fourth Street Existing and Proposed Typical Cross Sections
 Case No. 2011.1356E 44 Central Corridor Area Plan Project Description

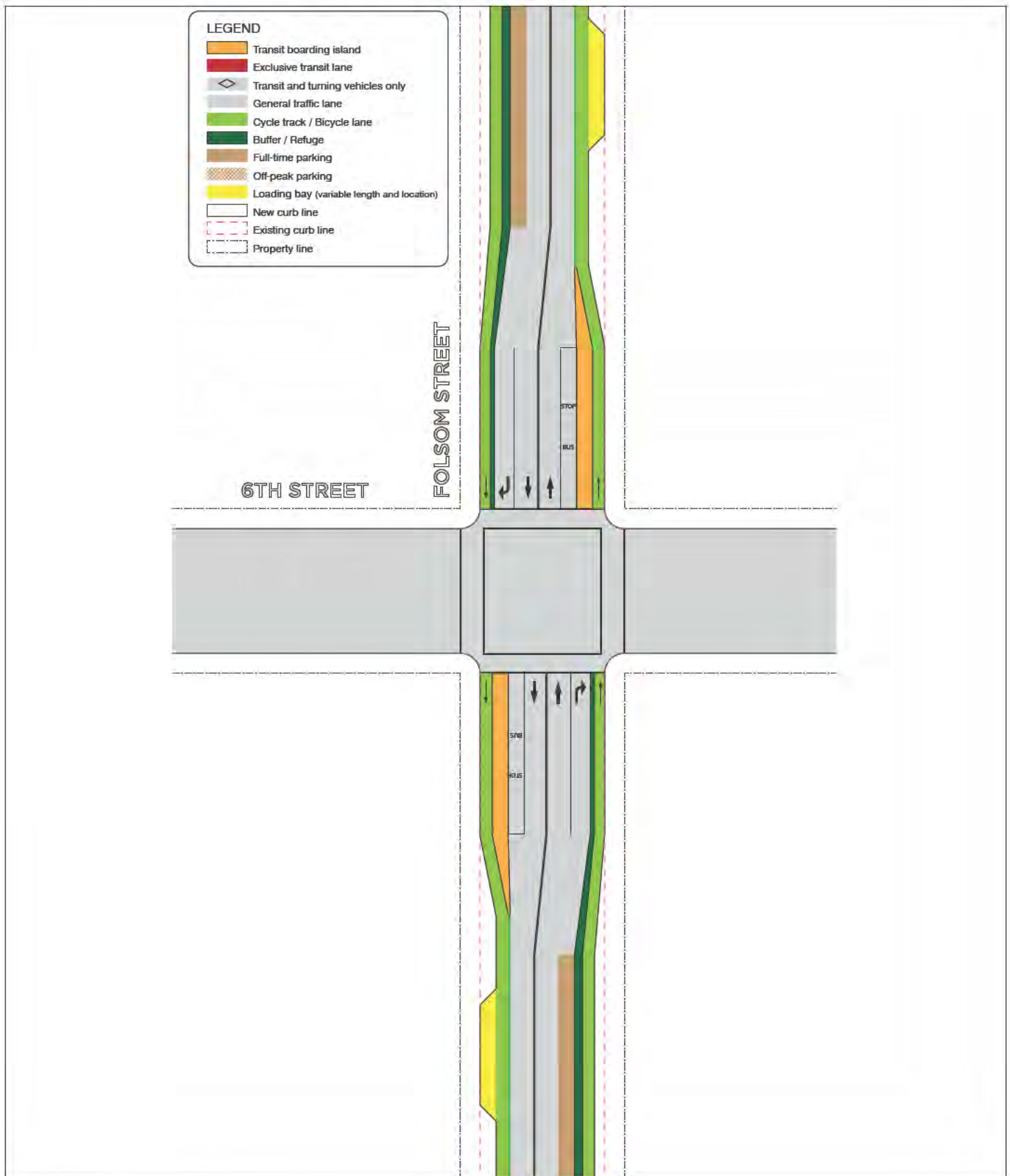
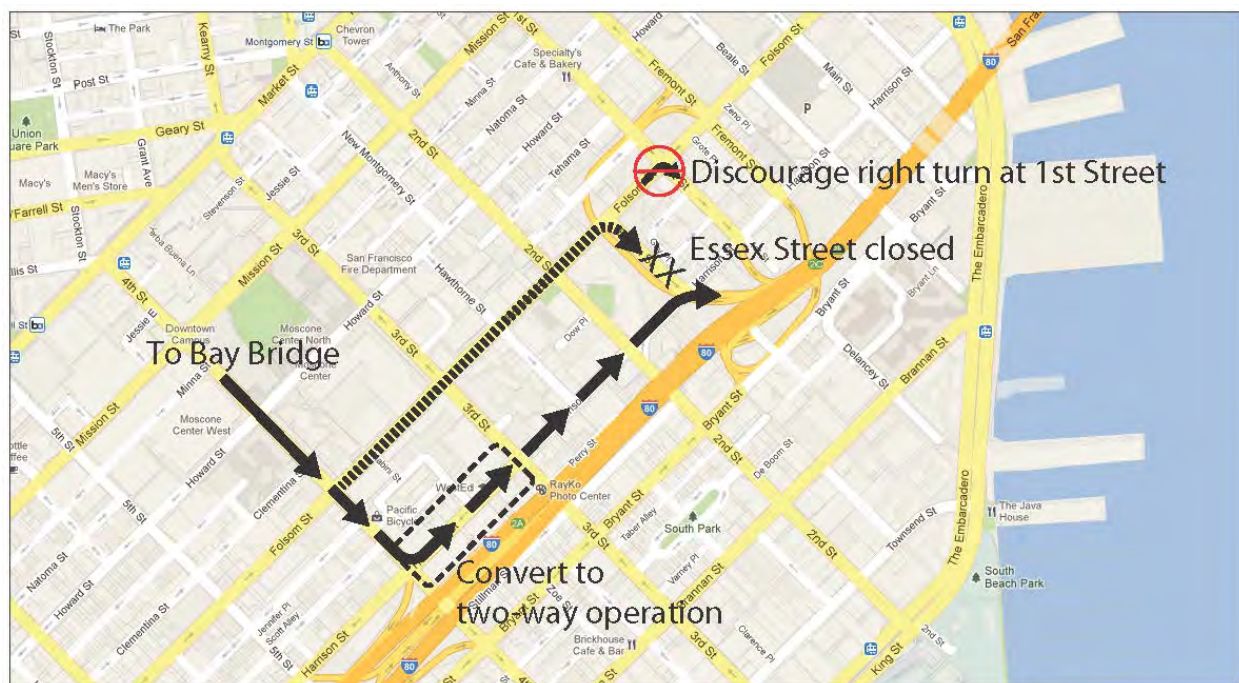


Figure 22
Howard/Folsom Two-Way Option:
Folsom Street Between Eleventh and Fourth Proposed Plan View

Under the two-way option, modifications to additional streets would also occur. Essex Street would be closed to vehicle access in order to remove the connection between Folsom Street and the Bay Bridge, but a southbound transit-only lane would be retained; see Figure 23 (below). To accommodate vehicles destined to the Bay Bridge from southbound Fourth Street, Harrison Street would be converted into two-way operation between Third and Fourth streets (see description of Harrison Street below). Figures 24 through 26 on pages 47 to 49 show a plan view graphic for Folsom Street between Fourth and Second streets under the two-way option. Figure 27 on page 50 depicts a plan view graphic for Folsom Street at Main Street.



Essex Street Closure and two-way Harrison Street between 3rd and 4th Streets (as part of two-way Howard/Folsom)

- Existing Route
- Proposed Route

Figure 23. Essex Street Closure

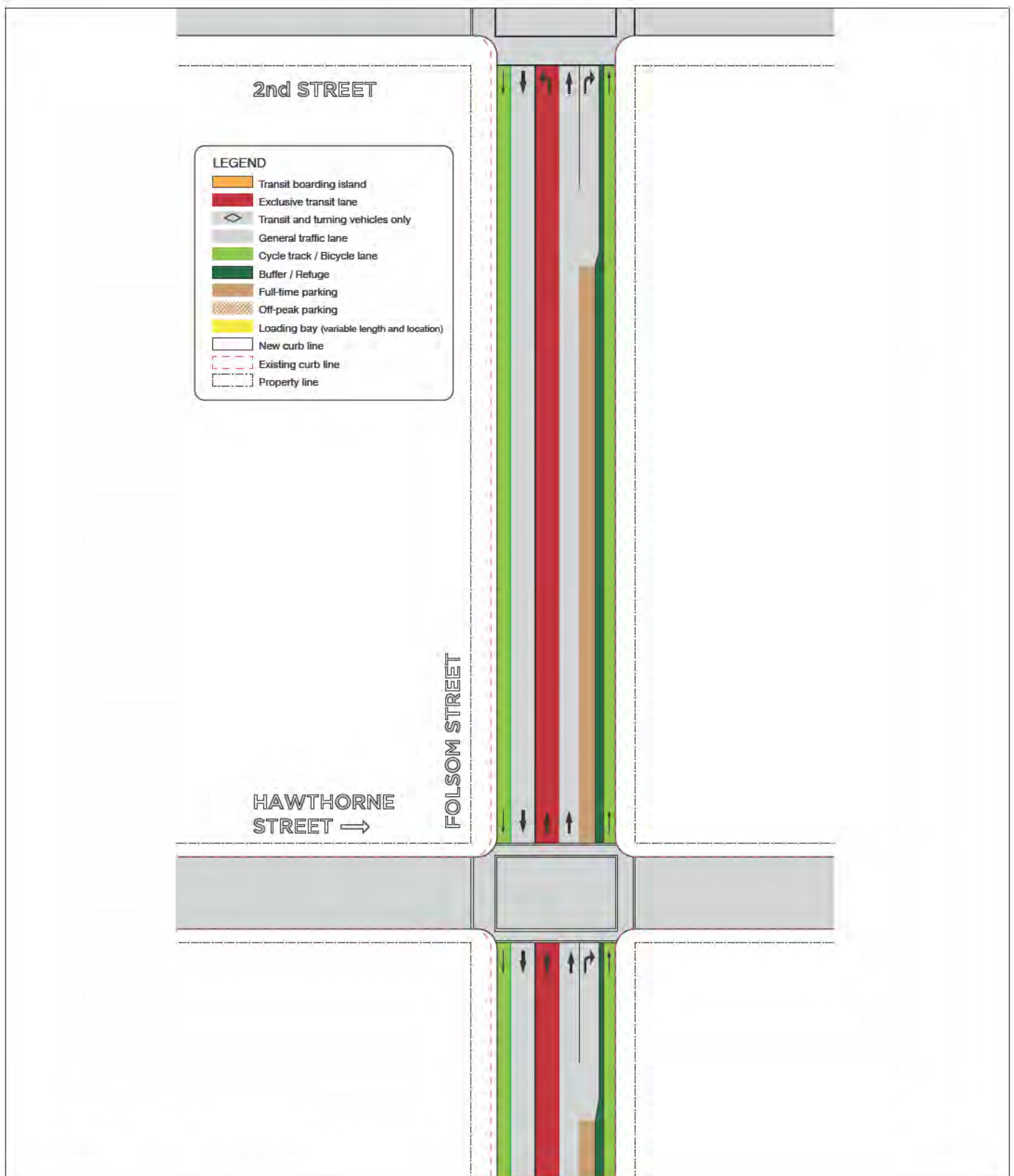


Figure 24
Howard/Folsom Two-Way Option:
Folsom Street Between Fourth and Second Streets Plan View (Second to Hawthorne Streets)

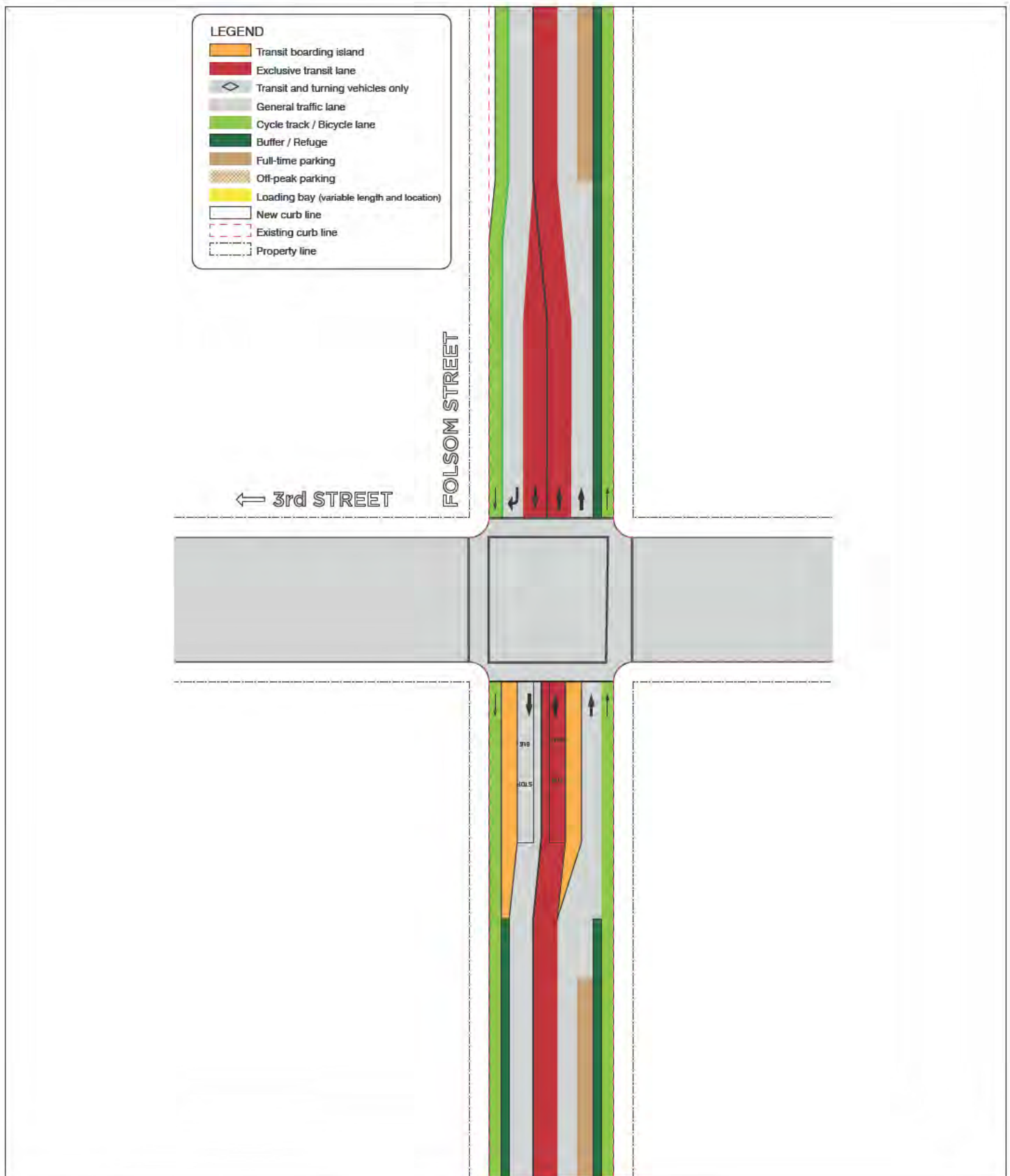


Figure 25
Howard/Folsom Two-Way Option:
Folsom Street Between Fourth and Second Streets Plan View (at Third Street)

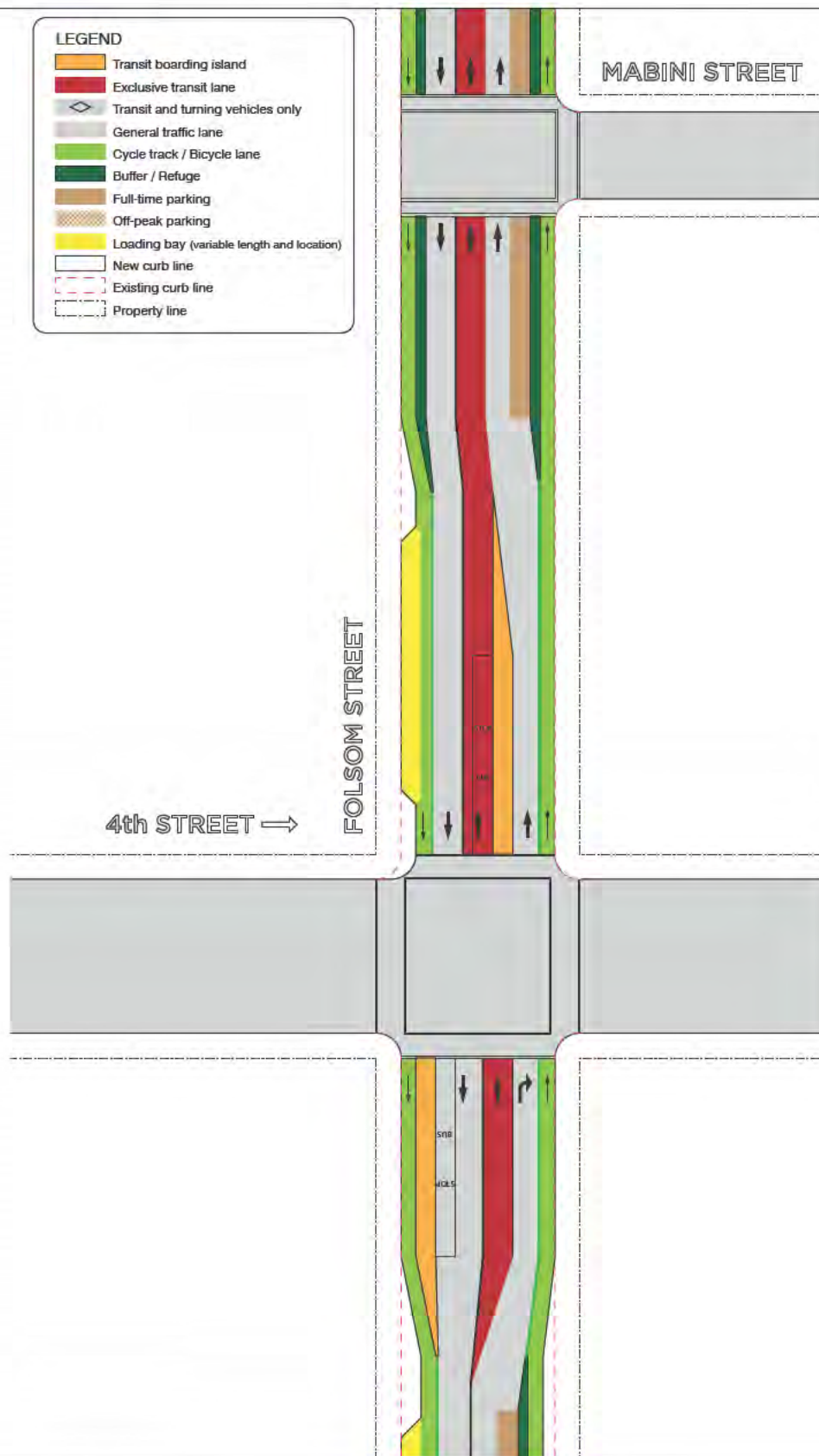


Figure 26
Howard/Folsom Two-Way Option:
Folsom Street Between Fourth and Second Streets Plan View (at Fourth Street)

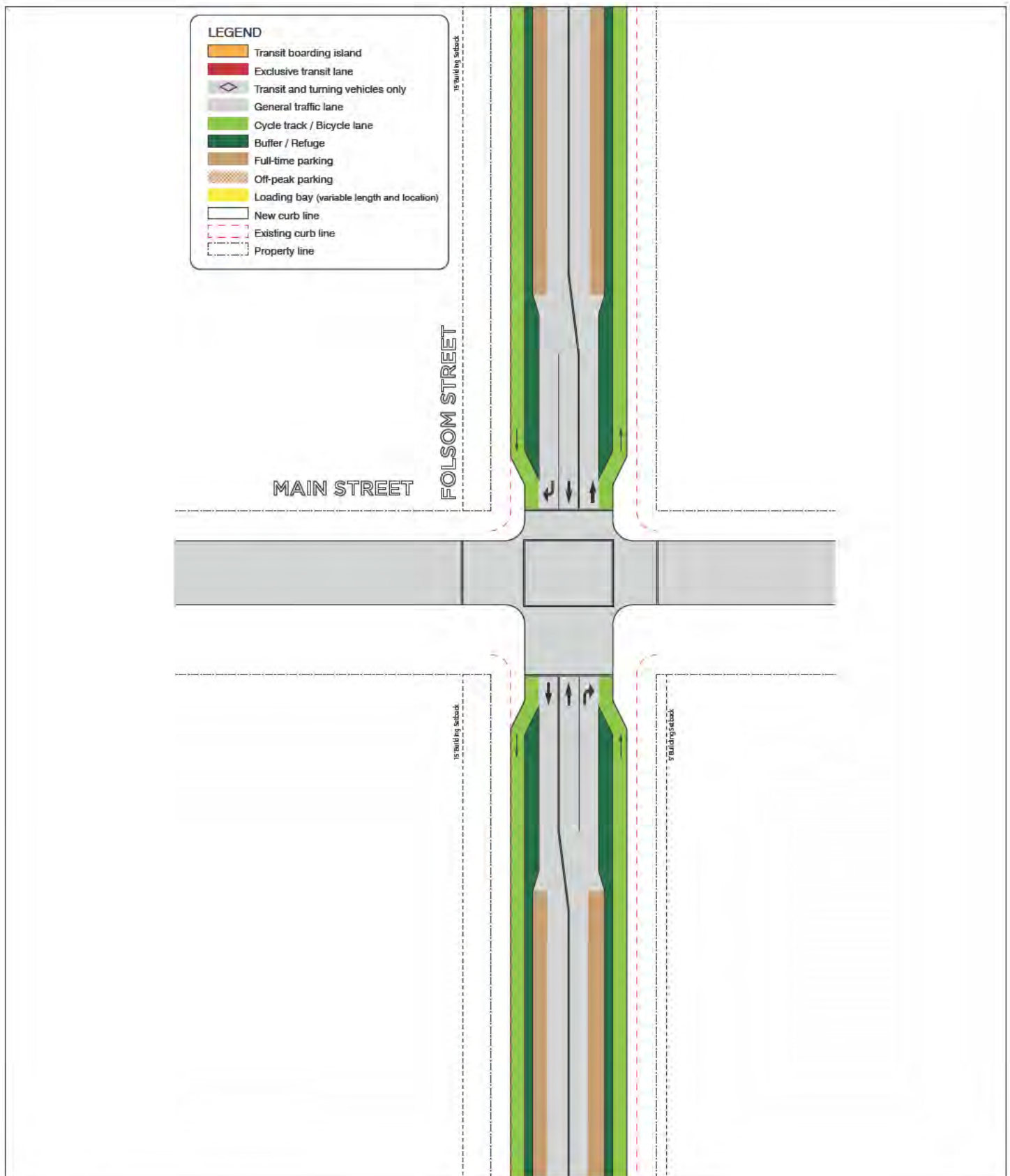


Figure 27
Howard/Folsom Two-Way Option:
Folsom Street between Second and The Embarcadero Plan View (at Main Street)

Third Street

Third Street is proposed to be modified between King and Market streets. Currently this section of Third Street has three northbound travel lanes and one northbound transit-only lane, with parallel parking along the east and west curbs. During peak hours, on-street parking is prohibited along the east curb to reduce parking friction with transit vehicles; on-street parking is also prohibited along the west curb north of Bryant Street during peak hours to create a fourth travel lane.

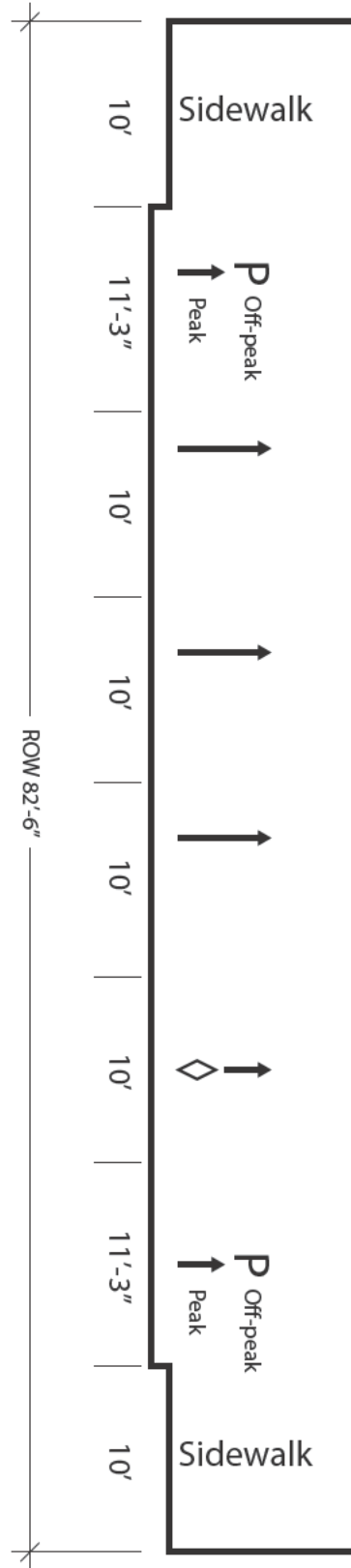
The proposal would reconfigure Third Street to include three northbound travel lanes, a protected transit lane along the east curb, and a one-way cycle track along the west curb at all times. Sidewalks would be widened to about 15 feet, and on-street parking would be removed. At locations where on-street loading would be required, loading bays could be installed within the sidewalk. At signalized intersections, turning vehicle movements would be separated from bicycle, transit and pedestrian traffic with separate traffic signal phases. Existing and proposed typical cross sections along Third Street are shown in Figure 28 on page 52. A plan view graphic for Third Street is provided in Figure 29 on page 53.

Fourth Street

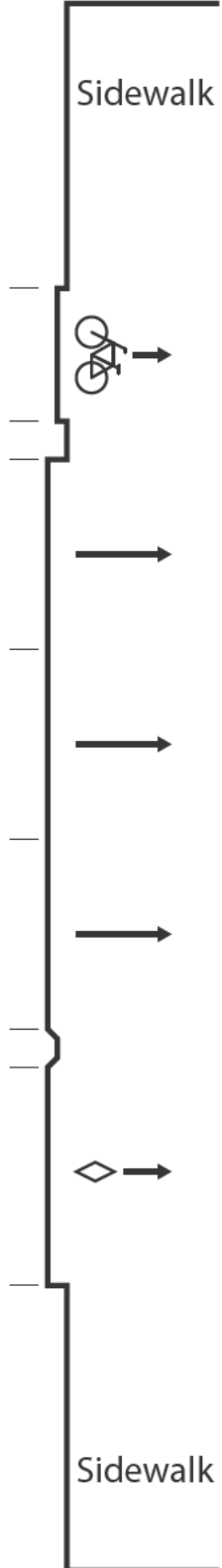
Fourth Street would be modified between Market and Harrison streets. Currently this section of Fourth Street generally has three southbound travel lanes and one southbound transit-only lane, and parallel parking along the east and west curbs.

The project would reconfigure Fourth Street to include three southbound travel lanes, a protected transit lane along the west curb, and a one-way cycle track along the east curb at all times. Sidewalks would be widened to about 15 feet, and on-street parking would be removed. At locations where on-street loading would be required, loading bays could be installed within the sidewalk. At signalized intersections, turning vehicle movements would be separated from bicycle, transit, and pedestrian traffic with separate signal phases. A typical cross section and plan graphic for the proposed street network changes along Fourth Street are shown in Figures 30 and 31 (on pages 54 and 55, respectively).

Third Street
Existing



Proposed



Proposed with optional loading bays

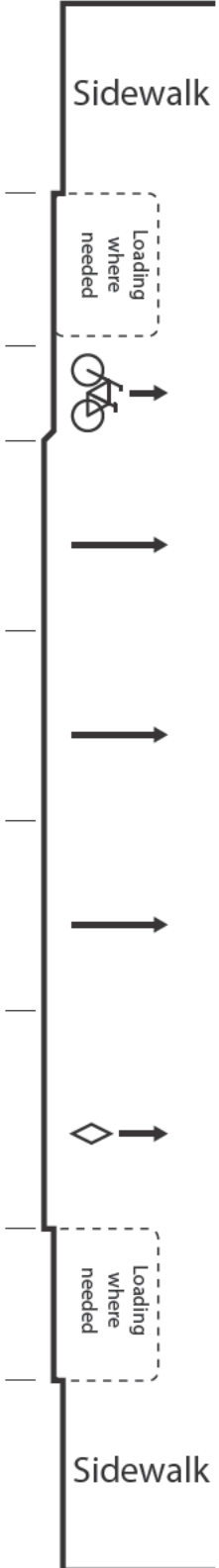


Figure 28
Third Street Existing and Proposed Typical Cross Sections

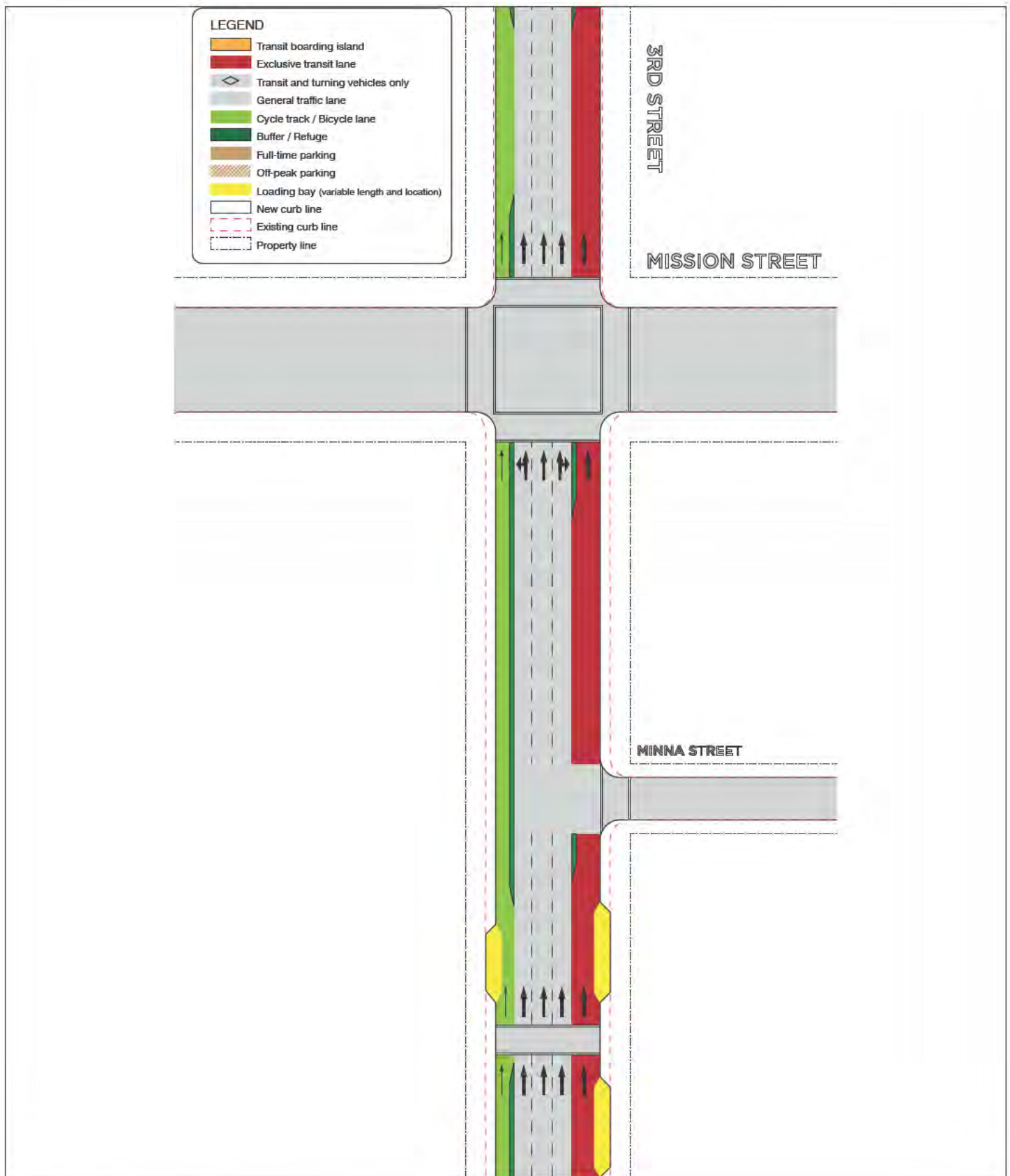
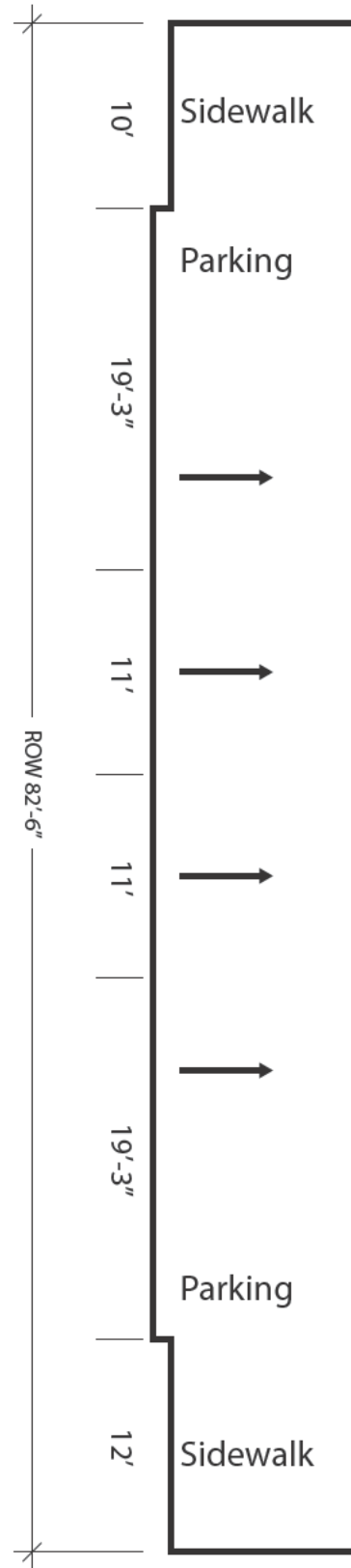


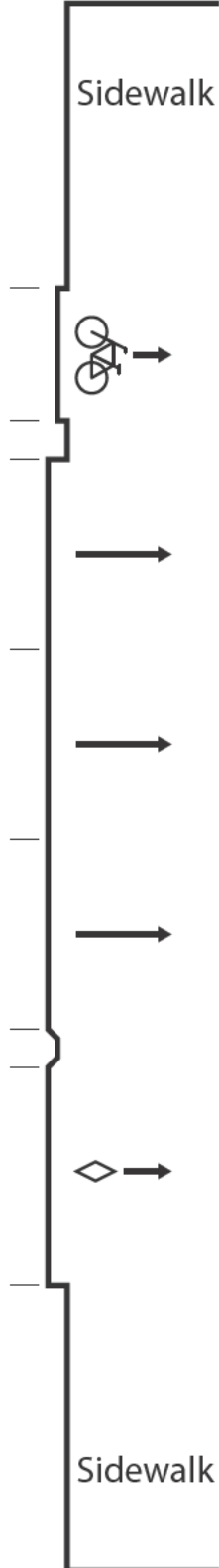
Figure 29
Third Street Proposed Plan View

Fourth Street at Shipley Street

Existing



Proposed



Proposed with optional loading bays



Figure 30
Fourth Street Existing and Proposed Typical Cross Sections

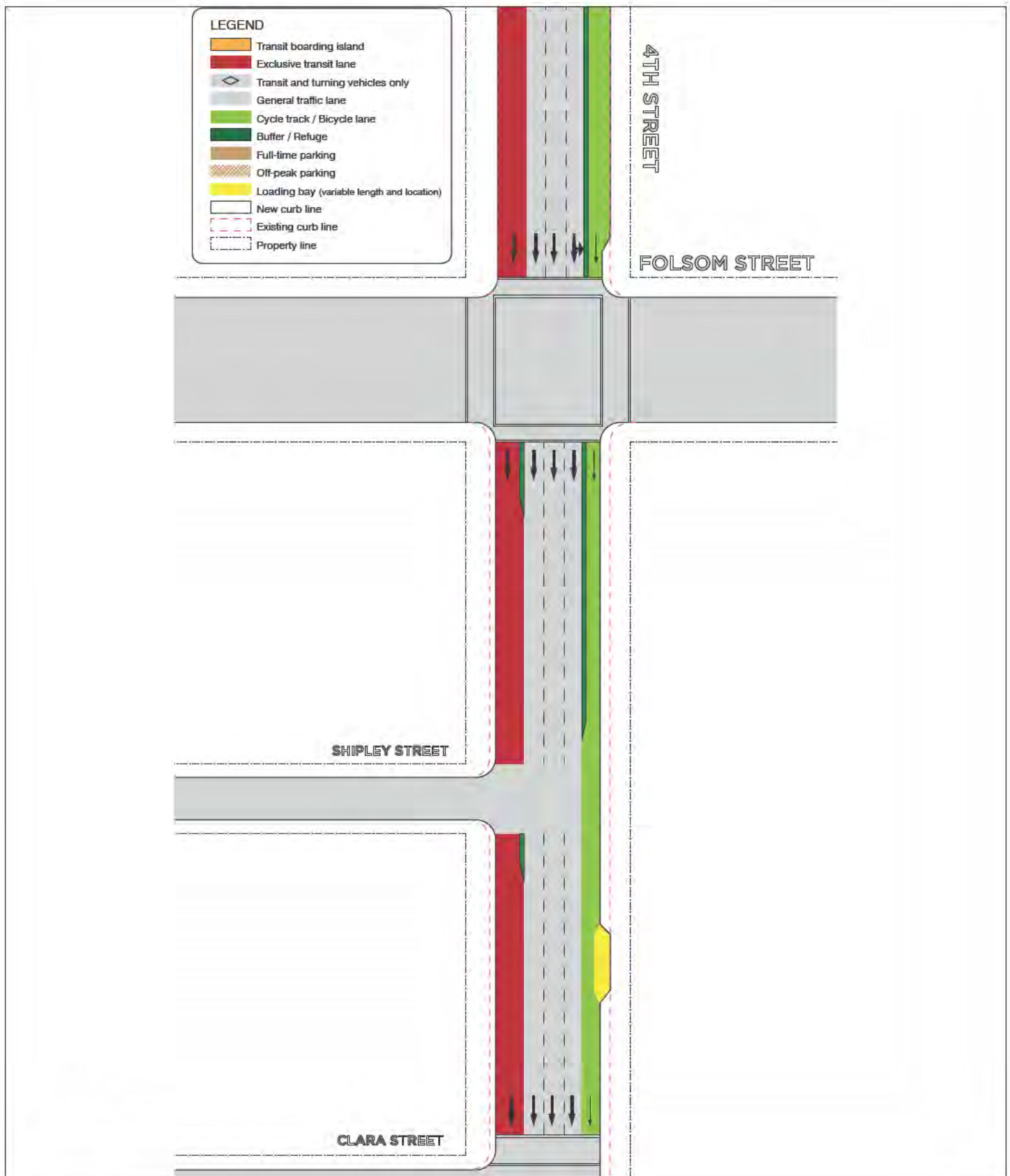


Figure 31
Fourth Street Proposed Plan View

Harrison Street

Harrison Street would be modified between Second and Eleventh Streets. Currently this section of Harrison Street is configured with five travel lanes in the westbound direction (however, between Third and Second streets there are three westbound lanes and two eastbound lanes), parallel parking along both the north and south curbs, and 8 foot sidewalks. See Figure 32 on page 57 for a typical cross section of the existing conditions along Harrison Street.

The project would reconfigure Harrison Street to include a transit-only lane for the 8X Bayshore Express, and sidewalks would be widened within the Plan area between Sixth and Second streets. The length of the transit-only lane would vary between the One-way and Two-Way Howard/Folsom options. Under the Two-way Howard/Folsom Option, Harrison Street between Seventh and Tenth streets would have angled parking and fewer travel lanes. This is elaborated below.

One-Way Howard/Folsom Option:

Between Second and Third streets, there would be one westbound transit-only lane, two westbound travel lanes, two eastbound travel lanes, and no parallel parking during peak periods. During off-peak periods, parallel parking would be permitted along the north and south curbs, resulting in two westbound travel lanes and one eastbound travel lane; no transit-only lane would be provided during off-peak periods. Sidewalks would be widened to about 15 feet. At locations where on-street loading would be required at all times, about 7-foot wide loading bays could be installed within the sidewalk.

Between Third and Sixth streets, there would be four westbound travel lanes, one westbound transit-only lane, and no parallel parking during peak periods. During off-peak periods, parallel parking would be permitted along the north and south curbs, resulting in three westbound travel lanes; no transit-only lane would be provided during off-peak periods. Sidewalks would be widened to about 15 feet. At locations where on-street loading would be required at all times, about 7-foot wide loading bays could be installed within the sidewalk. A typical cross section and plan graphic of this segment of Harrison Street under the One-Way Howard/Folsom Option is shown in Figures 32 and 33 (on pages 57 and 58, respectively).

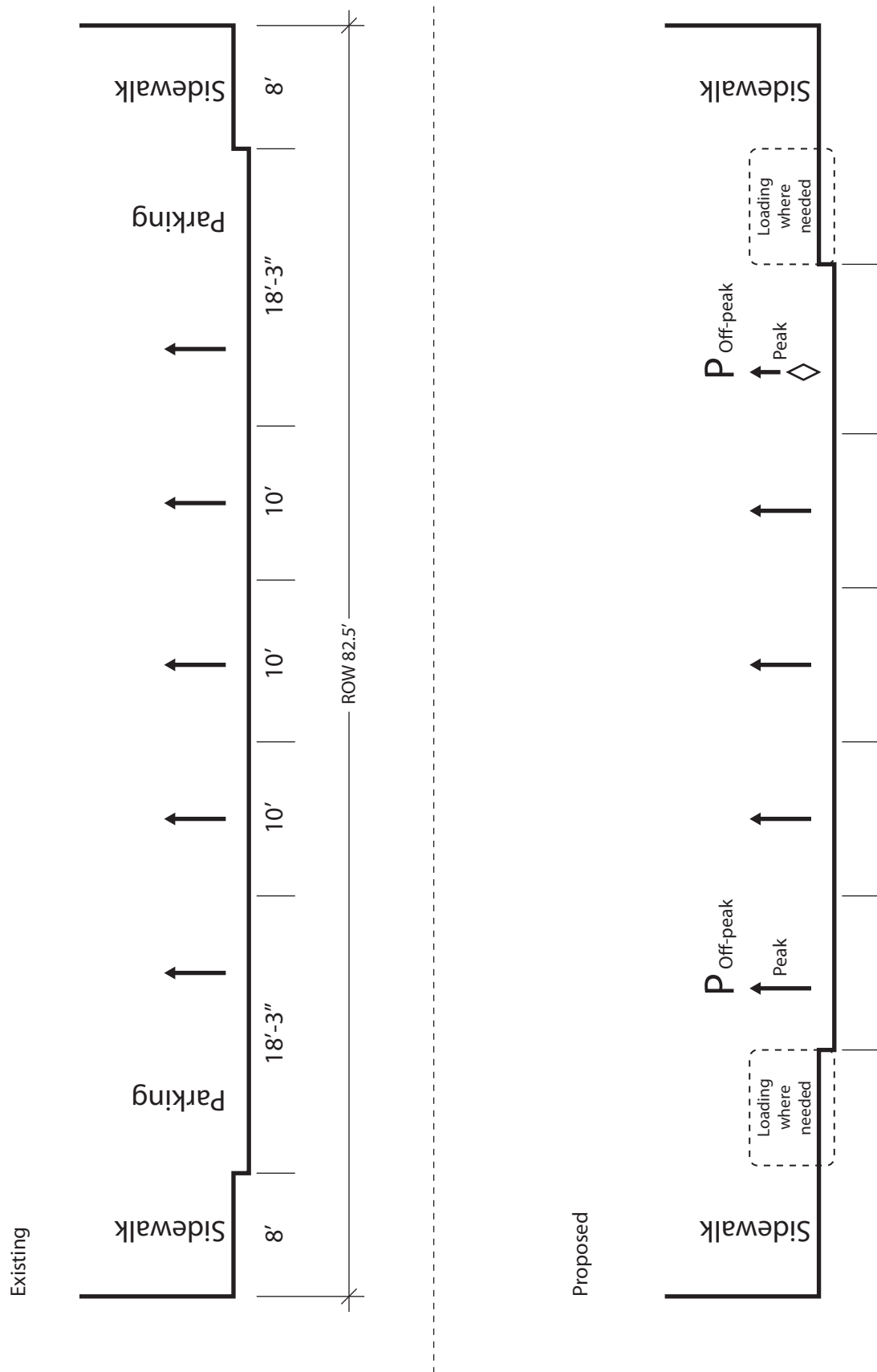


Figure 32
Howard/Folsom One-Way Option:
Harrison Street Existing and Proposed Typical Cross Sections

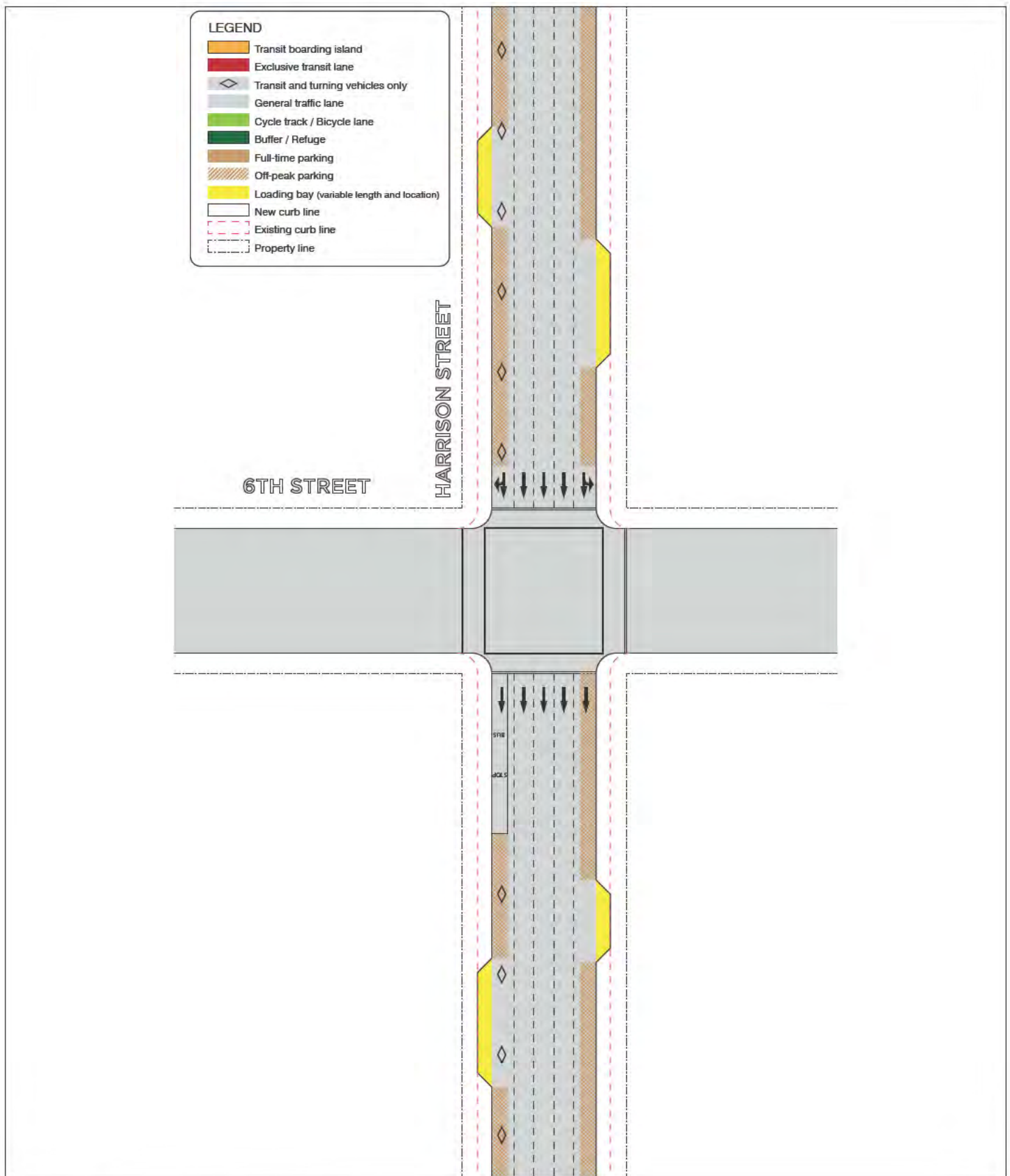


Figure 33
Howard/Folsom One-Way Option:
Harrison Street Proposed Plan View

Between Sixth and Tenth streets, there would be four westbound travel lanes, one westbound transit-only lane, and parallel parking along the north and south curbs at all times. Sidewalks would remain 8 feet wide. At Seventh Street, there would be a transit-only signal phase that would enable the outbound 8X Bayshore bus to turn left onto the southbound US 101 freeway onramp from the right lane.

Between Tenth and Eleventh streets, there would be two westbound travel lanes, one westbound transit-only lane, one eastbound travel lane, and parallel parking along both the north and south curbs at all times. Sidewalks would remain 8 feet wide.

Two-Way Howard/Folsom Option:

Between Second and Fourth streets, there would be three westbound travel lanes, two eastbound travel lanes, and no parallel parking during peak periods. Harrison would be converted from one-way to two-way operation between Third and Fourth streets, in order to enable Bay Bridge-bound traffic to utilize Harrison Street instead of Folsom Street (see Two-Way Howard/Folsom description, above). During off-peak periods, parallel parking would be permitted along the north and south curbs, resulting in two westbound travel lanes and one eastbound travel lane. Sidewalks would be widened to about 15 feet. At locations where on-street loading would be required at all times, 7-foot wide loading bays could be installed within the sidewalk.

Between Fourth and Sixth streets, there would be four westbound travel lanes, one westbound transit-only lane, and no parallel parking during peak periods. During off-peak periods, parallel parking would be permitted along the north and south curbs, resulting in three westbound travel lanes; no transit-only lane would be provided during off-peak periods. Sidewalks would be widened to about 15 feet. At locations where on-street loading would be required at all times, about 7-foot wide loading bays could be installed within the sidewalk.

Between Sixth and Seventh streets, there would be four westbound travel lanes, one westbound transit-only lane, and parallel parking along the north and south curbs at all times. Sidewalks would remain 8 feet wide. At Seventh Street, there would be a transit-only signal phase that would enable the outbound 8X Bayshore bus to turn left onto the southbound US 101 freeway onramp from the right lane.

Between Seventh and Ninth streets, there would be three westbound travel lanes, angled parking along the north curb at all times, and parallel parking along the south curb at all times.

Sidewalks would remain 8 feet wide. Between Ninth and Tenth streets, there would be two westbound travel lanes, and angled parking along both the north and south curbs at all times. Sidewalks would remain eight feet wide. Between Tenth and Eleventh streets, there would be three westbound travel lanes, one eastbound travel lane, and parallel parking along both the north and south curbs at all times. Sidewalks would remain 8 feet wide. (See Figure 34 and Figure 35 on pages 61 and 62, respectively.)

Bryant Street

Bryant Street would be modified between Second and Seventh streets. Typical cross sections for existing conditions along Bryant Street are shown in Figure 36 on page 63. Currently this section of Bryant Street is configured with five travel lanes in the eastbound direction, parallel parking along both the north and south curbs, and 8 foot sidewalks.

The proposed project would reconfigure Bryant Street to include a transit-only lane for the 8X Bayshore Express between Seventh and Third streets, and to widen sidewalks within the Plan area between Sixth and Second streets as shown in typical cross section and plan view on Figures 36 and 37 (on pages 63X and 64, respectively).

Specifically:

- Between Seventh and Sixth streets, there would be four eastbound travel lanes, one eastbound transit-only lane, and parallel parking along the north and south curbs at all times. Sidewalks would remain 8 feet wide.
- Between Sixth and Third streets, there would be four eastbound travel lanes, one eastbound transit-only lane, and no parallel parking during peak periods. During off-peak periods, parallel parking would be permitted along the north and south curbs, resulting in three travel lanes; no transit-only lane would be provided during off-peak periods. Sidewalks would be widened to about 15 feet. At locations where on-street loading would be required at all times, about 7-foot wide loading bays would be installed within the sidewalk. At Third Street, there would be a transit-only signal phase that would enable the inbound 8X Bayshore bus to turn left onto northbound Third Street from the right lane. At Fifth Street, there would be a transit-only signal phase that would enable the inbound 27 Bryant bus to turn left onto northbound Fifth Street from the right lane (with implementation of the TEP, the inbound 27 would be rerouted off of Bryant Street and onto Folsom Street, in which case the transit-only signal phase would no longer be required).

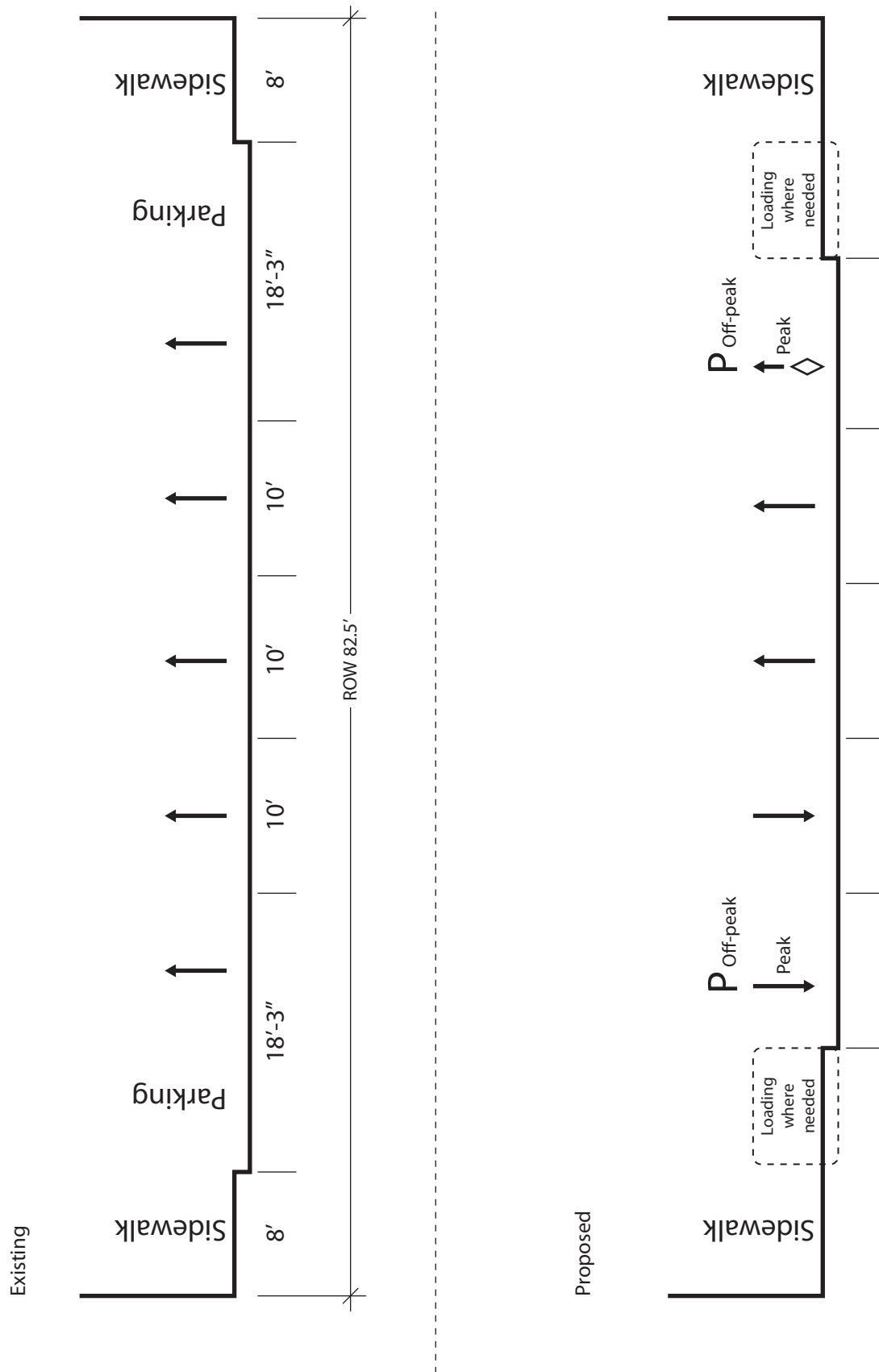


Figure 34
Howard/Folsom Two-Way Option:
Harrison Street Existing and Proposed Typical Cross Sections
 Case No. 2011.1356E

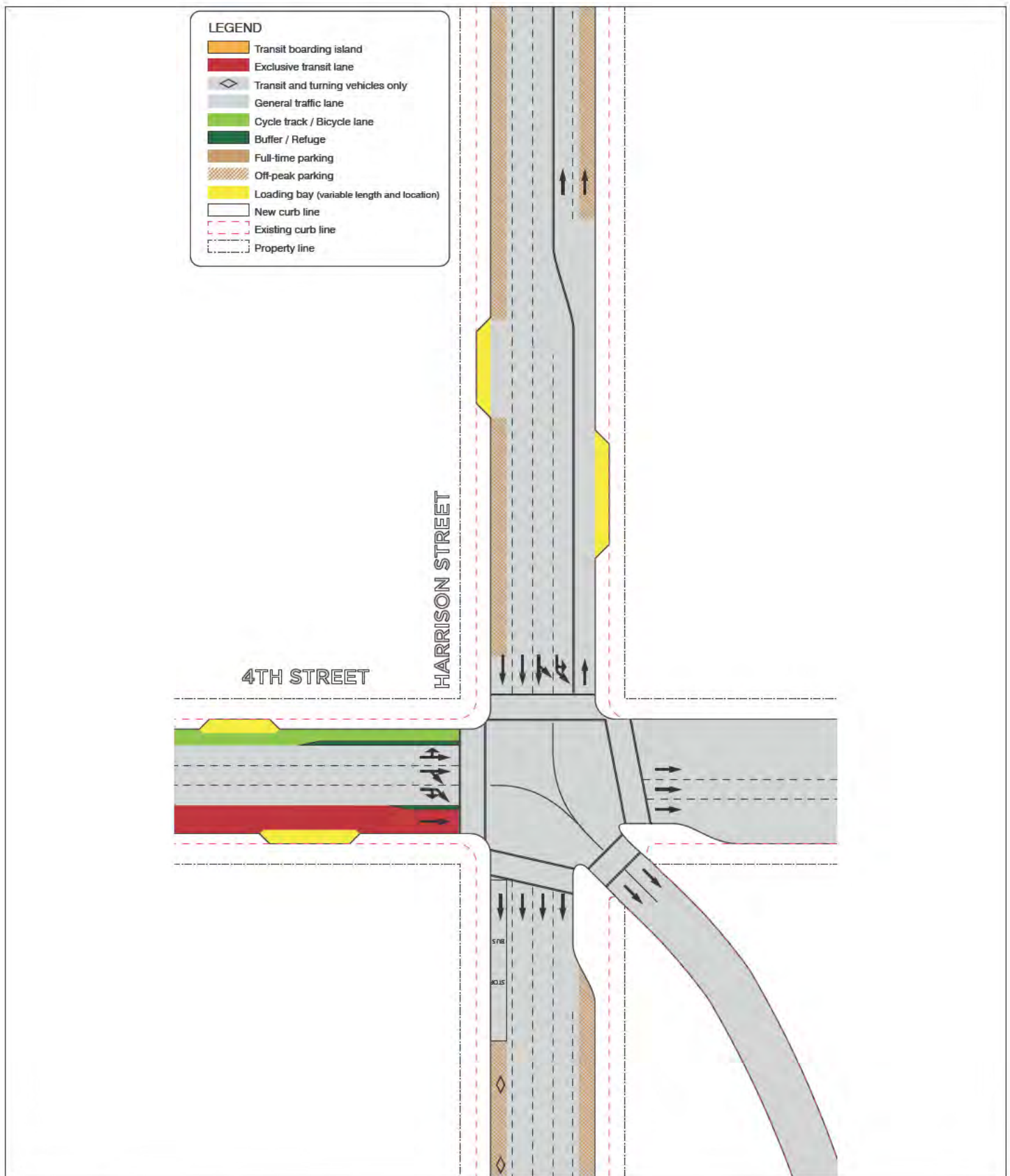


Figure 35
Howard/Folsom Two-Way Option:
Harrison Street Proposed Plan View

Case No. 2011.1356E

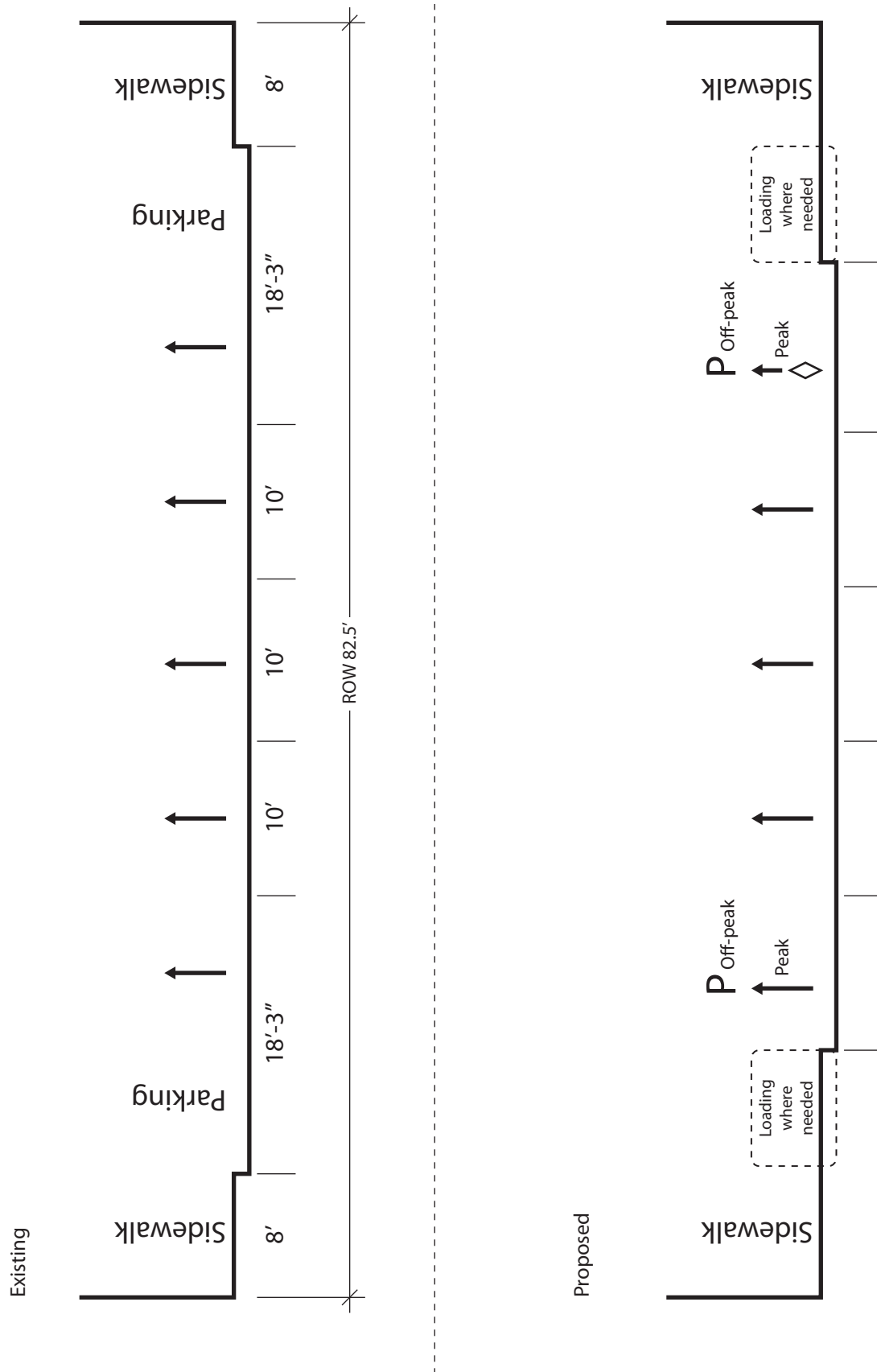


Figure 36
Bryant Street Existing and Proposed Typical Cross Sections

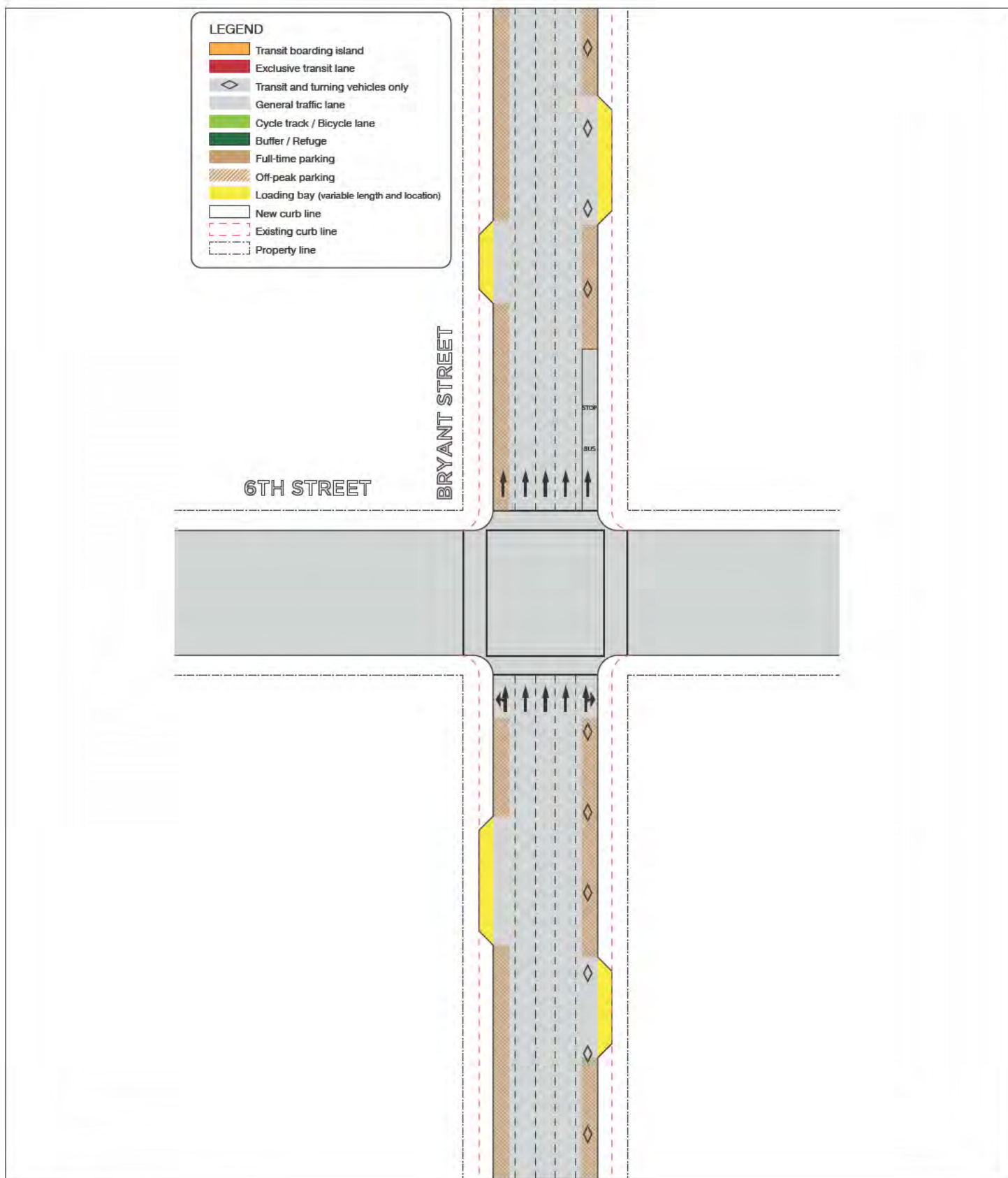


Figure 37
Bryant Street Proposed Plan View

- Between Third and Second streets, where transit does not operate, five eastbound travel lanes would be provided during peak periods, and no parallel parking. During off-peak travel periods, parallel parking would be permitted along the north and south curbs, resulting in three travel lanes. Sidewalks would be widened to about 15 feet. At locations where on-street loading would be required at all times, about 7-foot wide loading bays could be installed within the sidewalk.

Brannan Street

Brannan Street would be modified between Second and Sixth streets. Currently this section of Brannan Street is configured with two travel lanes in both the eastbound and westbound directions, parallel parking along both the north and south curbs, and 10 foot sidewalks.

The project would reconfigure Brannan Street to have one travel lane in both the eastbound and westbound directions. One-way buffered cycle tracks in each direction would be installed along the north and south curbs. Sidewalks would be widened to about 15 feet. At midblock locations, parallel parking would be permitted adjacent to either the north or south cycle track buffer. At intersection approaches, parking would be removed to create a right-turn pocket, which (along with a right-turn signal) would be necessary in order to separate right-turning vehicles from bicycles. Figures 38 and 39 (on pages 66 and 67, respectively) depict a typical cross section and plan graphic for proposed modifications to Brannan Street.

E.5. Open Space and Public Realm Improvements

Like SoMa generally, the Central Corridor Plan area has limited public open spaces and facilities. Yerba Buena Gardens, including its children's garden and carousel, in the north of the Plan area and South Park in the southeast are the only large-scale open space facilities in the Plan area. South Park is the only Recreation and Park Department property, although Victoria Manalo Draves Park and South of Market Recreation Center are just beyond the western Plan area boundary. The uneven distribution of these community assets leaves portions of the area underserved with open space. The June 2011 draft of the San Francisco General Plan's Recreation and Open Space Element (Draft ROSE) identifies portions of the Plan area as in need of new public open space.

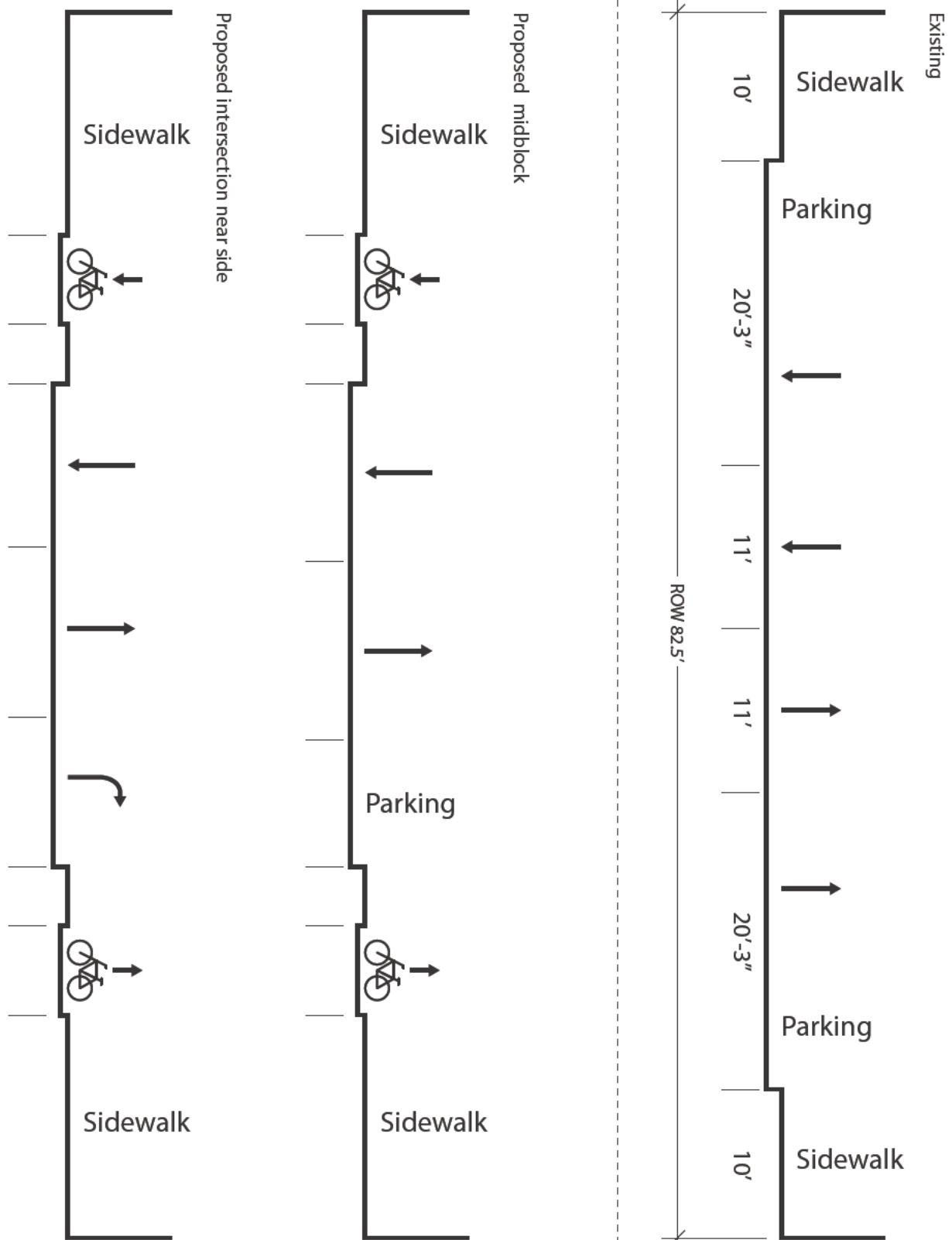


Figure 38
Brannan Street Existing and Proposed Typical Cross Sections

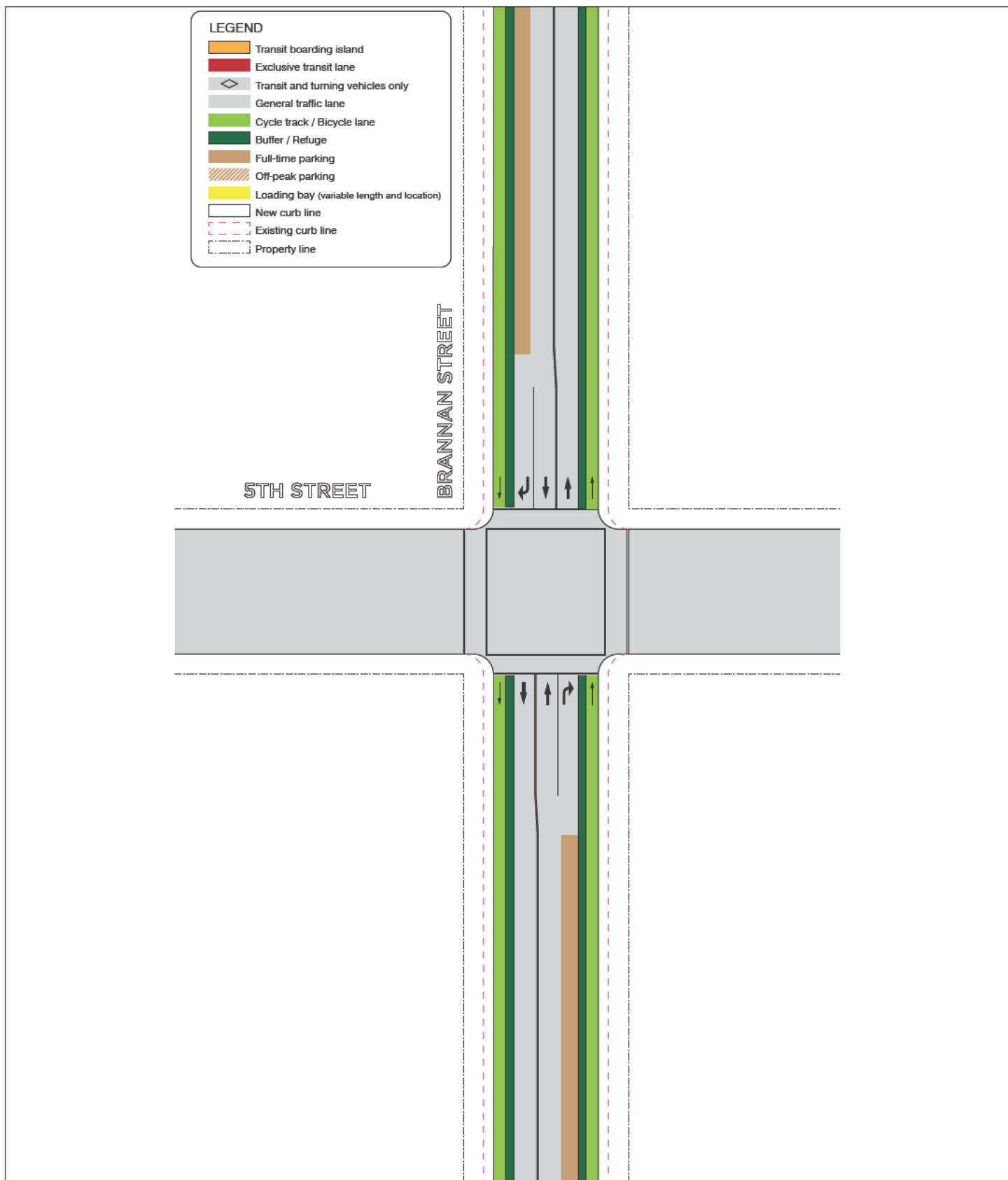


Figure 39
Brannan Street Proposed Plan View

The Western SoMa Community Plan and East SoMa Area Plan identify two areas for open space acquisition- Fourth Street between I-80 and Townsend Street and near the block bounded by Howard, Fourth, Folsom and Fifth streets. These area plans have also identified streets and alleys in the area for improvement as green connections linking neighborhoods to open space. Both the Draft ROSE and the San Francisco Better Streets Plan endorse these improvements.

The Plan seeks to create new public open space and recreation facilities. Existing and Proposed Open Spaces are shown in Figure 40 on page 69. The Plan's open space principles are described below.

1. Create new publicly owned open space and recreation amenities throughout the Central Corridor Plan area.

Proposed amenities include:

An expanded mini-plaza at the intersection of Annie and Market streets to Stevenson Street; a new pedestrian plaza closed to vehicular traffic between Mission Street and Ambrose Bierce Alley; and a single-surface shared street⁸ along the remainder of Annie Street between the two plazas.

- A new linear open space on a portion of the right-of-way on Bluxome Street between Fourth and Fifth Streets would be created by consolidating the vehicular area to two lanes of traffic and one parallel parking lane, as opposed to the current configuration containing diagonal parking.
- The Plan includes a recommendation to study the conversion of a portion of the San Francisco Public Utilities Commission's (SFPUC) property at 639 Bryant Street into a new mid-block public open space. The specific dimensions, design, and amenities, should this study determine it feasible to convert this property into open space, are currently unknown and would be subject to its own environmental review once a defined project is proposed.

⁸ A shared street is designed for pedestrian use, but also permits low volumes and speeds of vehicles and bicycles to share the right-of-way.

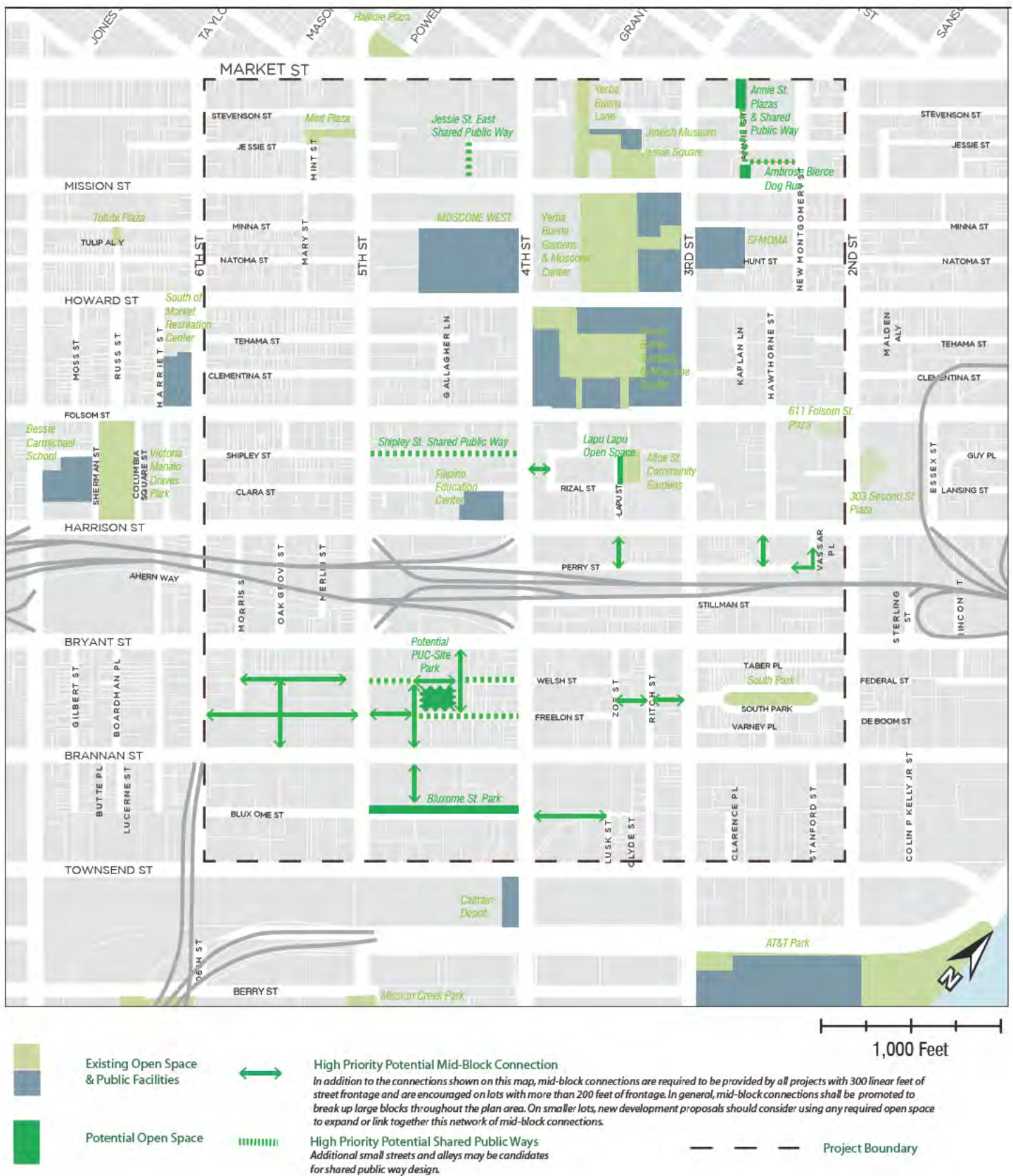


Figure 40
Existing and Proposed Plan Area Open Spaces

2. Create an extensive network of pedestrian-friendly streets, alleys, and walkways that serve as flexible public spaces.

- Shared- streets are proposed at:
 - Ambrose Bierce Alley: This small narrow alley would be transformed into a shared street/dog run.
 - Jessie East Alley: The short stretch of this alley running north-south along the Westfield San Francisco Centre's Mission Street entry would be converted into a shared street.
 - Shipley Street: From Fourth to Fifth Streets, Shipley Street would become a shared public way with traffic calming, streetscape improvements, and small public spaces.
- Improve pedestrian access at the entries to South Park from Third and Second streets. The Plan proposes new pedestrian crosswalks as shown in Figure 6 on page 18.
- The Plan proposes the use of the one percent Public Art development fee to fund public art, lighting, and other streetscape amenities beneath the elevated freeway between Third and Fifth streets.

3. Ensure that new private development augments the open space network with new publicly accessible privately owned public open spaces.

- Extend the provisions of Section 270.2 of the *Planning Code* to the entire Plan area, requiring new publicly accessible mid-block rights-of-way and access easements on large lots with more than 200 feet of street frontage.

4. Utilize open space areas to highlight and strengthen ecological sustainability within the Central Corridor EcoDistrict.

Highlight and incorporate environmental sustainability components, including urban agriculture, within proposed open space improvements. Sustainability concepts are further described in the Sustainability section below.

5. Increase recreational and cultural facilities throughout the Central Corridor Plan area.

- The Plan calls for encouraging neighborhood serving recreational and cultural amenities in new private developments using various zoning incentives, such as FAR bonuses, to encourage private developers to provide such amenities.

E.6. Historic Preservation

Buildings in the Plan area exhibit a variety of styles and ages. Although very few buildings remain from before 1906, many were built in the years immediately thereafter. Other major time periods of construction include redevelopment in the 1960s and contemporary buildings from the past 15 years. The Planning Department recently completed the South of Market Area Historic Resource Survey,⁹ which covers the majority of the Plan area except for the blocks between Mission and Folsom streets. The Department has also completed the Transit Center District Survey.¹⁰ These two surveys identify buildings and districts of historic significance, specifically those resources eligible for the National or California Register, as well as locally significant resources. As part of the environmental analysis of the Central Corridor Area Plan EIR, the remainder of the Plan area will be surveyed and evaluated to determine the historic status of each resource that has not been previously surveyed or documented. This information shall be used to augment the understanding of the Plan area's historic resources.

In addition to this survey, the Plan proposes the following three principles:

1. Historic resources should be retained and protected for the enjoyment of future generations and to maintain the diversity of the built environment.

The Plan proposes to:

- Protect "Priority Historic Resources" through local designation in Article 10 or Article 11 of the *Planning Code*.
- Designate the South End Historic District Extension as per the SoMa Historic Resource Survey.
- Expand the Transfer of Development Rights (TDR) program to the Central Corridor to help preserve historic buildings. Current concepts being considered include the requirement for new development to purchase TDR for FAR in excess of 4:1 or 5:1.
- Extend the provisions of *Planning Code* Section 803.9(b) to the Plan area, which would allow the Zoning Administrator to allow commercial uses in mixed-use zoning districts

⁹ The South of Market Area Historic Resource Survey is available for review online: <http://www.sf-planning.org/index.aspx?page=2530>. Accessed March 2013.

¹⁰ The Transit Center District Survey Context Statement is available for review online: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=4039>. Accessed March 2013.

for certain eligible historic resources. This section of the *Planning Code* currently is not applicable in the WS-SALI and WS-MUO zoning districts.

- Extend the provisions of *Planning Code* Section 307(h)(1) to the Plan area, which were enacted in many mixed-use districts as part of the Eastern Neighborhoods Area Plan, and allows the Zoning Administrator to waive certain development standards for designated historic resources.

2. Encourage sensitive re-use and design of historic buildings, and contextual design for new ones.

Develop design guidelines for the Central Corridor Plan area. For locally designated buildings the Guidelines would encourage renovations and additions, rather than demolition.

3. Support and enhance Social Heritage resources within the Central Corridor Plan area.

The term “social heritage” means those elements, both tangible and intangible, that help define the beliefs, customs and practices of a particular community. The Western SoMa Area Plan identified two groupings of social heritage resources related to Filipino Social Heritage and Lesbian, Gay, Bisexual, Transgender and Queer (LGBTQ) Social Heritage. Some of these resources are located in the Central Corridor Plan area. In order to reinforce social heritage areas, the Plan includes the following implementation strategies:

- The Planning Department would work to identify existing social heritage resources, including identifying resources for communities (in addition to Filipino and LGBTQ) for whom SoMa is or was important.
- Develop a Social Heritage Toolkit for the Plan area. Tools could include way-finding programs, landmark designation, public infrastructure improvements, and economic incentives.

E.7. Sustainability Proposal (Eco District Concept)

The Central Corridor Plan area has been identified for implementation as an Eco-District, which aims for neighborhood-level sustainability through district-serving water, energy conservation and/or waste reduction projects. A separate chapter on Eco-District Sustainability would contain a number of additional recommendations, which are currently under study. Actions defined at this point include:

- Establish a Central Corridor Eco-District Task Force charged with establishing goals and objectives for the Eco-District.

- Perform a district assessment to evaluate opportunities addressing energy, water, community identity, habitat and ecosystem function, and materials management. Several components of this assessment, including a United States Environmental Protection Agency study evaluating district energy opportunities, an SFPUC-led district utility analysis evaluating district water options, and a Planning Department study evaluating how to include Eco-District concepts into the preservation of buildings, are under way for the Plan area.
- Establish a Sustainability Management Association (SMA) to govern Eco-District implementation.
- Develop an implementation and funding strategy for priority projects, policies and programs.

The Plan does not include any specific principles or physical improvements at this time to implement any district-wide eco-system concepts. Thus, the EIR will analyze this aspect of the Plan at a general, programmatic level. Any district-wide system(s) proposed in the future would be subject to subsequent environmental review.

F. Related Planning Efforts

Much of the area close to the Central Corridor has been evaluated in planning efforts over the last decade. The work performed through these efforts has informed the development of the Plan's principles, recommendations, and specific capital improvement proposals. In addition to the following, other related citywide planning efforts include the Better Streets Plan, the San Francisco Bicycle Plan, the Transit Effectiveness Project (TEP), and the Recreation and Open Space General Plan Element Update.

Comprising citywide objectives and policies, the *General Plan* serves to guide public actions and decisions regarding the City's development. The *General Plan* also contains several area plans, which provide more specific policy direction for the development of certain neighborhoods within the City. The following area plans relate to the Central Corridor Plan as discussed below:

- *Eastern Neighborhoods Area Plans, and the East SoMa Area Plan:* Adopted in 2008, the Eastern Neighborhoods Area Plans focused on addressing land use conflicts between residential and office uses and light industrial uses – termed Production, Distribution and Repair (PDR)- in the southeastern portion of the City. The Eastern Neighborhoods area plans articulated visions for the East SoMa, Central Waterfront, Mission, and

Showplace Square/Potrero Hill neighborhoods. The East SoMa Area Plan, which overlaps with the eastern half of the Central Corridor, called for a diverse mix of uses and of income levels, including new affordable and market rate housing, offices and retail, more neighborhood-serving businesses, more jobs for local residents, safer streets, more community facilities, more open spaces and an increased variety of transportation options. A major focus of the Eastern Neighborhoods Area Plans was to determine which areas would be set aside as industrial protection districts where other uses (primarily office and housing) that could otherwise financially out-compete PDR uses for space would not be permitted. Several sizable areas, primarily in the Central Waterfront, Showplace Square and northeast Mission neighborhoods were set aside for this purpose (as were areas within the Bayview District, under a separate planning process). Recognizing the opportunity and investment of the Central Subway, the East SoMa Area Plan noted that PDR businesses would not be strongly protected through proposed new zoning in this area; although, the East SoMa Area Plan did not include the rezoning of the majority of the SLI use district, deferring that land use change to this, more focused planning process. The Central Corridor Area Plan would retain many of the goals of the East SoMa Area Plan, while also proposing land use and development control changes to those areas where the Central Corridor Area Plan overlaps with the East SoMa Area Plan.

- *The Western SoMa Community Plan:* Originally part of the Eastern Neighborhoods planning process, Western SoMa was defined as a separate area in 2004, and the Western SoMa Citizens Planning Task Force was established to develop a plan. A Final Environmental Impact Report was certified in December 2012, and the Western SoMa Community Plan was adopted by the Board of Supervisors in March 2013. The Western SoMa Community Plan overlaps with the southwestern portion of the Central Corridor Plan area. While the Central Corridor Area Plan is synchronous with many of the core policies and proposals of the Western SoMa Community Plan, including prioritizing capital improvements such as a new park and transformative streetscape improvements along Folsom Street, the two plans differ fundamentally in their approach to land use controls in the area of overlap. The Central Corridor Area Plan proposes changes to land use controls to support more transit-oriented growth west of Fourth Street, in contrast to the Western SoMa Community Plan's emphasis on retaining PDR uses and providing space for nighttime entertainment uses.

- *Rincon Hill Area Plan:* The Rincon Hill Area Plan, adopted in 2005, encourages high-density residential development and greater building heights in the area bounded by Folsom Street, The Embarcadero, Bryant Street, Beale Street, the Bay Bridge approach and Essex Street. The goal of the Plan is to encourage the ongoing transition of the area into a new mixed-use high-density residential neighborhood adjacent to the downtown, with both strong urban design controls and implementing mechanisms to fund the necessary public infrastructure, including open space, streets, community facilities and affordable housing. Together with plans for the Transbay Redevelopment Plan, the Rincon Hill Area Plan will create housing for as many as 20,000 new residents. The Plan calls for location of retail shops and neighborhood services along Folsom Street and transformation of Main, Beale, and Spear streets into traffic-calmed, landscaped residential streets lined with townhouses and front doors. The Rincon Hill Area Plan includes funding for the acquisition and development of open space in the district through development impact fees. The proposed project includes changes to the street network within the Rincon Hill Area Plan.
- *Transit Center District Plan:* Adopted in summer 2012, the Transit Center District Plan (TCDP) builds on the City's 1985 Downtown Plan to create new land use, urban form, building design, and public realm improvements in and around the new Transbay Transit Center that is currently under construction. The TCDP plan area overlaps with the northeastern corner of the Central Corridor Area Plan. The area of overlap is in the C-3 (downtown) zoning district and comprises the southeastern corner of the Financial District. The Central Corridor Area Plan would build on the policy foundation of sustainability within the Plan area that was established in the TCDP, augmenting policies on building performance, district water, and district energy. The Central Corridor Area Plan does not propose to change the adopted land use or development controls of the TCDP, but would modify the street network proposal for Folsom Street between The Embarcadero and Second Street as identified in the TCDP to be consistent with the Central Corridor Area Plan's proposed street network changes.

In addition, the following plans and adjacent redevelopment plans inform the Central Corridor Area Plan:

- *ENTRIPS:* The Eastern Neighborhoods Transportation Implementation Planning Study ("ENTRIPS") is the transportation implementation plan of the Eastern Neighborhoods Area Plans, managed by the SFMTA in coordination with the Planning Department and

the San Francisco County Transportation Authority (SFCTA). Its final report, published in December 2011, provides recommendations for three key improvement projects, most critically the Folsom and Howard Street Corridor couplet. Transformation of Folsom and Howard streets is a priority of the Eastern Neighborhoods Area Plans and the Western SoMa Community Plan, described above. The EIR will analyze two options for the operation of Folsom and Howard streets as described above in the Street Network Changes section on page 31.

- *Adjacent Redevelopment Plans – Yerba Buena, Mission Bay, and South of Market Plans:* The Yerba Buena Center (YBC) Redevelopment Plan, which fostered much of the housing and cultural activities existing in the northern half of the Plan area, sunset in 2010, reverting applicable land use controls back to the *Planning Code*. In some instances, the underlying zoning controls now in effect were in place decades ago and are antiquated and no longer appropriate. The Central Corridor Area Plan proposes changes to land use controls in that area to support the YBC Plan’s vision, post-redevelopment. Mission Bay, located just south of the Central Corridor, was established in 1998 as a mixed-use development to support housing, office and biotechnology lab space, and a new UCSF campus. While the Central Corridor Plan does not propose to alter Mission Bay’s development controls, it would include improvements to enhance connections between these plan areas. The South of Market Redevelopment Plan Area, bordering the northwestern edge of the Central Corridor Plan area along Sixth Street, was created in 1990 to repair damage caused by the Loma Prieta Earthquake. This plan supported implementation of the remaining alleyway improvements in the area that overlaps with the Central Corridor Plan area. With the dissolution of redevelopment in California in early 2012, the South of Market Redevelopment Plan was dissolved. (The Redevelopment Plans that remain in effect by state law are Transbay, Mission Bay, and Hunters Point Shipyard/Candlestick.)
- *4th and King Railyards Study:* The Caltrain station at Fourth and King Street is an essential and invaluable regional transit service supporting the Central Corridor and other adjacent districts, but it also represents a valuable transit-oriented development location. With the intensification of rail service and densification of the immediately surrounding neighborhoods, questions have been raised as to whether the large railyards property ought not to be more efficiently used and intensively developed. This would both support the transit service and help connect the neighborhoods on either side of the

yards, which forms a one-half mile long barrier to north-south movement. In December 2012, a consultant to the Planning Department completed a study of the potential capacity for development on the site of the Caltrain Railyards. The Central Corridor Area Plan does not propose any changes in land use or development controls on the railyards site.

G. Other Reasonably Foreseeable Projects

Highlighted below are a number of projects within and adjacent to the Plan area that serves to formulate the cumulative context within which environmental impacts of the Plan will be evaluated. The Planning Department does not base its analysis of cumulative impacts solely on a list of reasonably foreseeable projects; each environmental topic may require varying degrees of cumulative context. Some topics are better suited for a cumulative context based on a projection, such as a growth projection, while other topics, such as near-field aesthetic impacts are better assessed within the immediate vicinity of the project. The cumulative context for each environmental topic will be described in the analysis of the environmental impact of that topic. However, the following identifies some of the larger development projects that may factor into the EIR's cumulative analysis where applicable, though the following is not intended as a comprehensive list.

- Transit Effectiveness Project: The SFMTA's TEP is a system wide program of projects to reduce transit travel time and improve transit customer experiences, service reliability, and transit service effectiveness and efficiency. The SFMTA has developed the Service Policy Framework which sets forth transit service delivery objectives and actions to meet these objectives, and supports the SFMTA Strategic Plan goals. Implementation of the TEP would be guided by the Service Policy Framework and would determine how investments should be made to the transit system. The TEP includes the following categories of proposals: Service Improvements, Service-related Capital Improvements, and transit Travel Time Reduction Proposals (TTRPs). This project is currently undergoing environmental review (Planning Department Case No. 2011.0558E).
- 5M/Chronicle Site: A large project (Planning Department Case No. 2011.0409E, various addresses, 925-971 Mission Street, colloquially "5M" or the "Chronicle site") is proposed on an approximately four acre site located on several parcels at the southwest corner of Fifth and Mission streets in the southern Financial District and SoMa neighborhoods.

The proposal is to demolish several surface parking lots and buildings and rehabilitate two buildings, including the San Francisco Chronicle building at Fifth and Mission streets, resulting in seven mixed-use buildings totaling up to 1.8 million gross square feet of new and renovated space. Additionally, the project calls for the relocation of the Mary Street Alley between Minna and Natoma streets. This project is currently undergoing environmental review.

- 706 Mission Street: Across from Yerba Buena Gardens, on the northwest corner of Third and Mission Streets is a project that proposes construction of a new 47-story, 550-foot-tall tower that would accommodate the Mexican Museum and associated public uses on its first three floors. The new tower would be adjacent to, and physically connected to, the existing 10-story, 154-foot-tall Aronson Building (a 144-foot-tall building with a 10-foot-tall mechanical penthouse). The project would provide up to 215 dwelling units. The EIR for this project (Planning Department Case No. 2008.1084E) was certified by the Planning Commission in March 2013.
- Mission Rock, Seawall Lot 337/Pier 48: The San Francisco Giants, in conjunction with Cordish Cos. propose a mixed-use project ("Mission Rock, Seawall Lot 337/Pier 48") on seawall lot 337, a parcel bounded by Third Street, Terry A Francois Boulevard, and Mission Rock Street, adjacent to Pier 48 that would contain up to 1.7 million square feet of office use, a parking structure, between 650 to 1,000 apartment and townhouse dwelling units, 125,000 square feet of commercial retail uses, up to 180,000 square feet of exhibit and event space at Pier 48 as well as seven acres of open space within and adjacent to the project site.
- Golden State Warriors: The Golden State Warriors are proposing to construct a new arena on Piers 30-32 in the City's South Beach neighborhood (Planning Department Case No. 2012.0718). While currently still in conceptual phases, the 13-acre pier site and potentially adjacent seawall lot is anticipated to accommodate the arena, ancillary retail, public assembly/open space and possibly parking. This project is currently undergoing environmental review.
- University of California San Francisco: The University of California at San Francisco (UCSF) is in the process of updating its Long Range Development Plan (LRDP) including improvements at its Mission Bay Campus. As part of the LRDP, UCSF is exploring three options to increase overall development on that campus. The increase in

development would include additional research and development, institutional uses, housing and some recreational uses. It is anticipated that by summer 2013, after completing a community outreach process, USCF will solidify its proposal for the Mission Bay Campus, including the number of residential units and square feet of research and development and institutional uses.

- Harrison Gardens: A large project (Planning Department Case No. 2005.0759E, various addresses, 725 to 765 Harrison Street, 120 and 130 Perry Street, and 425 Fourth Street, colloquially “Harrison Gardens”) is proposed on an approximately 2.3 acre site on the block bounded by Harrison, Fourth, Perry and Third streets. The proposed project includes demolition of existing light industrial/commercial buildings and construction of over 730,000 square feet of office and commercial uses split among an approximately 240-foot-tall tower and 95-foot-tall mid-rise building that would be connected by a continuous podium base at the ground level.
- 598 Brannan Street: A project at Fifth and Brannan streets (Planning Department Case No. 2012.0640E) proposes to construct two buildings each 11 stories and 160 feet in height. The buildings would be completely separated, allowing access and a vista to a new park proposed for the center of the block. Park access would also be provided via a new passage from Brannan Street.

H. Intended Uses of this EIR

Following publication of the Notice of Preparation (NOP) of an Environmental Impact Report and public scoping meeting, the San Francisco Planning Department will prepare and distribute an Initial Study to applicable state agencies and interested members of the public. The purpose of the Initial Study is to scope out of further review those environmental topics that are determined to result in less than significant environmental impacts. The Initial Study would be made available to the public for review and comment for an approximately 30-day public review period. Comments received on the NOP and Initial Study will help to shape the scope and analysis of environmental topics covered in the EIR. Following the 30-day public review period of the Initial Study and preparation of the Draft EIR, the San Francisco Planning Department will prepare and distribute the Draft EIR to state agencies through the State Clearinghouse, to applicable public agencies, and to interested members of the public. Following publication, the 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 therein 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 Response to Comments document. The Response to Comments document will also include any staff initiated changes to the Draft EIR. The Draft EIR, together with the Response to Comments document will constitute the Final EIR. The Planning Commission will then consider certification of the Final EIR pursuant to CEQA, including consideration of whether the EIR is adequate, accurate and complete. No approvals may be issued before the City certifies the EIR as final. Certification of a Final EIR may be appealed to the Board of Supervisors.

I. Approvals Required

Approval and implementation of the final Central Corridor Plan would require the following actions. (Approving bodies are identified in *italics*.) Specific and detailed actions would be determined as the Plan is developed.

- Amendments to the *General Plan* (various elements and figures) to conform to the concepts of the Central Corridor Plan. *Planning Commission recommendation; Board of Supervisors Approval*
- Determination of consistency of the proposed *General Plan* amendments and rezoning with the *General Plan* and *Planning Code* Section 101.1 Priority Policies. *Planning Commission*
- Amendment of the *Planning Code* to conform to the concepts of the Central Corridor Plan. *Planning Commission recommendation; Board of Supervisors Approval*
- Amendment of the *Planning Code* Zoning Maps to change mapped use districts and height limits throughout the Plan area. *Planning Commission recommendation; Board of Supervisors Approval*
- Approval of alterations to street rights-of-way, including, for example, the configuration of travel lanes, sidewalk widths, bicycle lanes, addition of crosswalks, and alley way improvements that are part of the Plan's proposals to the street network and public realm. *San Francisco Municipal Transportation Agency; Department of Public Works*