

File No. 230818 Committee Item No. 4  
Board Item No. \_\_\_\_\_

**COMMITTEE/BOARD OF SUPERVISORS**  
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Committee: Land Use and Transportation Committee Date July 24, 2023

Board of Supervisors Meeting Date \_\_\_\_\_

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Completed by: Erica Major Date July 20, 2023  
Completed by: Erica Major Date \_\_\_\_\_

1 [Supporting California State Senate Bill No. 532 (Wiener) - The Safe, Clean & Reliable Bay  
2 Area Public Transportation Emergency Act]

3 **Resolution supporting California State Senate Bill No. 532, introduced by Senator Scott**  
4 **Wiener, enabling the San Francisco Bay Area to raise funds to prevent a medium-term**  
5 **public transportation operations budget shortfall while requiring transit safety,**  
6 **cleanliness, and reliability improvements.**

7  
8 WHEREAS, As public transportation gradually recovers ridership following the COVID-  
9 19 pandemic, Bay Area public transportation agencies still face a looming “fiscal cliff,” namely  
10 a \$2.5 billion projected operating shortfall over the next five years; and

11 WHEREAS, This shortfall risks steep service cuts that would have a disastrous  
12 economic impact on the region and San Francisco’s downtown recovery, imperil mobility  
13 options for commuters and transit-dependent riders, exacerbate road congestion, and  
14 undermine efforts to meet our climate and housing goals; and

15 WHEREAS, The 2023 State budget agreement between the Governor and the  
16 Legislature that provides \$1.1 billion for transit statewide and \$400 million to the Bay Area  
17 over the next four years is insufficient to prevent transit service cuts; and

18 WHEREAS, The Legislature has the authority to raise tolls on state-owned bridges and  
19 has done so in the past on the Bay Area’s state-owned bridges; and

20 WHEREAS, Senate Bill (SB) 532 would require the Bay Area Toll Authority (BATA) to  
21 temporarily raise the toll on the Bay Area’s seven state-owned bridges by \$1.50, indexed to  
22 inflation, over the five-year period from January 1, 2024, through December 31, 2028; and

23 WHEREAS, The toll increase is projected to yield roughly \$180 million annually over  
24 the five-year period, and SB 532 directs the Metropolitan Transportation Commission (MTC)  
25 to distribute 90% of the toll revenues to transit operators to maintain service at Fiscal Year

1 2022-2023 service levels, as well as for safety, reliability, cleanliness, and security  
2 improvements; and

3 WHEREAS, SB 532 includes provisions for MTC to study, design, and implement an  
4 equity-based program to mitigate the impact the toll increase would have on low-income  
5 residents; now, therefore, be it

6 RESOLVED, That the Board of Supervisors of the City and County of San Francisco  
7 supports Senate Bill No. 532; and, be it

8 FURTHER RESOLVED, That the Clerk of the Board send a copy of this Resolution to  
9 Governor Gavin Newsom, President pro-Tempore Toni G. Atkins, and Speaker of the State  
10 Assembly Robert Rivas.

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AMENDED IN ASSEMBLY JUNE 29, 2023

AMENDED IN ASSEMBLY JUNE 22, 2023

AMENDED IN SENATE MAY 18, 2023

AMENDED IN SENATE APRIL 25, 2023

AMENDED IN SENATE APRIL 13, 2023

AMENDED IN SENATE MARCH 30, 2023

**SENATE BILL**

**No. 532**

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**Introduced by Senator Wiener**

**(Principal coauthors: Senators Becker and Cortese)**

(Principal coauthors: Assembly Members Bonta, Haney, Lee, Ting, and Wicks)

February 14, 2023

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An act to amend Sections 30911, 30916, and 30920 of, and to add Section 30914.8 to, the Streets and Highways Code, *and to amend Section 40258 of Vehicle Code*, relating to transportation, and making an appropriation therefor.

LEGISLATIVE COUNSEL'S DIGEST

SB 532, as amended, Wiener. San Francisco Bay area toll bridges: ~~toll increase:~~ *tolls*: transit operating expenses.

Existing law creates the Metropolitan Transportation Commission (MTC) as a regional agency in the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates the Bay Area Toll Authority (BATA) as a separate entity governed by the same governing board as MTC and makes BATA responsible for the administration of toll

revenues from the state-owned toll bridges in the San Francisco Bay area. Existing law requires the Department of Transportation to collect tolls on these state-owned toll bridges. Existing law requires those toll revenues to be deposited in the Bay Area Toll Account and requires BATA to control and maintain that account, as specified.

This bill would, until December 31, 2028, require BATA to increase the toll rate for vehicles for crossing the state-owned toll bridges in the San Francisco Bay area by \$1.50, as adjusted for inflation. The bill would require the revenues collected from this toll to be deposited in the Bay Area Toll Account, would continuously appropriate moneys from this toll increase and other specified tolls, and would require moneys from this toll to be transferred to MTC for allocation to transit operators that provide service within the San Francisco Bay area and that are experiencing a financial shortfall, as specified. The bill would direct MTC to require each transit operator eligible to receive an allocation from the account to, on an annual basis, submit a 5-year projection of its operating needs, as specified.

To the extent this bill would mandate that MTC or a transit operator provide a new program or higher level of service, the bill would impose a state-mandated local program.

*Existing law, beginning July 1, 2024, prohibits a schedule of toll evasion penalties for a toll evasion violation on a toll bridge from exceeding \$25 for the notice of toll evasion violation and \$50 for the notice of delinquent toll evasion violation, as specified.*

*This bill, beginning July 1, 2024, would decrease the maximum amount of penalties that can be included in a schedule of toll evasion penalties for a toll evasion violation on a San Francisco Bay area state-owned toll bridge to instead be \$5 for the notice of toll evasion violation and \$10 for the notice of delinquent toll evasion violation, as specified.*

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

Vote:  $\frac{2}{3}$ . Appropriation: yes. Fiscal committee: yes.  
State-mandated local program: yes.

*The people of the State of California do enact as follows:*

1 SECTION 1. This act shall be known, and may be cited, as the  
2 Safe, Clean, and Reliable Bay Area Public Transportation  
3 Emergency Act.

4 *SEC. 2. It is the intent of the Legislature to enact future*  
5 *legislation to require the Metropolitan Transportation Commission*  
6 *to study, design, and implement an equity-based program to*  
7 *mitigate the impacts of the \$1.50 toll increase required by this act*  
8 *within two years of the effective date of this act. It is the intent of*  
9 *the Legislature that the commission would establish the*  
10 *equity-based program in a manner that is operationally feasible,*  
11 *financially practicable, and effective, and that the commission*  
12 *would consider including discounts, toll caps, and toll exemptions*  
13 *as part of the program.*

14 ~~SEC. 2.~~

15 SEC. 3. Section 30911 of the Streets and Highways Code is  
16 amended to read:

17 30911. (a) The authority shall control and maintain the Bay  
18 Area Toll Account and other subaccounts it deems necessary and  
19 appropriate to document toll revenue and operating expenditures  
20 in accordance with generally accepted accounting principles.

21 (b) (1) After providing for expenditures pursuant to subdivision  
22 (a) of Section 30912 and for operating assistance pursuant to  
23 subdivision (d) of Section 30914 and subdivision (c) of Section  
24 30914.7 and after the requirements of any bond resolution or  
25 indenture of the authority for any outstanding revenue bonds have  
26 been met, the authority shall transfer on a regularly scheduled basis  
27 as set forth in the authority’s annual budget resolution, the revenues  
28 defined in subdivision (b) of Section 30913 and Sections 30914,  
29 30914.7, and 30914.8 to the commission. The funds transferred  
30 are continuously appropriated to the commission to expend for the  
31 purposes specified in subdivision (b) of Section 30913 and Sections  
32 30914, 30914.7, and 30914.8. After the commission makes a  
33 determination that the projects and programs funded by the  
34 commission have been completed, the revenues transferred to the  
35 commission shall be expended by the commission for supplemental  
36 funding for the projects and programs identified in subdivision (a)  
37 of Section 30914.7 if the voters approve a toll increase authorized  
38 pursuant to Section 30923.

1 (2) For purposes of paragraph (1), the revenues defined in  
2 subdivision (b) of Section 30913 and subdivision (a) of Section  
3 30914 include all revenues accruing since January 1, 1989.

4 ~~SEC. 3.~~

5 *SEC. 4.* Section 30914.8 is added to the Streets and Highways  
6 Code, to read:

7 30914.8. (a) The Metropolitan Transportation Commission  
8 shall, from proceeds of the toll imposed pursuant to subdivision  
9 (f) of Section 30916 and transferred pursuant to Section 30911,  
10 provide funding to transit operators that provide service within the  
11 commission's geographic jurisdiction and that are experiencing a  
12 financial shortfall. A transit operator shall only be eligible to  
13 receive an allocation pursuant to this section if it operates  
14 fixed-route public transit ~~services~~ *services, including by bus, rail,*  
15 *or ferry,* within the commission's geographic jurisdiction and does  
16 not directly receive the majority of its revenues from the Golden  
17 Gate Bridge, Highway, and Transportation District.

18 (b) The commission shall annually distribute at least 90 percent  
19 of the revenues described in subdivision (a) to eligible transit  
20 operators in order to avoid service cuts and maintain operations,  
21 including safety, security, reliability, or cleanliness services and  
22 improvements. The commission may only allocate funds pursuant  
23 to this subdivision to a transit operator after it makes a  
24 determination that the funds are necessary to avoid service cuts  
25 relative to service levels provided by that transit operator during  
26 2022–23 fiscal year. In providing allocations pursuant to this  
27 subdivision, the commission shall prioritize averting service cuts  
28 for transit operators that serve the highest number of transit riders.  
29 The commission shall also take into consideration the extent of  
30 local funding to support transit service and may also consider  
31 operator fares and other sources of revenue.

32 (c) The commission shall annually distribute no more than 10  
33 percent of the revenues described in subdivision (a) to assist  
34 eligible transit operators with restoring or reconfiguring service  
35 above levels provided during the 2022–23 fiscal year or for the  
36 purpose of funding initiatives to transform transit service pursuant  
37 to the commission's adopted Transit Transformation Action Plan,  
38 or to make specific safety, security, reliability, or cleanliness  
39 improvements.

1 (d) The commission shall require each transit operator eligible  
 2 to receive an allocation pursuant to this section to, on an annual  
 3 basis, submit a five-year projection of its operating needs. This  
 4 projection of operating needs shall be based on standardized  
 5 assumptions and guidance developed by the commission in  
 6 collaboration with transit operators. The commission may  
 7 reasonably audit, request revision to, or directly amend operating  
 8 needs projections if appropriate or necessary to ensure consistency  
 9 of assumptions and fairness across transit operators.

10 ~~SEC. 4.~~

11 *SEC. 5.* Section 30916 of the Streets and Highways Code is  
 12 amended to read:

13 30916. (a) The base toll rate for vehicles crossing the  
 14 state-owned toll bridges within the geographic jurisdiction of the  
 15 commission as of January 1, 2003, is as follows:

16	17	18
	Number of Axles	Toll
18	Two axles	\$ 1.00
19	Three axles	3.00
20	Four axles	5.25
21	Five axles	8.25
22	Six axles	9.00
23	Seven axles & more	10.50

24  
 25 (b) If the voters approve a toll increase, pursuant to Section  
 26 30921, commencing July 1, 2004, the base toll rate for vehicles  
 27 crossing the bridges described in subdivision (a) is as follows:

28	29	30
	Number of axles	Toll
30	Two axles	\$ 2.00
31	Three axles	4.00
32	Four axles	6.25
33	Five axles	9.25
34	Six axles	10.00
35	Seven axles & more	11.50

36  
 37 (c) (1) If the voters approve a toll increase, pursuant to Section  
 38 30923, the authority shall increase the base toll rate for vehicles  
 39 crossing the bridges described in subdivision (a) from the toll rates  
 40 then in effect by the amount approved by the voters pursuant to



1 Section 30923. The authority may, beginning six months after the  
2 election approving the toll increase, phase in the toll increase over  
3 a period of time and may adjust the toll increase for inflation based  
4 on the California Consumer Price Index after the toll increase has  
5 been phased in completely.

6 (2) Revenue generated from the adjustment of the toll to account  
7 for inflation pursuant to paragraph (1) may be expended for the  
8 following purposes:

9 (A) Bridge maintenance and rehabilitation necessary to preserve,  
10 protect, and replace the bridge structures consistent with  
11 subdivision (b) of Section 30950.3.

12 (B) Supplemental funding for the projects and programs  
13 authorized pursuant to subdivision (a) of Section 30914.7.

14 (d) The authority shall increase the amount of the toll only if  
15 required to meet its obligations on any bonds or to satisfy its  
16 covenants under any bond resolution or indenture. The authority  
17 shall hold a public hearing before adopting a toll schedule reflecting  
18 the increased toll charge.

19 (e) Nothing in this section shall be construed to prohibit the  
20 adoption of either a discounted commute rate for two-axle vehicles  
21 or of special provisions for high-occupancy vehicles under terms  
22 and conditions prescribed by the authority in consultation with the  
23 department.

24 (f) (1) Beginning January 1, 2024, and until December 31,  
25 2028, the authority shall increase the base toll rate for vehicles  
26 crossing the bridges described in subdivision (a) from the toll rates  
27 then in effect by one dollar and fifty cents (\$1.50).

28 (2) The authority shall adjust the toll increase imposed pursuant  
29 to paragraph (1) on an annual basis for inflation based on the  
30 California Consumer Price Index.

31 (3) Notwithstanding Section 30918, the toll increase imposed  
32 pursuant to paragraph (1) shall not be reduced without statutory  
33 authorization by the Legislature.

34 (4) This subdivision shall become inoperative on January 1,  
35 2029.

36 ~~SEC. 5.~~

37 *SEC. 6.* Section 30920 of the Streets and Highways Code is  
38 amended to read:

39 30920. The authority may issue toll bridge revenue bonds to  
40 finance any or all of the projects and purposes, including those

1 specified in Sections 30913, 30914, 30914.7, and 30914.8, if the  
2 issuance of the bonds does not adversely affect the minimum  
3 amount of toll revenue proceeds designated in Section 30913 and  
4 in paragraph (4) of subdivision (a) of, and subdivision (b) of,  
5 Section 30914 for rail extension and improvement projects and  
6 transit projects to reduce vehicular traffic. A determination of the  
7 authority that a specific project or projects or purposes shall have  
8 no adverse effect will be binding and conclusive in all respects.

9 *SEC. 7. Section 40258 of the Vehicle Code, as added by Section*  
10 *13 of Chapter 969 of the Statutes of 2022, is amended to read:*

11 40258. (a) (1) The schedule of toll evasion penalties for a toll  
12 evasion violation on a toll bridge shall not exceed twenty-five  
13 dollars (\$25) for the notice of toll evasion violation, and shall not  
14 exceed fifty dollars (\$50) for the notice of delinquent toll evasion  
15 violation for a cumulative total of fifty dollars (\$50) for each  
16 individual toll evasion violation.

17 (2) *Notwithstanding paragraph (1), the schedule of toll evasion*  
18 *penalties for a toll evasion violation on a San Francisco Bay area*  
19 *state-owned toll bridge shall not exceed five dollars (\$5) for the*  
20 *notice of toll evasion violation, and shall not exceed ten dollars*  
21 *(\$10) for the notice of delinquent toll evasion violation for a*  
22 *cumulative total of fifteen dollars (\$15) for each individual toll*  
23 *evasion violation. For purposes of this paragraph, "San Francisco*  
24 *Bay area state-owned toll bridge" means any of the toll bridges*  
25 *described in Section 30910 of the Streets and Highways Code.*

26 (2)

27 (3) ~~Notwithstanding paragraph (1), paragraphs (1) and (2),~~ the  
28 schedule of toll evasion penalties may include any administrative  
29 fee, fine, or assessment imposed by the state after enactment of  
30 this chapter in addition to the cumulative fifty-dollar (\$50) limit  
31 per each individual toll evasion violation.

32 (b) If the registered owner, by appearance or by mail, makes  
33 payment to the processing agency within 15 days of the mailing  
34 of the notice of toll evasion violation issued pursuant to subdivision  
35 (a) of Section 40254 for a bridge toll evasion, the amount owed  
36 shall consist of the amount of the toll without any additional  
37 penalties, administrative fees, or charges.

38 (c) The maximum penalty for each toll evasion violation  
39 included in a notice of toll evasion for either a toll highway, toll  
40 road, or express lane shall be sixty dollars (\$60). The maximum

1 cumulative toll evasion penalty shall not exceed one hundred  
2 dollars (\$100) for each individual toll evasion violation.

3 (d) Toll evasion penalties under this article shall be collected  
4 as civil penalties.

5 (e) The amounts specified in this section may be adjusted  
6 periodically by an issuing agency at a rate not to exceed any  
7 increase in the California Consumer Price Index as compiled and  
8 reported by the Department of Industrial Relations.

9 (f) An issuing agency shall waive the toll evasion penalty for a  
10 first violation with the issuing agency if the person contacts, as  
11 applicable, the issuing or processing agency customer service  
12 center within 21 days from the mailing of the notice of toll evasion  
13 violation, and the person is not currently an accountholder with  
14 the issuing agency, signs up for an account, and pays the  
15 outstanding toll.

16 (g) This section shall become operative on July 1, 2024.

17 ~~SEC. 6.~~

18 *SEC. 8.* If the Commission on State Mandates determines that  
19 this act contains costs mandated by the state, reimbursement to  
20 local agencies and school districts for those costs shall be made  
21 pursuant to Part 7 (commencing with Section 17500) of Division  
22 4 of Title 2 of the Government Code.



**MYRNA MELGAR**

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DATE: July 19, 2023

TO: Angela Calvillo  
Clerk of the Board of Supervisors

FROM: Supervisor Myrna Melgar, Chair, Land Use and Transportation Committee

RE: Land Use and Transportation Committee  
COMMITTEE REPORTS

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Pursuant to Board Rule 4.20, as Chair of the Land Use and Transportation Committee, I have deemed the following matters are of an urgent nature and request them be considered by the full Board on Tuesday, July 25, 2023, as Committee Reports:

- File No. 230800**      **Acceptance and Recording of Avigation Easement - SyNoor LLC - 410 Noor Avenue, South San Francisco**
- Resolution authorizing the acceptance and recording of an avigation easement by the City and County of San Francisco from SyNoor LLC for the development at 410 Noor Avenue in South San Francisco, California, at no cost to the City and County of San Francisco; to authorize the Director of Property to enter into amendments or modifications to the grant of avigation easement that do not materially increase the obligations or liabilities to the City and are necessary to effectuate the purposes of this Resolution; and making findings under the California Environmental Quality Act and affirming the Planning Department
- File No. 230779**      **Street Naming - Portions of Palo Alto Avenue to La Avanzada Street and Dellbrook Avenue**
- Sponsor: Melgar
- Resolution renaming a segment of Palo Alto Avenue to La Avanzada Street from its new terminus at 241 Palo Alto Avenue westward to its intersection with Dellbrook Avenue and renaming the remaining segment of Palo Alto Avenue between its intersection with Dellbrook Avenue and its westward terminus at Clarendon Avenue to Dellbrook Avenue.
- File No. 230559**      **Planning, Building, Fire Codes - Small Business Month Fee Waivers Including for Awning Installation and Business Signs**
- Sponsor: Engardio
- Ordinance amending the Planning, Building, and Fire Codes to codify the annual waiver of awning replacement fees and awning sign fees applied for during the month of May, to annually waive fees for Business Signs and new awning installations applied for during the months of May 2023 and

May 2024, and to indicate that the Planning Code, Building, and Fire Code waivers pertaining to pedestrian street lighting as well as awning replacement, awning installation, and awning sign fees are keyed to permit application in May rather than permit issuance in May; affirming the Planning Department's determination under the California Environmental Quality Act; making findings of consistency with the General Plan and the eight priority policies of Planning Code, Section 101.1; and making findings of public necessity, convenience, and welfare pursuant to Planning Code, Section 302.

**File No. 230818**

**Supporting California State Senate Bill No. 532 (Wiener) - The Safe, Clean & Reliable Bay Area Public Transportation Emergency Act**

Sponsors: Mandelman; Melgar and Dorsey

Resolution supporting California State Senate Bill No. 532, introduced by Senator Scott Wiener, enabling the San Francisco Bay Area to raise funds to prevent a medium-term public transportation operations budget shortfall while requiring transit safety, cleanliness, and reliability improvements.

**File No. 230764**

**Planning, Building Codes - Development Impact Fee Indexing, Deferral, and Waivers; Adoption of Nexus Study**

Sponsor: Mayor

Ordinance amending the Planning Code to 1) modify the annual indexing of certain development impact fees, with the exception of inclusionary housing fees; 2) provide that the type and rates of applicable development impact fees, with the exception of inclusionary housing fees, shall be determined at the time of project approval; 3) exempt eligible development projects in PDR (Production, Distribution, and Repair) Districts, and the C-2 (Community Business) and C-3 (Downtown Commercial) Zoning Districts from all development impact fees for a three-year period; 4) allow payment of development impact fees, with the exception of fees deposited in the Citywide Affordable Housing Fund, to be deferred until issuance of the first certificate of occupancy; and 5) adopt the San Francisco Citywide Nexus Analysis supporting existing development impact fees for recreation and open space, childcare facilities, complete streets, and transit infrastructure and making conforming revisions to Article 4 of the Planning Code; amending the Building Code to allow payment of development impact fees, with the exception of fees deposited in the Citywide Affordable Housing Fund, to be deferred until issuance of the first certificate of occupancy and repealing the fee deferral surcharge; affirming the Planning Department's determination under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and making findings of public necessity, convenience, and welfare pursuant to Planning Code, Section 302.

**File No. 230769**

**Planning, Administrative Codes - Development Impact Fee Reductions**

Sponsors: Peskin; Safai

Ordinance amending the Planning Code to: 1) reduce Inclusionary Housing Program requirements of the Planning Code, for projects exceeding a stated unit size that have been approved prior to November 1, 2023, and that receive a first construction document within a specified period; 2) adopt a process for those projects to request a modification to conditions of approval related to development impact fees, subject to delegation by the

Planning Commission; 3) reduce Article 4 development impact fees, including Inclusionary Affordable Housing fees, for projects approved before November 1, 2026, that receive a first construction document within 30 months of entitlement; and 4) modify the Inclusionary Housing Program Ordinance effective November 1, 2026, to reduce applicable fees, and on-site or off-site unit requirements, for projects that exceed a stated unit size; amending the Administrative Code to update the Inclusionary Housing Technical Advisory Committee member requirements; affirming the Planning Department's determination under the California Environmental Quality Act; making public necessity, convenience, and welfare findings under Planning Code, Section 302; and making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.

**File No. 230026**

**Planning, Subdivision, and Administrative Codes and Zoning Map - Family Housing Opportunity Special Use District**

Sponsors: Melgar; Engardio

Ordinance amending 1) the Planning Code to create the Family Housing Opportunity Special Use District; 2) the Planning Code to authorize the greater of up to four units or one unit per 1,000 square feet of lot area on individual lots in the RH (Residential, House) District, the greater of up to twelve units or one unit per 1,000 square feet of lot area on three merged lots and the greater of up to eight units or one unit per 1,000 square feet of lot area on two merged lots in RH-1 (Residential, House: One Family) districts, and Group Housing in RH-1 districts for eligible projects in the Special Use District; 3) the Planning Code to exempt eligible projects in the Special Use District from certain height, open space, dwelling unit exposure, and rear-yard requirements, conditional use authorizations, and neighborhood notification requirements; 4) the Subdivision Code to authorize eligible projects in the Special Use District to qualify for condominium conversion or a condominium map that includes the existing dwelling units and the new dwelling units that constitute the project; 5) the Administrative Code to require new dwelling or group housing units constructed pursuant to the density limit exception to be subject to the rent increase limitations of the Rent Ordinance; 6) the Zoning Map to show the Family Housing Opportunity Special Use District; and affirming the Planning Department's determination under the California Environmental Quality Act, and making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1, and findings of public necessity, convenience, and welfare under Planning Code, Section 302.

These matters will be heard in the Land Use and Transportation Committee at a Regular Meeting on Monday, July 24, 2023, at 1:30 p.m.

## Introduction Form

*(by a Member of the Board of Supervisors or the Mayor)*



I hereby submit the following item for introduction (select only one):

- 1. For reference to Committee (Ordinance, Resolution, Motion or Charter Amendment)
- 2. Request for next printed agenda (For Adoption Without Committee Reference)  
*(Routine, non-controversial and/or commendatory matters only)*
- 3. Request for Hearing on a subject matter at Committee
- 4. Request for Letter beginning with "Supervisor [ ] inquires..."
- 5. City Attorney Request
- 6. Call File No. [ ] from Committee.
- 7. Budget and Legislative Analyst Request (attached written Motion)
- 8. Substitute Legislation File No. [ ]
- 9. Reactivate File No. [ ]
- 10. Topic submitted for Mayoral Appearance before the Board on [ ]

The proposed legislation should be forwarded to the following (please check all appropriate boxes):

- Small Business Commission       Youth Commission       Ethics Commission
- Planning Commission       Building Inspection Commission       Human Resources Department

General Plan Referral sent to the Planning Department (proposed legislation subject to Charter 4.105 & Admin 2A.53):

- Yes                       No

*(Note: For Imperative Agenda items (a Resolution not on the printed agenda), use the Imperative Agenda Form.)*

Sponsor(s):

Mandelman

Subject:

[Supporting California Senate Bill 532 (Wiener) – The Safe, Clean & Reliable Bay Area Public Transportation Emergency Act]

Long Title or text listed:

Resolution supporting California Senate Bill No. 532, introduced by Senator Scott Wiener, enabling the San Francisco Bay Area to raise funds to prevent a medium-term public transportation operations budget shortfall while requiring transit safety, cleanliness, and reliability improvements.

Signature of Sponsoring Supervisor: