

NOTICE OF SPECIAL RESTRICTIONS UNDER THE PLANNING CODE

RECORDING REQUESTED BY:)

And When Recorded Mail To:)

Name: 799 SUN LLC)

Address: 3364 SACRAMENTO ST)

City: SAN FRANCISCO)

State: California 94118)

CONFIRMED COPY of document recorded
09/18/2018, 2018K673764
WITH DOCUMENT ID
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SAN FRANCISCO ASSESSOR-RECORDER

Space Above this Line For Recorder's Use

I (We) 799 So. VAN Ness Avenue LLC the owner(s) of that certain real property situated in the City and County of San Francisco, State of California more particularly described as follows:

(PLEASE ATTACH THE LEGAL DESCRIPTION AS ON DEED)

BEING ASSESSOR'S BLOCK: 3591 ; LOT: 024 ,

COMMONLY KNOWN AS: 793 So Van Ness Ave.;

hereby give notice that there are special restrictions on the use of said property under the San Francisco Planning Code.

Pursuant to Planning Code Section 169 and the TDM Program Standards (as amended on February 17, 2017), the Development Project authorized by **Building Permit No. 2018.0515.9202 (Case No. 2015.001360)** shall be subject to the following:

- (1) Prior to the issuance of a first certificate of occupancy, the property owner shall facilitate a site inspection by Planning Department staff to confirm that all approved physical improvement measures in the Development Project's TDM Plan have been implemented and/or installed. The property owner shall also provide documentation that all approved programmatic measures in the Development Project's TDM Plan will be implemented. The process and standards for determining compliance shall be specified in the Planning Commission's TDM Program Standards.
- (2) Throughout the life of the Development Project, the property owner, and all successors, shall:

NOTICE OF SPECIAL RESTRICTIONS UNDER THE PLANNING CODE

- a. Maintain a TDM coordinator, as defined in the TDM Program Standards, who shall coordinate with the City on the Development Project's compliance with its approved TDM Plan.
- b. Allow City staff access to relevant portions of the property to conduct site visits, surveys, inspection of physical improvements, and/or other empirical data collection, and facilitate in-person, phone, and/or e-mail or web-based interviews with residents, tenants, employees, and/or visitors. City staff shall provide advance notice of any request for access and shall use all reasonable efforts to protect personal privacy during visits and in the use of any data collected during this process.
- c. Submit periodic compliance reports to the Planning Department, as required by the TDM Program Standards.

(3) The following constitutes the TDM Plan for this Development Project:

TDM Measures	Points
PKG-1: Unbundled Parking – Location D	4
PKG-4: Parking Supply – Option B	2
ACTIVE-2: Bicycle Parking – Option A	1
ACTIVE-5A: Bicycle Repair Station	1
CSHARE-1: Car Share Parking- Option A	1
LU-2: On-Site Affordable Housing – Option B	2
Required Target Points (50%)	15/2=7.5
Points Achieved	11

(4) Details for each TDM measure included in the plan above are attached as Exhibit A of this notice.

The use of said property contrary to these special restrictions shall constitute a violation of the Planning Code, and no release, modification or elimination of these restrictions shall be valid unless notice thereof is recorded on the Land Records by the Zoning Administrator of the City and County of San Francisco.

Dated: 9-18-18 at San Francisco, California.



 (Owner's Signature)

Managing member of 799 SVN LLC

 (Agent's Signature)

NOTICE OF SPECIAL RESTRICTIONS UNDER THE PLANNING CODE

This signature(s) must be acknowledged by a notary public before recordation; add Notary Public Certification and Official Notarial Seal.

EXHIBIT A – TDM MEASURE DETAILS

EXHIBIT A

The land referred to is situated in the County of San Francisco, City of San Francisco, State of California, and is described as follows:

Parcel One:

Beginning at the point of intersection of the Northerly line of Nineteenth Street and the Easterly line of South Van Ness Avenue, running thence Northerly along said Easterly line of South Van Ness Avenue 146 feet; thence at a right angle Easterly 102 feet and 6 inches; thence at a right angle Southerly 14 feet and 7 inches; thence at a right angle Easterly 20 feet; thence at a right angle Southerly 131 feet and 5 inches to the Northerly line of Nineteenth Street 122 feet and 6 inches to the point of beginning.

Parcel Two:

An Easement for the ingress and egress for pedestrians and automobiles over and along the following property:

Beginning at a point on the Easterly line of South Van Ness Avenue, distant thereon 146 feet Northerly from the Northerly line of 19th Street; running thence Northerly along said line of South Van Ness Avenue 3 feet 9 inches; thence at a right angle Easterly 87 feet; thence at a right angle Southerly 3 feet 9 inches; thence at a right angle Westerly 87 feet to the point of beginning.

EXCEPTING THEREFROM Parcels One and Two, any oil, gas and other minerals (including, without limitation, helium, lignite, sulfur, phosphate and other solid, liquid and gaseous substances), as reserved in that certain grant deed recorded July 1, 1998, in Book H166, at Page 461, Official Records.

Being a portion of Mission Block No. 58

APN: Lot: 024, Block: 3591



Unbundle Parking

TDM MEASURE:

All Accessory Parking spaces shall be leased or sold separately from the rental or purchase fees for use for the Life of the Development Project, so that residents or tenants have the option of renting or buying a parking space at an additional cost, and would, thus, experience a cost savings if they opt not to rent or purchase parking.

LOCATION A

POINTS:

1

One point if the residential neighborhood parking rate is greater than 0.95 or non-residential neighborhood parking rate is greater than 1.4 OR;

LOCATION B

POINTS:

2

Two points if the residential neighborhood parking rate is greater than 0.80 and less than or equal to 0.95 or non-residential neighborhood parking rate greater than 1.0 and less than or equal to 1.4 OR;

LOCATION C

POINTS:

3

Three points if the residential neighborhood parking rate is greater than 0.65 and less than or equal to 0.80 or non-residential neighborhood parking rate is greater than 0.6 and less than or equal to 1.0 OR;

APPLICABILITY:

This measure is applicable to Development Projects in any land use category but only if the Development Project includes Accessory Parking

POINTS:

1-5 ○○○○○○

Unbundle Parking

PKG-1

LOCATION D

POINTS:

Four points if residential neighborhood parking rate is greater than 0.50 and less than or equal to 0.65 or non-residential neighborhood parking rate is greater than 0.2 and less than or equal to 0.6 OR;

4

LOCATION E

POINTS:

Five points if the residential neighborhood parking rate is less than or equal to 0.50 or non-residential neighborhood parking rate is less than or equal to 0.2.

5

DEVELOPMENT REVIEW:

The measure must be included in the Development Project's TDM Plan. City staff will review the Development Project proposal and assign points based on the project site location.

PRE-OCCUPANCY MONITORING AND REPORTING:

N/A.

ONGOING MONITORING AND REPORTING:

The property owner shall provide documentation demonstrating separate payment (or commercial availability) for each parking space. City staff shall verify that the cost of parking is not included in property rents or sale prices.

Additionally, City staff shall provide the TDM coordinator with a copy of the approved TDM Plan. The TDM coordinator will provide City staff with a signed letter agreeing to distribute the TDM Plan via new employee packets, tenant lease documents, and/or deeds.

RELEVANT MUNICIPAL CODE(S):

San Francisco Planning Code Section 167.



Parking Supply

TDM MEASURE:

The Development Project shall provide off-street private vehicular parking (Accessory Parking) in an amount no greater than the off-street parking rate for the neighborhood (neighborhood parking rate), based on the transportation analysis zone for the project site. For non-residential uses (land use categories A, B, and D), the neighborhood parking rate is shown in the non-residential neighborhood parking rate map and spreadsheet. For residential uses (land use category C), the neighborhood parking rate is shown in the residential neighborhood parking rate map and spreadsheet. The neighborhood parking rates may be updated over time to reflect refined estimates, but shall not be higher than the rates established at the time of TDM Ordinance adoption. The property owner shall be subject to the neighborhood parking rates established at the time of project approval.

OPTION A	POINTS:
One point for providing less than or equal to 100 percent and greater than 90 percent of the neighborhood parking rate; OR	1
OPTION B	POINTS:
Two points for providing less than or equal to 90 percent and greater than 80 percent of the neighborhood parking rate; OR	2
OPTION C	POINTS:
Three points for providing less than or equal to 80 percent and greater than 70 percent of the neighborhood parking rate; OR	3

<p>APPLICABILITY: This measure is applicable to Development Projects in any land use category.</p>	<p>POINTS: 1-11 ○○○○○○○○○○○○</p>
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Parking Supply Management

PKG-4

OPTION D	POINTS:
Four points for providing less than or equal to 70 percent and greater than 60 percent of the neighborhood parking rate; OR	4
OPTION E	POINTS:
Five point for providing less than or equal to 60 percent and greater than 50 percent of the neighborhood parking rate; OR	5
OPTION F	POINTS:
Six points for providing less than or equal to 50 percent and greater than 40 percent of the neighborhood parking rate; OR	6
OPTION G	POINTS:
Seven points for providing less than or equal to 40 percent and greater than 30 percent of the neighborhood parking rate; OR	7
OPTION H	POINTS:
Eight points for providing less than or equal to 30 percent and greater than 20 percent of the neighborhood parking rate; OR	8
OPTION I	POINTS:
Nine points for providing less than or equal to 20 percent and greater than 10 percent of the neighborhood parking rate; OR	9
OPTION J	POINTS:
Ten points for providing less than or equal to 10 percent of the neighborhood parking rate but at least one parking space; OR	10
OPTION K	POINTS:
Eleven points for providing no parking.	11

DEVELOPMENT REVIEW:

The property owner shall submit plans showing the proposed number of parking spaces and the spatial layout of the parking, including means of ingress/egress. In the project description, the property owner shall describe any planned components that may increase the capacity of the parking facility (e.g., by providing valet parking or installing mechanical parking systems). City staff will compare the amount of proposed parking to the parking rate in that neighborhood to confirm the Development Project's point allocation under this measure. City staff will also review the parking facilities to confirm that use of the facility would not create hazards for persons using other modes of transportation.

PRE-OCCUPANCY MONITORING AND REPORTING:

The TDM coordinator shall facilitate a site inspection by Planning Department staff to verify that the project meets the standards specified in the project approvals, and that the configuration of the vehicular parking (including ingress/egress) does not create hazards.

Additionally, City staff shall provide the TDM coordinator with a copy of the approved TDM Plan. The TDM coordinator will provide City staff with a signed letter agreeing to distribute the TDM Plan via new employee packets, tenant lease documents, and/or deeds.

ONGOING MONITORING AND REPORTING:

The property owner shall submit photographs of the parking facilities. City Staff shall verify that the project continues to meet the standards specified in the Development Project's approvals, and that the configuration of the vehicular parking (including ingress/egress) does not create hazards.. City staff will perform one site visit every three years to verify that the project continues to meet the standards specified in the project approvals.

RELEVANT MUNICIPAL CODE(S):

San Francisco Planning Code Sections 150, 151, 151.1, and 161.

CAR-SHARE



Availability of car-share vehicles reduces the need for individual vehicle ownership, which, in turn, reduces the number of Vehicle Miles Traveled by individuals. Car-share provides vehicles for those trips that are not convenient to make by transit, walking, or bicycling, such as large shopping trips. Subsidizing car-share

membership creates a higher demand for car-share vehicles and may reduce the barrier for individuals to try car-share services. As a result, the membership options within this category are paired with provision of a higher number of car-share spaces.

MENU OF OPTIONS

CATEGORY	MEASURE	POINTS
CSHARE-1	Car-Share Parking and Membership: Option A; or	● 1
	Car-Share Parking and Membership: Option B; or	●● 2
	Car-Share Parking and Membership: Option C; or	●●● 3
	Car-Share Parking and Membership: Option D; or	●●●● 4
	Car-Share Parking and Membership: Option E	●●●●● 5

One point may be equal to a 1% reduction in VMT.





Car-Share Parking and Membership

TDM MEASURE:

The property owner shall proactively offer memberships to a Certified Car-share Organization, at least once annually, to each Dwelling Unit and/or employee¹ for the Life of the Project and/or provide car-share parking spaces as specified below. If requested by the resident and/or employee, the property owner shall pay for, or otherwise provide, memberships minimally equivalent to one annual membership per Dwelling Unit and/or employee. Residents or employees shall pay all other costs associated with the car-share usage, including hourly or mileage fees. Any car-share parking space(s) provided to comply with Section 166 of the Planning Code shall meet the availability and specifications required in the Planning Code. Any car-share parking spaces provided in excess of those required of the project by the Planning Code may be occupied by car-share vehicles operated by a Certified Car-share Organization or may be occupied by other car-share vehicles that the property owner provides for the sole purpose of shared use and that are operated in compliance with Section 166 of the Planning Code, including, but not limited to the following standards:

1. All residents/tenants eligible to drive shall have access to the vehicles; the vehicles may also be made available to users who do not live or work on the subject property;
2. Users shall pay for the use of vehicles;
3. Vehicles shall be made available by reservation on an hourly basis, or in smaller intervals;
4. Vehicles must be located at on-site unstaffed, self-service locations (other than any incidental garage valet service), and generally be available for pick-up by eligible users 24 hours per day;
5. The property owner or a third party vendor shall provide automobile insurance for its users when using car-share vehicles and shall assume responsibility for maintaining car-share vehicles.

Car-share parking spaces required for Option C may be waived if no Accessory Parking is provided

<p>APPLICABILITY: This measure is applicable to Development Projects in any land use category.</p>	<p>POINTS: 1-5 ○○○○○○</p>
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Car-Share

CSHARE-1

for the project. The property owner may choose ONE of the following five options:

OPTION A

POINTS:

1

Residential: Car-share parking spaces as required by the Planning Code.

Office: Car-share parking spaces as required by the Planning Code.

Retail: Car-share parking spaces as required by the Planning Code.

OPTION B

POINTS:

2

Residential: One car-share parking space for every 80 Dwelling Units, with a minimum of two car-share parking spaces.

Office: One car-share parking space for each 20,000 square feet of Occupied Floor Area, with a minimum of two car-share parking spaces.

Retail: Two car-share parking spaces for each 20,000 square feet of Occupied Floor Area, with a minimum of four car-share parking spaces.

OPTION C

POINTS:

3

Residential: One car-share membership for each Dwelling Unit, and car-share parking spaces as required by the Planning Code.

Office: One car-share membership for each employee, and car-share parking spaces as required by the Planning Code.

Retail: One car-share membership for each employee, and car-share parking spaces as required by the Planning Code.

Car-Share

CSHARE-1

OPTION D

POINTS:

4

Residential: One car-share membership for each Dwelling Unit, and one car-share parking space for every 80 Dwelling Units, with a minimum of two car-share parking spaces.

Office: One car-share membership for each employee, and one car-share parking space for each 20,000 square feet of Occupied Floor Area, with a minimum of two car-share parking spaces.

Retail: One car-share membership for each employee, and two car-share parking spaces for each 20,000 square feet of Occupied Floor Area, with a minimum of four car-share parking spaces.

OPTION E

POINTS:

5

Residential: One car-share membership for each Dwelling Unit, and one car-share parking space for every 40 provided Dwelling Units, with a minimum of three car-share parking spaces.

Office: One car-share membership for each employee, and one car-share parking space for every 10,000 square feet of Occupied Floor Area, with a minimum of three car-share parking spaces.

Retail: One car-share membership for each employee, and two car-share parking spaces for every 10,000 square feet of Occupied Floor Area, with a minimum of three car-share parking spaces.

DEVELOPMENT REVIEW: The property owner shall select an option and submit plans that identify the car-share parking spaces. The measure must be included in the Development Project's TDM Plan. City staff will assign points based on the level of implementation.

PRE-OCCUPANCY MONITORING AND REPORTING: The TDM coordinator shall facilitate a site inspection by Planning Department staff to verify that the car-share parking meets the standards specified in the Planning Code and the project approvals.

Additionally, City staff shall provide the TDM coordinator with a copy of the approved TDM Plan. The TDM coordinator will provide City staff with a signed letter agreeing to distribute the TDM Plan via new employee packets, tenant lease documents, and/or deeds.

ONGOING MONITORING AND REPORTING: The property owner shall submit invoices or receipts with any sensitive billing information redacted and document the total number of employees and/or occupied Dwelling Units and the number of memberships purchased within the last year¹. City staff shall verify that the standards and minimums identified in the Planning Code and those specified in the project approvals are met². Verification of car-share operations associated with any car-share vehicles that are provided by the property owner shall include documentation of vehicle ownership or lease, insurance, and demonstration of reservation system and availability to all tenants and/or residents, and invoices or receipts demonstrating charges to users (with sensitive billing information redacted),

RELEVANT MUNICIPAL CODE(S): San Francisco Planning Code Sections 151.1 and 166.

NOTES:

1. Although the property owner may opt to provide an annual membership to all employees, the requirement is one membership per full time employee.

2. Full compliance means that the property owner offers one membership per employee and/or Dwelling Unit regardless of whether or not the memberships are accepted.

3. If a property owner offers the off-street carshare spaces in an amount exceeding Code requirements to a certified car-share organization for two consecutive publicly reporting periods and no certified carshare organization agrees to use the spaces, the property owner must either provide its own fleet of carshare vehicles and operate them per Code requirements or file a TDM Plan Update Application to revise the TDM Plan with new measures from the Standards at the time of TDM Plan Update application to ensure that the target is achieved.

For Option D and E for all car-share spaces that are provided, above and beyond the Planning Code requirements, up to 15 percent of the car-share parking spaces and memberships may be substituted with spaces and memberships for another shared vehicle type. Other shared vehicle types include: scooters, motorized bicycles and/or other motorized vehicles. Shared vehicles must meet the operational standards outlined in Section 166 of the Planning Code. The maximum number of car-share spaces for any Development Project is 50 spaces.



Bicycle Parking

TDM MEASURE:

The property owner may choose ONE of the following options to provide Class 1 and/or Class 2 Bicycle Parking spaces as defined by the Planning Code:

OPTION A

POINTS:

Residential: Class 1 and 2 bicycle parking spaces as required by the Planning Code.

1

Office: Class 1 and 2 bicycle parking spaces as required by the Planning Code.

Retail: Class 1 and 2 bicycle parking spaces as required by the Planning Code.

OPTION B

POINTS:

Residential: One Class 1 Bicycle Parking space for each Dwelling Unit, and two Class 2 Bicycle Parking spaces for every 20 Dwelling Units.

2

Office: One Class 1 Bicycle Parking space for every 2,500 square feet of Occupied Floor Area, and two Class 2 Bicycle Parking spaces for every 25,000 square feet of Occupied Floor Area.

Retail: One Class 1 Bicycle Parking space for every 3,750 square feet of Occupied Floor Area, and one Class 2 Bicycle Parking space for every 750 square feet of Occupied Floor Area; or five percent of the maximum number of visitors which the project is designed to accommodate, whichever is less.

APPLICABILITY:

This measure is required for some projects under Planning Code Section 155.2, and is applicable to Development Projects in any land use category.

POINTS:

1-4 ○○○○

Bicycle Parking

ACTIVE-2

OPTION C

POINTS:

3

Residential: One and a half Class 1 Bicycle Parking spaces for each Dwelling Unit, and three Class 2 Bicycle Parking spaces for every 20 Dwelling Units.

Office: One Class 1 Bicycle Parking space for every 1,667 square feet of Occupied Floor Area, and three Class 2 Bicycle Parking spaces for every 25,000 square feet of Occupied Floor Area.

Retail: One Class 1 Bicycle Parking space for every 2,500 square feet of Occupied Floor Area, and two Class 2 Bicycle Parking spaces for every 750 square feet of Occupied Floor Area or 10 percent of the maximum number of visitors which the project is designed to accommodate, whichever is less.

OPTION D

POINTS:

4

Residential: For each Dwelling Unit, one and half Class 1 Bicycle Parking spaces or one Class 1 Bicycle Parking space for each bedroom, whichever is greater, and four Class 2 Bicycle Parking spaces for every 20 Dwelling Units.

Office: One Class 1 Bicycle Parking space for every 1,250 square feet of Occupied Floor Area, and four Class 2 Bicycle Parking spaces for every 25,000 square feet of Occupied Floor Area.

Retail: One Class 1 Bicycle Parking space for every 1,875 square feet of Occupied Floor Area, and three Class 2 Bicycle Parking spaces for every 750 square feet of Occupied Floor Area or 20 percent of the maximum number of visitors which the project is designed to accommodate, whichever is less.

Bicycle Parking

ACTIVE-2

DEVELOPMENT REVIEW: The property owner shall submit plans that identify the amount, type (Class 1 or Class 2), and location of bicycle parking. City staff shall review the plans to ensure that the bicycle parking spaces provided meet the standards and minimums identified in the Planning Code, Zoning Administrator Bulletin No. 9, and/or those specified in this measure. City staff shall assign points based on the level of implementation. Class 1 Bicycle Parking spaces provided in excess of Planning Code requirements may vary from Planning Code standards as to location and spacing, provided that the intent of the standards regarding convenience and security is preserved.

PRE-OCCUPANCY MONITORING AND REPORTING: The TDM coordinator shall facilitate a site inspection by Planning Department staff to verify that the bicycle parking meets the standards specified in the project approvals.

Additionally, City staff shall provide the TDM coordinator with a copy of the approved TDM Plan. The TDM coordinator will provide City staff with a signed letter agreeing to distribute the TDM Plan via new employee packets, tenant lease documents, and/or deeds.

ONGOING MONITORING AND REPORTING: The property owner shall provide photographs of the bicycle parking. City staff shall verify that the standards specified in the project approvals are met. City staff will perform one site visit every three years to verify that the project continues to meet the standards specified in the project approvals.

RELEVANT MUNICIPAL CODE(S): San Francisco Planning Code Sections 155.1, 155.2, 155.3 and 430.

NOTES:

1. At least 50 percent of all Class 1 Bicycle Parking spaces provided in excess of Planning Code requirements shall be designed to accommodate large bicycles. The number of Class 2 Bicycle Parking spaces in excess of Planning Code requirements may be reduced by up to 50 percent, provided all Class 2 spaces provided are free to patrons of the project, located in one or more on-site facilities, easily accessible, monitored, protected from inclement weather, and designed and operated to reasonably allow patrons the ability to retrieve their bicycle.



Bicycle Repair Station

TDM MEASURE:

The Development Project shall include a bicycle repair station consisting of a designated, secure area within the building, such as within a bicycle storage room or in the building garage, where bicycle maintenance tools and supplies are readily available on a permanent basis and offered in good condition to encourage bicycling. Tools and supplies should include, at a minimum, those necessary for fixing a flat tire, adjusting a chain, and performing other basic bicycle maintenance. Available tools should include, at a minimum, a bicycle pump, wrenches, a chain tool, lubricants, tire levers, hex keys/Allen wrenches, torx keys, screwdrivers, and spoke wrenches.

DEVELOPMENT REVIEW:

The property owner shall submit plans that identify the location of the on-site bicycle repair station. The property owner shall provide a description of the amenities to be provided, a means of providing access to all residents and tenants, and a plan for maintaining these amenities. City staff shall review the plans and description to ensure the bike repair station meets the standards and minimums specified in this measure.

PRE-OCCUPANCY MONITORING AND REPORTING:

The TDM coordinator shall facilitate a site inspection by Planning Department staff to verify that the on-site bicycle repair station meets the standards specified in the project approvals.

Additionally, City staff shall provide the TDM coordinator with a copy of the approved TDM Plan. The TDM coordinator will provide City staff with a signed letter agreeing to distribute the TDM Plan via new employee packets, tenant lease documents, and/or deeds.

APPLICABILITY:

This measure is applicable to Development Projects in any land use category, particularly if the project site is along or near bicycle lane facilities.

POINTS:

1 ●

Bicycle Repair Station

ACTIVE-5A

**ONGOING
MONITORING AND
REPORTING**

The property owner shall submit photographs demonstrating that tools continue to be in place, maintained, and available to tenants and residents. City staff shall verify the continued operation of the on-site bicycle repair station. City staff will perform one site visit every three years to verify that the project continues to meet the standards specified in the project approvals.

**RELEVANT
MUNICIPAL
CODE(S):**

None.



On-site Affordable Housing

TDM MEASURE:

The Development Project shall include on-site Affordable Housing, as defined in Planning Code Section 415, as research indicates that Affordable Housing units generate fewer vehicle trips than market-rate housing units. This measure is in recognition of the amount of on-site affordable housing a Development Project may provide as permitted by City law, as opposed to a requirement.

PERCENTAGE OF UNITS BY INCOME RANGE			
Option	Low Income (Income > 55 ≤ 80%)	Low Income (Income ≤ 55%)	Points
OPTION A	≥ 5 ≤ 10%	≥ 3 ≤ 7%	● 1
OPTION B	> 10 ≤ 20%	> 7 ≤ 14%	●● 2
OPTION C	> 20 ≤ 25%	> 14 ≤ 20%	●●● 3
OPTION D	-	> 20 ≤ 25%	●●●● 4

APPLICABILITY:	POINTS:
This measure is applicable to residential Development Projects (land use category C).	1-4 ○○○○

On-site Affordable Housing

LU-2

OPTION A

POINTS:

1

One point if providing greater than or equal to five percent and less than or equal to 10 percent on-site Affordable Housing where total household income does not exceed 80 percent of Area Median Income; OR

One point if providing greater than or equal to three percent and less than or equal to seven percent on-site Affordable Housing where total household income does not exceed 55 percent of Area Median Income; OR

OPTION B

POINTS:

2

Two points if providing greater than 10 percent and less than or equal to 20 percent on-site Affordable Housing where total household income does not exceed 80 percent of Area Median Income; OR

Two points if providing greater than 7 percent and less than or equal to 14 percent on-site Affordable Housing where total household income does not exceed 55 percent of Area Median Income; OR

OPTION C

POINTS:

3

Three points if providing greater than 20 percent and less than or equal to 25 percent on-site Affordable Housing where total household income does not exceed 80 percent of Area Median Income; OR

Three points if providing greater than 14 percent and less than or equal to 20 percent on-site Affordable Housing where total household income does not exceed 55 percent of Area Median Income; OR

OPTION D

POINTS:

4

Four points if providing greater than 20 percent and less than or equal to 25 percent on-site Affordable Housing where total household income does not exceed 55 percent of Area Median Income.

DEVELOPMENT REVIEW: The property owner shall submit a project description that specifies the number of affordable units and income levels to which they are affordable. City staff will assign points based on the level of implementation.

PRE-OCCUPANCY MONITORING AND REPORTING: The property owner shall submit a copy of the Notice of Special Restrictions specifying the affordability restrictions for the project, including the number, location, and sizes for all affordable units. City staff shall confirm that affordable units are offered as described in the project approvals.

Additionally, City staff shall provide the TDM coordinator with a copy of the approved TDM Plan. The TDM coordinator will provide City staff with a signed letter agreeing to distribute the TDM Plan via new employee packets, tenant lease documents, and/or deeds.

ONGOING MONITORING AND REPORTING: The Mayor's Office of Housing and Community Development (MOHCD) shall monitor and require occupancy certification for affordable ownership and rental units on an annual or bi-annual basis, as outlined in the Procedures Manual¹. The MOHCD may also require the owner of an affordable rental unit, the owner's designated representative, or the tenant in an affordable unit to verify the income levels of the tenant on an annual or bi-annual basis, as outlined in the Procedures Manual.

RELEVANT MUNICIPAL CODE(S): San Francisco Planning Code Section 415.

NOTES:

¹ City and County of San Francisco Inclusionary Affordable Housing Program Monitoring and Procedures manual, effective May, 2013

California All-Purpose Certificate of Acknowledgment

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of San Francisco

S.S.

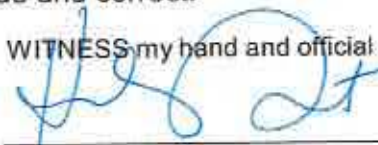
On September 18, 2018 before me, Helen Dumont, Notary Public

personally appeared Joseph Toboni

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature of Notary Public



OPTIONAL INFORMATION

Although the information in this section is not required by law, it could prevent fraudulent removal and reattachment of this acknowledgment to an unauthorized document and may prove useful to persons relying on the attached document.

Description of Attached Document

The preceding Certificate of Acknowledgment is attached to a document titled/for the purpose of _____

containing _____ pages, and dated _____

The signer(s) capacity or authority is/are as:

- Individual(s)
 Attorney-in-fact
 Corporate Officer(s) _____ (Title)

- Guardian/Conservator
 Partner - Limited/General
 Trustee(s)
 Other: _____

representing: _____
Name(s) of Person(s) Entitled to Represent

Additional Information

Method of Signer Identification

Proved to me on the basis of satisfactory evidence:
 form(s) of identification credible witness(es)

Notarial event is detailed in notary journal on:

Page # _____ Entry # _____

Notary contact: 415 465 5700

Other

Additional Signer Signer(s) Thumbprints(s)
