

CHAPTER II

Project Description

II.A Overview

The subject of this EIR is the 2016 draft Central SoMa Plan (“the Plan”), with modifications described in this chapter.¹⁸ The Plan (formerly “Central Corridor Plan”) is a comprehensive plan for the area surrounding much of southern portion of the Central Subway transit line, a 1.7-mile extension of the Third Street light rail line that will link the Caltrain Depot at Fourth and King Streets to Chinatown and provide service within the South of Market (SoMa) area. The area encompassed by the Plan, referred to as the “Plan Area,” includes roughly 230 acres that comprise 17 city blocks as well as the streets and thoroughfares that connect SoMa to its adjacent neighborhoods: Downtown, Mission Bay, Rincon Hill, and the Mission District. The project sponsor for the Central SoMa Plan is the San Francisco Planning Department, referred to as the “Planning Department.”

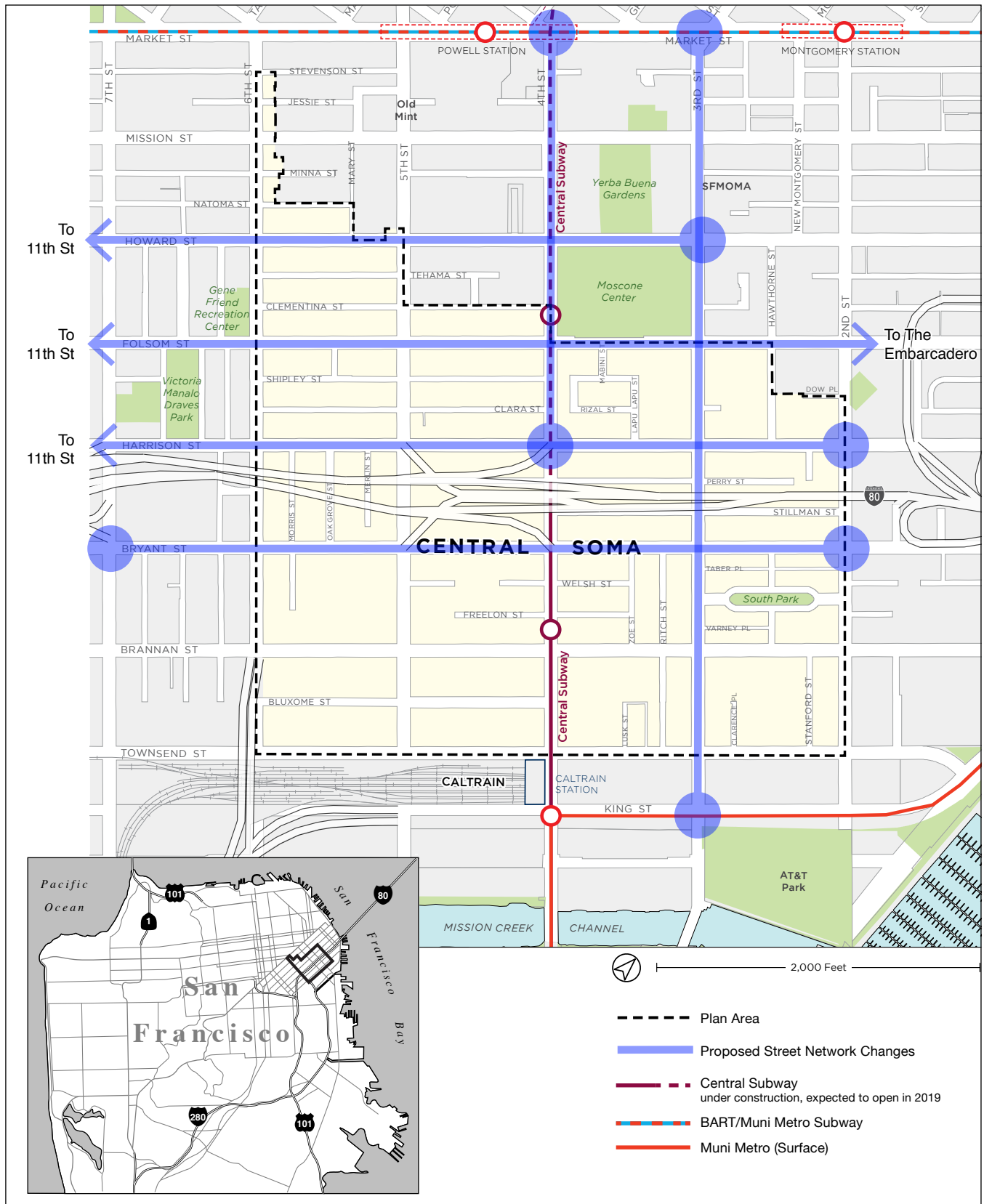
The Plan Area is bounded by Second Street on the east, Sixth Street on the west, Townsend Street on the south, and by an irregular border that generally jogs along Folsom, Howard and Stevenson Streets to the north, as shown in **Figure II-1, Central SoMa Plan Area Boundaries**.

II.A.1 Plan Vision

The Plan seeks to encourage and accommodate housing and employment growth within the Plan Area by: (1) removing land use restrictions to support a greater mix of uses while also emphasizing office uses in portions of the Plan Area; (2) amending existing height and bulk districts; (3) modifying the system of streets and circulation within and adjacent to the Plan Area to meet the needs and goals of a dense, transit-oriented, mixed-use district; and (4) creating new, and improving existing, open spaces.

The Plan envisions Central SoMa becoming a sustainable neighborhood, one in which the needs of the present may be met without compromising the ability of future generations to meet their own needs. The Plan’s sponsor, the San Francisco Planning Department, endeavors to address the social, economic, and environmental aspects of sustainability through a planning strategy that accommodates anticipated population and job growth, provides public benefits, and respects and enhances neighborhood character. That strategy has informed the Central SoMa Plan, which comprehensively addresses a wide range of topics that include land use; transportation infrastructure; parks, open space and recreation facilities; ecological sustainability; historic preservation; urban design and urban form; financial programs and implementation mechanisms to fund public improvements.

¹⁸ The Initial Study evaluated environmental topics based on the 2013 draft Central Corridor Plan. See Chapter IV, Overview, for a discussion of topics covered in the Initial Study.



Plan policies have been drafted in conjunction with the proposed changes to land use and height limits that call for public realm improvements, including planning for new open spaces; changes to the street and circulation system; policies to preserve neighborhood character and historic structures; and strategies that aim to improve public amenities and make the neighborhood more sustainable. The Plan also includes financial programs to support its public improvements through the implementation of one or more new fees, in addition to taxes or assessments that would be applied to subsequent development projects.

II.A.2 Background

The need for the Plan became apparent during the Eastern Neighborhoods planning process, which was initiated in the early 2000s. In 2008, the City and County of San Francisco (the City) approved the Eastern Neighborhoods Rezoning and Area Plans project, which covered 2,300 acres on the city's eastern flank and introduced new land use controls and area plans for the eastern part of SoMa (East SoMa), the Central Waterfront, the Mission, and Showplace Square/Potrero Hill neighborhoods. The Eastern Neighborhoods planning efforts had two primary objectives: to address and attempt to ensure a stable future for PDR ("production, distribution and repair," generally light industrial) businesses in the city, mainly through zoning restrictions; and to plan for a substantial amount of new housing, particularly housing affordable to low-, moderate- and middle-income families and individuals. New housing would be developed in the context of "complete neighborhoods," which would provide sufficient amenities for new residents of these areas.

At that time, the City determined that the pending development of the Central Subway transit project and the development potential of the surrounding area necessitated a separate, focused planning process that took into account the city's growth needs as well as the opportunity to link transportation and land use planning. The Planning Department initiated the Central SoMa Planning Process in earnest in early 2011 with funding from the California Department of Transportation (Caltrans) and the San Francisco Municipal Transportation Agency (SFMTA).

The Planning Department prepared two background documents at the outset that informed the development of the 2013 draft of the Central SoMa Plan: (1) the *Central Corridor Background Report* published in April 2011,¹⁹ and (2) the *Public Realm Existing Conditions Report*, published in October 2011.²⁰ During the initial planning phases, it was determined that the Plan should incorporate areas near the Central Subway alignment that were not included in the Eastern Neighborhoods planning process, which include the Plan Area blocks south of Harrison Street between Fourth and Sixth Streets that were part of the Western SoMa Plan (adopted April 2013).

The Plan's scope and planning policies were shaped both by community outreach efforts and by growth projections. Throughout the initial planning process, the Planning Department met with a range of community stakeholders, and involved City and regional agencies as part of the Plan's Technical Advisory Committee.

¹⁹ San Francisco Planning Department, *Central Corridor Planning Project Background Report*, May 2011. Available at http://www.sf-planning.org/ftp//files/Citywide/Central_Corridor/Central_Corridor_Background_Report.pdf, accessed August 30, 2016.

²⁰ San Francisco Planning Department, *Public Realm Existing Conditions Report*, October 2011. Available at http://www.sf-planning.org/ftp//files/Citywide/Central_Corridor/CC_PublicRealmExistingConditionsReport_Oct2011.pdf, accessed August 30, 2016.

The Planning Department held meetings with over 20 different stakeholder groups, facilitated multiple public meetings and hearings, led two walking tours, conducted a storefront charrette, conducted a print and web-format survey, and provided an interactive informational website.²¹

The city's growth needs were identified through *Plan Bay Area*, the Bay Area's Sustainable Communities Strategy, developed jointly by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC).²² *Plan Bay Area* focuses on ensuring an efficient transportation network, providing more housing choices, and promoting growth in a financially and environmentally responsible way, with the specific goal of reducing greenhouse gas (GHG) emissions. *Plan Bay Area* is a roadmap for meeting 80 percent of the region's future housing needs in areas identified by local governments as Priority Development Areas, or PDAs. *Plan Bay Area* estimates that approximately 92,000 additional housing units and 191,000 additional jobs would be added in San Francisco by 2040, which would equate to roughly 15 percent of the total growth anticipated in the region. The projected housing need represents a 25 percent increase to the city's housing inventory and the projected additional jobs, a 34 percent increase in the city's employment levels over the 2012 baseline year. San Francisco has identified 12 PDAs that are expected to accommodate a substantial portion of this growth. By being transit-rich and walkable, growth in these PDAs are expected to reduce per capita GHG emissions.²³ The Central SoMa Plan Area is comprised of portions of two of San Francisco's designated PDAs: the Downtown-Van Ness-Geary PDA and the Eastern Neighborhoods PDA.

While the City has planned for more than 75,000 new housing units, its efforts have been less focused on the spatial planning needed to accommodate anticipated employment sector growth, especially office growth. Since adoption of the Downtown Plan in 1985, relatively few Downtown building sites remain to support continued job growth into the future. According to *Plan Bay Area* projections, remaining space in Mission Bay and new space added in the Transit Center District would not be sufficient to meet growth needs in the long run. Current low-vacancy rates and high rents in SoMa indicate that this is an area in high demand, and given access to available space, it is anticipated that companies in the information technology and digital media industries would increasingly seek to locate in this area, due to its central location, transit accessibility, urban amenities, and San Francisco's well-educated workforce.

The Planning Department published the Draft Central Corridor Plan in April 2013, then published the current draft Plan in August 2016. In addition to changing the name of the Plan and reorganizing it, the major changes, focusing on those that could result in physical changes to the environment, include the following:

- Changing the boundary of the Plan Area; formerly, the Plan Area extended further north, to the south side of Market Street;
- Eliminating the "mid-rise" height limit option (Option A); this option is considered in this EIR as the Reduced Heights Alternative (see Chapter VI, Alternatives);

²¹ A comprehensive overview of the Plan's public engagement process can be found in the Plan's Appendices, and is summarized online. San Francisco Planning Department, "Public Engagement and Outreach," The Central SoMa Plan website. Available at <http://sf-planning.org/public-outreach-and-engagement>, accessed August 30, 2016.

²² *Plan Bay Area* was necessitated by 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.

²³ San Francisco County Transportation Authority, *Priority Development Areas in San Francisco*, Available at: http://www.sfcta.org/sites/default/files/content/Programming/OBAG/OBAG_SF_PDAs.pdf, accessed August 30, 2016.

- Adding several measures to support retention of PDR space in the Plan Area; and
- Additional objectives, policies, and implementation measures addressing neighborhood sustainability.

II.A.3 Plan Structure

The Plan employs a number of tools common in long-range planning efforts to aid in the achievement of its varied purposes. The Plan defines neighborhood priorities and guides growth and development in the area through the use of goals, objectives, policies, and implementation measures. These tools function together in a hierarchical relationship: goals are the broadest, most important aspirations and reflect the Plan's highest priorities. Objectives are actionable and are directed at accomplishing the Plan goals. Plan policies, which are statements of intent implemented as procedures or protocols to guide land use decisions and to achieve the Plan's desired outcomes, are intended to facilitate its topical objectives. At the most granular end of the spectrum are the Plan's various implementation measures.

The relationship between these planning tools is illustrated by way of a detailed example in **Table II-1, Hierarchy of Planning Tools Used in the Plan**. The Plan includes eight goals. Each goal has several objectives; each objective has one or more policies, and each policy includes one or more implementation measures, all of which are included in the Implementation Strategy table in Part II of the Plan. In addition, Part II of the Plan includes a Public Benefits Package, Requirements for New Development, a Guide to Urban Design, and draft Key Development Sites Guidelines. These add detail to many of the Plan's policies and implementation measures.

TABLE II-1	HIERARCHY OF PLANNING TOOLS USED IN THE PLAN
Planning Tool	Example
GOAL	INCREASE THE CAPACITY FOR JOBS AND HOUSING
Objective	Increase the area where space for jobs and housing can be built.
Policy	Replace existing zoning that restricts capacity for development with zoning that supports capacity for new jobs and housing.
Implementation Measure	Change SLI (Service/Light Industrial), WS-SALI (West SoMa Service, Arts, Light Industrial), WS-MUO (West SoMa Mixed Use Office), and RED (Residential Enclave District) zoning to MUO zoning.

II.B Project Objectives

In accordance with CEQA Guidelines Section 15124, an EIR must present a statement of objectives sought by the proposed project. Objectives define the project's intent, explain the project's underlying purpose, and facilitate the formation of project alternatives. In this EIR, the Plan's eight goals are used as the project objectives. The eight goals are:

1. Increase the capacity for jobs and housing;
2. Maintain the diversity of residents;
3. Facilitate an economically diversified and lively jobs center;
4. Provide safe and convenient transportation that prioritizes walking, bicycling, and transit;

5. Offer an abundance of parks and recreational opportunities;
6. Create an environmentally sustainable and resilient neighborhood;
7. Preserve and celebrate the neighborhood's cultural heritage; and
8. Ensure that new buildings enhance the character of the neighborhood and the City.

II.C Project Location

As shown in Figure II-1, Central SoMa Plan Area Boundaries, the Plan Area is located along the southern portion of the Central Subway transit line, and is bounded by Second Street on the east, Sixth Street on the west, Townsend Street on the south and by an irregular northern border that jogs west north-westward from its eastern-most point at Dow Place and Second Street, across Hawthorne Street to Folsom Street just west of Fourth Street, then northward bisecting two blocks where it reaches its northern-most extent at Stevenson and Sixth Streets.²⁴ Altogether, the Plan Area comprises approximately 230 acres²⁵ and is bordered by the Transbay, Rincon Hill, Mission Bay, and Downtown neighborhoods. It includes portions of the East and Western SoMa Plan Areas.

The EIR studies proposed streetscape changes that could meet the policy objectives of Goal 4, Provide Safe and Convenient Transportation that Prioritizes Walking, Bicycling, and Transit within and extending outside of the Plan Area boundaries. Proposed streetscape changes extend from The Embarcadero to 11th Street along Folsom Street; Third to 11th Streets along Howard Street; Second to 10th Streets along Harrison Street; Second to Seventh Streets along Bryant Street; Market Street to Harrison Street along Fourth Street; and Market Street to King Street along Third Street (Figure II-1). Because the proposed street network changes extend outside of the Plan Area, this EIR analyzes transportation and related issues (including traffic-related noise) in a broader "transportation study area." This area spans from Market Street in the north to Townsend Street in the south, and 11th Street on the west to The Embarcadero on the east.

As discussed below, the Plan includes improvements to several existing parks, recreation facilities, and open space areas, as well as creation of new parks, recreation facilities, and open spaces within the Plan Area. In addition, and as described below in detail, the Planning Department has proposed several other open space (public realm) improvements close to, but outside of the Plan Area boundary, which are intended to serve the needs of businesses and residents within the Plan Area. This EIR examines impacts associated with the development of these parks, recreation facilities, and open space areas both within and outside of the Plan Area. The EIR also examines potential impacts, such as shadow impacts, of Plan-related development within the Plan Area on parks, recreation facilities, and open space areas both within and outside of the Plan Area. Within each section of Chapter IV, Environmental Setting, Impacts, and Mitigation Measures, in this EIR, the area of potential effect is considered in the environmental analysis, which in some instances (such as

²⁴ Streets in SoMa are generally parallel or perpendicular 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 perpendicular to Market Street are generally described as running "north/south."

²⁵ The calculation of the Plan Area's acreage is an estimate of the sum of all parcels and adjacent portions of streets extending to their centerlines. This method differs from that used in the Initial Study.

Transportation, as discussed above) extends beyond the Plan Area boundary and may be referred to as the “study area” for that resource topic.

II.D Plan Components

This section describes the Plan analyzed in this EIR. The Plan consists of the proposed goals, objectives, policies, and implementation measures contained in the August 2016 draft of the Central SoMa Plan, plus the following components that are not specifically part of the draft Plan:

- Height limits for several parcels, as shown in Figure II-7 on p. II-19, are higher than those proposed in the 2016 draft Central SoMa Plan. These include the following locations:
 - Block 3733: the Plan examined in the EIR includes a height limit of 130 feet along Folsom Street, whereas the draft Central SoMa Plan proposes a height limit of 85 feet;
 - Block 3762: the Plan examined in the EIR includes a height limit of 240 feet at the corner of Fourth and Harrison Streets, whereas the draft Central SoMa Plan proposes a height limit of 160 feet;
 - Block 3776: the Plan examined in the EIR includes a height limit of 115 feet on a parcel along Brannan Street, whereas the draft Central SoMa Plan proposes a height limit of 55/85 feet;
 - Block 3777: the Plan examined in the EIR includes a height limit of 130 feet on some parcels along Brannan Street, whereas the draft Central SoMa Plan proposes a height limit of 85 feet;
 - Block 3785: the Plan examined in the EIR includes a height limit of 160 feet along several parcels near Sixth and Townsend Streets, whereas the draft Central SoMa Plan proposes a height limit of 85 feet;
 - Block 3786: the Plan examined in the EIR includes a height limit of 250 feet at the corner of Brannan and Fifth Streets, whereas the draft Central SoMa Plan proposes a height limit of 130 feet; and
 - The Plan examined in the EIR includes a height limit of 300 feet on several parcels between Bluxome and Townsend Streets, whereas the draft Central SoMa Plan proposes a height limit of 130 feet.
- Proposed reduction in height limits for several lots on the Moscone North and South blocks:²⁶
 - The Plan examined in the EIR would reduce allowable heights near Third and Mission Streets on block 3734, lot 091 from 340 feet to 250 feet; and
 - The Plan examined in the EIR would reduce allowable heights near Third and Folsom Streets on block 3723, lots 113 through 117, from 340 to 85 feet.
- Parks, recreation facilities, and open space area improvements (see Figure II-14, Existing and Proposed Parks, Open Space, and Recreational Facilities, including the following:
 - Ambrose Bierce Alley: this small narrow alley, which would be transformed into a shared street/dog run;

²⁶ The following proposed reductions in allowable building height are not included in the Central SoMa Plan, but are related Planning Department proposals that would be included in changes to the Planning Code.

- 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; and
 - Annie Street: improvements would 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 street along the remainder of Annie Street between the two plazas.
- Street Network Changes which are intended to meet the goals of Project Objective and Plan Goal 4, "Provide Safe and Convenient Transportation that Prioritizes Walking, Bicycling, and Transit." These street network changes, discussed in detail beginning on p. II-34, are not specifically proposed in the 2016 draft Plan.

This EIR analyzes potential physical environmental impacts that may occur if the Project were implemented. For street network improvements, this EIR analyzes two options for changes to Howard and Folsom Streets: a one-way option and a two-way option. Street network improvements are analyzed in sufficient detail to allow for project-level CEQA clearance.

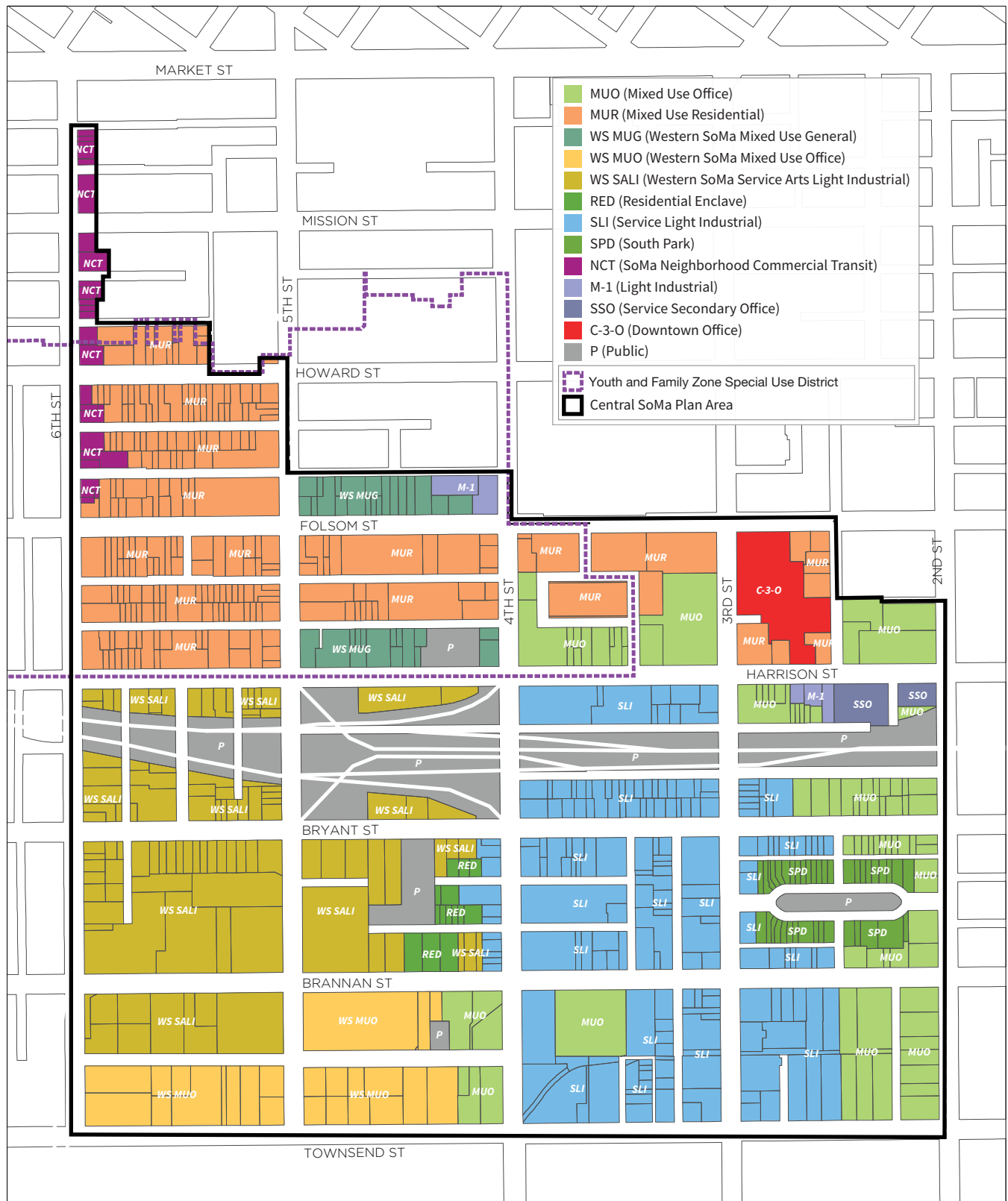
The following description of project components does not include a comprehensive description of the entirety of the Central SoMa Plan and Implementation Strategy. Rather, the description focuses on those policies and implementing mechanisms that have implications for environmental review, because they could result in physical changes to the environment.

II.D.1 Land Use (Zoning) Changes

Consistent with its goal to increase the capacity for jobs and housing (Goal 1), the Plan includes the objective of increasing the area where space for jobs and housing can be built (Objective 1.1). The Plan would accomplish this by retaining existing zoning that supports capacity for new jobs and housing, and replacing existing zoning that restricts capacity for development with zoning that supports capacity for new jobs and housing.

The existing zoning in the Plan Area is shown in **Figure II-2, Existing Plan Area Use Districts. Table II-2, Planning Code Use District Key**, provides a key to the use district designations used in the figure and in the text below. Zoning districts are also referred to as "use districts." Much of the Plan Area north of Harrison Street is currently zoned primarily for housing, designated Mixed Use Residential (MUR), while the Service/Light Industrial District (SLI) and Western SoMa Service, Arts, Light Industrial District (WS-SALI) predominate south of Harrison Street.²⁷ The SLI and WS-SALI use districts do not permit new 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.

²⁷ Land within the Plan Area currently zoned WS-SALI was primarily zoned SLI prior to adoption of the Western SoMa Plan in April 2013. These districts are not dissimilar; however, the WS-SALI district permits nighttime entertainment and prohibits all residential and office use (other than in a small Special Use District (SUD) on the south side of Bryant Street, opposite the Hall of Justice), while the SLI district prohibits nighttime entertainment, conditionally permits affordable housing and office use in certain historic buildings and also allows offices for design professionals (and include the same Hall of Justice SUD).



SOURCE: San Francisco Planning Department

Case No. 2011.1356E: Central SoMa Plan
Figure II-2
 Existing Plan Area Use Districts

TABLE II-2 PLANNING CODE USE DISTRICT KEY

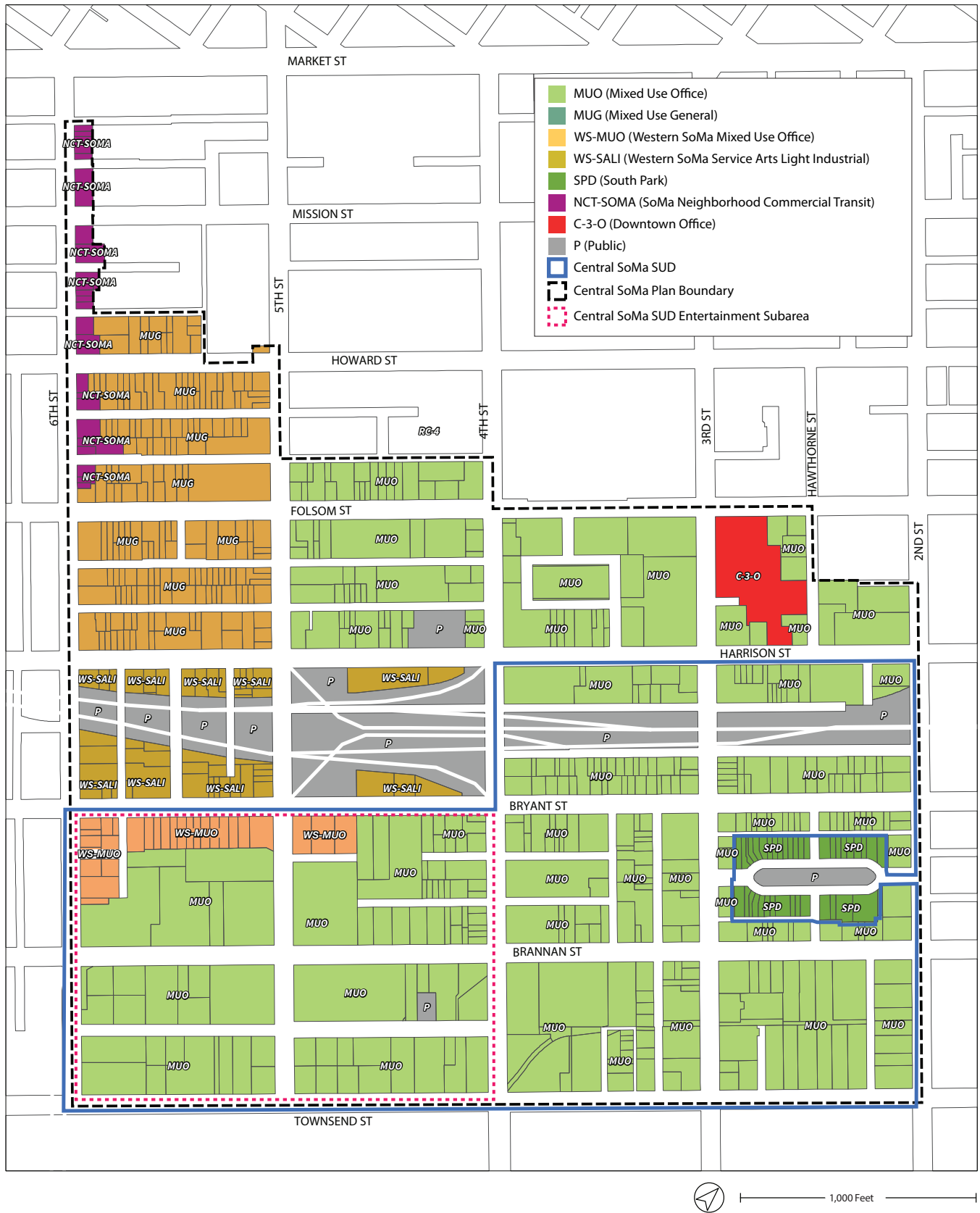
Use District	Use District Category
C-3-O	Downtown Commercial, Office
M-1	Light Industrial
MUG	Mixed Use, General
MUO	Mixed Use, Office
MUR	Mixed Use, Residential
NCT	Neighborhood Commercial Transit
P	Public
RED	Residential Enclave District
SLI	Service/Light Industrial
SPD	South Park District
SSO	Service Secondary Office
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 Plan's land use strategy seeks to accommodate transit-oriented growth while preserving and enhancing the Plan Area's mix of uses (office, entertainment, industrial, retail, and residential) and predominantly mid-rise building types. In general, proposed land use changes would remove land use restrictions (such as allowing residential and office uses in areas where these uses are limited or allowed only with certain restrictions) to support a greater mix of uses while also emphasizing office uses in the southern portion of the Plan Area. Proposed zoning for the Plan Area is shown in **Figure II-3, Proposed Plan Area Use Districts**, and an overview of existing and proposed land use districts that highlights the proposed change from industrial protection districts to residential and commercial districts, is shown in **Figure II-4, Generalized Zoning, Existing and Proposed Use Districts**. The Plan would result in the following land use changes:

- North of Harrison Street, the MUR use district west of Fifth Street would be converted to Mixed Use General (MUG). The MUR, Western SoMa-Mixed Use General (WS-MUG), and Light Industrial (M-1) use districts east of Fifth Street would be converted to Mixed Use Office (MUO). The existing zoning districts either limit or do not permit office uses, whereas the MUG and MUO zoning designations would allow for greater flexibility in the mix of land uses, including office development as well as new all-commercial buildings in the MUO use district;²⁸
- The parcels in the block bounded by Third, Folsom, Hawthorne, and Harrison Streets currently designated C-3-O (Downtown Office) would retain this designation; and

²⁸ In MUG use districts, office use is not permitted on the ground floor unless neighborhood-serving. For two- to four-story buildings, office use is permitted only on one floor. For five- to seven-story buildings, office development is permitted on two floors. For buildings eight stories and up, office use is permitted on three floors.

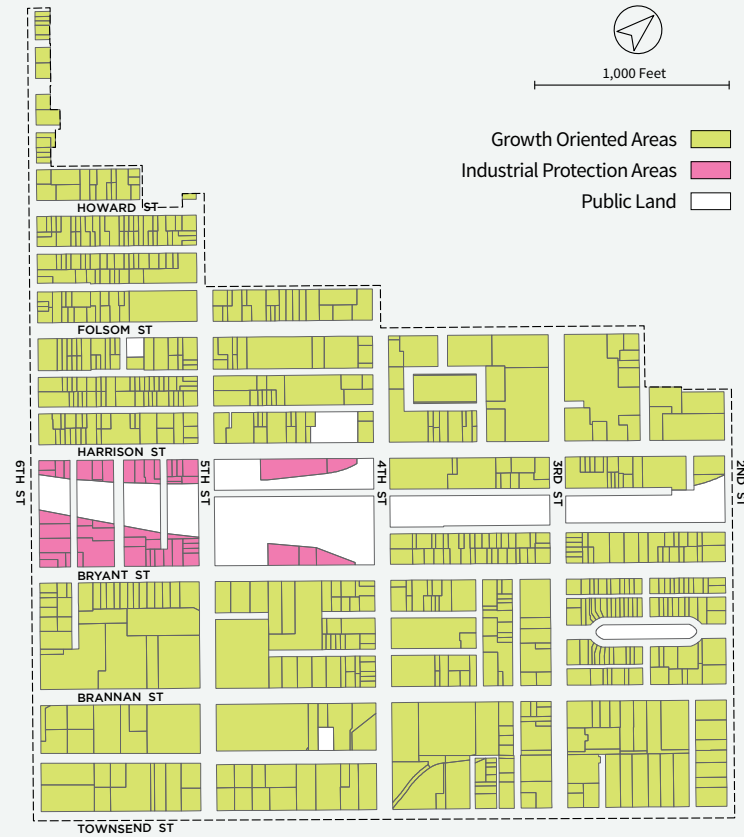


SOURCE: San Francisco Planning Department

Case No. 2011.1356E: Central SoMa Plan
Figure II-3
 Proposed Plan Area Use Districts



Existing



Proposed

- South of Harrison Street, existing use districts would all be converted to MUO or WS-MUO, except for parcels currently designated South Park District (SPD) and the WS-SALI area west of Fourth Street between Harrison and Bryant Streets, which would retain their current zoning designations. Use districts in this area that would be converted to MUO or WS-MUO include Western SoMa-Mixed Use Office (WS-MUO), Residential Enclave (RED), SLI, M-1, and Service Secondary Office (SSO), as well as the area south of Bryant Street currently designated WS-SALI. These existing use districts either limit or restrict office uses or, when office uses are allowed, restrict other uses, such as entertainment or residential uses. For example, the RED use district permits housing as a principal use but requires Conditional Use Authorization for most other uses. Converting these use districts to MUO or WS-MUO would permit a mix of land uses that allow for greater flexibility, as the MUO and WS-MUO districts generally allow office, residential, and most other uses without limitation.

To ensure that the proposed zoning changes foster the development of a neighborhood that is consistent with the Plan's other goals, the Plan contains numerous objectives, policies, and implementation measures that limit and condition development. In particular, these relate to Goal II – Maintain the Diversity of Residents, Goal III – Facilitate an Economically Diversified and Lively Jobs Center, Goal VII – Preserve and Celebrate the Neighborhood's Cultural Heritage, and Goal VIII – Ensure that New Buildings Enhance the Character of the Neighborhood and the City. These are summarized below.

Goal II – Maintain the Diversity of Residents

In addition to maintaining existing *Planning Code*, *Housing Code*, and Mayor's Office of Housing and Community Development requirements for maintaining the existing stock of housing (Objective 2.1), including affordable housing stock (Objective 2.2), the Plan includes policies and implementation measures for meeting its objectives of ensuring that at least 33 percent of new housing is affordable to very low, low, and moderate income households (Objective 2.3); of supporting housing for other households that cannot afford market rate housing (Objective 2.4), of supporting housing for a diversity of household sizes (Objective 2.5), and of supporting the schools, child care, and community services that serve local residents (Objective 2.6).

Goal III – Facilitate an Economically Diversified and Lively Jobs Center

The Plan's objectives of favoring non-residential development over other kinds of growth (Objective 3.1) and supporting the growth of office space (Objective 3.2) would be achieved through the zoning changes already described, by requiring non-residential uses in new development on large parcels, and by reducing current restrictions on non-residential development. In particular, the Plan proposes to establish a Central SoMa Special Use District (SUD), which would include most of the southern part of the Plan Area (Figure II-3). Within the SUD, all projects on sites of 30,000 square feet or more would be required to have two-thirds of all square footage below 160 feet in height be non-residential. Additionally, on the portion west of Fourth Street, entertainment uses would be principally permitted within an Entertainment Subarea of the Central SoMa SUD.

To ensure that removal of protective zoning does not result in a loss of PDR uses in the Plan Area (Objective 3.3), in addition to maintaining a portion of the current SALI use district, as described above and shown in Figure II-3, the Plan contains policies and implementation measures that would limit conversion of PDR space in former industrial districts, require PDR space as part of large commercial developments, and

provide incentives to fund, build, and protect PDR uses. In particular, the Plan includes the following implementation measures to protect PDR uses:

- In buildings on parcels being rezoned from SLI to MUO, require retention of 50% of space permitted as PDR as of January 1, 2016;
- In buildings on parcels being rezoned from SALI to MUO or WSMUO, require 100% retention of space permitted as PDR as of January 1, 2016;
- In new office developments of greater than 50,000 square feet, require new PDR space via one of the following options for preserving existing PDR space or building new PDR space:

On-site:

- On former SALI parcels, require 0.5 FAR or 100% replacement of PDR, whichever is greater;
- On former SLI parcels, require 0.5 FAR or 50% replacement of PDR, whichever is greater;
- Elsewhere, require 0.5 FAR;
- Exempt from land area for purposes of calculating the FAR any land dedicated to affordable housing or publicly-accessible open space fully open to the sky;

Off-site:

- Alternatively, build net new PDR off-site at 1.5 times the on-site requirement. This PDR space could be built anywhere in SoMa;
- Or, preserve existing PDR space at 2.0 times the on-site requirement. This PDR could be preserved anywhere in SoMa not zoned SALI after Plan adoption;
- Explore the potential for developments to meet their PDR requirement through an in-lieu fee to the City to be used for the construction of new PDR and preservation/retention of existing PDR space; and
- Allow buildings to meet their Transferable Development Rights requirements through preservation of existing PDR buildings.

The Plan would seek to facilitate a vibrant retail environment that serves the needs of the community (Objective 3.4). In addition to maintaining the existing *Planning Code* allowance of retail in all zoning districts throughout the Plan Area and its ban on stand-alone big-box retail, the Plan would require ground floor retail along important streets, require formula retail uses to attain a Conditional Use authorization, and require micro retail units²⁹ for developments on lots greater than 20,000 square feet.

The Plan would support development of hotels (Objective 3.5) by permitting hotels in the MUG, MUO, and WS-MUO use districts with Conditional Use authorization. To achieve its objective of recognizing the importance of nightlife uses in creating a complete neighborhood (Objective 3.6), the Plan would allow nightlife where appropriate by continuing to allow restaurants and bars throughout the Plan Area as controlled by district, and by permitting nighttime entertainment uses as-of-right in those areas being converted from SALI to MUO and WS-MUO. As previously noted, within the proposed Central SoMa SUD, in the area west of 4th Street, the Entertainment Subarea would principally permit entertainment uses.

²⁹ A micro retail unit is defined as retail space 1,000 square feet or less.

Goal VII – Preserve and Celebrate the Neighborhood’s Cultural Heritage

In addition to protection of existing PDR uses, which would help ensure that the neighborhood’s tangible and intangible industrial and arts legacy is not lost (Objective 7.3), the Plan includes other objectives, policies, and implementing measures to support the achievement of Goal VII. The Plan would support the preservation, recognition, and well-being of the neighborhood’s cultural heritage resources (Objective 7.2) by facilitating the creation and implementation of a SoMa Pilipinas Cultural Heritage Strategy and by facilitating the creation and implementation of other social or cultural heritage strategies, such as for the Lesbian, Gay, Bisexual, Transgender, Queer (LGBTQ) community.

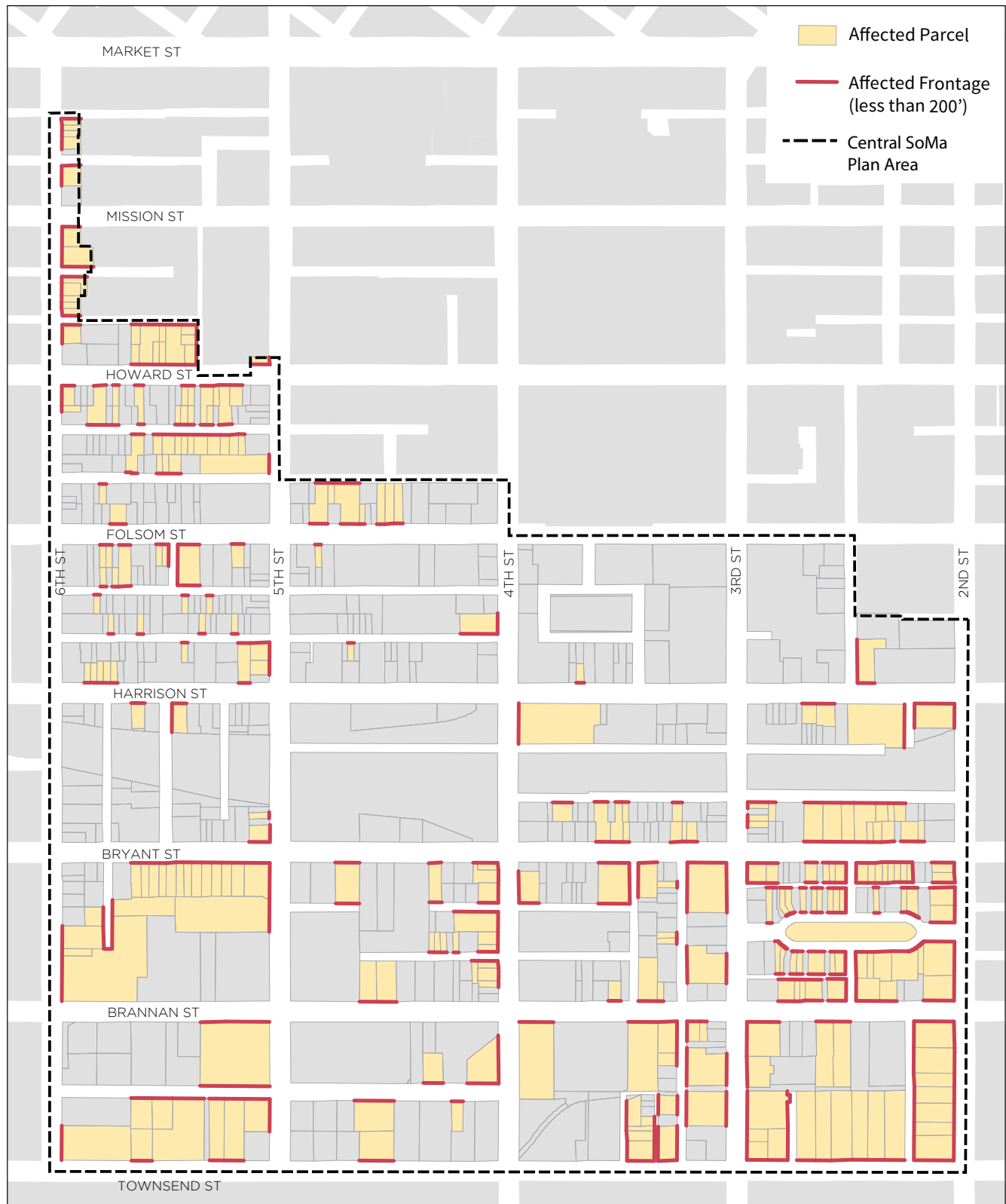
The Plan seeks to preserve historic resources in the built environment (Objective 7.4) by proposing designation of certain properties and districts to Article 10 of the *Planning Code*³⁰ and expanding Article 11 of the *Planning Code*³¹ to include Central SoMa. The Plan would support mechanisms for the rehabilitation and maintenance of cultural heritage properties (Objective 7.5) by extending the Transferable Development Rights (TDR) program³² to Central SoMa and requiring projects to buy TDR from within Central SoMa. In addition, for historic buildings not included in *Planning Code* Article 10 or 11, an amendment to the *Planning Code* would require buildings to explore additions as an alternative to demolition, and would only allow demolition upon demonstrative proof of the infeasibility of additions.

The Plan would support retention of the Plan Area’s existing fine-grained developed pattern and character-enhancing buildings (Objective 7.6) by banning the consolidation of lots containing buildings with historic or neighborhood-character buildings (California Historic Resources Status Codes 1, 2, 3, 4, 5, and 6L) where the frontage that could be merged is under 200 feet in length (excepting the frontage along the north side of Perry Street), and by allowing developments that preserve existing historic and neighborhood character buildings to count the square footage maintained against the development’s TDR requirement—whether as whole buildings or additions. Areas to which the prohibition lot consolidation would apply are shown in **Figure II-5, Prohibition of Lot Mergers**.

³⁰ Article 10 of the *Planning Code* regulates Landmarks and Historic Districts. The City maintains a list of locally designated City Landmarks and Historic Districts, similar to the National Register of Historic Places but at the local level. Landmarks can be buildings, sites, or landscape features. Districts are defined generally as an area of multiple historic resources that are contextually united. The regulations governing Landmarks, as well as the list of individual Landmarks and descriptions of each Historic District, are found in Article 10 of the *Planning Code*.

³¹ Article 11 of the *Planning Code* contains regulations governing properties in designated Conservation Districts. Conservation Districts are located exclusively in the City’s downtown core area. Similar to traditional historic districts, which recognize historic and cultural significance, Conservation Districts seek to designate and protect buildings based on architectural quality and contribution to the character of Downtown. These downtown districts contain concentrations of buildings that together create geographic areas of unique quality and thus facilitate preservation of the quality and character of the area as a whole.

³² San Francisco’s TDR program protects historic buildings by (1) allowing the permanent transfer of the unused permitted floor area from a historic building to other development parcels and (2) using the sale of those transferred rights as a source of funds to rehabilitate the historic structure. TDR allows projects to increase the permitted floor-area ratio on a lot but does not allow projects to exceed height or bulk limits.



Affected Parcel

Affected Frontage
(less than 200')

Central SoMa
Plan Area



1,000 Feet

SOURCE: San Francisco Planning Department

Case No. 2011.1356E: Central SoMa Plan

Figure II-5
Prohibition of Lot Mergers

Goal VIII – Ensure that New Buildings Enhance the Character of the Neighborhood and the City

Goal VIII includes Objective 8.1, Ensure that the ground floors of buildings contribute to the activation, safety, and dynamism of the neighborhood. This would be accomplished through existing design review requirements and by *Planning Code* amendments that would revise the definition of “active” uses to remove offices and to allow PDR on the ground floor if it meets the transparency and fenestration requirements of non-PDR-uses; by expanding the definition of frontages to include Privately Owned Public Open Spaces (POPOS) and mid-block connections; by ensuring that buildings are built up to the sidewalk edge; and by minimizing parking and loading entrances.

Other objectives, policies and implementation measures proposed by the Plan under Goal VIII would establish regulations that would place additional controls on the Plan’s proposed increase in height and bulk limits, as discussed below.

II.D.2 Changes to Height and Bulk Limits

In addition to the zoning changes described above, the Plan seeks to increase the space available for growth in jobs and housing through changes to the *Planning Code* to allow the development of taller, larger, and an overall diversity of buildings and spatial types within the Plan Area. Existing height and bulk limits, which are contained in the *Planning Code* and Zoning Maps, are shown in **Figure II-6, Existing Plan Area Height and Bulk Districts**, and proposed height and bulk limits are shown in **Figure II-7, Proposed Plan Area Height and Bulk Districts**. **Figure II-8, Generalized Height Limits, Existing and Proposed Height and Bulk Districts**, shows a generalized view of proposed height changes, and **Figure II-9, 3-D Models of Existing and Proposed Potential Building Height and Bulk**, shows a 3-D model of existing and potential development in and around the Plan Area.

Height District Changes

Changes to height limits under the Plan would include the following:

- Within the Plan Area north of Harrison Street, height limits on most parcels would remain between 45 and 85 feet, though there would be several adjustments, both higher and lower, within this range.
- The Plan would substantially increase the height limit for the north side of Harrison Street between Second and Third Streets, from the current range of 85–130 feet to a range of 130–200 feet.
- Other substantial height increases north of Harrison would include the southwest corner of Fourth and Clementina, which would increase from the current range of 55–130 feet to 180 feet; and the southwest corner of Fifth and Howard Streets, which would increase from the current range of 45–85 feet to 180–300 feet.
- South of Harrison Street, proposed amendments are concentrated on the south side of Harrison between Second and Fourth Streets, where current height limits would be increased from 40–85 feet to 130–350 feet.



Numbers indicate height limit in feet
 Letters indicate bulk district
 OS - Open Space District

--- Central SoMa Plan Area



1,000 Feet

SOURCE: San Francisco Planning Department

Case No. 2011.1356E: Central SoMa Plan

Figure II-6
 Existing Plan Area Height and Bulk Districts



Numbers indicate height limit in feet
 Letters indicate bulk district
 OS - Open Space District

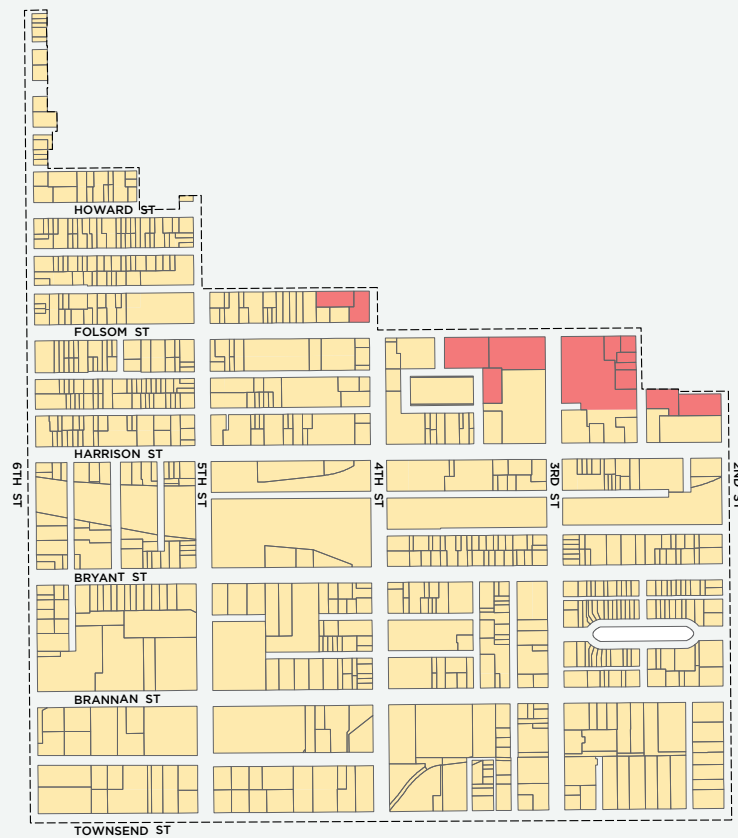
--- Central SoMa Plan Area



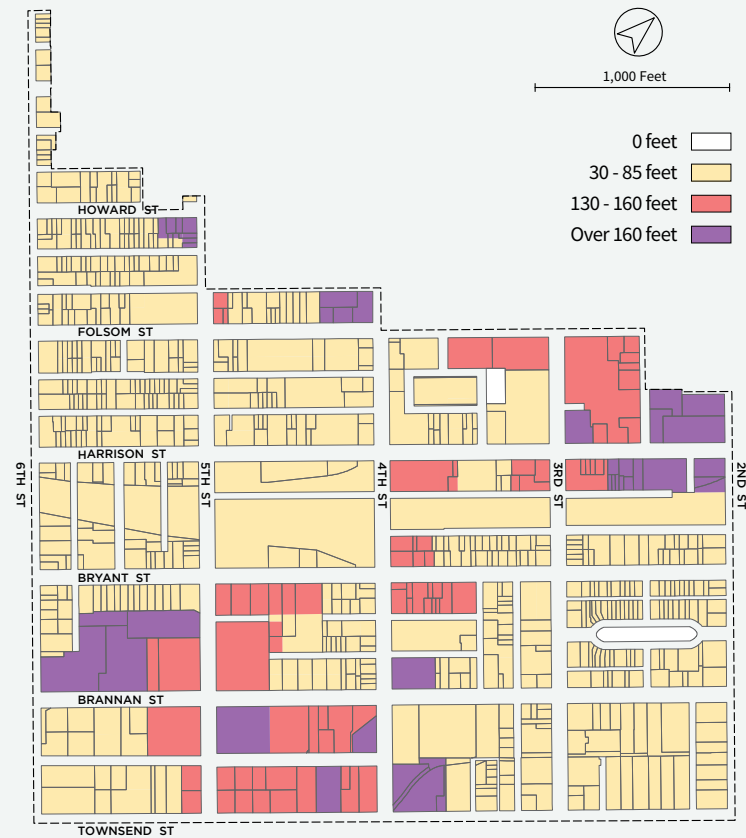
SOURCE: San Francisco Planning Department

Case No. 2011.1356E: Central SoMa Plan

Figure II-7
 Proposed Plan Area Height and Bulk Districts



Existing



Proposed



3-D Model of Existing Buildings – 2016



3-D Model of Potential Development

- Approved Height and Bulk Limits
- Plan Area Proposed Height and Bulk Limits

SOURCE: San Francisco Planning Department

Case No. 2011.1356E: Central SoMa Plan

Figure II-9
3-D Models of Existing and
Proposed Potential Building Height and Bulk

- Substantial height increases would also be concentrated south of Bryant Street, from east of Fourth Street to Sixth Street. Many sites within this area would increase from the current height limit of 30-85 feet to 130–400 feet.
- Lower height limits would be maintained around South Park, along the west side of Fourth Street between Bryant and Brannan Streets, and along the south side of the I-80 freeway between Fourth and Sixth Streets.
- Additional changes to height limits, as described above at the beginning of Section II.D, Project Components.

The Plan Area is currently characterized by mid-rise buildings. While the proposed changes to height and bulk limits seek to maintain this general character, the project would allow for approximately eight towers of between 200 and 400 feet in height on certain sites south of Bryant Street. These include three towers of between about 220 and 270 feet in height on the site of the existing San Francisco Flower Mart. The 400-foot tall tower would be located at Fourth and Townsend, adjacent to the Caltrain station and light rail hub. In addition, the Plan would allow for five 160-foot buildings and about half a dozen buildings of 130 feet in height in the area south of Harrison Street, as well as a 115-foot-tall building on the northwest corner of Brannan and Ritch Streets, between Third and Fourth Streets. The project would also allow for four towers of 200, 240, 350, and 350 feet on the south side of Harrison Street between Second and Fourth streets, and 200 feet on the northeast corner of Third and Harrison Streets, as well as a 300-foot tower on the southwest corner of Fifth and Howard Streets, where the Tenderloin Neighborhood Development Corporation (TNDC) has proposed a residential project. Elsewhere in the Plan Area, most height limits would remain at 85 feet or less; some existing lower height limits would be increased to as much as 85 feet. It is noted that the Plan's proposed height districts take into consideration the State's affordable housing density bonus, as delineated in Assembly Bill 2501 Housing: Density Bonuses, approved by the Governor on September 28, 2016. As such, subsequent residential projects that could be developed under the Plan are not expected to exceed heights proposed by the Plan. The exception may be 100% affordable housing projects, which could utilize the City's affordable housing bonus program in accordance with the provisions, requirements, and limitations of that program.

The Plan contains numerous objectives, policies, and implementation measures to ensure that the proposed amendments to height and bulk districts are consistent with the Plan's Goal VIII – Ensure that New Buildings Enhance the Character of the Neighborhood and the City. These include the following:

Objective 8.2: Ensure that the Overall Development Pattern Is Complementary to the Skyline

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, taking into account important views and both the natural and the existing built environment. The Plan would utilize design and architecture techniques for Central SoMa's tallest buildings to demarcate the Fourth and Townsend intersection and to distinguish the area on the skyline. These are detailed in the Plan's "Guide to Urban Design" (Part II.D of the Plan).

Objective 8.3: Reinforce the Character of Central SoMa as a Mid-Rise District with Tangible “Urban Rooms”

The Plan would set height limits along the major streets to facilitate podia³³ of 65–85 feet. In addition, the Plan would require that new buildings reinforce the “urban room”³⁴ by requiring that most new buildings be built to the sidewalk edge up to the top of the podium, and by requiring buildings whose height exceeds the width of the major streets to step back at the upper stories. Particular step-back requirements (including “sky plane”³⁵ requirements) would be added to the *Planning Code* for buildings 160 feet in height or less, with additional controls for buildings above 160 feet in height. Bridges between buildings would not be allowed above 130 feet in height.

As noted above, existing height limits would be maintained around South Park and the South End Historic District Extension.³⁶ The proposed height limits are intended to minimize shadow impacts on South Park, Yerba Buena Gardens, and the Bessie Carmichael School schoolyard.

Objective 8.4: Ensure that Narrow Streets and Alleys Maintain Their Intimateness and Sense of Openness to the Sky

The Plan would require new buildings facing alleys and narrow streets to step back at the upper stories.

Objective 8.5: Ensure that Large Development Sites Are Carefully Designed to Maximize Public Benefit

The Plan would provide greater flexibility for large development sites in return for improved design and additional public benefits. The Plan includes a *Planning Code* amendment to establish “Key Site Design and Development Guidelines” that would lay out more detailed design guidance and convey specific exceptions allowed and specific public benefits received in return. For example, an additional 25 feet of height would be allowed on sites where such flexibility in height would facilitate the provision of affordable housing and/or public open space beyond what would otherwise be required by the Plan, as long as that additional height did not increase the overall amount of development otherwise enabled by the Plan or cause new significant impacts related to wind and shadow.

³³ The “base,” the “shaft,” and the “crown” are the elements of a classical skyscraper. When the difference in orientation and width between the shaft and the base make the shaft look like a separate building placed on top of the base instead of one integrated building, the base is called a “podium.” Podia is the plural of podium.

³⁴ A comfortable “urban room” is achieved when the perceived height of a building is approximately equivalent to the width of the street.

³⁵ “Skyplane” is a set of design guidelines intended to limit the “canyon effect” that often results from the presence of tall buildings, by promoting the widening of the sky view from street level.

³⁶ The South End Historic District Extension is roughly bounded by Brannan Street to the north, Third Street to the east, Townsend Street to the south, and Lusk Street to the west. It is situated just north of a large area of contemporary redevelopment between King and Townsend Streets.

Objective 8.6: Promote High Quality Architecture that Enhances the Neighborhood

In addition to existing design review requirements, the Plan would promote high quality architecture that enhances the neighborhood by implementing the sky plane controls referred to above, consistent with maintenance of the urban room concept. Also, to ensure large projects integrate within existing urban fabric and provide a varied character, in addition to existing design review requirements, the Plan would require projects on sites that are larger than two acres to be designed with multiple architects.

Objective 8.7: Establish Clear Rules for Development

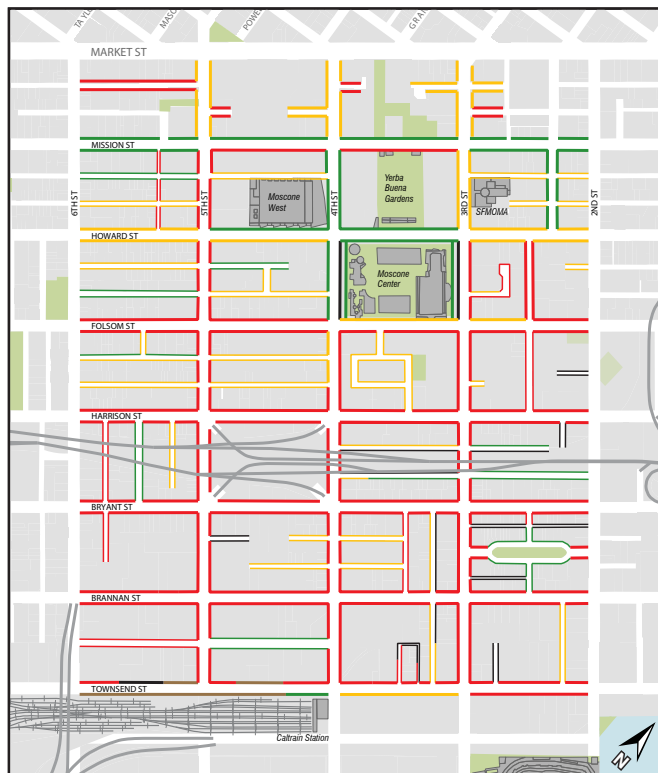
The Plan would require that, wherever possible, the City would delineate via the *Planning Code* what is allowed and not allowed in new development. This would be accomplished through utilization of CEQA's Community Plan Exemption process for streamlining environmental review of complying projects, and by minimizing potential exceptions and exemptions within the *Planning Code*. See Chapter I, Introduction for a description of environmental review procedures for subsequent development projects.

II.D.3 Circulation and Streetscape Improvements

The Plan Area's relatively high density is supportive of walking, although its wide, predominately one-way streets, long blocks, narrow sidewalks, few amenities, and presence of an elevated freeway and associated ramps generally do not contribute to a positive pedestrian experience and present many physical challenges for pedestrian circulation in the area. Existing sidewalk conditions are shown in **Figure II-10, Sidewalk Conditions & Proposed Pedestrian Crosswalks**. 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.³⁷ Existing bicycle lanes are shown in **Figure II-11, Existing and Proposed Bicycle Lane Network**.

The increases in jobs and housing that would be enabled by 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 Plan Area is necessary for the success of the envisioned land uses. Part of this demand will be met by the Central Subway, which is expected to be operational by 2019, by other nearby transit facilities, and by other planned transit improvements such as the Municipal Transportation Agency's Muni Forward project. The Plan includes Goal IV – Provide Safe and Convenient Transportation that Prioritizes Walking, Bicycling, and Transit. To reach this goal, the Plan proposes the following objectives and related policies and implementation measures:

³⁷ The San Francisco Bicycle Plan is available for review online: <https://www.sfmta.com/projects-planning/projects/2009-san-francisco-bicycle-plan>. Accessed October 16, 2016.



Existing Plan Area Sidewalk Conditions (Top Figure)

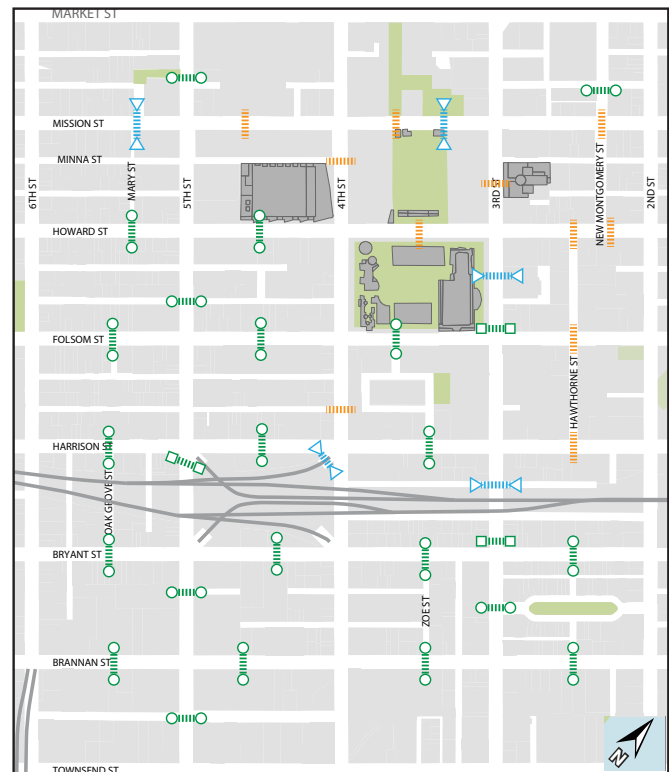
- No sidewalk
- No sidewalk, pedestrian walkway provided (no curb)
- Sidewalk width less than Better Streets Plan (BSP) minimum (BSP standards are 12' for major streets, 9' other)
- Sidewalk width meets BSP minimum but less than recommended (BSP standards are 15' for major streets, 12' other)
- Sidewalk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

1,000 Feet

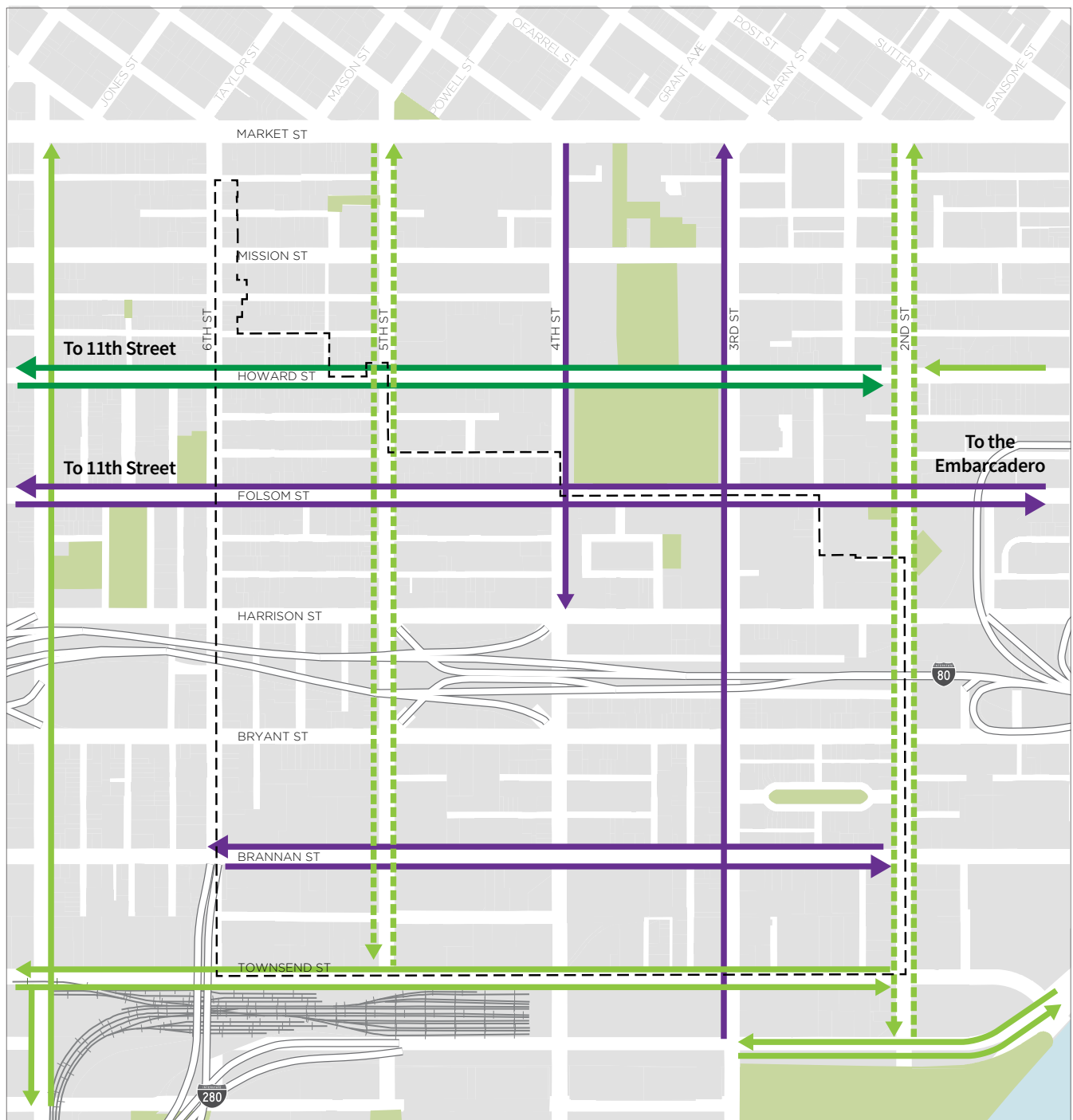
Proposed Pedestrian Crosswalks (Bottom Figure)

- New midblock crosswalk
- New midblock 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



Note: New midblock crosswalks across one-way streets would be signalized, as well as those across two-way Howard Street configuration. New Midblock crosswalks across two-way Folsom Street configuration would be signalized east of Fourth Street and unsignalized west of Fourth Street.



- Central SoMa Plan Boundary
- Proposed one-way cycletracks
- Proposed bicycle lanes
- Existing bicycle lanes
- Bicycle lanes and cycle tracks in other plans and projects



1,000 Feet

Existing and proposed bicycle network (assuming two-way Folsom and Howard streets)

SOURCE: San Francisco Planning Department

Case No. 2011.1356E: Central SoMa Plan
Figure II-11
 Existing and Proposed Bicycle Lane Network

Objective 4.1: Provide a Safe, Convenient, and Attractive Walking Environment on All the Streets in the Plan Area

This objective would be met through the following:

- Adding new crosswalks mid-block on major streets and at intersections of major and minor streets (Figure II-10);
- Widening and improving sidewalks on major streets to meet Better Streets Plan standards;
- Requiring a five-foot setback on all development on Fourth Street south of Bryant Street. This setback would occur at the ground floor, and have a minimum height of 25 feet;
- Prohibiting new curb cuts on key major streets and limiting them elsewhere;
- Opening currently closed crosswalks at signalized intersections, whenever possible (Figure II-10);
- Improving intersections at freeway ramps;
- Providing corner sidewalk extensions to enhance pedestrian safety at crosswalks, in keeping with the Better Streets Plan;
- Improving the conditions on narrow streets and alleys for people walking;
- Adding street trees and street furnishings to sidewalks wherever possible, in keeping with the Better Streets Plan;
- Expanding the pedestrian network wherever possible through creation of new narrow streets, alleys, and mid-block connections; and
- Using public art, lighting, and other amenities to improve the pedestrian experience beneath elevated freeways.

Objective 4.2: Make Cycling a Safe and Convenient Transportation Option throughout the Plan Area for All Ages and Abilities

The Plan seeks to create a comprehensive network of safe and convenient bicycle routes, as well as adding new bicycle infrastructure, such as bicycle parking, to support ridership. The Plan would implement the recommendations of the City's Bicycle Plan to provide new or enhanced bicycle facilities on Howard, Folsom, Third, Fourth, and Brannan Streets. Proposed new bicycle facilities are shown in Figure II-11. More-detailed discussion of proposed new bicycle lanes is included in the discussion of Street Network Changes beginning on p. II-34.

Objective 4.3: Ensure that Transit Serving the Plan Area Is Adequate, Reliable, and Pleasant

The Plan proposes the following to prioritize transit:

- A network of dedicated transit lanes in order to enhance transit travel times and reliability—Existing dedicated transit lanes are shown in **Figure II-12, Existing Dedicated Transit Lanes**, and proposed dedicated transit lanes are shown in **Figure II-13, Proposed Dedicated Transit Lanes**. New dedicated transit lanes, identified by the Muni Forward program, are already proposed on Fourth, Harrison,

Bryant, and Folsom Streets. Detailed plans for dedicated transit lanes are described further under Street Network Changes, beginning on p. II-34; and

- 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 and funding of the transit network to ensure that it adequately serves evolving needs within the Plan Area, including supporting funding to implement the Muni Forward program.

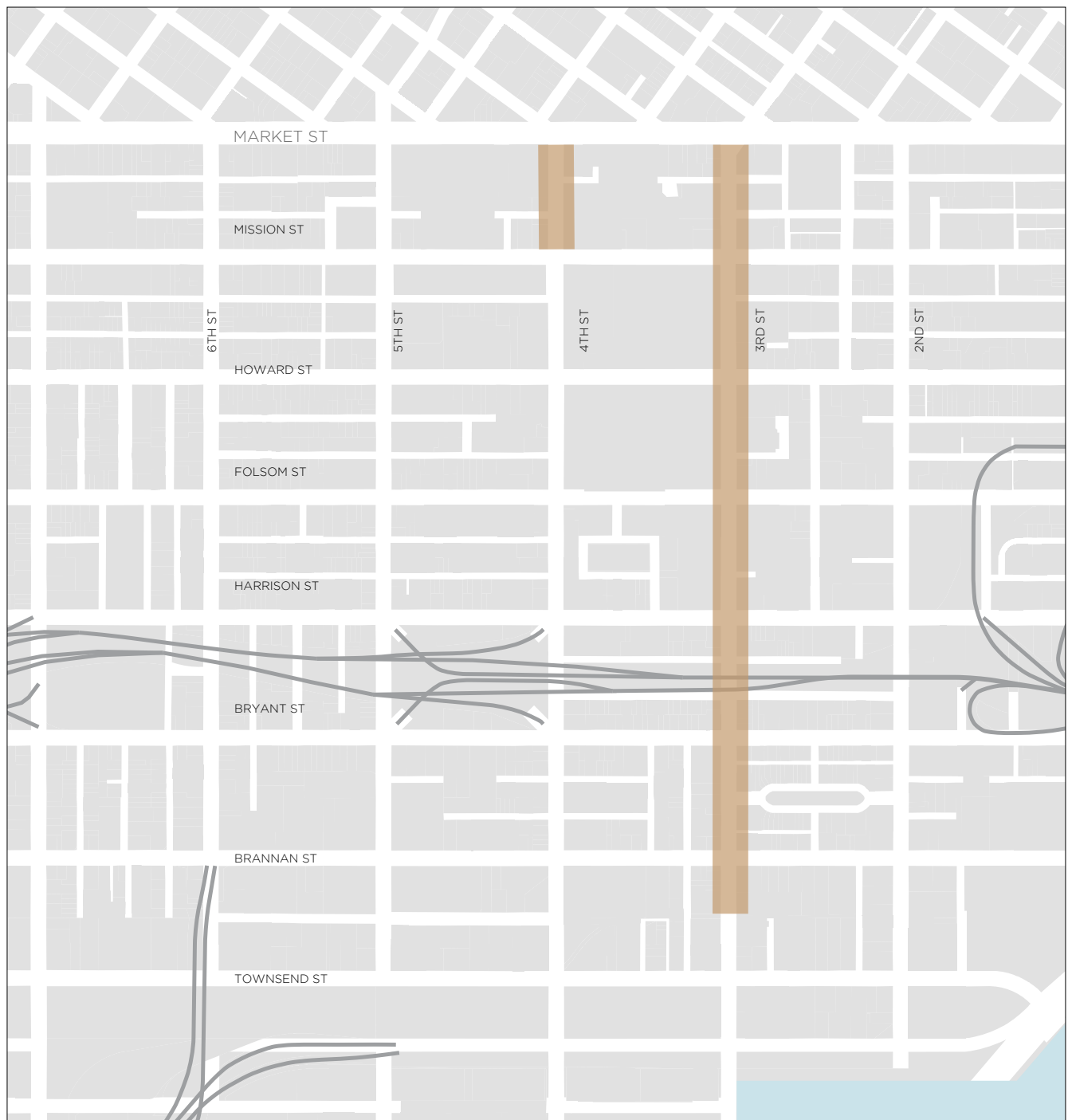
Objective 4.4: Encourage Mode-Shift away from Private Automobile Usage

This objective would be met by continuing implementation of Transportation Demand Management (TDM) strategies to encourage use of alternatives to the private automobile, as already required by the *Planning Code*, and by limiting the amount of parking in new development. Specifically, proposed *Planning Code* amendments would reduce the amount of parking allowed as follows:

- For residential development, set the as-of-right amount at 0.5 spaces per unit, with no potential for more; and
- For all non-residential development, set the maximum amount allowed as follows:
 - Office: one space for every 3,500 square feet;
 - Retail: one space for every 1,500 square feet; and
 - All other uses as currently listed in *Planning Code* Section 151.1.

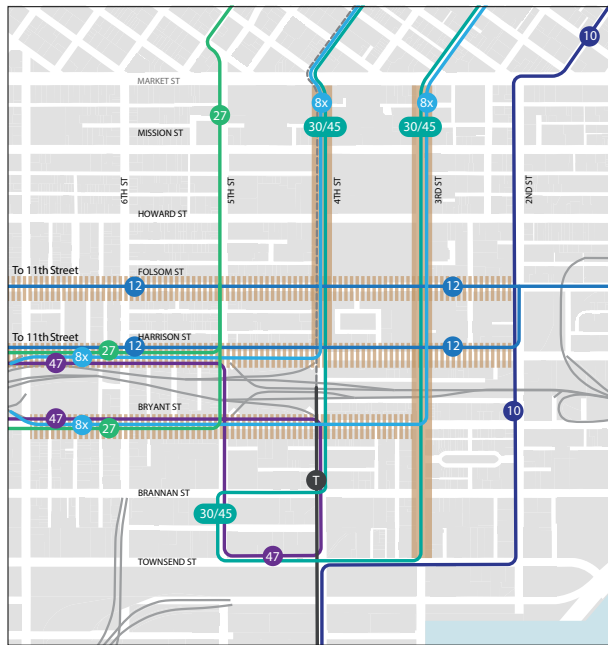
Objective 4.5: Accommodate Regional and Through Traffic Where Necessary, But Mitigate the Impacts of Such Traffic on Local Livability and Circulation

The Plan seeks to maintain the ability of certain streets to accommodate through-traffic while ensuring they meet minimum needs for safety and comfort of all road users, with Bryant and Harrison Streets designed and constructed to accommodate more through traffic than other east-west streets in the Plan Area. Also, through a *Planning Code* amendment, new buildings would be designed to accommodate delivery of people and goods with a minimum of conflict. Specifically, sponsors of development projects that provide more than 100,000 square feet would be required to prepare a Driveway and Loading Operations Plan (DLOP), and submit the plan for review and approval by the Planning Department and the San Francisco Metropolitan Transportation Agency (SFMTA). The DLOP would focus on reducing potential conflicts between driveway operations (including loading activities) and pedestrians, bicycles and vehicles, and maximizing reliance of on-site loading spaces to accommodate new loading demand. The DLOP would consider loading dock management, large truck access, garage/loading dock attendants, and refuse collection. The DLOP would also look at designs to separate loading from sensitive land uses as well as building design strategies to better support off-peak and unattended deliveries.

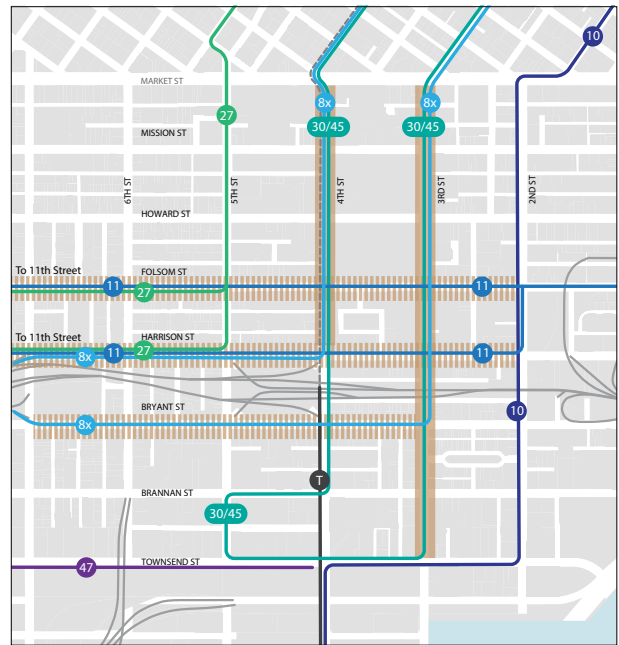


 Existing dedicated transit lanes*

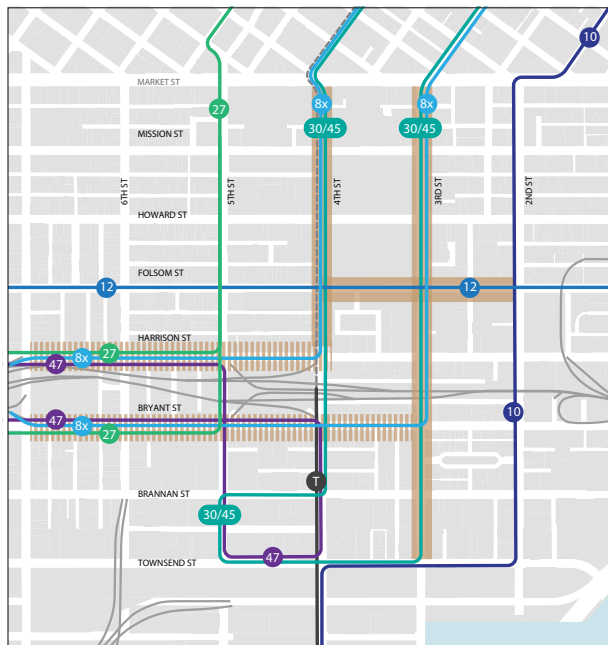
* Note: Existing and planned dedicated transit lanes on Mission and Market Streets and north of Market Street are not shown.



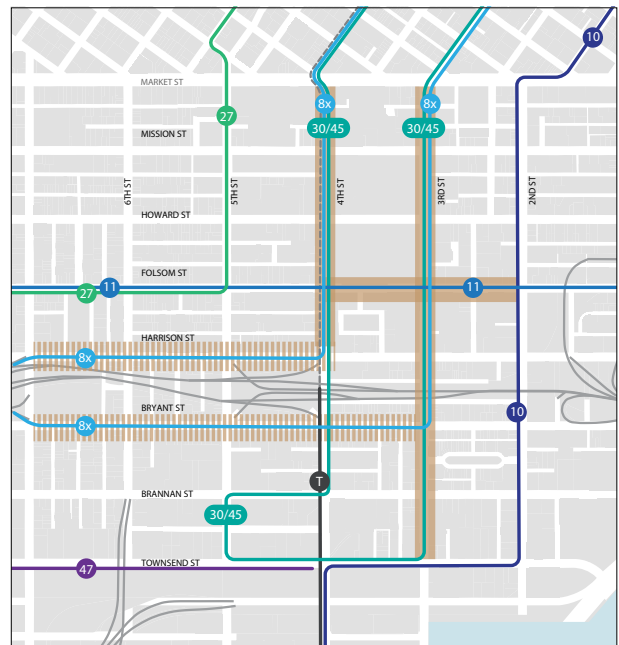
Howard/Folsom One-Way: Proposed Dedicated Transit Lanes



Howard/Folsom One-Way: Proposed Dedicated Transit Lanes with Muni Forward



Howard/Folsom Two-Way: Proposed Dedicated Transit Lanes



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

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

* Market and Mission streets dedicated transit lanes not shown



Not to Scale

II.D.4 Open Space and Public Realm Improvements

Like SoMa generally, the Central SoMa Plan Area has limited public open spaces and facilities. South Park is the only large-scale open space facility in the Plan Area, and the only Recreation and Park Department property. Yerba Buena Gardens, including its children's garden and carousel, is just north of the Plan Area, and Victoria Manalo Draves Park and the South of Market Recreation Center are just beyond the western Plan Area boundary, as shown in **Figure II-14, Existing and Proposed Parks, Open Space, and Recreational Facilities**. The uneven distribution of these community assets leaves portions of the area underserved with open space. The General Plan Recreation and Open Space Element (ROSE), adopted in 2014, identifies portions of the Plan Area as in need of new open space.

The East SoMa Area Plan identifies two areas for open space acquisition within or partially within the Plan Area: Fourth Street between I-80 and Townsend Street; and near the block bounded by Howard, Fourth, Folsom and Fifth Streets. The East SoMa Plan, along with the Western SoMa Community Plan, also identified streets and alleys in the area for improvement as green connections linking neighborhoods to open space. These improvements are consistent with both the ROSE and the San Francisco Better Streets Plan.

The Plan includes Goal 5 – Offer an Abundance of Parks and Recreational Opportunities, which includes numerous objectives, policies, and implementing measures, including the establishment or improvement of several parks, open space areas, and recreational facilities, as shown in Figure II-14. Goal 5 objectives are as follows:

Objective 5.1: Maximize the Benefit Provided by Existing Public Parks and Recreational Facilities

This objective would be met by supporting funding for the rehabilitation of Gene Friend Recreation Center and for improved programming at Victoria Manalo Draves Park.

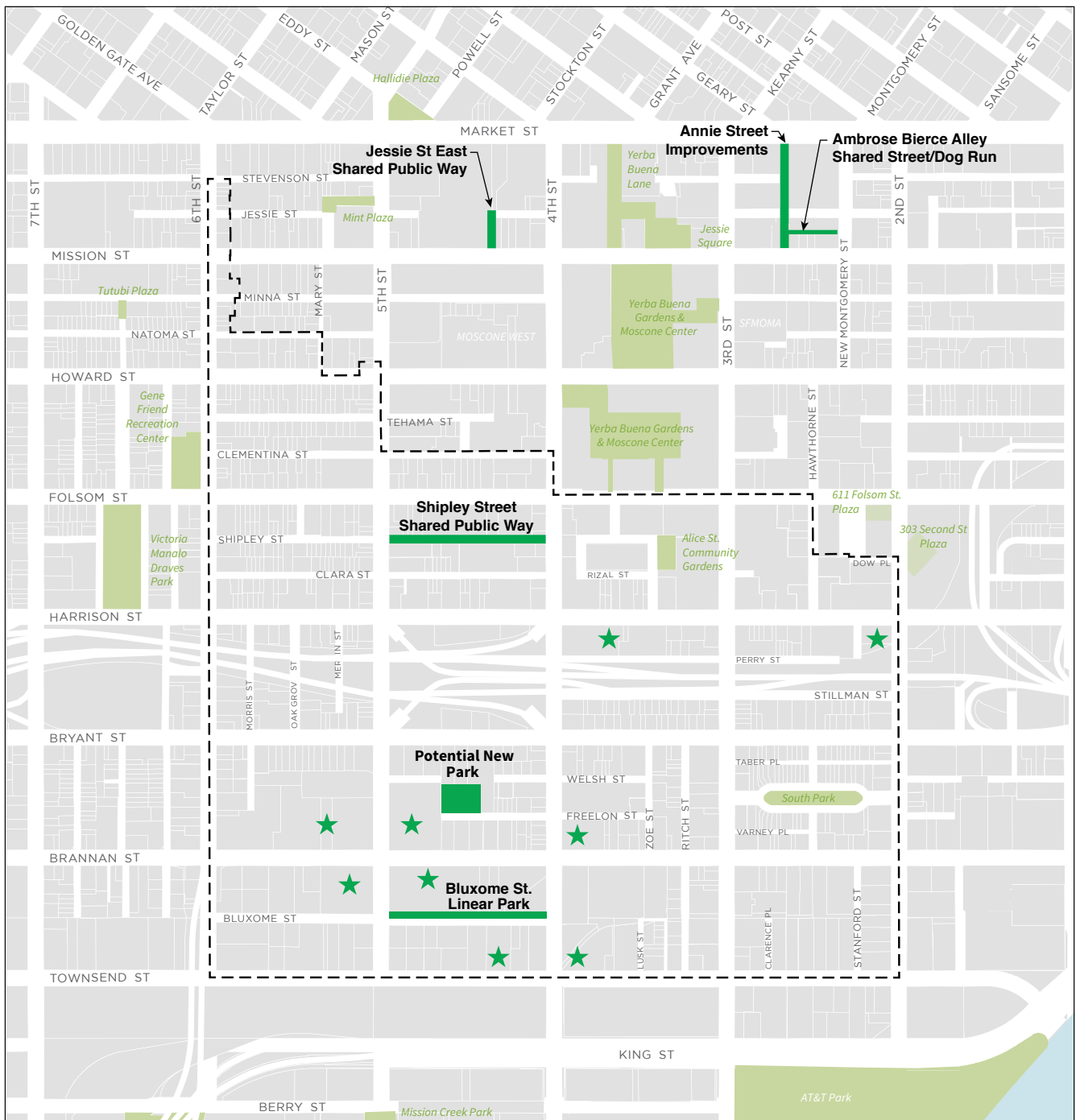
Objective 5.2: Create New Public Parks

The Plan includes several proposals for the creation of new public parks:

- Create a new public park in the southwest part of the Plan Area on the block bounded by Fourth, Fifth, Bryant and Brannan Streets;
- Create a new linear park along Bluxome between Fourth and Fifth Streets; and
- Pursue the creation of a large new park within or near Central SoMa, including site identification and design, and potentially site acquisition and construction pending costs and funding.

Objective 5.3: Create New Public Recreational Opportunities

In addition to the new parks listed above, the Plan calls for the development of new public recreation facilities other than parks, including working with developers of large new projects to locate and create a new public recreation center, and working with Caltrans to develop new public recreational facilities under the I-80 freeway. The Plan would not require displaced private recreational facilities to be rebuilt within the current Western SoMa Special Use District.



SOURCE: San Francisco Planning Department

Case No. 2011.1356E: Central SoMa Plan
Figure II-14
 Existing and Proposed Parks, Open Space,
 and Recreational Facilities

Objective 5.4: Utilize the Street Right-Of-Way for Additional Gathering and Recreational Opportunities

The Plan would promote, where appropriate, pedestrian-only or shared-street design concepts for narrow streets, alleys, and mid-block connections. Specifically, the Plan would support pedestrian-only or shared streets in new developments required to provide mid-block connections.

Objective 5.5: Augment the Public Open Space and Recreation Network with Privately-Owned Public Open Spaces

The Plan would require new non-residential development to provide Privately-Owned Public Open Spaces (POPOS) that address the needs of the community, by requiring new office and hotel development of 25,000 square feet or more to provide POPOS at a rate of one square foot for every 50 square feet of gross floor area. These POPOS would be required to meet certain design standards and incentives for providing community space. POPOS would be required to meet the following requirements:

- To be at grade and open to the sky, unless they provide an enclosed sports facility;
- To be on-site or within 900 feet of the development;
- To be open evening and weekends; and
- To be lined by active uses.

Every square foot of a playground, community garden, sport court, and/or dog run within a POPOS would reduce required open space by 33 percent.

In addition to the Plan measures described above, the Planning Department has proposed additional open space and public realm improvements outside of the Plan Area, which are intended in part to serve Central SoMa residents and businesses. These are shown in Figure II-14 and described at the beginning of Section II.D, Plan Components.

II.D.5 Sustainability

Plan Goal VI is to Create an Environmentally Sustainable and Resilient Neighborhood. To achieve this, the Plan calls for a Central SoMa Eco-District, which aims for neighborhood-level sustainability through district-serving water and energy conservation, the reduction of greenhouse gas (GHG) emissions and generation of renewable energy, waste and wastewater reduction, and increasing resilience to climate change and other potentially catastrophic disturbance.

Many of the Plan's policies and implementation measures for sustainability call for continued or focused implementation of existing codes and programs, including the City and State *Green Building Codes*, as well as the City's *Environment Code*, Floodplain Management Ordinance, Complete Streets Program, and *Health Code*. Other measures to meet the Plan's sustainability objectives of minimizing GHG emissions; minimizing water waste; supporting biodiversity, access to nature, and a healthy ecosystem; improving air quality; maximizing flood and earthquake resilience; and helping achieve zero solid waste would be developed by a Central SoMa Eco-District Team (CSEDt). The CSEDt would reside within the Planning Department's Sustainable City

Team, with support from key agencies like the San Francisco Department of the Environment (SFE) and the San Francisco Public Utilities Commission (SFPUC), as well as community engagement from developers of new buildings, owners and managers of existing buildings, residents, businesses, workers, visitors, other City agencies, utilities, potential funders, and other stakeholders. The CSEDТ would be tasked with producing a “Central SoMa Eco-District Guidebook,” containing the vision, goals, policies, and implementation measures for the Eco-District, as well as best-practice examples and technical resources.

The CSEDТ would also participate in the City’s capital planning processes, including the Interagency Plan Implementation Team (IPIC) and the Streets Design Advisory Team (SDAT). In these roles, the CSEDТ would seek efficiencies and crosscutting strategies that could fulfill multiple goals at once. The CSEDТ would participate in the City’s design and development review processes, including the Preliminary Project Assessment (PPA) process and the Urban Design Advisory Team (UDAT). The CSEDТ would offer solutions, help reduce barriers, and foster innovation to enable high-performing development. The CSEDТ would undertake all relevant outreach and engagement to property owners to inform them about opportunities and encourage them to increase the environmental sustainability and resilience of their buildings and their occupants. In addition, the CSEDТ would monitor environmental conditions and trends, and evolving technologies and other strategies to fulfill the vision and goals of the Eco-District.

The Plan’s other specific measures to help achieve the sustainability goal, which are not already required by existing codes and programs, include the following:

- Maximizing onsite renewable energy generation, by amending the City’s *Green Building Code* to expand current solar energy requirements to include all new development up to 160 feet tall, regardless of the number of occupied floors;
- Amend the City’s *Green Building Code* so that, after maximizing efficiency measures and/or on-site renewable energy generation requirements, all remaining electricity demand in new development (and major renovations) would be required to come from 100% greenhouse gas-free electricity sources;
- To support biodiversity, access to nature, and a healthy ecosystem, amend the *Planning Code* to require all POPOS to contain greening on at least 50 percent of each site area, and require new development (sites 5,000 square feet and larger, with building heights 161 feet and less) to construct at least 50 percent of roof area as a living roof, to be designed in a manner that meets applicable non-potable water and stormwater management requirements; and
- To reduce litter in streetscapes and parks, amend the *Planning Code* to require 3-stream solid waste collection systems in POPOS.

II.D.6 Street Network Changes

This section of the Project Description describes proposed street network changes within the Transportation Study Area (Figure II-1). These street network changes are intended to be consistent with Project Objective and Plan Goal 4, “Provide Safe and Convenient Transportation that Prioritizes Walking, Bicycling, and Transit.” The description is at a sufficient level of detail to enable a project-level assessment of the proposed changes in this EIR, per CEQA Guidelines Section 15161. This means that no further environmental review of these changes will be necessary prior to their implementation.

Street Network Changes

The street network changes described below represent major investments that would be implemented 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 more substantial capital expense, and therefore sidewalk widening is expected to be implemented gradually as funding becomes available over time. In addition, some new developments would be required to widen sidewalks in front of their respective buildings per the City's Better Streets Plan. On blocks without development opportunity sites, sidewalk widening may need to be undertaken by the City, and would have to be prioritized among other transportation funding priorities.

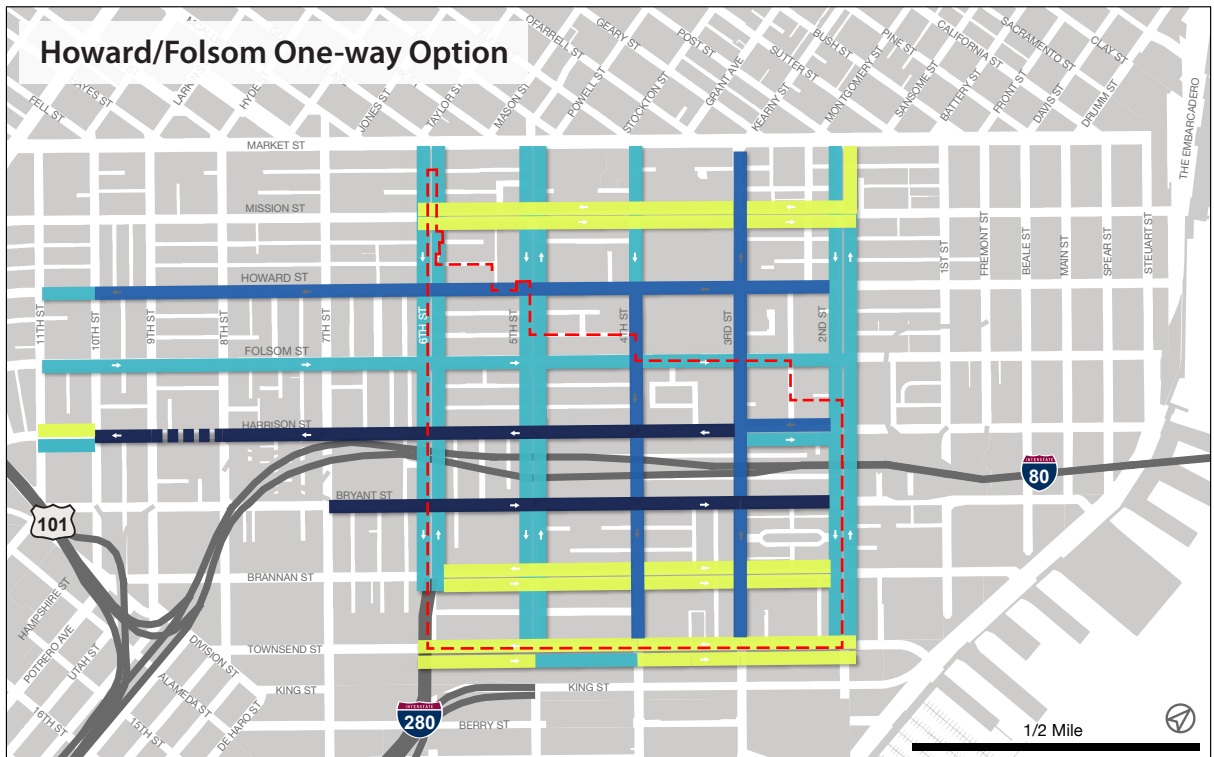
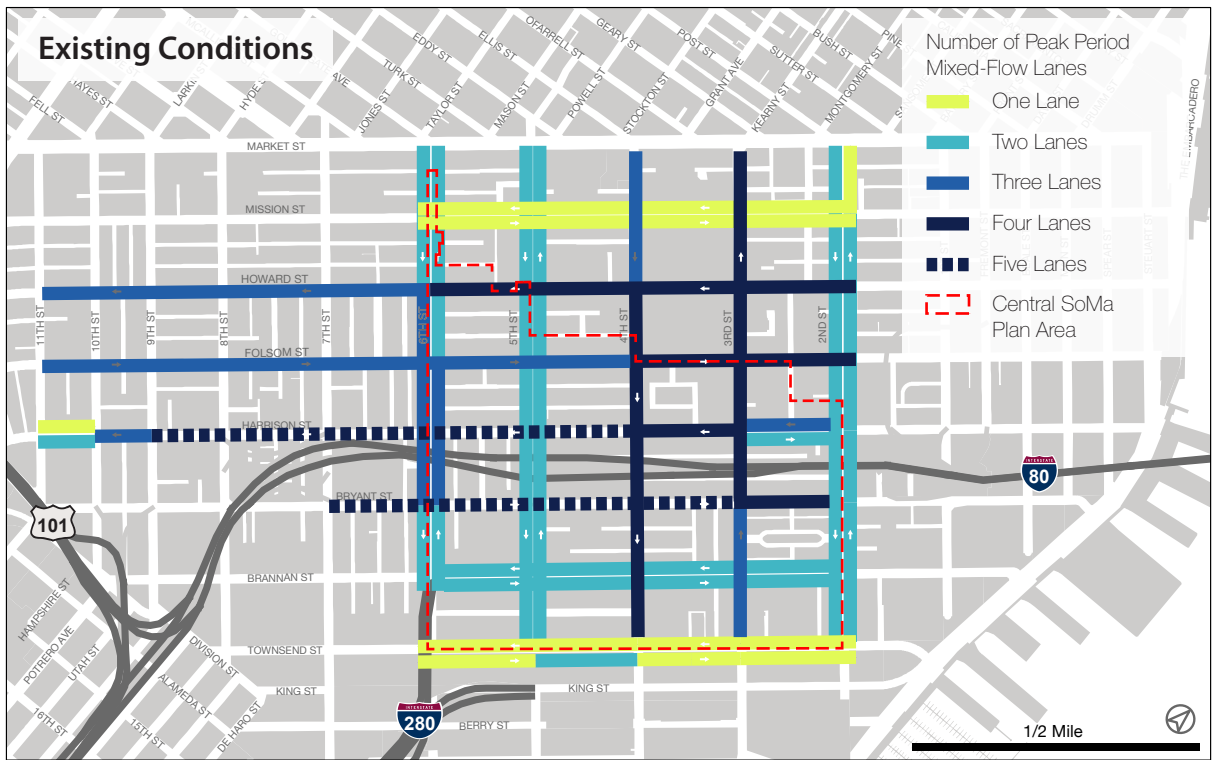
Two optional proposals for street network changes are described below and shown in **Figure II-15, Howard/Folsom One-Way Option: Existing and Proposed Number of Travel Lanes**, and **Figure II-16, Howard/Folsom Two-Way Option: Existing and Proposed Number of Travel Lanes**. In addition, illustrative figures meant to convey components of the proposed streetscape projects at a conceptual level are included in Appendix F. Details including vehicle, transit, and bicycle lane/cycle track and sidewalk widths, location of passenger and commercial loading, driveway curb cuts, on-street parking regulations, and others have yet to be determined by the SFMTA and the Planning Department. Final detailed designs will be prepared once the street network changes move from the conceptual/environmental assessment phase to a detailed design phase. The discussion below describes the proposed project-level changes to the individual streets analyzed in this EIR: Howard, Folsom, Harrison, Bryant, Brannan, Third, and Fourth Streets.

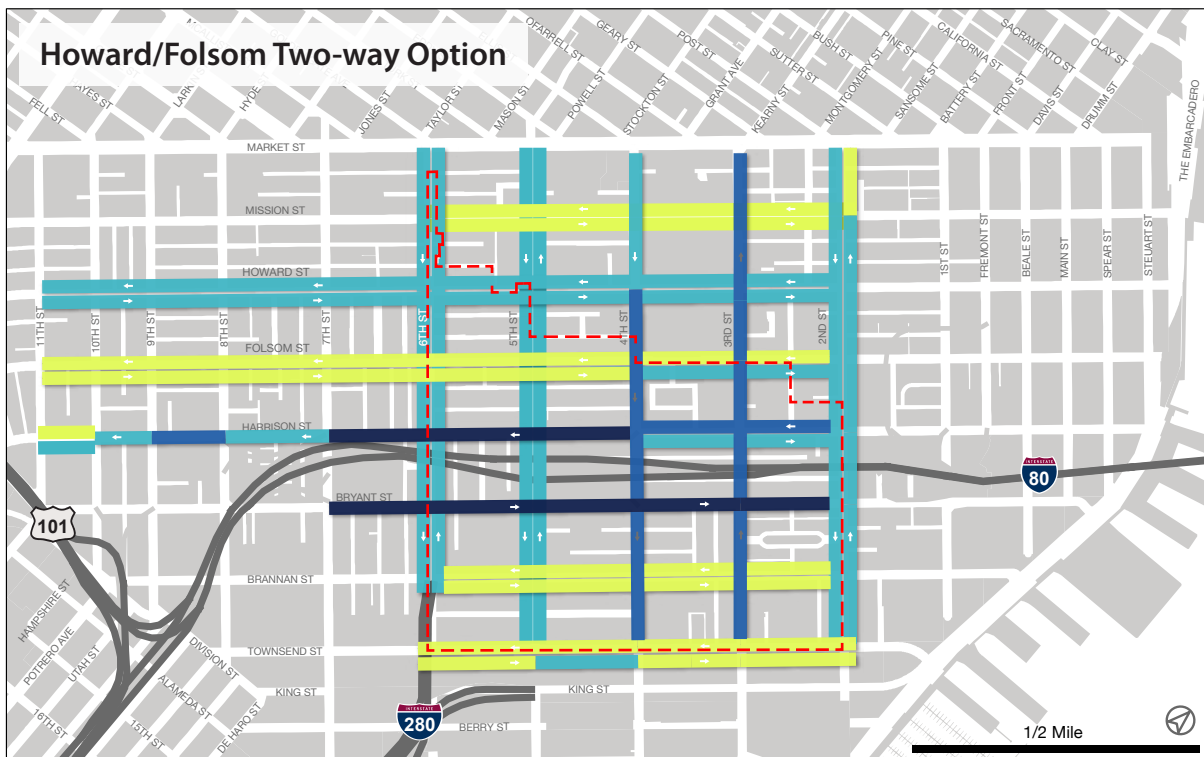
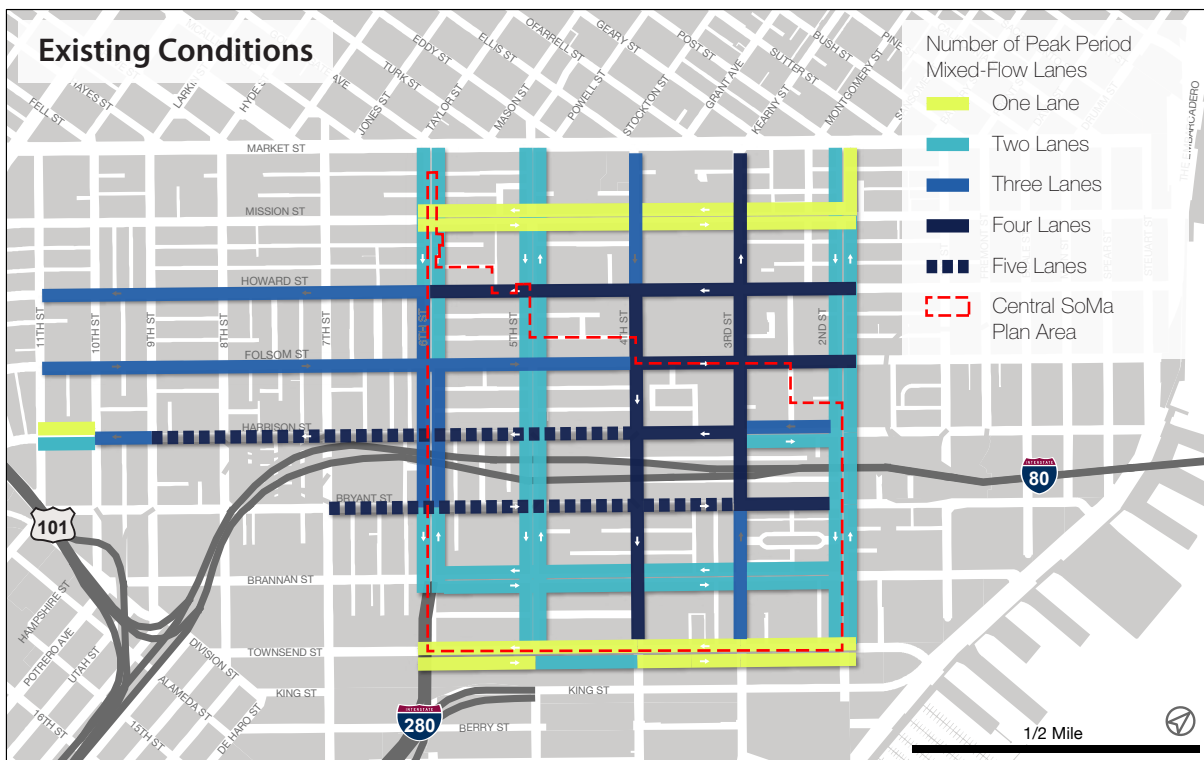
Howard and Folsom Streets

Two different options are being analyzed for the couplet of Howard Street and Folsom Street. Howard Street would be modified between Third and 11th Streets, while Folsom Street would be modified between Essex and 11th Streets. As shown in Figure II-15, 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). As shown in Figure II-16, 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 between Third and 11th Streets 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 three eastbound travel lanes, an eastbound bicycle lane, parallel parking along the north and south curbs, and 10-foot sidewalks.³⁸ Folsom Street east of Second Street is currently temporarily configured with a westbound transit-only lane to accommodate regional transit between the Temporary Transbay Terminal and the Bay Bridge.

³⁸ Folsom Street formerly had four westbound mixed-flow travel lanes until November 2013 when, as part of a SFMTA pilot project, one mixed-flow travel lane was removed in order to widen the existing bicycle lane. As this is a pilot project and not necessarily a permanent condition, the traffic analysis in this report assumes that four mixed-flow travel lanes are present under the existing condition.





SOURCE: San Francisco Planning Department

Case No. 2011.1356E: Central SoMa Plan
Figure II-16
 Howard/Folsom Two-Way Option: Existing
 and Proposed Number of Travel Lanes

Figure II-15 and Figure II-16 present the number of peak period mixed-flow travel lanes for the existing condition and for the One-Way Option and Two-Way Option, respectively. These figures visually represent the changes in right-of-way allocation and resultant travel lane reductions.³⁹

One-Way Option – Howard Street

Under the One-Way Option, Howard Street between Third and 11th Streets would be modified to have two westbound travel lanes and a two-way cycle track⁴⁰ along the south curb. Parking would be allowed 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 allowed 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 avoid conflicts between bicycles and left-turning vehicles. The north sidewalk would be widened to about 15 feet, while the south sidewalk would remain at 12 feet.

One-Way Option – Folsom Street

Under the One-Way Option, Folsom Street between Second and 11th Streets would be modified to have two eastbound travel lanes and a two-way cycle track along the north curb. The cycle track would extend beyond the eastern Plan Area boundary, to The Embarcadero. On-street parking would be allowed along the south curb during off-peak times, while during peak travel periods, parking would be prohibited to create an eastbound transit-only lane along the south curb. Several sub-options for Folsom Street are being considered by the SFMTA and Planning Department for the section of Folsom Street between Second and Essex Streets, and between Fifth and Second Streets. These sub-options include the following:

- **Original Sub-option:** Between Second and Essex Streets, Folsom Street would have a two-way cycle track along the north curb, a westbound travel lane, and three eastbound travel lanes. At the intersection of Folsom/Essex, the eastbound bicycle lane would shift from the north to the south side of the street;
- **Original plus Essex Sub-option:** Between Second and Essex Streets, Folsom Street would have a two-way cycle track along the north curb, a westbound travel lane, two eastbound travel lanes, and an eastbound transit-only lane along the south curb. At the intersection of Folsom/Essex, the eastbound bicycle lane would shift from the north to the south side of the street; also, this traffic signal would have a separate signal phase to separate the conflict between eastbound-through buses and eastbound-right turning vehicles; and
- **Protected Sub-option:** Between Fifth and Second Streets, the design would be different (from the segment between 11th and Fifth Streets). In this segment, the transit-only lane would transition to the north and operate alongside the two-way cycle track (in order to maneuver around recurring Bay Bridge queues); east of Second Street, eastbound transit would operate in a mixed-flow travel lane. On

³⁹ A mixed-flow travel lane may be used by automobiles, trucks, and buses; bicycles are also allowed. It is distinguished from single-use lanes, such as transit-only lanes and dedicated bicycle lanes.

⁴⁰ A cycle track is a bike lane that is separated from vehicle traffic and parked cars by a buffer zone. Cycle tracks offer safer and calmer cycling conditions for a much wider range of cyclists and cycling purposes, especially on streets with greater traffic volumes traveling at relatively high speeds.

Folsom Street between Fifth and Second Streets, on-street parking and loading would be allowed at all times along the south curb immediately east and west of Mabini Street, immediately east and west of Hawthorne Street, and immediately east of Essex Street. Between Second and Essex Streets, Folsom Street would have a two-way cycle track along the north curb, a westbound travel lane, and three eastbound travel lanes. At the intersection of Folsom/Essex, the eastbound bicycle lane would shift from the north to the south side of the street.

Alongside the cycle track (west of Fifth Street for the Protected Sub-option) parking would be allowed 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 avoid conflicts between bicycles and left-turning vehicles. The south sidewalk would be widened to about 15 feet, while the north sidewalk would remain at 10 feet.

Two-Way Option – Howard Street

Under the Two-Way option, Howard Street between Third and 11th Streets would be modified to have two westbound and two eastbound travel lanes, left-turn pockets at intersections where left turns are allowed, and bike lanes in each direction. Between Fourth and Sixth Streets, two westbound and two eastbound travel lanes and one bike lane in each direction would be provided at all times, in addition to parallel parking along either the north or south curb. Sidewalks between Fourth and Sixth Streets would remain 12 feet wide.

West of the Plan Area a floating bicycle lane would be provided in each direction of Howard Street between Sixth and 11th Streets.⁴¹ During the off-peak hours, the bicycle lane would be located adjacent to the parking lane, while during peak periods, on-street parking would be prohibited, and the lane adjacent to the curb would be used by bicyclists (i.e., similar to the floating bicycle lane on northbound Embarcadero between Harrison and Howard Streets).

Two-Way Option – Folsom Street

Under the Two-Way Option, Folsom Street between Fourth and 11th Streets would be modified to have one eastbound and one westbound travel lane and one-way buffered or raised cycle tracks in both directions. Left turns from Folsom Street onto cross-streets would not be allowed, except by taxis and buses at limited locations. Parallel parking would be provided on one side of the street at all times. On block faces without parallel parking where on-street loading would be required, loading bays approximately seven feet wide would be recessed within the sidewalk, similar to the loading bays cut into the widened sidewalks on Market Street. Right-turn pockets would be provided at intersections (along with a right-turn signal) that would be necessary in order to separate right-turning vehicles from bicycles. Sidewalks would be widened to about 15 feet to 18 feet.

Between Second and Fourth 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. Parallel parking would be provided adjacent to the cycle track.

⁴¹ A floating bicycle lane is an on-street bicycle facility that accommodates peak period traffic with an additional travel lane by restricting on-street parking and allowing bicyclists to use the parking lane. Floating bicycle lanes require an additional stripe within the parking lane to delineate the peak period bicycle lane.

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). Eastbound traffic would also be metered to discourage through-traffic along Folsom Street and to confine queuing to locations where queues would not affect other modes. The metering would be effected by provision of a shorter green phase for eastbound vehicles in the mixed-flow travel lanes than would be provided for eastbound transit, bicycles, or pedestrians. This strategy would be employed along Folsom Street at the intersections with Mabini, Third, Hawthorne, and Second Streets.

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, as shown in **Figure II-17, Proposed Essex Street Closure**. Once the new Transbay Terminal is completed and the elevated bus ramp between the Bay Bridge and the new terminal is operational, Essex Street would be closed to all vehicles, including buses, and the right-of-way would be converted into new public open space. To accommodate vehicles destined for 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).

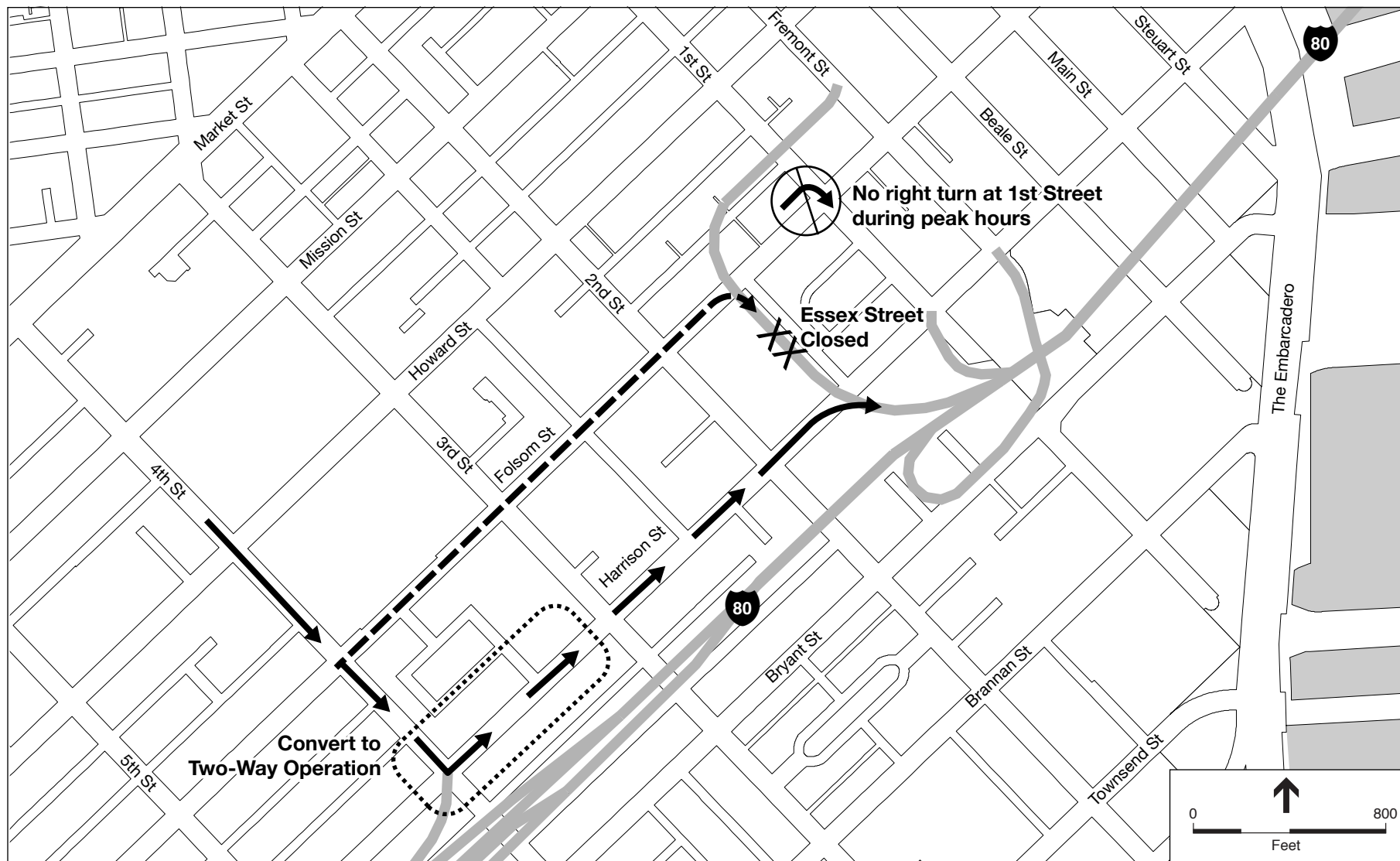
Third Street

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 Plan would reconfigure Third Street to include three northbound travel lanes, a protected transit-only lane along the east curb, and a one-way northbound 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 approximately seven feet wide would be installed within the sidewalk, similar to the loading bays cut into the widened sidewalks on Market Street. At signalized intersections, turning vehicle movements would be separated from bicycle, transit, and pedestrian traffic with separate traffic signal phases.

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.



← Existing Route
 ← Proposed Route

Essex Street closure and two-way Harrison Street between 3rd and 4th
 (As part of two-way Howard/Folsom)

SOURCE: San Francisco Planning Department

Case No. 2011.1356E: Central SoMa Plan

Figure II-17
 Proposed Essex Street Closure

Similar to Folsom Street, two different sub-options for Fourth Street are being considered by the SFMTA and Planning Department for the segment of Fourth Street between Market and Folsom Streets. Under both sub-options, the number of travel lanes on Fourth Street would be reduced to two southbound mixed-flow travel lanes between Market and Howard Streets, and reduced to three southbound mixed-flow travel lanes between Howard and Harrison Streets. Both sub-options also include a protected southbound transit-only lane along the west curb and a bicycle facility along the east curb. Both sub-options include the widening of the east sidewalk to about 15 feet between Market and Mission Streets, and to about 23 feet between Mission and Howard Streets; the west sidewalk between Market and Folsom Streets would remain at the current width of about 16 feet.⁴² All on-street parking would be removed, but there would be opportunities for on-street loading bays where necessary. Between Howard and Folsom Streets, sidewalks would remain as under existing conditions (in lieu of the east sidewalk, there is a separate pedestrian path east of the Moscone Center loading ramp that would remain). As with the blocks to the north, on-street parking would be removed.

The differences between the sub-options are as follows:

- Fourth Street Protected Sub-option: Between Market and Folsom Streets, Fourth Street would have a two-way southbound cycle track on the eastern curb and right-turning vehicles would not be allowed to merge across the physically separated transit-only lane; rather they would have to turn from the outside travel lane at the intersection; and
- Fourth Street Right-turn Pockets Sub-option: Between Market and Folsom Streets, Fourth Street would have a one-way southbound cycle track along the eastern curb and right-turn pockets would be provided at intersections such that vehicles would merge across the transit-only lane prior to turning right at the intersection.

Between Howard and Harrison Streets, Fourth Street would have three southbound travel lanes and a protected transit-only lane, but the bicycle facility would be southbound only. The east and west sidewalks would be widened to about 15 feet. As with the blocks to the north, on-street parking would be removed.

In addition to the foregoing, the Planning Department proposes to add a provision to the *Planning Code* to require that new construction on Fourth Street south of Harrison Street provide for a five-foot setback that would allow for further increases in sidewalk widths adjacent to new construction. These setbacks, which could be developed as arcades, would be more likely to be implemented on the east side of Fourth Street during the analysis horizon of the Plan (i.e., by 2040), given that the east side contains a much larger number of potential development sites.

Harrison Street

Harrison Street would be modified between Second and 11th Streets. Currently this section of Harrison Street is configured with five travel lanes in the westbound direction (however, between Second and Third Streets there are three westbound lanes and two eastbound lanes), parallel parking along both the north and south curbs, and eight-foot sidewalks.

⁴² It should be noted that the existing southbound right turn pocket from Fourth Street onto Mission Street was removed in 2015 by Public Works as part of a separate project to provide for a consistent west sidewalk width of about 16 feet between Market and Folsom Streets.

The Plan 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 Second and Sixth 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 10th Streets would have angled parking and fewer travel lanes. This is elaborated below.

Harrison Street with the One-Way Howard/Folsom Option

Under the One-Way Option, Harrison Street between Second and Third Streets would have 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 allowed 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, loading bays approximately seven feet wide could be installed within the sidewalk, similar to the loading bays cut into the widened sidewalks on Market Street.

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 allowed 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, loading bays approximately seven feet wide could be installed within the sidewalk, similar to the loading bays cut into the sidewalks on Market Street.

Between Sixth and 10th 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 eight 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 U.S. 101 southbound freeway onramp from the right lane.

Between 10th and 11th 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 eight feet wide.

Harrison Street with the Two-Way Howard/Folsom Option

Under the Two-Way Option, Harrison Street between Second and Fourth Streets would have 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. Right turns from Folsom Street eastbound onto First Street southbound would be prohibited, and Essex Street between Folsom and Harrison Streets would be closed to vehicular traffic. During off-peak periods, parallel parking would be allowed 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, loading bays approximately seven feet wide could be installed within the sidewalk, similar to the loading bays cut into the sidewalks on Market Street.

Between Fourth and Sixth Streets, Harrison Street would have four westbound travel lanes, one westbound transit-only lane, and no parallel parking during peak periods. During off-peak periods, parallel parking would be allowed 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, loading bays approximately seven feet wide would 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 eight 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 U.S. 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 eight feet wide. Between Ninth and 10th 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 10th and 11th 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 eight feet wide.

Bryant Street

Bryant Street would be modified between Second and Seventh Streets. 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 eight-foot sidewalks. The Plan would reconfigure Bryant Street to include a transit-only lane for the 8 Bayshore between Third and Seventh Streets, and would widen sidewalks within the Plan Area.

Between Sixth and Seventh Streets, there would be four eastbound travel lanes, one eastbound peak-hour transit-only lane, and parallel parking along the north and south curbs at all times. Sidewalks would remain eight feet wide.

Between Third and Sixth Streets, there would be four eastbound travel lanes, one eastbound peak-hour transit-only lane, and no parallel parking during peak periods. During off-peak periods, parallel parking would be allowed 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, loading bays approximately seven feet wide would be installed within the sidewalk. At Third Street, there would be a transit-only signal phase that would enable the inbound 8 Bayshore bus to turn left onto northbound Third Street from the right lane.

Between Second and Third Streets, where transit does not operate, five eastbound travel lanes would be provided during peak periods, with no parallel parking. During off-peak travel periods, parallel parking would be allowed 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, loading bays approximately seven feet wide would 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 allowed adjacent to either the north or south cycle track buffer. At intersection approaches, on-street 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. The right-turn pockets would be approximately 100 feet in length, and would require the removal of up to four on-street parking spaces.

Traffic Signal and Crosswalk Modifications

Some of the above street network changes would necessitate changes to signal timing at certain intersections to provide priority to transit vehicles, allow buses to make certain turning movements on their own signal cycle, separate bicyclists from vehicles turning across cycle tracks, or protect pedestrians from turning vehicles. In addition, signal cycle lengths at all Central SoMa intersections would increase from 60 to 90 seconds.

II.E Approvals Required

Approval and implementation of the final Central SoMa 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 SoMa 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 SoMa Plan. *Planning Commission recommendation; Board of Supervisors Approval;*
- Amendment of the *Planning Code* and Zoning Maps to change mapped use districts and height limits throughout the Plan Area. *Planning Commission recommendation; Board of Supervisors Approval;* and
- Approval of alterations to street rights-of-way, including, for example, the configuration of travel lanes, sidewalk widths, and bicycle lanes, addition of crosswalks, and alley way improvements that are part of the Plan's proposals for the street network and public realm. *San Francisco Transportation Agency; Department of Public Works.*

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