

File No. 180185 Committee Item No. 8
Board Item No. 16

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Land Use and Transportation Committee Date November 5, 2018

Board of Supervisors Meeting

Date November 27, 2018

Cmte Board

<input type="checkbox"/>	<input type="checkbox"/>	Motion
<input type="checkbox"/>	<input type="checkbox"/>	Resolution
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Ordinance
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Legislative Digest
<input type="checkbox"/>	<input type="checkbox"/>	Budget and Legislative Analyst Report
<input type="checkbox"/>	<input type="checkbox"/>	Youth Commission Report
<input type="checkbox"/>	<input type="checkbox"/>	Introduction Form
<input type="checkbox"/>	<input type="checkbox"/>	Department/Agency Cover Letter and/or Report
<input type="checkbox"/>	<input type="checkbox"/>	MOU
<input type="checkbox"/>	<input type="checkbox"/>	Grant Information Form
<input type="checkbox"/>	<input type="checkbox"/>	Grant Budget
<input type="checkbox"/>	<input type="checkbox"/>	Subcontract Budget
<input type="checkbox"/>	<input type="checkbox"/>	Contract/Agreement
<input type="checkbox"/>	<input type="checkbox"/>	Form 126 – Ethics Commission
<input type="checkbox"/>	<input type="checkbox"/>	Award Letter
<input type="checkbox"/>	<input type="checkbox"/>	Application
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Public Correspondence

OTHER (Use back side if additional space is needed)

<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<u>Referral CEQA 030618</u>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<u>Referral PC 030618</u>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<u>Referral PC 041018</u>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<u>Referral CEQA 041818</u>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<u>Hearing Notice 062918</u>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<u>HPC Letter 081418</u>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<u>PPT PLN</u>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<u>PLN Transmittal 092718</u>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>PLN Memo 110518 & 110818</u>
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Completed by: Erica Major Date November 1, 2018
Completed by: Erica Major Date 11/8/18

[Planning Code, Zoning Map - Central South of Market Special Use District]

Ordinance amending the Zoning Map of the Planning Code to create the Central South of Market (SoMa) Special Use District and make other amendments to the Height and Bulk District Maps and Zoning Use District Maps consistent with the Central SoMa Area Plan, encompassing an area generally bounded on its western portion by Sixth Street, on its eastern portion by Second Street, on its northern portion by the border of the Downtown Plan Area (an irregular border that generally jogs along Folsom, Howard and Stevenson Streets), and on its southern portion by Townsend Street; 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.

NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.
Additions to Codes are in *single-underline italics Times New Roman font*.
Deletions to Codes are in *strikethrough italics Times New Roman font*.
Board amendment additions are in double-underlined Arial font.
Board amendment deletions are in ~~strikethrough Arial font~~.
Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

Be it ordained by the People of the City and County of San Francisco:

Section 1. Environmental and Planning Code Findings.

(a) On May 10, 2018 after a duly noticed public hearing, the Planning Commission certified the Final Environmental Impact Report (EIR) for the proposed Central SoMa Area Plan (the Project) by Motion No. 20182, finding the Final EIR reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, contains no significant revisions to the Draft EIR, and the content of the report and the procedures through which the Final EIR was prepared, publicized, and reviewed comply

1 with the provisions of the California Environmental Quality Act (CEQA) (Public Resources
2 Code Section 21000 et seq.), the CEQA Guidelines (14 Cal. Code Regs. Section 15000 et
3 seq.) and Chapter 31 of the San Francisco Administrative Code. Copies of the Planning
4 Commission Motion and Final EIR are on file with the Clerk of the Board in File No. 180490
5 and are incorporated herein by reference.

6 (b) The Project evaluated in the Final EIR includes the proposed amendments to the
7 Planning Code and Zoning Map as well as amendments to the General Plan, adopting the
8 Central SoMa Area Plan and other related amendments. The proposed Planning Code and
9 Zoning Map amendments set forth in this ordinance are within the scope of the Project
10 evaluated in the Final EIR.

11 (c) At the same hearing during which the Planning Commission certified the Final EIR,
12 the Planning Commission adopted findings under CEQA regarding the Project's
13 environmental impacts, the disposition of mitigation measures, and project alternatives, as
14 well as a statement of overriding considerations (CEQA Findings) and adopted a mitigation
15 monitoring reporting program (MMRP), by Resolution No. 20183.

16 (d) At the same hearing, the Planning Commission, in Resolution No. 20184,
17 recommended the proposed Planning Code and Zoning Map amendments for approval and
18 adopted findings that the actions contemplated in this ordinance are consistent, on balance,
19 with the City's General Plan and eight priority policies of Planning Code Section 101.1. The
20 Board adopts these findings as its own. A copy of said Resolution is on file with the Clerk of
21 the Board of Supervisors in File No. 180490, and is incorporated herein by reference.

22 (e) Pursuant to Planning Code Section 302, the Board of Supervisors finds that this
23 Zoning Map Amendment will serve the public necessity, convenience, and welfare for the
24 reasons set forth in Planning Commission Resolution No. 20184, and the Board incorporates
25 such reasons herein by reference.

1 (f) The Board of Supervisors has reviewed and considered the Final EIR and the
2 environmental documents on file referred to herein. The Board of Supervisors has reviewed
3 and considered the CEQA Findings, and hereby adopts them as its own and incorporates
4 them by reference as though such findings were fully set forth in this Ordinance.

5 (g) The Board of Supervisors adopts the MMRP as a condition of this approval, and
6 endorses those mitigation measures that are under the jurisdiction of other City Departments,
7 and recommends for adoption those mitigation measures that are enforceable by agencies
8 other than City agencies, all as set forth in the CEQA Findings and MMRP.

9 (h) The Board of Supervisors finds that no substantial changes have occurred in the
10 proposed Project that would require revisions in the Final EIR due to the involvement of new
11 significant environmental effects or a substantial increase in the severity of previously
12 identified significant effects, no substantial changes have occurred with respect to the
13 circumstances under which the proposed Project is to be undertaken that would require major
14 revisions to the Final EIR due to the involvement of new environmental effects or a substantial
15 increase in the severity of effects identified in the Final EIR, and no new information of
16 substantial importance to the proposed Project has become available which indicates that (1)
17 the Project will have significant effects not discussed in the Final EIR, (2) significant
18 environmental effects will be substantially more severe, (3) mitigation measure or alternatives
19 found not feasible that would reduce one or more significant effects have become feasible or
20 (4) mitigation measures or alternatives that are considerably different from those in the Final
21 EIR would substantially reduce one or more significant effects on the environment.

22 Section 2. The Planning Code is hereby amended by revising Zoning Use District
23 Maps ZN01 and ZN08, Height and Bulk District Maps HT01 and HT08, and Special Use
24 District Maps SU01 and SU08, as follows:
25

(a) The San Francisco Planning Code is hereby amended by amending Zoning Use District Map ZN01 of the Zoning Map of the City and County of San Francisco, as follows:

<u>Description of Property</u>		<u>Use Districts to</u>	<u>Use Districts</u>
<u>Assessor's</u>	<u>Lot</u>	<u>be Superseded</u>	<u>Hereby Approved</u>
<u>Block</u>			
3725	007, 014-015, 017-021, 029, 031, 033, 035, 102-103	MUR	MUG
3732	003-005, 008-009, 018, 023-026, 028-030, 035, 040, 044-045, 048, 062, 064, 066-068, 080, 087-090, 090A, 091, 094-097, 099-103, 106-108, 110-112, 114, 117, 119, 125-127, 129-130, 137-140, 143, 145A, 146-147, 149-200, 202-239, 261-265, 271-555, 561-759, 763-764	MUR	MUG
3733	014, 017-020, 020A, 021, 024-026, 028-031, 034, 091-092, 145-158	WMUG	CMUO MUR
	093, 105	M-1	CMUO MUR
	<u>014</u>	<u>WMUG</u>	<u>CMUO</u>
3750	003, 008, 073, 515-598	MUO	CMUO
	009, 013, 050, 054, 078, 081-082, 086	MUR	CMUO
3751	028-029, 033-034, 053-054, 150, 157-158, 161-162, 165, 411-415, 420-522	MUO	CMUO

	105, 112, 155, 167-170, 173, 175-409	MUR	CMUO
3752	001-003, 008-010, 051-054, 070, 076, 078-081, 083, 107, 109-126, 130-153, 156-392, 394-473, 501-502, 521-589	MUR	CMUO
	011, 011A, 014-015, 017-018, 026-028, 032-033, 036, 095, 590-617	WMUG	CMUO MUR
3753	001, 003-005, 006A, 007-010, 022, 024- 029, 033-034, 037, 041-042, 048-049, 056-063, 070-072, 075-079, 081-085, 089-090, 093-101, 106, 113-122, 129- 132, 138-139, 141-142, 145-148, 150, 152-165, 169-204, 207-239, 241-304, 311-312, 315-318, 328-344	MUR	MUG
3762	001, 003, 007-008, 011-012, 014, 016- 019, 021, 023-026, 032, 036-037, 040- 041, 043, 046, 048-049, 053-055, 058, 106, 108-109, 112-113, 116-119, 121- 124, 126-146	SLI	CMUO
3763	001, 105	SSO	CMUO
	006-009, 011-015, 015A, 015B, 015C, 032-034, 037, 078-080, 080A, 081, 093-096, 113, 116, 119-124	MUO	CMUO
	016-025	SLI	CMUO
	099-101	M-1	CMUO

	112	P	CMUO within 175 feet of Harrison Street; remainder of lot to remain P
3775	001-002, 004-005, 008, 012, 015, 087, 089, 091-096, 099-101, 104-105, 164-171, 181-216	MUO	CMUO
	016-018, 020-022, 025, 072-073, 075, 078-081, 083-086, 122-136, 140-163	SLI	CMUO
3776	004-005, 007-008, 011, 015, 019-021, 024-025, 032, 034, 038-044, 049, 062, 077, 080, 093-094, 098-101, 105-106, 113-115, 117-118, 120-148, 151, 153-475	SLI	CMUO
3777	001-003, 017, 019-020, 030-034	SLI	CMUO
	005, 007, 009, 013, 023-027, 056-070, 073-174	RED	CMUO
	011, 028-029, 035-037, 042, 044-045, 050-051, 054-055	SALI	CMUO
	<u>028-029, 035-037, 042, 044, 047-049</u>	SALI	<u>CMUOMUG</u>
	052	P	CMUO
3786	027-028, 036-037	WMUO	CMUO
	035, 038, 321-322	MUO	CMUO

3787	001-008, 012-019, 021-024, 026, 028, 033, 036-037, 040, 040A, 044, 048-50, 052-139, 144-149, 151-159, 161-164, 166-218, 241-246	SLI	CMUO
	031	MUO	CMUO
3788	002, 006, 008-009, 009A, 037-039, 042-044, 049-073	MUO	CMUO
	010, 012-015, 020-024, 024A, 041, 045, 074-085, 088-107, 110-113, 131-226	SLI	CMUO

(b) The San Francisco Planning Code is hereby amended by amending Zoning Use District Map ZN08 of the Zoning Map of the City and County of San Francisco, as follows:

<u>Description of Property</u>		<u>Use Districts to be Superseded</u>	<u>Use Districts Hereby Approved</u>
<u>Assessor's Block</u>	<u>Lot</u>		
3778	001, 001C, 001D, 001E, 001F, 016-019, 022-023, 025-026, 032, 046A, 046B, 046C, 046D, 046E, 046F, 046G, 046H, 051-087	SALI	CMUO <u>MUG</u>
	001B, 002B, 004-005 (<u>except as specified below</u>), 047-048	SALI	CMUO
	<u>005, from the intersection of 6th and Brannan Streets to 150' along 6th Street and to 200' along Brannan Street</u>	<u>SALI</u>	<u>MUR</u>

3785	002, 002A, 003-004, 004A, 004B, 005, 022-024, 030-131	WMUO	CMUO
	009, 016-018, 132, 137-313	SALI	CMUO <u>MUG</u>
3786	014, 14B, 15-016, 018, 19A, 043-102, 161-262	WMUO	CMUO
	020, 104-160, 263-307	MUO	CMUO

(c) The San Francisco Planning Code is hereby amended by amending Height and Bulk District Map HT01 of the Zoning Map of the City and County of San Francisco, as follows:

<u>Description of Property</u>		<u>Height and</u> <u>Bulk Districts</u> <u>to be</u> <u>Superseded</u>	<u>Height and</u> <u>Bulk Districts</u> <u>Hereby</u> <u>Approved</u>	<u>Additional</u> <u>Information for</u> <u>Split Lots</u>
<u>Assessor's</u> <u>Block</u>	<u>Lot</u>			
3732	003	85-X	180-CS/300-CS	300 feet to a depth of 75 feet from 5th Street
	004	45-X/85-X	45-X/180-CS/300-CS	300 feet to a depth of 75 feet from 5th Street, 45 to a depth of 50 feet from Tehama Street
	005, 149	85-X	300-CS	

	099	45-X	45-X/180-CS	45 feet to a depth of 50 feet from Tehama Street
	100	45-X/85-X	45-X/180-CS	45 feet to a depth of 50 feet from Tehama Street
	145A, 146	85-X	180-CS	
3733	014, 148-158	55-X	180-CS	
	017-020, 020A, 021, 024-026, 031, 034, 091-092, 145-147	55-X	85-X	
	028-030	55-X	130-CS	
	093, 105	130-L	180-CS	
3750	003	130-E	200-CS	
	008, 073, 086	85-X	200-CS	
	009	85-X	130-G	
	013	85-X	130-CS	
	090-509	85-X/130-G	130-G	
	515-598	130-E	200-CS	
3751	029, 150	85-X	45-X/85-X	85 feet to a depth of 80 feet from Harrison Street
	053-054	85-X	45-X	

	168	85-X	45-X/85-X	45 feet to a depth of 150 feet from Lapu Lapu Street
	169	85-X	45-X/85-X	45 feet to a depth of 150 feet from Lapu Lapu Street, 45 to a depth of 45 feet from Rizal Street
	173	130-G	OS	
3752	011, 011A	55-X	85-X	
	012, 014-015, 017-018, 026-028, 032-033, 036	55-X	45-X	
	095	55-X	45-X/85-X	85 feet to a depth of 85 feet from Harrison Street
	590-617	55-X	85-X	
3762	001, 032, 121	85-X	130-CS	
	003	55-X/85-X	130-CS	
	011-012, 014, 016-019, 021, 023-024, 040-041, 043, 046, 048-049, 053-055, 124, 126, 139-146	45-X	85-X	
	025	45-X	130-CS	

	026, 036-037, 118	55-X	130-CS	
	058, 119, 122-123	55-X	85-X	
	106	55-X	130-CS-160-CS	
	108-109, 117	55-X	85-X-160-CS	
	112	55-X/85-X	130-CS-160-CS/160-CS	160 feet to a depth of 250 feet from 4th Street
	113	45-X	130-CS-160-CS	
	116	45-X	85-X-160-CS/130-CS-160-CS	130-160 feet to a depth of 350 feet from 4th Street
3763	001	40-X	350-CS	
	008-009, 017-018, 025, 037	65-X	85-X	
	011-015, 015A, 015B, 015C, 016, 032-034, 119-124	45-X	85-X	
	078-079	45-X	130-CS-350-CS	
	080, 080A, 081	65-X	130-CS-350-CS	
	093-096	65-X	130-CS	

	099-101	40-X	130-CS-350-CS	
	105	40-X	130-CS-200-CS	
	112	45-X	45-X/350-CS	350 to a depth of 175 feet from Harrison Street
	113	85-X	350-CS	350 feet to a depth of 175 feet from Harrison Street
	116	65-X/85-X	130-CS	
3776	008, 011, 015, 019-021, 024, 077, 080, 113-114	65-X	85-X	
	025	85-X	200-CS	
	032, 117	85-X	130-CS	
	034, 038-044, 049, 118	65-X	130-CS	
	151	55-X/65-X	85-X	
	455	55-X/65-X	65-X/85-X	85 feet to a depth of 205 feet from Brannan Street

3777	005, 007, 009, 013, 023-027, 056-070	40-X	45-X	
	011	40/55-X	45-X/65-X	65 feet to a depth of 85 feet from Bryant Street
	017	65-X	45-X/65-X	65 feet to a depth of 80 feet from 4th Street
	028-029	40/55-X	45-X	
	035-036, 054-055	40/55-X	65-X	
	037	40/55-X	45-X/65-X	65 feet to a depth of 80 feet from Brannan Street
	042, 044	40/55-X	45-X/85-X	85 feet to a depth of 80 feet from Brannan Street
	045	40/55-X	160-CS	
	047-049	40/55-X	130-CS	
	050	40/55-X	45-X/130- CS/160-CS	130 feet to the depth of a linear extension of the northwest edge of the Welsh Street right-of-way, 45

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				feet in the area between the linear extension of the northwest edge of the Welsh Street right-of- way and the linear extension of the southeast edge of the Welsh Street right-of- way
	051	40/55-X	45-X/130-CS	130 feet to the depth of a linear extension of the northwest edge of the Welsh Street right-of-way

	052	40-X	<u>50</u> 45-X/130-CS/160-CS	130 feet to the depth of a linear extension of the northwest edge of the Welsh Street right-of-way, 160 feet to a depth of 345 feet from 5th Street
	073-174	40-X	45-X/65-X	65 feet to a depth of 80 feet from Brannan Street
3786	027-028, 036, 039	65-X	130-CS	
	035, 038, 321-322	85-X	250-CS	
	037	65-X	130-CS/200-CS	200 feet to a depth of 310 feet from 5th Street
3787	026, 028, 050	85-X	400-CS	
	144-149	55-X	65-X	
	161-164	55-X	400-CS	

(d) The San Francisco Planning Code is hereby amended by amending Height and Bulk District Map HT08 of the Zoning Map of the City and County of San Francisco, as follows:

Description of Property		Height and	Height and	Additional Information for Split Lots
Assessor's Block Number	Lot	Bulk Districts to be Superseded	Bulk Districts Hereby Approved	
3778	001, 001C, 001D, 001E, 001F	40/55-X	85-X	
	001B, 002B, 004-005	40/55-X	270-CS	
	016	40/55-X	65-X	
	017-019, 022-023, 025-026, 032, 046A, 046B, 046C, 046D, 046E, 046F, 046G, 046H, 051-087	40/55-X	55-X	
	047-048	40/55-X	160-CS	
3785	002	65-X	160-CS	
	003	85-X	160-CS	
	002A, 004	65-X/85-X	85-X	
	009, 016	40/55-X	65-X/85-X	85 feet to a depth of 137.5 feet from Brannan Street

	017, 185-232	40/55-X	85-X	
	018, 135, 137-184, 233-313	40/55-X	65-X	
	132	40/55-X	160-CS	
3786	014	65-X/85-X	300-CS	
	015-016, 043-082, 104- 160, 263-307	85-X	130-CS	
	018, 19A, 020, 083- 102, 161-262	65-X	130-CS	
	014B	65-X/85-X	130-CS	

(e) The San Francisco Planning Code is hereby amended by amending Special Use District Map SU01 of the Zoning Map of the City and County of San Francisco, as follows:

<u>Description of Property</u>		<u>Special Use</u> <u>District Hereby</u> <u>Superseded</u>	<u>Special Use</u> <u>District Hereby</u> <u>Approved</u>
Assessor's Block	Lot		
3704	025-026, 049-053	N/A	Central SoMa Special Use District
3725	007, 014-015, 017-021, 025-026, 029, 031, 033, 035, 060-064, 079, 081, 102- 103	N/A	
3732	003-005, 008-009, 018, 023-026, 028- 033, 035, 040, 044-045, 048, 062, 064, 066-068, 074, 076, 078, 080, 087-090,	N/A	

	090A, 091, 094-097, 099-103, 106-108, 110-112, 114, 117, 119, 122-127, 129- 130, 137-140, 143, 145A, 146-147, 149- 200, 202-239, 261-265, 271-555, 561- 759, 763-764		
3733	014, 017-020, 020A, 021, 024-026, 028- 031, 034, 091-092, 145-158	Western SoMa Special Use District	
	093, 105	N/A	
3750	003, 008-009, 013, 050, 054, 073, 078, 081-082, 086, 089-509, 515-598	N/A	
3751	028-029, 033-034, 053-054, 105, 112, 150, 155, 157-158, 161-162, 165, 167- 170, 173, 175-409, 411-415, 420-522	N/A	
3752	001-003, 008-010, 051-054, 070, 076, 078-081, 083, 107, 109-126, 130-153, 156-392, 394-473, 501-502, 521-589	N/A	
3752	011, 011A, 012, 014-015, 017-018, 026- 028, 032-033, 036, 095, 590-617	Western SoMa Special Use District	
3753	001, 003-005, 006A, 007-010, 021-022, 024-029, 033-034, 037, 041-042, 048- 049, 056-063, 070-072, 075-079, 081- 085, 089-090, 093-101, 106, 113-122, 129-132, 138-139, 141-142, 145-148,	N/A	

	150, 152-165, 169-204, 207-239, 241-304, 311-318, 328-344, 367-375		
3760	001-002, 011-014, 016-017, 019-022, 024-026, 026A, 027-028, 035, 055, 059, 071, 081, 100, 105-108, 111-112, 114, 116-117, 119-129, 131, 134-141	Western SoMa Special Use District	
3761	002, 005C, 006-007, 062-064	Western SoMa Special Use District	
3762	001, 003-004, 007-008, 011-012, 014, 016-019, 021, 023-026, 032, 036-037, 040-041, 043, 046, 048-049, 053-055, 058, 106, 108-109, 112-113, 116-119, 121-124, 126-146	N/A	
3763	001, 006-009, 011-015, 015A, 015B, 015C, 016-025, 032-034, 037, 078-080, 080A, 081, 093-096, 099-101, 105, 112-113, 116, 119-124	N/A	
3775	001-002, 004-005, 008, 012, 015-018, 020-022, 025, 028-030, 032-033, 036, 038-040, 042, 046, 048-049, 053-055, 057-070, 072-073, 075, 078-081, 083-087, 089, 091-096, 099-217, 219-224	N/A	
3776	004-005, 007-008, 011, 015, 019-021, 024-025, 032, 034, 038-044, 049, 062,	N/A	

	077, 080, 093-094, 098-101, 105-106, 113-115, 117-118, 120-148, 151, 153- 475		
3777	001-003, 017, 019-020, 030-034	N/A	
3777	005, 007, 009, 011, 013, 023-029, 035- 037, 042, 044-045, 047-052, 054-070, 073-174	Western SoMa Special Use District	
3786	027-028, 036-037, 039	Western SoMa Special Use District	
3786	035, 038, 321-322	N/A	
3787	001-005, 007-008, 012-019, 021-024, 026, 028, 031, 033, 036-037, 040, 040A, 044, 048-050, 052-139, 144-149, 151-159, 161-164, 166-218, 241-246	N/A	
3788	002, 006, 008-009, 009A, 010, 012-015, 020-024, 024A, 037-039, 041-045, 049- 085, 088-107, 110-113, 131-226	N/A	

(f) The San Francisco Planning Code is hereby amended by amending Special Use District Map SU08 of the Zoning Map of the City and County of San Francisco, as follows:

<u>Description of Property</u>		<u>Special Use</u>	<u>Special Use</u>
Assessor's Block	Lot	<u>District Hereby Superseded</u>	<u>District Hereby Approved</u>
3778	001, 001B, 001C, 001D, 001E, 001F, 002B, 004-005, 016-019, 022-023, 025-026, 032, 046A, 046B, 046C, 046D, 046E, 046F, 046G, 046H, 047-048, 051-087	Western SoMa Special Use District	Central SoMa Special Use District
3785	002, 002A, 003-004, 004A, 004B, 005, 009, 016-018, 022-024, 030-132, 135, 137-313	Western SoMa Special Use District	
3786	014, 014B, 015-016, 018, 019A, 043-102, 161-262,	Western SoMa Special Use District	
3786	020, 104-160, 263-307	N/A	

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1 Section 3. Effective Date. This ordinance shall become effective 30 days after
2 enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the
3 ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board
4 of Supervisors overrides the Mayor's veto of the ordinance.

5
6 APPROVED AS TO FORM:
7 DENNIS J. HERRERA, City Attorney

8 By:


9 PETER R. MILJANICH
Deputy City Attorney

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REVISED LEGISLATIVE DIGEST
(Amended in Committee, 10/29/2018)

[Planning Code, Zoning Map - Central South of Market Special Use District]

Ordinance amending the Zoning Map of the Planning Code to create the Central South of Market (SoMa) Special Use District and make other amendments to the Height and Bulk District Maps and Zoning Use District Maps consistent with the Central SoMa Area Plan, encompassing an area generally bounded on its western portion by Sixth Street, on its eastern portion by Second Street, on its northern portion by the border of the Downtown Plan Area (an irregular border that generally jogs along Folsom, Howard and Stevenson Streets), and on its southern portion by Townsend Street; 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.

Existing Law

Currently, Zoning Use District Maps ZN01 and ZN08, Height and Bulk District Maps HT01 and HT08, and Special Use District Maps SU01 and SU08 reflect zoning districts, bulk and height controls and controls for the Western SoMa Special Use District.

Amendments to Current Law

The ordinance would amend Zoning Use District Maps ZN01 and ZN08, Height and Bulk District Maps HT01 and HT08, and Special Use District Maps SU01 and SU08 to create the Central SoMa Special Use District and the Central SoMa Mixed Use Office zoning district, and to make other amendments consistent with the Central SoMa Area Plan.

Background Information

The proposed ordinance is intended to be considered in conjunction with an ordinance to amend the Administrative Code and the Planning Code, and an ordinance to amend the General Plan, pursuant to the Central SoMa Plan.

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SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: November 8, 2018
TO: San Francisco Planning Commissioners and Board of Supervisors
FROM: Jessica Range and Elizabeth White, Environmental Planning
RE: Environmental Analysis Addressing Amendments to the Central South of Market (SoMa) Area Plan
Planning Department Case No. 2011.1356E

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

The San Francisco Planning Commission certified the Final Environmental Impact Report (EIR) for the Central South of Market (Central SoMa) Plan in compliance with the California Environmental Quality Act (CEQA) on May 10, 2018. Upon four appeals of the Final EIR, the San Francisco Board of Supervisors upheld the certification of the Central SoMa Plan EIR by the Planning Commission on September 25, 2018. The purpose of this analysis is to determine whether the EIR adequately analyzes the amendments to the Central SoMa Plan introduced by the legislative sponsors at the Board of Supervisor's Land Use Committee hearings on October 22 and 29, 2018 and November 5, 2018.

Central SoMa Plan Amendments

The Environmental Planning Division has reviewed the proposed amendments to the Central SoMa Plan introduced at the October 22 and 29, 2018 and November 5, 2018 Land Use Committee hearings and determined that, with the exception of one amendment, the amendments to the Central SoMa Plan are either clarifications, would not result in physical environmental effects, or were addressed in the following documents:

- (1) the Central SoMa Plan Final EIR and accompanying April 5, 2018 and May 9, 2018 errata;
- (2) the September 6, 2018 memo addressing amendments, staff recommendations, and other issues for consideration to the Central SoMa Plan; and
- (3) the September 27, 2018 memo addressing additional staff recommendations and issues for consideration to the Central SoMa Plan.

With the exception of one amendment, the proposed amendments introduced at the October 22 and 29, 2018 and November 5, 2018 hearings (refer to Attachments A, B, and C) are merely clarifications to the Plan, or are determined not to result in physical environmental effects beyond that disclosed in the Final EIR. The following amendment to the Central SoMa Plan requires additional explanation as to why the proposed amendment would not result in any

new physical environmental effects that are not already analyzed in the Central SoMa Plan EIR.

(1) Rezone a portion of Assessor's block 3778, lot 005 from Service, Arts, Light Industrial to Mixed-Use Residential

Analysis: This amendment would modify the proposed Central SoMa Plan zoning map by rezoning a portion of assessor's block 3778, lot 005 from the existing zoning of Service, Arts, Light Industrial (SALI) to Mixed Use Residential (MUR). The Central SoMa Plan EIR analyzed a zoning change of SALI to Central SoMa Mixed-Use Office (CMUO). The proposed area for rezoning would be 200 feet along Brannan Street and 150 feet along 6th Street, as measured from the intersection of 6th and Brannan streets. The remainder of the lot would remain zoned CMUO, as proposed by the Plan. This change to the proposed zoning would encourage residential uses by requiring a 3:1 ratio of residential square footage to nonresidential square footage, thereby resulting in a reduction of 1,130 jobs and a gain of 190 residential units projected under the Central SoMa Plan.¹ This modification in zoning would change the Plan's overall growth projections, resulting in a total of 8,760 housing units (8,570 + 190 units) and 32,089 jobs (33,219 jobs – 1,130 jobs).

As a point of clarification, the total number of housing units studied in the Central SoMa Draft EIR is 8,320 and the total number of jobs studied is 44,000. However, following publication of the Central SoMa Response to Comments document, there have been two instances in which changes to the Plan were made that affect the growth projections evaluated in the EIR. The changes made to the Plan, resulting in an increased number of residential units and a lower number of jobs, remain within the scope of the EIR's analysis as explained in below.

The Planning Department first analyzed the change to the Central SoMa Plan and its projected growth in a list of "Issues For Consideration" in the case report for the Planning Commission's May 10th, 2018 adoption hearing (which was a list of proposed changes to the Central SoMa Plan received from the public during the public review process). One of the issues for consideration involved changing the proposed zoning from CMUO to Mixed-Use General (MUG) or MUR for the area north of Harrison Street. The Planning Department's Environmental Planning Division evaluated this change in the May 9, 2018 errata to the EIR and determined that this potential change would result in a reduction of 10,250 jobs within the Plan Area and a gain of 130 residential units. This would result in a total of 8,450 units (8,320 units + 130 units) and 33,750 jobs (44,000 jobs - 10,250 jobs) in the Central SoMa Plan Area.

¹ Chen, Lisa (San Francisco Planning Department), "RE: Central SoMa 10/22 and 10/29 LUT Amendments CEQA Memo for review (by Nov. 1?)". Email communication to Elizabeth White. October 31, 2018.

The second change to the Plan's growth projections occurred when the Planning Department examined a Central SoMa Plan amendment (included in the September 13, 2018 Planning Commission packet) to rezone the Western SoMa Service, Arts, and Light Industrial (WS SALI) parcels (exclusive of Central SoMa Key Sites), south of Interstate 80 (I-80) to Mixed-Use General (MUG). The Planning Department evaluated this change in a September 6, 2018 memo and determined that this potential change would result in a gain of 120 residential units and a reduction of 531 jobs in the Central SoMa Plan Area, resulting in a total of 8,570 housing units (8,450 units + 120 units) and 33,219 jobs (33,750 jobs – 531 jobs).

In both instances, the Department determined that these changes would not result in increased physical environmental effects beyond those studied in the Central SoMa EIR. EIR Appendix G (attachment to the EIR, provided in an errata issued April 5, 2018²), EIR Appendix I (attachment to the EIR, provided in an errata issued May 9, 2018³), and Environmental Analysis Addressing Amendments, Staff Recommendations, and Other Issues for Consideration to the Central SoMa Area Plan (September 6, 2018 Planning Commission Executive Summary⁴) explain how other changes to the Central SoMa Plan have resulted in changes to the Plan's growth projections.

The proposed rezoning of a portion of block 3778, lot 005 from the currently proposed zoning of CMUO to MUR would change the projected amount of jobs and housing units, but would not result in an exceedance of the overall growth (amount of jobs and housing units) projected under the Plan. The environmental effects of an additional 190 residential units within the Plan Area would be offset by the reduction in environmental effects anticipated to occur as a result of approximately 1,130 fewer jobs being developed within the Plan Area. Therefore, there would be no substantial change to the EIR's analysis for topics that rely on the EIR's growth projections (noise, air quality, and hydrology and water quality). Similarly, because the overall intensity of development under the Plan would still be within that which was studied in the EIR, there would be no change to impacts identified in the initial study related to population and housing, recreation, utilities, or public services.

In regards to transportation and circulation, residential uses, on a square-foot basis, would result in fewer person trips than office uses based on San Francisco's 2002 Transportation

² Errata to the EIR for the Central SoMa Plan – April 5, 2018. This document is available as part of Planning Department Case File No. 2011.1356E and online at: <http://sf-planning.org/area-plan-eirs>. Accessed October 31, 2018.

³ Errata to the EIR for the Central SoMa Plan – May 9, 2018. This document is available as part of Planning Department Case File No. 2011.1356E and online at: <http://sf-planning.org/area-plan-eirs>. Accessed October 31, 2018.

⁴ Planning Commission Packet. Approval of Amendments to the Central SoMa Plan. Planning Commission Packet. September 13, 2018. Accessed October 31, 2018. Available from <http://commissions.sfplanning.org/cpcpackets/Central%20SOMA.pdf>

Impact Analysis Guidelines.⁵ For residential use, 10 person trips are assumed to occur per 1,000 square feet whereas 18 person trips are assumed to occur per 1,000 square foot of office use. Therefore, the conversion of projected office use to residential use would result in lower overall person trips, resulting in lower overall vehicle, transit, pedestrian, bike and other trips. Therefore, this change would not increase the severity of the significant and unavoidable impacts identified in the EIR related to transit, loading, and crosswalk overcrowding. The reduction in overall person trips would result in a reduction in the amount of vehicle trips anticipated to be generated under the Plan, which would result in a commensurate reduction in traffic noise and air quality impacts resulting from vehicle emissions. As such, this change would not increase the severity of the significant and unavoidable land use and land use planning, noise and air quality impacts identified in the EIR. As the location and amount of projected developed area would not change, there would be no change in the significant and unavoidable historic resource or construction traffic impact identified in the EIR. The proposed amendment would result in a reduction in the overall intensity of development anticipated under the Plan and would therefore not result in more significant impacts than those identified in the EIR or Initial Study for the remaining topics that were determined to be less than significant or less than significant with mitigation (e.g., archeology, tribal cultural resources, human remains, paleontological resources, population and housing, construction related noise and air quality, recreation, utilities, public services, biology, geology, hazardous materials, minerals, energy, and agricultural and forest resources).

Furthermore, the rezoning of a portion of assessor's block 3778, lot 005 from the current zoning of SALI to MUR would not change height and bulk proposals studied in the EIR, and therefore, would not result in changes to the aesthetics, shadow, or wind analysis in the EIR.

For the above reasons, the proposal to amend the allowable zoning in the Central SoMa Plan for a portion of Assessor's block 3778, lot 005 from the current zoning of SALI to MUR would not result in increased physical environmental effects beyond those already studied in the EIR.

⁵ The person trips in the Transportation Impact Analysis Guidelines are conservative (i.e. "worst-case scenario") assumption meaning that the results are not underreported, but instead, provide a reasonably conservative analysis.

Enclosures

Attachment A. Amendments introduced at October 22, 2018 Land Use & Transportation Committee Hearing

Attachment B. Amendments introduced at October 29, 2018 Land Use & Transportation Committee Hearing

Attachment C. Amendments introduced at November 5, 2018 Land Use & Transportation Committee Hearing

CENTRAL SOMA PLAN

Amendments Introduced at 10/22 Land Use & Transportation Committee Hearing

#	Section	Page/Line	Change	Prior CEQA Review Document
1	128.1	page 22, lines 7-11	Clarifying language on calculation of land subject to Transferable Development Right (TDR) requirements.	
2	138(d)(2)	page 37, lines 18-20	Clarifying language on payment of the in-lieu fee in satisfaction of privately-owned public open space (POPOS) requirements, pursuant to Section 426.	
3	138(d)(2)	page 38, lines 12-13	Add that the Commissions evaluation of the design of privately-owned public open spaces (POPOS) shall include whether landscaped areas incorporate plantings which include, but are not limited to, living walls, stormwater gardens, and drought-tolerant landscaping.	
4	138(e)(2)(C)	page 40, lines 15-28	Add language specifying that the Commission’s determination of the adequacy of the location, amount, amenities, design and implementation of privately-owned public open spaces (POPOS) shall take into consideration the open space and recreational needs of the diverse inhabitants of the Plan Area, including, but not limited to: residents, workers, youth, families, and seniors.	September 27, 2018 Amendments CEQA Memo
5	169.3	page 56, lines 9-21	Amend the TDM language to require projects that submitted applications before September 4, 2016 to meet 75% of the TDM requirements. Projects that submit after this date are required to meet 100% of the TDM requirements.	May 9, 2018 Errata to EIR
6	249.78(d)(1)	page 71, line 17 through page 72, line 10	Prevailing Building Height and Density: For projects subject to 434 (the Central SoMa CFD tax), the following height and Floor Area Ratio controls shall apply (notwithstanding the height limit indicated on the Zoning Map): (i) For all projects on lots where the Zoning Map indicates a height limit of 85 feet or greater, the height of the project shall be limited to 85 feet in height and the project lot or lots shall be limited to a maximum Floor Area Ratio of 4.0:1. (ii) For projects on lots where the Zoning Map indicates a height limit of less than 85 feet, the project lot or lots shall be limited a maximum Floor Area Ratio of 3.0:1. In order to exceed this development capacity, up to the amount specified in the Zoning Map, the project must elect to develop a project subject to 434.	September 27, 2018 Amendments CEQA Memo
7	249.78(d)(4)(C)(vii)	page 38, lines 12-13	Add that the Project sponsors are encouraged to incorporate plantings on vertical surfaces into projects, which may include green and/or living walls, stormwater gardens, and drought-tolerant landscaping.	September 27, 2018 Amendments CEQA Memo
8	249.78(d)(10)	page 77, line 16	Require that PDR space provided subject to the requirements of Section 202.8 or 249.78(c)(5) have a minimum floor-to-floor height of 17 feet, regardless of location in the building.	
9	249.78(e)(4) (and conforming edits in Sec. 414.4)	page 79, lines 7-17	Require that Key Sites developing an office or hotel project provide on-site child care facilities in satisfaction of their fee requirements under Sections 414.4, unless the project can demonstrate that it is infeasible to provide such facilities. Feasibility may be determined by, among other things, the sufficiency of the existing supply of child care facilities in the Central SoMa SUD, the inability to provide suitable space that would meet childcare licensing requirements, a determination by the Commission that the site is not a suitable location for child care provision, and financial feasibility.	September 27, 2018 Amendments CEQA memo
10	263.33	page 90, lines 6-19	If the development on Assessor's Block 3763, Lot 105 (1 Vassar / Second and Harrison) elects to build residential instead of, or in addition to, a hotel, add the option that it may exceed the affordable housing requirement pursuant to Section 415 in order to receive the special height exception.	May 9, 2018 EIR Errata
11	263.34	page 90, line 23 through page 91, line 25	Allow the project (Fourth and Harrison) to provide a minimum 14’ floor-to-floor PDR ground floor height, and reduce the apparent mass reduction controls in Section 270(h) to 50% on Harrison Street and 0% on Fourth Street, contingent on the project providing land for affordable housing.	September 6, 2018 Amendments CEQA Memo
12	329(e)(3)(A)	page 104, line 17 through page 105, line 2	Permit land dedication that is valued at less than the subject project’s Jobs-Housing Linkage Fee or Affordable Housing Fee obligation to be considered a Qualified Amenity in order to be a Key Site, pursuant to Sections 413.7 and 419.6, respectively. Projects would be required to pay the balance of the fee obligation, subject to the land value calculation in Section 413.7.	September 6, 2018 Amendments CEQA Memo
13	329(e)(2)(b)(ii)	page 106, line 2-3	On the Key Site identified in 329(e)(2)(C) (1 Vassar / 2 nd & Harrison), allow an exception to the controls in Sections 135(h) and 135.3, to allow the project to include indoor POPOS in satisfaction of its residential publicly-accessible usable open space requirement.	
14	413.7	page 110, line 2-9	Specify that the land value for land dedication sites in fulfillment of Jobs-Housing Linkage Fees shall be determined by the Director of Property, not to exceed the acquisition cost incurred by the subject project for the portion of land dedicated. This determination shall take into account any circumstances that may impact the value of the property.	
15	433.2	page 139, lines 10-15	Lower Central SoMa Community Infrastructure Impact Fee rates to reflect the modifications to the CFD Tax (as described in Section 434 below): (i) Lower the fee rate for rental residential projects from \$20 to \$10 (keep Condominium residential rates at \$20). (ii) Lower the fee rate for Tier B non-residential projects to \$0.	
16	434	page 144, lines 6-11	Add Tier B Non-Residential projects to the CFD Tax (at a rate of \$2.00/GSF) and remove Tier B Condo Residential projects (currently proposed at \$3.30/GSF), as specified in the Rate Method of Apportionment	September 27, 2018 Amendments CEQA Memo

			document (part of the CFD formation legislation)	
17	753; 814; 840; 841; 846; 848	various; pages 148 - 230	Require a Conditional Use Authorization for Cannabis Retail and Medical Cannabis Dispensary uses in the Central SoMa SUD.	September 27, 2018 Amendments CEQA Memo
18	uncodified section	page 234, lines 6-14	Add language specifying that if the City is unable to apply any new development requirement that would generate revenue for the Public Benefits Program, the other provisions of the Planning and Administrative Code amendments would not apply.	September 27, 2018 Amendments CEQA Memo

CENTRAL SOMA PLAN**Amendments Introduced at 10/29 Land Use & Transportation Committee Hearing**

#	Section	Page/Line	Change
1	138	page 35, line 18-20	Eliminate the privately-owned public open space (POPOS) incentive to provide playgrounds, community gardens, sport courts, and dog runs. (The incentive is a 33% reduction in space required.)
2	138	page 38, line 22	Clarify that projects providing POPOS shall make an effort to include at least one publicly-accessible potable water source convenient for drinking and filling of water bottles.
3	155(u)	page 54, line 22-23	Clarify that Planning Department shall approve projects' driveway loading & operations plans, in consultation with SFMTA
4	249.78	page 71, line 16 through page 72, line 7	Prohibit Single Room Occupancy (SRO) units, except in buildings that consist of 100% affordable units. Prohibit group housing uses, except for: (1) Student Housing (2) Senior Housing (3) Residential Care Facilities (4) Housing for persons with disabilities or Transition Age Youth (4) Buildings providing 100% affordable housing
5	249.78	page 80, line 11 - 25	Amend the requirement that Key Sites with office or hotel uses provide on-site child care facilities in satisfaction of their fee requirements under Sections 414.4 to: (a) Specify that the Planning Commission shall review the proposed project for compliance with Section 414.4. (b) Allow the Commission to grant an exception to the requirements that the Sponsor provide the child care facility to a non-profit facility entirely free of rent or other costs for the life of the project, if it finds one or all of the following apply: (i) The space is being provided to the proposed child-care provider at a below-market rate rent and/or at a significantly reduced cost. (ii) The proposed child-care provider provides services consistent with the goals and expenditures of the Child Care Capital Fund in Section 414.14, which may include activities including, but not limited to: providing care affordable to households of low and moderate income, or providing care that fulfills unmet needs for child care by age group and/or neighborhood, as determined through a needs assessment conducted by the Director of the Office of Early Care & Education, or its successor.
6	329(e)(3)(B)(vi)	page 107, line 18-19	On the Key Site Identified in 329(e)(2)(H) (Creamery), allow an exception to the requirement in Section 138(d)(2)(E)(i) that ground floor POPOS be open to the sky.
7	406	page 109, line 17 through page 110, line 5	Include a waiver that allows land dedication of land for a public park (not including improvement costs) on Block 3777 (598 Brannan St / Park Block) to count against various fees, including the TSF and Central SoMa Fee (such a waiver already exists for the Eastern Neighborhoods Infrastructure Impact Fees).
8	Uncodified section	page 235, line 11-25	In the event that any person or entity files a lawsuit in any court challenging any new development requirement imposed as part of the Central SoMa Plan that results in generation of revenue to fund the Central SoMa Public Benefits Program, then upon the service of such lawsuit upon the City and County of San Francisco, all applications for projects that could not be approved but for the adoption of this ordinance and that have not yet received a first construction document will be suspended until there is a final judgment in the lawsuit in all courts and the validity of the challenged provision(s) specified in this Section is upheld.
9	Zoning map	zoning map: page 4, line 17-20	Rezone the Assessor's block 3733, lot 014 (816 Folsom Street) back from MUR to CMUO in order to allow the proposed hotel project to proceed with its application.

10	Zoning map	zoning map: page 7, line 20-24	Rezone a portion of Assessor's block 3778, lot 005 (SF Flower Mart project project at 6th & Brannan) to MUR. The rezoned portion is 200' along Brannan Street and 150' along 6th Street, as measured from the intersection of 6th & Brannan. The remainder of the lot would remain CMUO.
11	263.34	Amended at Committee on 10/29	Boston Properties: Allow the project to provide a minimum 14' floor-to-floor PDR ground floor height, and reduce the apparent mass reduction controls in Section 270(h) to 50% on Harrison Street and 0% on Fourth Street, contingent on the project providing land for affordable housing.
12	Public Benefits Package	Amended at Committee on 10/29	Public Benefits Package: Restore the funding for preservation of the US Mint Building by increasing funding by \$5 million, to \$20 million total. Reduce the funding for regional transit capacity enhancement and expansion by \$5 million, to \$155 million.

CENTRAL SOMA PLAN**Amendments Introduced at 11/5 Land Use & Transportation Committee Hearing**

NOTE: The following is a summary of amendments introduced at Committee. For details, please review the amended legislation, accessible on the Legislative Research Center (at <https://sfgov.legistar.com/Legislation.aspx>) under the relevant Board file number.

#	Section	Page/Line	Change
PLANNING CODE & ADMINISTRATIVE CODE [File no. 180184]			
1	263.34, 329	Amended at Committee	Strike the exception for the project at Fourth and Harrison Street to provide a minimum 14' floor-to-floor PDR ground floor height (they would instead be subject to 17', the minimum requirement elsewhere in the Plan).
2	434	page 147, lines 6-18	Add language specifying that CFD revenues should be allocated as follows: (1) \$15 million should be allocated to restoration of the Old Mint and \$160 million should be allocated to regional transit capacity enhancement and expansion; and, (2) If the Old Mint is developed with community-serving spaces that may be leased at below-market rates to organizations associated with Cultural Districts established under Chapter 107 of the Administrative Code, \$20 million should be allocated to restoration of the Old Mint and \$155 million should be allocated to regional transit capacity enhancement and expansion; (3) (voted at Committee): Add a requirement that eligible non-profit organizations be selected through a competitive RFP (Request for Proposals)
3	Section 6 (uncodified)	Amended at Committee	Strike the "Effect of Litigation" section, which specifies that in the event that any person/entity files a lawsuit challenging development requirements that generate revenues to fund the Central SoMa Public Benefits Program, all pending applications for projects that could not be approved unless the Plan is adopted will be suspended until there is a final judgement upholding the validity of the Plan.
IMPLEMENTATION PROGRAM DOCUMENT: Public Benefits Package [Adopted by Reference]			
4	Table 1	page 4	<u>Conforming edits based on prior amendments at LUT Committee:</u> (1) Restore funding for the US Mint Building to \$20 million (2) Reduce funding for regional transit capacity enhancement and expansion from \$160 to \$155 million (3) Reduce funding for environmental sustainability & resilience from \$70 million to \$65 million (4) Add a \$10 million PDR Relocation Assistance Fund
5	Table 2	page 5	<u>Conforming edits based on prior amendments at LUT Committee:</u> Same as in Table 1 above, plus the following adjustment in funding sources to ensure expenditures fall within the maximum justified nexus amounts (to reflect the changes made to the Tier B impact fee requirements for residential and non-residential uses). The total funding available for each category is not impacted by this change. (1) In the Transit category, reduce the funding provided by the Central SoMa Infrastructure fee by \$5 million. (2) In the Parks & Recreation category, increase the funding provided by the Central SoMa Infrastructure fee by \$5 million. Reduce the funding provided by the Central SoMa CFD by \$5million.
6	Transit	page 7	<u>Conforming edit based on prior amendments at LUT Committee:</u> Edits to reflect the prior amendments to funding (reducing funding for regional transit capacity enhancement and expansion from \$160 to \$155 million).
7	Cultural Preservation & Community Services	page 13	<u>Conforming edit based on prior amendments at LUT Committee:</u> Edits to reflect the prior amendments to funding (restoring the funding for the Old Mint to \$20 million and adding a \$10 million PDR relocation assistance fund).
8	Environmental Sustainability & Resilience	page 14-15	<u>Conforming edit based on prior amendments at LUT Committee:</u> Edits to reflect the prior amendments to funding (reducing funding for enhanced stormwater management in complete streets by \$4million and water recycling / stormwater management in public spaces by \$1million).
9	Tables 12 & 13	page 18-19	<u>Conforming edit based on prior amendments at LUT Committee:</u> Edits to reflect the amendments to the Central SoMa CFD and Central SoMa Community Infrastructure Fee: (1) Tier B Non-residential: Add a \$2.00/GSF CFD tax, and drop the impact fee to \$0 for large office allocation projects (\$20/GSF for all other projects) (1) Tier B Residential: Drop the CFD tax on Condo uses from \$3.30/GSF to \$0; edit the impact fee to reflect \$20/GSF for Condo projects and \$10/GSF for Rental projects.



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: November 8, 2018

TO: San Francisco Planning Commissioners and Board of Supervisors

FROM: Lisa Gibson, Environmental Review Officer
Jessica Range, Principal Environmental Planner
Wade Wietgreffe, Principal Environmental Planner

RE: TNCs & Congestion Report and Central SoMa Plan EIR Conclusions

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Introduction

This memorandum is a response to the three letters submitted to the Board of Supervisors (the "Board") regarding the certified Final Environmental Impact Report ("Final EIR") for the Central South of Market Plan ("Central SoMa Plan" or "Project"). The first letter was submitted by Richard Drury on behalf of 631 Folsom O.A. ("SFBlu"), Central SoMa Neighbors ("CSN"), and SFBlu residents Gina Cariaga and Jason DeWillers on October 18, 2018. The second letter was submitted by Richard Drury on behalf of Paul Phillips and Genia Phillips (members of 631 Folsom O.A. and CSN) on October 22, 2018.¹ The third letter was submitted by Mark R. Wolfe on behalf of Jonathan Berk (a resident and owner at 631 Folsom Street) on October 23, 2018. All three letters reference the San Francisco County Transportation Authority's ("SFCTA") October 2018 Transportation Network Companies and Congestion Report ("TNCs & Congestion Report").²

In October 2018, subsequent to the Central SoMa Plan's EIR certification, the SFCTA published the TNCs & Congestion Report. The TNCs & Congestion Report is an analysis of how TNCs (e.g., Uber and Lyft) have affected roadway congestion in San Francisco between 2010 and 2016. The report examined three congestion measures (vehicle hours of delay, vehicle miles traveled ("VMT"), and average speeds) to determine how much TNCs account for the increase in congestion in San Francisco. Using these metrics, the report found that about 50 percent of the increase in congestion during the study period is attributed to TNCs, while the remainder of the increased congestion is attributed to employment and population growth that occurred during this same time period.

¹ The October 22, 2018 letter from Richard Drury on behalf of Paul and Genia Phillips state that Paul and Genia Phillips join the comments made by Mr. Drury on behalf of SFBlu and CSN on October 18, 2018.

² San Francisco County Transportation Authority, October 2018. TNCs & Congestion. Accessed October 30, 2018. Available at: https://www.sfcta.org/sites/default/files/content/Planning/TNCs/TNCs_Congestion_Report_181015_Final.pdf

The major findings of the report show that during the study period TNCs accounted for 51 percent of the increase in daily vehicle hours of delay; 47 percent of the increase in vehicle miles traveled; 55 percent of the average speed decline on roadways; and on an absolute basis, TNCs comprise an estimated 25 percent of total vehicle congestion (measured by vehicle hours of delay) citywide, and 36 percent of delay in the downtown core.

The TNCs & Congestion Report confirmed previous findings from the SFCTA's 2017 TNCs Today report which found the greatest increases in congestion in the densest parts of the city, including the Central SoMa Plan area.

Background

The San Francisco Planning Commission ("Commission") certified the Central SoMa Plan EIR on May 10, 2018. Following the certification of the Final EIR, Richard Drury on behalf of CSN and SFBlu, Phillip Babich on behalf of One Vassar LLC, Angelica Cabande on behalf of the South of Market Community Action Network ("SOMCAN"), and John Elberling on behalf of the Yerba Buena Neighborhood Consortium ("YBNC") submitted letters appealing the certification of the EIR prepared for the Project to the Board under the California Environmental Quality Act ("CEQA"). The Board upheld the certification of the EIR in a 10-0 vote on September 27, 2018. As of the writing of this memorandum, adoption of the Central SoMa Plan has not occurred.

Summary of Letters Received

The issues identified in the three letters received subsequent to the Board of Supervisors upholding the Central SoMa Plan EIR certification on September 25, 2018 have been grouped into the following three categories.

(1) Request for a Supplemental Environmental Impact Report

All three letters received request the Department prepare a Supplemental Environmental Impact Report ("SEIR") for the Central SoMa Plan that evaluates the information published in the TNCs & Congestion Report. All of the letters incorrectly characterize the Central SoMa Plan EIR analysis in regard to TNCs. As stated in the July 9, 2018 Central SoMa Plan EIR Appeal Response³, the EIR states that there have been changes to the travel network as a

³ [San Francisco Board of Supervisors File No. 180651.](#)

result of TNCs and delivery services, and provides a discussion of TNC impacts on VMT, loading, and pedestrian safety in the Response to Comments (“RTC”). Response TR-7 (p. RTC-155) summarized the existing body of literature on TNCs as of publication of the RTC in March 2018 and stated that the demand for travel via personal or TNC vehicles may increase as a result of the Plan. However, the RTC also stated that the overall number of vehicles on the road is limited by roadway capacity during peak periods of travel, and an increase in total VMT does not, in and of itself, constitute a significant VMT impact. This is because, consistent with state guidance and Planning Commission direction, the significance threshold used in the EIR, and recommended by the California Office of Planning and Research, is a per capita threshold and not a total net increase in VMT threshold. Response TR-7 concludes that while data that would enable robust analysis of the impacts of TNCs on the transportation network are largely lacking, growth in travel by TNCs is likely to continue in the future regardless of whether the Plan is adopted and the Plan would have little effect on existing and future TNC use.

Pursuant to CEQA Guidelines Section 15162(a)(3), when an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, that:

New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

- a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
- b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
- c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

As explained below, the TNCs & Congestion Report does not provide any new information that would change the conclusions in the Central SoMa Plan EIR. Therefore, a supplemental EIR is not required.

(2) Additional Mitigation Measures

The letter submitted by Mr. Drury suggests three mitigation measures to be applied to TNCs: limiting the number of TNCs, imposing impact fees, and requiring TNCs to comply with the same clean-vehicle requirements imposed on taxis. But the Central SoMa Plan EIR found that the Plan would not result in significant VMT impacts and therefore, mitigation under CEQA is not required. In addition, Supervisor Aaron Peskin indicated at the SFCTA's September 25, 2018 Board Meeting that the Board of Supervisors would continue to pursue congestion pricing at the local and state level. Any future congestion pricing scheme would be consistent with Central SoMa Plan EIR Mitigation Measure M-TR-3a, which identifies congestion pricing as a potential method to address transit impacts. This mitigation measure may be adopted by the Board as part of their deliberations on the Central SoMa Plan. The Central SoMa Plan's mitigation, monitoring, and reporting program identifies this measure's feasibility as uncertain because its implementation would likely require further actions by other governing bodies such as the San Francisco Municipal Transportation Agency and the SFCTA. Furthermore, a recently enacted state law, Senate Bill 1014, creates the California Clean Miles Standard and Incentive Program, which regulates TNC emissions.

(3) Recirculation of Central SoMa Plan EIR

The October 23, 2018 letter from Mark R. Wolfe alleges that recirculation of the draft EIR is required to address the information contained in the TNCs & Congestion Report and references CEQA Guidelines section 15088.5. CEQA Guidelines section 15088.5 states that a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the draft EIR's availability for public review under CEQA Guidelines section 15087, *but before certification*. The reference to CEQA Guidelines section 15088.5 is not applicable because the Central SoMa Plan EIR has been certified, and that certification was upheld on appeal to the Board on September 27, 2018. Therefore, recirculation of the document is not required.

TNCs & Congestion Report and Central SoMa EIR Conclusions

The Planning Department identified the following environmental topics that require discussion related to the TNCs & Congestion Report: travel demand and associated impacts to emergency access, air quality, noise, VMT, transit delay, loading, and pedestrian safety. The following summarizes the Central SoMa EIR impact conclusions for these topics and discusses whether

the information contained in the TNCs & Congestion Report is considered new information of substantial importance that could affect the conclusions reached in the Central SoMa Plan EIR pursuant to CEQA Guidelines section 15162.

Travel Demand, Emergency Access, Air Quality, and Noise Analyses

Travel demand refers to the number, type, and common destinations of new trips that people would take to and from the project, or in this case, a plan area. Trips consist of auto, transit, walking, and bicycling trips. As stated on draft EIR p. IV.D-32, the EIR relies on an activity-based travel demand model to predict travel demand associated with the Plan's projected growth and the travel patterns associated with the Plan's proposed street network changes. The Department used model outputs developed by the Transportation Authority. That model, the San Francisco Chained-Activity Modeling Process (SF-CHAMP), is the same model used in the TNCs & Congestion Report. The travel demand estimates from the SF-CHAMP model were used as inputs to the air quality and noise analyses and considered in the analysis of the Plan's impact with respect to emergency access. The subsequent analyses of impacts to air quality, noise, and emergency access also accounted for increased congestion resulting from plan generated traffic. The EIR found that subsequent development projects under the Central SoMa plan would result in significant and unavoidable air quality and traffic noise impacts. The EIR identified all feasible mitigation measures to reduce these impacts, but ultimately determined air quality and noise impacts from the Plan to be significant and unavoidable with mitigation.

The EIR also found that development under the Central SoMa Plan, including the proposed open space improvements and street network changes, could result in significant impacts on emergency vehicle access. The proposed Plan street network changes, in combination with the increased number of vehicles in the remaining travel lanes and increased levels of traffic congestion, could impede emergency vehicle access in the plan area. California law requires drivers to yield the right-of-way to emergency vehicles. In addition to California law, the EIR identifies four mitigation measures to mitigate this impact to a less-than-significant level. These four mitigation measures include Emergency Vehicle Access Consultation (M-TR-8), Transit Enhancements (M-TR-3a), Transportation Demand Management for New Development Projects (M-NO-1a), and Central SoMa Air Quality Improvement Strategy (M-AQ-5e).

While the TNCs & Congestion Report estimates transportation network companies' contributions to congestion between 2010 and 2016,⁴ the report does not provide new estimates

⁴ A draft report by the San Francisco County Transportation Authority, TNCs & Congestion (October 2018) studied the factors that increased congestion between 2010 and 2016. The existing transportation conditions analysis for this EIR relies on data collected within the period in the TNCs & Congestion report. Transportation network company vehicles that passed through study area intersections during the collection period are included in the counts and thus are included as part of the existing conditions.

or metrics of travel demand by type of land use, including transportation network company use, into the future. The current version of the SF-CHAMP model, while used in the TNCs & Congestion Report, does not have household level travel behavior data that would allow for allocating TNCs to specific land uses (e.g., office or residential) or locations to provide revised travel demand estimates. In other words, the Report offers no new information or level of detail that could be used to revise the fundamental and necessary modelling tool available to measure potential future travel behavior.

Furthermore, since the publication of the Central SoMa Responses to Comments (“RTC”) document, there have been changes to the Central SoMa Plan that have affected the growth projections evaluated in the EIR. These changes have resulted in a decrease in the amount of jobs, commensurate with an increase in residential units projected to occur under the Central SoMa Plan. As documented in the November 8, 2018 memo addressing the proposed Central SoMa Plan amendments introduced at the October 22, October 29, and November 5, 2018 Land Use Committee hearing⁵, the Central SoMa Plan is now projected to result in a total of 8,760 housing units and 32,089 jobs. For reference, the Central SoMa Plan draft EIR analyzed 8,320 housing units and 44,000 jobs. The changes made to the Plan, resulting in an increased number of residential units and a lower number of jobs, remain within the scope of the EIR’s analysis.

In regard to transportation and circulation, residential uses, on a square-foot basis, would result in fewer person trips than office uses based on San Francisco’s 2002 Transportation Impact Analysis Guidelines.⁶ For residential use, these Guidelines assume 10-person trips occur per 1,000 square feet, whereas for office use, the Guidelines assume 18-person trips occur per 1,000 square feet of office use. Therefore, the Central SoMa Plan’s conversion of projected office use to residential use would result in lower overall person trips, resulting in lower overall vehicle, transit, pedestrian, bike, and other trips (including TNC trips) than reported in the Central SoMa Plan EIR.

The TNCs & Congestion Report would not change the conclusions in the EIR because the report does not provide evidence that the EIR’s travel demand estimates are inadequate. Furthermore, changes that have been made to the Plan since publication of the RTC would have the effect of lowering overall person trips, and specifically vehicle trips. These vehicle trips were used as inputs in the noise and air quality analyses and considered in the analysis of impacts to emergency access. Therefore, the EIR likely overstates the Plan’s impact with respect to air quality, noise, and emergency vehicle access.

⁵ [San Francisco Board of Supervisors File No. 180651.](#)

⁶ The person trips in the Transportation Impact Analysis Guidelines are conservative (i.e. “worst-case scenario”) assumption meaning that the results are not underreported, but instead, provide the most conservative analysis.

Vehicle Miles Traveled

Consistent with state guidance and Planning Commission resolution 19579, the EIR uses efficiency metrics (VMT per capita and employee) to analyze VMT impacts. The EIR's significance threshold is based on guidance from the state Office of Planning and Research, which states that a land use plan may have a significant impact with respect to VMT if that plan is not consistent with the relevant sustainable communities strategy ("SCS"), which is Plan Bay Area. Plan Bay Area established a VMT per capita target of 10 percent below the Bay Area 2005 regional average VMT per capita levels. Table IV.D-5 in the draft EIR (p. IV.D-37) uses model data to estimate the Plan's VMT impact in year 2040. This model data was compared to 2005 VMT levels for the Plan Area. The table shows that with implementation of the Plan, Central SoMa Plan area VMT per employee and capita would decline compared to 2005 conditions (between 27 and 31 percent). Further, the table shows that with implementation of the Plan, Central SoMa Plan area VMT per employee and capita is well below (58 to 83 percent) the Bay Area regional average in 2005 and would continue to be well below (63 to 86 percent) the Bay Area regional average in 2040. From a regional perspective, the Plan is consistent with Plan Bay Area and Planning Commission resolution 19579⁷ regarding a VMT efficiency metric because it results in a VMT per capita below the threshold set by Plan Bay Area and promotes the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.

While the TNCs & Congestion Report estimates transportation network companies' contributions to VMT between 2010 and 2016, the report does not estimate VMT per employee or household, which are the metrics necessary for evaluating effects of implementation of the Plan. The report does not analyze these metrics because it does not have household level travel behavior data that would allow for allocating transportation network company VMT to specific land uses (e.g., office or residential) or locations to arrive at these efficiency metrics. In addition, the report does not project future estimates of VMT, including those associated with transportation network companies and does not affect the VMT analysis of the Plan in the EIR.

Further, research shows that the built environment, particularly a site's location, affects how many places a person can access within a given distance, time, and cost, using different ways of travel (e.g., private vehicle, public transit, bicycling, walking, etc.). Typically, low-density development located at great distances from other land uses and in areas with few options for ways of travel provides less access than a location with a high density, mix of land uses, and numerous ways of travel. Therefore, low-density development typically generates more VMT compared to a similarly sized development located in urban areas.

⁷ [San Francisco Planning Commission Resolution 19579.](#)

Given these travel behavior factors, on average, persons living or working in San Francisco result in lower amounts of VMT per capita than persons living or working elsewhere in the nine-county San Francisco Bay Area region. In addition, on average, persons living or working in some areas of San Francisco result in lower amounts of VMT per capita than persons living or working elsewhere in San Francisco. The Central SoMa Plan Area is well below the regional average for VMT as shown in Tables IV.D-5 and IV.D-6, draft EIR pp. IV.D-37 to IV.D-38) and among the lowest locations in San Francisco for VMT. The TNCs and Congestion Report does not provide evidence or information that a significant VMT impact as a result of the Central SoMa Plan would occur.

Transit Delay

The EIR states that development under the Central SoMa Plan, including the proposed open space improvements and street network changes, would cause a substantial increase in transit delays resulting in adverse impacts on local and regional transit routes. To mitigate this impact, the EIR identifies mitigation measures to enhance transit (e.g., congestion-charge scheme, transit-only lanes or other measures) and reduce vehicle trips generated by new development (e.g., transportation demand management). However, the EIR finds that even with these mitigations, transit delay impacts resulting from the plan would be significant and unavoidable.

While the TNCs & Congestion report estimates transportation network companies' contributions to congestion between 2010 and 2016, the report does not estimate the contribution TNCs make to congestion that then results in transit delay. The changes shown in the report reflect delay and average speeds captured by INRIX⁸ data using real-time GPS monitoring sources from private vehicles along certain streets with and without public transit service operating on them. To the extent public transit travels in the same travel lanes as private vehicles, then this data can be used for analyzing public transit delay and average speeds. However, transit does not always operate in the same lanes as private vehicles; transit may also operate in transit only lanes, either throughout the day or during peak hours of congestion. In any case, the EIR found significant and unavoidable impacts to both local and regional transit, in part due to congestion. Information provided in the TNCs & Congestion Report would not alter that conclusion or the severity of the transit impact disclosed in the EIR.

Loading

The EIR states that development under the Central SoMa Plan, including the proposed open space improvements and street network changes, would cause significant loading impacts due

⁸ INRIX is a private company that analyzes data from road sensors and vehicles: <http://inrix.com/>.

to an unmet loading demand, causing secondary impacts related to potentially hazardous conditions or significant delay to transit. To mitigate this impact, the EIR identifies mitigation measures to manage loading (e.g., curb management strategy, development loading and operations plans). However, even with these mitigation measures, the EIR concludes that loading impacts would remain significant and unavoidable.

While the TNCs & Congestion report estimates transportation network companies' contributions to congestion between 2010 and 2016, it does not provide information on how TNCs affect loading operations.⁹ The Central SoMa Plan EIR identified significant and unavoidable loading impacts resulting from new development, acknowledging that the feasibility of ensuring adequate passenger and freight loading under the Central SoMa Plan cannot be assured for passengers traveling in private cars, taxis, or TNC vehicles, conventional freight, or e-commerce deliveries (Central SoMa RTC, p. RTC-156). The Report would not change that conclusion.

Pedestrian Safety

The EIR states that development under the Central SoMa Plan, including the proposed open space improvements and street network changes, would not result in pedestrian safety hazards and would not result in substantial overcrowding on sidewalks or at corner locations, but would result in overcrowding at crosswalks. To mitigate this impact, the EIR identifies upgrading crosswalks in the Central SoMa plan area (Mitigation Measure M-TR-4).

The TNCs & Congestion report does not analyze how TNCs affect the safety of people who use the roads, including public transit riders, bicyclists and pedestrians, but identifies this as an area of future research (p. 34). Therefore, the TNCs and Congestion Report provides no new information that would affect the Central SoMa Plan EIR's pedestrian safety analysis.

Conclusion

The Central SoMa Plan EIR adequately and accurately evaluated the Plan's transportation, air quality, and noise impacts based on information that became available throughout the EIR process in relation to TNCs.

The Department reviewed the TNCs & Congestion Report and for the reasons states above, determined that none of the information contained in the Report constitutes substantial

⁹ The TNCs & Congestion Report did estimate the impact passenger loading operations has on congestion, separating delays on major and minor arterials, but not on loading impacts themselves.

evidence that would require the preparation of a supplemental EIR pursuant to CEQA Guidelines section 15162. The three individual letters and associated attachments provide no substantial evidence or information of a new significant impact or an increase in the severity of a significant impact not already disclosed in the Central SoMa Plan EIR.

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CENTRAL SOMA PUBLIC BENEFITS PROGRAM

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I. INTRODUCTION

SUBMITTED
IN
COMMITTEE

The vision of the Central SoMa Plan is to create a social, economic, and environmentally sustainable neighborhood by 2040, with space for approximately 30,000 new jobs and 8,300 new housing units. With its centralized location near downtown, excellent transit access, and numerous undeveloped or underdeveloped sites, the neighborhood is well-positioned to become a new hub for employment and housing the core of the city and Bay Area Region.

As it grows and evolves over the next 25 years, Central SoMa will require significant investments in infrastructure. As such, the City places requirements on new development to help ameliorate and mitigate its impacts. These requirements and controls will result in approximately \$2 billion in public benefits to serve the neighborhood – compared to the \$500 million in revenues that would occur absent the plan.

The purpose of this Public Benefits Program Document is to summarize the Plan's public infrastructure program, sources of funding, relative allocation of revenues from the various sources among the infrastructure projects, and implementation processes and mechanisms. It includes the following sections:

1. **Process:** This section briefly outlines the process of developing the implementation program and strategy for the Central SoMa Plan, including describing the supporting needs assessments, community outreach and interagency process, and technical analyses.
2. **Public Benefits Package:** This section outlines a range of infrastructure and services that may serve new growth anticipated under the Plan, including a description of the implementing agencies/organizations and anticipated timeline for delivery.
3. **Funding Strategy:** This section describes the requirements on new development to finance the improvements proposed in the Public Benefits Package.
4. **Administration & Monitoring:** This section describes the interagency processes for ensuring coordination during the plan implementation period, as well as procedures for ongoing monitoring to ensure that the Plan's objectives are being met.

Several of the funding and implementation processes are legally established and more thoroughly described in other City codes and ordinances, including the Planning Code and Administrative Code. Also note that these proposals are designed to be consistent with the requirements of California Mitigation Fee Act and all proposed development impact fees have been evaluated against relevant maximum justified nexus amounts, where applicable.¹

¹ Pursuant to the California Mitigation Fee Act (CA Government code § 66000 et seq.), cities may enact development impact fee requirements provided they are roughly proportional in nature and extent to the impact of the new development.

II. PROCESS

The Planning Department worked iteratively with other agencies and stakeholders to develop the public benefits, financing, and administration strategies described in this Implementation Plan. Concepts for infrastructure and public benefits were first developed for the Draft Central Corridor Plan in 2013, and further refined through additional outreach leading up to the Draft Central SoMa Plan in 2016. The Department held a series of public meetings and conducted an online survey in order to solicit public feedback on needs and funding priorities for public benefits. Details from these outreach events is chronicled at the project website (<http://centralsoma.sfplanning.org>).

This document describes a fiscally constrained list of projects that has been prioritized based on City and community feedback. It may not reflect the entire scope of possible infrastructure and service needs in the Plan Area, nor the longer term needs beyond the life of the Plan (anticipated as 25 years). It reflects public input on key neighborhood priorities and needs, informed by feedback from implementing agencies on project feasibility and cost. The public benefits identified may require further scoping and analysis on project design, financial feasibility, environmental review, and implementation. Project scoping and planning has already begun for a number of the City agency projects identified here, with the goal of having projects ready for construction by the time that funding generated by the Plan becomes available.

Additional technical analysis was conducted to support these proposed public benefits. A financial feasibility analysis by Seifel Consulting, Inc. was conducted in order to quantify the value created by the Plan and establish a financially feasible level of development requirements. Other nexus studies conducted for the City's development impact fees provided further information on the amount of new infrastructure and services needed to serve

new development. This document was also informed by methods and processes used for prior area planning processes (including Eastern Neighborhoods, Market & Octavia, and Transit Center District Plan).

Approval of the Implementation Program does not bind the City to approving or proceeding with any of the projects described in this Public Benefits Program. The City may modify this list of projects in the future, as the neighborhood evolves, new needs are identified, and/or any additional required environmental review is completed. Any such process would involve substantial public input and would require a revision to this Implementation Document. As described further in Section IV (Administration & Monitoring), oversight for implementation of this plan will be shared among various public agencies and elected officials, with input from the public through Community Advisory Committees (CACs) and other events or hearings. These regulatory bodies will be responsible for overseeing ongoing capital planning efforts, including: financial reporting and monitoring; deliberation regarding the sequencing and prioritization of expenditures; and if necessary, modifications to the Implementation Document, which would require ultimate approval by the Board of Supervisors.

III. PUBLIC BENEFITS PACKAGE

Public benefits are goods and services expected to be generated by new development that typically: 1) support the broader community's wellbeing; 2) are not provided voluntarily by the private sector (or at least not in sufficient quantity or quality to meet demand); and, 3) require some sort of subsidy or opportunity cost (e.g. public or private funding) to create, operate, and maintain. Common types of public benefits include affordable housing, parks, and transit service. In order to fund public benefits, government agencies utilize "value capture" strategies – such as development requirements, taxes, fees, or other exactions. These strategies are often implemented concurrent to investments in public infrastructure (such as new transit service) or increases in development potential for property owners. The public benefits generated through these strategies are typically delivered through one or more of the following three mechanisms:

- **Direct provision of benefit by a specific development project** (e.g. on-site affordable housing units or the provision of Privately Owned Public Open Spaces (POPOS). These public benefits are typically provided at the same time as the new development or shortly thereafter.
- **One-time impact fees** paid when a project is ready for construction, such as citywide (e.g. Child Care Fee) and area plan fees (e.g. Eastern Neighborhoods Community Infrastructure Fee).
- **Ongoing taxation** such as a Mello-Roos Community Facilities District (CFD).

This section describes the public benefits and the key funding sources expected to be generated by the Plan. There are nine categories of public benefits that may be funded by the Central SoMa Plan in support of its Goals, Objectives, and Policies. Table 1 summarizes how the revenues generated by Plan may be allocated among these public benefits, accompanied by a detailed discussion of each category of public benefit provided in order of allocated funding.²

Notably, in addition to this \$2 billion increase in funding for public benefits expected to be generated directly by new development, taxes from new development in the Plan Area are expected to generate up to \$1 billion additional revenues for the City's General Fund within the same time period, through increased property taxes, sales taxes, and other means. These taxes could be directed toward the neighborhood, other citywide needs, or a combination of the two at the discretion of the City's budgeting process. Additionally, the City could choose to fund public benefits in the neighborhood through other mechanisms, such as bonds or general taxes. Any of these funding sources could be directed to the Plan Area to accelerate delivery of public benefits, which would make the timing of implementation less dependent on the phasing of new development. However, pursuit of these mechanisms is dependent on processes and decision-making external to the adoption of this plan. Such additional funding sources would enable the City to address other neighborhood infrastructure needs, as identified at that time. For additional analysis of the overall economic impact of the Central SoMa Plan, see the Economic Impact Statement prepared by the Office of Economic Analysis.³

² All dollar amounts expressed here are in 2017 dollars. Actual average revenues collected each year will be higher, due to scheduled tax rate escalation as well as indexing of City fees (which are escalated annually to reflect construction costs).

³ Available at: https://sfcontroller.org/sites/default/files/Documents/Economic%20Analysis/180184_economic_impact_final.pdf

Table 1

CENTRAL SOMA PUBLIC BENEFITS PACKAGE: SUMMARY (IN 2017 DOLLARS)

BENEFIT	TOTAL REVENUES	CATEGORY ALLOCATION (%)
Affordable Housing	\$940,000,000	44%
To meet the target of 33% Below-Market Rate (BMR) units	\$940,000,000	44%
Transit	\$495,500,000,000	23%
Local transit improvements to enhance convenience and safety	\$340,000,000	16%
Regional transit capacity enhancement and expansion	\$155 160 ,000,000	7%
Parks & Recreation	\$185,000,000	9%
Gene Friend Recreation Center Reconstruction/Expansion	\$25,000,000	1%
Victoria Manalo Draves Park Programming	\$5,000,000	0%
New 1-acre park in Southwest portion of Plan Area	\$35,000,000	2%
New public recreation center*	\$10,000,000	0%
Park and greenery maintenance and activation	\$15,000,000	1%
New large (2+ acre) SoMa park (initial site identification)*	\$5,000,000	0%
New Bluxome linear park*	\$5,000,000	0%
New under-freeway public recreation area	\$5,000,000	0%
Privately-Owned Public Open Spaces (POPOS)	\$80,000,000	4%
(Alternative project: 7th & Mission Park)	(\$20,000,000)	(1%)
Production, Distribution, & Repair	\$180,000,000	8%
Preservation and creation of PDR space to ensure no net loss due to the Plan	\$180,000,000	8%
Complete Streets	\$110,000,000	5%
Redesign of all major streets in the Plan Area to be safe and comfortable for people walking, biking, and on transit.	\$110,000,000	5%
Cultural Preservation & Community Services	\$114,000,000	5%
Restoration of the US Mint Building	\$20 ,000,000	1%
Preservation and maintenance of historic buildings	\$20,000,000	1%
New community facilities (e.g. health care clinics and job training centers)	\$20,000,000	1%
Social and cultural programming	\$25,000,000	1%
Capital for cultural amenities (e.g. Yerba Buena Gardens)	\$15,000,000	1%
<u>PDR Relocation Assistance Fund</u>	<u>\$10,000,000</u>	<u>0%</u>
Neighborhood cleaning	\$9,000,000	0%
Environmental Sustainability & Resilience	\$6570,000,000	3%
Enhanced stormwater management in complete street projects	\$2832 ,000,000	1%
Freeway corridor air quality and greening improvements	\$22,000,000	1%
Living Roofs enhanced requirements	\$6,000,000	0%
Other energy and water efficiency projects	\$910 ,000,000	0%
Schools & Childcare	\$64,000,000	3%
New childcare centers	\$26,000,000	1%
Capital investments in schools serving K-12 population	\$32,000,000	1%
Bessie Carmichael supplemental services	\$6,000,000	0%
TOTAL	\$2,160,000,000	100%

* If funds for these Parks & Recreation projects are provided by other sources (such as contributions from new development) or if revenues exceed the projected amounts, funding could be allocated to the "Alternative" project listed here.

NOTE: Over the course of Plan build out (roughly 25 years), the City expects to allocate funds among the public benefit categories in the amounts listed (or proportionally according to the category allocation percentages listed, should the final amount of revenues differ from what is shown here). However, the sequence of fund disbursement will be determined based on a variety of factors, including project readiness, community priorities, completion of any additional required environmental review, and other funding opportunities. The list of specific projects is subject to change and is not legally binding.

Table 2

CENTRAL SOMA PUBLIC BENEFITS PACKAGE: DETAILED FUNDING SOURCES & USES (IN 2017 DOLLARS)

PUBLIC BENEFIT	DIRECT PROVISION BY NEW DEVELOPMENT	CENTRAL SOMA COMMUNITY FACILITIES DISTRICT (CFD; \$434)	EASTERN NEIGHBORHOODS INFRASTRUCTURE FEE (\$423)	TRANSPORTATION SUSTAINABILITY FEE (\$41A)	JOBS-HOUSING LINKAGE FEE (\$413)	AFFORDABLE HOUSING FEE (\$415)	CENTRAL SOMA INFRASTRUCTURE FEE (\$428.2)	SCHOOL IMPACT FEE (CA ED. CODE \$17620)	CHILD CARE FEE (\$414 AND 414(A))	CENTRAL SOMA COMMUNITY FACILITIES FEE (\$428.1)	TOTAL (BY CATEGORY)	% SHARE
AFFORDABLE HOUSING	\$550,000,000				\$210,000,000	\$180,000,000					\$940,000,000	44%
TRANSIT		\$160,000,000	\$90,000,000	\$210,000,000			\$35 40,000,000				\$495 500,000,000	23%
PARKS & RECREATION	\$80,000,000	\$405 5,000,000	\$60,000,000				<u>\$5,000,000</u>				\$185,000,000	9%
PRODUCTION, DISTRIBUTION, & REPAIR (PDR)	\$180,000,000										\$180,000,000	8%
COMPLETE STREETS		\$10,000,000	\$90,000,000	\$10,000,000							\$110,000,000	5%
CULTURAL PRESERVATION & COMMUNITY SERVICES	\$20,000,000	\$74 69,000,000								\$20,000,000	\$114 109,000,000	5%
ENVIRONMENTAL SUSTAINABILITY	\$6,000,000	\$596 4,000,000									\$65 70,000,000	3%
SCHOOLS & CHILDCARE		\$6,000,000						\$26,000,000	\$32,000,000		\$64,000,000	3%
TOTAL (BY SOURCE)	\$836,000,000	\$354,000,000	\$240,000,000	\$220,000,000	\$210,000,000	\$180,000,000	\$40,000,000	\$26,000,000	\$32,000,000	\$20,000,000	\$2,160,000,000	100%

AFFORDABLE HOUSING

Central SoMa Plan Objective 2.3, states that the City should “Ensure that at least 33% of new housing is affordable to very low, low, and moderate-income households”.⁴ The Central SoMa Plan will generate approximately 2,670 affordable units. The Plan will require that these below market rate units are developed within SoMa (i.e., the area bounded by Market Street, the Embarcadero, King Street, Division Street, and South Van Ness Avenue).

Table 3

TOTAL ESTIMATED COSTS – AFFORDABLE HOUSING

BENEFIT	TOTAL REVENUES	FUNDING SOURCES	DESCRIPTION	LEAD AGENCIES
1,970 BMR units	\$730,000,000	Inclusionary Housing Program (Planning Code Section (Sec.) 415)	Applicable to new residential projects. Individual developments may choose how to satisfy the program requirements, but revenues are generally expected to be split 50-50 between: 1) onsite Inclusionary Housing Program units provided directly by development projects; and, 2) off-site Inclusionary Housing units or units provided by MOHCD, funded by payment of the Affordable Housing Fee	MOHCD
700 BMR units	\$210,000,000	Jobs-Housing Linkage Fee (Sec. 413)	Fee is paid by new nonresidential developments, and units are provided by MOHCD.	MOHCD
TOTAL	\$940,000,000			

Delivery and Timing

All of the funding sources for below-market rate (BMR) units in the Plan Area are provided through either direct provision or impact fees paid by new developments. As such, the delivery of BMR units is highly dependent on the volume of new development. Onsite and offsite BMR units provided through the Inclusionary Housing Program are expected to be provided at the same time as market rate units of the affiliated project.

BMR units funded through impact fees at the time of development are directed to the Mayor’s Office of Housing and Community Development (MOHCD), which uses the money to identify and purchase sites and construct new affordable housing units, often in conjunction with nonprofit housing developers. MOHCD may need to assemble the impact fees from several market-rate projects to obtain sufficient funds for each new affordable housing project. Thus, the development of these units may lag behind the market rate units, unless additional affordable housing funds are directed to the Plan Area in the interim.

In addition, MOHCD is increasingly exploring affordable housing preservation strategies, in which they convert existing housing units (such as rent-controlled apartments) into permanently affordable BMR units. The City’s Small Sites Program is one such tool, funding acquisition and rehabilitation of 5-to-25-unit rental buildings. Central SoMa could rely on both production and preservation strategies in order to achieve the Plan’s affordable housing targets.

TRANSIT

Central SoMa Plan Objective 4.3 states that the City should “Ensure that transit serving the Plan Area is adequate, reliable, and pleasant.” This is because new and enhanced public transportation infrastructure is fundamental to accommodating the influx of new jobs and housing units proposed for Central SoMa. Although the completion of the Central Subway system will provide a vital connection between the Plan Area and the rest of the city, additional improvements will be required over time to ensure that people can travel to and from the area safely and conveniently.

Funding from the Plan may be directed to both local and regional transportation systems, reflecting the important role that the Plan Area will serve as a hub in the Bay Area for jobs, housing, and culture. The Plan is expected to generate \$500 million in investments to both near- and long-term transit service and capacity enhancements, serving both local and regional transit. Local transportation funding needs include, but are not limited to: transit enhancement and expansion, preventive maintenance (e.g. state of good repair efforts), streetscape improvements (such as transit priority lanes and boarding islands), and service adjustments.

Regional transit funding may be directed towards “core capacity” enhancement and expansion projects meant to facilitate movement to the Plan Area from the East Bay and Peninsula/South Bay. Studies are ongoing at the regional level to further define the scope and specifics of such projects, including the Core Capacity Study, Plan Bay Area, and related efforts. Efforts may include BART station and fleet upgrades, Bay Bridge corridor efficiency improvements, Caltrain corridor improvements (such as the Downtown Extension, or DTX, project), and longer-term projects (such as advancement of a second Transbay transit crossing).

Table 4

TOTAL ESTIMATED COSTS – TRANSIT

BENEFIT	TOTAL REVENUES	FUNDING SOURCES	DESCRIPTION	LEAD AGENCIES
Local transportation enhancements	\$340,000,000	Transportation Sustainability Fee (TSF) (Sec. 411A); Eastern Neighborhoods Infrastructure Impact Fee (Sec. 423); Central SoMa Infrastructure Impact Fee (CSF) (Sec. 433); Central SoMa Mello-Roos Community Facilities District (CFD; Sec. 434)	Funds may go to SFMTA to support transit service expansion/enhancement as well as preventive maintenance projects.	SFMTA
Regional transit capacity enhancement and expansion	\$155 \$60,000,000	TSF (Sec. 411A); CSF (Sec. 433); Central SoMa Mello-Roos Community Facilities District (CFD; Sec. 434)	These funds may be split roughly equally between (1) near term enhancements on the Transbay corridor, (2) longer-term “core capacity” projects (such as a second Transbay rail crossing), and (3) enhancements on the Caltrain/High Speed Rail corridor.	TBD, but could include BART, Caltrain, MTC, TJPA, and California High Speed Rail Authority, among others.
TOTAL	\$495500,000,000			

Delivery and Timing

Funds for local transit improvements may be directed to and administered by the San Francisco Municipal Transportation Agency (SFMTA). The funds derived from impact fees (the TSF, Eastern Neighborhoods Infrastructure Impact Fee, and the Central SoMa Fee) will accrue as development projects receive their building permits, and are thus tied directly to the rate of new development. The remaining funds derived from the CFD would accumulate over the lifespan of the Plan and beyond, as new development comes online and begins paying the tax. However, the City also has the option of bonding against this revenue stream, thus accruing these funds substantially earlier. This may be desirable, in order to ensure that transportation investments are in place to attract and meet the needs of new development.

In addition, the portion of revenues from Eastern Neighborhoods Infrastructure Impact Fees is programmed through the Interagency Plan Implementation Committee (IPIC) and the Eastern Neighborhoods Community Advisory Committee (ENCAC), described further in Section IV. The ENCAC, comprised of community stakeholders, provides annual recommendations for how to allocate fee revenues to high priority public projects. These proposals are subsequently evaluated, modified, and approved by the IPIC and the City Capital Planning Committee, and included in the City's annual Capital Budget and 10-year Capital Plan (adopted biennially).

The funds for regional transit improvements is expected to come primarily from the CFD following a similar timeline as described above. These funds would be collected by the Assessor-Recorder's office and may be directed to regional transportation agencies, through a process that would be governed by an interagency Memorandum of Understanding (MOU).

PARKS & RECREATION

Central SoMa Plan Goal #5 states that the Plan area should "offer an abundance of parks and recreational opportunities." Central SoMa and the broader SoMa neighborhood currently suffer from a shortage of public parks and recreational opportunities, largely due to the area's industrial history. The Plan envisions a range of new parks, recreational facilities, and public open spaces, in addition to funding for renovation and programming of existing facilities (thereby fulfilling Plan Objectives 5.1-5.6). These new and upgraded facilities may include playgrounds, sport facilities, recreational programs, and passive open spaces, catering to diverse open space needs.

Table 5

TOTAL ESTIMATED COSTS – PARKS & RECREATION⁵

BENEFIT	TOTAL REVENUES	FUNDING SOURCES	DESCRIPTION	LEAD AGENCIES
Gene Friend Recreation Center Reconstruction/Expansion	\$25,000,000	Eastern Neighborhoods Infrastructure Impact Fee (Sec. 423)	Enhancement/expansion of existing facility to accommodate growth in demand.	Rec & Park
Victoria Manalo Draves Park Programming	\$5,000,000	Central SoMa Mello-Roos Community Facilities District (CFD; Sec. 434)	Funding for activation and programming.	Rec & Park
New 1-acre park in Southwest portion of Plan Area	\$35,000,000	Eastern Neighborhoods Infrastructure Impact Fee (Sec. 423)	Development of a potential park on the existing SFPUC-owned lot in the area between 4th, 5th, Bryant, and Brannan Streets. This may potentially be provided by an In-Kind Agreement with surrounding development.	Rec & Park
New public recreation center*	\$10,000,000	Eastern Neighborhoods Infrastructure Impact Fee (Sec. 423)	This may potentially be funded through direct provision on a development project.	Rec & Park
Park and greenery maintenance and activation	\$15,000,000	Central SoMa Mello-Roos Community Facilities District (CFD; Sec. 434)	Maintenance and programming of public parks and open spaces. Priority for this funding is to ensure that the new 1-acre park is properly maintained.	Rec & Park; Department of Real Estate
New large (2+ acre) SoMa park (initial site identification)*	\$5,000,000	Eastern Neighborhoods Infrastructure Impact Fee (Sec. 423)	Funding for initial site identification and coordination for a large signature park in the larger SoMa area.	Rec & Park
New Bluxome linear park*	\$5,000,000	Central SoMa Mello-Roos Community Facilities District (CFD; Sec. 434)	A park built on the existing Bluxome Street right of way. This may potentially be developed as a privately-owned public open space (POPOS) by nearby developments.	Planning
New under-freeway public recreation area	\$5,000,000	Eastern Neighborhoods Infrastructure Impact Fee (Sec. 423)	This may potentially be developed as a POPOS by nearby developments.	Rec & Park
Privately-Owned Public Open Spaces (POPOS)	\$80,000,000	Direct provision by new development (Sec. 138)	Up to four acres of net new publicly-accessible open space spread across the Plan area, provided directly on new development projects.	Planning
(Alternative project: 7th & Mission Park)	(\$20,000,000)	Central SoMa Mello-Roos Community Facilities District (CFD; Sec. 434)	Funding to acquire and develop a new park site at 1133 Mission Street.	Rec & Park
TOTAL	\$185,000,000			

Delivery and Timing

Revenues from impact fees will accrue concurrently with the pace of new development, while the CFD revenues accrue annually as additional projects come online and begin paying the tax (or earlier should the City choose

* Note: If funds for these Parks & Recreation projects are provided by other sources (such as contributions from new development) or if revenues exceed the projected amounts, funding could be allocated to the "Alternative" project listed here.

⁵ This list of projects is ordered by priority, based on community feedback and discussions with the Recreation and Parks Department. It is not legally binding and is subject to change in response to future open space opportunities and priorities in the Plan Area. The cost of parks and recreational benefits is highly subject to design decisions and identification of complementary funding sources. If the benefits listed all cost the City the maximum foreseeable, then the sum of these benefits will exceed the amount allocated.

to bond against this revenue stream). The prioritization of projects is conveyed in Table 5, with the highest priority for funding at the top of the table. However, this order may be amended, through input from the Eastern Neighborhoods Community Advisory Committee and Interagency Plan Implementation Committee, policymakers, and other public feedback, based on timing considerations (such as shovel readiness) and financial considerations (such as leveraging other funds).

POPOS would be delivered at the same time as their associated development projects, and would undergo an urban design review process involving the Planning Department and Recreation and Parks Department to ensure that they meet minimum requirements for size, usability, and quality. Collectively, the POPOS requirement is expected in result in up to four acres of new publicly accessible open space, all of which will be provided at ground level.

PRODUCTION, DISTRIBUTION, AND REPAIR (PDR)

Central SoMa Plan Objective 3.3 states that the City should “Ensure that the removal of protective zoning does not result in a loss of PDR in the Plan Area.” This is because the production, distribution, and repair (PDR) sector is critical to San Francisco. Companies in the PDR sector serve the needs of local residents and businesses, and tend to provide high-paying jobs and career advancement opportunities for people without a four-year college degree. PDR jobs also enhance the city’s economic diversity and therefore our ability to weather times of economic stress.

The SoMa neighborhood has a legacy as a home for PDR jobs. The Plan would ensure that the removal of protective zoning does not result in a net loss of PDR jobs in the Plan Area, by providing requirements to fund, build, and/or protect PDR spaces. The total amount of PDR space that will be preserved or created is approximately 900,000 square feet.

Table 6

TOTAL ESTIMATED COSTS – PRODUCTION, DISTRIBUTION, AND REPAIR

BENEFIT	TOTAL REVENUES	FUNDING SOURCES	DESCRIPTION	LEAD AGENCIES
900,000 sq ft of PDR space	\$180,000,000	Direct provision by new development (Sec. 202.8 and Sec. 249.78)	PDR space directly provided by new development	Planning
TOTAL	\$180,000,000			

Delivery and Timing

The direct provision of PDR space will come from land use controls and conditions for allowing residential and non-residential development, in the form of requirements to maintain and/or replace existing spaces and to include new space in developments. As a direct provision, no transfer of funds or payment of fees will occur.⁶ The PDR space will be provided at the same time the associated space becomes ready for occupancy.

⁶ The Plan endorses the pursuit and analysis of an in-lieu fee for PDR, but the fee itself is not proposed as part of the Plan.

COMPLETE STREETS

Central SoMa Plan Objective 4.1. states that the City should “Provide a safe, convenient, and attractive walking environment on all the streets in the Plan Area.” The current network of streets in the Plan Area provides a poor experience for all users – whether walking, driving, riding transit, or cycling. Streets are clogged with rush hour traffic, many sidewalks are not up to City standards, crosswalks are few and far between, and bicycle infrastructure is incomplete and discontinuous – all of which contribute to high rates of traffic crashes and injuries.

The Plan calls for complete streets improvements to make walking and biking more safe and convenient, in order to complement the transit improvements and encourage people to drive less. Funding generated by new development may be used to transform the vast majority of all major streets in the Plan Area into high quality streets for walking, biking, and transit.

Table 7

TOTAL ESTIMATED COSTS – COMPLETE STREETS

BENEFIT	TOTAL REVENUES	FUNDING SOURCES	DESCRIPTION	LEAD AGENCIES
Redesign of all major streets in the Plan Area	\$110,000,000	Transportation Sustainability Fee (TSF) (Sec. 411A); Eastern Neighborhoods Infrastructure Impact Fee (Sec. 423); Central SoMa Infrastructure Impact Fee (CSF) (Sec. 433); Central SoMa Mello-Roos CFD (CFD; ; Sec. 434)	Redesign of approximately four miles of major streets (including portions of 3rd, 4th, 5th, 6th, Howard, Folsom, Harrison, Bryant, Brannan, and Townsend Streets) at an estimated cost of \$4,400-\$5,400 per linear foot.	SFMTA
TOTAL	\$110,000,000			

Delivery and Timing

All funding dedicated to complete streets would be directed to the SFMTA and San Francisco Department of Public Works (SFPDW) for planning, design, and construction. These funds are projected to be sufficient to redesign the vast majority of the major streets in the Plan Area. Although the Central SoMa Plan includes conceptual designs for the major streets, each street will need to undergo a more detailed design process, incorporating additional public feedback and environmental review as necessary, and including opportunities for incorporating environmental sustainability and green landscaping elements. Although improving main streets is the highest priority, improvements may also be implemented on alleyways in the Plan Area as funding allows. Within the main streets, prioritization will be set by SFMTA.

As noted in the Transit section above, revenues from the Eastern Neighborhoods Infrastructure Impact Fees receive additional oversight through the Eastern Neighborhoods Community Advisory Committee and the IPIC. The improvements funded by fees and the CFD could occur as money is accrued. The fees will accrue concurrently with the pace of development, while the CFD accrues annually as additional projects come online and begin paying the tax. As previously noted, the City has the option to accelerate projects by bonding against this revenue stream or utilizing other funds (including general fund revenues).

Alternatively, some improvements may be provided directly by development in order to meet minimum Better Streets Plan requirements or to satisfy an In-Kind Agreement, particularly on the new and renovated mid-block alleys that will not be included in SFMTA streetscape planning efforts. These improvements would be completed at the same time as the affiliated development project.

CULTURAL PRESERVATION & COMMUNITY SERVICES

Central SoMa Plan Objective 2.6 states that the City should “Support the schools, child care, and community services that serve the local residents.” “Community services” includes space for nonprofit and government organizations that provide services to the community, such as health clinics and job training facilities. As commercial rents continue to increase citywide, it becomes increasingly difficult for many of these uses to start, grow, and stay in San Francisco. Central SoMa is already a popular location for many of these services, due to its central and transit-accessible location, and large number of commercial properties. The Plan will provide space for these types of facilities, as part of its central goals of increasing jobs and facilitating economic and cultural diversity. The City has recently developed a Community Facilities Nexus Study in order to quantify the demand for these services generated by new development, in order to establish a legal nexus for levying a Central SoMa Community Facilities Fee, a new development impact fee.⁷ Community services also includes neighborhood cleaning services to help promote the cleanliness, and thus walkability, of the neighborhood’s streets.

Central SoMa Plan Objective 7.5 states that the City should “Support mechanisms for the rehabilitation and maintenance of cultural heritage properties.” To fulfill this Objective, revenues generated by the Plan may be used as seed funding for the restoration and seismic upgrade of the celebrated U.S. Mint building and grounds at 5th and Mission Streets, one of the City’s most significant historic properties. The building has long been envisioned as a major opportunity site to provide a cultural asset that celebrates the civic history of the City.

Revenues from the Plan may also be used to provide capital for cultural amenities. Funding could also be utilized for capital improvements at Yerba Buena Gardens and/or to help build or purchase a building for the neighborhood’s important cultural communities, the Filipino community and the LGBTQ community. Finally, revenues from the Plan may also be used to help preserve and maintain important historic buildings within the Plan Area. This revenue will come from the sale of Transfer of Development Rights (TDR), a voluntary program available to these historic buildings whereby they sell their unused development rights to new development in the area. To facilitate the process, large new non-residential developments will be required to purchase TDR from historic buildings in the Plan Area.

Central SoMa Plan Objective 7.2 states that the City should “Support the preservation, recognition, and wellbeing of the neighborhood’s cultural heritage resources.” To fulfill this Objective, revenues generated from the Plan may be used annually to support social and cultural programming in the neighborhood. This funding currently comes from the SoMa Stabilization Fund, which is expected to run out of resources in the near future. The Plan therefore enables the continuation of this valuable funding source for the foreseeable future.

⁷ Available at: http://sfcontroller.org/sites/default/files/Documents/Budget/131124_Central%20SoMa%20Nonprofit%20Nexus_FINAL_2016_03_24.pdf

Table 8

TOTAL ESTIMATED COSTS – CULTURAL PRESERVATION & COMMUNITY SERVICES

BENEFIT	TOTAL REVENUES	FUNDING SOURCES	DESCRIPTION	LEAD AGENCIES
Restoration of the US Mint Building	\$20,000,000	Central SoMa Mello-Roos Community Facilities District (CFD)	Restoration and seismic upgrade of the US Mint Building.	OEWD
Preservation and maintenance of historic buildings	\$20,000,000	Transfer of Development Rights (TDR) (Sec. 128.1)	Sale of Transferable Development Rights from historic buildings to new development. Revenues from these sales are required to be spent on preservation and maintenance of the associated historic resource.	Planning
60,000 sq ft of new space for community services	\$20,000,000	Central SoMa Community Facilities Fee (Sec. 428.1)	Impact fees to develop new facilities for nonprofit community services (such as health care or job training) needed to serve new growth.	MOHCD
Social and cultural programming	\$25,000,000	Central SoMa Mello-Roos Community Facilities District (CFD)	Annual funding for social and cultural programming for such activities as arts, job training, and tenant protections.	MOHCD
Capital for cultural amenities (e.g. Yerba Buena Gardens)	\$15,000,000	Central SoMa Mello-Roos Community Facilities District (CFD)	Capital improvements and/or funding to help build or purchase a building for the neighborhood's important cultural communities.	MOHCD
<u>PDR Assistance Fund</u>	<u>\$10,000,000</u>	<u>Central SoMa Mello-Roos Community Facilities District (CFD)</u>	<u>Funding to support existing PDR businesses and to mitigate the impacts of displacement. Programs could include relocation assistance, including support with business services, rents, and moving costs.</u>	<u>OEWD</u>
Neighborhood cleaning	\$9,000,000	Central SoMa Mello-Roos Community Facilities District (CFD)	Ongoing funding for cleaning of neighborhood streets.	SFDPW
TOTAL	\$114,109,000,000			

Delivery and Timing

Revenues from the Central SoMa Community Facilities Fee will be directed to the Mayor's Office of Housing and Community Development (MOHCD) to fund the development of new community facility space. As an impact fee, funding would accrue concurrently with development over the duration of the Plan. Facilities could potentially be developed through some combination of standalone locations (such as a centralized non-profit "hub" space) or potentially co-located within affordable housing projects. In the latter case, because the development of these affordable units would occur after the market rate development providing the necessary funding, the development of community facilities is likely to occur after these new developments as well. New developments will also be given the option to provide community facilities directly via an In-Kind Agreement with the City (instead of paying the Community Facilities Fee), which would result in faster delivery of the benefit.

Revenues from the CFD that may be used to support the restoration of the US Mint Building will accrue annually as projects come online and begin paying the tax. As previously noted, the City has the option to accelerate

projects by bonding against this revenue stream or utilizing other funds (including general fund revenues). Funding from the Plan may be part of a larger funding and programming effort for restoration, rehabilitation, and ongoing operations of the US Mint Building. This scope of work and budget is currently being developed, and it is anticipated that additional funds will need to be generated.

Sale of TDRs for the preservation and maintenance of other significant historic buildings in the Plan Area could occur upon adoption of the Central SoMa Plan.

ENVIRONMENTAL SUSTAINABILITY & RESILIENCE

Central SoMa Plan Goal #6 is to “Create an Environmentally Sustainable and Resilient Neighborhood” where urban development gives more to the environment than it takes (thereby fulfilling Plan Objectives 6.1–6.8). The Plan proposes innovative building- and neighborhood-scale interventions to improve environmental performance, providing a model for the rest of the city and beyond. New development will be required to incorporate living roofs, generate renewable energy onsite, and use only 100% greenhouse gas-free (GHG-free) electricity for the balance. Funds may also be directed to adding habitat-supportive landscaping and green infrastructure to streets and open spaces, to beautify them while also improving air quality, micro climate comfort, stormwater management, and ecological function. District-scale utility systems (e.g., shared energy and/or water systems linked between both new and existing buildings) are encouraged in order to enhance resource and cost efficiencies.

Table 9

TOTAL ESTIMATED COSTS – ENVIRONMENTAL SUSTAINABILITY & RESILIENCE

BENEFIT	TOTAL REVENUES	FUNDING SOURCES	DESCRIPTION	LEAD AGENCIES
Enhanced stormwater management in complete street projects	\$ 28 32,000,000	Central SoMa Mello-Roos Community Facilities District (CFD)	Stormwater infrastructure (grey infrastructure, landscaping, etc.) on all major streets.	Planning, SFPUC
Freeway corridor air quality and greening	\$22,000,000	Central SoMa Mello-Roos Community Facilities District (CFD)	Greening improvements along/under the freeway corridor to improve air quality and enhance pedestrian comfort.	Planning
Living Roofs enhanced requirements	\$6,000,000	Direct provision by new development (Sec. 249.77)	Living Roofs requirement of 50% of usable roof area on projects 160' or shorter, surpassing City policy.	Planning
Better Roofs demonstration projects	\$2,000,000	Central SoMa Mello-Roos Community Facilities District (CFD)	Demonstration projects to highlight best practices, including a Living Roof project (\$1mn) and a solar project (\$500k).	Planning
Water recycling and stormwater management in public spaces	\$ 4 5,000,000	Central SoMa Mello-Roos Community Facilities District (CFD)	Infrastructure for 100% recycled (non-potable) water for street cleaning and public park irrigation; green stormwater management in parks.	Planning, SFPUC
100% energy-efficient street lights	\$1,000,000	Central SoMa Mello-Roos Community Facilities District (CFD)	Energy efficient upgrades to street lights throughout the Plan area.	Planning, SFPUC

Sustainability studies & guideline documents	\$2,000,000	Central SoMa Mello-Roos Community Facilities District (CFD)	Funding for a District Energy & Water Utility Systems Study (\$500k), a Central SoMa Sea Level Rise & Flood Management Strategy (\$400k), a Fossil Fuel Free Buildings Study & Guidelines Document (\$300k), and Flood Resilient Design Guidelines (\$300k)	Planning
TOTAL	\$65 70,000,000			

Delivery and Timing

The majority of funding for environmental sustainability improvements may be provided by the CFD, and will occur upon accrual of revenues, or earlier if the City chooses to bond against the CFD revenue stream. The sustainability studies and guideline documents discussed above are proposed to be delivered within two years after adoption of the Central SoMa Plan, and may lead to additional new requirements or public benefits.

The Living Roofs are provided directly onsite by new development and will occur with their respective projects. Additional benefits will be directly provided through new development via existing requirements (such as current energy and water efficiency requirements) and are not quantified here.

SCHOOLS AND CHILD CARE

Central SoMa Plan Objective 2.6 states that the City should “Support the schools, child care, and community services that serve the local residents.” In terms of schools and child care, the Plan Area is expected to see a large increase in the number of children as it continues to transition from a primarily industrial neighborhood to a mixed-use hub for jobs and housing. The Plan will generate funding to meet the demand for schools and childcare for youth ages 0-18 through existing City impact fees.

Additionally, the Plan may help fund supplemental services at Bessie Carmichael, the neighborhood’s only public school. At Bessie Carmichael, which serves children in K-8 grade, 100% of the students receive free and reduced lunch and 20% of the student population is self-identified homeless students. The supplemental services would be intended to address the challenges of addressing the needs of this student population through such strategies as additional mental health services and a summer program to fund year-round support to the children.

Table 10

TOTAL ESTIMATED COSTS – SCHOOLS & CHILDCARE

BENEFIT	TOTAL REVENUES	FUNDING SOURCES	DESCRIPTION	LEAD AGENCIES
Schools	\$32,000,000	School Impact Fee (State Education Code Sec. 17620)	Impact fees to meet demand for school facilities to serve growth generated within the Plan Area.	SFUSD
Childcare	\$26,000,000	Child Care Fee (Sec. 414 and Sec. 414A); Eastern Neighborhoods Impact Fee (Sec. 423)	Impact fees to meet demand for child care facilities to serve growth, located within the Plan area.	HSA Office of Early Care & Education
Bessie Carmichael Supplemental Services	\$6,000,000	Central SoMa Mello-Roos Community Facilities District (CFD)	Annual funding to provide supplementary services to the school, such as additional mental health services and the ability to provide year-round programming	SFUSD
TOTAL	\$64,000,000			

Delivery and Timing

The School Impact Fee will accrue at the time projects receive building permits. It is directed to the San Francisco Unified School District for use at their discretion throughout the city. New school facilities are expected to serve a broader area than just Central SoMa and will cost significantly more than the funds generated by the fees in the Plan Area. Additional fees, including those collected by the School Impact Fee in previous years, will be required to accrue enough to build new facilities.

Funds from the Child Care Fee and Eastern Neighborhoods Infrastructure Impact Fee will accrue at the time projects receive building permits. They will go to the Child Care Facilities Fund, which is administered jointly by the City's Human Services Agency Office of Early Care and Education and the Low-Income Investment Fund (LIIF). The Child Care Fee money can be spent throughout the City, while the Eastern Neighborhoods fee must be spent within the Eastern Neighborhoods Plan Areas. Child care facilities are less costly than school facilities and might come online sooner. New developments have the option to satisfy up to their entire Eastern Neighborhoods Impact Fee requirement by directly providing publicly-accessible child care onsite through an In-Kind Agreement (IKA), which could result in faster delivery of services.

The funding for Bessie Carmichael School may be provided by the CFD, and would occur upon accrual of revenues. As an ongoing allocation, it need not be bonded against, and would be disbursed annually to the School District, with community oversight.

IV. FUNDING STRATEGY

The previous section describes the funding necessary for infrastructure and other investments to accommodate the significant number of jobs and housing units envisioned in the Central SoMa Plan, as well as to address social, economic, and environmental needs and achieve the Plan's policy goals. To provide this funding, the City proposes requirements on new developments to help ameliorate and mitigate its impacts, in addition to the existing fees and development requirements in place. As stated previously, these requirements are designed to be consistent with the requirements of California Mitigation Fee Act and all proposed development impact fees have been evaluated against applicable maximum justified nexus amounts.

To help determine the requirements on new development, the City conducted a financial feasibility analysis (*Financial Analysis of San Francisco's Central SoMa Plan*¹). This analysis utilized a Residual Land Value (RLV) model to evaluate the financial feasibility of prototypical development types (both before and after potential Plan adoption), estimate the amount of value created by the Plan, and test the financial impact of applying proposed development requirements and charges that would offset some amount of the new value created (a "land value capture" approach).

The resulting funding strategy includes different levels of requirements, based on the amount of development potential conferred on each property through adoption of the Plan (expressed as an increase in developable height and/or modifications to permit a greater number of land uses). All parcels in the Plan Area are assigned into one of several Central SoMa Public Benefit Tiers (Table 11), based on the amount of additional development potential created.²

Table 11
CENTRAL SOMA DEVELOPMENT TIERS³

INCREASED DEVELOPMENT CAPACITY	TIER
15-45 feet	Tier A
50-85 feet	Tier B
90 feet or more	Tier C

Tables 12 and 13 below summarize what a specific new development project would be obligated to pay in impact fees and taxes, based on the Development Tier of the underlying parcel and proposed land uses. Figure 14 maps where these public benefit tiers occur in the Plan Area.

¹ Developed by Seifel Consulting Inc. Available for download at: http://default.sfplanning.org/Citywide/Central_Corridor/Central_SoMa_Financial_Analysis_Jan2017_FINAL.pdf

² For areas currently zoned SLI or SALI and being rezoned to CMUO or WMUO, "additional development potential" is equal to the height limit proposed by the Central SoMa Plan. Elsewhere, "additional development capacity" is the change in height limit proposed by the Central SoMa Plan.

³ The Financial Analysis from December 2016 had four public benefit tiers; the prior Tier C (90-165 feet) and Tier D (165+ feet) are now collapsed into a single tier.

Table 12

CENTRAL SOMA REQUIREMENTS FOR NEW DEVELOPMENT: NON-RESIDENTIAL (2017 RATES)⁴

REQUIREMENT	TIER A	TIER B	TIER C
EXISTING REQUIREMENTS			
Jobs-Housing Linkage Fee (\$/GSF; office rate shown; Sec. 413)	\$25.49		
Eastern Neighborhoods Infrastructure Impact Fee (\$/GSF; Sec. 423)	\$18.73		
Transportation Sustainability Fee (\$/GSF; office rate shown; Sec. 411A)	800-99,999 GSF: \$18.94		
	>99,999 GSF: \$19.99		
Childcare Fee (\$/GSF; office and hotel rate; Sec 414 & 414A)	\$1.65		
School Impact Fee (\$/GSF; office rate shown; CA Ed. Code Sec. 17620)	\$0.54		
Public Art Fee (\$)	1% of construction cost (or direct provision on-site)		
NEW REQUIREMENTS UNDER THE PLAN			
Central SoMa Community Infrastructure Fee (\$/GSF; Sec. 433*)			
For projects seeking an Office Allocation of 50,000 square feet or more	\$21.50	\$0	\$0
All other projects	\$41.50	\$20	\$20
Mello-Roos Special Tax District (CFD; \$/GSF/yr; see note)	\$0	\$2.00 (4% escalation annually for 25 years, 2% thereafter)	\$2.75 (4% escalation annually for 25 years, 2% thereafter)
Community Facilities Fee (\$/GSF; Sec 428.1*)	\$1.75		
Transferable Development Rights (# of Floor Area Ratios; Sec 128.1)	0 FAR	0 FAR	1.25 FAR
Privately-Owned Public Open Space (POPOS; Sec 138)	1 square foot for every 50 GSF of development		
Production, Distribution, and Repair (PDR) [# of Floor Area Ratios (FAR); Sec 202.8 & 249.78*]			
For projects seeking an Office Allocation of 50,000s square feet or more	0.4 FAR or replacement requirements per 2016's Proposition X (Planning Code Section 202.8), whichever is higher		
For projects not seeking an Office Allocation, or providing <50,000 square feet of Office	Replacement requirements per 2016's Proposition X (Planning Code Section 202.8). For every gross square foot of PDR required, the project gets a waiver of four gross square feet (GSF) from the Eastern Neighborhoods Impact Fee.		

* Planning Code section pending Plan adoption.

⁴ NOTE: These tables show the amount of requirements on new development at the time of Plan Adoption. Impact fees shall be updated on an annual basis as fees are indexed or otherwise changed. The Fee Register and related information can be found online at <http://impactfees.sfplanning.org>. The Financial Analysis from December 2016 had four public benefit tiers; the prior Tier C (90-165 feet) and Tier D (165+ feet) are now collapsed into a single tier.

The Mello-Roos Special Tax District rates and escalation shown apply to the Facilities Tax (estimated as the first 99 years of the district). After 99 years, the tax will become a Services Tax and rates and escalation will be applied as specified in the adopted Rate and Method of Apportionment (RMA) document.

Table 13

CENTRAL SOMA REQUIREMENTS FOR NEW DEVELOPMENT: RESIDENTIAL (2017 RATES)⁵

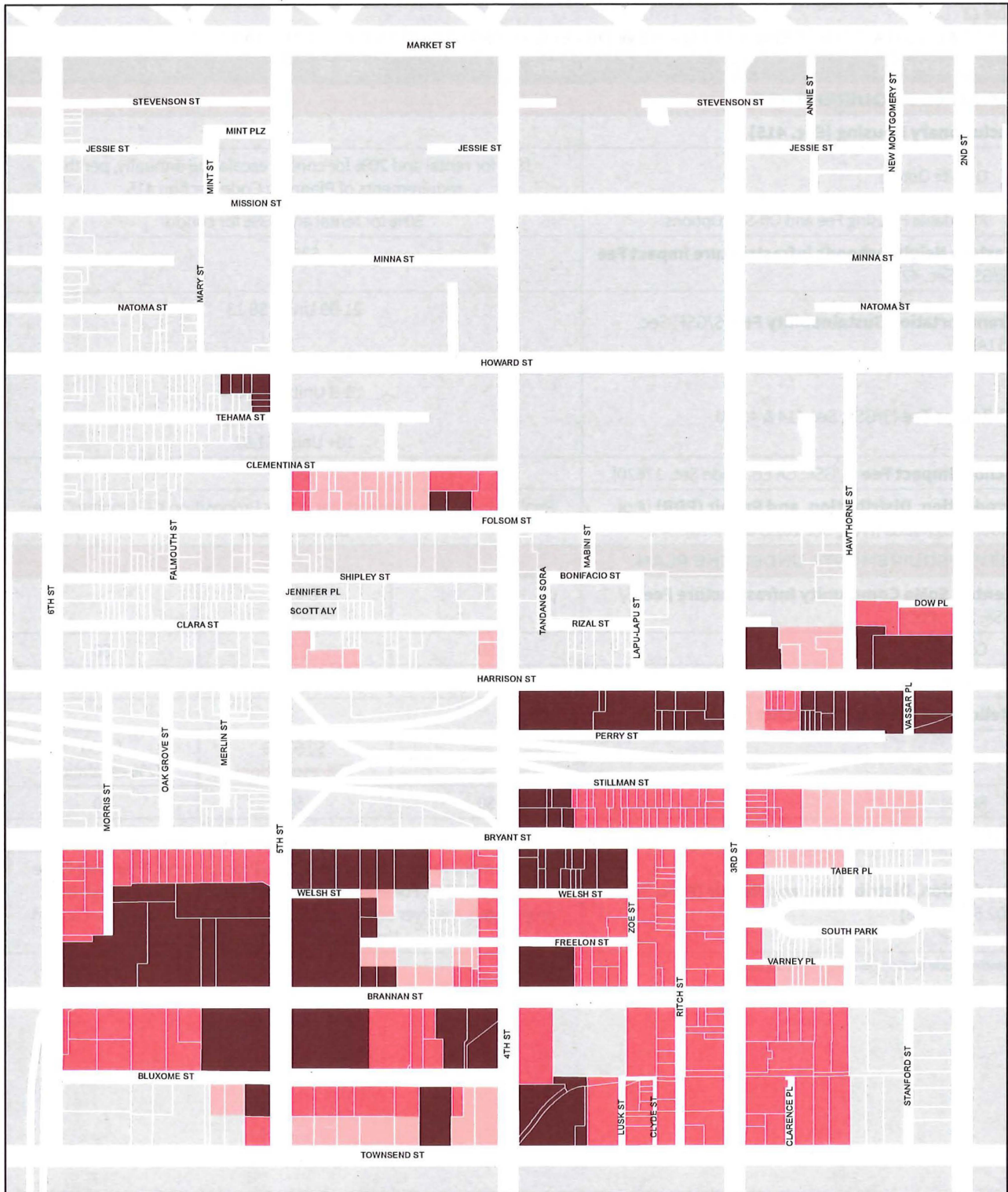
REQUIREMENT	TIER A	TIER B	TIER C
EXISTING REQUIREMENTS			
Inclusionary Housing (Sec. 415)			
On-Site Option	18% for rental and 20% for condo, escalating annually, per the requirements of Planning Code Section 415		
Affordable Housing Fee and Off-Site Options	30% for rental and 33% for condo		
Eastern Neighborhoods Infrastructure Impact Fee (\$/GSF; Sec. 423)	\$21.41		
Transportation Sustainability Fee (\$/GSF; Sec. 411A)	21-99 Units: \$8.13		
	100+ Units: \$9.18		
Childcare Fee (\$/GSF; Sec 414 & 414A)	1-9 Units: \$0.96		
	10+ Units: \$1.92		
School Impact Fee (\$/GSF; CA Ed. Code Sec. 17620)	\$3.48		
Production, Distribution, and Repair (PDR) [# of Floor Area Ratios (FAR); Sec 202.8 & 249.78]	Replacement requirements per 2016’s Proposition X (Planning Code Section 202.8)		
NEW REQUIREMENTS UNDER THE PLAN			
Central SoMa Community Infrastructure Fee (\$/GSF; Sec. 433*)			
Condo	\$0	\$20	\$0
Rental	\$0	\$10	\$0
Mello-Roos Special Tax District (CFD; \$/GSF/yr)			
Condo	\$0	\$0 \$3.30 (2% escalation)	\$5.50 (2% escalation)
Rental	\$0	\$0	\$0
Community Facilities Fee (\$/GSF; Sec 428.1*)	\$1.30		
Production, Distribution, and Repair (PDR; Sec 202.8 & 249.78)	Replacement requirements per 2016’s Proposition X (Planning Code Section 202.8). For every gross square foot of PDR required, the project gets a waiver of four gross square feet (GSF) from the Eastern Neighborhoods Impact Fee		

*Planning Code section pending Plan adoption.

5 NOTE: These tables show the amount of requirements on new development at the time of Plan Adoption. Impact fees shall be updated on an annual basis as fees are indexed or otherwise changed. The Fee Register and related information can be found online at <http://impactfees.sfplanning.org>. The Financial Analysis from December 2016 had four public benefit tiers; the prior Tier C (90-165 feet) and Tier D (165+ feet) are now collapsed into a single tier.

The Mello-Roos Special Tax District rates and escalation shown apply to the Facilities Tax (estimated as the first 99 years of the district). After 99 years, the tax will become a Services Tax and rates and escalation will be applied as specified in the adopted Rate and Method of Apportionment (RMA) document.

Figure 14



Central SoMa Fee Tiers
Planning Code Section 423.2
SAN FRANCISCO

- Tier A (15' - 45' increase)
- Tier B (50' - 85' increase)
- Tier C (90' or more increase)

0 250 500 1,000 Feet

September 2018

V. ADMINISTRATION & MONITORING

The successful implementation of the Central SoMa Plan will require collaboration among a diverse array of agencies, community members, and private actors. This section describes the interagency governance bodies and processes that will be chiefly responsible for overseeing implementation of the Central SoMa Plan and its public benefits. In addition, a number of the aforementioned funding sources each have their own processes for implementation, administration, and monitoring.

PLAN IMPLEMENTATION GOVERNANCE ENTITIES

San Francisco Controller's Office

The Controller serves as the chief accounting officer and auditor for the City and County of San Francisco, and is responsible for governance and conduct of key aspects of the City's financial operations. The office plays a key role in implementing area plans by managing the City's bonds and debt portfolio, and processing and monitoring the City's budget. The department produces regular reports and audits on the City's financial and economic condition and the operations and performance of City government.

The Controller's Office, working in concert with the Mayor's Office, IPIC, and other entities mentioned below, will also be responsible for overseeing a funding prioritization process in Central SoMa to help ensure that funds are allocated to public benefits in a logical and equitable manner.

The City is required to regularly report on impact fees revenues and expenditures. San Francisco Planning Code Article 4, Section 409 requires the San Francisco Controller's Office to issue a biennial Citywide Development Impact Fee Report¹ including:

- All development fees collected during the prior two fiscal years, organized by development fee account;
- All cumulative monies collected and expended over the life of each fee;
- The number of projects that elected to satisfy development impact requirements through in-kind improvements;
- Any annual construction cost inflation adjustments to fees made using the Annual Infrastructure Construction Cost Inflation Estimate published by the Office of the City Administrator's Office of Resilience and Capital Planning; and
- Other information required pursuant to the California Mitigation Fee Act Government Code Section 66001, including: fee rate and description; the beginning and ending balance of the fee account; the amount of fees collected and interest earned; an identification of each public improvement on which fees were expended and

¹ The FY2014-2015 and 2015-2016 report is available at: <https://sfcontroller.org/sites/default/files/Documents/Budget/FY2014-15%20&%20FY2015-16%20Biennial%20Development%20Impact%20Fee%20Report.pdf>

the percentage of the cost of the improvement funded with fees; an approximate construction start date; and a description of any transfers or loans made from the account.

Within the Controller's office, the Office of Public Finance (OPF) is responsible for issuing and managing the City's general fund debt obligations. The OPF will be responsible for administering the Central SoMa CFD, including developing revenue projections and overseeing the bond issuance process. Its mission is to provide and manage low-cost debt financing of large-scale, long-term capital projects and improvements that produce social and economic benefit to the City and its citizens while balancing market and credit risk with appropriate benefits, mitigations and controls.

Capital Planning Committee

The Capital Planning Committee (CPC) makes recommendations to the Mayor and Board of Supervisors on all of the City's capital expenditures. The CPC annually reviews and approves the 10-year Capital Plan, Capital Budget, and issuances of long-term debt. The CPC is chaired by the City Administrator and includes the President of the Board of Supervisors, the Mayor's Finance Director, the Controller, the City Planning Director, the Director of Public Works, the Airport Director, the Executive Director of the Municipal Transportation Agency, the General Manager of the Public Utilities System, the General Manager of the Recreation and Parks Department, and the Executive Director of the Port of San Francisco.

The IPIC fee revenue budgets and associated agency project work programs / budgets are incorporated as part of the 10-year Capital Plan. Updated every odd-numbered year, the Plan is a fiscally constrained expenditure plan that lays out infrastructure investments over the next decade. The Capital Plan recommends projects based on the availability of funding from various sources and the relative priority of each project. Enterprise departments (such as the San Francisco International Airport and Public Utilities Commission) can meet most needs from usage fees and rate payers. However, other fundamental programs that serve the general public (such as streets and fire stations) rely primarily on funding from the City's General Fund and debt financing programs.

Interagency Plan Implementation Committee (IPIC)

The Interagency Plan Implementation Committee (IPIC) is comprised of City staff members from various City Departments who are collectively charged with implementing capital improvements in connection with the City's Area Plans: Eastern Neighborhoods (comprised of separate Area Plans for Central SoMa, Central Waterfront, East Soma, Mission, Showplace Square / Potrero, and Western Soma), Market Octavia, Rincon Hill, Transit Center District, Balboa Park and Visitacion Valley (including the Executive Park Subarea Plan and the Schlage Lock Master Development). Developments within these area plan boundaries are required to pay impact fees specific to the respective Plan geographies, which are allocated through the IPIC and Capital Planning processes towards priority projects and other infrastructure needed to serve new growth.

The IPIC is required to develop a capital plan for each Plan Area and an Annual Progress Report indicating the status of implementation of each of the Area Plans. This report includes a summary of the individual development projects (public and private) that have been approved during the report period, progress updates regarding

implementation of the various community improvements in accordance with the Plan's projected phasing, and proposed departmental work programs and budgets for the coming fiscal year that describe the steps to be taken by each responsible department, office, or agency to implement community improvements in each plan area. The IPIC Annual Progress Report is heard each year before the Capital Planning Committee, the Planning Commission, and the Land Use and Economic Development Committee of the Board of Supervisors prior to finalization of the report. In addition, the IPIC Annual Progress Report, impact fee allocations, and related agency work programs and budgets are inputs to the City's 10-year Capital Plan, developed by the Capital Planning Committee.

Upon adoption of the Central SoMa Plan, the scope of IPIC's duties and areas of investment will expand. IPIC will be responsible for overseeing allocation of revenues from the Central SoMa Mello-Roos Community Facilities District (CFD). It is anticipated that the City may issue one or more bonds secured by these CFD Special Tax revenues, in order to facilitate timely implementation of public benefits. Annually, the IPIC shall develop a five-year plan for proposed expenditures of Special Tax revenues (these plans will be coordinated with projected Bond Proceeds), as forecasted by the Office of Public Finance.

As needed, the sub-committees will be formed to deliberate on specific issues of relevance to a subset of IPIC agencies, and/or on funding areas that involve non-City public agencies (such as the regional transportation funds). In the latter case, Joint Communities Facilities Agreements (JCFAs) will be formed for projects involving allocation of CFD funds to non-City public agencies.

The IPIC will also oversee administration of capital funding for environmental sustainability projects.

The Board of Supervisors has final authority over CFD revenue expenditures, based on recommendations by the Director of the Office of Public Finance, the Capital Planning Committee, and the IPIC.

Eastern Neighborhoods Community Advisory Committee

The Eastern Neighborhoods Citizens Advisory Committee (EN CAC) is the central community advisory body charged with providing input to City agencies and decision makers with regard to all activities related to implementation of the Eastern Neighborhoods Area Plans. The group was established as part of the Eastern Neighborhoods Area Plans (EN) and accompanying Code Amendments, and is comprised of 19 members representing the diversity of the plan areas, including renters, homeowners, low-income residents, local merchants, and community-based organizations.²

The EN CAC is established for the purposes of providing input on the prioritization of Public Benefits, updating the Public Benefits program, relaying information to community members regarding the status of development proposals in the Eastern Neighborhoods, and providing input to plan area monitoring efforts as appropriate (described further in the Plan Monitoring & Reporting section below). The EN CAC serves an advisory role, as appropriate, to the Planning Department, the IPIC, the Planning Commission, and the Board of Supervisors.

² More information is available at: <http://sf-planning.org/eastern-neighborhoods-citizens-advisory-committee>

The EN CAC also advises on the allocation of development fees to public benefits in each of the EN Plan Areas. These recommendations are advisory, as an input to the IPIC and Capital Planning Committee processes described above. The EN CAC will play a similar advisory role to recommend how Central SoMa Mello-Roos CFD revenues will be allocated, with the exception of funds that may be allocated for regional transit.

PLAN MONITORING & REPORTING

City agencies will be required to monitor and report on the implementation of the Central SoMa Plan, similar to the process in other established plan areas. The Planning Department, in coordination with the EN CAC, will be required to develop a Central SoMa Monitoring Report concurrently with the Eastern Neighborhoods Monitoring Report (scheduled to be updated in 2021, and at five-year intervals thereafter). This community and data-driven report will provide information on the residential and commercial development in the plan area, revenues from impact fees and other sources, and public/private investments in community benefits and infrastructure, and will include the following components:

- Central SoMa Implementation Matrix
- Development Activity
- Public Benefit
- Fees and Revenues
- Agency Responsibilities
- Budget Implications

Consistent with the procedure in other Plan Areas, this report shall be discussed at a hearing of the Planning Commission, and then forwarded to (and possibly heard at) the Board of Supervisors.

VI. DESCRIPTION OF CENTRAL SOMA FUNDING SOURCES

This section provides further information on the purpose, administration, and uses of various funding sources at time of Plan Adoption. For the most updated information on these funding sources, consult the Planning Code and associated legislation.

AFFORDABLE HOUSING

Inclusionary Housing Program (Sec. 415)

The Inclusionary Housing Program (Planning Code §415) requires new market-rate residential development projects to provide funding for affordable housing, either through direct on-site provision or via payment of the Affordable Housing Fee. Revenues from this Fee are directed to the Mayor's Office of Housing and Community Development (MOHCD), which utilizes the Fee to develop 100 percent affordable housing development and/or preservation of existing affordable units. Revenues from the Affordable Housing Fee may typically be used anywhere within the city. However, as discussed in Section III above, fees generated by projects within Central SoMa will be required to be expended within SoMa (i.e., the area bounded by Market Street, the Embarcadero, King Street, Division Street, and South Van Ness Avenue).

Jobs-Housing Linkage Fee (Sec. 413)

The Jobs-Housing Linkage Fee (§413) is a citywide impact fee levied on new non-residential developments of 25,000 GSF or greater. Analogous to the Affordable Housing fee, revenues from this Fee are directed to MOHCD, which utilizes the Fee to develop 100 percent affordable housing development and/or preservation of existing affordable units. Revenues from the Jobs-Housing Linkage Fee may typically be used anywhere within the city. However, as discussed in Section III above, Fees generated by projects within Central SoMa will be required to be expended within SoMa (i.e., the area bounded by Market Street, the Embarcadero, King Street, Division Street, and South Van Ness Avenue).

TRANSPORTATION

Transportation Sustainability Fee (Sec. 411A)

The Transportation Sustainability Fee (TSF; §411A) is a citywide impact fee assessed on both Residential and Nonresidential development, with funds directed to the Controller's Office and the San Francisco Municipal Transportation Agency (SFMTA) for programming and administration. Funds are allocated to projects specified in the Expenditure Program shown in Table 15 below: state of good repair projects (capital maintenance), system capacity expansion, complete streets projects, and regional transit improvements. Some uses are exempt from

paying the fee, including smaller market-rate residential projects (20 units or fewer), 100% affordable housing projects, and most nonprofit owned and operated uses.

Table 15

TSF EXPENDITURE PROGRAM

IMPROVEMENT TYPE	% ALLOCATION
Transit Capital Maintenance	61%
Transit Service Expansion & Reliability Improvements - San Francisco	32%
Transit Service Expansion & Reliability Improvements - Regional Transit Providers	2%
Complete Streets (Bicycle and Pedestrian) Improvements	3%
Program Administration	2%

Although TSF funds may be spent on transportation system improvements citywide, the Planning Code specifies that revenues will prioritize new/existing area plans and areas anticipated to receive significant new growth.

Central SoMa Infrastructure Impact Fee (Sec. 433)

In order to achieve the Plan's objective of ensuring that the area is well-served by transit , a new Central SoMa Fee (Sec. 433) is proposed on new residential and nonresidential development that would be used to fund local transit improvements within Central SoMa. The fee will be collected by the Planning Department and programmed through the IPIC and Capital Planning process, similar to other area plan impact fees.

PRODUCTION, DISTRIBUTION, & REPAIR (PDR)

Preservation of Production, Distribution & Repair Uses (Proposition X; Sec. 202.8)

Preserving Production, Distribution & Repair (PDR) space is a critical strategy to ensure ongoing economic diversity in the Plan Area. Preservation of existing space will naturally occur on sites where industrial protective zoning remains, such as along the freeway west of 4th Street (an area that is adjacent to other PDR uses and ill-suited for new development due to its lot configuration). In addition, preservation of PDR uses in much of the rest of the Plan Area will be necessitated based on the requirements of San Francisco's Proposition X, passed by the voters in November of 2016. This Proposition, codified in Section 202.8 of the Planning Code, requires retention or replacement of PDR space ranging from 50% of existing space (in areas zoned MUG or MUR before adoption of the Central SoMa Plan) to 75% (in areas zoned SLI or MUO before adoption of the Central SoMa Plan) to 100% (in areas zoned SALI before adoption of the Central SoMa Plan).

Creation of Production, Distribution & Repair Uses (Sec. 249.78)

In addition to the PDR preservation requirements of Proposition X (as discussed above), the Plan will require large office development to provide new PDR space of an area equivalent to 0.4 FAR (40 percent of their lot area). This

amount of PDR may exceed what is already required.

The Planning Department will be responsible for overseeing compliance with these requirements, as part of the development review process. The process will verify Planning Code requirements are met to ensure that spaces are suitable for PDR use (including elements such as ceiling heights and parking/loading requirements).

PARKS & RECREATION

Privately-Owned Public Open Spaces (POPOS) Requirement (Sec 138)

Currently, the Plan Area has a great deficit of open spaces and recreation facilities, and significant investment will be needed to meet demand from new growth. In addition to providing new and rehabilitated public parks and recreation facilities, the Central SoMa Plan will also require larger nonresidential developments to provide Privately-Owned Public Open Spaces (POPOS), similar to the requirement in the Downtown Area Plan. Much of this space will be located outdoors at street level, open seven days a week. Some developments will have the option of providing space indoors and/or paying an in-lieu fee. All new office projects will be required to provide one square foot of POPOS for every 50 occupied square feet of office use. Unlike the policy in the Downtown C-3 districts, Central SoMa requires that this space be provided at ground level (for up to 15% of the parcel area), and provides an incentive for “active” recreation uses (including playgrounds, athletic courts, community gardens or dog runs).

The Planning Department is the agency primarily responsible for reviewing and approving POPOS proposals as part of the associated development application.

SCHOOLS & CHILDCARE

School Impact Fee (CA Education Code Sec. 17620)

The School Impact Fee (enabled by CA State Education Code §17620) is a citywide impact fee on new/expanded Residential and Non-Residential developments, with funds directed to the San Francisco Unified School District (SFUSD) for new capital facilities serving the public school population. Funds are not required to be spent in the Plan Area; revenues are programmed at SFUSD’s discretion based on current and future projections of growth in the school-aged population in each neighborhood.

Child Care Fee (Sec. 414 & 414A)

The Child Care Fee (Planning Code §414 & 414A) is a citywide impact fee collected on Office and Hotel projects greater than 25,000 GSF and on Residential and residential care developments adding more than 800 square feet of net new space. Funds are directed to the Human Services Agency Office of Early Care & Education and the

Low-Income Investment Fund (LIIF, a non-profit child care developer contracting with the City) to develop new capital facilities for child care services. Funds may be spent citywide and are not required to be spent within the Plan area.

CULTURAL PRESERVATION

Transferable Development Rights (TDR; Sec. 128.1)

In order to support the preservation of historic resources in the Plan Area, Central SoMa includes a Transferable Development Rights (TDR) requirement, similar to the requirement in the Downtown Area Plan. Non-residential development projects in Public Benefits Tier C will be required to purchase the equivalent of 1.25 Floor Area Ratio (FAR) worth of TDR credits from historic buildings in exchange for the right to build to higher densities. In essence, the program allows historic properties to sell “excess” development capacity (e.g. since the historic resource precludes building to similar densities as surrounding parcels), providing funds for building restoration and maintenance. Although the Planning Department administers and enforces the TDR program, the transactions themselves are implemented privately and purchase terms (i.e. prices) are not regulated by the City.

CULTURAL PRESERVATION & NEIGHBORHOOD STABILIZATION

Community Facilities Fee (Sec. 428.1)

The Community Facilities Fee is a new impact fee that would be applicable to all new development in the Plan Area. Fees will be collected by the Planning Department and directed to MOHCD to support the development of new space for nonprofit community facilities, such as health clinics and job training sites. The City, potentially in partnership with nonprofit developers, will use the funds to develop new space for community facilities. This may take several forms, such as a centralized hub for nonprofit space and/or a network of individual sites. In addition, the City is exploring the potential to provide such spaces collocated with new affordable housing developments, developed by MOHCD and its partners.

AREA-PLAN & MULTI-CATEGORY FUNDING SOURCES

Eastern Neighborhoods Infrastructure Impact Fee (Sec. 423)

The Eastern Neighborhoods Infrastructure Impact Fee (Planning Code §423) is an area plan impact fee that was adopted concurrently with the Eastern Neighborhoods Area Plan in 2008. The Central SoMa Plan Area is an Eastern Neighborhoods Plan, being constituted of areas that were formerly parts of the East SoMa and Western SoMa Plan Areas. Projects in Central SoMa will continue to pay the Eastern Neighborhoods Infrastructure Impact Fee,

which is administered by the Planning Department and the Interagency Plan Implementation Committee (IPIC) in consultation with the Eastern Neighborhoods Community Advisory Committee (ENCAC). Funds are used to pay for infrastructure within the following Plan Areas: East SoMa, Showplace/Potrero Hill, Mission, Central Waterfront, Western SoMa, and Central SoMa. Funds are allocated into public benefit categories shown in table 16 below.

Table 16

EASTERN NEIGHBORHOODS INFRASTRUCTURE IMPACT FEE EXPENDITURE PROGRAM

IMPROVEMENT TYPE	% ALLOCATION (RESIDENTIAL DEVELOPMENT)	% ALLOCATION (NON-RESIDENTIAL DEVELOPMENT)
Complete Streets: Pedestrian and Streetscape Improvements, Bicycle Facilities	31%	34%
Transit	10%	53%
Recreation and Open Space	47.5%	6%
Childcare	6.5%	2%
Program Administration	5%	5%

Central SoMa Mello-Roos Community Facilities District (CFD)

A Mello-Roos Community Facilities District (CFD) is an ongoing tax to pay for necessary infrastructure and services. The Central SoMa Plan proposes to establish a Mello-Roos CFD that would be paid by new developments receiving a significant upzoning through the Plan (Non-Residential Tier C and Residential Tiers B & C). This CFD will be established through a legal formation process roughly concurrent with the adoption of the Central SoMa Plan.

CFDs are beneficial for infrastructure planning because they offer a reliable and predictable revenue stream, as the taxes are paid annually over the life of the subject development project for a set term defined by the CFD (as opposed to a one-time payment for impact fees). In addition, the CFD could be established to fund both capital infrastructure and ongoing operations & maintenance, the latter of which is a critical funding need that cannot legally be funded by impact fees. Finally, a CFD provides the City with the option to bond against the future revenue stream, thus providing funding to build needed infrastructure much sooner, ideally before or at the same time as the anticipated new development.

OTHER SOURCES OF FUNDING

The fees and requirements discussed above are largely designed to mitigate the infrastructure needs created by new development. However, there are already substantial needs in the neighborhood. The responsibility for responding to some needs will need to be shared with a broader set of stakeholders than just new developments (sea level rise mitigation, for instance). As such, additional revenue sources will be needed to create a fully sustainable neighborhood. These additional revenue mechanisms will require interdepartmental efforts that continue after the Plan's adoption, and may require future authorization by the Mayor and Board of Supervisors. A few potential sources of additional funding are described below

General Fund

The City's discretionary property tax proceeds are deposited into the General Fund, and are available for the appropriation to any public purpose, including operations, programs, maintenance, and capital projects. Theoretically, these revenues could be directed to the Plan Area to accelerate the delivery of public benefits, or to fund other public benefits not identified here.

Grants & Bonds

Many local, state, and federal agencies offer potential grants to fund needed capital projects. In particular, regional and state funds earmarked to facilitate higher density development near major transit infrastructure (such as the One Bay Area Grants run by the Metropolitan Transportation Commission) are a good fit for the goals of the Plan and could potentially be paired with matching local funds.

Other local bond measures may provide additional opportunities to fund projects identified here or in the future. For instance, San Francisco voters have adopted multiple bond measures in recent years to fund new or renovated parks and open spaces.

Direct provision through Development Agreements and other negotiated conditions of approval

The Plan's Key Development Sites and other sites with significant development potential represent another potential mechanism to provide needed infrastructure. Project sponsors may elect to provide some of these community benefits directly, through mechanisms such as a Development Agreement or other negotiated condition of approval. These benefits may be provided in-lieu of some other requirement, or they may be voluntarily provided above and beyond the development requirements. It is impossible to predict how many projects would opt to do this; however, a number of the initial project proposals for the Key Development Sites do include some amount of voluntary community benefits.

180410 180182
180185 100612
180453

To: Mchugh, Eileen (BOS)
Subject: RE: Old Mint Central SoMa Letter

From: Son, Chanbory (CPC)

Sent: Tuesday, August 14, 2018 11:26 AM

To: Lau, Jon (ECN) <jon.lau@sfgov.org>; Rahaim, John (CPC) <john.rahaim@sfgov.org>; Frye, Tim (CPC) <tim.frye@sfgov.org>; Switzky, Joshua (CPC) <joshua.switzky@sfgov.org>; Chen, Lisa (CPC) <lisa.chen@sfgov.org>; Ionin, Jonas (CPC) <jonas.ionin@sfgov.org>; Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; Andrew Wolfram <andrew@tefarch.com>; Aaron Jon Hyland - HPC <aaron.hyland.hpc@gmail.com>; Black, Kate (CPC) <kate.black@sfgov.org>; Ellen Johnck <Ellen@EllenJohnckConsulting.com>; Richard S. E. Johns <RSEJohns@yahoo.com>; Dianematsuda@hotmail.com; Jonathan Pearlman <jonathan.pearlman.hpc@gmail.com>; Rich Hillis (<richhillissf@gmail.com>) <richhillissf@gmail.com>; Melgar, Myrna (CPC) <myrna.melgar@sfgov.org>; 'Rodney Fong' <planning@rodneymfong.com>; Johnson, Milicent (CPC) <milicent.johnson@sfgov.org>; Koppel, Joel (CPC) <joel.koppel@sfgov.org>; Moore, Kathrin (CPC) <kathrin.moore@sfgov.org>; Richards, Dennis (CPC) <dennis.richards@sfgov.org>; Brown, Vallie (BOS) <vallie.brown@sfgov.org>; Cohen, Malia (BOS) <malia.cohen@sfgov.org>; Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Kim, Jane (BOS) <jane.kim@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; MandelmanStaff, [BOS] <mandelmanstaff@sfgov.org>; Tang, Katy (BOS) <katy.tang@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>
Cc: Feliciano, Josephine (CPC) <josephine.feliciano@sfgov.org>; Chen, Lisa (CPC) <lisa.chen@sfgov.org>
Subject: Old Mint Central SoMa Letter

Everyone,

Please accept this letter on behalf of the Historic Preservation Commission regarding the Central SoMa Public Benefits Package and the Old U.S. Mint.

Sincerely,

**Chanbory Son, Executive Secretary
Commission Affairs**

San Francisco Planning Department
1650 Mission Street, Suite 400 San Francisco, CA 94103
Direct: 415.575.6926 | www.sfplanning.org
[San Francisco Property Information Map](#)



SAN FRANCISCO PLANNING DEPARTMENT

September 28, 2018

Ms. Angela Calvillo, Clerk
Honorable Mayor Breed
Honorable Supervisor Kim
Board of Supervisors
City and County of San Francisco
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Re: Transmittal of Planning Department Case Number 2011.1356TZU and 2018-004477PCA (Central SoMa Plan): Planning Code and Administrative Code Ordinance, Zoning Map Ordinance, Implementation Program Document, and Housing Sustainability District Ordinance (Planning Code and Business and Tax Regulations Code Amendments)

BOS File No: 180184, 180185, and 180453

Planning Commission Recommendation: Approval with modifications

Dear Ms. Calvillo, Mayor Breed, and Supervisor Kim,

On September 27, 2018 the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting to consider the Planning Code and Administrative Code Amendment, Zoning Map Amendment, Implementation Program, and Housing Sustainability District Ordinance related to the Central SoMa Plan Area. At the hearing, the Commission voted to approve and/or recommend **approval with modifications** to the various ordinances.

Please find attached documents relating to the Commission's actions. If you have any questions or require further information, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Aaron Starr", written over a horizontal line.

Aaron Starr
Manager of Legislative Affairs

cc:

Andres Power, Policy Director, Mayor's Office,
Kanishka Cheng, Liaison to the Board of Supervisors, Mayor's Office
Jon Jacobo, Legislative Aide to Supervisor Kim
Sarah Dennis-Phillips, Deputy Director of Development, OEWD
Vicky Wong, Deputy City Attorney
Peter Miljanich, Deputy City Attorney

Attachments (one copy of the following):

- Planning Commission Resolution No. R-20295 [Case No. 2011.1356TZU and 2018-004477PCA - Central SoMa Plan: Planning Code and Administrative Code Ordinance, Zoning Map Ordinance, Implementation Program Document, and Housing Sustainability District Ordinance (Planning Code and Business and Tax Regulations Code Amendments)]
- Planning Commission Case Report for Case No. 2011.1356TZU and 2018-004477PCA
- Central SoMa Plan – Additional Staff Recommendations and Issues for Consideration (Submitted at September 27, 2018 Commission Hearing)



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Resolution No. 20295 HEARING DATE SEPTEMBER 27, 2018

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Project Name: Central SoMa Plan – Approval of Amendments to the Planning Code and Administrative Code Ordinance, Zoning Map Ordinance, Implementation Program Document, and Housing Sustainability District (Planning Code and Business and Tax Code Ordinance)

Record No.: **2011.1356TZU and 2018-004477PCA**

Staff Contact: Lisa Chen, Senior Planner, Citywide Planning
(415) 575-9124; lisa.chen@sfgov.org

Reviewed By: Joshua Switzky, Land Use & Housing Policy Program Manager, Citywide Planning; (415)-575-6815; joshua.switzky@sfgov.org

RESOLUTION ADOPTING AND RECOMMENDING THAT THE BOARD OF SUPERVISORS APPROVE AMENDMENTS WITH MODIFICATIONS TO THE SAN FRANCISCO PLANNING CODE AND ADMINISTRATIVE CODE ORDINANCE, ZONING MAP ORDINANCE, PLANNING CODE AND BUSINESS AND TAX CODE ORDINANCE, AND IMPLEMENTATION PROGRAM DOCUMENT TO GIVE EFFECT TO THE CENTRAL SOUTH OF MARKET AREA PLAN; AND MAKING FINDINGS OF PUBLIC NECESSITY, CONVENIENCE, AND WELFARE, FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND PLANNING CODE SECTION 101.1, AND FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

WHEREAS, on February 27, 2018, Mayor Mark Farrell and Supervisor Jane Kim introduced ordinances for Planning Code, Administrative Code, and Zoning Map Amendments, pursuant to the Central South of Market Plan ("Central SoMa Plan").

WHEREAS, pursuant to Planning Code Section 302(b), on February 27, 2018, the San Francisco Board of Supervisors initiated the aforementioned Planning Code, Administrative Code, and Zoning Map Amendments.

WHEREAS, on April 10, 2018, Mayor Mark Farrell and Supervisor Jane Kim introduced a substitute ordinance for Planning Code, Administrative Code, and Zoning Map Amendments pursuant to the Central South of Market Plan.

WHEREAS, pursuant to Planning Code Section 302(b), on April 10, 2018, the San Francisco Board of Supervisors initiated the aforementioned Planning Code, Administrative Code, and Zoning Map Amendments.

WHEREAS, on May 1, 2018, Mayor Mark Farrell and Supervisor Jane Kim introduced an ordinance for Planning Code and Business and Tax Regulations Code Amendments to establish and implement the Central South of Market Housing Sustainability District ("Central SoMa HSD").

WHEREAS, on May 10, 2018, after a duly noticed public hearing, the Commission reviewed and considered the Final Environmental Impact Report for the Central SoMa Plan ("Final EIR") and found the Final EIR to be adequate, accurate, and objective, thus reflecting the independent analysis and judgment of the Department and the Commission, and that the summary of comments and responses contained no significant revisions to the Draft EIR, and by Motion No. 20182 certified the Final EIR for the Central SoMa Plan as accurate, complete, and in compliance with CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code.

WHEREAS, on May 10, 2018, by Motion No. R-20183, the Commission approved CEQA Findings, including a statement of overriding considerations, and adoption of a Mitigation Monitoring and Reporting Program ("MMRP"), under Case No. 2011.1356E, for approval of the Central SoMa Plan.

WHEREAS, on May 10, 2018, after a duly noticed public hearing, the Commission voted to adopt and recommend approval with modifications the Planning Code, Administrative Code, Zoning Map, and Business and Tax Regulations Code Amendments pursuant to Planning Code Section 302(c), as set forth in Planning Commission Resolution Nos. 20185, 20186, and 20188; and, adopt and recommend approval of the Implementation Program, as set forth in Planning Commission Resolution No. 20187.

WHEREAS, on July 16, 2018, after a duly noticed public hearing, the Land Use & Transportation Committee of the Board of Supervisors voted to modify the ordinances amending the Planning Code, Administrative Code, and Zoning Map.

WHEREAS, on July 23, 2018, after a duly noticed public hearing, the Land Use & Transportation Committee of the Board of Supervisors voted to materially modify the ordinances amending the Planning Code, Administrative Code, Zoning Map, Business and Tax Regulations Code, and Implementation Program, and referred the proposed modifications to the Planning Commission for its consideration pursuant to Planning Code Section 302(d).

WHEREAS, the Planning Code, Administrative Code, Zoning Map, and Business and Tax Regulations Code, and Implementation Program amendments, together with proposed General Plan Amendments, provide a comprehensive set of policies and implementation programming to realize the vision of the Plan. The Planning Commission incorporates by reference the general findings and overview concerning the Central SoMa Plan as set forth in Planning Commission Resolution No. 20184 governing General Plan Amendments.

WHEREAS, the ordinance, attached hereto as Exhibit 4, reflects the amendments proposed by the Land Use & Transportation Committee at its July 16 and July 23, 2018 hearings to revise the Administrative Code and Planning Code to implement the proposed Central SoMa Plan and its

related documents. This ordinance amends Administrative Code Section 35; adds Planning Code Sections 128.1, 132.4, 175.1, 249.78, 263.32, 263.33, 263.34, 413.7, 432, 433, 434, and 848; amends Sections 102, 124, 134, 135, 135.3, 138, 140, 145.1, 145.4, 151.1, 152, 152.1, 153, 155, 163, 169.3, 181, 182, 201, 206.4, 207.5, 208, 211.2, 249.36, 249.40, 249.45, 260, 261.1, 270, 270.2, 303.1, 304, 307, 329, 401, 411A.3, 413.10, 415.3, 415.5, 415.7, 417.5, 419, 419.6, 423.1, 423.2, 423.3, 423.5, 426, 427, 429.2, 603, 608.1, 802.1, 802.4, 803.3, 803.4, 803.5, 803.9, 809, 813, 825, 840, 841, 842, 843, 844, 845, 846, 847, 890.37, 890.116, and 890.124; and removes Sections 263.11, 425, 802.5, 803.8, 815, 816, 817, and 818, to implement the Area Plan. The City Attorney's Office has reviewed the ordinance and approved it as to form. A memorandum summarizing revisions made to the Planning and Administrative Code Amendments since consideration by the Planning Commission on May 10, 2018 is attached hereto as Exhibit 2.

WHEREAS, the ordinance attached hereto as Exhibit 6, approved as to form by the City Attorney's office, reflects the Zoning Map Amendments proposed by the Land Use & Transportation Committee at its July 16 and July 23, 2018 hearings. A memorandum summarizing revisions made to the Zoning Map Amendments since consideration by the Planning Commission on May 10, 2018 is attached hereto as Exhibit 2.

WHEREAS, the amendments to the Central SoMa HSD ordinance proposed by the Land Use & Transportation Committee at its July 23, 2018 hearing are attached hereto as Exhibit 8.

WHEREAS, the amendments to the Implementation Program proposed by the Land Use & Transportation Committee at its July 23, 2018 hearing are attached hereto as Exhibit 7.

WHEREAS, Planning Department staff recommends adoption of this Resolution adopting and recommending that the Board of Supervisors approve with modifications the Planning Code, Administrative Code, Zoning Map, Business and Tax Regulations Code, and Implementation Program Amendments.

WHEREAS, Planning Department staff have determined that the material modifications and other amendments proposed by the Board's Land Use & Transportation Committee, the additional modifications proposed by Planning staff, and all but one of the issues for consideration identified in the September 6, 2018 Executive Summary and the September 27, 2018 Additional Staff Recommendations and Issues for Consideration, if adopted, would not result in increased physical environmental effects beyond that disclosed in the Central SoMa Plan Final EIR.

NOW, THEREFORE, BE IT RESOLVED, that the Commission finds from the facts presented that the public necessity, convenience, and general welfare require approval of the proposed Planning Code, Administrative Code, Zoning Map, Business and Tax Regulations Code, and Implementation Program Amendments contained in Exhibit 4, 6, 7 and 8 to this Resolution for the following reasons:

1. The Amendments will enable implementation of the Central SoMa Plan, which will accommodate development capacity for up to 32,500 jobs and 8,570 housing units by

removing much of the Plan Area's industrially-protective zoning and increasing height limits on many of the Plan Area's parcels.

2. The Amendments will enable implementation of the Central SoMa Plan, which will maintain the diversity of residents by requiring that more than 33% of new housing units are affordable to low- and moderate-income households, and by requiring that these new units be built in SoMa.
3. The Amendments will enable implementation of the Central SoMa Plan, which will facilitate an economically diversified and lively jobs center by requiring most large sites to be jobs-oriented, by requiring production, distribution, and repair uses in many projects, and by allowing retail, hotels, and entertainment uses in much of the Plan Area.
4. The Amendments will enable implementation of the Central SoMa Plan, which will provide safe and convenient transportation by funding capital projects that will improve conditions for people walking, bicycling, and taking transit.
5. The Amendments will enable implementation of the Central SoMa Plan, which will offer parks and recreational opportunities by funding the construction and improvement of parks and recreation centers in the area and requiring large, non-residential projects to provide publicly-accessible open space.
6. The Amendments will enable implementation of the Central SoMa Plan, which will create an environmentally sustainable and resilient neighborhood by requiring green roofs and use of non-greenhouse gas emitting energy sources. A proposal to include a Mello-Roos Community Facilities District ("CFD") in the Central SoMa Plan is also under consideration. This CFD would provide funding for environmental sustainability and resilience strategies to improve air quality, provide biodiversity, and help manage stormwater. The CFD would also help to create an environmentally sustainable and resilient neighborhood.
7. The Amendments will enable implementation of the Central SoMa Plan, which will preserve and celebrate the neighborhood's cultural heritage by helping to fund the rehabilitation and maintenance of historic buildings. The CFD under consideration for addition to the Central SoMa Plan would provide funding to help preserve the Old Mint and for cultural and social programming for the neighborhood's existing residents and organizations. The CFD would also help to preserve and celebrate the neighborhood's cultural heritage.
8. The Amendments will enable implementation of the Central SoMa Plan, which will ensure that new buildings enhance the character of the neighborhood and the City by implementing design controls that would generally help protect the neighborhood's mid-rise character and street fabric, create a strong street wall, and facilitate innovative yet contextual architecture.

AND BE IT FURTHER RESOLVED, that the Commission finds the Planning Code, Administrative Code, Zoning Map, Business and Tax Regulations Code, and Implementation

Program Amendments contained in Exhibit 4, 6, 7 and 8 to this Resolution are in general conformity with the General Plan as set forth in Planning Commission Resolution Nos. 20184 and 20188.

AND BE IT FURTHER RESOLVED, that the Commission finds the Planning Code, Administrative Code, Zoning Map, Business and Tax Regulations Code, and Implementation Program Amendments contained in Exhibit 4, 6, 7 and 8 to this Resolution are in general conformity with Planning Code Section 101.1 as set forth in Planning Commission Resolution Nos. 20184 and 20188.

AND BE IT FURTHER RESOLVED, that the Commission adopts the Planning Code, Administrative Code, Zoning Map, Business and Tax Regulations Code, and Implementation Program Amendments as reflected in ordinances approved as to form by the City Attorney attached hereto as Exhibits 4, 6, 7 and 8, and incorporated herein by reference, and recommends their approval with modifications by the Board of Supervisors. The proposed modifications are attached hereto as Exhibit 1.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on September 27, 2018.



Jonas P. Ionin
Commission Secretary

AYES: Hillis, Melgar, Fong, Johnson, Koppel, Moore, Richards
NOES: None
ABSENT: None
ADOPTED: September 27, 2018

EXHIBIT 1: Planning Commission Recommended Modifications

The Planning Department recommends the following modifications to the Planning Code and Administrative Code Ordinance (2011.13567T) and the Implementation Program Document (2011.13567U), as approved on September 28, 2018 in Commission Resolution no. 20295, pursuant to Planning Code Section 302(d).

Planning Code & Administrative Code

1. Section 263.33: If the development on Assessor's Block 3763, Lot 105 seeks a special height exemption to build residential instead of a hotel, require that it meet the entirety of its inclusionary housing requirement through the On-Site Affordable Housing Alternative pursuant to Section 415.5(g)(1)(A).
2. Section 249.78: Allow proposed hotel projects on the parcels now proposed to be zoned MUR that submitted a development application prior to January 1, 2018 to proceed with their application, subject to Conditional Use Authorization.
3. Section 134: Clarify that projects in the Central SoMa SUD must meet the applicable lot coverage requirements in Sec. 249.78(d)(4) and that the rear yard requirements of this Section 134 do not apply.
4. Section 135.3: Clarify that open spaces provided to satisfy the Privately Owned Public Open Spaces (POPOS) requirement in Section 138 can satisfy the nonresidential usable open space requirement in Section 135.3.
5. Section 138(e)(2): Add language specifying that the Commission's determination of the adequacy of the location, amount, amenities, design and implementation of privately-owned public open spaces (POPOS) shall take into consideration the open space and recreational needs of the diverse inhabitants of the Plan Area, including, but not limited to: residents, workers, youth, families, and seniors.
6. Section 145.4(d)(4): Clarify that projects subject to the Privately Owned Public Open Spaces (POPOS) requirement in Section 138 and the required ground floor commercial uses in Section 145.4 may locate the POPOS along the street frontage subject to 145.4, provided it is lined with active commercial uses.
7. Section 249.78(c)(1)(F): Reduce the ground floor transparency requirement for new PDR businesses from 60% (which is equivalent to the requirement for ground floor retail) to 30% on facades >50' linear feet, and 0% for shorter facades.
8. Section 249.78(c)(5): Clarify that projects with multiple buildings or lots may locate the required PDR uses or community building space anywhere on the subject project site.
9. Section 249.78(d)(3): Require "green" and/or "living" walls on new developments, subject to further exploration on feasible locations for these amenities.
10. Section 249.78(d)(3): Clarify the standard for 100% greenhouse-gas free electricity and the process for review, and specify that the requirement shall apply to newly constructed commercial or residential buildings, or major renovations to an existing building, as defined by San Francisco Green Building Code Section 202.
11. Section 249.78(d)(8): Require that PDR space provided subject to the requirements of Section 202.8 or 249.78(c)(5) have a minimum floor-to-floor height of 17 feet, regardless of location in the building.

12. Section 263.32(b): Specify that MOHCD shall review land proposed to be dedicated for affordable housing, and the Director of Planning shall review land proposed to be dedicated for parks and open space.
13. Section 263.32(c): Clarify the method of calculating the development capacity of the primary project allowable with the Special Height Exemption.
14. Section 270(h): Modify the bulk requirements to specify that sky plane controls will take precedence over 261.1 controls on Stillman Street. Reduce the sky plane apparent mass control along Stillman Street to 85%.
15. Section 270(h): For projects that are required to provide PDR (pursuant to Sections 202.8 and 249.78(c)(5)), if such PDR is provided on the ground floor or above, add 3 vertical feet to:
 - The Base Height specified in the Apparent Mass Reduction Table 270(h)
 - The height where the upper story setback is required pursuant to Section 261.1
16. Section 329(d)(13)(D): Clarify that the wind exception is available for both wind comfort and wind hazard criterion, subject to Planning Commission review pursuant to 249.78(d)(7)(C)(iii).
17. Section 329(e)(2)(b): On the Key Site identified in Section 329(e)(2)(F) (the Flower Mart), add a section to allow the Planning Commission to grant certain code exceptions, if agreed upon with the City in a development agreement, including:
 - Exception to off-street parking controls of Section 151.1 to allow additional PDR parking solely to serve the Flower Market tenants and customers.
 - Exception to the requirement that POPOS be open to the sky in Section 138(d)(2)(E)(i) to allow a cumulative maximum of 20% of the POPOS to be covered by any combination of (a) an inhabitable portion of a building with the POPOS having a minimum clearance height of 20' and maximum depth from face of overhead building of 15', or (b) an inhabitable portion of a building with the POPOS having a minimum clearance height of 50' and minimum horizontal dimension in all directions of 20'.
 - Exception to the transparency and fenestration requirements of Section 249.78(c)(1)(F) on 5th Street between Brannan and Bryant Streets.
 - Exception to the protected street frontage requirements of Section 155.1(r) on 5th Street between Brannan and Bryant Streets.
18. Section 329(e)(2)(b)(iv): On the Key Site identified in Section 329(e)(2)(E) (the Park Block), allow exception to the requirement that POPOs be open to the sky in Section 138.
19. Section 329(e)(2)(b)(vi): On the Key Site identified in Section 329(e)(2)(H) (the Creamery), allow exception to the requirement on protected street frontages in Section 155(r).
20. Section 426: Clarify that sponsors must pay an in-lieu fee for any open space that does not meet the conditions of Sections 135.3 or 138, unless a Key Site exception is specified in Section 329(e).
21. Section 840 & 841: Make conforming edits to the MUR and MUG zoning control tables to reflect the zoning map amendments introduced at the Board of Supervisors and to cross reference the Central SoMa SUD.
22. Uncodified Section (Block 3786, Lot 035 / 636 4th Street): Staff recommends adding language that the Commission shall evaluate the project design through the Large Project Authorization process pursuant to Section 329 and make recommendations to address its urban design impacts, in order to: (1) limit the visual impact of the larger tower bulk and

floorplate; and (2) address the impacts of the limited tower separation between this project and the adjacent development at Block 3786, lot 322 (505 Brannan Street).

Implementation Program Document

1. Public Benefits Package: Restore the funding for preservation of the US Mint Building by increasing funding by \$5 million, to \$20 million total. Reduce the funding for regional transit capacity enhancement and expansion by \$5 million, to \$155 million.

The Planning Department also recommends the following legislative actions, as approved on September 28, 2018 in Commission Resolution no. 20295, pursuant to Planning Code Section 302(d).

1. Explore legalization of live/work loft uses as a potential source of fee revenues to fund community stabilization and affordable housing acquisition and rehabilitation.
2. Explore the development of design guidelines for privately-owned public open spaces (POPOS).



SAN FRANCISCO PLANNING DEPARTMENT

Approval of Amendments to the Central SoMa Plan Executive Summary

HEARING DATE: SEPTEMBER 13, 2018

Project Name: **Central SoMa Plan: Approval of Amendments to the Planning Code and Administrative Code Ordinance, Zoning Map Ordinance, Implementation Program Document, and Housing Sustainability District Ordinance**

Date: September 6, 2018

Record Number: **2011.1356TZU and 2018-004477PCA**

Initiated By: Mayor Farrell and Supervisor Kim on February 27, 2018 (Central SoMa Plan – Planning Code and Administrative Code Amendments, Zoning Map Amendments)
Mayor Farrell and Supervisor Kim on May 1, 2018 (Central SoMa Housing Sustainability District – Planning Code and Business and Tax Regulations Code Amendments)

Amended By: Supervisor Kim on July 16 and July 23, 2018 (Planning Code and Administrative Code Amendments, Zoning Map Amendments, Implementation Program Document, Housing Sustainability District)

Staff Contact: Lisa Chen, Senior Planner, Citywide Planning
(415) 575-9124; lisa.chen@sfgov.org

Reviewed By: Joshua Switzky, Land Use & Housing Policy Program Manager, Citywide Planning; (415)-575-6815; joshua.switzky@sfgov.org

Recommendation: **Approval with Modifications**

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

SUMMARY

The San Francisco Planning Department is seeking to adopt and implement the Central SoMa Plan ("the Plan"). The Plan is the result of a multi-year public and cooperative interagency planning process that began in 2011. Central SoMa is a 230-acre area that sits adjacent to downtown, has excellent transit access, and contains numerous underdeveloped sites. As such, the neighborhood is well positioned to accommodate needed growth in employment, housing, and visitor facilities in the core of the city and Bay Area region. The Central SoMa Plan contains the goals, objectives, and policies to guide this growth and evolution such that the results serve the best interests of San Francisco – in the present and the future.

The Planning Commission heard and adopted the Central SoMa Plan on May 10, 2018. Adoption of the Plan consisted of numerous actions, including approval of amendments to the General Plan, Planning Code, Administrative Code, and Zoning Map, as well as adoption of an

Implementation Program. Together with actions related to adoption of CEQA Findings, these actions constituted the Commission's approval of the Central SoMa Plan and its implementing mechanisms. These approval actions were confirmed via the following Planning Commission Motions and Resolutions¹:

- Resolution No. R-20183 (2011.1356E — CEQA Findings)
- Resolution No. R-20184 (2011.1356M — General Plan Amendments)
- Resolution No. R-20185 (2011.13567T — Planning Code and Administrative Code Amendments)
- Resolution No. R-20186 (2011.13562Z — Zoning Map Amendments)
- Resolution No. R-20187 (2011.13560U — Implementation Program)
- Resolution No. R-20188 (2018-004477PCA — Housing Sustainability District)

The Central SoMa Plan is before the Planning Commission to review substantive amendments to various components of the Plan that were subsequently introduced at the Board of Supervisors, as further described in this summary. For additional background on the Central SoMa Plan and contents, see the Executive Summary for the May 10, 2018 Adoption hearing for the Central SoMa Plan (2011.1356EMTZU).

ADOPTION PROCESS AT THE BOARD OF SUPERVISORS

Subsequent to the Commission's approval of the Central SoMa Plan, the Board of Supervisors held a hearing at the Rules Committee on July 9th to consider the Plan and amendments to the City's Special Tax Financing Law to create the associated Central SoMa Community Facilities District (CFD). The Committee referred these items to the Land Use & Transportation Committee without recommendation. On July 16th and July 23rd, the Land Use & Transportation Committee subsequently heard these items and made amendments to various Plan elements, and continued these items until the September 10, 2018 Land Use & Transportation Committee hearing.

At the hearing on July 16th, Supervisor Kim introduced 48 amendments to the Planning Code, Administrative Code, and Zoning Map ordinances. These amendments fall within the scope of topics that were discussed at prior hearings of the Planning Commission, and thus do not require referral back to the Commission for review, pursuant to Planning Code Section 302.

At the hearing on July 23rd, Supervisor Kim introduced an additional 16 amendments to the Planning Code and Administrative Code ordinance (2011.13567T), Zoning Map ordinance (2011.13567Z), Implementation Plan (2011.13567U), and Housing Sustainability District ordinance (2018-004477PCA). These included a number of material modifications that were not previously discussed at the Planning Commission, and thus are before the Commission for review.

In addition to these elements, the Plan includes several components approved by the Commission that have not been amended at the Board of Supervisors, and thus are not included

¹ The Commission certified the Environmental Impact Report for the project in Motion No. M-20182 (2011.1356E — Certification of Final Environmental Impact Report).

in the package before the Commission on September 13, 2018: CEQA Findings (2011.13567E); General Plan Amendments Ordinance (2011.13567M); and, Amendments to Articles 10 and 11 of the Planning Code designating new landmarks and buildings of significance in Central SoMa (various case numbers; see the Planning Commission case reports on June 7th, 2018 for more information).

MATERIAL MODIFICATIONS MADE AT THE BOARD OF SUPERVISORS LAND USE & TRANSPORTATION COMMITTEE

The majority of the amendments made at the Board of Supervisors have been either non-substantive in nature or within the scope of amendments previously discussed at the Planning Commission, and thus they do not require Commission review. Table 1 provides a brief summary of the material modifications introduced at the Board of Supervisors after the Planning Commission adoption hearing on May 10, 2018 that are before the Commission for its consideration. The full list of amendments made to the Plan by the Board, including those items not being referred to the Commission for review, is described in Exhibit 2.

TABLE 1. MATERIAL MODIFICATIONS INTRODUCED AT THE BOARD²

Planning Code and Administrative Code Amendments (2011.13567T)	
Section	Summary
249.78(c)(5)(B)	Amend the PDR Requirement for large non-residential projects as follows: (1) Require that the 25% reduction in space required for providing below market rate PDR space be permitted only if the lower rent is provided for the life of the development project (instead of 55 years). (2) When a development application is submitted, require the project sponsor to demonstrate that they notified existing PDR tenants about the proposed project and provided them with information about the PDR Relocation Fund (as described in the Central SoMa Implementation Program Document) and PDR sector assistance for displaced businesses available from the Office of Economic and Workforce Development (OEWD) or its successor agency.
263.33(c)(2)	Allow the development on Assessor's Block 3763, Lot 105 to receive the special height exemption for residential use, in addition to or instead of a hotel.
329(e)(3)(B)(i)–(v)	Craft site-specific exceptions for Key Sites tailored to the specific design needs and opportunities of each project.
Uncodified section	For a residential Tower on Block 3786, Lot 035 (636 4 th Street), the following controls shall apply, provided the project meets its Inclusionary Housing requirements pursuant to Planning Code Section 415 by providing BMR units entirely on-site: (1) A 5-foot setback is required for the Tower Portion for the entire frontage along Fourth Street, and a 25-foot setback is required for the Tower Portion for the entire southwest property line frontage directly opposite the property at Block 3786, Lot 322. (2) The residential Tower may have a horizontal separation of not less than

² Legislative amendments made at the Board of Supervisors are only included in this list if they both: 1) involve material modifications; and, 2) were not within the scope of what was considered at previous Planning Commission hearings.

	<p>40 feet from the Tower Portion of an approved or proposed Tower on Block 3786, Lot 322.</p> <p>(3) The maximum Gross Floor Area of any residential Tower floor shall be 12,500 gross square feet.</p> <p>(4) The maximum plan length of a Residential tower shall be 165 feet.</p>
Zoning Map Amendments (2011.13567Z)	
Section	Summary
Section 2, subsection (c)	Amend Height and Bulk District Map HT01 for the development on Assessor's Block 3777, Lot 052 to increase the permitted height/bulk from 45-X to 50-X.
Implementation Plan Amendments (2011.13567U)	
Section	Summary
Public Benefits Program	Amend the Public Benefits Package to create a \$10 million PDR Relocation Fund in the Cultural Preservation and Community Services category, with projected funds from the CFD.
Housing Sustainability District (2018-004477PCA)	
Section	Summary
343(d)(7)	Modify project eligibility to require that projects seeking approval pursuant to this Section 343 elect the On-Site Affordable Housing Alternative under Sections 415.5(g)(1)(A). Projects not subject to Section 415 shall provide no less than 10% of dwelling units as units affordable to very low or low income families.
343(g)(6)	Establish expiration of approval: Approval of a project pursuant to this Section 343 shall expire if the project sponsor has not procured a building permit or site permit for construction of the project within 30 months of the date of the Department's issuance of a written decision pursuant to subsection (g)(2) of this Section 343. If the Planning Director finds that the project sponsor has demonstrated good faith in its efforts to obtain the first site or building permit for the project, the Planning Director may extend the approval for the project for a maximum of six additional months. Such deadline shall additionally be extended in the event of any appeal of such approval for the duration of the appeal, and in the event of litigation seeking to invalidate the approval for the duration of the litigation.

The additional Board amendments listed in Exhibit 2 are either non-substantive in nature, or are substantive but within the scope of items that were discussed at prior Planning Commission hearings on the Plan. Some notable amendments from this list include:

- Zoning Map: Amend the zoning classification of selected parcels to limit non-residential development. Instead of the CMUO zoning introduced in the original legislation, these parcels would be zoned as follows, as shown in the Zoning Map Graphics in Exhibit 5:
 - Keep the MUR zoning on the portions of Assessor blocks 3725, 3732, 3750, 3751, 3752 and 3753 that are currently zoned MUR (Mixed-Use Residential).
 - Rezone the WMUG- and M-zoned parcels in block 3733 in the Plan Area and the WMUG-zoned parcels in block 3752 to MUR (Mixed-Use Residential).
 - With the exception of parcels that are part of Key Development Sites, rezone the SALI-zoned parcels on blocks 3777, 3778, 3785 to MUG (Mixed-Use General).

- Planning Code Section 151.1: Amend the residential off-street parking requirements to allow up to 0.25 spaces/unit principally permitted, and up to 0.5 spaces/unit with a Conditional Use Authorization (as compared to the original proposal of 0.5 spaces/unit principally permitted).

REQUIRED COMMISSION ACTION

The proposed Ordinances as amended are before the Commission so that it may approve them, reject them, or approve them with modifications.

RECOMMENDATION

The Department recommends that the Commission *approve with modifications* the proposed amended Planning Code and Administrative Code Ordinance, Zoning Map Ordinance, Implementation Program Document, and Housing Sustainability District and adopt the attached Draft Resolution to that effect.

The Department proposes the following modifications to the Planning Code and Administrative Code Ordinance (2011.13567T):

Material Modifications Introduced at the Board of Supervisors

1. Section 263.33: If the development on Assessor's Block 3763, Lot 105 seeks a special height exemption to build residential instead of a hotel, require that it meet the entirety of its inclusionary housing requirement through the On-Site Affordable Housing Alternative pursuant to Section 415.5(g)(1)(A).
2. Uncodified Section (Block 3786, Lot 035 / 636 4th Street): Staff recommends adding language that the Commission shall evaluate the project design through the Large Project Authorization process pursuant to Section 329 and make recommendations to address its urban design impacts, in order to: (1) limit the visual impact of the larger tower bulk and floorplate; and (2) address the impacts of the limited tower separation between this project and the adjacent development at Block 3786, lot 322 (505 Brannan Street).

Other Amendments Introduced at the Board of Supervisors

3. Section 249.78: Allow proposed hotel projects on the parcels now proposed to be zoned MUR that submitted a development application prior to January 1, 2018 to proceed with their application, subject to Conditional Use Authorization.

Additional Amendments Recommended by Staff

4. Section 134: Clarify that projects in the Central SoMa SUD must meet the applicable lot coverage requirements in Sec. 249.78(d)(4) and that the rear yard requirements of this Section 134 do not apply.

5. Section 135.3: Clarify that open spaces provided to satisfy the Privately Owned Public Open Spaces (POPOS) requirement in Section 138 can satisfy the nonresidential usable open space requirement in Section 135.3.
6. Section 145.4(d)(4): Clarify that projects subject to the Privately Owned Public Open Spaces (POPOS) requirement in Section 138 and the required ground floor commercial uses in Section 145.4 may locate the POPOS along the street frontage subject to 145.4, provided it is lined with active commercial uses.
7. Section 249.78(c)(1)(F): Reduce the ground floor transparency requirement for new PDR businesses from 60% (which is equivalent to the requirement for ground floor retail) to 30% on facades >50' linear feet, and 0% for shorter facades.
8. Section 249.78(c)(5): Clarify that projects with multiple buildings or lots may locate the required PDR uses or community building space anywhere on the subject project site.
9. Section 249.78(d)(3): Clarify the standard for 100% greenhouse-gas free electricity and the process for review, and specify that the requirement shall apply to newly constructed commercial or residential buildings, or major renovations to an existing building, as defined by San Francisco Green Building Code Section 202.
10. Section 249.78(d)(8): Require that PDR space provided subject to the requirements of Section 202.8 or 249.78(c)(5) have a minimum floor-to-floor height of 17 feet, regardless of location in the building.
11. Section 263.32(b): Specify that MOHCD shall review land proposed to be dedicated for affordable housing, and the Director of Planning shall review land proposed to be dedicated for parks and open space.
12. Section 263.32(c): Clarify the method of calculating the development capacity of the primary project allowable with the Special Height Exemption.
13. Section 270(h): Modify the bulk requirements to specify that sky plane controls will take precedence over 261.1 controls on Stillman Street. Reduce the sky plane apparent mass control along Stillman Street to 85%.
14. Section 270(h): For projects that are required to provide PDR (pursuant to Sections 202.8 and 249.78(c)(5)), if such PDR is provided on the ground floor or above, add 3 vertical feet to:
 - The Base Height specified in the Apparent Mass Reduction Table 270(h)
 - The height where the upper story setback is required pursuant to Section 261.1
15. Section 329(d)(13)(D): Clarify that the wind exception is available for both wind comfort and wind hazard criterion, subject to Planning Commission review pursuant to 249.78(d)(7)(C)(iii).
16. Section 329(e)(2)(b): On the Key Site identified in Section 329(e)(2)(F) (the Flower Mart), add a section to allow the Planning Commission to grant certain code exceptions, if agreed upon with the City in a development agreement, including:
 - Exception to off-street parking controls of Section 151.1 to allow additional PDR parking solely to serve the Flower Market tenants and customers.
 - Exception to the requirement that POPOS be open to the sky in Section 138(d)(2)(E)(i) to allow a cumulative maximum of 20% of the POPOS to be covered by any combination of (a) an inhabitable portion of a building with the POPOS having a minimum clearance height of 20' and maximum depth from face of overhead building of 15', or (b) an inhabitable portion of a building with the POPOS having a minimum clearance height of 50' and minimum horizontal dimension in all directions of 20'.

- Exception to the transparency and fenestration requirements of Section 249.78(c)(1)(F) on 5th Street between Brannan and Bryant Streets.
 - Exception to the protected street frontage requirements of Section 155.1(r) on 5th Street between Brannan and Bryant Streets.
17. Section 329(e)(2)(b)(iv): On the Key Site identified in Section 329(e)(2)(E) (the Park Block), allow exception to the requirement that POPOs be open to the sky in Section 138.
 18. Section 329(e)(2)(b)(vi): On the Key Site identified in Section 329(e)(2)(H) (the Creamery), allow exception to the requirement on protected street frontages in Section 155.1.
 19. Section 426: Clarify that sponsors must pay an in-lieu fee for any open space that does not meet the conditions of Sections 135.3 or 138, unless a Key Site exception is specified in Section 329(e).
 20. Section 840 & 841: Make conforming edits to the MUR and MUG zoning control tables to reflect the zoning map amendments introduced at the Board of Supervisors and to cross reference the Central SoMa SUD.

BASIS FOR RECOMMENDATION

The basis for the recommended modifications is as follows:

TABLE 2: PLANNING DEPARTMENT STAFF RECOMMENDATIONS

Material Modifications Introduced at the Board of Supervisors			
#	Section	Change	Rationale
1	263.33	If the development on Assessor's Block 3763, Lot 105 seeks a special height exemption to build residential instead of a hotel, require that it meet the entirety of its inclusionary housing requirement through the On-Site Affordable Housing Alternative pursuant to Section 415.5(g)(1)(A).	To ensure that the special height exemption is granted in cases where there is an additional public benefit being provided.
2	Uncodified Section (Block 3786, Lot 035 / 636 4th Street)	Staff recommends adding language that the Commission shall evaluate the project design through the Large Project Authorization process pursuant to Section 329 and make recommendations to address its urban design impacts, in order to: (1) limit the visual impact of the larger tower bulk and floorplate; and (2) address the impacts of the limited tower separation between this project and the adjacent development at Block 3786, lot 322 (505 Brannan Street).	To address the potential urban design impacts of the increased building size and bulk.
Other Amendments Introduced at the Board of Supervisors			
#	Section	Change	Rationale
3	249.78	Allow proposed hotel projects on the parcels now proposed to be zoned MUR that submitted a development application prior to January 1, 2018 to proceed with their application, subject to Conditional Use Authorization.	To allow proposed hotel projects in the development pipeline to proceed to Commission with Conditional Use Authorization, in consideration of the longstanding proposal to rezone these parcels to CMUO.

Additional Amendments Recommended by Staff			
#	Section	Change	Rationale
4	134	Clarify that projects in the Central SoMa SUD must meet the applicable lot coverage requirements in Sec. 249.78(d)(4) and that the rear yard requirements of this Section 134 do not apply.	Clarifying edit to add a cross-reference to the Central SoMa SUD.
5	135.3	Clarify that open spaces provided to satisfy the Privately Owned Public Open Spaces (POPOS) requirement in Section 138 can satisfy the nonresidential usable open space requirement in Section 135.3.	Corrects drafting error in references.
6	249.78(c)	Clarify that projects subject to the Privately Owned Public Open Spaces (POPOS) requirement in Section 138 and the required ground floor commercial uses in Section 145.4 may locate the POPOS along the street frontage subject to 145.4, provided it is lined with active commercial uses.	Clarifying edit.
7	249.78(c)(1)(F)	Reduce the ground floor transparency requirement for new PDR businesses from 60% (which is equivalent to the requirement for ground floor retail) to 30% on facades >50' linear feet, and 0% for shorter facades.	To provide PDR businesses with greater flexibility to accommodate industrial operations that may be more suited to opaque facades.
8	249.78(c)(5)	Clarify that projects with multiple buildings or lots may locate the required PDR uses or community building space anywhere on the subject project site.	Clarifying edit.
9	249.78(d)(3)	Clarify the standard for 100% greenhouse-gas free electricity and the process for review, and specify that the requirement shall apply to newly constructed commercial or residential buildings, or major renovations to an existing building, as defined by San Francisco Green Building Code Section 202.	To align the requirement with the development triggers specified in the City's Green Building Code.
10	249.78(d)(8)	Require that PDR space provided subject to the requirements of Section 202.8 or 249.78(c)(5) have a minimum floor-to-floor height of 17 feet, regardless of location in the building.	To ensure that new PDR spaces will be able to flexibly accommodate a range of common industrial uses.
11	263.32(b)	Specify that MOHCD shall review land proposed to be dedicated for affordable housing, and the Director of Planning shall review land proposed to be dedicated for parks and open space.	To ensure that land dedicated will be suitable for provision of public benefits.
12	263.32(c)	Clarify the method of calculating the development capacity of the primary project allowable with the Special Height Exemption.	Clarifying edit.
13	270(h)	Modify the bulk requirements to specify that sky plane controls will take precedence over 261.1 controls on Stillman Street. Reduce the sky plane apparent mass control along Stillman Street to 85%.	The northern side of Stillman Street is the freeway and a bus storage yard and does not have a sidewalk. Reducing the required apparent mass reduction is unlikely to impact many pedestrians or

			other users of the street, and would allow some design flexibility for housing projects and other uses.
14	270(h)	For projects that are required to provide PDR (pursuant to Sections 202.8 and 249.78(c)(5)), if such PDR is provided on the ground floor or above, add 3 vertical feet to: <ul style="list-style-type: none"> • The Base Height specified in the Apparent Mass Reduction Table 270(h). • The height where the upper story setback is required pursuant to Section 261.1. 	To account for the required 17' floor-to-floor height for PDR uses.
15	329(d)(13)(D)	Clarify that the wind exception is available for both wind comfort and wind hazard criterion, subject to Planning Commission review pursuant to 249.78(d)(7)(C)(iii).	Corrects drafting error in references.
16	329(e)(2)(b)	On the Key Site identified in Section 329(e)(2)(F) (Flower Mart site), add a section to allow the Planning Commission to grant certain code exceptions, if agreed upon with the City in a development agreement, including: <ul style="list-style-type: none"> • Exception to off-street parking controls of Section 151.1 to allow additional PDR parking solely to serve the Flower Market tenants and customers. • Exception to the requirement that POPOS be open to the sky in Section 138(d)(2)(E)(i) to allow a cumulative maximum of 20% of the POPOS to be covered by any combination of (a) an inhabitable portion of a building with a minimum clearance height of 20' and maximum depth from face of overhead building of 15', or (b) an inhabitable portion of a building with a minimum clearance height of 50' and minimum horizontal dimension in all directions of 20'. • Exception to the transparency and fenestration requirements of Section 249.78(c)(1)(F) on 5th Street between Brannan and Bryant Streets. • Exception to the protected street frontage requirements of Section 155.1(r) on 5th Street between Brannan and Bryant Streets. 	To craft site-specific exceptions for Key Sites tailored to the specific design needs and opportunities of each project.
17	329(e)(2)(b)(iv)	On the Key Site identified in Section 329(e)(2)(iv) (the Park Block), allow exception to the requirement that POPOS be open to the sky in Section 138.	To craft site-specific exceptions for Key Sites tailored to the specific design needs and opportunities of each project.
18	329(e)(2)(b)(vi)	On the Key Site identified in Section 329(e)(2)(vi) (the Creamery), allow exception to the requirement on protected street frontages in Section 155.1.	To craft site-specific exceptions for Key Sites tailored to the specific design needs and opportunities of each project.
19	426	Clarify that sponsors must pay an in-lieu fee for	Corrects drafting error in references.

		any open space that does not meet the conditions of Sections 135.3 or 138, unless a Key Site exception is specified in Section 329(e).	
20	840 & 841	Make conforming edits to the MUR and MUG zoning control tables to reflect the zoning map amendments introduced at the Board of Supervisors and to cross-reference the Central SoMa SUD.	Corrects drafting errors and adds additional cross-references for clarity.

OTHER ITEMS FOR CONSIDERATION

Items Adopted by Planning Commission and Not Incorporated in Legislation as Amended

The following recommendations were adopted by the Planning Commission and are not incorporated in the legislation as currently amended. As these items were already included in the prior Commission adoption actions, there is no formal staff recommendation to take further action on these items, and these items are restated here for informational purposes only.

1. Planning Code Section 169.3: Amend the TDM language to require projects that submitted applications before September 4, 2016 meet 75% of the TDM requirements.
2. Planning Code Section 329(e)(2): Add Block 3786, Lot 322 (505 Brannan Street) as a Key Site.
3. Planning Code Section 406: Include a waiver that allows land dedication of space for and construction of a public park on Block 3777 (598 Brannan St / Park Block) to count against various fees, including the TSF and Central SoMa Fee (such a waiver already exists for the Eastern Neighborhoods Infrastructure Impact Fees).
4. Public Benefits Program: The Public Benefits Program adopted by the Planning Commission included funding in the amounts of \$20 million for the restoration of the Old Mint and \$70 million for the Environmental Sustainability and Resilience category. At the July 23rd Land Use & Transportation Committee hearing, Supervisor Kim proposed reducing the funding for each of these expenditures by \$5 million (to \$15 million and \$65 million, respectively) in order to create the proposed \$10 million PDR Relocation Assistance Fund described above. Subsequently, the Historic Preservation Commission discussed, at its hearing on August 1, these Board amendments and issued a letter reaffirming their support for the Old Mint and calling for retention of the \$20 million as adopted by Planning Commission (see Exhibit 10 for more information).

Other Issues for Consideration

Also enclosed in this case packet is a list of “Issues for Consideration” (Exhibit 9) that are not recommended by staff, but that have been raised by various stakeholders during the Plan Adoption process subsequent to the May 10, 2018 Planning Commission hearing.

ENVIRONMENTAL REVIEW

The Department published the Draft Environmental Impact Report in December 2016 and the Response to Comments in March 2018. The Planning Commission certified the Final

Environmental Impact Report on the Central SoMa Plan and adopted CEQA findings on May 10, 2018.

The San Francisco Planning Department's Environmental Planning Division evaluated the Central SoMa Amendments proposed at the July 16, 2018 and July 23, 2018 Land Use and Transportation Committee, and the Planning Department's staff recommendations and Issues for Consideration included in this case report. The Department determined that the proposed amendments would not result in any new or more severe physical environmental effects that have not already been evaluated in the Central SoMa Plan EIR, with one exception: upon review of the Issues for Consideration, the Department has determined that one of the requested amendments that is not recommended by staff could result in increased environmental effects. This determination is documented in the September 5, 2018 memo to the Planning Commission and Board of Supervisors entitled, "Environmental Analysis Addressing Amendments to the Central SoMa Area Plan" (Exhibit 3).

ATTACHMENTS

- Exhibit 1 – Draft Resolution on Substantive Amendments to the Planning Code, Administrative Code, Zoning Map, Implementation Program, and Housing Sustainability District
- Exhibit 2 – Amendments to the Planning Code, Administrative Code, Zoning Map, Implementation Program, and Housing Sustainability District since the May 10, 2018 Planning Commission Adoption Hearing
- Exhibit 3 – Environmental Analysis Addressing Amendments to the Central SoMa Area Plan
- Exhibit 4 – Planning Code and Administrative Code Draft Ordinance (as amended on 7/23/18)
- Exhibit 5 – Zoning Map Graphics (as amended on 7/23/18)
- Exhibit 6 – Zoning Map Draft Ordinance (as amended on 7/23/18)
- Exhibit 7 – Draft Public Benefits Program (as amended on 7/23/18)
- Exhibit 8 – Housing Sustainability District Draft Ordinance (as amended on 7/23/18)
- Exhibit 9 – Planning Code, Administrative Code, Zoning Map, Implementation Program, and Housing Sustainability District – Issues for Consideration
- Exhibit 10 – August 1, 2018 Letter from Historic Preservation Commission

EXHIBIT 1:
**DRAFT RESOLUTION ON AMENDMENTS
TO PLANNING CODE, ADMINISTRATIVE
CODE, ZONING MAP, IMPLEMENTATION
PROGRAM, AND HOUSING
SUSTAINABILITY DISTRICT**



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Draft Resolution No. XXXXX

HEARING DATE SEPTEMBER 13, 2018

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Project Name: Central SoMa Plan – Approval of Amendments to the Planning Code and Administrative Code Ordinance, Zoning Map Ordinance, Implementation Program Document, and Housing Sustainability District (Planning Code and Business and Tax Code Ordinance)

Date: September 6, 2018

Record No.: **2011.1356TZU**

Staff Contact: Lisa Chen, Senior Planner, Citywide Planning
(415) 575-9124; lisa.chen@sfgov.org

Reviewed By: Joshua Switzky, Land Use & Housing Policy Program Manager, Citywide Planning; (415)-575-6815; joshua.switzky@sfgov.org

RESOLUTION ADOPTING AND RECOMMENDING THAT THE BOARD OF SUPERVISORS APPROVE AMENDMENTS WITH MODIFICATIONS TO THE SAN FRANCISCO PLANNING CODE AND ADMINISTRATIVE CODE ORDINANCE, ZONING MAP ORDINANCE, PLANNING CODE AND BUSINESS AND TAX CODE ORDINANCE, AND IMPLEMENTATION PROGRAM DOCUMENT TO GIVE EFFECT TO THE CENTRAL SOUTH OF MARKET AREA PLAN; AND MAKING FINDINGS OF PUBLIC NECESSITY, CONVENIENCE, AND WELFARE, FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND PLANNING CODE SECTION 101.1, AND FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

WHEREAS, on February 27, 2018, Mayor Mark Farrell and Supervisor Jane Kim introduced ordinances for Planning Code, Administrative Code, and Zoning Map Amendments, pursuant to the Central South of Market Plan (“Central SoMa Plan”).

WHEREAS, pursuant to Planning Code Section 302(b), on February 27, 2018, the San Francisco Board of Supervisors initiated the aforementioned Planning Code, Administrative Code, and Zoning Map Amendments.

WHEREAS, on April 10, 2018, Mayor Mark Farrell and Supervisor Jane Kim introduced a substitute ordinance for Planning Code, Administrative Code, and Zoning Map Amendments pursuant to the Central South of Market Plan.

WHEREAS, pursuant to Planning Code Section 302(b), on April 10, 2018, the San Francisco Board of Supervisors initiated the aforementioned Planning Code, Administrative Code, and Zoning Map Amendments.

WHEREAS, on May 1, 2018, Mayor Mark Farrell and Supervisor Jane Kim introduced an ordinance for Planning Code and Business and Tax Regulations Code Amendments to establish and implement the Central South of Market Housing Sustainability District ("Central SoMa HSD").

WHEREAS, on May 10, 2018, after a duly noticed public hearing, the Commission reviewed and considered the Final Environmental Impact Report for the Central SoMa Plan ("Final EIR") and found the Final EIR to be adequate, accurate, and objective, thus reflecting the independent analysis and judgment of the Department and the Commission, and that the summary of comments and responses contained no significant revisions to the Draft EIR, and by Motion No. 20182 certified the Final EIR for the Central SoMa Plan as accurate, complete, and in compliance with CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code.

WHEREAS, on May 10, 2018, by Motion No. R-20183, the Commission approved CEQA Findings, including a statement of overriding considerations, and adoption of a Mitigation Monitoring and Reporting Program ("MMRP"), under Case No. 2011.1356E, for approval of the Central SoMa Plan.

WHEREAS, on May 10, 2018, after a duly noticed public hearing, the Commission voted to adopt and recommend approval with modifications the Planning Code, Administrative Code, Zoning Map, and Business and Tax Regulations Code Amendments pursuant to Planning Code Section 302(c), as set forth in Planning Commission Resolution Nos. 20185, 20186, and 20188; and, adopt and recommend approval of the Implementation Program, as set forth in Planning Commission Resolution No. 20187.

WHEREAS, on July 16, 2018, after a duly noticed public hearing, the Land Use & Transportation Committee of the Board of Supervisors voted to modify the ordinances amending the Planning Code, Administrative Code, and Zoning Map.

WHEREAS, on July 23, 2018, after a duly noticed public hearing, the Land Use & Transportation Committee of the Board of Supervisors voted to materially modify the ordinances amending the Planning Code, Administrative Code, Zoning Map, Business and Tax Regulations Code, and Implementation Program, and referred the proposed modifications to the Planning Commission for its consideration pursuant to Planning Code Section 302(d).

WHEREAS, The Planning Code, Administrative Code, Zoning Map, and Business and Tax Regulations Code, and Implementation Program amendments, together with proposed General Plan Amendments, provide a comprehensive set of policies and implementation programming to realize the vision of the Plan. The Planning Commission incorporates by reference the general findings and overview concerning the Central SoMa Plan as set forth in Planning Commission Resolution No. 20184 governing General Plan Amendments.

WHEREAS, The ordinance, attached hereto as Exhibit 4, reflects the amendments proposed by the Land Use & Transportation Committee at its July 16 and July 23, 2018 hearings to revise the Administrative Code and Planning Code to implement the proposed Central SoMa Plan and its related documents. This ordinance amends Administrative Code Section 35; adds Planning Code Sections 128.1, 132.4, 175.1, 249.78, 263.32, 263.33, 263.34, 413.7, 432, 433, 434, and 848; amends Sections 102, 124, 134, 135, 135.3, 138, 140, 145.1, 145.4, 151.1, 152, 152.1, 153, 155, 163, 169.3, 181, 182, 201, 206.4, 207.5, 208, 211.2, 249.36, 249.40, 249.45, 260, 261.1, 270, 270.2, 303.1, 304, 307, 329, 401, 411A.3, 413.10, 415.3, 415.5, 415.7, 417.5, 419, 419.6, 423.1, 423.2, 423.3, 423.5, 426, 427, 429.2, 603, 608.1, 802.1, 802.4, 803.3, 803.4, 803.5, 803.9, 809, 813, 825, 840, 841, 842, 843, 844, 845, 846, 847, 890.37, 890.116, and 890.124; and removes Sections 263.11, 425, 802.5, 803.8, 815, 816, 817, and 818, to implement the Area Plan. The City Attorney's Office has reviewed the ordinance and approved it as to form. A memorandum summarizing revisions made to the Planning and Administrative Code Amendments since consideration by the Planning Commission on May 10, 2018 is attached hereto as Exhibit 2.

WHEREAS, The ordinance attached hereto as Exhibit 6, approved as to form by the City Attorney's office, reflects the Zoning Map Amendments proposed by the Land Use & Transportation Committee at its July 16 and July 23, 2018 hearings. A memorandum summarizing revisions made to the Zoning Map Amendments since consideration by the Planning Commission on May 10, 2018 is attached hereto as Exhibit 2.

WHEREAS, the amendments to the Central SoMa HSD ordinance proposed by the Land Use & Transportation Committee at its July 23, 2018 hearing are attached hereto as Exhibit 8.

WHEREAS, the amendments to the Implementation Program proposed by the Land Use & Transportation Committee at its July 23, 2018 hearing are attached hereto as Exhibit 7.

WHEREAS, Planning Department staff recommends adoption of this Resolution adopting and recommending that the Board of Supervisors approve with modifications the Planning Code, Administrative Code, Zoning Map, Business and Tax Regulations Code, and Implementation Program Amendments.

WHEREAS, Planning Department staff have determined that the material modifications and other amendments proposed by the Board's Land Use & Transportation Committee, the additional modifications proposed by Planning staff, and all but one of the issues for consideration identified in the September 6, 2018 Executive Summary, if adopted, would not result in increased physical environmental effects beyond that disclosed in the Central SoMa Plan Final EIR.

NOW, THEREFORE, BE IT RESOLVED, that the Commission finds from the facts presented that the public necessity, convenience, and general welfare require approval of the proposed Planning Code, Administrative Code, Zoning Map, Business and Tax Regulations Code, and Implementation Program Amendments contained in Exhibit 4, 6, 7 and 8 to this Resolution for the following reasons:

1. The Amendments will enable implementation of the Central SoMa Plan, which will accommodate development capacity for up to 32,500 jobs and 8,550 housing units by removing much of the Plan Area's industrially-protective zoning and increasing height limits on many of the Plan Area's parcels.
2. The Amendments will enable implementation of the Central SoMa Plan, which will maintain the diversity of residents by requiring that more than 33% of new housing units are affordable to low- and moderate-income households, and by requiring that these new units be built in SoMa.
3. The Amendments will enable implementation of the Central SoMa Plan, which will facilitate an economically diversified and lively jobs center by requiring most large sites to be jobs-oriented, by requiring production, distribution, and repair uses in many projects, and by allowing retail, hotels, and entertainment uses in much of the Plan Area.
4. The Amendments will enable implementation of the Central SoMa Plan, which will provide safe and convenient transportation by funding capital projects that will improve conditions for people walking, bicycling, and taking transit.
5. The Amendments will enable implementation of the Central SoMa Plan, which will offer parks and recreational opportunities by funding the construction and improvement of parks and recreation centers in the area and requiring large, non-residential projects to provide publicly-accessible open space.
6. The Amendments will enable implementation of the Central SoMa Plan, which will create an environmentally sustainable and resilient neighborhood by requiring green roofs and use of non-greenhouse gas emitting energy sources. A proposal to include a Mello-Roos Community Facilities District ("CFD") in the Central SoMa Plan is also under consideration. This CFD would provide funding for environmental sustainability and resilience strategies to improve air quality, provide biodiversity, and help manage stormwater. The CFD would also help to create an environmentally sustainable and resilient neighborhood.
7. The Amendments will enable implementation of the Central SoMa Plan, which will preserve and celebrate the neighborhood's cultural heritage by helping to fund the rehabilitation and maintenance of historic buildings. The CFD under consideration for addition to the Central SoMa Plan would provide funding to help preserve the Old Mint and for cultural and social programming for the neighborhood's existing residents and organizations. The CFD would also help to preserve and celebrate the neighborhood's cultural heritage.
8. The Amendments will enable implementation of the Central SoMa Plan, which will ensure that new buildings enhance the character of the neighborhood and the City by implementing design controls that would generally help protect the neighborhood's mid-rise character and street fabric, create a strong street wall, and facilitate innovative yet contextual architecture.

AND BE IT FURTHER RESOLVED, that the Commission finds the Planning Code, Administrative Code, Zoning Map, Business and Tax Regulations Code, and Implementation Program Amendments contained in Exhibit 4, 6, 7 and 8 to this Resolution are in general conformity with the General Plan as set forth in Planning Commission Resolution Nos. 20184 and 20188.

AND BE IT FURTHER RESOLVED, that the Commission finds the Planning Code, Administrative Code, Zoning Map, Business and Tax Regulations Code, and Implementation Program Amendments contained in Exhibit 4, 6, 7 and 8 to this Resolution are in general conformity with Planning Code Section 101.1 as set forth in Planning Commission Resolution Nos. 20184 and 20188.

AND BE IT FURTHER RESOLVED, that the Commission adopts the Planning Code, Administrative Code, Zoning Map, Business and Tax Regulations Code, and Implementation Program Amendments as reflected in ordinances approved as to form by the City Attorney attached hereto as Exhibits 4, 6, 7 and 8, and incorporated herein by reference, and recommends their approval with modifications by the Board of Supervisors. The proposed modifications are attached hereto as Exhibit 1a.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on September 13, 2018.

Jonas P. Ionin
Commission Secretary

AYES:
NOES:
ABSENT:
ADOPTED:

EXHIBIT 1a: Planning Commission Recommended Modifications

The Planning Department recommends the following modifications to the Planning Code and Administrative Code Ordinance (2011.13567T), as approved on September 13, 2016 in Commission resolution no. _____, pursuant to Planning Code Section 302(d).

1. Section 263.33: If the development on Assessor's Block 3763, Lot 105 seeks a special height exemption to build residential instead of a hotel, require that it meet the entirety of its inclusionary housing requirement through the On-Site Affordable Housing Alternative pursuant to Section 415.5(g)(1)(A).
2. Uncodified Section (Block 3786, Lot 035 / 636 4th Street): Staff recommends adding language that the Commission shall evaluate the project design through the Large Project Authorization process pursuant to Section 329 and make recommendations to address its urban design impacts, in order to: (1) limit the visual impact of the larger tower bulk and floorplate; and (2) address the impacts of the limited tower separation between this project and the adjacent development at Block 3786, lot 322 (505 Brannan Street).
3. Section 249.78: Allow proposed hotel projects on the parcels now proposed to be zoned MUR that submitted a development application prior to January 1, 2018 to proceed with their application, subject to Conditional Use Authorization.
4. Section 134: Clarify that projects in the Central SoMa SUD must meet the applicable lot coverage requirements in Sec. 249.78(d)(4) and that the rear yard requirements of this Section 134 do not apply.
5. Section 135.3: Clarify that open spaces provided to satisfy the Privately Owned Public Open Spaces (POPOS) requirement in Section 138 can satisfy the nonresidential usable open space requirement in Section 135.3.
6. Section 145.4(d)(4): Clarify that projects subject to the Privately Owned Public Open Spaces (POPOS) requirement in Section 138 and the required ground floor commercial uses in Section 145.4 may locate the POPOS along the street frontage subject to 145.4, provided it is lined with active commercial uses.
7. Section 249.78(c)(1)(F): Reduce the ground floor transparency requirement for new PDR businesses from 60% (which is equivalent to the requirement for ground floor retail) to 30% on facades >50' linear feet, and 0% for shorter facades.
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 - The Base Height specified in the Apparent Mass Reduction Table 270(h)
 - The height where the upper story setback is required pursuant to Section 261.1
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16. Section 329(e)(2)(b): On the Key Site identified in Section 329(e)(2)(F) (the Flower Mart), add a section to allow the Planning Commission to grant certain code exceptions, if agreed upon with the City in a development agreement, including:
 - Exception to off-street parking controls of Section 151.1 to allow additional PDR parking solely to serve the Flower Market tenants and customers.
 - Exception to the requirement that POPOS be open to the sky in Section 138(d)(2)(E)(i) to allow a cumulative maximum of 20% of the POPOS to be covered by any combination of (a) an inhabitable portion of a building with the POPOS having a minimum clearance height of 20' and maximum depth from face of overhead building of 15', or (b) an inhabitable portion of a building with the POPOS having a minimum clearance height of 50' and minimum horizontal dimension in all directions of 20'.
 - Exception to the transparency and fenestration requirements of Section 249.78(c)(1)(F) on 5th Street between Brannan and Bryant Streets.
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17. Section 329(e)(2)(b)(iv): On the Key Site identified in Section 329(e)(2)(E) (the Park Block), allow exception to the requirement that POPOs be open to the sky in Section 138.
18. Section 329(e)(2)(b)(vi): On the Key Site identified in Section 329(e)(2)(H) (the Creamery), allow exception to the requirement on protected street frontages in Section 155.1.
19. Section 426: Clarify that sponsors must pay an in-lieu fee for any open space that does not meet the conditions of Sections 135.3 or 138, unless a Key Site exception is specified in Section 329(e).
20. Section 840 & 841: Make conforming edits to the MUR and MUG zoning control tables to reflect the zoning map amendments introduced at the Board of Supervisors and to cross reference the Central SoMa SUD.

EXHIBIT 2:
**AMENDMENTS TO THE PLANNING
CODE, ADMINISTRATIVE CODE, ZONING
MAP, IMPLEMENTATION PROGRAM, AND
HOUSING SUSTAINABILITY DISTRICT
SINCE 5/10/18**

Amendments to the Planning Code, Administrative Code, Zoning Map, Implementation Program, and Housing Sustainability District since Planning Commission Adoption

HEARING DATE: SEPTEMBER 13, 2018

Project Name: Central SoMa Plan: Approval of Substantive Amendments to the Planning Code and Administrative Code Ordinance, Zoning Map Ordinance, Implementation Program Document, and Housing Sustainability District Ordinance

Date: September 6, 2018

Record Number: 2011.1356TZU and 2018-004477PCA

Staff Contact: Lisa Chen, Senior Planner, Citywide Planning; (415) 575-9124; lisa.chen@sfgov.org

Reviewed By: Joshua Switzky, Land Use & Housing Policy Program Manager, Citywide Planning; (415)-575-6815; joshua.switzky@sfgov.org

This document includes a summary of amendments made to the Planning Code and Administrative Code Ordinance, Zoning Map Ordinance, Implementation Program Document, and Housing Sustainability District Ordinance after the Central SoMa Plan was adopted at the Planning Commission at the May 10, 2018 hearing and was referred to the Board of Supervisors.

#	Section	Legislation Page/Line	Amendments ¹			Summary of Amendments	Rationale
			5/10 CPC	7/16 Board	7/23 Board		
HOUSING SUSTAINABILITY DISTRICT [File no. 180453 - Business and Tax Regulations, Planning Codes - Central South of Market Housing Sustainability District]							
1	343(d)(7)	pg 10, lines 14-21			X	Modify project eligibility to require that projects seeking approval pursuant to this Section 343 elect the On-Site Affordable Housing Alternative under Sections 415.5(g)(1)(A). Projects not subject to Section 415 shall provide no less than 10% of dwelling units as units affordable to very low or low income families.	To incentivize production of on-site affordable housing units.
2	343(g)(5)	pg 13, line 25 to pg 14, line 3			X	Clarify the discretionary review requirement to specify that as long as the Planning Commission has delegated its authority to the Planning Department to review applications for projects subject to this Section 343, the Planning Commission shall not hold a public hearing for discretionary review of projects subject to this Section 343.	This clarifying amendment specifies that the Commission will not hold a hearing for discretionary review of these projects as long as the Planning Commission has delegated its review authority to the Planning Department. This amendment would clarify that the Board of Supervisors is not purporting to unilaterally delegate the Commission’s permit review authority.

¹ Amendments reflect the recommendations adopted by the Planning Commission (5/10 CPC) and the legislative amendments introduced at the Land Use & Transportation Committee of the Board of Supervisors (7/16 Board and 7/23 Board).

CENTRAL SOMA PLAN (Case Number 2011.1356TZU & 2018-004477PCA)

EXHIBIT 2: Amendments to the Planning Code, Administrative Code, Zoning Map, Implementation Program, and Housing Sustainability District since Planning Commission Adoption

#	Section	Legislation Page/Line	Amendments ¹			Summary of Amendments	Rationale
			5/10 CPC	7/16 Board	7/23 Board		
3	343(g)(6)	pg 14, line 18 to pg 16, line 2			X	Establish expiration of approval: Approval of a project pursuant to this Section 343 shall expire if the project sponsor has not procured a building permit or site permit for construction of the project within 30 months of the date of the Department's issuance of a written decision pursuant to subsection (g)(2) of this Section 343. If the Planning Director finds that the project sponsor has demonstrated good faith in its efforts to obtain the first site or building permit for the project, the Planning Director may extend the approval for the project for a maximum of six additional months. Such deadline shall additionally be extended in the event of any appeal of such approval for the duration of the appeal, and in the event of litigation seeking to invalidate the approval for the duration of the litigation.	To reduce delays in housing production by requiring approved projects to commence construction within a reasonable timeline.
ZONING MAP [File no. 180184 - Planning Code, Zoning Map - Central South of Market Special Use District]							
1	Zoning map amendments & various conforming sections in Planning Code	Zoning map ordinance: pg 4, line 17-19; pg 5, line 4-5; p 6, line 20; pg 7, line 15 & 22		X		Modify the proposed zoning as follows: - Keep the MUR zoning on the portions of Assessor blocks 3725, 3732, 3750, 3751, 3752 and 3753 that are currently zoned MUR - Rezone the WMUG- and M-zoned parcels in block 3733 in the Plan Area and the WMUG-zoned parcels in block 3752 to MUR - With the exception of parcels that are part of Key Development Sites, rezone the SALI-zoned parcels on blocks 3777, 3778, 3785 to MUG	To increase housing development by limiting hotels and other non-residential uses.
2	Section 2, subsection (c)	pg 15, line 13			X	Amend Height and Bulk District Map HT01 for the development on Assessor's Block 3777, Lot 052 to increase the permitted height/bulk from 45-X to 50-X.	With a special height exemption pursuant to Section 263.32 (eligible for properties that provide 100% affordable housing), this would allow the affordable housing building at 595 Brannan to achieve a height of 70', thus enabling an extra floor of affordable units.

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			5/10 CPC	7/16 Board	7/23 Board		
PLANNING CODE & ADMINISTRATIVE CODE [File no. 180184 - Administrative, Planning Codes - Central South of Market Area Plan]							
1	Section 2, Finding (d)	pg 8, lines 1-16		X		Add a finding establishing intent for the Board of Supervisors to revise the jurisdiction and composition of Citizen Advisory Committees (CACs) to guide Plan implementation.	To advance future legislation to revise the Eastern Neighborhoods CAC and split it into two bodies, one serving the three SoMa Plan Areas (East, Central, and West SoMa), and one serving the southern Plan Ares (Mission, Showplace Square / Potrero Hill, and Central Waterfront). A process would be developed to incorporate the recommendations of neighborhood stakeholders and community members.
2	Section 2, Finding (e)	pg 8, lines 17-24		X		Add a finding establishing intent for the Board of Supervisors to develop a "Good Jobs Policy."	To advance future legislation to promote good jobs with living wages in the Plan area.
3	128.1(b)	pg 20, line 25; pg 21, line 1-2		X		Clarify the FAR definition for Transferable Development Rights to exclude: - lot area devoted to land dedicated to the City for public parks or recreation centers - lot area devoted to development of affordable housing buildings	Clarifying amendment
4	128.1(c)	pg 21, line 15	X	X		Reverse the terms "Development Lot" and "Transfer Lot".	Corrects drafting error in sequence of terms.
5	132.4(d)(1)(B)(iv)	pg 24, lines 1-2	X	X		Increase allowed streetwall architectural modulation from five feet to eight feet.	Preserves the sense of a substantial edifice while allowing for inset balconies.
6	135.3	pg 32, lines 10- 12	X	X		Clarify that satisfaction of POPOS under 138 satisfies the open space requirements of 135.3.	Corrects drafting error to properly cross-reference Section 138.
7	138(a)(2)	pg 33, lines 2-3	X	X		Clarify that retail uses are not required to provide POPOS.	Corrects drafting error to include retail uses. Retail uses (like institutional uses) would still need to provide usable open space per Section 135.3.
8	138(d)(2)(A)-(B); 138(e)(2)	pg 35, line 14-19; pg 37, line 19-21	X	X		Update references to point to appropriate subsections.	Corrects drafting error in references within Section 138.
9	138(d)(2)(E)(i)	pg 36, lines 4-5	X	X		Allow up to 10% of outdoor POPOS to be under a cantilevered portion of the building if the building is at least 20 feet above grade.	Facilitates architectural creativity in projects while maintaining the goal of having outdoor POPOS feel outdoors.

² Amendments reflect the recommendations adopted by the Planning Commission (5/10 CPC) and the amendments introduced at the Land Use & Transportation Committee of the Board of Supervisors (7/16 Board and 7/23 Board)

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			5/10 CPC	7/16 Board	7/23 Board		
10	138(d)(2)(F)(ii)	pg 36, lines 13-14	X	X		Allow up to 25% of indoor POPOS to have ceiling height of less than 20 feet.	This change would facilitate the creation of mezzanines within the POPOS.
11	151.1	pg 42, lines 4-6		X		Change parking requirements to up to 0.25 spaces/unit principally permitted or up to 0.5 spaces/unit with a Conditional Use Authorization.	To limit parking in this transit-rich district, in keeping with the citywide TDM program.
12	155(r)(2)(JJ)	pg 51, line 7	X	X		Update reference to point to 329(e)(3)(B).	Corrects drafting error in references
13	155(u)	pg 52, lines 1-5	X	X		Add to the Driveway Loading and Operations Plan (DLOP) the requirement that projects include a Passenger Loading Plan. Whereas the DLOP focuses on issues within the building, the PLP would focus on on-street loading issues.	The Passenger Loading Plan is a new concept aimed at minimizing the impact of passenger drop-offs, particularly on high injury corridors. All of the projects required to do such a Plan would also be required to undertake the DLOP, so there's synergy in merging the two efforts.
14	249.78(c)(1)	pg 64, lines 18-23	X	X		Allow "active uses" to only be to a depth of 10 feet from the street (as opposed to the current standard of 25 feet) for 1) micro-retail uses on minor streets, 2) along minor streets as long there is a doorway every 25 feet.	Active use requirements are to ensure proper street activation. However, some flexibility may be beneficial in the case of micro-retail uses (i.e., uses less than 1,000 square feet), along narrow streets and alleys, and on small corner lots where the requirements of one frontage impinge on the perpendicular frontage.
15	249.78(c)(1)(D)	pg 64, line 16-17	X	X		Add that hotels are allowed as an active commercial use per 145.4.	Hotels generally have very active ground floors, including lobbies, bars, and restaurants.
16	249.78(c)(4)	pg 65, lines 6-9		X		Modify the Micro-Retail definition to require that spaces measure no less than 100 gross square feet, and modify the requirement so that it applies to new non-residential development only.	To provide a minimum micro-retail size to ensure usable retail space, and to allow maximum flexibility for residential projects.
17	249.78(c)(4)	pg 65, line 9, 12		X		Key site exception - Micro Retail requirements (c)(4) - make it clear that it refers to "lots" not "sites."	Clarifying amendment
18	249.78(c)(5)	pg 66 line 7-12		X		Clarify the PDR replacement language to indicate that the requirement would only apply to the nonresidential portion, and would exclude residential & POPOS.	Clarifying amendment
19	249.78(c)(5)(B)	pg 65, lines 20-22; pg 66, line 19	X	X		Expand the uses allowed to fulfill the PDR requirements of large office projects to also include nonprofit community services, city-owned public facilities, Legacy Businesses, and grocery stores.	Like PDR, these uses are beneficial to the community and can only pay limited rent.
20	249.78(c)(5)(B)	pg 65, lines 20-22; pg 66, line 19		X		Amend the eastern boundary of the area where the off-site PDR requirement may be satisfied from Embarcadero Street to Second Street.	To narrow the geographic area where off-site PDR may be provided to conform with the eastern boundary of the Plan Area.

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			5/10 CPC	7/16 Board	7/23 Board		
21	249.78(c)(5)(B)	pg 65, line 21; pg 67, lines 8-9 and 14-27			X	Amend the PDR Requirements to: (1) remove grocery stores from the list of uses allowed to fulfill the PDR requirements of large office projects. (2) require that the 25% space reduction for below market rate PDR space only be permitted if the lower rent is provided for the life of the development project (compared to 55 years); and, (3) when a development application is submitted, require the project sponsor to demonstrate that they notified existing PDR tenants about the proposed project and provided them with information about the PDR Relocation Fund (as described in the Central SoMa Implementation Program Document) and PDR Sector Assistance for Displaced Businesses available from the Office of Economic and Workforce Development (OEWD) or its successor agency.	To incentivize provision of below market rate PDR space and to support existing PDR businesses with relocation.
22	249.78(d)(3)(C)	pg 69, lines 14-17		X		Allow projects the flexibility to provide their living and solar roof elements of subsections 249.78(d)(3)(C)(i)-(v) on any rooftops within the subject project, provided the equivalent amount of square footage is provided.	To allow projects some flexibility in meeting requirements while still ensuring environmental performance goals are met.
23	249.78(d)(5)(C)	pg 70, lines 16-17		X		Clarify lot merger restrictions to exempt the Key Site identified in 329(e)(2)(C), consistent with the Key Development Site Guidelines.	Clarifying amendment
24	249.78(d)(7)	pg 72, line 10		X		Wind standard – clarify that projects must meet the Nine Hour Criterion with wind reduction measures.	Clarifying amendment
25	249.78(d)(9)	pg 73, line 1-11	X	X		In the Central SoMa SUD, - allow units above 85' in height to meet exposure requirements if they are 15' back from the property line, - allow 10% of units at or below 85' to have an exposure of 15'x15' instead of 25'x25'; and, - do not require the increase in setback at every horizontal dimension that increases of 5' at each subsequent floor.	These changes would make a rule of commonly granted exceptions.
26	263.32, 263.33, 263.34	pg 83, line 17-18, pg 85, lines 4-5 and 19-20	X	X		Clarify that projects that comply with these Special Height Exception sections do not need a Conditional Use approval.	Corrects oversight such that dedicated affordable housing sites can receive the height bonus just as sites that build units or that dedicate land for open space.

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27	263.32(b)(2)	pg 83, lines 7-11	X	X		Clarify that sites that donate land for affordable housing are eligible for this Special Height Exception.	The purpose of this height bonus is to incentive projects to provide sites for affordable housing and open space – provide benefits that are otherwise difficult to site in a dense neighborhood. This change is in keeping with the intent of this section in that it maintains the benefit for projects in 160' height districts.
28	263.32(c)(3)	pg 84, lines 10-12	X	X		Clarify that sites that utilize this Special Height Exception to exceed 160 feet are still subject to controls in Section 270 for mid-rise projects and not towers.	Clarifying amendment
29	263.33(c)(2)	pg 84, line 24			X	Allow the development on Assessor's Block 3763, Lot 105 to receive the special height exemption for residential use, in addition to hotel.	To encourage housing production by allowing flexibility for this site to be developed as housing in addition to, or instead of, a hotel.
30	Table 270(h)	pg 90, line 11	X	X		For Perry Street, make the Base Height "none".	This is the correct change to effectuate the goal of treating Perry St. like current northern sides of alleys, as discussed in the Central SoMa Plan's Implementation Matrix.
31	329(d)	pg 95, lines 18-21, pg 96, lines 6-7	X	X		Add a subsection enabling exceptions for the freight loading requirements of Sections 154 and 155, and to allow the "Driveway and Loading Operations Plans" (DLOP) per Section 155(u) to be used when evaluating this exemption.	These are commonly granted exceptions that are important to maintain but would otherwise be removed based on proposed changes to 329(d)(12).
32	329(d)	pg 96, lines 4-5	X	X		Add a subsection referencing the ability to grant tower separation exceptions per the controls contained in Section 132.4(d)(3)(B).	Corrects drafting error to properly cross-reference 132.4(d)(3)(B) and 329(d).
33	329(d)	pg 96, lines 8-9	X	X		Add a subsection allowing for exceptions for exposure requirements under Section 140/249.78	This is a commonly granted exception that is important to maintain but would otherwise be removed based on proposed changes to 329(d)(12).
34	329(d)	pg 96, lines 10-11	X	X		Add a subsection referencing the ability to grant exceptions for wind per the controls contained in Section 249.78(d)(7).	Corrects drafting error to properly cross-reference 249.78(d)(7) and 329(d).
35	329(d)	pg 96, lines 12-13		X		Add a subsection allowing for exceptions to lot coverage requirements pursuant to 249.78 for projects that convert from nonresidential to residential.	Clarifying amendment
36	329(e)(3)	pg 97, line 17	X	X		Clarify that Key Sites may utilize the exceptions granted in 329(d).	Extra language needed to make sure intent of this section is clear.
37	329(e)(3)(A)	pg 98, lines 20-23	X		X	Include donation of land for affordable housing in satisfaction of Jobs-Housing Linkage (JHL) fee pursuant to Section 413.7 as a Qualified Amenity	Corrects oversight based on benefits proposed by Key Sites.

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			5/10 CPC	7/16 Board	7/23 Board		
						provided by Key Sites, if the value of the land donated is equal to or greater than the fee amount owed.	
38	329(e)(3)(A)	pg 97, lines 23-25	X	X		Include donation of land for affordable housing per Sec 419.6 (Alternatives to the Inclusionary Housing Component) as qualified amenities to be considered a Key Site, if the value of the land donated is equal to or greater than the fee amount owed.	Corrects oversight based on benefits proposed by Key Sites.
39	329(e)(3)(B)	pg 98, Lines 5-7	X	X		Clarify that Key Sites can have exceptions for tower separation even greater than the exception in 132.4	Clarifying non-substantive amendment
40	329(e)(3)(B)	pg. 98, line 3-10	X	X		Limit certain exceptions to specific Key Development Sites, as discussed in the Key Development Sites Guidelines.	Certain exceptions were developed recognizing the specific needs and opportunities of certain Key Development Sites. However, these exceptions should not be broadly applicable to all the Key Sites.
41	329(e)(3)(B)(i)	pg 98, lines 13-18		X		On the Key Site identified in Section 329(e)(2)(B), the ground floor non-residential height in Sections 145.1 and 249.78(d)(8) may be reduced to 14'. In addition, the apparent mass reduction controls in Section 270(h)(2) may be reduced as follows: (A) on the building frontage on Harrison Street: 50%; (B) on the building frontage on Fourth Street: None.	
42	329(e)(3)(B)(ii)	pg 98, lines 19-23		X		On the Key Site identified in Section 329(e)(2)(C), exception to the lot coverage limits in Section 249.78(d)(4), the micro-retail requirement in 249.78(c)(4), the active use requirement in Section 145.1, and the ground floor commercial use requirements in Section 145.4. In addition, the site may be permitted to seek a Conditional Use Authorization to establish a Formula Retail Limited Restaurant, pursuant to Section 303.1.	
43	329(e)(3)(B)(iii)	pg 98, lines 24-25		X		On the Key Site identified in Section 329(e)(2)(D), exception to the requirement in Section 138(d)(2)(E)(i) that ground floor POPOS be open to the sky.	
44	329(e)(3)(B)(iv)	pg 99, lines 1-4			X	On the Key Site identified in Section 329(e)(2)(E), allow exception to the lot coverage limits in Section 249.78(d)(4), the street frontage requirements in Section 145.1, and the protected pedestrian-, cycling-, and transit-oriented street frontage requirements of Section 155(r).	
45	329(e)(3)(B)(iv)	pg 99, lines 5-6		X		On the Key Site identified in Section 329(e)(2)(G), exception to the PDR space requirements of Section 249.78(c)(5).	

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			5/10 CPC	7/16 Board	7/23 Board		
46	329(e)(3)(B)(v)	pg 99, lines 7-14		X	X	(vi) On the Key Site identified in Section 329(e)(2)(H), exception to the street frontage requirements in Section 145.1, the required ground floor commercial uses in Section 145.4, and the requirement that at least two-thirds of the Gross Floor Area of all building area below 160 feet be non-residential in Section 249.78(c)(6). In addition, the usable open space requirement pursuant to Section 135 may be reduced to 60 square feet of usable open space required for each dwelling unit if not publicly accessible.	Certain exceptions were developed recognizing the specific needs and opportunities of certain Key Development Sites. However, these exceptions should not be broadly applicable to all the Key Sites.
47	413.7(a)	pg 101, lines 21-23			X	Clarify that projects that satisfy all or a portion of the Jobs-Housing Linkage fee via land dedication pursuant to Section 413.7 may receive a credit against such requirements up to the value of the land donated.	The code as introduced was contradictory, as it specified that projects could meet part or all of their Jobs-Housing Linkage fee obligation through land dedication, but later said the proposed land must be equal to or greater in value than the fee obligation. This clarification is consistent with our other land dedication policies.
48	413.7	pg 102, lines 1-5		X		Require the Director of Property to either conduct or approve the land appraisal for land dedication in satisfaction of the Jobs-Housing Linkage Fee requirement	Clarifying amendment
49	418.7	pg 106 line 17 to pg 108 line 21	X	X		Update SoMa Stabilization Fund to allow funding to accrue from the Central SoMa Community Facilities District and to reference the Central SoMa Implementation Program Document	Change necessary to legalize the funding structure proposed by the Plan.
50	426	pg 119, line 25 to page 12, line 1-3			X	Clarify that projects may pay an in-lieu fee for any POPOS and/or Usable Open Spaces requirements not met in sections 138 and 135.3, respectively.	Clarifying edit.
51	434	pg 132, line 7 to pg 133, line 25	X	X		Add a Section that describes the purpose, applicability, and requirements of the Central SoMa Mello-Roos Community Facilities District (CFD). This CFD should be applicable to projects that (1) include new construction or net additions of more than 40,000 gross square feet, (2) the project site includes residential development in Central SoMa Development Tiers B and C and/or non-residential development in Central SoMa Development Tier C; and, (3) the proposed project is greater in size than what would have been allowed without the Central SoMa Plan.	This language was always proposed for inclusion but was not ready for discussion until this time.

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52	840 (Table 840)	pg 186, line 22 to pg 190, line 13			X	Make conforming edits to the MUG General District Zoning Control Table to correct numbering and cross-references, and to add references to various requirements in the Central SoMa SUD.	Conforming edits to address the zoning amendments introduced on July 16th.
53	841 (Table 841)	pg 191, line 20 to pg 195, line 21			X	Make conforming edits to the MUR General District Zoning Control Table to correct numbering and cross-references, and to add references to various requirements in the Central SoMa SUD.	Conforming edits to address the zoning amendments introduced on July 16th.
54	848	pg 208, lines 1-6			X	Correct the residential off-street parking code references in the CMUO District Zoning Control Table.	Corrects cross-references.
55	848	pg 208, line 14 to pg 209, line 2	X	X		Add a cross-reference in the CMUO table to the residential lot coverage requirements in 249.78.	Non-substantive amendment but not included in the Case Report
56	Uncodified section	pg 216, lines 5-18			X	For a residential Tower on Block 3786, Lot 035, the following controls shall apply, provided the project meets its Inclusionary Housing requirements pursuant to Planning Code Section 415 by providing BMR units entirely on-site: (a) A 5-foot setback is required for the Tower Portion for the entire frontage along Fourth Street, and a 25-foot setback is required for the Tower Portion for the entire southwest property line frontage directly opposite the property at Block 3786, Lot 322. (b) The residential Tower may have a horizontal separation of not less than 40 feet from the Tower Portion of an approved or proposed Tower on Block 3786, Lot 322. (c) The maximum Gross Floor Area of any residential Tower floor shall be 12,500 gross square feet. (d) The maximum plan length of a Residential tower shall be 165 feet.	To facilitate an increase in residential units in the tower at 636 4th Street, provided the project provides affordable housing units on-site.
IMPLEMENTATION PROGRAM DOCUMENT [ADOPTED BY REFERENCE]							
1	Implementation Program Document	Public Benefits Program			X	Amend the Public Benefits Program to create a \$10 million PDR Relocation Fund in the Cultural Preservation and Community Services category.	To support existing PDR businesses and address potential displacement by providing relocation assistance, including business services and support with rent and moving costs.

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			5/10 CPC	7/16 Board	7/23 Board		
2	Implementation Program Document	Public Benefits Program			X	Amend the Public Benefits Program to subtract \$5 million from the Restoration of the US Mint building and \$5 million from the Environmental Sustainability & Resilience category (\$4 million from "Enhanced stormwater management in complete streets" and \$1million from "Water recycling and stormwater management in parks").	To create the PDR Relocation Fund as described above.
3	Implementation Program Document	Key Development Site Guidelines			X	Edit the description of Key Development Site 3 to specify that the hotel may be developed as a residential building, and to remove the reference to 500 hotel rooms.	Conforming amendment with item #6 (Section 263.33) above.

EXHIBIT 3:
ENVIRONMENTAL ANALYSIS
ADDRESSING AMENDMENTS TO THE
CENTRAL SOMA AREA PLAN



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: September 6, 2018
TO: San Francisco Planning Commissioners and Board of Supervisors
FROM: Jessica Range and Elizabeth White, Environmental Planning
RE: Environmental Analysis Addressing Amendments, Staff Recommendations, and Other Issues for Consideration to the Central South of Market (SoMa) Area Plan
Planning Department Case No. 2011.1356E

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

The San Francisco Planning Commission certified the Final Environmental Impact Report (EIR) for the Central South of Market (Central SoMa) Plan in compliance with the California Environmental Quality Act (CEQA) on May 10, 2018. The purpose of this analysis is to determine whether the EIR adequately analyzes:

- 1) the amendments to the Central SoMa Plan introduced by the legislative sponsors at the Board of Supervisor's Land Use Committee hearings on July 16, 2018 and July 23, 2018;
- 2) Planning Department's staff recommendations; and
- 3) other issues for consideration.

The amendments, staff recommendations, and other issues for consideration are summarized in the September 6, 2018 Planning Commission Executive Summary for approval of amendments to the Central SoMa Plan.

Central SoMa Plan Amendments

The Environmental Planning Division has reviewed the proposed amendments to the Central SoMa Plan introduced at the July 16 and 23, 2018 Land Use Committee hearings and determined that the amendments to the Central SoMa Plan were addressed in the Central SoMa Plan Final EIR and accompanying errata, are merely clarifications to the Plan, or are determined not to result in physical environmental effects beyond that disclosed in the Final EIR. The following two amendments to the Central SoMa Plan require additional explanation as to why the proposed amendments would not result in any new physical environmental effects that are not already analyzed in the Central SoMa Plan EIR.¹

(1) Increase the allowable height on Block 3777, Lot 052 from 45 feet to 50 feet

Analysis: This amendment would modify the proposed Central SoMa Plan zoning map from 45-X to 50-X for a portion of Block 3777, Lot 052. The existing height and bulk limit for this block and lot is

¹ The July 16, 2018 amendments to the Central SoMa Plan also include a proposed change to the allowable zoning for parcels north of the I-80 freeway (Blocks 3733, 3750, 3751, and 3752) that are currently proposed to be zoned CMUO (Central SoMa Mixed Use Office) to MUR (mixed-use residential), which is the existing zoning designation for these sites. This change to the Central SoMa Plan was evaluated in the May 9, 2018 Errata to the EIR and determined not to result in environmental effects beyond that analyzed in the EIR. The May 9, 2018 Errata is available at: http://sfmea.sfplanning.org/Central_SoMa_EIR_Errata_May92018.pdf. Accessed July 16, 2018.

40-X. The proposed amendment would add an additional 5 feet to the allowable heights on this block, for a total height increase of 10 feet. The September 6, 2018 Planning Commission Executive Summary for approval of amendments to the Central SoMa Plan specifies that if the developer of the site takes advantage of the Central SoMa Plan's Special Height Exceptions, this height increase would allow for the development of an additional floor of affordable housing units. Should development on this parcel take advantage of the special height exemption pursuant to section 263.32², the development project would be required to demonstrate that it does not result in a net increase in development potential for the primary project and does not cause any new or substantially increased significant impacts that cannot be mitigated to less-than-significant levels related to wind and shadow that would not have occurred without the additional height. Should a development project **NOT** take advantage of the special height exemption pursuant to section 263.32, a 5 foot increase in the allowable height limit would not allow for an additional developable floor and would not increase development capacity for the site.

Therefore, this proposed amendment to the Central SoMa Plan would not result in growth at levels beyond that evaluated in the EIR. As such, there is no need for further analysis of impacts related to land use (division of a community or conflict with plans adopted to avoid environmental impacts); cultural and paleontological resources (historical, archeological, tribal, cultural and unique paleontological resources and human remains); transportation (traffic, transit, pedestrian and bicycle circulation, loading, and emergency vehicle access); air quality (consistency with the relevant air quality plan, traffic generated emissions and construction emissions of criteria air pollutants and fine particulate matter and toxic air contaminants, and odors); noise (traffic-generated noise, noise generated by stationary sources and construction noise); or hydrology (flooding risk and wastewater generation). Because there would be no change in the intensity of development, there would be no change to the EIR's Initial Study analysis for the following topics: population and housing, recreation, utilities, public services, biology, geology, hazardous materials, minerals, energy, and agricultural and forest resources.

Regarding wind, based upon experience of the Planning Department in reviewing wind analyses and expert opinion on other projects, it is generally the case that projects under 80 feet in height do not have the potential to generate significant wind impacts. Therefore, an allowable height limit of 50 feet would not result in new wind hazards beyond that disclosed in the EIR.

With regards to shadow, the closest existing public open space to this block and lot is South Park, approximately 1,400 feet (0.25 miles) to the east of this site. A shadow fan analysis of a potential 50-foot tall building on this site was conducted and is included as Attachment A. This analysis finds that a 50-foot tall building would not shade any existing public open spaces. The additional 5 foot height limit increase could result in an incremental amount of shade on the Plan's proposed park on the block bounded by Bryant, Fourth, Brannan, and Fifth Streets. However, as discussed in the EIR (IV.H-38-IV.H-40), this park is proposed as part of the Central SoMa Plan and CEQA does not require an

² Section 263.32. Special Height Exceptions: Permitted Building Heights in the Central SoMa Special Use District

evaluation of the project on itself. Potential shadow impacts that could be cast on this future park are discussed in the EIR for informational purposes only and incremental increases in the amount of shadow on the Plan's proposed open spaces do not affect the adequacy or accuracy of the environmental analysis in the Central SoMa Plan EIR. For the above reasons, increasing the allowable height on Block 3777, Lot 052 by 5 feet would not result in any new or more severe environmental impacts than those identified in the Central SoMa Plan EIR.

(2) Rezoning of the Western SoMa Service, Arts, and Light Industrial (WS SALI) parcels (exclusive of Central SoMa Key Sites), south of Interstate 80 (I-80) to Mixed-Use General (MUG)

Analysis: The proposed rezoning of the Western SoMa Service, Art, and Light Industrial (WS SALI) parcels (exclusive of Central SoMa Key Sites) located south of I-80 to MUG would reduce potential commercial development by approximately 120,000 square feet. This change would result in a net reduction of 531 jobs and a net gain of 120 residential units in the Central SoMa Plan Area.³ This modification in zoning would change the Plan's overall growth projections, resulting in a total of 8,570 housing units (8,450 units +120 units) and 33,219 jobs (33,750 jobs – 531 jobs).

As a point of clarification, the total number of units studied in the Central SoMa Draft EIR is 8,320 and the total number of jobs studied is 44,000. However, following publication of the Central SoMa RTC document, the Planning Department analyzed a list of "issues for consideration" (which are proposals for changes to the Central SoMa Plan received from the public during the public review process). One of the issues for consideration involved changing the proposed zoning from Central SoMa Mixed Use Office (CMUO) to MUG or Mixed-Use Residential (MUR) for the area north of Harrison Street. The Planning Department's Environmental Planning Division evaluated this change in the May 9, 2018 errata to the EIR and determined that this potential change would result in a reduction of 10,250 jobs within the Plan Area and a net gain of 130 residential units (8,320 units +130 units =8,450 units). The Department further determined that this change would not result in increased physical environmental effects beyond that studied in the Central SoMa EIR. EIR Appendix G (attachment to the EIR, provided in an errata issued April 5, 2018⁴) and EIR Appendix I (attachment to the EIR, provided in an errata issued May 9, 2018⁵) explain how other changes to the Central SoMa Plan have resulted in changes to the Plan's growth projections.

The proposed rezoning of the WS SALI parcels (exclusive of Central SoMa Key Sites) located south of I-80 to MUG would change the projected amount of jobs and housing units, but would not result

³ Chen, Lisa (San Francisco Planning Department), "RE: Central SoMa: Growth Projections". Email communication to Elizabeth White. September 6, 2018.

⁴ Errata to the EIR for the Central SoMa Plan – April 5, 2018. This document is available as part of Planning Department Case File No. 2011.1356E and online at: <http://sf-planning.org/area-plan-eirs>. Accessed September 5, 2018.

⁵ Errata to the EIR for the Central SoMa Plan – May 9, 2018. This document is available as part of Planning Department Case File No. 2011.1356E and online at: <http://sf-planning.org/area-plan-eirs>. Accessed September 5, 2018.

in an exceedance of the overall growth (amount of jobs *and* housing units) projected under the Plan. The environmental effects of an additional 120 residential units within the Plan Area would be offset by the reduction in environmental effects anticipated to occur as a result of approximately 531 fewer jobs being developed within the Plan Area. Therefore, there would be no substantial change to the EIR's analysis for topics that rely on the EIR's growth projections (noise, air quality, and hydrology and water quality). Similarly, because the overall intensity of development under the Plan would still be within that which was studied in the EIR, there would be no change to impacts identified in the initial study related to population and housing, recreation, utilities, or public services.

In regards to transportation and circulation, residential uses, on a square-foot basis, would result in fewer person trips than office uses based on San Francisco's 2002 Transportation Impact Analysis Guidelines.⁶ For residential use, 10 person trips are assumed to occur per 1,000 square feet whereas 18 person trips are assumed to occur per 1,000 square foot of office use. Therefore, the conversion of approximately 120,000 square feet from projected office use to residential use would result in lower overall person trips, resulting in lower overall vehicle, transit, pedestrian, bike and other trips. Therefore, this change would not increase the severity of the significant and unavoidable impacts identified in the EIR related to transit, loading, and crosswalk overcrowding. The reduction in overall person trips would result in a reduction in the amount of vehicle trips anticipated to be generated under the Plan, which would result in a commensurate reduction in traffic noise and air quality impacts resulting from vehicle emissions. As such, this change would not increase the severity of the significant and unavoidable land use and land use planning, noise and air quality impacts identified in the EIR. As the location and amount of projected developed area would not change, there would be no change in the significant and unavoidable historic resource or construction traffic impact identified in the EIR. The proposed amendment would result in a reduction in the overall intensity of development anticipated under the Plan and would therefore not result in more significant impacts than those identified in the EIR or Initial Study for the remaining topics that were determined to be less than significant or less than significant with mitigation (e.g., archeology, tribal cultural resources, human remains, paleontological resources, population and housing, construction related noise and air quality, recreation, utilities, public services, biology, geology, hazardous materials, minerals, energy, and agricultural and forest resources).

Furthermore, the rezoning of WS SALI parcels south of I-80 to MUG would not change height and

⁶ The person trips in the Transportation Impact Analysis Guidelines are a conservative (i.e. "worst-case scenario") assumption meaning that the results are not underreported, but instead provide a reasonably conservative analysis.

bulk proposals studied in the EIR, and therefore, would not result in changes to the aesthetics, shadow, or wind analysis in the EIR.

For the above reasons, the proposal to amend the allowable zoning in the Central SoMa Plan for parcels south of I-80 from WS SALI to MUG would not result in increased physical environmental effects beyond that already studied in the EIR.

Staff Recommendations

In addition to the above amendments, Planning Department staff is recommending a number of additional modifications to the Central SoMa Plan. These additional modifications are clarifying edits or revisions to the Plan that would not result in increased physical environmental effects beyond that disclosed in the Central SoMa Plan Final EIR.

Issues for Consideration

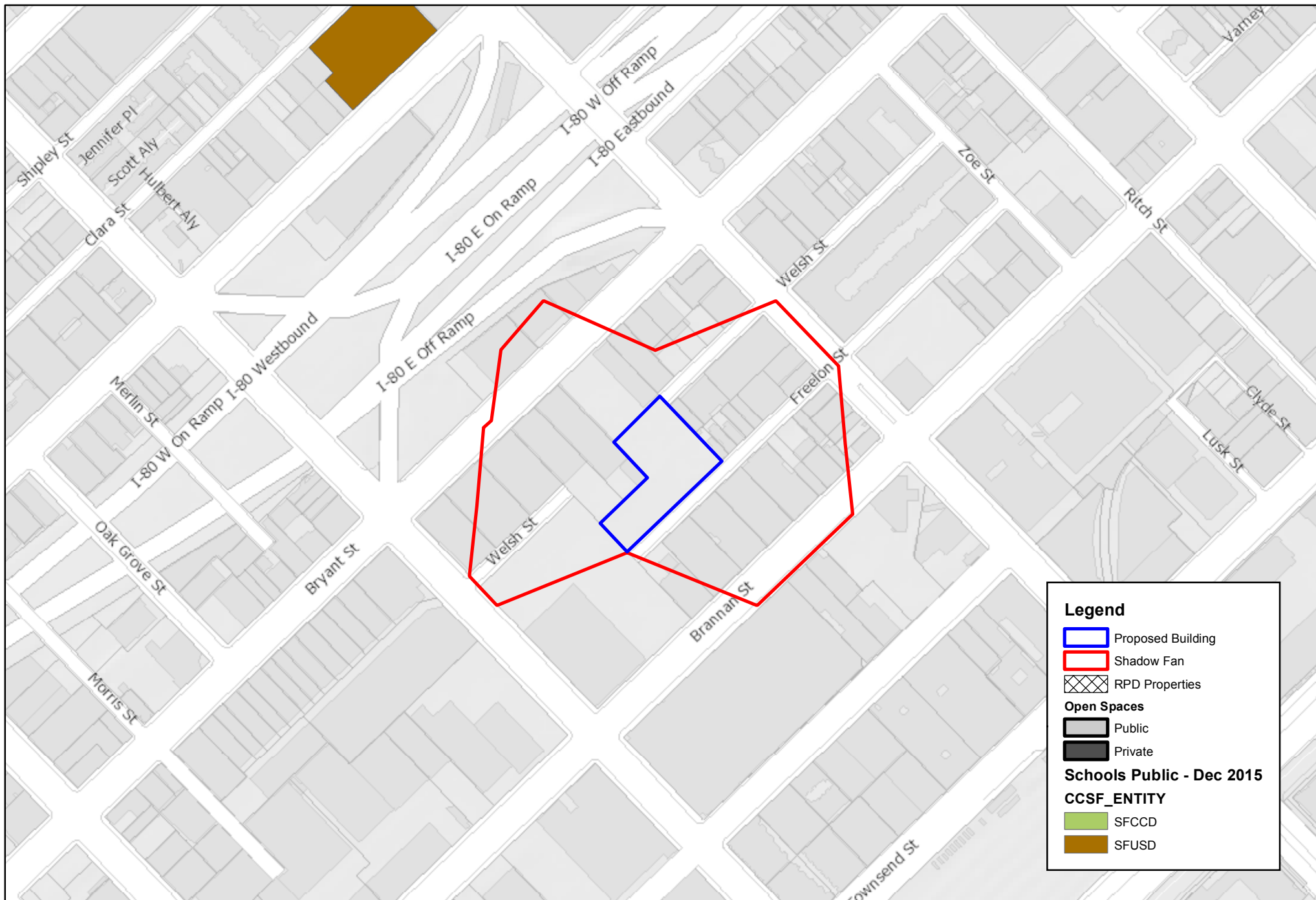
The September 6, 2018 Planning Commission Staff Executive Summary for approval of amendments to the Central SoMa Plan contains a list of Issues for Planning Commission consideration. With the exception of the following, the issues for consideration, if adopted, would not result in increased physical environmental effects beyond that disclosed in the Central SoMa Plan Final EIR.

Issue not covered in the EIR analysis: On the Key Site identified in Planning Code Section 329(e)(2)(b)(C), allow an exception to the bulk controls in Section 270(h) to permit the project to include a rooftop bar.

Rationale: This modification to the Planning Code would allow for this Key Site to include a rooftop bar above the allowable height limit. Any physical features allowed above the height limit were not analyzed in the Central SoMa Plan's Final EIR and therefore, could result in increased wind and shadow impacts, beyond that disclosed in the Final EIR. Should this amendment be recommended for inclusion in the Central SoMa Plan, Environmental Planning staff recommends that this exception be allowed only if the project does not cause any new or substantially increased significant impacts that cannot be mitigated to less than significant levels related to wind and shadow that would not have occurred without the physical features associated with the rooftop bar.

Enclosures

Attachment A. Shadow Fan Analysis for Block 3777, Lot 052



Title: Block 3777 Lot 052: Shadow from 50 foot Height Limit

Comments: July 16, 2018 Proposed Amendments to the Central SoMa Plan, Case No. 2011.1356E

Printed: 16 July, 2018



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EXHIBIT 4:
PLANNING CODE AND ADMINISTRATIVE
CODE DRAFT ORDINANCE (AS
AMENDED ON 7/23/18)

[Administrative, Planning Codes - Central South of Market Area Plan]

Ordinance amending the Administrative and Planning Codes to give effect to the Central South of Market Area Plan, encompassing an area generally bounded on its western portion by Sixth Street, on its eastern portion by Second Street, on its northern portion by the border of the Downtown Plan Area (an irregular border that generally jogs along Folsom, Howard and Stevenson Streets), and on its southern portion by Townsend Street; making approval findings under the California Environmental Quality Act, including adopting a statement of overriding considerations; 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.

NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.
Additions to Codes are in single-underline italics Times New Roman font.
Deletions to Codes are in ~~strikethrough italics Times New Roman font~~.
Board amendment additions are in double-underlined Arial font.
Board amendment deletions are in ~~strikethrough Arial font~~.
Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

Be it ordained by the People of the City and County of San Francisco:

Section 1. Environmental and Planning Code Findings.

(a) On _____, 2018, after a duly noticed public hearing, the Planning Commission certified the Final Environmental Impact Report (EIR) for the proposed Central South of Market (SoMa) Area Plan (the Project) by Motion No. _____, finding that the Final EIR reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate, and objective, and contains no significant revisions to the

1 Draft EIR, and that the content of the report and the procedures through which the Final EIR
2 was prepared, publicized, and reviewed comply with the California Environmental Quality Act
3 (CEQA) (Public Resources Code Section 21000 et seq.), the CEQA Guidelines (14 Cal. Code
4 Regs. Section 15000 et seq.), and Chapter 31 of the Administrative Code. Copies of the
5 Planning Commission Motion and the Final EIR are on file with the Clerk of the Board in File
6 No. _____ and are incorporated herein by reference.

7 (b) The Project evaluated in the Final EIR includes the proposed amendments to the
8 Planning Code and Zoning Map as well as amendments to the General Plan, adopting the
9 Central SoMa Area Plan and other related amendments. The proposed Planning Code and
10 Zoning Map amendments set forth in this ordinance are within the scope of the Project
11 evaluated in the Final EIR.

12 (c) At the same hearing during which the Planning Commission certified the Final EIR,
13 the Planning Commission adopted findings under CEQA regarding the Project's
14 environmental impacts, the disposition of mitigation measures, and project alternatives, as
15 well as a statement of overriding considerations (CEQA Findings) and adopted a mitigation
16 monitoring reporting program (MMRP), by Resolution No. _____.

17 (d) At the same hearing, the Planning Commission, in Resolution No. _____,
18 recommended the proposed Planning Code and Zoning Map amendments for approval and
19 adopted findings that the actions contemplated in this ordinance are consistent, on balance,
20 with the City's General Plan and eight priority policies of Planning Code Section 101.1. The
21 Board adopts these findings as its own. A copy of said Resolution is on file with the Clerk of
22 the Board of Supervisors in File No. _____, and is incorporated herein by reference.

23 (e) Pursuant to Planning Code Section 302, the Board of Supervisors finds that this
24 Planning Code Amendment will serve the public necessity, convenience, and welfare for the
25

1 reasons set forth in Planning Commission Resolution No. _____, and the Board
2 incorporates such reasons herein by reference.

3 (f) The Board of Supervisors has reviewed and considered the Final EIR and the
4 environmental documents on file referred to herein. The Board of Supervisors has reviewed
5 and considered the CEQA Findings, and hereby adopts them as its own and incorporates
6 them by reference as though such findings were fully set forth in this ordinance.

7 (g) The Board of Supervisors adopts the MMRP as a condition of this approval, and
8 endorses those mitigation measures that are under the jurisdiction of other City Departments,
9 and recommends for adoption those mitigation measures that are enforceable by agencies
10 other than City agencies, all as set forth in the CEQA Findings and MMRP.

11 (h) The Board of Supervisors finds that no substantial changes have occurred in the
12 proposed Project that would require revisions in the Final EIR due to the involvement of new
13 significant environmental effects or a substantial increase in the severity of previously
14 identified significant effects, no substantial changes have occurred with respect to the
15 circumstances under which the proposed Project is to be undertaken that would require major
16 revisions to the Final EIR due to the involvement of new environmental effects or a substantial
17 increase in the severity of effects identified in the Final EIR, and no new information of
18 substantial importance to the proposed Project has become available which indicates that (1)
19 the Project will have significant effects not discussed in the Final EIR, (2) significant
20 environmental effects will be substantially more severe, (3) mitigation measure or alternatives
21 found not feasible that would reduce one or more significant effects have become feasible or
22 (4) mitigation measures or alternatives that are considerably different from those in the Final
23 EIR would substantially reduce one or more significant effects on the environment.
24

25 Section 2. General Findings

1 (a) Findings Regarding Setback Requirement on Fourth Street. The increased
2 development in Central SoMa is likely to cause congestion and crowding for pedestrians on
3 the Central SoMa Plan Area's sidewalks, particularly near the intersection of the Central
4 Subway and Caltrain, due to the increased concentration of commuters using Muni and
5 Caltrain at that location. In most of the Plan Area, pedestrian congestion will be ameliorated
6 by widening sidewalks to the widths identified in the Better Streets Plan, pursuant to Planning
7 Code Section 138.1. However, the sidewalks on 4th Street between Bryant and Townsend
8 Streets cannot be widened to the extent recommended by the Better Streets Plan because
9 the Central Subway will run at grade in the middle of the street. Therefore, requiring the
10 buildings on 4th Street between Bryant Street and Townsend Street be set back five feet at
11 ground level will alleviate this impact to pedestrian congestion and crowding.

12 (b) Findings Regarding Micro-Retail Uses in the Central SoMa Special Use District.
13 The Plan seeks to provide small retail spaces, referred to as "micro-retail," to ensure that
14 space is available for small, non-Formula Retail establishments, which are more likely to offer
15 non-traditional and unique merchandise for residents and visitors. The micro-retail space
16 requirements provide for a diversity of retail land uses, which will help preserve Central
17 SoMa's distinct neighborhood character and help fulfill the City's Priority Policy of the General
18 Plan that existing neighborhood-serving retail uses be preserved and enhanced and that
19 opportunities for resident employment in and ownership of neighborhood-serving retail
20 establishments be enhanced. In addition, the Board hereby incorporates by reference and
21 adopts the findings set forth in Planning Code Section 303.1(a), which further support the
22 provision of non-Formula Retail micro-retail spaces in the Central SoMa Plan Area.

23 (c) Findings Regarding Privately-Owned Public Open Space (POPOS).

24 (1) Adequate open space is of vital importance to the desirability of downtown
25 and South of Market as a place to visit, work or shop.

1 (2) New non-residential development increases demands on the City's existing
2 limited parks, recreational facilities, and open spaces, contributing to overcrowding of those
3 facilities.

4 (3) Publicly-accessible open space and recreation facilities are essential to
5 creating and maintaining an attractive central business district and to generally create an
6 environment appealing for workers, shoppers, and visitors. The economic sustainability and
7 well-being of the City is dependent on the reputation of its commercial and visitor areas as
8 pleasant and amenity-filled. Businesses choose to locate in San Francisco because of its
9 balance of high-accessibility to other businesses and services and its livability. The skilled
10 and creative workforce sought by businesses growing in San Francisco values spending time
11 in an interesting and amenity-filled walkable urban environment. These spaces directly
12 enhance the economic value of the commercial properties themselves.

13 (4) New non-residential development increases the demand for parks,
14 recreational facilities, and open space. These amendments provide for open space
15 demanded as a result of new non-residential development. These amendments also provide
16 for a reduction in open space requirements where recreational and open space amenities are
17 provided by other means. Also, to ensure that these publicly accessible spaces mitigate the
18 impacts described above, truly supplement the public open space system, and provide
19 welcoming environments to all members of the public, indoor and upper-story spaces are
20 discouraged in favor of outdoor, street-level spaces, except where a specific recreational
21 amenity is provided that is necessarily indoors or the project location makes outdoor space
22 undesirable (e.g., adjacent to a freeway). Further, limited amounts of food and beverage
23 service retail are permitted in larger spaces created pursuant to this ordinance to ensure that
24 these spaces are active and attractive to workers, visitors, and shoppers, as well as provide
25 some revenue for the property owners.

1 (5) To ensure that the requirements of this ordinance provide sufficient flexibility
2 for project sponsors to address the context of their particular sites and address the impacts of
3 their developments, project sponsors are given options to meet the requirements other than
4 by setting aside space on their project sites. These options include (depending on zoning
5 district) provision of off-site open space and payment of fees in lieu of providing any space.
6 Reasonable geographic latitude is given in provision of off-site spaces. In-lieu fee amounts
7 are set based on the reasonably comparable costs of acquiring land in the area of the
8 development and improving the property to the same high standard of investment as would be
9 expected in a highly-trafficked public space in a high-density urban area (i.e., significantly
10 higher cost per square foot for more intensive amenity, hardscape, and engineering
11 investment than relatively cheaper expansive lawns and landscape areas common in less
12 dense more outlying neighborhoods). These in-lieu fees are based on costs identified in
13 Downtown San Francisco Park, Recreation, and Open Space Development Impact Fee
14 Nexus Study by Hausrath Economics from April 2012.

15 (6) The San Francisco Infrastructure Level of Service Analysis (2014) ("LOS
16 Analysis"), p. 22, concludes that four acres of open space are necessary for every 1,000
17 "Service Population Units." Each employee is equivalent to 0.19 "Service Population Units"
18 (Hausrath Economics Group, "Phoenix Park and EDU Factors Study," A Report to City of
19 Phoenix Planning Department, Sept. 1998, cited in San Francisco Citywide Nexus Analysis
20 (2014) at p. 14 n. 22.) Thus, every 1,000 additional employees creates a demand for 0.76
21 acres of open space ($4.0 \text{ acres}/1,000 \text{ employees} \times 0.19 = 0.76 \text{ acres}/1,000 \text{ workers}$).

22 (7) Development under the Central SoMa Plan is expected to add 8.5 million
23 gross square feet (gsf) of new non-residential building space, based on the Planning
24 Department's *Buildout Analysis for Central SoMa* (January 25, 2018).

1 (8) This 8.5 million gsf would result in approximately 40,000 jobs (assuming an
2 employment density of approximately 220 gsf per worker). ("Central SoMa Growth Allocation
3 by TAZ - August 2016.")

4 (9) Because, as noted above, every 1,000 additional employees creates a
5 demand for 0.76 acres of open space, the Central SoMa Plan would create demand for an
6 additional 30.4 acres of open space.

7 (10) The San Francisco Citywide Nexus Analysis (2014) ("Citywide Nexus
8 Analysis"), at p. 15, states that the cost to construct new open space is approximately \$10.3
9 million per acre. Therefore providing 30.4 acres of new open space in Central SoMa would
10 cost the City approximately \$313 million.

11 (11) Non-residential development projects in Central SoMa pay the Eastern
12 Neighborhoods Infrastructure Impact Fee (Fee), of which 6% is dedicated to open space. As
13 of 2018, the maximum Fee paid by non-residential uses was \$19.81 per gsf; 6% of which is
14 \$1.19 per gsf. As such, non-residential projects in Central SoMa are expected to generate
15 approximately \$10 million towards open space, leaving an unfunded portion of nearly \$300
16 million.

17 (12) The Central SoMa Plan POPOS program would yield approximately four
18 acres of open space, based on the proposed requirement of 1 gsf of POPOS for every 50 gsf
19 of non-residential development and the expectation of 8.5 million of gsf of non-residential
20 development. At a cost of \$10.3 million per acre, these four acres of POPOS would be the
21 equivalent of approximately \$40 million of additional open space fees.

22 (13) Therefore, expanding the POPOS requirement to the Central SoMa Plan
23 Area is an essential part of the City's overall strategy to meet the demand for open space
24 generated by new residents and workers.
25

1 (d) Findings Regarding the Establishment of Citizens Advisory Committees to Guide
2 Plan Implementation. Through the Eastern Neighborhoods planning process, the City
3 established the Eastern Neighborhoods Citizens Advisory Committee (CAC) to advise on the
4 implementation of the Eastern Neighborhoods Plans and community improvements
5 programming within the Central Waterfront, East SoMa, Western SoMa, Mission, and
6 Showplace Square/Potrero Hill areas. However, with the addition of the Central SoMa Area
7 Plan and its related implementation and community improvements programming, it is evident
8 that a single CAC can no longer provide the appropriate community input necessary to serve
9 these growing areas. The Board of Supervisors intends to revise the composition and
10 jurisdiction of the Eastern Neighborhoods CAC, such that it is split into two CACs, one which
11 serves the three SoMa Plan Areas (East SoMa, Central SoMa, and Western SoMa) and one
12 which serves the southern Plan Areas (Mission, Showplace Square/Potrero Hill, and Central
13 Waterfront). Any process of modifying existing and proposed CACs should incorporate
14 community input. Therefore it is the Board's intent to create a process which incorporates the
15 recommendations of neighborhood stakeholders and community members as they develop
16 the necessary details of restructuring these bodies.

17 (e) Findings Regarding Access to Good Jobs. While accommodating the growth of
18 jobs is important, it is just as important that these are jobs that pay a living wage. Many of the
19 office jobs in the technology sector and even the PDR jobs are certain to be good jobs,
20 particularly in that they pay well relative to education. However, it is important that the City
21 supports good jobs across all sectors, including construction workers, hotel workers, and
22 other professions. Therefore, it is the intent of the Board of Supervisors to develop a "Good
23 Jobs Policy" to help enable permanent jobs at good living wages with benefits within the future
24 development.

Section 3. The Administrative Code is hereby amended by revising Chapter 35, to read as follows:

CHAPTER 35: RESIDENTIAL, HOTEL, AND ~~INDUSTRIAL~~PDR COMPATIBILITY AND PROTECTION

SEC. 35.1. SHORT TITLE.

This Chapter 35 may be referred to as the Residential and ~~Industrial~~PDR Compatibility and Protection Ordinance.

SEC. 35.2. DECLARATION OF POLICY.

It shall be the policy of the City and County of San Francisco (City) to protect its existing and future ~~industrial businesses~~Production, Distribution, and Repair (PDR) Uses from potentially incompatible adjacent and nearby development provided that such ~~industrial~~Uses are conducted and maintained ~~in a manner consistent with proper and accepted customs and standards and~~ in accordance with all applicable federal, state, and local laws and regulations. The City ~~and County of San Francisco~~ encourages the use of best available control technologies and best management practices whenever possible to further reduce the potential for incompatibility with other uses, including residential.

Furthermore, it shall be the policy of the City ~~and County of San Francisco~~ to support the health, safety, and welfare of~~protect~~ the future residents of and overnight visitors to~~industrial~~Industrial, PDR, and mixed-use neighborhoods by providing for a notification process so that such residents and overnight visitors are made aware of some of the possible consequences of moving to or staying in an industrial or mixed use ~~such~~ neighborhoods and by ~~encouraging and, if possible,~~ requiring, features in any new residential or hotel construction designed to promote the compatibility of residential and hotel and adjacent or nearby ~~industrial~~ PDR uses.

1 **SEC. 35.3. DEFINITIONS.**

2 For the purposes of this Chapter 35, the following definitions shall apply.

3 ~~(a) "Adjacent Property" means all real property inside or within 150 feet of an Industrial Use~~
4 ~~Zoning District.~~

5 ~~(b) "Eligible IndustrialPDR Use" means any legally existing, including legally non-~~
6 ~~conforming, or future IndustrialPDR Use, conducted or maintained for industrialPDR purposes,~~
7 ~~in a manner consistent with proper and accepted customs and standards, as established and followed~~
8 ~~by similar industrialPDR uses in the same neighborhood if such uses exist, and~~ in accordance with all
9 applicable federal, state, and local laws and regulations.

10 "Hotel Use" is as defined in Planning Code Section 102.

11 ~~(c) "IndustrialPDR Use" means any industrial use as~~ as defined in the Planning Code
12 ~~Section 102, including, but not limited to, Automotive as defined in Planning Code Section 223, Animal~~
13 ~~Services as defined in Planning Code Section 224, Wholesaling, Storage, Distribution and Open Air~~
14 ~~Handling of Materials and Equipment as defined in Planning Code Section 225, Manufacturing and~~
15 ~~Processing as defined in Planning Code Section 226. Other Uses as defined in Planning Code Section~~
16 ~~227, and Light Manufacturing. Wholesale Sales, Storage as defined in Planning Code Section 890.54.~~
17 ~~Upon adoption of the permanent Eastern Neighborhoods Zoning Controls. "Industrial Use" shall also~~
18 ~~include Production, Design, and Repair Uses ("PDR Uses"), as defined in the zoning controls,~~
19 ~~including, but not limited to, Publishing, Audio/Visual, Arts, Fashion, Transport, Food/Event, Interior~~
20 ~~Design, Construction, Equipment, Motor Vehicles, and Other PDR uses.~~

21 ~~(d) "IndustrialPDR Use Zoning District" means a zoning district designated in Planning~~
22 ~~Code Section 201 as an Industrial District, Production Distribution Repair District, or Eastern~~
23 ~~Neighborhoods Mixed Use District~~ C-M (Heavy Commercial), M-1 (Light Industrial), M-2 (Heavy
24 Industrial), SPD (South Park), RSD (Residential/Service Mixed Use), SLR (Service/Light
25 Industrial/Residential Mixed Use), SLI (Service/Light Industrial), SSO (Service/Secondary Office), or

1 ~~MB-CI (Mission Bay Commercial Industrial). Upon adoption of the permanent Eastern Neighborhoods~~
2 ~~Zoning Controls, "Industrial Use Zoning District" shall also include a zoning district within the~~
3 ~~Eastern Neighborhoods Plan Area in which PDR is a principally permitted use, including, but not~~
4 ~~limited to, zoning districts designated PDR Zone, Employment and Business Development Zone, or~~
5 ~~Urban Mixed Use Zone.~~

6 "Property" means all real property inside a PDR Use Zoning District.

7 ~~(e) "Residential Use" is as defined in Planning Code Section 102 means the use of any real~~
8 ~~property as a dwelling unit or units, regardless of whether it is a primary residence.~~

9 ~~(f) "Transfer" means, but is not limited to, the following: sale or lease.~~

10 "Transferee" means a purchaser or lessee of all or any portion of a Property, and includes but
11 is not limited to the purchaser or lessee's partners, assigns, successors, representatives, and heirs.

12 "Transferee" shall not mean a guest at a Hotel or Motel.

13 "Transferor" means an owner of a Property who sells or leases all or any portion of the
14 structure to a Transferee, and includes but is not limited to the owner's partners, assigns, successors,
15 and representatives.

16 **SEC. 35.4. PROTECTION OF ~~INDUSTRIAL~~PDR USES.**

17 No Eligible ~~Industrial~~PDR Use shall be or become a public or private nuisance if the
18 PDR Use operates in compliance with the Municipal Code and state and federal law, and with the
19 terms of its permits~~due to any changed condition in Adjacent Property after the Industrial Use has been~~
20 ~~in operation for more than two years if it was not a nuisance at the time it was established.~~

21 **SEC. 35.5. EXEMPTIONS AND NONAPPLICATION.**

22 (a) The provisions of Section 35.4 shall not apply whenever a nuisance results from
23 the negligent, improper, or illegal operation of any ~~Industrial~~PDR Use.
24
25

(b) This Chapter 35 is not intended to super~~e~~cede or limit any other provisions of the Municipal Code with regard to the regulation and control of ~~Industrial~~PDR Uses, including, but not limited to, Article 11 of the Health and Safety Code.

* * * *

SEC. 35.6. NOTICE REQUIREMENTS FOR TRANSFER OF REAL PROPERTY FOR RESIDENTIAL USE.

(a) **Notice Requirement.** The ~~Transferor~~ of ~~Adjacent~~ Property for Residential Use or Hotel Use must provide notice to the ~~Transferee~~ as follows.

(1) **Timing of Disclosure.** For all transfers of ~~Adjacent~~ Property having any Residential Use or Hotel Use, the ~~Transferor~~ shall provide the disclosure described in ~~Subsection~~ 35.6(a)(2) on a written document. This notice shall be provided for a lease prior to the tenant(s) signing ~~at the~~ lease, or for a purchase agreement for the transfer of the ~~Adjacent~~ Property at the time required by California Civil Code Section 1102.3.

(2) ~~Disclosure~~**Contents of Disclosure Notice.** The disclosure shall include a citation to this Section 35.6, a copy of this Chapter 35 as is in effect when the disclosure notice is provided, and a written statement containing substantially the following language in at least 12-point font:

"DISCLOSURE OF ~~ADJACENT~~NEIGHBORING INDUSTRIALPDR USES

You are purchasing or leasing property in an area that permits Production, Distribution, and Repair (PDR) Uses, as defined in Planning Code Section 102~~that may be adjacent to an existing industrial use.~~ ~~Industrial~~PDR Uses may subject you to inconveniences or discomfort arising from ~~Industrial~~their operations, which may include, but are not limited to: noise, odors, dust, chemicals, smoke, operation of machinery, and loading and unloading operations, which may occur throughout the day and night. One or more of these types of inconveniences may occur even if the ~~industrial~~PDR Use is operating in conformance with existing laws and regulations

1 and locally accepted customs and standards for operations of such use. ~~If you live near~~
2 ~~industrial uses, you~~ You should be prepared to accept such inconveniences or discomfort as
3 normal and a necessary aspect of living in a neighborhood with mixed ~~industrial~~ PDR and
4 residential ~~Uses~~. A PDR Use shall not be considered a public or private nuisance if it operates in
5 compliance with the Municipal Code and state and federal law, and with the terms of its
6 permits ~~Transferor shall maintain a copy of this disclosure in the transferor's records for not less than~~
7 ~~two years, and a copy shall be provided to the City or the transferee upon request.~~"

8 (b) **Affidavit of Disclosure.**

9 (1) Contents of Affidavit. The ~~t~~Transferor shall make and sign, upon penalty of
10 perjury, an affidavit containing the following information, with appropriate terms to be inserted in
11 place of the bracketed language, as specified: stating that the transferor provided the disclosure
12 required by this Section and shall attach a copy of the notice actually provided; provided, however,
13 that the attachment need not also include a copy of the then-current text of this Chapter. This affidavit,
14 with the attached notice provided, shall be maintained in the transferor's records for not less than two
15 years, and a copy shall be provided to the City or the transferee upon request.

16 (A) the identities of the Transferor and any entity on whose behalf the
17 Transferor is acting;

18 (B) the identity of the Transferee;

19 (C) the address, including unit number, of the portion of the Project being
20 transferred;

21 (D) whether the Transfer is a sale or lease; and

22 (E) the following language:

23 "I have provided to the [purchaser or lessee] the disclosure required by San Francisco
24 Administrative Code Chapter 35. Attached is a true and correct copy of the notice provided to the
25 [purchaser or lessee].

1 I declare under penalty of perjury under the laws of the State of California that the foregoing is
2 true and correct. Executed on [date] in [city and state]."

3 (2) Affidavit Transmitted to the Planning Department. The Transferor shall transmit
4 to the Planning Department, by any means acceptable to the Planning Department, the affidavit and a
5 copy of the disclosure notice provided to each Transferee; provided however, that the attachment need
6 not also include a copy of the then-current text of this Chapter 35. This transmittal must occur within
7 90 days of the transfer. Upon request of the Transferee, the Transferor shall also provide a copy of this
8 affidavit, with an attached copy of the disclosure notice referenced in the affidavit, to the Transferee.

9 (3) Affidavits Available to the Public. Pursuant to state and local law, upon request,
10 the Planning Department shall provide a copy of the affidavit and attached notice to any member of the
11 public.

12 (4) Covenants, Conditions, and Restrictions for Condominium Projects. If the
13 Property will be subdivided into condominiums, the requirements of this Section 35.6(b) shall be
14 included as terms of the Covenants, Conditions, and Restrictions ("CC&Rs") that will be filed with the
15 State and that govern owners of the property. Upon request, a copy of the CC&Rs shall be provided to
16 the Planning Department.

17 * * * *

18 ~~(e) This Chapter shall not create any private right of action against the City. The City shall~~
19 ~~have no duty or liability based on any failure to achieve the disclosure required by this Chapter or~~
20 ~~based on the City's failure to prosecute.~~ Enforcement. The Planning Department shall enforce this
21 Section 35.6 through the application of Planning Code Sections 176 and 176.1.

22 **SEC. 35.7. PLANNING DEPARTMENT AND COMMISSION REVIEW OF**
23 **RESIDENTIAL PROJECTS.**

24 The Planning Department and Commission shall consider, among other
25 ~~considerations~~ factors, the compatibility of uses when approving Residential Uses and Hotel Uses

1 ~~in PDR Use Zoning Districts adjacent to or near existing Industrial Uses and to~~ shall take all
2 reasonably available means through the City's design review and approval processes to
3 ensure that the design of such new residential ~~and hotel~~ development projects is sensitive to
4 both the existing ~~and future Industrial PDR Uses in these Districts~~ and the future residents ~~and~~
5 ~~overnight visitors~~ of the new development. Such ~~considerations~~ factors may include, among
6 others:

- 7 (a) The proposed project's consistency with the Industrial Area Design Guidelines;
8 (b) The proposed project's overall design, acoustical treatment, and ventilation to
9 achieve interior noise levels and ventilation compatible with residential standards; and
10 (c) The location of non-habitable spaces or spaces such as closets, bathrooms,
11 kitchens, and/or landscaping so that such spaces may provide a buffer between the proposed
12 habitable residential areas and any common property line with ~~Industrial PDR~~ Uses.

13 **SEC. 35.8. SEVERABILITY.**

14 In the event that a court or agency of competent jurisdiction holds that a Federal or
15 State law, rule, or regulation invalidates any clause, sentence, paragraph, or section of this
16 Chapter 35 or the application thereof to any person or circumstances, it is the intent of the
17 Board of Supervisors that the court or agency sever such clause, sentence, paragraph, or
18 section ~~or application thereof~~ so that the remainder of this ~~ordinance~~ Chapter shall remain in
19 effect.

20 **SEC. 35.9. NO PRIVATE RIGHT OF ACTION AGAINST CITY.**

21 This Chapter 35 shall not create any private right of action against the City. The City shall have
22 no duty or liability based on any failure to achieve the disclosure required by this Chapter or based on
23 the City's failure to enforce or prosecute pursuant to this Chapter.
24
25

Section 4. The Planning Code is hereby amended by adding Sections 128.1, 132.4, 175.1, 249.78, 263.32, 263.33, 263.34, 413.7, 432, 433, 434, and 848; revising Sections 102, 124, 134, 135, 135.3, 138, 140, 145.1, 145.4, 151.1, 152, 152.1, 153, 155, 163, 169.3, 181, 182, 201, 206.4, 207.5, 208, 211.2, 249.36, 249.40, 249.45, 260, 261.1, 263, 270, 270.2, 303.1, 304, 307, 329, 401, 411A.3, 413.10, 415.3, 415.5, 415.7, 417.5, 418.7, 419, 419.6, 423.1, 423.2, 423.3, 423.5, 426, 427, 429.2, 603, 608.1, 802.1, 802.4, 803.3, 803.4, 803.5, 803.9, 809, 813, 825, 840, 841, 842, 843, 844, 845, 846, 847, 890.37, 890.116, and 890.124; and deleting Sections 263.11, 425, 802.5, 803.8, 815, 816, 817, and 818, to read as follows:

SEC. 102. DEFINITIONS.

* * * *

Floor Area, Gross. In Districts other than C-3, ~~CMUO~~the Central SoMa Special Use District, and the Van Ness Special Use District, the sum of the gross areas of the several floors of a building or buildings, measured from the exterior faces of exterior walls or from the centerlines of walls separating two buildings. Where columns are outside and separated from an exterior wall (curtain wall) that encloses the building space or are otherwise so arranged that the curtain wall is clearly separate from the structural members, the exterior face of the curtain wall shall be the line of measurement, and the area of the columns themselves at each floor shall also be counted.

In the C-3 and CMUO Central SoMa Districts and the Van Ness Special Use Districts, the sum of the gross areas of the several floors of a building or buildings, measured along the glass line at windows at a height of four feet above the finished floor and along a projected straight line parallel to the overall building wall plane connecting the ends of individual windows, provided, however, that such line shall not be inward of the interior face of the wall.

(a) Except as specifically excluded in this definition, "Gross Floor Area" shall include, but not be limited to, the following:

1 * * * *

2 (7) In districts other than the C-3 and CMUO Central SoMa Special Use
3 Districts, floor space in accessory buildings; and

4 (8) In the C-3 and CMUO Central SoMa Special Use Districts, any floor area
5 dedicated to accessory or non-accessory parking, except for bicycle parking, required
6 off-street loading, and accessory parking as specified in subsection (b)(7); and

7 * * * *

8 (b) "Gross Floor Area" shall not include the following:

9 * * * *

10 (4) Mechanical equipment, appurtenances, and areas necessary to the
11 operation or maintenance of the building itself (A) if located at an intermediate story of the
12 building and forming a complete floor level; or (B) in the C-3 and CMUO Central SoMa Special
13 Use Districts, if located on a number of intermediate stories occupying less than a full floor
14 level, provided that the mechanical equipment, appurtenances, and areas are permanently
15 separated from occupied floor areas and in aggregate area do not exceed the area of an
16 average floor as determined by the Zoning Administrator;

17 * * * *

18 (7) In C-3 and CMUO Districts, floor space dedicated to parking which does not
19 exceed the amount principally permitted as accessory, and is located underground.

20 * * * *

21 (13) Ground floor area in the C-3-O, C-3-O(SD), C-3-S, C-3-S(SU), ~~and~~ and C-
22 3-G Districts and CMUO in the Central SoMa Special Use Districts devoted to building or
23 pedestrian circulation and building service;

24 * * * *

1 (16) Floor area in C-3, ~~South of Market Mixed Use Districts,~~ and Eastern
2 Neighborhoods Mixed Use Districts devoted to child care facilities, provided that:

3 (A) Allowable indoor space is no less than 3,000 square feet and no
4 more than 6,000 square feet, ~~and;~~

5 (B) The facilities are made available rent free, ~~and;~~

6 (C) Adequate outdoor space is provided adjacent, or easily accessible, to
7 the facility. Spaces such as atriums, rooftops, or public parks may be used if they meet
8 licensing requirements for child care facilities; ~~and~~

9 (D) The space is used for child care for the life of the building as long as
10 there is a demonstrated need. No change in use shall occur without a finding by the Planning
11 Commission that there is a lack of need for child care and that the space will be used for a
12 facility described in ~~S~~subsection (b)(17) below dealing with cultural, educational, recreational,
13 religious, or social service facilities;

14 (17) Floor area in C-3, ~~South of Market Mixed Use Districts,~~ and Eastern
15 Neighborhoods Mixed Use Districts permanently devoted to cultural, educational, recreational,
16 religious, or social service facilities available to the general public at no cost or at a fee
17 covering actual operating expenses, provided that such facilities are:

18 (A) Owned and operated by a nonprofit corporation or institution; or

19 (B) Are made available rent free for occupancy only by nonprofit
20 corporations or institutions for such functions. Building area subject to this ~~S~~subsection shall
21 be counted as Occupied Floor Area, except as provided in ~~S~~subsections(a) through (f) in the
22 definition for Floor Area, Occupied, for the purpose of calculating the freight loading
23 requirements for the project;

24 * * * *

25 **SEC. 124. BASIC FLOOR AREA RATIO.**

(a) Except as provided in ~~S~~subsections (b), (c), (d), (e), and (l) of this Section 124, the basic Floor Area Ratio limits specified in the Zoning Control Table for the district in which the lot is located, or in Table 124 below, shall apply to each building or development in the districts indicated.

TABLE 124	
BASIC FLOOR AREA RATIO LIMITS	
District	Basic Floor Area Ratio Limit
* * * *	
RSD , SPD, NC-1, NCT-1, NC-S	1.8 to 1
Haight	
Inner Clement	
Inner Sunset	
North Beach	
Outer Clement	
Sacramento	
24th Street-Noe Valley	
West Portal	
* * * *	
SLR , SLI	2.5 to 1

SSO and in a 40 or 50 foot height district	3.0 to 1
SSO and in a 65 or 80 foot height district	4.0 to 1
SSO and in a 130 foot height district	4.5 to 1
* * * *	

* * * *

(j) Within ~~the any RSD, SPD, SLR, SLI or SSO~~ District, Live/Work Units constructed above the floor area ratio limits in Section 102 (Floor Area Ratio, subsection (b)(19)) of this Code shall be subject to the following conditions and standards:

(1) Considering all Dwelling Units and all Live/Work Units on the lot, existing and to be constructed, there shall be no more than one Live/Work Unit and/or Dwelling Unit per 200 square feet of lot area, ~~except that, for projects in the RSD District which will exceed 40 feet in height, and therefore are required to obtain conditional use approval, the allowable density for Dwelling Units and Live/Work Units shall be established as part of the conditional use determination;~~ and

* * * *

SEC. 128.1. TRANSFER OF DEVELOPMENT RIGHTS IN THE CENTRAL SOMA SPECIAL USE DISTRICT.

(a) Purpose. *The purpose of this Section is to use Transferable Development Rights to facilitate the economic viability of buildings that are of civic importance, that are not built to their full development potential, and that are within the Central SoMa Special Use District, established in Section 249.78.*

(b) Definitions.

"Development Lot." *A lot within the Central SoMa Special Use District to which Transferable Development Rights may be transferred. The Development Lot shall not include any*

1 land dedicated to the City for affordable housing pursuant to Section 249.78 or for publicly-
2 owned parks or publicly-owned recreation centers.

3 "Preservation Lot." A parcel of land within the Central SoMa Special Use District on
4 which exists (1) a Significant or Contributory Building, as designated pursuant to Article 11 of this
5 Code; or (2) a structure designated as an individual landmark or as contributory to a historic district
6 designated pursuant to Article 10 of this Code. The boundaries of the Preservation Lot shall be the
7 boundaries of the Assessor's Lot on which the building is located at the time the ordinance making the
8 designation is adopted, unless boundaries are otherwise specified in that ordinance.

9 "Transfer Lot." A lot within the Central SoMa Special Use District from which
10 Transferable Development Rights may be transferred.

11 "Transferable Development Rights (TDR)." Units of allowable Gross Floor Area that
12 may be transferred, pursuant to the provisions of this Section and Article 11 of this Code, from a
13 Transfer Lot to increase the allowable Gross Floor Area of a development on a Development Lot.

14 "Unit of TDR." One unit of TDR is one square foot of Gross Floor Area.

15 (c) Applicability. TDR may be transferred from a Transfer Lot to a Development Lot, subject
16 to the requirements set forth in this Section 128.1.

17 (1) The maximum TDR available for transfer from a Transfer Lot consists of the
18 difference between the allowable Gross Floor Area on the Transfer Lot and the actual Gross Floor
19 Area of the development located on the Transfer Lot. For purposes of this Section, the allowable Gross
20 Floor Area of the Transfer Lot is as follows:

21 (A) 3.0 Floor Area Ratio for projects in height districts of 40 to 49 feet;

22 (B) 4.0 Floor Area Ratio for projects in height districts of 50 to 59 feet;

23 (C) 5.0 Floor Area Ratio for projects in height districts of 60 to 69 feet;

24 (D) 6.0 Floor Area Ratio for projects in height districts of 70 to 85 feet; and

25 (E) 7.5 Floor Area Ratio for projects in height districts over 85 feet.

1 (2) TDR may not be transferred for use on any lot on which there is a Significant or
2 Contributory building designated pursuant to Article 11 or any building designated pursuant to Article
3 10; provided that this restriction shall not apply if the Historic Preservation Commission finds that the
4 additional space resulting from the transfer of TDR is essential to make economically feasible the
5 reinforcement of a Significant or Contributory building designated pursuant to Article 11 to meet the
6 standards for seismic loads and forces of the Building Code, in which case TDR may be transferred for
7 that purpose, provided that the project sponsor has satisfied all other requirements of this Section and
8 Article 11, including but not limited to the requirements of Sections 1111 through 1111.6.

9 (3) Notwithstanding any other provision of this Section 128.1, development on a
10 Development Lot is limited by the provisions of this Code, other than those on floor area ratio,
11 governing the approval of projects, including but not limited to the requirements relating to height,
12 bulk, setback, sunlight access, and separation between towers, and any limitations imposed pursuant to
13 Section 329 review applicable to the Development Lot.

14 (d) Controls. The transfer of TDR shall be allowed only under the following circumstances:

15 (1) The Transfer Lot is a Preservation Lot or consists of a building all of the housing
16 units of which are Affordable Housing Units as defined in Section 401.

17 (2) The purchaser of the TDR is a Development Lot as defined in Section 128 and
18 128.1.

19 (e) Additional Requirements. Projects transferring TDR pursuant to this Section 128.1 are
20 subject to the requirements of Planning Code Section 128(e) through (l).

21 **SEC. 132.4. SETBACKS, STREETWALL ARTICULATION, AND TOWER SEPARATION**
22 **IN THE CENTRAL SOMA SPECIAL USE DISTRICT.**

23 (a) Purpose. The controls in this Section 132.4 are intended to ensure that new buildings in the
24 Central SoMa Special Use District contribute to the activation, safety, and dynamism of the
25

1 neighborhood, help create a strong urban room, and facilitate a substantial amount of light and air to
2 the neighborhood's major streets.

3 (b) Definitions. The definitions of Section 102 shall apply, as well as the following additional
4 definitions.

5 "Mid-Rise Building." A building above 85 feet and up to 160 feet in Height.

6 "Mid-Rise Portion." The portion of a Mid-Rise Building above 85 feet in Height.

7 "Separation." The distance, measured horizontally, between the outside surfaces of the
8 exterior walls of the subject buildings.

9 "Tower." Any building taller than 160 feet in Height.

10 "Tower Portion." The portion of a Tower above 85 feet in Height.

11 (c) Applicability. The controls in this Section 132.4 apply within the Central SoMa Special Use
12 District, established in Section 249.78.

13 (d) Controls.

14 (1) Streetwall.

15 (A) Requirements. Buildings shall be built up to the street- or alley-facing
16 property line up to 65 feet in Height, subject to the controls of Section 261.1 as applicable, except as
17 provided in subsection (B) below.

18 (B) Permitted Streetwall Setbacks. Notwithstanding the requirements of
19 subsection (A), any building may be recessed from the property line as follows:

20 (i) To the extent necessary to accommodate any setback required by this
21 Code;

22 (ii) For portions of residential buildings with walk-up dwelling units that
23 have setbacks in accordance with the Ground Floor Residential Guidelines;

24 (iii) For publicly-accessible open space built pursuant to the
25 requirements of Section 138; or

1 (iv) For building façade architectural articulation and modulation up to
2 a maximum depth of 58 feet.

3 (2) Setbacks.

4 (A) For Mid-Rise Buildings in the CS Bulk District, as defined in Section 270(h),
5 the following requirements apply:

6 (i) Along all street- and alley-facing property lines, a 15-foot setback is
7 required for the Mid-Rise Portion for at least 60 percent of the frontage length. This setback may be
8 reduced for obstructions permitted by Section 136;

9 (ii) Along all interior property lines, a 15-foot setback is required for the
10 Mid-Rise Portion for the entire frontage. This setback may be reduced for obstructions permitted
11 according to Section 136.

12 (B) For Towers in the CS Bulk District, along all property lines, a 15-foot
13 setback is required for the Tower Portion for the entire frontage. This setback may be reduced for
14 obstructions permitted according to Section 136.

15 (C) Along 4th Street between Bryant Street and Townsend Street, building
16 facades on new development shall be set back from the street-facing property line by a minimum depth
17 of five feet to a minimum height of 25 feet above sidewalk grade. This setback shall be designed as an
18 extension of the sidewalk, free of columns or other obstructions, except as allowed according to Section
19 136, and shall generally be available to the public at all times for pedestrian circulation.

20 (3) Building Separation.

21 (A) The Tower Portion of a project shall have a horizontal separation of at least
22 115 feet from the Tower Portion of any other Tower.

23 (B) Through the procedures of Section 329, the Planning Commission may
24 reduce the separation required under subsection (A) if it finds that a Tower project meets all of the
25 following criteria:

1 (i) The Tower Portion of the project has, at a minimum, a horizontal
2 separation of at least 85 feet from the Tower Portion of any other Tower;

3 (ii) The maximum floor area of any floor of the Tower Portion of the
4 project is no more than 10,000 gross square feet;

5 (iii) The maximum height of the uppermost building element or mass,
6 occupied or unoccupied, of the Tower has a difference of at least 50 feet in Height from the maximum
7 height of the uppermost element of any other Tower within 115 feet of horizontal distance; and

8 (iv) The Tower Portion of the project is designed so as to maximize
9 apparent distance and architectural differentiation from any other nearby Tower.

10 (C) The Tower Portion of a project shall have a horizontal separation of at least
11 30 feet from any Mid-Rise Portion on the same development lot, except that a bridge between the
12 Tower Portion and the Mid-Rise Portion may be permissible up to a height of 130 feet if the bridge is
13 no more than one story in height, is set back a minimum of 15 feet from any property line, and is
14 visually subordinate to the buildings it connects.

15 (D) Any development containing both a Tower Portion and Mid-Rise Portion
16 shall be designed to emphasize a visual distinction between the Tower and Mid-Rise Portions as
17 separate structures.

18 * * * *

19 **SEC. 134. REAR YARDS, R, NC, C, SPD, M, MUG, WMUG, MUO, MUR, UMU, RED,**
20 **AND RED-MX, RSD, SLR, SLI AND SSO DISTRICTS.**

21 The rear yard requirements established by this Section 134 shall apply to every
22 building in the districts listed below. To the extent that these provisions are inconsistent with
23 any Special Use District or Residential Character District, the provisions of the Special Use
24 District or Residential Character District shall apply. These requirements are intended to
25 assure the protection and continuation of established midblock, landscaped open spaces, and

1 maintenance of a scale of development appropriate to each district, consistent with the
2 location of adjacent buildings.

3 (a) **Basic Requirements.** The basic rear yard requirements shall be as follows for the
4 districts indicated:

5 (1) **RH-1(D), RH-1, RH-1(S), RM-3, RM-4, RC-3, RC-4, NC Districts other**
6 **than the Pacific Avenue NC District, C, M, MUG, WMUG, MUO, MUR, UMU, RED, RED-**
7 **MX, and SPD, ~~RSD, SLR, SLI and SSO~~ Districts.** The minimum rear yard depth shall be equal
8 to 25% of the total depth of the lot on which the building is situated, but in no case less than
9 15 feet. For buildings containing only SRO Units in the ~~South of Market Mixed Use and~~ Eastern
10 Neighborhoods Mixed Use Districts, the minimum rear yard depth shall be equal to 25% of the
11 total depth of the lot on which the building is situated, but the required rear yard of SRO
12 buildings not exceeding a height of 65 feet shall be reduced in specific situations as described
13 in ~~S~~subsection (c) below.

14 * * * *

15 (C) **RC-3, RC-4, NC-3, NCT-3, Broadway, Fillmore Street NCT, Hayes-**
16 **Gough NCT, Japantown, SoMa NCT, Mission Street NCT, Polk Street, Pacific Avenue, C,**
17 **M, SPD, ~~RSD, SLR, SLI, SSO~~, MUR, MUG, MUO, and UMU Districts.** Rear yards shall be
18 provided at the lowest story containing a Dwelling Unit, and at each succeeding level or story
19 of the building. In the Hayes-Gough NCT, lots fronting the east side of Octavia Boulevard
20 between Linden and Market Streets (Central Freeway Parcels L, M, N, R, S, T, U, and V) are
21 not required to provide rear yards at any level of the building, provided that the project fully
22 meets the usable open space requirement for Dwelling Units ~~per~~ pursuant to Section 135 of
23 this Code, the exposure requirements of Section 140, and gives adequate architectural
24 consideration to the light and air needs of adjacent buildings given the constraints of the
25 project site.

1 * * * *

2 (c) **Reduction of Requirements in RH-2, RH-3, RTO, RTO-M, RM-1, and RM-2**
3 **Districts.** The rear yard requirement stated in *Paragraph subsection* (a)(2) above and as stated
4 in *Paragraph subsection* (a)(1) above for SRO buildings located in *either the South of Market*
5 *Mixed Use or the* Eastern Neighborhoods Mixed Use Districts not exceeding a height of 65 feet,
6 shall be reduced in specific situations as described in this ~~S~~subsection (c), based upon
7 conditions on adjacent lots. Except for those SRO buildings referenced above in this
8 paragraph whose rear yard can be reduced in the circumstances described in ~~S~~subsection (c)
9 to a 15-foot minimum, under no circumstances, shall the minimum rear yard be thus reduced
10 to less than a depth equal to 25 percent of the total depth of the lot on which the building is
11 situated, or to less than 15 feet, whichever is greater.

12 * * * *

13 **SEC. 135. USABLE OPEN SPACE FOR DWELLING UNITS AND GROUP**
14 **HOUSING, R, NC, MIXED USE, C, AND M DISTRICTS.**

15 Except as provided in Sections 134.1, 172, and 188 of this Code, usable open space
16 shall be provided for each dwelling and each group housing structure in R, NC, C, Mixed Use,
17 and M Districts according to the standards set forth in this Section 135 unless otherwise
18 specified in specific district controls elsewhere in this Code.

19 * * * *

20 (d) **Amount Required.** Usable open space shall be provided for each building in the
21 amounts specified herein and in Tables 135A and B for the district in which the building is
22 located; provided, however, that in the Downtown Residential (DTR) Districts, open space
23 shall be provided in the amounts specified in Section 825 of this Code.

24 In Neighborhood Commercial Districts, the amount of usable open space to be
25 provided shall be the amount required in the nearest Residential District, but the minimum

amount of open space required shall be in no case greater than the amount set forth in Table 135A for the district in which the building is located. The distance to each Residential District shall be measured from the midpoint of the front lot line or from a point directly across the street therefrom, whichever requires less open space.

* * * *

(5) Eastern Neighborhoods Mixed Use Districts.

(A) Minimum amount.

(i) Dwelling units, excluding SRO dwelling units. The minimum amount of usable open space to be provided for use by each dwelling unit shall be as specified in Table 135B.

(ii) ~~For group housing structures and, including~~ SRO dwelling units. ~~The~~ The minimum amount of usable open space provided for use by each bedroom shall be one-third the amount required for a dwelling unit as specified in Table 135B.

(B) Compliance.

(i) Privately-owned public open space. Usable open space requirements in these areas may be fulfilled by providing privately-owned public open space as specified in Table 135B.

(ii) Towers in the ~~CMUO~~ Central SoMa Special Use District.
Residential developments taller than 160 feet shall provide on-site at least 36 square feet per unit or bedroom of the open space requirement of Table 135B. Any additional open space required pursuant to Table 135B may be satisfied through payment of the fee established in Section 427.

(iii) Payment in case of Variance or exception. Projects granted a usable open space Variance pursuant to Section 305 or an exception through Section 329 shall pay the fee established in Section 427 for each square foot of useable open space not provided.

* * * *

TABLE 135 A		
MINIMUM USABLE OPEN SPACE FOR DWELLING UNITS AND GROUP HOUSING		
OUTSIDE THE EASTERN NEIGHBORHOODS MIXED USE DISTRICT		
District	Square Feet Of Usable Open Space Required For <u>for</u> Each Dwelling Unit If All Private	Ratio of Common Usable Open Space That May Be Substituted for Private
* * * *		
C-3, C-M, SLR, SLI, SSO , M-1, M-2	36	1.33
* * * *		

* * * *

(h) **Publicly-Accessible Usable Open Space Standards.** In DTR Districts and the Eastern Neighborhoods Mixed Use Districts, some or all of the usable open space requirements may be fulfilled by providing privately-owned public open space. Any space credited as publicly-accessible usable open space, where permitted or required by this Code, shall meet the following standards:

(1) **Types of Open Space.** Open space shall be of one or more of the following types:

(A) An unenclosed park or garden at street grade or following the natural topography, including improvements to hillsides or other unimproved public areas;

(B) An unenclosed plaza at street grade, with seating areas and landscaping and no more than 10 percent of the total floor area devoted to facilities for food or beverage service, exclusive of seating areas as regulated in Section 138(d)(5);

1 (C) An unenclosed pedestrian pathway which complies with the
2 standards of Section 270.2 and which is consistent with applicable design guidelines.

3 (D) Streetscape improvements with landscaping and pedestrian
4 amenities that result in additional pedestrian space beyond the pre-existing sidewalk width
5 and conform to the Better Streets Plan and any other applicable neighborhood streetscape
6 plans *perpursuant to* Section 138.1 or other related policies such as those associated with
7 sidewalk widenings or building setbacks, other than those intended by design for the use of
8 individual ground floor residential units; and

9 (2) **Standards of Open Space.** Open space shall meet the standards
10 described in Section 138(d)~~(1) through (11) of this Code.~~

11 (3) **Maintenance.** Maintenance requirements for open space in these areas are
12 subject to Section 138(h) of this Code.

13 (4) **Informational Plaque.** Signage requirements for open space in these areas
14 are subject to Section 138(i) of this Code.

15 (5) **Open Space Provider.** Requirements regarding how to provide and
16 maintain open space are subject to Section 138(f) of this Code.

17 (6) **Approval of Open Space Type and Features.** Approval of open space in
18 these areas is subject to requirements of Section 138(d) of this Code.

19 * * * *

20 **SEC. 135.3. USABLE OPEN SPACE FOR USES OTHER THAN DWELLING UNITS,**
21 **GROUP HOUSING AND LIVE/WORK UNITS WITHIN THE ~~SOUTH OF MARKET,~~ EASTERN**
22 **NEIGHBORHOODS MIXED USE, AND DTR DISTRICTS.**

23 (a) **Amount of Open Space Required.** All newly constructed structures, all structures
24 to which ~~gross floor area~~Gross Floor Area equal to 20%~~percent~~ or more of existing ~~gross floor~~
25 ~~area~~Gross Floor Area is added, and all structures in the ~~SSO and~~ Eastern Neighborhoods Mixed

Use Districts within which floor area is converted to office use other than office use accessory to a non-office use shall provide and maintain usable open space for that part of the new, additional or converted square footage which is not subject to Sections 135.1 and 135.2 as follows:

MINIMUM USABLE OPEN SPACE REQUIREMENTS FOR USES OTHER THAN DWELLING UNITS, GROUP HOUSING AND LIVE/WORK UNITS IN THE ~~SOUTH OF MARKET~~, EASTERN NEIGHBORHOODS MIXED USE, AND DTR DISTRICTS

Use	Square Feet of Useable Open Space Required
* * * *	
Manufacturing and light industrial, storage without distribution facilities, and like uses in the South of Market Mixed Use Districts	1 sq. ft. per 120 gross sq. ft. of occupied floor area of new or added square footage
* * * *	
Office uses, as defined in 890.70, in the South of Market Mixed Use Districts	1 sq. ft. per 90 sq. ft. of occupied floor area of new, converted or added square footage
* * * *	

* * * *

(2) **Eastern Neighborhoods Mixed Use Districts.** In the Eastern Neighborhoods Mixed Use Districts, the open space requirements of this Section 135.3 may be fulfilled by providing privately-owned public open space. Such open space is subject to the following:

(A) The amount of open space required pursuant to Table 135.3 may be reduced by 33% percent if it is publicly accessible usable open space.

1 (B) Publicly accessible usable open space is required to meet all
2 requirements specified in Section 135(h) of this Code.

3 (C) Up to 50%~~percent~~ of the publicly accessible open space may be
4 provided off-site, subject to Section 329 ~~of this Code~~ for projects to which that Section applies
5 and Section 307(h) for other projects. Any such space shall meet the publicly accessible open
6 space standards set forth in Section 135(h) and be provided within 800 feet of the project. The
7 publicly accessible off-site usable open space shall be constructed, completed, and ready for
8 use no later than the project itself, and shall receive its Certificate of Final Completion from
9 the Department of Building Inspection prior to the issuance of any Certificate of Final
10 Completion or Temporary Certificate of Occupancy for the project itself. This subsection (C)
11 shall not apply to projects in the ~~CMUO~~Central SoMa Special Use District, and instead such
12 projects shall comply with Section 138.

13 * * * *

14 **SEC. 138. PRIVATELY-OWNED PUBLIC OPEN SPACE (POPOS) REQUIREMENTS**
15 **IN C-3 DISTRICTS.**

16 (a) ~~Requirement-Applicability.~~ The following projects shall provide open space in the amount
17 and in accordance with the standards set forth in this Section:

18 (1) In C-3 Districts, any project proposing new construction of ~~An applicant for a~~
19 ~~permit to construct a new~~ a Non-Residential building or an addition of Gross Floor Area equal to
20 20 percent or more of an existing Non-Residential building ~~(hereinafter "building").~~ Institutional
21 uses in C-3 Districts are exempt from the requirements of this Section 138. ~~in C-3 Districts shall provide~~
22 ~~open space in the amount and in accordance with the standards set forth in this Section. All~~
23 ~~determinations concerning the adequacy of the amount of open space to be provided and its compliance~~
24 ~~with the requirements of this Section shall be made in accordance with the provisions of Section 309.~~

(2) ~~In the CMUO~~ Central SoMa Special Use District, any project proposing new construction or an addition of 50,000 gross square feet or more of Non-Residential use. Retail, Institutional, and PDR uses in the CMUO Central SoMa Special Use District are exempt from the requirements of this Section 138.

(b) **Amount Required.** ~~Except in the C-3-O(SD) District, o~~Open space shall be provided in the amounts specified ~~in Table 138 below for all uses except (i) Residential Uses, which shall be governed by Section 135 of this Code and (ii) Institutional Uses.~~

Table 138

Minimum Amount of Open Space Required	
Use District	Ratio of Square Feet of Open Space to Gross Floor Area With Open Space Requirement
C-3-O	1:50
C-3-R	1:100
C-3-G	1:50
C-3-S	1:50
C-3-O (SD)	1:50
<u>CMUO</u> <u>Central</u> <u>SoMa Special</u> <u>Use District</u>	<u>1:50; however, every square foot of the following amenities shall count as 1.33 square feet towards meeting the requirements of this Section: (1) playgrounds; (2) community gardens; (3) sport courts; and (4) dog runs.</u>

(c) **Location.** The open space required by this Section may be on the same site as the ~~building~~project for which the permit is sought, or within 900 feet of it on either private property or, with the approval of all relevant public agencies, public property, provided that all open space required by this Section for a project within the C-3 District shall ~~must~~ be located

1 entirely within the C-3 District. Projects within the CMUOCentral SoMa Special Use District may
2 provide the open space required by this Section within one-half mile of the project if the required open
3 space is on publicly-owned land underneath or adjacent to the I-80 freeway. Open space is within
4 900 feet of the building for which the permit is sought within the meaning of this Section if any
5 portion of the buildingproject is located within 900 feet of any portion of the open space. Off-
6 site open space shall be developed and open for use prior to issuance of a first certificate of
7 occupancy, as defined in Section 401 of this Code, of the buildingproject whose open space
8 requirement is being met off-site. Failure to comply with the requirements of this subsection
9 shall be grounds for enforcement under this Code, including but not limited to the provisions of
10 Sections 176 and 176.1.

11 (d) **Types and Standards of Open Space.**

12 (1) C-3 Districts. In C-3 Districts, ~~Except~~ as otherwise provided in ~~§~~subsection
13 (e), the project ~~applicant~~ may satisfy the requirements of this Section by providing one or more
14 of the following types of open space: A plaza, an urban park, an urban garden, a view terrace,
15 a sun terrace, a greenhouse, a small sitting area (a "snippet"), an atrium, an indoor park, or a
16 public sitting area in a galleria, in an arcade, in a public street or alley, or in a pedestrian mall
17 or walkway, as more particularly defined in the table entitled "Guidelines for Open Space" in
18 the Open Space Section of the Downtown Plan, or any amendments thereto, provided that the
19 open space meets the following minimum standards. The open space shall:

20 (1A) Be of adequate size;

21 (2B) Be situated in such locations and provide such ingress and egress
22 as will make the area easily accessible to the general public;

23 (3C) Be well-designed, and where appropriate, be landscaped;

24 (4D) Be protected from uncomfortable wind;
25

1 (~~5E~~) Incorporate various features, including ample seating and, if
2 appropriate, access to food service, which will enhance public use of the area;

3 (~~6F~~) Have adequate access to sunlight if sunlight access is appropriate
4 to the type of area;

5 (~~7G~~) Be well-lighted if the area is of the type requiring artificial
6 illumination;

7 (~~8H~~) Be open to the public at times when it is reasonable to expect
8 substantial public use;

9 (~~9I~~) Be designed to enhance user safety and security;

10 (~~10J~~) If the open space is on private property, provide toilet facilities open
11 to the public; and

12 (~~11K~~) Have at least 75 percent of the total open space approved be open
13 to the public during all daylight hours.

14 ~~(2) CMUO~~**Central SoMa Special Use District. In the CMUO Central SoMa**
15 **Special Use District, a project shall satisfy the requirements listed below, as well as the approval**
16 **process described in subsection (e):**

17 ~~(A)~~ Projects shall meet the minimum standards of subsection (d)(1).

18 ~~(B)~~ Projects may provide open spaces outdoors or indoors, or may pay the in-
19 lieu fee as set forth in Section 4276 and subject to Commission review pursuant to (e) below, except
20 that development on sites of 40,000 square feet or more and located south of Bryant Street shall
21 provide the required open space outdoors and may not pay an in-lieu fee.

22 ~~(C)~~ All open space provided shall be at street grade up to an amount that equals
23 15 percent of the lot area. Any additional required open space may be provided above street grade.

24 ~~(D)~~ All open space shall be publicly accessible, at a minimum, from 7AM to
25 6PM every day.

1 (E) All outdoor open space provided at street grade, except space provided
2 underneath the I-80 freeway, shall meet the following requirements:

3 (i) The open space shall be open to the sky, except for obstructions
4 permitted by Section 136 and up to 10% of space that may be covered by a cantilevered portion
5 of the building if the space has a minimum height of 20 feet;

6 (ii) Any buildings on the subject property that directly abut the open
7 space shall meet the active space requirements of Section 145.1; and

8 (iii) The open space shall be maximally landscaped with plantings on
9 horizontal and vertical surfaces, subject to the appropriate design for circulation routes and any
10 recreational or public amenities provided.

11 (F) All indoor open spaces provided at street grade shall:

12 (i) Have a minimum area of 2,500 square feet;

13 (ii) Have a minimum floor-to-ceiling height of 20 feet for at least 75%
14 of the space;

15 (iii) Provide openings directly to a sidewalk or other publicly-accessible
16 outdoor space and, weather permitting, be accessible without the need to open doors;

17 (iv) Be situated, designed, and programmed distinctly from building
18 lobbies or other private entrances to the building;

19 (G) All spaces shall include at least one publicly-accessible potable water
20 source convenient for drinking and filling of water bottles.

21 (H) Any food service area provided in the required open space shall occupy no
22 more than 20% of the open space;

23 (I) Any restaurant seating shall not take up more than 20% of the seating and
24 tables provided in the required open space; and

25 (J) All spaces shall facilitate three-stream waste sorting and collection.

1 (e) **Approval of Open Space Type and Features.**

2 (1) In C-3 Districts, the type, size, location, physical access, seating and table
3 requirements, landscaping, availability of commercial services, sunlight and wind conditions
4 and hours of public access shall be reviewed and approved in accordance with the provisions
5 of Section 309, and shall generally conform to the "Guidelines for Open Space" in the Open
6 Space Section of the Downtown Plan, or any amendments thereto.

7 The Commission may, by resolution, declare certain types of open space ineligible to
8 meet the requirements of this Section 138, either throughout C-3 Districts; or in certain defined
9 areas, if it determines that a disproportionate number of certain types of open space; or ~~that~~
10 an insufficient number of parks and plazas; is being provided ~~in order~~ to meet the public need
11 for open space and recreational uses. Such resolution may exempt from its application
12 projects whose permit applications are on file with the Planning Department.

13 Over time, no more than 20 percent of POPOS in the space provided under this Section
14 ~~138C-3 Districts~~ shall be indoor space and at least 80 percent shall be outdoor space. Once an
15 indoor space has been approved, another such feature may not be approved until the total
16 square footage of outdoor open space features approved under this ~~subsection~~Section exceeds
17 80 percent of the total square footage of all open spaces approved under this
18 ~~subsection~~Section.

19 (2) In the CMUO Central SoMa Special Use District, all determinations concerning
20 the adequacy of the location, amount, amenities, design, and implementation of open space required by
21 this Section shall be made in accordance with the provisions of Section 329 and subsection (d(2)).
22 above. As part of this determination, the Planning Commission shall consider the ability of the open
23 space to meet the open space, greening, and community needs of the neighborhood, as follows:

24 (A) Location. The provision of outdoor space, including off-site, should be
25 given preference over the provision of indoor space and/or the payment of the in-lieu fee. The

1 Commission may approve the provision of indoor space and/or the payment of the in-lieu fee only
2 where the provision of outdoor space would:

3 (i) Be subject to substantially negative or unpleasant environmental
4 conditions, such as noise, wind, or lack of access to direct sunlight; and/or

5 (ii) Where provision of the open space outdoors would substantially
6 degrade the street wall or otherwise undermine the pedestrian experience.

7 (B) Amenities. The type of amenities provided shall take into consideration and
8 complement the amenities currently and foreseeably provided in nearby publicly-accessible open
9 spaces and recreational facilities, both publicly and privately owned, with a preference given to
10 provision of amenities and types of spaces lacking or over-utilized in the area.

11 * * * *

12 **SEC. 140. ALL DWELLING UNITS IN ALL USE DISTRICTS TO FACE ON AN OPEN**
13 **AREA.**

14 **(a) Requirements for Dwelling Units.** ~~With the exception of Dwelling Units in SRO~~
15 ~~buildings in the South of Market Mixed Use Districts, i~~In each Dwelling Unit in any use district, the
16 required windows (as defined by Section 504 of the San Francisco Housing Code) of at least
17 one room that meets the 120-square-foot minimum superficial floor area requirement of
18 Section 503 of the Housing Code shall face directly onto an open area of one of the following
19 types:

20 (1) A public street, public alley at least 20 feet in width, side yard at least 25 feet
21 in width, or rear yard meeting the requirements of this Code; provided, that if such windows
22 are on an outer court whose width is less than 25 feet, the depth of such court shall be no
23 greater than its width; or

24 (2) An open area (whether an inner court or a space between separate
25 buildings on the same lot) which is unobstructed (except for fire escapes not projecting more

1 than necessary for safety and in no case more than four feet six inches, chimneys, and those
2 obstructions permitted in Sections 136(c)(14), (15), (16), (19), (20) and (29) of this Code) and
3 is no less than 25 feet in every horizontal dimension for the floor at which the Dwelling Unit in
4 question is located and the floor immediately above it, with an increase of five feet in every
5 horizontal dimension at each subsequent floor, except for SRO buildings in the Eastern
6 Neighborhoods Mixed Use Districts, which are not required to increase five feet in every
7 horizontal dimension until the fifth floor of the building.

8 * * * *

9 **SEC. 145.1. STREET FRONTAGES IN NEIGHBORHOOD COMMERCIAL,**
10 **RESIDENTIAL-COMMERCIAL, COMMERCIAL, AND MIXED USE DISTRICTS.**

11 (a) **Purpose.** The purpose of this Section is to preserve, enhance, and promote
12 attractive, clearly defined street frontages that are pedestrian-oriented and fine-grained, and
13 ~~which~~that are appropriate and compatible with the buildings and uses in Neighborhood
14 Commercial Districts, Commercial Districts, Residential-Commercial Districts, and Mixed Use
15 Districts.

16 * * * *

17 (c) **Controls.** The following requirements shall generally apply, except for those
18 controls listed in subsections (1) Above Grade Parking Setback and (4) Ground Floor Ceiling
19 Height, which only apply to a "development lot" as defined above.

20 In NC-S Districts, the applicable frontage shall be the primary facade(s) ~~which~~that
21 contain_s customer entrances to commercial spaces.

22 * * * *

23 (4) **Ground Floor Ceiling Height.** Unless otherwise established elsewhere in
24 this Code:

(A) All ground floor uses in UMU Districts shall have a minimum floor-to-floor height of 17 feet, as measured from grade. Ground floor Residential Uses shall also be designed to meet the City's Ground Floor Residential Design Guidelines.

(B) Ground floor Non-Residential Uses in all C-3, NCT, DTR, Chinatown Mixed Use, ~~RSD, SLR, SLI~~, SPD, ~~SSO~~, RED-MX, WMUG, MUG, MUR, WMUO₁ and MUO Districts shall have a minimum floor-to-floor height of 14 feet, as measured from grade.

* * * *

SEC. 145.4. REQUIRED GROUND FLOOR COMMERCIAL USES.

(a) **Purpose.** To support active, pedestrian-oriented commercial uses on important commercial streets.

(b) **Applicability.** The requirements of this Section apply to the following street frontages.

* * * *

(7) Fourth Street, between ~~Folsom Bryant~~ and Townsend ~~Streets~~ in the ~~SLI~~ and ~~CMUO~~ Central SoMa Special Use Districts;

* * * *

(28) Any street frontage that is in the Polk Street Neighborhood Commercial District; ~~and~~,

(29) Pacific Avenue, between Van Ness Avenue and Jones Street, on lots where the last known ground floor use was a commercial or retail use;

(30) Folsom Street, between 4th and 6th Streets in the ~~CMUO~~ and ~~MUG~~ Central SoMa Special Use Districts;

(31) Second Street, on the west side, between Dow Place and Townsend Street in the ~~CMUO~~ Central SoMa Special Use District;

(32) Third Street, between Folsom Street and Townsend Street in the CMUO Central SoMa Special Use District and C-3-O Districts;

(33) Brannan Street, between Third Street and Fourth Street, in the CMUO Central SoMa Special Use District; and

(34) Townsend Street, on the north side, between Second Street and Fourth Street.

* * * *

SEC. 151.1. SCHEDULE OF PERMITTED OFF-STREET PARKING SPACES IN SPECIFIED DISTRICTS.

* * * *

Table 151.1

OFF-STREET PARKING PERMITTED AS ACCESSORY

Use or Activity	Number of Off-Street Car Parking Spaces or Space Devoted to Off-Street Car Parking Permitted
RESIDENTIAL USES	
* * * *	
Dwelling Units and SRO Units in SLI , SALI, SSO , MUG <u>outside of the Central SoMa SUD</u> , WMUG, MUR, MUO, WMUO, SPD Districts, except as specified below	P up to one car for each four Dwelling or SRO Units; C up to 0.75 cars for each Dwelling Unit, subject to the criteria and conditions and procedures of Section 151.1(e) or (f); NP above 0.75 cars for each Dwelling or SRO Unit.
Dwelling Units in SLI , SALI, SSO , MUG <u>outside of the Central SoMa SUD</u> , WMUG, MUR, MUO, WMUO, <u>and</u> SPD Districts with	P up to one car for each four Dwelling Units; C up to one car for each Dwelling Unit, subject to the criteria and conditions and

at least two bedrooms and at least 1,000 square feet of Occupied Floor Area	procedures of Section 151.1(e) or (f); NP above one car for each Dwelling Unit.
* * * *	
<u>Dwelling Units in MUG District within the Central SoMa SUD and the CMUO Districts</u>	<u>P up to one car for each twofour Dwelling Units; NPC above 0.250 and up to 0.5 cars for each Dwelling Unit.</u>
* * * *	
NON-RESIDENTIAL USES IN DISTRICTS OTHER THAN C-3	
* * * *	
Entertainment, Arts, and Recreation Uses Category	
Arts Activities, except theaters and auditoriums	P up to one for each 2,000 square feet of Occupied Floor Area. In South of Market Mixed Use Districts, participation in transportation programs may be required per Section 151.1(j).
* * * *	
Sales and Services Category	
* * * *	
All retail in the Eastern Neighborhoods Mixed Use Districts where any portion of the parcel is <u>within the CMUOCentral SoMa Special Use District or is</u> less than 1/4 mile from Market, Mission, 3rd Streets and 4th Street north of Berry Street, except grocery stores of over 20,000 gross square feet.	P up to one for each 1,500 square feet of Gross Floor Area.

* * * *	
Office uses in DTR, SSO , SPD, MUG, WMUG, MUR, WMUO, and MUO Districts	P up to 7% of the Occupied Floor Area of such uses and subject to the pricing conditions of Section 155(g); NP above.
<u>Office uses in the CMUO Central SoMa Special Use District</u>	<u>P up to one car per 3,500 square feet of Occupied Floor Area.</u>
* * * *	

* * * *

(f) **Small Residential Projects in MUG, WMUG, MUR, MUO, CMUO, WMUO, RED, RED-MX and SPD Districts.** Any project that is not subject to the requirements of Section 329 and that requests residential accessory parking in excess of what is principally permitted in Table 151.1 shall be reviewed by the Zoning Administrator subject to Section 307(i). The Zoning Administrator may grant parking in excess of what is principally permitted in Table 151.1, not to exceed the maximum amount stated in Table 151.1, only if the Zoning Administrator determines that:

* * * *

SEC. 152. SCHEDULE OF REQUIRED OFF-STREET FREIGHT LOADING SPACES IN DISTRICTS OTHER THAN C-3, AND EASTERN NEIGHBORHOODS MIXED USE DISTRICTS, ~~OR SOUTH OF MARKET MIXED USE DISTRICTS.~~

In districts other than C-3, and Eastern Neighborhoods Mixed Use Districts, ~~and the South of Market Mixed Use Districts~~, off-street freight loading spaces shall be provided in the minimum quantities specified in the following table, except as otherwise provided in Section 152.2 and Section 161 of this Code. The measurement of Occupied Floor Area shall be as defined in this Code, except that nonaccessory parking spaces and driveways and maneuvering areas incidental thereto shall not be counted.

Table 152

**OFF-STREET FREIGHT LOADING SPACES REQUIRED (OUTSIDE C-3, AND EASTERN
NEIGHBORHOODS MIXED USE DISTRICTS, ~~AND SOUTH OF MARKET MIXED USE
DISTRICTS~~)**

* * * *

**SEC. 152.1. REQUIRED OFF-STREET FREIGHT LOADING AND SERVICE
VEHICLE SPACES IN C-3, AND EASTERN NEIGHBORHOODS MIXED USE DISTRICTS,
~~AND SOUTH OF MARKET MIXED USE DISTRICTS.~~**

In C-3, and Eastern Neighborhoods Mixed Use Districts, ~~and South of Market Mixed Use
Districts~~, off-street freight loading spaces shall be provided in the minimum quantities specified
in the following Table 152.1, except as otherwise provided in Sections 153(a)(6), 161, and as
stated below in this Section 152.1. Notwithstanding the requirements of this Section, including
Table 152.1, no building in the C-3-O(SD) district shall be required to provide more than six
off-street freight loading or service vehicle spaces in total. The measurement of Occupied
Floor Area shall be as defined in this Code, except that non-accessory parking spaces and
driveways and maneuvering areas incidental thereto shall not be counted.

For projects in the Eastern Neighborhoods Mixed Use Districts that are subject to
Section 329, the Planning Commission may waive these requirements ~~per~~pursuant to the
procedures of Section 329 if it finds that the design of the project, particularly ground floor
frontages, would be improved and that such loading could be sufficiently accommodated on
adjacent Streets and Alleys. For projects in the Eastern Neighborhoods Mixed Use Districts
that are not subject to Section 329, the Zoning Administrator may administratively waive these
requirements pursuant to Section 307(h) and the criteria identified above which apply to
projects subject to Section 329.

Table 152.1

**OFF-STREET FREIGHT LOADING SPACES REQUIRED (IN C-3, AND EASTERN
NEIGHBORHOODS MIXED USE DISTRICTS, ~~AND SOUTH OF MARKET MIXED USE
DISTRICTS~~)**

Use or Activity	Gross Floor Area of Structure or Use (sq. ft.)	Number of Off-Street Freight Loading Spaces Required
* * * *		
Wholesaling, manufacturing, and all other uses primarily engaged in handling goods, and Live/Work Units within existing buildings, within Eastern Neighborhoods Mixed Use Districts, and South of Market Mixed Use Districts	0 – 10,000	0
	10,001 – 50,000	1
	Over 50,000	0.21 spaces per 10,000 sq. ft. of Occupied Floor Area (to closest whole number <i>per pursuant to</i> Section 153)
* * * *		

* * * *

SEC. 153. RULES FOR CALCULATION OF REQUIRED SPACES.

(a) In the calculation of off-street parking, freight loading spaces, and bicycle parking spaces required under Sections 151, 152, 152.1, 155.2, 155.3 and 155.4 of this Code, the following rules shall apply:

* * * *

1 (6) In C-3, MUG, MUR, MUO, CMUO, and UMU, ~~and South of Market Districts,~~
2 substitution of two service vehicle spaces for each required off-street freight loading space
3 may be made, provided that a minimum of 50 percent of the required number of spaces are
4 provided for freight loading. Where the 50 percent allowable substitution results in a fraction,
5 the fraction shall be disregarded.

6 * * * *

7 **SEC. 154. DIMENSIONS FOR OFF-STREET PARKING, FREIGHT LOADING AND**
8 **SERVICE VEHICLE SPACES.**

9 (a) Parking Spaces. Required parking spaces may be either independently accessible
10 or space-efficient as described in 154(a)(4) and 154(a)(5), except as required elsewhere in
11 the Building Code for spaces specifically designated for persons with physical disabilities.
12 Space-efficient parking is encouraged.

13 (1) Each independently accessible off-street parking space shall have a
14 minimum area of 144 square feet (8 feet by 18 feet) for a standard space and 112.5 square
15 feet for a compact space (7.5 feet by 15 feet), except for the types of parking spaces
16 authorized by Paragraph (a)(4) below and spaces specifically designated for persons with
17 physical disabilities, the requirements for which are set forth in the Building Code. Every
18 required space shall be of usable shape. The area of any such space shall be exclusive of
19 driveways, aisles and maneuvering areas. The parking space requirements for the Bernal
20 Heights Special Use District are set forth in Section 242.

21 (2) Any ratio of standard spaces to compact spaces may be permitted, so long
22 as compact car spaces are specifically marked and identified as a compact space. Special
23 provisions relating to the Bernal Heights Special Use District are set forth in Section 242.

24 (3) Off-street parking spaces in DTR, C-3, RTO, NCT, Eastern Neighborhoods
25 Mixed Use, PDR-1-D, and PDR-1-G Districts shall have no minimum area or dimension

1 requirements, except as required elsewhere in the Building Code for spaces specifically
2 designated for persons with physical disabilities. For all uses in all Districts for which there is
3 no minimum off-street parking requirement, per Section 151.1, refer to 151.1(c) for rules
4 regarding calculation of parking spaces.

5 (4) Parking spaces in mechanical parking structures that allow a vehicle to be
6 accessed without having to move another vehicle under its own power shall be deemed to be
7 independently accessible. Parking spaces that are accessed by a valet attendant and are
8 subject to such conditions as may be imposed by the Zoning Administrator to insure the
9 availability of attendant service at the time the vehicle may reasonably be needed or desired
10 by the user for whom the space is required, shall be deemed to be independently accessible.
11 Any conditions imposed by the Zoning Administrator pursuant to this Section shall be
12 recorded as a Notice of Special Restriction.

13 (5) Space-efficient parking is parking in which vehicles are stored and
14 accessed by valet, mechanical stackers or lifts, certain tandem spaces, or other space-
15 efficient means. Tandem spaces shall only count towards satisfying the parking requirement if
16 no more than one car needs to be moved to access the desired parking space. Space-
17 efficient parking is encouraged, and may be used to satisfy minimum-parking requirements so
18 long as the project sponsor can demonstrate that all required parking can be accommodated
19 by the means chosen.

20 (6) Ground floor ingress and egress to any off-street parking spaces provided
21 for a structure or use, and all spaces to be designated as preferential carpool or van pool
22 parking, and their associated driveways, aisles and maneuvering areas, shall maintain a
23 minimum vertical clearance of seven feet.

1 (b) Freight Loading and Service Vehicle Spaces. Every required off-street freight
2 loading space shall have a minimum length of 35 feet, a minimum width of 12 feet, and a
3 minimum vertical clearance including entry and exit of 14 feet, except as provided below.

4 (1) Minimum dimensions specified herein shall be exclusive of platform,
5 driveways and maneuvering areas except that minimum vertical clearance must be
6 maintained to accommodate variable truck height due to driveway grade.

7 (2) The first such space required for any structure or use shall have a minimum
8 width of 10 feet, a minimum length of 25 feet, and a minimum vertical clearance, including
9 entry and exit, of 12 feet.

10 (3) Each substituted service vehicle space provided under Section 153(a)(6) of
11 this Code shall have a minimum width of eight feet, a minimum length of 20 feet, and a
12 minimum vertical clearance of seven feet.

13
14 **SEC. 155. GENERAL STANDARDS AS TO LOCATION AND ARRANGEMENT OF**
15 **OFF-STREET PARKING, FREIGHT LOADING, AND SERVICE VEHICLE FACILITIES.**

16 Required off-street parking and freight loading facilities shall meet the following
17 standards as to location and arrangement. In addition, facilities which are not required but are
18 actually provided shall meet the following standards unless such standards are stated to be
19 applicable solely to required facilities. In application of the standards of this Code for off-street
20 parking and loading, reference may be made to provisions of other portions of the Municipal
21 Code concerning off-street parking and loading facilities, and to standards of the Better
22 Streets Plan and the Bureau of Engineering of the Department of Public Works. Final authority
23 for the application of such standards under this Code, and for adoption of regulations and
24 interpretations in furtherance of the stated provisions of this Code shall, however, rest with the
25 Planning Department.

1 * * * *

2 **(d) Enclosure of Off-Street Loading and Service Vehicle Spaces Required.** All off-
3 street freight loading and service vehicle spaces in the C-3, DTR, MUO, CMUO, WMUO,
4 MUG, WMUG, and MUR, ~~and South of Market Mixed Use Districts~~ shall be completely enclosed,
5 and access from a public Street or Alley shall be provided by means of a private service
6 driveway, ~~which~~ that is totally contained within the structure. Such a private service driveway
7 shall include adequate space to maneuver trucks and service vehicles into and out of all
8 provided spaces, and shall be designed so as to facilitate access to the subject property while
9 minimizing interference with street and sidewalk circulation. Any such private service driveway
10 shall be of adequate width to accommodate drive-in movement from the adjacent curb or
11 inside traffic lane but shall in no case exceed 30 feet. Notwithstanding the foregoing, if an
12 adjacent Street or Alley is determined by the Zoning Administrator to be primarily used for
13 building service, up to four off-street freight or loading spaces may be allowed to be
14 individually accessible directly from such a Street or Alley, pursuant to the provisions of
15 Section 309 in a C-3 District, ~~the provisions of Section 307(g) in a South of Market Mixed Use~~
16 ~~District~~, the provisions of Section 309.1 in a DTR District, the provisions of Section 329 for
17 projects subject to Section 329 in a MUO, CMUO, WMUO, MUG, WMUG, or MUR District, or
18 by administrative decision of the Zoning Administrator for projects that are not subject to
19 Section 329 in a MUO, CMUO, WMUO, MUG, WMUG, or MUR District.

20 * * * *

21 **(g) Parking Pricing Requirements.** In order to discourage long-term commuter
22 parking, any off-street parking spaces provided for a structure or use other than Residential or
23 Hotel in a C-3, DTR, ~~SSO~~, SPD, MUG, WMUG, MUR, CMUO, WMUO, or MUO District,
24 whether classified as an accessory or Conditional Use, ~~which~~ that are otherwise available for
25 use for long-term parking by downtown workers shall maintain a rate or fee structure for their

1 use such that the rate charge for four hours of parking duration is no more than four times the
2 rate charge for the first hour, and the rate charge for eight or more hours of parking duration is
3 no less than 10 times the rate charge for the first hour. Additionally, no discounted parking
4 rate shall be permitted for weekly, monthly or similar time-specific periods.

5 * * * *

6 (r) **Protected Pedestrian-, Cycling-, and Transit-Oriented Street Frontages.** In
7 order to preserve the pedestrian character of certain downtown and neighborhood commercial
8 districts and to minimize delays to transit service, garage entries, driveways or other vehicular
9 access to off-street parking or loading (except for the creation of new publicly-accessible
10 Streets and Alleys) shall be regulated on development lots as follows on the following Street
11 frontages:

12 (1) Folsom Street, from Essex Street to the Embarcadero, not permitted except
13 as set forth in Section 827.

14 (2) Not permitted:

15 * * * *

16 (N) 3rd Street, in the UMU districts for 100 feet north and south of
17 Mariposa and 100 feet north and south of 20th Streets, ~~and 4th Street between Bryant and~~
18 ~~Townsend in the SLI and MUO District,~~

19 * * * *

20 (Y) 2nd Street from Market to ~~Folsom~~ Townsend Streets,

21 * * * *

22 (CC) Buchanan Street from Post Street to Sutter Street,

23 (DD) Grant Avenue between Columbus Avenue and Filbert Street,

24 (EE) Green Street between Grant Avenue and Columbus/Stockton,
25

(FF) All Alleys within the North Beach NCD and the Telegraph Hill-North Beach Residential SUD.

(GG) Howard Street from 5th Street to 13th Street.

(HH) Folsom Street from 2nd Street to 13th Street.

(II) Brannan Street from 2nd Street to 6th Street.

(JJ) Townsend Street from 2nd Street to 6th Street, except as set forth in permitted pursuant to Section 329(e)(3)(B)249.78(e)(3).

(KK) 3rd Street from Folsom Street to Townsend Street.

(LL) 4th Street from Folsom Street to Townsend Street, and

(MM) 6th Street from Folsom Street to Brannan Street.

(3) Not permitted except with a Conditional Use authorization, except that in the C-3-O(SD) and the CMUO Central SoMa Special Use Districts, the Planning Commission may grant such permission as an exception pursuant to Sections 309 or 329 in lieu of a Conditional Use authorization where the amount of parking proposed does not exceed the amounts permitted as accessory according to Section 151.1.

* * * *

(I) 1st, Fremont and Beale Streets from Market to Folsom Street, and

(J) The eastern (water) side of The Embarcadero between Townsend and Taylor Streets.

(K) Harrison Street from 2nd Street to 6th Street.

(L) Bryant Street from 2nd Street to 6th Street, and

(M) 5th Street from Howard Street to Townsend Street.

* * * *

(u) Driveway and Loading Operations Plan (DLOP) in the Central SoMa Special Use District.

1 (1) Purpose. The purpose of a Driveway and Loading and Operations Plan (DLOP) is
2 to reduce potential conflicts between driveway and loading operations, including passenger and
3 freight loading activities, and pedestrians, bicycles, and vehicles, to maximize reliance of on-site
4 loading spaces to accommodate new loading demand, and to ensure that off-site loading activity is
5 considered in the design of new buildings.

6 (2) Applicability. Development projects of more than 100,000 net new gross square
7 feet in the Central SoMa Special Use District.

8 (3) Requirement. Applicable projects shall prepare a DLOP for review and approval
9 by the Planning Department and the SFMTA. The DLOP shall be written in accordance with any
10 guidelines issued by the Planning Department.

11 * * * *

12 **SEC. 163. TRANSPORTATION MANAGEMENT PROGRAMS AND**
13 **TRANSPORTATION BROKERAGE SERVICES IN COMMERCIAL AND MIXED USE**
14 **DISTRICTS.**

15 (a) **Purpose.** This Section 163 is intended to ~~assure~~ ensure that adequate services are
16 undertaken to minimize the transportation impacts of added office employment and residential
17 development in the downtown and South of Market area, in a manner consistent with the
18 objectives and policies of the General Plan, by facilitating the effective use of transit,
19 encouraging ridesharing, and employing other practical means to reduce commute travel by
20 single-occupant vehicles.

21 (b) **Applicability.** The requirements of this Section apply to any project meeting one
22 of the following conditions:

23 * * * *

(4) In the case of the ~~SSO~~, WMUO, ~~CMUO~~ Central SoMa Special Use District, or MUO District, where the occupied square feet of new, converted or added floor area for office use equals at least 25,000 square feet.

* * * *

SEC. 169. TRANSPORTATION DEMAND MANAGEMENT PROGRAM.

Sections 169 through 169.6 (hereafter referred to collectively as "Section 169") set forth the requirements of the Transportation Demand Management Program (TDM Program).

* * * *

SEC. 169.3. APPLICABILITY.

* * * *

(e) Operative Date.

(1) Except as described in subsection (3) below. Development Projects with a Development Application filed or an Environmental Application deemed complete on or before September 4, 2016 shall be subject to 50% of the applicable target, as defined in the Planning Commission's Standards.

(2) Except as described in subsection (3) below. Development Projects with no Development Application filed or an Environmental Application deemed complete on or before September 4, 2016, but that file a Development Application on or after September 5, 2016, and before January 1, 2018, shall be subject to 75% of such target.

(3) Development Projects with a Development Application filed on or after January 1, 2018 shall be subject to 100% of such target.

(4) Development Projects within the Central SoMa Special Use District that have a Central SoMa Development Fee Tier of A, B, or C, as defined in Section 423.2, regardless of the date filed of any Development Application or Environmental Application, shall be subject to 100% of such target.

1
2 * * * *

3 **SEC. 175.1. EFFECTIVE DATE OF THE CENTRAL SOMA ZONING CONTROLS.**

4 *(a) Intent. It is the intent of this Section 175.1 to provide for an orderly transition from prior*
5 *zoning and planning requirements to the requirements under the Central SoMa Controls, without*
6 *impairing the validity of prior actions by the City or frustrating completion of actions authorized prior*
7 *to the effective date of those Controls.*

8 *(b) Definitions. The following definitions shall apply to this Section 175.1:*

9 *(1) "Central SoMa Controls" shall mean all Ordinances adopted in furtherance of the*
10 *Central SoMa Area Plan, including but not limited to Ordinance Nos. _____, and associated*
11 *amendments to the Planning Code, Zoning Map, and Administrative Code.*

12 *(2) "Development Application" is defined in Planning Code Section 401.*

13 *(3) "Project Approval" shall mean any required approval or determination on a*
14 *Development Application that the Planning Commission, Planning Department, or Zoning*
15 *Administrator issues.*

16 *(4) "Code Conforming Project" shall mean a development project for which all*
17 *required Development Applications could have received Project Approval under the Planning Code*
18 *immediately prior to the effective date of the Central SoMa Controls.*

19 *(c) Applicability. A Code Conforming Project within the Central SoMa Special Use District*
20 *may elect to be exempt from the Central SoMa Controls and instead be subject to those controls in*
21 *place immediately prior to the effective date of the Central SoMa Controls, if at least one Development*
22 *Application for such project was filed before February 15, 2018 and the project receives its first*
23 *Project Approval by December 31, 2019.*

24 **SEC. 181. NONCONFORMING USES: ENLARGEMENTS, ALTERATIONS AND**
25 **RECONSTRUCTION.**

1 The following provisions shall apply to nonconforming uses with respect to
2 enlargements, alterations and reconstruction:

3 * * * *

4 (f) **Nighttime Entertainment Uses in Certain Mixed-Use Districts.** A nighttime
5 entertainment use within the ~~RSD~~, MUG, or MUR, ~~or SLR~~ Districts may be enlarged, intensified,
6 extended, or expanded, including the expansion to an adjacent lot or lots, provided that: (1)
7 the enlargement, intensification, extension, or expansion is approved as a conditional use
8 pursuant to Sections 303 and 316 of this Code; (2) the use as a whole meets the parking and
9 signage requirements, floor area ratio limit, height and bulk limit, and all other requirements of
10 this Code ~~which~~that would apply if the use were a permitted one; and (3) the provisions of
11 Section 803.5(b) of this Code are satisfied.

12 * * * *

13 **SEC. 182. NONCONFORMING USES: CHANGES OF USE.**

14 The following provisions shall apply to nonconforming uses with respect to changes of
15 use:

16 (a) A nonconforming use shall not be changed or modified so as to increase the
17 degree of nonconformity under the use limitations of this Code, with respect to the type of use
18 or its intensity except as provided in Section 181 for Nighttime Entertainment uses within the
19 ~~RSD~~, MUG, or MUR, ~~or SLR~~ Districts. The degree of nonconformity shall be deemed to be
20 increased if the new or modified use is less widely permitted by the use districts of the City
21 than the nonconforming use existing immediately prior thereto. For purposes of this Section,
22 intensification of a Formula Retail use as defined in Section 178(c) is determined to be a
23 change or modification that increases the degree of nonconformity of the use.

24 (b) Except as limited in this ~~S~~subsection, a nonconforming use may be reduced in size,
25 extent or intensity, or changed to a use that is more widely permitted by the use districts of the

1 City than the existing use, subject to the other applicable provisions of this Code. Except as
2 otherwise provided herein, the new use shall still be classified as a nonconforming use.

3 * * * *

4 ~~(3) A nonconforming use in any South of Market Mixed Use District may not be~~
5 ~~changed to an Office, Retail, Bar, Restaurant, Nighttime Entertainment, Adult Entertainment, Hotel,~~
6 ~~Motel, inn, hostel, or Movie Theater use in any district where such use is otherwise not permitted or~~
7 ~~conditional, except as provided in Subsection (f) below.~~

8 * * * *

9 (f) Once a nonconforming use has been changed to a principal or ~~e~~Conditional ~~u~~Use
10 permitted in the district in which the property is located, or brought closer in any other manner
11 to conformity with the use limitations of this Code, the use of the property may not thereafter
12 be returned to its former nonconforming status, ~~except that within any South of Market Mixed Use~~
13 ~~District, any area occupied by a nonconforming Office use that is changed to an arts, home and/or~~
14 ~~business service use falling within the definition of an Arts Activity in Section 102 or zoning categories~~
15 ~~816.42 through 816.47 or a wholesale, storage, or light manufacturing use falling within zoning~~
16 ~~categories 816.64 through 816.67 shall be allowed to return to its former nonconforming Office use.~~
17 Upon restoration of a previous nonconforming use as permitted above, any modification,
18 enlargement, extension, or change of use, from circumstances that last lawfully existed prior
19 to the change from office use, shall be subject to the provisions of this Article, and the
20 restored nonconforming use shall be considered to have existed continuously since its original
21 establishment, prior to the change to Office use, for purposes of this Article.

22 * * * *

23 SEC. 201. CLASSES OF USE DISTRICTS.

24 In order to carry out the purposes and provisions of this Code, the City is hereby
25 divided into the following classes of use districts:

* * * *

~~*South of Market Use Mixed Use Districts*~~

~~*(Also see Sec. 802.5)*~~

<i>RSD</i>	<i>Residential Service District (Defined in Sec. 815)</i>
<i>SLR</i>	<i>Service/Light Industrial/Residential District (Defined in Sec. 816)</i>
<i>SLI</i>	<i>Service/Light Industrial District (Defined in Sec. 817)</i>
<i>SSO</i>	<i>Service/Secondary Office District (Defined in Sec. 818)</i>

* * * *

~~*Eastern Neighborhoods Mixed Use Districts*~~

~~*(Also see Sec. 802.4)*~~

<i>CMUO</i>	<i>Central SoMa Mixed Use – Office District (Defined in Sec. 848)</i>
<i>SPD</i>	<i>South Park District (Defined in Sec. 814)</i>
<i>* * * *</i>	

* * * *

In addition to the classes of use districts in the above table, the following terms shall apply:

"R District" shall mean any RH-1(D), RH-1, RH-1(S), RH-2, RH-3, RM-1, RM-2, RM-3, RM-4, RTO, RTO-M, RC-1, RC-2, RC-3 or RC-4 District;

"M District" shall mean any M-1 or M-2 District;

"PDR District" shall mean any PDR-1-B, PDR-1-D, PDR-1-G or PDR-2 District;

"RH District" shall mean any RH-1(D), RH-1, RH-1(S), RH-2, or RH-3 District;

"RM District" shall mean any RM-1, RM-2, RM-3, or RM-4 District;

"RTO District" shall mean any RTO or RTO-M District;

"C-3 District" shall mean any C-3-O, C-3-R, C-3-G, or C-3-S District. For the purposes of Section 128 and Article 11 of this Code, the term "C-3 District" shall also include the South

1 of Market Extended Preservation District designated on Section Map SU03 of the Zoning
2 Map;

3 "NCT District" shall mean any district listed in Section 702.1(b), including any NCT-1,
4 NCT-2, NCT-3, and any Neighborhood Commercial Transit District identified by street or area
5 name; and

6 "Mixed Use District" shall mean all Chinatown Mixed use, ~~South of Market Mixed Use~~,
7 Eastern Neighborhood Mixed use, and Downtown Residential Districts.

8 * * * *

9 **SEC. 206.4. THE 100 PERCENT AFFORDABLE HOUSING BONUS PROGRAM.**

10 (a) **Purpose and Findings.** This Section 206.~~34~~ describes the 100 Percent Affordable
11 Housing Bonus Program, or "100 Percent Affordable Housing Program". In addition to the
12 purposes described in Section 206.1, the purpose of the 100 Percent Affordable Housing
13 Program is to facilitate the construction and development of projects in which all of the
14 residential units are affordable to Low and Very-Low Income Households. Projects pursuing a
15 development bonus under this 100 Percent Affordable Program would exceed the City's
16 shared Proposition K housing goals that 50% of new housing constructed or rehabilitated in
17 the City by 2020 be within the reach of working middle class San Franciscans, and at least
18 33% affordable for low and moderate income households.

19 * * * *

20 (b) **Applicability.** A 100 Percent Affordable Housing Bonus Project under this Section
21 206.~~34~~ shall be a Housing Project that:

22 * * * *

23 (3) is not seeking and receiving a density or development bonus under the
24 provisions of California Government Code Sections 65915 et seq., Planning Code Sections
25

207, 124(f), 304, ~~803.8~~ or any other state or local program that provides development bonuses;

* * * *

SEC. 207.5. DENSITY OF DWELLING UNITS IN MIXED USE DISTRICTS.

(a) The dwelling unit density in the Chinatown Mixed Use District shall be at a density ratio not exceeding the amount set forth in the specific district tables in Article 8.

~~(b) Except as indicated in Paragraph (c) below, the dwelling unit density in the South of Market Mixed Use Districts shall be as specified in the specific district tables in Article 8.~~

~~(c) There shall be no density limit for single room occupancy (SRO) units in any South of Market Mixed Use District.~~

~~(d)~~ There shall be no density limit for any residential use, as defined by Section 890.88 in any DTR district.

~~(e)~~ There shall be no density limits for any residential use, as defined by Section 890.88, in the Eastern Neighborhoods Mixed Use Districts.

* * * *

SEC. 208. DENSITY LIMITATIONS FOR GROUP HOUSING OR HOMELESS SHELTERS.

~~Except for Single Room Occupancy Units in the South of Market Mixed Use Districts, t~~The density limitations for Group Housing or Homeless Shelters, as described in Sections 102, 790.88(b) and (c) and 890.88(b) and (c) of this Code, shall be as follows:

(a) For Group Housing, the maximum number of Bedrooms on each Lot shall be as specified in the Zoning Control Table for the District in which the Lot is located, except that in RTO, RTO-M, RCD, UMU, MUG, WMUG, MUR, MUO, CMUO, WMUO, RED, RED-MX, SPD, DTR, and all NCT Districts the density of Group Housing shall not be limited by lot area, and except that for Lots in NC Districts, the group housing density shall not exceed the number of

1 Bedrooms permitted in the nearest R District provided that the maximum density not be less
2 than the amount permitted by the ratio specified for the NC District in which the lot is located.
3 For Homeless Shelters, the maximum number of beds on each lot shall be regulated
4 ~~per~~pursuant to the requirements of the Standards of Care for City Shelters contained in
5 Administrative Code, Chapter 20, Article XIII, in addition to the applicable requirements of the
6 Building Code and Fire Code.

7 * * * *

8 **SEC. 211.2. CONDITIONAL USES, P DISTRICTS.**

9 The following uses shall require Conditional Use authorization from the Planning
10 Commission, as provided in Section 303 of this Code, unless otherwise permitted under
11 Section 211.1 of this Code:

12 * * * *

13 (b) For P Districts located within the right-of-way of any State or federal
14 highway:

15 (1) Parking lot or garage uses when: (A) adjacent to any Eastern
16 Neighborhoods Mixed Use Districts, ~~or the South of Market Mixed Use District,~~ or (B) within the
17 Market and Octavia Plan Area.

18 * * * *

19 **SEC. 249.36. LIFE SCIENCE AND MEDICAL SPECIAL USE DISTRICT.**

20 (a) **Purpose.** The Life Science and Medical Special Use District is intended to support
21 uses that benefit from proximity to the University of California, San Francisco (UCSF) campus
22 at Mission Bay. These uses include medical office and life science (biotechnology) uses.

23 (b) **Geography.** The boundaries of the Life Science and Medical Special Use District
24 are shown on Sectional Map No. 8SU of the Zoning Map. Generally, the area borders
25

1 Mariposa St. on the north, 23rd St. on the south, I-280 to the west, and 3rd St. to the east.
2 Within this area, the Dogpatch Historic District is generally excluded.

3 (c) **Controls.** All provisions of the Planning Code currently applicable shall continue to
4 apply, except as otherwise provided in this Section:

5 (1) **Medical Services.** Medical services, including medical offices and clinics,
6 as defined in Section 890.114, are a principally permitted use and are exempted from use size
7 limitations, PDR replacement requirements (Sec. 230), and vertical (floor-by-floor) zoning
8 controls (Sec. 803.9(h)). For the purposes of this Section, a medical service use may be
9 affiliated with a hospital or medical center as defined in 890.44.

10 (2) **Life Science Offices.** Office uses that contain Life Science facilities, as
11 defined in Section 890.53, are a principally permitted use and are exempted from use size
12 limitations, PDR replacement requirements (Sec. 230), and vertical (floor-by-floor) zoning
13 controls (Sec. 219.1 and 803.9(h)).

14 (3) **Life Science Laboratories.** Laboratories that engage in life science
15 research and development, as defined in Section 890.52, are a principally permitted use and
16 are exempted from use size limitation, PDR replacement requirements (Sec. 230), and
17 vertical (floor-by-floor) zoning controls (Sec. 219.1 and 803.9(h)).

18 * * * *

19 **SEC. 249.40. POTRERO CENTER MIXED-USE SPECIAL USE DISTRICT.**

20 (a) **Purpose.** The Potrero Center Mixed-Use Special Use District is intended to
21 facilitate the continued operation of the shopping center located at 2300 16th Street, which is
22 characterized by large formula retail sales and services, while providing an appropriate
23 regulatory scheme for a potential phased mixed-use redevelopment of the shopping center in
24 the future.

1 (b) **Geography.** The boundaries of the Potrero Center Mixed-Use Special Use District
2 shall consist of Assessor's Block 3930A, Lot 002 as designated on the Zoning Map of the City
3 and County of San Francisco and generally bound by Bryant Street to the west, 16th Street to
4 the south, Potrero Avenue to the east, and Assessor's Blocks 3931A, 3921A and 3922A to the
5 north.

6 (c) **Controls.** All provisions of the Planning Code shall continue to apply, except for
7 the following:

8 (1) **Floor Area Ratio.** The maximum floor area ratio (FAR) set forth in Section
9 124 shall not apply to Retail Sales and Services uses or to Gym uses. The maximum FAR for
10 Retail Sales and Service uses and Gym uses shall not exceed 3.0:1.

11 (2) **Use Size Limitations for Retail Sales and Services and Gyms.** The use
12 size limitations and ratio requirements applicable to Retail Sales and Service uses and Gym
13 uses of Sections 121.6(a), 803.9(*ig*), 843.45 and 843.51 shall not apply. Retail Sales and
14 Service uses and Gym uses are principally permitted, and the replacement of one such use or
15 tenant by another such use or tenant in an existing store or gym, regardless of its size, is
16 permitted. Newly constructed space for Retail Sales and Service uses or Gym uses larger
17 than 25,000 gross square feet per use or the expansion of an existing Retail Sales and
18 Services use or Gym use by more than 25,000 new gross square feet per use shall require
19 conditional use authorization pursuant to the provisions of Section 303.

20 * * * *

21 **SEC. 249.45. VISITACION VALLEY/SCHLAGE LOCK SPECIAL USE DISTRICT.**

22 A Special Use District entitled the "Visitacion Valley/Schlage Lock Special Use District"
23 is hereby established for a portion of the Visitacion Valley neighborhood and the Schlage Lock
24 site within the City and County of San Francisco, the boundaries of which are designated on
25 Sectional Map SU10 of the Zoning Maps of the City and County of San Francisco, and which

1 includes properties generally fronting Bayshore Boulevard between Tunnel Avenue in the
2 north and the San Francisco/San Mateo County line in the south, and properties fronting
3 Leland Avenue between Bayshore Boulevard and Cora Street. The following provisions shall
4 apply within the Special Use District:

5 * * * *

6 (e) **Controls in Zone 1.** Development in Zone 1 of the Special Use District shall be
7 regulated by the controls contained in this Section 249.45(e) and the Design for Development.
8 Where not explicitly superseded by definitions and controls established in this Section
9 249.45(e) or the Design for Development, the definitions and controls in this Planning Code
10 shall apply except where those controls conflict with the Development Agreement. The
11 following shall apply only in Zone 1 of the Special Use District:

12 * * * *

13 (2) **Use Requirements.**

14 * * * *

15 (C) **Prohibited Uses.** The following uses shall be prohibited within this Special
16 Use District:

17 (i) Auto repair services;

18 (ii) Office, except in existing buildings or as an accessory use to other
19 permitted uses. The floor controls set forth in Section 803.9(~~hf~~) for the MUG zoning
20 designation shall not apply to office use in the Old Office Building or to the existing building
21 located on Assessor's Block and Lot No. 5100-007;

22 * * * *

23 **SEC. 249.78. CENTRAL SOMA SPECIAL USE DISTRICT.**

1 (a) Purpose. In order to implement the goals, objectives, and policies of the Central SoMa
2 Plan (Ordinance No. _____, on file with the Clerk of the Board of Supervisors in File No.
3 _____), the Central SoMa Special Use District (SUD) is hereby established.

4 (b) Geography. The SUD is within the South of Market (SoMa) neighborhood, and its
5 boundaries generally run from 2nd Street to the east to 6th Street to the west, and from Townsend
6 Street to the south to an irregular border that generally follows Folsom, Howard, and Stevenson Streets
7 to the north, as more specifically shown on Sectional Maps 1SU and 8SU of the Zoning Map.

8 (c) Land Use Controls.

9 (1) Active Uses. The controls of Section 145.1 and 145.4 shall apply, except as
10 specified below:

11 (A) Active uses, as defined in Section 145.1, are required along any outdoor
12 publicly-accessible open space;

13 (B) An office use, as defined in Section 890.70, is not an "active use" on the
14 ground floor;

15 (C) POPOS, as defined in Section 138, is an "active use" on the ground floor;

16 (D) Hotels and Production, Distribution, and Repair uses, both as defined in
17 Section 102, shall be considered "Active commercial uses," as defined in Section 145.4(c).

18 (E) Active uses shall be required within the first 10 feet of building depth if
19 any of the following conditions apply:

20 (i) The use is a Micro-Retail use located on a Narrow Street as
21 defined in Section 261.1(b)(1); or

22 (ii) The use is along a Narrow Street provided there is a doorway
23 provided every 25 feet along the street frontage, at minimum.

24 (F) Notwithstanding the PDR exemption found in Section 145.1(c)(6), PDR uses
25 shall meet the transparency and fenestration requirements contained in that Section.

1 (2) **Nighttime Entertainment.** Nighttime Entertainment uses are principally permitted,
2 regardless of the underlying zoning district, in the area bounded by 4th Street, 6th Street, Bryant Street,
3 and Townsend Street.

4 (3) **Hotels.** Hotels in the CMUO District shall not be subject to the land use ratio
5 requirements of Section 803.9(g).

6 (4) **Micro-Retail.** "Micro-Retail" shall mean a Retail Use, other than a Formula Retail
7 Use, measuring no less than 100 gross square feet and no greater than 1,000 gross square feet.

8 (A) **Applicability.** Micro-Retail controls shall apply to new non-residential
9 development projects on lots of 20,000 square feet or more.

10 (B) **Controls.**

11 (i) **Amount.** Applicable development projects are required to have at
12 least one Micro-Retail unit for every 20,000 square feet of lot area, rounded to the nearest unit.

13 (ii) **Location and Design.** All Micro-Retail units shall be on the ground
14 floor, independently and directly accessed from a public right-of-way or publicly-accessible open
15 space, and designed to be accessed and operated independently from other spaces or uses on the
16 subject property.

17 (iii) **Type.** Formula Retail uses, as defined in Section 303.1, are not
18 permitted as Micro-Retail.

19 (5) **PDR and Community Building Space Requirements.**

20 (A) For purposes of this subsection, "Community Building Space" shall
21 mean space provided for a Social Service, Institutional Community, Grocery Store,
22 Community Facility, or Public Facility Use or for a Legacy Business.

23 (B) In addition to the requirements of Section 202.8, the following shall apply
24 to any newly constructed project that contains at least 50,000 gross square feet of office shall provide
25 one of the following:

(A) ~~The project shall provide a~~(i) An amount of PDR space for PDR Uses or Community Building Space, or a combination thereof, that is the greater of the following:

(i) a. the square footage of PDR space required by the controls of
Section 202.8, or

(iii) b. on-site dedication of space for PDR Uses or Community Building Space, or a combination thereof, that is equivalent to 40 percent of the lot area, in which case for purposes of this Section 249.78(b)(5), the following areas are exempted from the calculation of the lot area: land dedicated to a building whose housing units consist entirely of Affordable Housing Units as defined in Section 401; publicly accessible open space and mid-block alleys that are fully open to the sky except for obstructions permitted pursuant to Section 136 or under a cantilevered portion of the building for up to 10% of space pursuant to Section 138(d)(2); any portion of the lot or lots containing a building dedicated primarily to residential use; and ground floor space dedicated to a Child Care Facility.

~~(B)(ii) In the alternative, the project sponsor may provide either of~~
~~the following:~~

~~(i) Establishment off-site, through new construction, addition, or change of use, of a minimum of 150 percent of gross square feet of the on-site PDR requirement for PDR Uses or for Community Building Space. Such off-site PDR space shall be located within the area bounded by Market Street, the Embarcadero Second Street, King Street, Division Street, and South Van Ness Avenue; or~~

(iii) Preservation of existing PDR uses off-site, at a minimum of 200 percent of the on-site requirement, for the life of the project that is subject to the requirements of this subsection (6) or for 55 years, whichever is less. This off-site PDR shall be located on one or more lots in the area bounded by Market Street, the Embarcadero, Second Street, King Street, Division

1 Street, and South Van Ness Avenue. The PDR space preserved off-site shall not include any space
2 already required to be preserved pursuant to this Section or Section 202.8.

3 (C) The PDR and Community Building Space requirements of this subsection
4 may be reduced by 25 percent for any project subject to any contract or agreement meeting the
5 requirements of California Civil Code Section 1954.28(d), including but not limited to a development
6 agreement approved by the City under California Government Code Section 65864 et seq. if, pursuant
7 to the terms of such agreement, the required replacement space is rented, leased, or sold at 50 percent
8 below market rate for PDR space for a period of not less than 55 years or the life of the project,
9 whichever is less. Such restrictions on the rent, lease, or sale price shall be recorded on the subject
10 property as a Notice of Special Restrictions.

11 (D) Any project that meets the requirements of this Section 249.78 and the PDR
12 replacement requirements of Section 202.8 shall not be subject to the Conditional Use Authorization
13 required by Section 202.8.

14 (E) Any development application submitted to the Planning Department
15 for a project that is subject to the PDR and Community Building Space requirements of this
16 Section 249.78 or the PDR replacement requirements of Section 202.8 shall include the
17 following materials:

18 (i) Documentation demonstrating that the applicant has provided
19 written notification to all existing PDR tenants that the applicant intends to develop the
20 property pursuant to this Section 249.78.

21 (ii) Documentation demonstrating that the applicant has provided
22 all existing PDR tenants with information regarding the Central SoMa PDR Relocation Fund
23 described in the Central SoMa Implementation Program Document, and PDR Sector
24 Assistance for Displaced Businesses available from the Office of Economic and Workforce
25 Development (OEWD) or its successor agency.

1 **(6) Use on Large Development Sites.**

2 **(A) Applicability.** *South of Harrison Street on sites larger than 40,000 square*
3 *feet that entail new construction or an addition of 100,000 square feet or more.*

4 **(B) Requirement.** *At least two-thirds of the Gross Floor Area of all building*
5 *area below 160 feet in height shall be non-residential.*

6 **(d) Urban Design and Density Controls.**

7 **(1) Design of Buildings.** *New construction shall comply with the "Central SoMa Guide*
8 *to Urban Design" as adopted and periodically amended by the Planning Commission.*

9 **(2) Floor Area Ratio.** *There shall be no maximum Floor Area Ratio limit for lots*
10 *within the CMUO, MUR, MUG, and WMUO Districts in this SUD.*

11 **(3) Living and Solar Roofs and Renewable Energy.**

12 **(A) Definitions.** *For the purpose of this subsection, all terms shall be as defined*
13 *in Sections 102 and 149.*

14 **(B) Applicability.** *Any development that meets all of the following criteria:*

15 **(i)** *The development lot is 5,000 square feet or larger; and*

16 **(ii)** *The building constitutes a Large Development Project or Small*
17 *Development Project under the Stormwater Management Ordinance (Public Works Code Secs. 147-*
18 *147.6); and*

19 **(iii)** *The building height is 160 feet or less.*

20 **(C) Requirements.**

21 **(i)** *Notwithstanding the requirements of Section 149, at least fifty*
22 *percent of the roof area shall be covered by one or more Living Roofs.*

23 **(ii)** *Residential projects subject to this subsection (d)(3) shall comply*
24 *with Green Building Code Section 4.201.2, which sets forth requirements for solar photovoltaic systems*
25 *and/or solar thermal systems.*

1 (iii) Non-residential projects shall comply with Green Building Code
2 Section 5.201.1.2, which sets forth requirements for solar photovoltaic systems and/or solar thermal
3 systems.

4 ~~(iv) All projects shall commit, as a condition of approval, to~~
5 ~~sourcing electricity from 100% greenhouse gas-free sources.~~

6 (iv) The Living Roof shall be considered in determining compliance with
7 the Stormwater Management Ordinance.

8 (v) The Planning Department, after consulting with the Public Utilities
9 Commission and the Department of the Environment, shall adopt rules and regulations to implement
10 this subsection 249.78(d)(3) and shall coordinate with those departments to ensure compliance with the
11 Stormwater Management Ordinance.

12 (vi) All projects shall commit, as a condition of approval, to
13 sourcing electricity from 100% greenhouse gas-free sources.

14 (vii) Projects that consist of multiple buildings may choose to locate
15 the required elements in this subsection 249.78(d)(3)(i)-(v) on any rooftops within the subject
16 project, including on buildings that are not subject to these requirements, provided the
17 equivalent amount of square footage is provided elsewhere on the project site.

18 (D) Waiver. If the project sponsor demonstrates to the Zoning Administrator's
19 satisfaction that it is physically infeasible to meet the Living Roof requirements as written for the
20 project in question, the Zoning Administrator may, in his or her sole discretion and pursuant to the
21 procedures set forth in Planning Code Section 307(h), reduce the requirements stated in subsection (C)
22 from fifty percent to thirty-three percent.

23 (4) Lot Coverage. For residential uses, the rear yard requirements of Section 134 of
24 this Code shall not apply. Lot coverage is limited to 80 percent at all residential levels, except that on
25 levels in which all residential units face onto a public right-of-way, 100 percent lot coverage may

1 occur. The unbuilt portion of the lot shall be open to the sky except for those obstructions permitted in
2 yards pursuant to Section 136(c) of this Code. Where there is a pattern of mid-block open space for
3 adjacent buildings, the unbuilt area of the new project shall be designed to adjoin that mid-block open
4 space.

5 **(5) Lot Merger Restrictions.**

6 **(A) Applicability.** Lots that meet both of the following criteria shall be subject
7 to the lot merger restrictions of this Section:

8 (i) Lots containing one or more buildings with California Historic
9 Resources Status Code 1, 2, 3, 4, 5, or 6L, as identified in a survey adopted by the Historic
10 Preservation Commission; and

11 (ii) Lots with any single street frontage under 200 feet in length.

12 **(B) Control.** Any lot to which this subsection is applicable shall not merge with
13 an adjacent lot in such a way that any existing street frontage of under 200 feet is increased to 200 feet
14 in length or longer.

15 **(C) Exemptions.**

16 (i) The street frontages of lots abutting the north side of Perry Street and
17 the street frontages along Harrison Street on Block 3763 in lots 099 and 100 are exempt from
18 this control.

19 (ii) On blocks of less than 200 feet in length between streets or alleys, an
20 applicable lot may merge with an adjacent non-applicable lot if the non-applicable lot is a corner lot.

21 **(6) Open Space.** A project whose housing units consist entirely of Affordable Housing
22 Units, as defined in Section 401, shall provide at least 36 square feet of usable Open Space, as set forth
23 in Section 135, per unit unless the project is located directly adjacent to a publicly-owned park in
24 which case such project shall not be required to provide usable Open Space.

25 **(7) Wind.**

1 (A) **Applicability.** This subsection shall apply to new buildings above 85 feet in
2 Height and additions to existing buildings that result in a building above 85 feet in Height.

3 (B) **Definitions.**

4 "Comfort Level" means ground-level equivalent wind speeds of 11 miles
5 per hour in areas of substantial pedestrian use and seven miles per hour in public seating areas
6 between 7:00 a.m. and 6:00 p.m. when occurring for more than 15 percent of the time year round.

7 "Equivalent Wind Speed" means an hourly mean wind speed adjusted to
8 incorporate the effects of gustiness or turbulence on pedestrians.

9 "Nine-Hour Hazard Criterion" means a ground-level equivalent wind
10 speed of 26 miles per hour for more than nine hours per year per test location.

11 "One-Hour Hazard Criterion" means a ground-level equivalent wind
12 speed of 26 miles per hour for more than one hour per year per test location.

13 "Substantial Increase" means an increase in wind speeds of more than
14 six miles per hour for more than 15 percent of the time year round.

15 (C) **Controls for Wind Comfort.**

16 (i) Projects may not result in wind speeds that exceed the Comfort Level
17 at any location.

18 (ii) Projects may not cause a Substantial Increase in wind speed at any
19 location where the existing or resulting wind speed exceeds the Comfort Level.

20 (iii) Pursuant to Section 329, the Planning Commission may grant an
21 exception to the standards of subsections (i) and (ii) above as applied to a project if it finds that the
22 project meets the following criteria:

23 (aa) It has undertaken all feasible measures to reduce wind
24 speeds through such means as building sculpting and appurtenances, permanent wind baffling
25 measures, and landscaping; and

1 (bb) Reducing wind speeds further would substantially detract
2 from the building design or unduly restrict the square footage of the project.

3 **(D) Controls for Hazardous Winds.**

4 (i) Projects shall not result in net new locations with an exceedance of
5 the One-Hour Hazard Criterion, except as allowed by the Planning Commission based on criteria
6 described in subsection (ii) below.

7 (ii) Pursuant to Section 329, the Planning Commission may grant an
8 exception to the standard of subsection (i) above as applied to a proposed project if it finds that the
9 proposed project meets all of the following criteria:

10 (aa) The project with mitigations does not result in net new
11 locations with an exceedance of the Nine-Hour Hazard Criterion;

12 (bb) The project has undertaken all feasible measures to reduce
13 hazardous wind speeds, such as building sculpting and appurtenances, permanent wind baffling
14 measures, and landscaping; and

15 (cc) Meeting the requirements of subsection (i) would detract
16 from the building design or unduly restrict the square footage of the project.

17 (iii) No exception shall be granted and no building or addition shall be
18 permitted for any project that causes net new locations with an exceedance in the Nine-Hour Hazard
19 Criterion.

20 **(E) Guidelines.** Procedures and methodologies for implementing this
21 subsection shall be issued by the Department.

22 **(8) Ground Floor Heights.** PDR space provided at the ground floor that is subject to
23 the requirements of Section 202.8 or 249.78(c)(5) shall have a minimum floor-to-floor height of 17 feet,
24 as measured from grade.

1 (9) Dwelling Unit Exposure. The requirements of Section 140 shall apply,
2 except that the required windows (as defined by Section 504 of the San Francisco Housing
3 Code) of at least one room that meets the 120-square-foot minimum superficial floor area
4 requirement of Section 503 of the Housing Code shall face on an open area as follows:

5 (A) For units constructed above 85 feet in height, the required windows
6 shall face directly on an open area that is no less than 15 feet by 15 feet;

7 (B) 10% of units constructed at or below 85 feet may face directly onto
8 an open area that is no less than 15 feet by 15 feet; and

9 (C) Where required windows are built on an open area, pursuant to
10 140(a)(2), the requirements to increase the horizontal dimension at each subsequent floor do
11 not apply.

12 (e) Community Development Controls.

13 (1) Affordable Housing Funds. Affordable Housing Fees for projects within the
14 Central SoMa Special Use District shall be deposited in the Central SoMa Affordable Housing Fund
15 and shall be expended within a limited geographic area, as specified in Administrative Code Section
16 10.100-46.

17 (2) Land Dedication.

18 (A) Residential projects in this SUD may opt to fulfill the Inclusionary Housing
19 requirement of Section 415 through the Land Dedication alternative contained in Section 419.6.

20 (B) Non-Residential projects in this Special Use District may opt to fulfill their
21 Jobs-Housing Linkage Fee requirement of Section 413 through the Land Dedication alternative
22 contained in Section 413.7.

23
24 (3) TDR Requirements for Large Development Sites.

25 (A) Applicability. This control applies to projects that:

1 (i) Are located in Central SoMa Development Fee Tier C, as defined in
2 Section 423.2;

3 (ii) Contain new construction, or addition, of 50,000 non-residential
4 gross square feet or greater; and

5 (iii) Have a Floor Area Ratio of 3:1 or greater.

6 **(B) Requirement.**

7 (i) A project subject to this subsection (4) will be considered a
8 "Development Lot," pursuant to Section 128.1;

9 (ii) To exceed a Floor Area Ratio of 3:1, a Development Lot shall
10 acquire one Unit of TDR from a Transfer Lot, as defined in Sections 128 and 128.1, per square foot
11 of development up to a Floor Area Ratio of 4.25:1. Above 4.25:1, the acquisition of additional TDR is
12 not required.

13 * * * *

14 **SEC. 260. HEIGHT LIMITS: MEASUREMENT.**

15 * * * *

16 (b) **Exemptions.** In addition to other height exceptions permitted by this Code, the
17 features listed in this subsection (b) shall be exempt from the height limits established by this
18 Code, in an amount up to but not exceeding that which is specified.

19 (1) The following features shall be exempt; provided the limitations indicated for
20 each are observed; provided further that the sum of the horizontal areas of all features listed
21 in this subsection (b)(1) shall not exceed 20 percent of the horizontal area of the roof above
22 which they are situated, or, in C-3 Districts, and in the Rincon Hill Downtown Residential
23 District, where the top of the building has been separated into a number of stepped elements
24 to reduce the bulk of the upper tower, of the total of all roof areas of the upper towers; and
25 provided further that in any R, RC-3, or RC-4 District the sum of the horizontal areas of all

1 such features located within the first 10 feet of depth of the building, as measured from the
2 front wall of the building, shall not exceed 20 percent of the horizontal area of the roof in such
3 first 10 feet of depth.

4 As an alternative, the sum of the horizontal areas of all features listed in this
5 subsection (b)(1) may be equal to but not exceed 20 percent of the horizontal area permitted
6 for buildings and structures under any bulk limitations in Section 270 of this Code applicable
7 to the subject property.

8 Any such sum of 20 percent heretofore described may be increased to 30
9 percent by unroofed screening designed either to obscure the features listed under (A) and
10 (B) below or to provide a more balanced and graceful silhouette for the top of the building or
11 structure.

12 * * * *

13 (E) In any C-3 District ~~and~~ the CMUO District, and any MUR or MUG District
14 within the Central SoMa Special Use District, enclosed space related to the recreational use
15 of the roof, not to exceed 16 feet in height.

16 (F) Rooftop enclosures and screening for features listed in subsections (b)(1)(A)
17 and (B) above that add additional building volume in any C-3 District except as otherwise
18 allowed in the S-2 Bulk district according to subsection (M) below; or the Eastern
19 Neighborhoods Mixed Use Districts, ~~or South of Market Mixed Use District.~~ The rooftop
20 enclosure or screen creating the added volume:

21 (i) shall not be subject to the percentage coverage limitations
22 otherwise applicable to this Section 260(b) but shall meet the requirements of Section 141;

23 (ii) shall not exceed 20 feet in height, measured as provided in
24 subsection (a) above;

(iii) may have a volume, measured in cubic feet, not to exceed three-fourths of the horizontal area of all upper tower roof areas multiplied by the maximum permitted height of the enclosure or screen;

(iv) shall not be permitted within the setbacks required by Sections 132.1, 132.2, and 132.3;

(v) shall not be permitted within any setback required to meet the sun access plane requirements of Section 146; and

(vi) shall not be permitted within any setback required by Section 261.1.

* * * *

(L) ~~[Reserved.]~~ In the Central SoMa Special Use District, additional building volume used to enclose or screen from view the features listed in subsections (b)(1)(A) and (b)(1)(B) above. The rooftop form created by the added volume shall not be subject to the percentage coverage limitations otherwise applicable to the building, but shall meet the requirements of Section 141; shall not exceed 10 percent of the total height of any building taller than 200 feet; shall have a horizontal area not more than 100 percent of the total area of the highest occupied floor; and shall contain no space for human occupancy. The features described in subsection (b)(1)(B) shall not be limited to 16 feet for buildings taller than 200 feet, but shall be limited by the permissible height of any additional rooftop volume allowed by this subsection (L).

* * * *

(2) The following features shall be exempt, without regard to their horizontal area, provided the limitations indicated for each are observed:

* * * *

1 (O) ~~Additional building height, up to a height of five feet above the otherwise~~
2 ~~applicable height limit, where the uppermost floor of the building is to be occupied solely by live/work~~
3 ~~units located within a South of Market District.~~

4 (P)—Enclosed recreational facilities up to a height of 10 feet above the
5 otherwise applicable height limit when located within a 65-U Height and Bulk District and ~~either~~
6 an MUO-~~or SSO~~ District, and only then when authorized by the Planning Commission as a
7 Conditional Use pursuant to Section 303 of this Code, provided that the project is designed in
8 such a way as to reduce the apparent mass of the structure above a base 50-foot building
9 height.

10 (OP) Historic Signs and Vintage Signs permitted pursuant to Article 6 of
11 this Code.

12 (RQ) In the Eastern Neighborhoods Mixed Use Districts, enclosed utility
13 sheds of not more than 100 square feet, exclusively for the storage of landscaping and
14 gardening equipment for adjacent rooftop landscaping, with a maximum height of 8 feet above
15 the otherwise applicable height limit.

16 (SR) Hospitals, as defined in this Code, that are legal non-complying
17 structures with regard to height, may add additional mechanical equipment so long as the new
18 mechanical equipment 1) is not higher than the highest point of the existing rooftop enclosure,
19 excluding antennas; 2) has minimal visual impact and maximum architectural integration; 3) is
20 necessary for the function of the building; and 4) no other feasible alternatives exist. Any
21 existing rooftop equipment that is out of service or otherwise abandoned ~~must~~shall be removed
22 prior to installation of new rooftop equipment.

23 * * * *

1 **SEC. 261.1. ADDITIONAL HEIGHT LIMITS FOR NARROW STREETS AND ALLEYS**
2 **IN, RTO, NC, NCT, AND EASTERN NEIGHBORHOODS MIXED USE, ~~AND SOUTH OF~~**
3 **~~MARKET MIXED USE~~ DISTRICTS.**

4 (a) **Purpose.** The intimate character of narrow streets (rights-of-way 40 feet in width
5 or narrower) and alleys is an important and unique component of the City and certain
6 neighborhoods in particular. The scale of these streets should be preserved to ensure they do
7 not become overshadowed or overcrowded. Heights along alleys and narrow streets are
8 hereby limited to provide ample sunlight and air, as follows:

9 (b) **Definitions.**

10 (1) "Narrow Street" shall be defined as a public right of way less than or equal
11 to 40 feet in width, or any mid-block passage or alley that is less than 40 feet in width created
12 under the requirements of Section 270.2.

13 (2) "Subject Frontage" shall mean any building frontage in an RTO, NC, NCT or
14 Eastern Neighborhood Mixed Use District that abuts a Narrow Street and that is more than 60
15 feet from an intersection with a street wider than 40 feet.

16 (3) "East-West Narrow Streets" shall mean all Narrow Streets, except those
17 created pursuant to Section 270.2, that are oriented at 45 degrees or less from a true east-
18 west orientation or are otherwise named herein: Elm, Redwood, Ash, Birch, Ivy, Linden,
19 Hickory, Lily, Rose, Laussat, Germania, Clinton Park, Brosnan, Hidalgo, and Alert Streets.

20 (4) "North-South Narrow Streets" shall mean all Narrow Streets, except those created
21 pursuant to Section 270.2, that are oriented at 45 degrees or less from a true north-south orientation.

22 (c) **Applicability.** The controls in this Section shall apply in all RTO, NC, NCT, and
23 Eastern Neighborhoods Mixed Use, ~~and South of Market Mixed Use~~ Districts. Notwithstanding the
24 foregoing, in the CS Bulk District these controls shall only apply on certain frontages as described in
25 Section 270(h).

1 (d) Controls.

2 (1) **General Requirement.** Except as described below, all sSubject fFrontages
3 shall have upper stories set back at least 10 feet at the property line above a height equivalent
4 to 1.25 times the width of the abutting nNarrow sStreet.

5 (2) **Southern Side of East-West Narrow Streets and, within the Central SoMa**
6 **Special Use District, all North-South Narrow Streets.** All sSubject fFrontages on the southerly
7 side of an East-West Narrow Street and, within the Central SoMa Special Use District, all Subject
8 Frontages on a North-South Narrow Street shall have upper stories which are set back at the
9 property line such that they avoid penetration of a sun access plane defined by an angle of 45
10 degrees extending from the most directly opposite northerly property line (as illustrated in
11 Figure 261.1A.) No part or feature of a building, including but not limited to any feature listed
12 in Sections 260(b), may penetrate the required setback plane.

13 (3) **Northern Side of all Narrow Streets with the Central SoMa Special Use District.**
14 **Subject Frontages in a 65- or 85- foot Height district are required to meet Apparent Mass Reduction**
15 **requirements, as defined in Section 270(h), as follows:**

16 (A) **All Subject Frontages in a 65-foot Height district are required to have an**
17 **Apparent Mass Reduction of fifty percent, as measured utilizing a Base Height of 35 feet.**

18 (B) **All Subject Frontages in a 85-foot Height district are required to have an**
19 **Apparent Mass Reduction of seventy percent, as measured utilizing a Base Height of 35 feet.**

20 (34) **Mid-block Passages.** Subject fFrontages abutting a mid-block passage
21 provided perpursuant to the requirements of Section 270.2 shall have upper story setbacks as
22 follows:

23 * * * *

24 **SEC. 263. HEIGHT LIMITS: SPECIAL EXCEPTIONS.**

1 In the height and bulk districts indicated in the following Sections, buildings and
2 structures exceeding the prescribed height limits may be approved by the Planning
3 Commission according to the procedures for conditional use approval in Section 303 of this
4 Code unless otherwise specified herein; provided, however, that such Any exceptions
5 granted may be permitted only in the areas specified and only to the extent stated in each
6 Section.

7 **~~SEC. 263.11. SPECIAL HEIGHT EXCEPTIONS: SOUTH OF MARKET RSD 40-X/85-B~~**
8 **~~HEIGHT DISTRICT.~~**

9 ~~(a) **General.** In the 40-X/85-B Height and Bulk District, as designated on Sectional Map No.~~
10 ~~HT01 of the Zoning Map, located within the boundaries of the South of Market RSD District, height~~
11 ~~exceptions above the 40-foot base height to a maximum of 85 feet may be approved in accordance with~~
12 ~~the Conditional Use procedures and criteria provided in Sections 303 of this Code, and the criteria and~~
13 ~~conditions set forth below.~~

14 ~~(b) **Reduction of Shadows on Certain Public, Publicly Accessible, or Publicly Financed or**~~
15 ~~**Subsidized Private Open Space.**~~

16 ~~(1) New buildings or additions subject to this Section shall be shaped to reduce~~
17 ~~substantial shadow impacts on public plazas, parks or other nearby publicly accessible or publicly~~
18 ~~financed private open spaces. The criteria set forth in Section 147 of this Code shall be used to assess~~
19 ~~the shadow impacts of new building development over 40 feet in height.~~

20 ~~(2) To the extent that height above 40 feet on lots 14, 16, 18, 19, 20, 20A, 21, 22, 24, 25,~~
21 ~~26, 28, 29, 30, 31, 34, 91 and 92 of Assessor's Block 3733 and on lots 14, 15, 17, 18, 19, 23, 24, 26, 27,~~
22 ~~28, 32, 33, 36 and 95 of Assessor's Block 3752 would create adverse impact on light and air to~~
23 ~~adjacent residential uses and/or sunlight access to residential open spaces, such additional height shall~~
24 ~~not be permitted.~~

1 ~~(c) Reduction of Ground Level Wind Currents. New buildings or additions subject to this~~
2 ~~Section shall be shaped, or other wind baffling measures shall be adopted, so that the development will~~
3 ~~not cause ground level wind currents to exceed, more than 10 percent of the time year round, between~~
4 ~~7:00 a.m. and 6:00 p.m., the comfort level of 11 m.p.h. equivalent wind speed in areas of substantial~~
5 ~~pedestrian use and seven m.p.h. equivalent wind speed in public seating areas. When pre-existing~~
6 ~~ambient wind speeds exceed the comfort level, the building or addition shall be designed to reduce the~~
7 ~~ambient wind speeds to meet the requirements.~~

8 ~~If it is shown that a building or addition cannot be shaped or wind baffling measures cannot be~~
9 ~~adopted to meet the foregoing requirements without creating an unattractive and ungainly building~~
10 ~~form and without unduly restricting the development potential of the building site in question, and/or it~~
11 ~~is concluded that, because of the limited amount by which the comfort level is exceeded, the limited~~
12 ~~location in which the comfort level is exceeded, the limited time during which the comfort level is~~
13 ~~exceeded, or the addition is insubstantial, an exception may be granted as part of the conditional use~~
14 ~~process, allowing the building or addition to add to the amount of time that the comfort level is~~
15 ~~exceeded by the least practical amount.~~

16 ~~No exception shall be allowed and no building or addition shall be permitted that causes~~
17 ~~equivalent wind speeds to reach or exceed the hazard level of 26 miles per hour for a single hour of the~~
18 ~~year.~~

19 ~~For the purposes of this Section, the term "equivalent wind speed" shall mean an hourly mean~~
20 ~~wind speed adjusted to incorporate the effects of gustiness or turbulence on pedestrians.~~

21 ~~(d) Construction of Live/Work Units Above the 40-Foot Base Height Limit. Live/work units~~
22 ~~may be relied upon to qualify for a height exception under this Section only if:~~

23 ~~(1) Each non-residential use within each individual live/work unit is limited to an~~
24 ~~activity permitted within the district or conditional within the district and specifically approved as a~~
25 ~~conditional use;~~

1 ~~(2) Each live/work unit is sufficiently insulated for noise attenuation between units to~~
2 ~~insure that noise shall not exceed the acceptable decibel levels established for residential use as~~
3 ~~specified in the San Francisco Noise Control Ordinance; and~~

4 ~~(3) The project satisfies the open space, parking and freight loading provisions of this~~
5 ~~Code without administrative exceptions.~~

6 ~~(e) Affordability. In determining whether to allow a height exception under this Section the~~
7 ~~Planning Commission shall, in addition to the criteria set forth in Section 303(e) of this Code, consider~~
8 ~~the extent to which the project seeking the exception will include residential and live/work units~~
9 ~~affordable to low-income and moderate-income households. The City Planning Commission may~~
10 ~~impose conditions on the approval of additional height pursuant to this Subsection to assure housing~~
11 ~~affordability and the enforceability and enforcement of housing affordability and use provisions, which~~
12 ~~may include, but need not be limited to, a requirement that a minimum stated percentage of the total~~
13 ~~number of units approved pursuant to this Section remain affordable to households whose incomes are~~
14 ~~not greater than a stated percentage of a defined median income for a period of not less than a stated~~
15 ~~number of years.~~

16 ~~(1) The property owner shall submit an annual report to the City, along with a fee~~
17 ~~whose amount shall be determined periodically by the City Planning Commission, to cover costs of the~~
18 ~~enforcement of the affordability of designated units. The fee shall not exceed the amount of those costs.~~
19 ~~The report shall state rents, annual household income, number of adults and children living in each~~
20 ~~designated unit, and such other information as the City may require.~~

21 * * * *

22 **SEC. 263.32. SPECIAL HEIGHT EXCEPTIONS: PERMITTED BUILDING HEIGHTS IN**
23 **THE CENTRAL SOMA SPECIAL USE DISTRICT.**

24 (a) Purpose. The provision of affordable housing, public open space, and recreational
25 amenities are encouraged in the Central SoMa Special Use District to achieve the policy objectives of

1 the Central SoMa Plan. To facilitate the creation of these amenities, additional height may be allowed,
2 as long as it does not result in a net increase in development potential for the primary project as set
3 forth in subsection (c), below.

4 (b) **Applicability.** This Section shall apply to any project that:

5 (1) Provides housing units consisting entirely of on-site or off-site Affordable Housing
6 Units as defined in Section 401;

7 (2) Dedicates land pursuant to Sec. 249.78(e) for housing consisting entirely of
8 Affordable Housing Units as defined in Section 401, which land the City deems suitable for
9 such use, taking into consideration size, configuration, physical characteristics, physical and
10 environmental constraints, access, location, adjacent use, and other relevant planning criteria;
11 or

12 (3) Provides land for publicly-owned parks or publicly-owned recreational amenities,
13 which land the City deems suitable for such use, taking into consideration size, configuration, physical
14 characteristics, physical and environmental constraints, access, location, adjacent use, and other
15 relevant planning criteria.

16 (c) **Controls.** An additional 25 feet of height above the otherwise applicable height limit is
17 permitted for applicable development projects without requiring conditional use authorization by
18 the Planning Commission subject only if it meets the following conditions:

19 (1) The development capacity of the primary project shall not be increased due to the
20 provision of the additional height as compared to the development capacity achievable without the
21 special height exception. For purposes of this section, the development capacity of the primary project
22 shall be calculated as the Gross Floor Area of development proposed on the site, less:

23 (A) Any Gross Floor Area constructed in the project providing housing units
24 consisting entirely of Affordable Housing Units, as defined in Section 401;

1 (B) Any Gross Floor Area of potential development of land dedicated to the City
2 for affordable housing pursuant to Section 249.78(e)(2), as determined by the Planning Department;

3 (C) Any Gross Floor Area of potential development of land dedicated to the City
4 for publicly-owned parks or publicly-owned recreation centers, as determined by the Planning
5 Department; and

6 (D) Any Gross Floor Area constructed as a publicly-owned recreation center.

7 (2) The additional height shall not cause any new or substantially increased significant
8 impacts that cannot be mitigated to less than significant levels related to wind and shadow that would
9 not have occurred without the additional height, as determined by the Environmental Review Officer.

10 (3) A project using a special height exception pursuant to this Section 263.32
11 shall be subject to Sections 132.4 and 270(h), based on the otherwise applicable Height limit
12 for the lot.

13 (4) A project ~~utilizing~~ using a special height exemption ~~exception~~ pursuant to this
14 Section 263.32 may add 25 feet above the otherwise applicable Height limit for purposes of calculating
15 its Apparent Mass Reduction pursuant to Section 270(h).

16 **SEC. 263.33. SPECIAL HEIGHT EXCEPTIONS: VASSAR AND HARRISON STREETS.**

17 (a) Purpose. To facilitate the provision of increased affordable housing and a large hotel
18 proximate to the Moscone Convention Center.

19 (b) Applicability. Assessor's Block No. 3763, Lots 078, 079, 080, 080A, 081, 099, 100, 101,
20 and 105.

21 **(c) Controls.**

22 (1) The applicable lots shall have a base ~~H~~height limit of 130 feet.

23 (2) For development on Assessor's Block No. 3763, Lot 105, the Height limit shall be
24 200 feet for a project that includes a hotel and/or residential uses of not less than 400 guest rooms.

1 (3) For development on Assessor's Block No. 3763, Lots 078, 079, 080, 080A, 081, 099,
2 100, and 101, the Height limit shall be 350 feet for a project that includes affordable housing in an
3 amount that is equal to or greater than 110% of the requirement set forth in Section 415.

4 (4) Conditional use authorization by the Planning Commission shall not be
5 required for use of this special height exception.

6
7 **SEC. 263.34. SPECIAL HEIGHT EXCEPTIONS: FOURTH AND HARRISON STREETS**

8 (a) Purpose. To facilitate the provision of affordable housing or other public benefits.

9 (b) Applicability. Assessor's Block No. 3762, Lots 106, 108, 109, 112, 116, and 117.

10 (c) Controls.

11 (1) Lots 108, 109, 117, and portions of Lot 116 shall have a base height limit of 85 feet,
12 as shown on Height and Bulk District Map HT01 of the Zoning Map of the City and County of San
13 Francisco.

14 (2) Lots 106, 113 and portions of Lots 112 and 116 shall have a base height limit of
15 130 feet, as shown on Height and Bulk District Map HT01 of the Zoning Map of the City and County of
16 San Francisco.

17 (3) The Height limit shall be 160 feet for a project that dedicates land for the provision
18 of affordable housing, pursuant to Section 419.5(a)(2)(A) and (C) through (J) .

19 (4) Conditional use authorization by the Planning Commission shall not be
20 required for use of this special height exception.

21
22 **SEC. 270. BULK LIMITS: MEASUREMENT.**

23 (a) The limits upon the bulk of buildings and structures shall be as stated in this
24 Section and in Sections 271 and 272. The terms "height," "plan dimensions," "length" and
25 "diagonal dimensions" shall be as defined in this Code. In each height and bulk district, the

maximum plan dimensions shall be as specified in the following table, at all horizontal cross-sections above the height indicated.

TABLE 270			
BULK LIMITS			
District Symbol on Zoning Map	Height Above Which Maximum Dimensions Apply (in feet)	Maximum Plan Dimensions (in feet)	
		Length	Diagonal Dimension
* * * *			
CS	This table not applicable. But see Section 270(h).		

* * * *

(h) CS Bulk District. In the CS Bulk District, the bulk limits contained in this subsection 270(h) shall apply.

(1) Definitions. For purposes of this subsection, the definitions of Section 102 and the following definitions apply unless otherwise specified in this Section:

Apparent Mass Reduction. The percentage of the Skyplane that does not include the Projected Building Mass from the subject lot. For purposes of calculating Apparent Mass Reduction, any portion of the Projected Building Mass that projects above the Height limit shall be added to the projection within the Skyplane.

Base Height. The lowest Height from which the Skyplane is measured.

Lower Tower. The lower two-thirds of the Tower Portion of a Tower, rounded to the nearest floor.

Major Street. 2nd Street, 3rd Street, 4th Street, 5th Street, 6th Street, Mission Street, Howard Street, Folsom Street, Harrison Street, Bryant Street, Brannan Street, and Townsend Street.

Mid-Block Passage. *Any passage created pursuant to Section 270.2.*

Narrow Street. *A right-of-way with a width of 40 feet or less and more than 60 feet from an intersection with a street wider than 40 feet.*

Projected Building Mass. *The portion of the subject building that projects into the Skyplane as viewed from the most directly opposite property line. This volume includes all parts and features of a building, including but not limited to any feature listed in Section 260(b).*

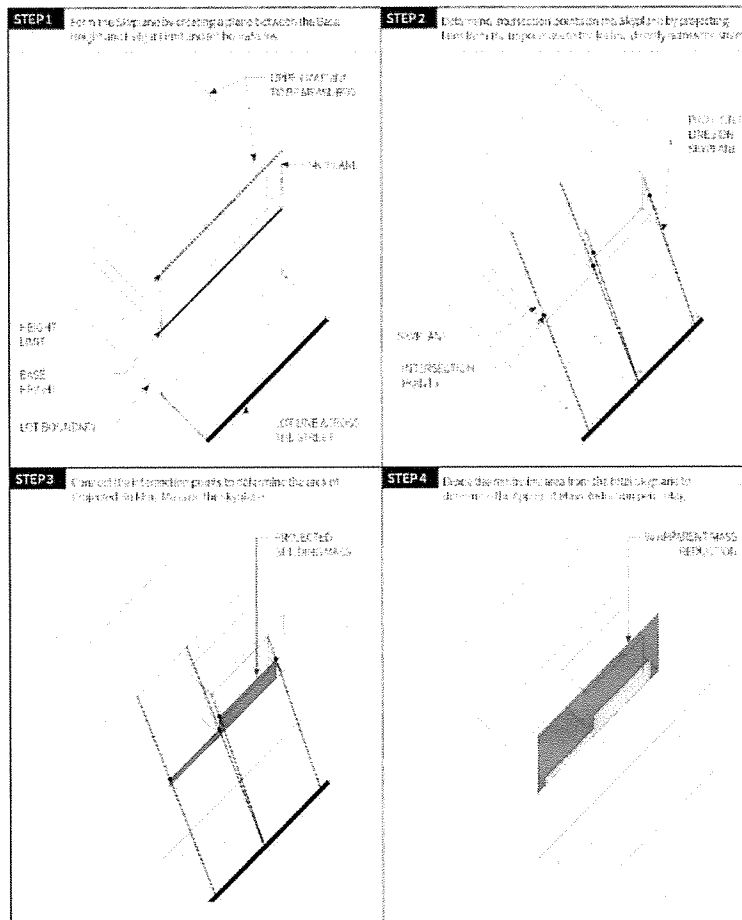
Skyplane.

(i) A plane along each street-facing property line of the subject lot extending:

(aa) Vertically from the Base Height up to the Height limit for the subject lot; and

(bb) Horizontally for the length of the street-facing property line.

(ii) The figure below illustrates how a skyplane is to be measured:



Tower. Any building taller than 160 feet in Height.

Tower Portion. The portion of a Tower above 85 feet in Height.

Upper Tower. The upper one-third of the Tower Portion of a Tower, rounded to the nearest floor.

(2) Apparent Mass Reduction. Projects in the CS Bulk District are subject to the Apparent Mass Reduction controls of Table 270(h), as well as the setback requirements of Section 132.4.

<u>Table 270(h)</u>				
<u>Apparent Mass Reduction</u>				
<u>Building</u> <u>Frontage</u>	<u>Side of the Street</u>	<u>Height</u> <u>District</u>	<u>Base Height</u>	<u>Apparent Mass Reduction</u>
<u>Major Street</u>	<u>Southeast and</u> <u>southwest</u>	<u>130 feet</u>	<u>85 feet</u>	<u>67%</u>
<u>Major Street</u>	<u>Southeast and</u> <u>southwest</u>	<u>160 feet</u>	<u>85 feet</u>	<u>80%</u>
<u>Major Street</u>	<u>Northeast and</u> <u>northwest</u>	<u>130 feet</u>	<u>85 feet</u>	<u>50%</u>
<u>Major Street</u>	<u>Northeast and</u> <u>northwest</u>	<u>160 feet</u>	<u>85 feet</u>	<u>70%</u>
<u>Major Street</u>	<u>All</u>	<u>Above 160 feet</u>	<u>85 feet</u>	<u>None for the Tower</u> <u>Portion, as defined in</u> <u>Section 132.4. 80% for the</u> <u>remainder of the building.</u> <u>using a Height limit of 160</u> <u>feet for purposes of this</u> <u>calculation.</u>
<u>Narrow Street</u>	<u>Southeast and</u> <u>southwest</u>	<u>160 feet and</u> <u>less</u>	<u>35 feet</u>	<u>The controls of Section</u> <u>261.1(d)(2) shall apply.</u>
<u>Narrow Street</u>	<u>Northeast and</u> <u>northwest</u>	<u>135 feet and</u> <u>160 feet</u>	<u>35 feet</u>	<u>85%</u>

<u>Narrow Street</u>	<u>All</u>	<u>Above 160 feet</u>	<u>35 feet</u>	<u>None for the Tower Portion, as defined in Section 132.4. 85% for the remainder of the building, using a Height limit of 160 feet for purposes of this calculation.</u>
<u>Mid- Block Passage</u>	<u>All</u>	<u>All</u>	<u>None</u>	<u>The controls of Section 261.1(d)(3) shall apply.</u>
<u>Perry Street</u>	<u>Northwest</u>	<u>All</u>	<u>35 feet</u> <u>None</u>	<u>The controls of Section 261.1(d)(1) shall apply.</u>
<u>Other Street</u>	<u>All</u>	<u>All</u>	<u>Width of the abutting street</u>	<u>Same as the Apparent Mass Reduction for projects along Major Streets in the same height district and on the same side of the street.</u>

(3) Bulk Controls for Buildings Towers.

(A) Maximum Floor Area for the Tower Portion.

(i) For residential and hotel uses, the maximum Gross Floor Area of any floor is 12,000 gross square feet.

(ii) For all other uses, the maximum Gross Floor Area of any floor is 17,000 gross square feet and the average Gross Floor Area for all floors in the Tower Portion shall not exceed 15,000 gross square feet.

(B) Maximum Plan Dimensions for the Tower Portion.

1 (i) The maximum length shall be 150 feet.

2 (ii) The maximum diagonal shall be 190 feet.

3 (iii) For buildings with a Height of 250 feet or more, the average Gross
4 Floor Area of the Upper Tower shall not exceed 85 percent of the average Gross Floor Area of the
5 Lower Tower, and the average diagonal of the Upper Tower shall not exceed 92.5 percent of the
6 average diagonal of the Lower Tower.

7 (4) Exceptions. Except as specifically described in this subsection (h) and in Section
8 329(e), no exceptions to the controls in the CS Bulk District shall be permitted. The procedures for
9 granting special exceptions to bulk limits described in Section 272 shall not apply.

10 * * * *

11 **SEC. 270.2. SPECIAL BULK AND OPEN SPACE REQUIREMENT: MID-BLOCK**
12 **ALLEYS IN LARGE LOT DEVELOPMENT IN THE EASTERN NEIGHBORHOODS MIXED**
13 **USE DISTRICTS, SOUTH OF MARKET NEIGHBORHOOD COMMERCIAL TRANSIT**
14 **DISTRICT, FOLSOM STREET NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT,**
15 **REGIONAL COMMERCIAL DISTRICT, ~~SOUTH OF MARKET MIXED USE DISTRICT, C-3~~**
16 **DISTRICT, AND DTR DISTRICT.**

17 * * * *

18 (c) **Applicability.** This Section 270.2 applies to all new construction on parcels that
19 have one or more street or alley frontages of over 200 linear feet on a block face longer than
20 400 feet between intersections, and are in the C-3 Districts, if located south of Market Street,
21 or in the ~~South of Market Mixed Use Districts~~, South of Market Neighborhood Commercial
22 Transit District, Folsom Street Neighborhood Commercial Transit District, Regional
23 Commercial District, Eastern Neighborhoods Mixed Use Districts, or DTR Districts, except for
24 parcels in the RH DTR District, which are subject to Section 827.

25 * * * *

1 **SEC. 303.1. FORMULA RETAIL USES.**

2 * * * *

3 (b) **Definition.** A Formula Retail use is hereby defined as a type of retail sales or
4 service activity or retail sales or service establishment that has eleven or more other retail
5 sales establishments in operation, or with local land use or permit entitlements already
6 approved, located anywhere in the world. In addition to the eleven establishments either in
7 operation or with local land use or permit entitlements approved for operation, the business
8 maintains two or more of the following features: a standardized array of merchandise, a
9 standardized facade, a standardized decor and color scheme, uniform apparel, standardized
10 signage, a trademark or a servicemark.

11 * * * *

12 (e) **Conditional Use Authorization Required.** A Conditional Use Authorization shall
13 be required for a Formula Retail use in the following zoning districts unless explicitly
14 exempted:

15 * * * *

16 (12) The C-3-G District with frontage on Market Street, between 6th Street and
17 the intersection of Market Street, 12th Street and Franklin Street; and

18 (13) The Central SoMa Mixed-Use Office Special Use District as defined in Section
19 848, except for those uses not permitted pursuant to subsection (f) below.

20 (f) **Formula Retail Uses Not Permitted.** Formula Retail uses are not permitted in the
21 following zoning districts:

22 * * * *

23 (9) Chinatown Mixed Use Districts do not permit Formula Retail uses that are
24 also Restaurant or Limited-Restaurant uses as defined in Sections 790.90 and 790.91; and

1 (10) Central SoMa ~~Mixed Use Office~~ Special Use District does not permit Formula
2 Retail Uses that are also Bar, Restaurant, or Limited Restaurant Uses as defined in Section 102.

3 * * * *

4 **SEC. 304. PLANNED UNIT DEVELOPMENTS.**

5 In districts other than C-3, the Eastern Neighborhoods Mixed Use Districts, or the DTR
6 Districts, ~~or the South of Market Mixed Use Districts~~, the Planning Commission may authorize as
7 conditional uses, in accordance with the provisions of Section 303, Planned Unit
8 Developments subject to the further requirements and procedures of this Section. After review
9 of any proposed development, the Planning Commission may authorize such development as
10 submitted or may modify, alter, adjust or amend the plan before authorization, and in
11 authorizing it may prescribe other conditions as provided in Section 303(d). The development
12 as authorized shall be subject to all conditions so imposed and shall be excepted from other
13 provisions of this Code only to the extent specified in the authorization.

14 * * * *

15 **SEC. 307. OTHER POWERS AND DUTIES OF THE ZONING ADMINISTRATOR.**

16 In addition to those specified in Sections 302 through 306 of this Code, the Zoning
17 Administrator shall have the following powers and duties in administration and enforcement of
18 this Code. The duties described in this Section shall be performed under the general
19 supervision of the Director of Planning, who shall be kept informed of the actions of the
20 Zoning Administrator.

21 * * * *

22 **(g) Exceptions from Certain Specific Code Standards through Administrative**
23 **Review in the Chinatown Mixed Use Districts ~~and the South of Market Mixed Use Districts~~.**
24 The Zoning Administrator may allow complete or partial relief from rear yard, open space and
25 wind and shadow standards as authorized in the applicable sections of this Code, when

1 modification of the standard would result in a project better fulfilling the criteria set forth in the
2 applicable section. The procedures and fee for such review shall be the same as those which
3 are applicable to Variances, as set forth in Sections 306.1 through 306.5 and 308.2.

4 (h) **Exceptions from Certain Specific Code Standards through Administrative**
5 **Review.** The Zoning Administrator may allow complete or partial relief from certain standards
6 specifically identified below, in Section 161, or elsewhere in this Code when modification of
7 the standard would result in a project fulfilling the criteria set forth below and in the applicable
8 section.

9 (1) **Applicability.**

10 * * * *

11 (E) **Better Roofs; Living Roof Alternative.** For projects subject to
12 Section 149 and 249.78(d)(3), the Zoning Administrator may waive portions of the applicable
13 requirements as provided in Section 149(e) and 249.78(d)(3)(D), respectively.

14 * * * *

15 **SEC. 329. LARGE PROJECT AUTHORIZATION IN EASTERN NEIGHBORHOODS**
16 **MIXED USE DISTRICTS.**

17 (a) **Purpose.** The purpose of this Section is to ensure that all large projects proposed
18 in the Eastern Neighborhoods Mixed Use Districts are reviewed by the Planning Commission,
19 in an effort to achieve the objectives and policies of the General Plan, the applicable Design
20 Guidelines, and the purposes of this Code.

21 (b) **Applicability.** This Section applies to all projects in the Eastern Neighborhoods
22 Mixed Use Districts, except projects in the Western SoMa Special Use District, that are subject
23 to Section 823(c)(~~1211~~), that meet at least one of the following criteria:

24 (1) **Outside the Central SoMa Special Use District.**

1 (A) The project includes the construction of a new building greater than
2 75 feet in height (excluding any exceptions permitted ~~per~~pursuant to Section 260(b)), or
3 includes a vertical addition to an existing building with a height of 75 feet or less resulting in a
4 total building height greater than 75 feet; or

5 (2B) The project involves a net addition or new construction of more than
6 25,000 gross square feet.

7 (2) Within the Central SoMa Special Use District.

8 (A) The project includes the construction of a new building greater than 85 feet
9 in height (excluding any exceptions permitted pursuant to Section 260(b)), or includes a vertical
10 addition to an existing building with a height of 85 feet or less resulting in a total building height
11 greater than 85 feet; or

12 (B) The project involves a net addition or new construction of more than 50,000
13 gross square feet.

14 * * * *

15 (d) **Exceptions.** As a component of the review process under this Section 329,
16 projects may seek specific exceptions to the provisions of this Code as provided for below:

17 * * * *

18 (4) Exception from satisfaction of loading requirements of Section 152.1 as
19 specified therein. In the Central SoMa SUD, the Commission may consider the project's
20 Driveway and Loading Operations Plan (DLOP) pursuant to Section 155(u) in making its
21 determination.

22 * * * *

23 (12) Where not specified elsewhere in this ~~S~~subsection (d), ~~modification of~~
24 exceptions to other Code requirements which ~~that~~ could otherwise be modified as a Planned
25 Unit Development (as set forth in Section 304), irrespective of the zoning district in which the

property is located, except that such exceptions shall not be permitted for projects in the Central SoMa Special Use District.

(13) For development located within the Central SoMa SUD:

(A) Exception to the building separation requirements pursuant to Section 132.4(d)(3)(B).

(B) Exception to the freight loading requirements, pursuant to Sections 152.1, 154, and 155.

(C) Exception to Dwelling Unit Exposure requirements pursuant to Sections 140 and 249.78(d)(9).

(D) Exception to the Controls for Wind Comfort pursuant to Section 249.78(d)(7).

(E) Exception to the lot coverage limits of Section 249.78(d)(4) for conversions of existing non-residential structures to residential use.

(e) Exceptions for Key Sites in Central SoMa.

(1) Purpose. The Central SoMa Plan Area contains a number of large, underutilized development sites. By providing greater flexibility in the development of these sites, the City has an opportunity to achieve key objectives of the Central SoMa Plan and to locate important public assets that would otherwise be difficult to locate in a highly developed neighborhood like SoMa.

(2) Applicability. The controls discussed below apply to the following lots, as identified in the Key Site Guidelines adopted by the Central SoMa Area Plan (Ordinance No. _____, on file with the Clerk of the Board of Supervisors in File No. _____):

(A) The southwest corner of the intersection of 5th Street and Howard Street, consisting of Block 3732, Lots 003, 004, 005, 099, 100, 145A, 146, and 149, as well as any other parcels included as part of the same development application for one of these lots;

1 (B) The southeast corner of the intersection of 4th Street and Harrison Street,
2 consisting of Block 3762, Lots 106, 108, 109, 112, 116, and 117;

3 (C) The southwest corner of the intersection of 2nd Street and Harrison Street,
4 consisting of Block 3763, Lots 001, 078, 079, 080, 080A, 081, 099, 100, 101, 105, 112, and 113.

5 (D) The northeast corner of the intersection of 4th Street and Brannan Street,
6 consisting of Block 3776, Lot 025;

7 (E) The northeast corner of the intersection of 5th Street and Brannan Street,
8 consisting of Block 3777, Lots 045, 050, 051, and 052;

9 (F) The southern half of the block north of Brannan Street between 5th Street
10 and 6th Street, consisting of Block 3778, Lots 001B, 002B, 004, 005, 047, and 048;

11 (G) The southeast corner of the intersection of 5th and Brannan Streets,
12 consisting of Block 3786, Lots 036 and 037; and

13 (H) The northeast corner of the intersection of 4th and Townsend Streets,
14 consisting of Block 3787, Lots 026, 028, 050, 161, 162, 163, and 164.

15 (3) Controls. Pursuant to this Section 329(e) and the Key Site Guidelines adopted as
16 part of the Central SoMa Area Plan, the Planning Commission may grant exceptions to the provisions
17 of this Code as set forth in subsection (d) above and may also grant the exceptions listed below
18 for projects that provide qualified amenities in excess of what is required by the Code.

19 (A) Qualified Amenities. Qualified additional amenities that may be provided
20 by these Key Sites include: affordable housing beyond what is required under Section 415 et seq.; land
21 dedication by non-residential projects for construction of affordable housing in satisfaction of
22 or in excess of that required to satisfy the Jobs-Housing linkage Fee pursuant to Section
23 413.7; land dedication by residential projects for construction of affordable housing in
24 satisfaction of or in excess of that required to satisfy the Alternatives to the Inclusionary
25 Housing Component pursuant to Section 419.6; to the extent permitted by state law, PDR at a

1 greater amount and/or lower rent than is otherwise required under Sections 202.8 or 249.78(c)(5);
2 public parks, recreation centers, or plazas; and improved pedestrian networks.

3 (B) Exceptions. Upon consideration of qualified amenities in excess of
4 what is required by the Code, the Planning Commission may grant one or more exceptions to the
5 following requirements: the streetwall and setback controls established in Section 132.4; the
6 building separation controls in Section 132.4, including but not limited to the controls in
7 subsection 132.4(d)(3)(B); protected street frontages in Section 155(f); the setback requirements
8 in Section 261.1; bulk controls established in Section 270(h); and the lot merger restrictions
9 established in Section 249.78(d)(5); or the commercial orientation of large sites established in
10 Section 249.78(e)(6).

11 In addition to these exceptions, the Planning Commission may grant one or more of the
12 following exceptions:

13 (i) On the Key Site identified in Section 329(e)(2)(B), the ground
14 floor non-residential height required by Sections 145.1 and 249.78(d)(8) may be reduced to 14
15 feet. In addition, the apparent mass reduction controls in Table 270(h) may be reduced as
16 follows: (A) on the building frontage on Harrison Street, a reduction in the apparent mass
17 reduction requirement to 50%; (B) on the building frontage on Fourth Street, elimination of the
18 apparent mass reduction requirement.

19 (ii) On the Key Site identified in Section 329(e)(2)(C), exception to
20 the lot coverage limits in Section 249.78(d)(4), the micro-retail requirement in 249.78(c)(4), the
21 active use requirement in Section 145.1, and the ground floor commercial use requirements in
22 Section 145.4. In addition, the site may be permitted to seek a Conditional Use Authorization
23 to establish a Formula Retail Limited Restaurant, pursuant to Section 303.1.

24 (iii) On the Key Site identified in Section 329(e)(2)(D), exception to
25 the requirement in Section 138(d)(2)(E)(i) that ground floor POPOS be open to the sky.

1 (iv) On the Key Site identified in Section 329(e)(2)(E), exception to
2 the lot coverage limits in Section 249.78(d)(4), the street frontage requirements in Section
3 145.1, and the protected pedestrian-, cycling-, and transit-oriented street frontage
4 requirements of Section 155(r).

5 (iv) On the Key Site identified in Section 329(e)(2)(G), exception to
6 the PDR space requirements of Section 249.78(c)(5).

7 (vi) On the Key Site identified in Section 329(e)(2)(H), exception to
8 the protected pedestrian-, cycling-, and transit-oriented street frontage requirements of
9 Section 155(r) and to the street frontage requirements in Section 145.1, the required ground
10 floor commercial uses in Section 145.4, and the requirement that at least two-thirds of the
11 Gross Floor Area of all building area below 160 feet be non-residential in Section
12 249.78(c)(6). In addition, the usable open space requirement pursuant to Section 135 may be
13 reduced to 60 square feet of usable open space required for each dwelling unit if not publicly
14 accessible.

15 (4) **Determination.** In granting such exceptions, the Planning Commission shall
16 determine that the provision of the proposed amenities and exceptions would meet the following
17 criteria:

18 (A) The amenities and exceptions would, on balance, be in conformity with and
19 support the implementation of the Goals, Objectives, and Policies of the Central SoMa Plan.

20 (B) The amenities would result in an equal or greater benefit to the City than
21 would occur without the exceptions, and

22 (C) The exceptions are necessary to facilitate the provision of important public
23 assets that would otherwise be difficult to locate in a highly developed neighborhood like SoMa.

24 **(ef) Hearing and Decision.**

25 * * * *

1 **SEC. 401. DEFINITIONS.**

2 In addition to the specific definitions set forth elsewhere in this Article, the following
3 definitions shall govern interpretation of this Article:

4 * * * *

5 "Designated affordable housing zones." For the purposes of implementing the Eastern
6 Neighborhoods Community Improvements~~Public Benefits~~ Fund, shall mean the Mission NCT
7 defined in Section 754 ~~and those Mixed Use Residential Districts defined in Section 841 that are~~
8 ~~located within the boundaries of either the East SoMa or Western SoMa Plan Areas.~~

9 * * * *

10 "Eastern Neighborhoods Community Improvements~~Public Benefits~~ Fund." The fund into
11 which all fee revenue collected by the City from the Eastern Neighborhoods Impact Fee is
12 deposited.

13 * * * *

14 **SEC. 411A.3. APPLICATION OF TSF.**

15 * * * *

16 **(d) Application of the TSF to Projects in the Approval Process at the Effective**
17 **Date of Section 411A.** The TSF shall apply to Development Projects that are in the approval
18 process at the effective date of Section 411A, except as modified below:

19 (1) Projects that have a Development Application approved before the effective
20 date of this Section shall not be subject to the TSF, but shall be subject to the TIDF at the rate
21 applicable perpursuant to Planning Code Sections 411.3 (e) and 409, as well as any other
22 applicable fees.

23 (2) Projects that have filed a Development Application or environmental review
24 application on or before July 21, 2015, and have not received approval of any such
25 application, shall be subject to the TSF as follows, except as described in subsection (3) below:

1 (A) Residential Uses subject to the TSF shall pay 50% of the applicable
2 residential TSF rate, as well as any other applicable fees.

3 (B) The Non-residential or PDR portion of any project shall be subject to
4 the TSF but pay the applicable TIDF rate ~~per~~pursuant to Planning Code Sections 411.3(e) and
5 409, as well as any other applicable fees.

6 (3) Projects that have not filed a Development Application or environmental
7 review application before July 22, 2015, and file the first such application on or after July 22,
8 2015, and have not received approval of any such application, as well as projects within the
9 Central SoMa Special Use District that have a Central SoMa Development Fee Tier of A, B, or C, as
10 defined in Section 423.2, regardless of the date filed of any Development Application, shall be subject
11 to the TSF as follows:

12 (A) Residential Uses subject to the TSF shall pay 100% of the applicable
13 residential TSF rate, as well as any other applicable fees.

14 (B) The Non-residential or PDR portion of any project shall pay 100% of
15 the applicable Non-residential or PDR TSF rate, as well as any other applicable fees.

16 * * * *

17 **SEC. 413.7. COMPLIANCE BY LAND DEDICATION WITHIN THE CENTRAL SOMA**
18 **SPECIAL USE DISTRICT.**

19 (a) Controls. Within the Central SoMa Special Use District, projects may satisfy all or a
20 portion of the requirements of Section 413.5, 413.6 and 413.8 via dedication of land with equivalent
21 or greater value than the fee owed pursuant to Section 413 et seq. Projects may receive a
22 credit against such requirements up to the value of the land donated, calculated pursuant to
23 subsection (b) below.

24 (b) Requirements.

1 (1) The value of the dedicated land shall be determined by the Director of Property
2 pursuant to Chapter 23 of the Administrative Code. Prior to issuance by DBI of the first site or
3 building permit for a development project subject to Section 413.1 et seq. the sponsor shall submit to
4 the Department, with a copy to MOHCD and the Director of Property, the appraisal reports
5 required by Chapter 23 of the Administrative Code of the fair market value of any land to be
6 dedicated by the sponsor to the City and County of San Francisco.

7 (2) Projects are subject to the requirements of Section 419.5(a)(2)(A) and (C) through
8 (J).

9 * * * *

10 **SEC. 413.10. CITYWIDE AFFORDABLE HOUSING FUND.**

11 All monies contributed pursuant to Sections 413.6 or 413.8 or assessed pursuant to
12 Section 413.9 shall be deposited in the Citywide Affordable Housing Fund ("Fund"),
13 established in Administrative Code Section 10.100-49. The receipts in the Fund collected
14 under Section 413 et seq. shall be used solely to increase the supply of housing affordable to
15 qualifying households subject to the conditions of this Section. The fees collected under this
16 Section may not be used, by way of loan or otherwise, to pay any administrative, general
17 overhead, or similar expense of any entity. The Mayor's Office of Housing and Community
18 Development ("MOHCD") shall develop procedures such that, for all projects funded by the
19 Citywide Affordable Housing Fund, MOHCD requires the project sponsor or its successor in
20 interest to give preference in occupying units as provided for in Administrative Code Chapter
21 47.

22 Pursuant to Section 249.78(e)(1), all monies contributed pursuant to the Jobs-Housing Linkage
23 Program and collected within the Central SoMa Special Use District shall be paid into the Citywide
24 Affordable Housing Fund, but the funds shall be separately accounted for. Such funds shall be
25

1 expended within the area bounded by Market Street, the Embarcadero, King Street, Division Street,
2 and South Van Ness Avenue.

3 * * * *

4 **SEC. 415.3. APPLICATION.**

5 * * * *

6 (b) Except as provided in subsection (3) below, Any development project that has
7 submitted a complete Environmental Evaluation application prior to January 12, 2016 shall
8 comply with the Affordable Housing Fee requirements, the on-site affordable housing
9 requirements or the off-site affordable housing requirements, and all other provisions of
10 Section 415.1 *et seq.*, as applicable, in effect on January 12, 2016. For development projects
11 that have submitted a complete Environmental Evaluation application on or after January 1,
12 2013, the requirements set forth in Planning Code Sections 415.5, 415.6, and 415.7 shall
13 apply to certain development projects consisting of 25 dwelling units or more during a limited
14 period of time as follows.

15 * * * *

16 (3) During the limited period of time in which the provisions of Section 415.3(b)
17 apply, the following provisions shall apply:

18 (A) For any housing development that is located in an area with a
19 specific affordable housing requirement set forth in an Area Plan or a Special Use District, or
20 in any other section of the Code such as Section 419, with the exception of the UMU Zoning
21 District or in the South of Market Youth and Family Zoning District, the higher of the affordable
22 housing requirement set forth in such Area Plan or Special Use District or in Section 415.3(b)
23 shall apply;

24 (B) Development projects that are within the Central SoMa Special Use
25 District; that are designated as Central SoMa Development Tier A, B, or C, as defined in Section

1 423.2; and that submitted a complete Environmental Evaluation application prior to January 12, 2016
2 shall be subject to the affordable housing requirements set forth in Sections 415.5, 415.6, and 415.7
3 that apply to projects that submitted a complete Environmental Evaluation Application on or after
4 January 13, 2016 and before December 31, 2017; and

5 (C) Any affordable housing impact fee paid pursuant to an Area Plan or
6 Special Use District shall be counted as part of the calculation of the inclusionary housing
7 requirements contained in Planning Code Sections 415.1 et seq.

8 * * * *

9 **SEC. 415.5. AFFORDABLE HOUSING FEE.**

10 * * * *

11 (f) **Use of Fees.** All monies contributed pursuant to the Inclusionary Affordable
12 Housing Program shall be deposited in the Citywide Affordable Housing Fund ("the Fund"),
13 established in Administrative Code Section 10.100-49, except as specified below. The Mayor's
14 Office of Housing and Community Development ("MOHCD") shall use the funds collected
15 under this Section 415.5 in the following manner:

16 * * * *

17 (2) **"Small Sites Funds."**

18 (A) **Designation of Funds.** MOHCD shall designate and separately
19 account for 10% of all fees that it receives under Section 415.1 et seq. that are deposited into
20 the Citywide Affordable Housing Fund, established in Administrative Code Section 10.100-49,
21 excluding fees that are geographically targeted such as those referred to in Sections
22 249.78(e)(1), 415.5(b)(1), and 827(b)(1), to support acquisition and rehabilitation of Small Sites
23 ("Small Sites Funds"). MOHCD shall continue to divert 10% of all fees for this purpose until
24 the Small Sites Funds reach a total of \$15 million, at which point, MOHCD will stop
25 designating funds for this purpose. At such time as designated Small Sites Funds are

1 expended and dip below \$15 million, MOHCD shall start designating funds again for this
2 purpose, such that at no time the Small Sites Funds shall exceed \$15 million. When the total
3 amount of fees paid to the City under Section 415.1 *et seq.* totals less than \$10 million over
4 the preceding 12-month period, MOHCD is authorized to temporarily divert funds from the
5 Small Sites Fund for other purposes. MOHCD ~~must~~shall keep track of the diverted funds,
6 however, such that when the amount of fees paid to the City under Section 415.1 *et seq.*
7 meets or exceeds \$10 million over the preceding 12-month period, MOHCD shall commit all of
8 the previously diverted funds and 10% of any new funds, subject to the cap above, to the
9 Small Sites Fund.

10 * * * *

11 (4) Pursuant to Section 249.78(e)(1), all monies contributed pursuant to the
12 Inclusionary Affordable Housing Program and collected within the Central SoMa Special Use District
13 shall be paid into the Citywide Affordable Housing Fund, but the funds shall be separately accounted
14 for. Such funds shall be expended within the area bounded by Market Street, the Embarcadero, King
15 Street, Division Street, and South Van Ness Avenue.

16 * * * *

17 **SEC. 415.7. OFF-SITE AFFORDABLE HOUSING ALTERNATIVE.**

18 * * * *

19 **(c) Location of off-site housing:**

20 (1) Except as specified in subsection (ii) below, tThe off-site units shall be located
21 within one mile of the principal project;

22 (2) Projects within the Central SoMa SUD must be located within the area bounded by
23 Market Street, the Embarcadero, King Street, Division Street, and South Van Ness Avenue.

24 * * * *

25 **SEC. 417.5. USE OF FUNDS.**

1 The Eastern Neighborhoods Area Plan Alternate Affordable Housing Fee shall be paid
2 into the Citywide Affordable Housing Fund, but the funds shall be separately accounted for.
3 MOH shall expend the funds according to the following priorities: First, to increase the supply
4 of housing affordable to qualifying households in the Eastern Neighborhoods Project Areas;
5 second, to increase the supply of housing affordable to qualifying households within 1 mile of
6 the boundaries of the Eastern Neighborhoods Project Areas; third, to increase the supply of
7 housing affordable to qualifying households in the City and County of San Francisco. The
8 funds may also be used for monitoring and administrative expenses subject to the process
9 described in Section 415.5(e). All monies contributed pursuant to the Eastern Neighborhoods Area
10 Plan Alternate Affordable Housing Fee and collected within the Central SoMa Special Use District
11 shall be paid into the Citywide Affordable Housing Fund, but the funds shall be separately accounted
12 for. Such funds shall be expended within the area bounded by Market Street, the Embarcadero, King
13 Street, Division Street, and South Van Ness Avenue.

14 * * * *

15 **SEC. 418.7. SOMA COMMUNITY STABILIZATION FUND.**

16 (a) **Purpose.** There is hereby established a separate fund set aside for a special
17 purpose entitled the SOMA Community Stabilization Fund ("Fund"), and within the Fund an
18 account related to the Community Facilities District defined in Section 434 called the SoMa
19 Community Facilities District Account ("Community Facilities District Account"). The Fund and
20 the Community Facilities District Account shall be held and maintained by the Controller. All
21 monies collected by DBI pursuant to Section 419.3418.3 shall be deposited in the Fund a
22 special fund, to be maintained by the Controller. The Controller may direct certain proceeds of
23 the Community Facilities District special tax, as defined in Section 434, collected pursuant to
24 Section 434, to be deposited into the Community Facilities District Account. Proceeds of
25 bonds issued for the Community Facilities District shall not be deposited into the Community

1 Facilities District Account. The receipts in the Fund and the Community Facilities District
2 Account are hereby appropriated in accordance with law to be used solely to address the
3 effects of destabilization on residents and businesses in SOMA subject to the conditions of
4 this Section.

5 (b) Use of Funds.

6 (1) All monies deposited in the Fund shall be used to address the impacts of
7 destabilization on residents and businesses in SOMA including assistance for: affordable
8 housing and community asset building, small business rental assistance, development of new
9 affordable homes for rental units for low income households, rental subsidies for low income
10 households, down payment assistance for home ownership for low income households,
11 eviction prevention, employment development and capacity building for SOMA residents, job
12 growth and job placement, small business assistance, leadership development, community
13 cohesion, civic participation, cultural preservation, and community based programs and
14 economic development. Monies in the Community Facilities District Account may be used for
15 the purposes specified in this subsection (b) that are authorized uses of Community Facilities
16 District revenues under the proceedings for the Community Facilities District and that are
17 described in the Central SoMa Implementation Program Document.

18 (2) Monies from the Fund may be appropriated by MOHCD without additional
19 approval by the Board of Supervisors to the Planning Commission or other City department or
20 office to commission economic analyses for the purpose of revising the fee, to complete a
21 nexus study to demonstrate the relationship between residential development and the need
22 for stabilization assistance if this is deemed necessary, provided these expenses do not
23 exceed a total of \$100,000. The receipts in the Fund may be used to pay the expenses of
24 MOHCD in connection with administering the Fund and monitoring the use of the Funds.
25 Before expending funds on administration, MOCHD must obtain the approval of the Board of

Supervisors by Resolution. Monies in the Community Facilities District Account may not be used for the purposes described in this subsection.

~~(3) Receipts in the Fund shall also be used to reimburse the Department for conducting a study as follows. Within 60 days of the effective date of Section 418.1 et seq. the Department shall commence a study on the impact, in nature and amount, of market rate housing development on the production of permanently affordable housing and recommend the range of possible fees to be paid by market rate housing developers to mitigate such impact should one be found. The Department shall make timely progress reports on the conduct of this study and shall submit the completed report along with recommendations for legislation to the Land Use & Economic Development Committee of the Board of Supervisors. This study is meant to accomplish the same purposes as the study authorized by the Board of Supervisors in Planning Code Section 415.8(e) and thus supersedes 415.8(e)4.~~

(c) **Reporting.** The Controller's Office shall file a report with the Board of Supervisors in even-numbered years, which report shall set forth the amount of money collected in the Fund. The Fund shall be administered and expended by MOHCD, but all expenditures shall first be approved by the Board of Supervisors through the legislative process. In approving expenditures from the Fund, MOHCD and the Board of Supervisors shall accept any comments from the Community Advisory Committee, the public, and any relevant City departments or offices. With respect to the Community Facilities District Account, the Controller's Office also shall comply with the reporting requirements set forth in the Special Tax Financing Law and Government Code Section 50075 et seq. ~~Before approving any expenditures, the Board of Supervisors shall determine the relative impact from the development in the Rincon Hill Plan Area on the areas described in Section 418.7(b) and shall insure that the expenditures are consistent with mitigating the impacts from the development.~~

1 (d) **Oversight.** There shall be a SOMA Community Stabilization Fund Community
2 Advisory Committee to advise MOHCD and the Board of Supervisors on the administration of
3 the Fund.

4 (1) The Community Advisory Committee shall be composed of seven members
5 appointed as follows:

6 (A) One member representing low-income families who lives with his or
7 her family in SOMA, appointed by the Board of Supervisors.

8 (B) One member who has expertise in employment development and/or
9 represents labor, appointed by the Board of Supervisors.

10 (C) One member who is a senior or disabled resident of SOMA,
11 appointed by the Board of Supervisors.

12 (D) One member with affordable housing expertise and familiarity with
13 the SOMA neighborhood, appointed by the Board of Supervisors

14 (E) One member who represents a community based organization in
15 SOMA, appointed by the Board of Supervisors.

16 (F) One member who provides direct services to SOMA families,
17 appointed by the Board of Supervisors.

18 (G) One member who has small business expertise and a familiarity with
19 the SOMA neighborhood, appointed by the Board of Supervisors.

20 (2) The Community Advisory Committee shall comply with all applicable public
21 records and meetings laws and shall be subject to the Conflict of Interest provisions of the
22 City's Charter and Administrative Code. The initial meeting of the Advisory Committee shall be
23 called within 30 days from the day the Board of Supervisors completes its initial appointments.
24 MOHCD shall provide administrative support to the Committee. The Committee shall develop
25 annual recommendations to MOHCD on the Expenditure Plan.

1 (3) The members of the Community Advisory Committee shall be appointed for
2 a term of two years; provided, however, that the members first appointed shall by lot at the
3 first meeting, classify their terms so that three shall serve for a term of one year and four shall
4 serve for a term of two years. At the initial meeting of the Committee and yearly thereafter, the
5 Committee members shall select such officer or officers as deemed necessary by the
6 Committee. The Committee shall promulgate such rules or regulations as are necessary for
7 the conduct of its business under this Section. In the event a vacancy occurs, a successor
8 shall be appointed to fill the vacancy consistent with the process and requirements to appoint
9 the previous appointee. When a vacancy occurs for an reason other than the expiration of a
10 term of office, the appointee to fill such vacancy shall hold office for the unexpired term of his
11 or her predecessor. Any appointee who misses four meetings within a twelve-month period,
12 without the approval of the Committee, shall be deemed to have resigned from the
13 Committee.

14 ~~(e) Within 90 days of the effective date of Section 418.1 et seq., the Director of MOCD~~
15 ~~shall propose rules, regulations and a schedule for administrative support governing the Fund~~
16 ~~to the Board of Supervisors for its approval.~~

17 **SEC. 419. HOUSING REQUIREMENTS FOR RESIDENTIAL DEVELOPMENT**
18 **PROJECTS IN THE UMU ZONING DISTRICTS OF THE EASTERN NEIGHBORHOODS**
19 **AND THE LAND DEDICATION ALTERNATIVE IN THE UMU DISTRICT, MISSION NCT**
20 **DISTRICT, AND CENTRAL SOMA SPECIAL USE DISTRICT.**

21 Sections 419.1 through 419.6, hereafter referred to as Section 419.1 et seq., set forth
22 the housing requirements for residential development projects in the UMU Zoning Districts of
23 the Eastern Neighborhoods and the Land Dedication Alternative in the UMU District, Mission
24 NCT District, and Central SoMa Special Use District. The effective date of these requirements
25

1 shall be either December 19, 2008, which is the date that the requirements originally became
2 effective, or the date a subsequent modification, if any, became effective.

3 * * * *

4 **SEC. 419.6. LAND DEDICATION ALTERNATIVE IN THE MISSION NCT DISTRICT**
5 **AND CENTRAL SOMA SPECIAL USE DISTRICT.**

6 (a) Mission NCT District. The Land Dedication alternative is available for any project
7 within the Mission NCT District under the same terms and conditions as provided for in
8 Section 419.5(a)(2)(A)-(J).

9 (b) Central SoMa Special Use District. *The Land Dedication alternative is available for*
10 *projects within the Central SoMa Special Use District under the same terms and conditions as provided*
11 *for in Section 419.5(a)(2), except that in lieu of the Land Dedication Alternative requirements of*
12 *Table 419.5, projects may satisfy the requirements of Section 415.5 by dedicating land for affordable*
13 *housing if the dedicated site will result in a total amount of dedicated Gross Floor Area that is equal to*
14 *or greater than 45% of the potential Gross Floor Area that could be provided on the principal site, as*
15 *determined by the Planning Department. Any dedicated land shall be within the area bounded by*
16 *Market Street, the Embarcadero, King Street, Division Street, and South Van Ness Avenue.*

17 * * * *

18 **SEC. 423.1. PURPOSE AND FINDINGS SUPPORTING EASTERN**
19 **NEIGHBORHOODS IMPACT FEES AND COMMUNITY IMPROVEMENTS FUND.**

20 (a) **Purpose.** The Board takes legislative notice of the purpose of the Eastern
21 Neighborhoods Area Plan as articulated in the Eastern Neighborhoods Area Plan of the San
22 Francisco General Plan. San Francisco's Housing Element establishes the Eastern
23 Neighborhoods as a target area for development of new housing to meet San Francisco's
24 identified housing targets. The release of some of the area's formerly industrial lands, no
25 longer needed to meet current industrial or PDR needs, offer an opportunity to achieve higher

1 affordability, and meet a greater range of need. The Mission, Showplace Square - Potrero Hill,
2 Central SoMa, East SoMa, Western SoMa and Central Waterfront Area Plans of the General
3 Plan (Eastern Neighborhoods Plans) thereby call for creation of new zoning intended
4 specifically to meet San Francisco's housing needs, through higher affordability requirements
5 and through greater flexibility in the way those requirements can be met, as described in
6 Section 419. To support this new housing, other land uses, including PDR businesses, retail,
7 office and other workplace uses will also grow in the Eastern Neighborhoods.

8 This new development will have an extraordinary impact on the Plan Area's already
9 deficient neighborhood infrastructure. New development will generate needs for a significant
10 amount of public open space and recreational facilities; transit and transportation, including
11 streetscape and public realm improvements; community facilities and services, including child
12 care; and other amenities, as described in the Eastern Neighborhoods Community
13 Improvements Program, on file with the Clerk of the Board in File No. 081155.

14 A key policy goal of the Eastern Neighborhoods Plans is to provide a significant
15 amount of new housing affordable to low, moderate and middle income families and
16 individuals, along with "complete neighborhoods" that provide appropriate amenities for these
17 new residents. The Plans obligate all new development within the Eastern Neighborhoods to
18 contribute towards these goals, by providing a contribution towards affordable housing needs
19 and by paying an Eastern Neighborhoods Impact Fee.

20 * * * *

21 **SEC. 423.2. DEFINITIONS.**

22 ~~(a)~~ In addition to the definitions set forth in Section 401 of this Article, the following
23 definitions shall govern interpretation of Section 423.1 *et seq.*

24 (a) *Eastern Neighborhoods Base Height. The Height limit immediately prior to the adoption*
25 *of the following:*

1 (1) The Eastern Neighborhoods Plan (Ordinance No. 298-08, on file with the Clerk of
2 the Board of Supervisors in File No. 081153), regardless of subsequent changes in the Height limit, for
3 parcels within the East SoMa Plan Area at the time of plan adoption;

4 (2) The Western SoMa Area Plan (Ordinance No. 41-13, on file with the Clerk of the
5 Board of Supervisors in File No. 130001), regardless of subsequent changes in the Height limit, for
6 parcels within the Western SoMa Area Plan at the time of plan adoption; or

7 (3) Ordinance No. 13-14 (on file with the Clerk of the Board of Supervisors in File No.
8 131161), regardless of subsequent changes in the Height limit, for parcels added to the East SoMa
9 Plan Area by Ordinance No. 13-14.

10 **(b) Central SoMa Base Height.**

11 (1) For all parcels except those described in subsection (2) below, the Height limit
12 established by the Central SoMa Plan (Ordinance No. _____, on file with the Clerk of the Board
13 of Supervisors in File No. _____), regardless of subsequent changes in the Height limit.

14 (2) Exception for Narrow Sites. Projects on parcels in the CS Bulk District, as defined
15 in Section 270, with a Height limit greater than 85 feet and with no street or alley frontage greater than
16 100 feet shall be considered for the purposes of Section 423 et seq. to have a Height limit of 85 feet
17 regardless of the parcel's actual Height limit.

18 **(c) Eastern Neighborhoods Fee Tiers.**

19 **(1) Tier 1.**

20 (A) All development on sites ~~which~~that received a height increase of eight
21 feet or less, received no height increase, or received a reduction in height, as measured from
22 the Eastern Neighborhoods Base Height~~part of the Eastern Neighborhoods Plan (on file with the Clerk~~
23 of the Board of Supervisors in File No. 081154) or the Western SoMa Community Plan (on file with the
24 Clerk of the Board of Supervisors in File No. 130001);

25 (B) The residential portion of all 100% affordable housing projects;

1 (C) The residential portion of all projects within the Urban Mixed Use
2 (UMU) district; and

3 (D) All changes of use within existing structures.

4 (2) **Tier 2.** All additions to existing structures or new construction on other sites
5 not listed in subsection (1) above ~~which~~that received a height increase of nine to 28 feet, as
6 measured from the Eastern Neighborhoods Base Height~~part of the Eastern Neighborhoods Plan (on file~~
7 ~~with the Clerk of the Board of Supervisors in File No. 081154) or the Western SoMa Community Plan~~
8 ~~(on file with the Clerk of the Board of Supervisors in File No. 130001);~~

9 ~~For the purposes of this Section, increase in heights in the WMUG District in~~
10 ~~Assessor's Blocks 3733 and 3752 shall be measured by the base height (as defined in Section 263.11)~~
11 ~~prior to the effective date of the Western SoMa Plan (Ordinance No. Ord. 42-13);~~

12 (3) **Tier 3.** All additions to existing structures or new construction on other sites
13 not listed in subsection (1) above ~~which~~that received a height increase of 29 feet or more, as
14 measured from the Eastern Neighborhoods Base Height~~part of the Eastern Neighborhoods Plan (on file~~
15 ~~with the Clerk of the Board of Supervisors in File No. 081154) or the Western SoMa Community Plan~~
16 ~~(on file with the Clerk of the Board of Supervisors in File No. 130001).~~

17 ~~For purposes of this Section, increase in heights in the MUR District shall be~~
18 ~~measured by the base height (as defined in Section 263.11) prior to the effective date of the Eastern~~
19 ~~Neighborhoods (Ordinance No. 298-08).~~

20 (d) Central SoMa Fee Tiers. For all applicable projects, the following Fee Tiers apply:

21 (1) Tier A.

22 (A) All development on sites rezoned from SALI or SLI to either CMUO, MUG,
23 MUR, or WMUO with a Height limit at or below 45 feet, pursuant to the adoption of the Central SoMa
24 Area Plan (on file with the Clerk of the Board of Supervisors in File No. ____).

1 (B) All development on all other sites that received a Height increase of 15 feet
2 to 45 feet pursuant to the adoption of the Central SoMa Area Plan (on file with the Clerk of the Board
3 of Supervisors in File No. ____).

4 (2) Tier B.

5 (A) All development on sites rezoned from SALI or SLI to either CMUO, MUG,
6 MUR, or WMUO with a Height limit of between 46 and 85 feet, pursuant to the adoption of the Central
7 SoMa Area Plan (on file with the Clerk of the Board of Supervisors in File No. ____).

8 (B) All development on all other sites that received a Height increase of 46 feet
9 to 85 feet pursuant to the adoption of the Central SoMa Area Plan (on file with the Clerk of the Board
10 of Supervisors in File No. ____).

11 (3) Tier C.

12 (A) For All development on sites rezoned from SALI or SLI to either CMUO,
13 MUG, MUR, or WMUO with a Height limit above 85 feet, pursuant to the adoption of the Central
14 SoMa Area Plan (on file with the Clerk of the Board of Supervisors in File No. ____).

15 (B) All development on all other sites that received a Height increase of more
16 than 85 feet pursuant to the adoption of the Central SoMa Area Plan (on file with the Clerk of the
17 Board of Supervisors in File No. ____).

18 **SEC. 423.3. APPLICATION OF EASTERN NEIGHBORHOODS INFRASTRUCTURE**
19 **IMPACT FEE.**

20 * * * *

21 **(d) Option for In-Kind Provision of Community Improvements and Fee Credits.**

22 Project sponsors may propose to directly provide community improvements to the City. In
23 such a case, the City may enter into an In-Kind Improvements Agreement with the sponsor
24 and issue a fee waiver for the Eastern Neighborhoods Infrastructure Impact Fee from the
25 Planning Commission, subject to the following rules and requirements:

1 **(1) Approval Criteria.** The City shall not enter into an In-Kind Agreement
2 unless the proposed in-kind improvements meet an identified community need as analyzed in
3 the Eastern Neighborhoods Community Improvements Program and where they substitute for
4 improvements that could be provided by the Eastern Neighborhoods Community Improvements
5 Public Benefits Fund (as described in Section 423.5). The City may reject in-kind improvements
6 if they are not consistent with the priorities identified in the Eastern Neighborhoods Area Plans
7 (Central Waterfront, East SoMa, Western SoMa, Mission, and Showplace Square/Potrero
8 Hill), by the Interagency Plan Implementation Committee (see Section 36 of the Administrative
9 Code), the Eastern Neighborhoods Citizens Advisory Committee, or other prioritization
10 processes related to Eastern Neighborhoods Citizens community improvements
11 programming. No physical improvement or provision of space otherwise required by the
12 Planning Code or any other City Code shall be eligible for consideration as part of this In-Kind
13 Improvements Agreement.

14 * * * *

15 **(f) Waiver or Reduction of Fees.** Development projects may be eligible for a waiver
16 or reduction of impact fees, pursuant to Section 406 of this Article. Additionally, project
17 sponsors with a development project located within an applicable San Francisco Redevelopment
18 Project Area may reduce their required contribution to the Eastern Neighborhoods Public Benefits
19 Fund by half of any total sum that they would otherwise be required to pay under this Section, if the
20 sponsor

21 ~~(1) has filed its first application, including an environmental evaluation~~
22 ~~application or any other Planning Department or Building Department application before the effective~~
23 ~~date of Section 423.1 et seq. and~~

24 ~~(2) provides the Zoning Administrator with written evidence, supported in~~
25 ~~writing by the San Francisco Redevelopment Agency, that demonstrates the annual tax increment~~

1 ~~which could be generated by the proposed project would support a minimum future bonding capacity~~
2 ~~equal to \$10,000,000 or greater.~~ office projects under 50,000 square feet, other non-residential
3 projects, and residential projects in the Central SoMa Special Use District may reduce their required
4 contribution to the Eastern Neighborhoods Community Improvements Fund as follows: for every gross
5 square foot of PDR space required by Planning Code Section 202.8, the project may waive payment for
6 four gross square feet of the Eastern Neighborhoods Infrastructure Impact Fee.

7 * * * *

8 **SEC. 423.5. THE EASTERN NEIGHBORHOODS COMMUNITY IMPROVEMENTS**
9 **FUND.**

10 * * * *

11 (b) **Use of Funds.** The Fund shall be administered by the Board of Supervisors.

12 (1) All monies deposited in the Fund or credited against Fund obligations shall
13 be used to design, engineer, acquire, improve, and develop public open space and
14 recreational facilities; transit, streetscape and public realm improvements; and child care
15 facilities. Funds may be used for childcare facilities that are not publicly owned or publicly-
16 accessible.

17 (A) Funds collected from all zoning districts in the Eastern
18 Neighborhoods Program Area, excluding Designated Affordable Housing Zones shall be
19 allocated to accounts by improvement type according to Table 423.5.

20 (B) Funds collected in Designated Affordable Housing Zones (~~Mission~~
21 ~~NCT and MUR~~, as defined in Section 401), shall be allocated to accounts by improvement type
22 as described in Table 423.5A.

23 * * * *

24 (c) Funds shall be allocated to accounts by improvement type as described below:
25

1 (1) Funds collected from all zoning districts in the Eastern Neighborhoods
2 Program Area, excluding Designated Affordable Housing Zones shall be allocated to accounts
3 by improvement type according to Table 423.5. Funds collected from MUR Zoning Districts
4 outside of the boundaries of either the East SoMa or Western SoMa Area Plans shall be
5 allocated to accounts by improvement type according to Table 423.5.

6 (2) Funds collected in Designated Affordable Housing Zones, ~~(Mission NCT and~~
7 ~~MUR Use Districts within the boundaries of either the East SoMa or Western SoMa Area Plans (as~~
8 ~~defined in Section 401), shall be allocated to accounts by improvement type as described in~~
9 ~~Table 423.5A. For funds allocated to affordable housing, MOH shall expend the funds as~~
10 ~~follows:~~

11 (A) All funds collected from projects in the Mission NCT shall be
12 expended on housing programs and projects within the Mission Area Plan boundaries.

13 ~~(B) All funds collected from projects in the MUR Use Districts within the~~
14 ~~boundaries of either the East SoMa or Western SoMa Area Plans shall be expended on housing~~
15 ~~programs and projects within the boundaries of 5th to 10th Streets/Howard to Harrison Streets.~~

16 * * * *

17 **~~SEC. 425. ALTERNATIVE MEANS OF SATISFYING THE OPEN SPACE~~**
18 **~~REQUIREMENT IN THE SOUTH OF MARKET MIXED USE DISTRICTS.~~**

19 ~~(The effective date of these provisions shall be either April 6, 1990, the date that it originally~~
20 ~~became effective, or the date a subsequent modification, if any, became effective.)~~

21 ~~If it is the judgment of the Zoning Administrator that an open space satisfying the requirements~~
22 ~~and standards of subsections (b) and (c) of Section 135.3 of this Code cannot be created because of~~
23 ~~constraints of the development site, or because the project cannot provide safe, convenient access to the~~
24 ~~public, or because the square footage of open space is not sufficient to provide a usable open space, the~~
25 ~~Zoning Administrator may (i) authorize, as an eligible type of open space, a pedestrian mall or~~

1 ~~walkway within a public right-of-way which is improved with paving, landscaping, and street furniture~~
2 ~~appropriate for creating an attractive area for sitting and walking, or (ii) waive the requirement that~~
3 ~~open space be provided upon payment to the Open Space Fund of a fee of \$.80 for each square foot of~~
4 ~~open space otherwise required to be provided. These amounts shall be adjusted annually effective April~~
5 ~~1st of each calendar year by the percentage of change in the Building Cost Index used by the San~~
6 ~~Francisco Bureau of Building Inspection. This payment shall be paid in full to the City prior to the~~
7 ~~issuance of any temporary or other certificate of occupancy for the subject property. Said fee shall be~~
8 ~~used for the purpose of acquiring, designing, improving and/or maintaining park land, park facilities,~~
9 ~~and other open space resources, which is expected to be used solely or in substantial part by persons~~
10 ~~who live, work, shop or otherwise do business in the South of Market Base District, as that District is~~
11 ~~defined in Section 820 of this Code and identified on Sectional Map 3SU of the Zoning Map of the City~~
12 ~~and County of San Francisco. Said fee, and any interest accrued by such fee, shall be used for the~~
13 ~~purpose stated herein unless it is demonstrated that it is no longer needed.~~

14 **SEC. 426. ALTERNATIVE MEANS OF SATISFYING THE NON-RESIDENTIAL**
15 **OPEN SPACE REQUIREMENT IN THE EASTERN NEIGHBORHOODS MIXED USE**
16 **DISTRICTS.**

17 (The effective date of these provisions shall be either December 19, 2008, the date that
18 they originally became effective, or the date a subsequent modification, if any, became
19 effective.)

20 In the Eastern Neighborhoods Mixed Use Districts, except for any parcels within the
21 GMUOCentral SoMa Special Use District, the usable open space requirement of Section 135.3
22 may be satisfied through payment of a fee of \$76 for each square foot of usable open space
23 not provided ~~pursuant to that Variance~~. In the GMUOCentral SoMa Special Use District, the
24 usable open space requirement of Section 135.3 may be satisfied through payment of a fee of \$890 for
25 each square foot of required usable open space not provided, and the POPOS requirement of

1 Section 138 may be satisfied through a payment of a fee of \$890 for each square foot of
2 required open space not provided that meets the conditions of Sections 138 et seq. and
3 329(e). ~~This~~ These fees shall be adjusted in accordance with Section 423.3 of this Article.
4 ~~This~~ These fees shall be paid into the Recreation and Open Space subset of the Eastern
5 Neighborhoods ~~Community Improvements~~ Public Benefits Fund, as described in Section 423 of
6 this Article. ~~Said fee shall be used for the purpose of acquiring, designing, and improving park land,~~
7 ~~park facilities, and other open space resources, which is expected to be used solely or in substantial~~
8 ~~part by persons who live, work, shop or otherwise do business in the Eastern Neighborhoods Mixed~~
9 ~~Use districts.~~

10 **SEC. 427. PAYMENT IN CASES OF VARIANCE OR EXCEPTION FOR REQUIRED**
11 **RESIDENTIAL OPEN SPACE.**

12 (a) **Eastern Neighborhoods Mixed Use Districts.** In the Eastern Neighborhoods
13 Mixed Use Districts, except for the ~~CMUO~~ Central SoMa Special Use District, ~~should a Variance~~
14 ~~from usable open space requirements for residential uses be granted by the Zoning Administrator, any~~
15 ~~project that obtains a Variance pursuant to Section 305, or an exception be granted for those projects~~
16 ~~subject pursuant to the Section 329 process, to provide less usable open space than otherwise~~
17 ~~required by Section 135 shall pay~~ a fee of \$327 ~~shall be required~~ for each square foot of usable
18 open space not provided ~~pursuant to that Variance~~. In the ~~CMUO~~ Central SoMa Special Use
19 District, any project that obtains a Variance pursuant to Section 305, an exception pursuant to Section
20 329, or chooses the in-lieu option pursuant to Section 135(d)(5)(B)(ii) shall pay a fee of \$890 for each
21 square foot of required useable open space not provided. ~~This~~ These fees shall be adjusted in
22 accordance with Section 423.3 of this Article. ~~This~~ These fees shall be paid into the Recreation
23 and Open Space subset of the Eastern Neighborhoods ~~Community Improvements~~ Public Benefits
24 Fund, as described in Section 423 of this Article. ~~Said fee shall be used for the purpose of~~
25 ~~acquiring, designing, and improving park land, park facilities, and other open space resources, which~~

1 ~~is expected to be used solely or in substantial part by persons who live, work, shop or otherwise do~~
2 ~~business in the Eastern Neighborhoods Mixed Use Districts.~~

3 * * * *

4 **SEC. 429. ARTWORKS, OPTIONS TO MEET PUBLIC ART FEE REQUIREMENT,**
5 **RECOGNITION OF ARCHITECT AND ARTISTS, AND REQUIREMENTS.**

6 (The effective date of these requirements shall be either September 17, 1985, the date
7 that they originally became effective, or the date a subsequent modification, if any, became
8 effective.)

9 * * * *

10 **SEC. 429.2. APPLICATION.**

11 This section shall apply to:

12 (a) all projects that involve construction of a new building or addition of floor area in
13 excess of 25,000 square feet to an existing building in a C-3 District; and

14 (b) all non-residential projects that involve construction of a new building or addition of
15 floor area in excess of 25,000 square feet and that have submitted their first complete
16 Development Application on or after January 1, 2013 on the following parcels:

17 (1) all parcels in RH-DTR, TB-DTR, SB-DTR, ~~SLI, SLR, SSO, C-M,~~ UMU, WMUG,
18 WMUO and SALI Districts;

19 (2) properties that are zoned MUG, CMUO, or MUO, ~~or MUR~~ MUR and that
20 are north of Division/Duboce/13th Streets; and

21 (3) all parcels zoned C-2 except for those on Blocks 4991 (Executive Park) and
22 7295 (Stonestown Galleria Mall).

23 For the purposes of this Section, a "Development Application" shall mean any
24 application for a building permit, site permit, environmental review, Preliminary Project
25 Assessment (PPA), Conditional Use, or Variance.

1 * * * *

2 **SEC. 432. CENTRAL SOMA COMMUNITY SERVICES FACILITIES FEE AND FUND.**

3 Sections 432.1 through 432.4 set forth the requirements and procedures for the Central SoMa
4 Community Services Facilities Fee and Fund.

5 **SEC. 432.1. PURPOSE AND FINDINGS.**

6 (a) Purpose. New development in Central SoMa will increase the resident and employee
7 populations, generating new demand for use of community service facilities, such as cultural facilities,
8 health clinics, services for people with disabilities, and job training centers. New revenues to fund
9 investments in community services are necessary to maintain the existing level of service. This fee will
10 generate revenue that will be used to ensure an expansion in community service facilities in Central
11 SoMa as new development occurs.

12 (b) Findings. In adopting the Central SoMa Plan (Ordinance No. _____, on file with the
13 Clerk of the Board of Supervisors in File No. _____), the Board of Supervisors reviewed the
14 Central SoMa Community Facilities Nexus Study, prepared by Economic & Planning Systems and
15 dated March 2016. The Board of Supervisors reaffirms the findings and conclusions of this study as
16 they relate to the impact of new development in Central SoMa on community services facilities, and
17 hereby readopts the findings contained in the Central SoMa Community Facilities Nexus Study.

18 **SEC. 432.2. APPLICATION OF FEES.**

19 (a) Applicable Projects. The Central SoMa Community Services Facilities Fee is applicable to
20 any development project in the Central SoMa Special Use District that:

21 (1) Is in any Central SoMa Fee Tier, pursuant to Section 423; and

22 (2) Includes new construction or an addition of space in excess of 800 gross square feet.

23 (b) Fee Calculation. For applicable projects, the Fee is as follows:

1 (1) For Residential uses, \$1.30 per gross square foot of net additional gross square feet,
2 net replacement of gross square feet from PDR uses, or net change of use of gross square feet from
3 PDR uses.

4 (2) For Non-residential uses,

5 (A) \$1.75 per gross square foot of net additional gross square feet, net
6 replacement of gross square feet from PDR uses, or net change of use of gross square feet from PDR
7 uses.

8 (B) \$0.45 per gross square foot of net replacement of gross square feet from
9 Residential uses or net change of use of gross square feet from Residential uses.

10 (c) **Option for In-Kind Provision of Community Improvements and Fee Credits.** Project
11 sponsors may propose to directly provide community improvements to the City. In such a case, the City
12 may enter into an In-Kind Improvements Agreement with the sponsor and issue a fee waiver for the
13 Central SoMa Community Services Facilities ~~Impact~~ Fee from the Planning Commission, subject to
14 the following rules and requirements:

15 (1) **Approval Criteria.** The City shall not enter into an In-Kind Agreement unless the
16 proposed in-kind improvements meet an identified community need as analyzed in the Central SoMa
17 Community Improvements Program and substitute for improvements that could be provided by the
18 Central SoMa Community Services Facilities Public Benefits Fund (as described in Section 432.4).
19 The City may reject in-kind improvements if they are not consistent with the priorities identified in the
20 Central SoMa Plan, by the Interagency Plan Implementation Committee (see Section 36 of the
21 Administrative Code), the Eastern Neighborhoods Citizens Advisory Committee, or other prioritization
22 processes related to Eastern Neighborhoods Citizens community improvements programming. No
23 physical improvement or provision of space otherwise required by the Planning Code or any other City
24 Code shall be eligible for consideration as part of this In-Kind Improvements Agreement.

1 (2) Valuation, Content, Approval Process, and Administrative Costs. The valuation,
2 content, approval process, and administrative costs shall be undertaken pursuant to the requirements of
3 Sections 423.3(d)(2) through 423.3(d)(5).

4 (d) Timing of Fee Payments. The Fee is due and payable to the Development Fee Collection
5 Unit at DBI at the time of and in no event later than issuance of the first construction document, with
6 an option for the project sponsor to defer payment to prior to issuance of the first certificate of
7 occupancy upon agreeing to pay a deferral surcharge that would be paid into the appropriate fund in
8 accordance with Section 107A.13.3 of the San Francisco Building Code.

9 (e) Waiver or Reduction of Fees. Development projects may be eligible for a waiver or
10 reduction of impact fees, pursuant to Section 406.

11 **SEC. 432.3. IMPOSITION OF CENTRAL SOMA COMMUNITY SERVICES FACILITIES**
12 **FEE.**

13 (a) Determination of Requirements. The Department shall determine the applicability of
14 Section 432 et seq. to any development project requiring a first construction document and, if Section
15 432 et seq. is applicable, the Department shall determine the amount of the Central SoMa Community
16 Services Facilities Fees required and shall impose these requirements as a condition of approval for
17 issuance of the first construction document for the development project. The project sponsor shall
18 supply any information necessary to assist the Department in this determination.

19 (b) Department Notice to Development Fee Collection Unit at DBI. Prior to the issuance of a
20 building or site permit for a development project subject to the requirements of Section 432 et seq., the
21 Department shall notify the Development Fee Collection Unit at DBI of its final determination of the
22 amount of the Central SoMa Community Services Facilities Fees required, including any reductions
23 calculated for an In-Kind Improvements Agreement, in addition to the other information required by
24 Section 402(b) of this Article.

1 (c) Development Fee Collection Unit Notice to Department Prior to Issuance of the First
2 Certificate of Occupancy. The Development Fee Collection Unit at DBI shall provide notice in writing
3 or electronically to the Department prior to issuing the first certificate of occupancy for any
4 development project subject to Section 432 et seq. that has elected to fulfill all or part of its Central
5 SoMa Community Services Facilities Fee requirement with an In-Kind Improvements Agreement. If the
6 Department notifies the Unit at such time that the sponsor has not satisfied any of the terms of the In-
7 Kind Improvements Agreement, the Director of DBI shall deny any and all certificates of occupancy
8 until the project complies with the requirements of Section 432 et seq., either through conformance with
9 the In-Kind Improvements Agreement or payment of the remainder of the Central SoMa Community
10 Services Facilities Fee that would otherwise have been required, plus a deferral surcharge as set forth
11 in Section 107A.13.3.1 of the San Francisco Building Code.

12 (d) Process for Revisions of Determination of Requirements. In the event that the Department
13 or the Commission takes action affecting any development project subject to Section 432 et seq. and
14 such action is subsequently modified, superseded, vacated, or reversed by the Department or the
15 Commission, Board of Appeals, the Board of Supervisors, or by court action, the procedures of Section
16 402(c) of this Article shall be followed.

17 **SEC. 432.4. THE CENTRAL SOMA COMMUNITY SERVICES FACILITIES FUND.**

18 (a) There is hereby established a separate fund set aside for a special purpose entitled the
19 Central SoMa Community Services Facilities Fund ("Fund"). All monies collected by the Development
20 Fee Collection Unit at DBI pursuant to Section 432.3(b) shall be deposited in a special fund
21 maintained by the Controller. The receipts in the Fund are to be used solely to fund public
22 infrastructure subject to the conditions of this Section.

23 (b) Expenditures from the Fund shall be administered by the Mayor's Office of Housing and
24 Community Development, or its successor. The Mayor's Office of Housing and Community
25

1 Development or its successor shall have the authority to prescribe rules and regulations governing the
2 Fund.

3 (1) All monies deposited in the Fund shall be used to design, engineer, and develop
4 community services facilities, including cultural/arts facilities, social welfare facilities, and community
5 health facilities, in the Central SoMa Special Use District as established in the Central SoMa Plan and
6 the Central SoMa Plan Implementation Program Document and supported by the findings of the
7 Central SoMa Community Facilities Nexus Study.

8 (2) Funds may be used for administration and accounting of fund assets, for additional
9 studies as detailed in the Central SoMa Plan Implementation Program Document, and to defend the
10 Central SoMa Community Services Facilities Impact Fee against legal challenge, including the legal
11 costs and attorney's fees incurred in the defense. Administration of this fund includes time and
12 materials associated with reporting requirements, facilitating any necessary or required public
13 meetings aside from Planning Commission hearings, and maintenance of the fund. Monies from the
14 Fund may be used by the Planning Commission to commission economic analyses for the purpose of
15 revising the fee, and/or to complete an updated nexus study to demonstrate the relationship between
16 development and the need for public facilities and services if this is deemed necessary. Monies used for
17 the purposes consistent with this subsection (2) shall not exceed five percent of the total fees collected.
18 All interest earned on this account shall be credited to the Central SoMa Community Services Facilities
19 Fund.

20 (3) The Mayor's Office of Housing and Community Development shall report annually
21 to the Board of Supervisors on the current status of the fund, the amounts approved for disbursement,
22 and the number and types of housing units or households assisted.

23 (4) All funds are justified and supported by the Central SoMa Community Facilities
24 Nexus Study, adopted as part of the Central SoMa Plan (Ordinance No. _____, on file with the
25 Clerk of the Board of Supervisors in File No. _____). Implementation of the Fee and Fund are

1 monitored according to the Eastern Neighborhoods Plan Monitoring Program required by the
2 Administrative Code Section 10E.

3 **SEC. 433. CENTRAL SOMA INFRASTRUCTURE IMPACT FEE AND FUND.**

4 Sections 433.1 through 433.4 set forth the requirements and procedures for the Central SoMa
5 Infrastructure Impact Fee and Fund.

6 **SEC. 433.1. PURPOSE AND FINDINGS.**

7 (a) **Purpose.** New development in the Central SoMa Plan Area will increase the resident and
8 employee populations, generating new demand for use of community-serving infrastructure such as
9 transit, complete streets, and recreation and open space. New revenues to fund investments in this
10 infrastructure are necessary to maintain the existing level of service. This fee will generate revenue that
11 will be used to ensure an expansion in community-serving infrastructure in Central SoMa as new
12 development occurs.

13 (b) **Findings.** The Board of Supervisors reviewed the San Francisco Citywide Nexus Analysis
14 prepared by AECOM dated March 2014 ("Nexus Analysis"), the San Francisco Infrastructure Level of
15 Service Analysis prepared by AECOM dated March 2014, and the Transportation Sustainability Fee
16 Nexus Study (TSF Nexus Study), dated May, 2015, on file with the Clerk of the Board in Files Nos.
17 150149 and 150790, and, pursuant to Section 401A, adopts the findings and conclusions of those
18 studies and the general and specific findings in that Section, specifically including the Recreation and
19 Open Space Findings, Pedestrian and Streetscape Findings, Bicycle Infrastructure Findings, and
20 Transit Findings, and incorporates those by reference herein to support the imposition of the fees under
21 this Section.

22 **SEC. 433.2. APPLICATION OF FEES.**

23 (a) **Applicable Projects.** The Central SoMa Infrastructure Impact Fee is applicable to any
24 development project in the Central SoMa Special Use District that:

25 (1) Is in any Central SoMa Tier, pursuant to Section 423; and

1 (2) Includes new construction or an addition of space in excess of 800 gross square feet.

2 (b) Fee Calculation. For applicable projects, the Fee is as follows:

3 (1) For Residential uses in Central SoMa Fee Tier B, \$20.00 per gross square foot of
4 net additional gross square feet, net replacement of gross square feet from PDR uses, or net change of
5 use of gross square feet from PDR uses.

6 (2) For Non-residential uses in Central SoMa Fee Tiers A and B that are seeking an
7 Office Allocation of 50,000 gross square feet or more pursuant to the requirements of Planning Code
8 Section 321, \$21.50 per gross square foot of net additional gross square feet, net replacement of gross
9 square feet from PDR uses, or net change of use of gross square feet from PDR uses.

10 (3) For Non-residential uses in Central SoMa Fee Tiers A and B that are not seeking an
11 Office Allocation of 50,000 gross square feet or more pursuant to the requirements of Planning Code
12 Section 321:

13 (A) \$41.50 per gross square foot of net additional gross square feet, net
14 replacement of gross square feet from PDR uses, or net change of use of gross square feet from PDR
15 uses;

16 (B) \$21.50 per gross square foot of net replacement of gross square feet from
17 Residential uses or net change of use of gross square feet from Residential uses.

18 (4) For Non-residential uses in Central SoMa Fee Tier C that are not seeking an Office
19 Allocation of 50,000 gross square feet or more pursuant to the requirements of Planning Code Section
20 321, \$20.00 per gross square foot of net additional gross square feet, net replacement of gross square
21 feet from PDR uses, or net change of use of gross square feet from PDR uses.

22 (c) Option for In-Kind Provision of Community Improvements and Fee Credits. Project
23 sponsors may propose to directly provide community improvements to the City. In such a case, the City
24 may enter into an In-Kind Improvements Agreement with the sponsor and issue a fee waiver for the
25

1 Central SoMa Infrastructure Impact Fee from the Planning Commission, subject to the following rules
2 and requirements:

3 (1) **Approval Criteria.** The City shall not enter into an In-Kind Agreement unless the
4 proposed in-kind improvements meet an identified community need as analyzed in the Central SoMa
5 Community Improvements Program and substitute for improvements that could be provided by the
6 Central SoMa Infrastructure Public Benefits Fund (as described in Section 433.4). The City may reject
7 in-kind improvements if they are not consistent with the priorities identified in the Central SoMa Plan,
8 by the Interagency Plan Implementation Committee (see Section 36 of the Administrative Code), the
9 Eastern Neighborhoods Citizens Advisory Committee, or other prioritization processes related to
10 Eastern Neighborhoods Citizens community improvements programming. No physical improvement or
11 provision of space otherwise required by the Planning Code or any other City Code shall be eligible for
12 consideration as part of this In-Kind Improvements Agreement.

13 (2) **Valuation, Content, Approval Process, and Administrative Costs.** The valuation,
14 content, approval process, and administrative costs shall be undertaken pursuant to the requirements of
15 Sections 423.3(d)(2) through 423.3(d)(5).

16 (d) **Timing of Fee Payments.** The Fee is due and payable to the Development Fee Collection
17 Unit at DBI at the time of and in no event later than issuance of the first construction document, with
18 an option for the project sponsor to defer payment to prior to issuance of the first certificate of
19 occupancy upon agreeing to pay a deferral surcharge that would be paid into the appropriate fund in
20 accordance with Section 107A.13.3 of the San Francisco Building Code.

21 (e) **Waiver or Reduction of Fees.** Development projects may be eligible for a waiver or
22 reduction of impact fees, pursuant to Section 406.

23 **SEC. 433.3. IMPOSITION OF CENTRAL SOMA INFRASTRUCTURE IMPACT FEE.**

24 (a) **Determination of Requirements.** The Department shall determine the applicability of
25 Section 433.2 et seq. to any development project requiring a first construction document and, if Section

1 433.2 et seq. is applicable, the Department shall determine the amount of the Central SoMa
2 Infrastructure Impact Fees required and shall impose these requirements as a condition of approval for
3 issuance of the first construction document for the development project. The project sponsor shall
4 supply any information necessary to assist the Department in this determination.

5 (b) Department Notice to Development Fee Collection Unit at DBI. Prior to the issuance of a
6 building or site permit for a development project subject to the requirements of Sections 433 et seq., the
7 Department shall notify the Development Fee Collection Unit at DBI of its final determination of the
8 amount of the Central SoMa Infrastructure Impact Fees required, including any reductions calculated
9 for an In-Kind Improvements Agreement, in addition to the other information required by Section
10 402(b) of this Article.

11 (c) Development Fee Collection Unit Notice to Department Prior to Issuance of the First
12 Certificate of Occupancy. The Development Fee Collection Unit at DBI shall provide notice in writing
13 or electronically to the Department prior to issuing the first certificate of occupancy for any
14 development project subject to Section 433 et seq. that has elected to fulfill all or part of its Central
15 SoMa Infrastructure Impact Fee requirement with an In-Kind Improvements Agreement. If the
16 Department notifies the Unit at such time that the sponsor has not satisfied any of the terms of the In-
17 Kind Improvements Agreement, the Director of DBI shall deny any and all certificates of occupancy
18 until the project complies with the requirements of Section 433 et seq., either through conformance with
19 the In-Kind Improvements Agreement or payment of the remainder of the Central SoMa Infrastructure
20 Impact Fees that would otherwise have been required, plus a deferral surcharge as set forth in Section
21 107A.13.3.1 of the San Francisco Building Code.

22 (d) Process for Revisions of Determination of Requirements. In the event that the Department
23 or the Commission takes action affecting any development project subject to Section 433 et seq. and
24 such action is subsequently modified, superseded, vacated, or reversed by the Department or the
25

1 Commission, Board of Appeals, the Board of Supervisors, or by court action, the procedures of Section
2 402(c) of this Article shall be followed.

3 **SEC. 433.4. THE CENTRAL SOMA INFRASTRUCTURE IMPACT FUND.**

4 (a) There is hereby established a separate fund set aside for a special purpose entitled the
5 Central SoMa Infrastructure Impact Fund ("Fund"). All monies collected by the Development Fee
6 Collection Unit at DBI pursuant to Section 433.3(b) shall be deposited in a special fund maintained by
7 the Controller. The receipts in the Fund to be used solely to fund Public Benefits subject to the
8 conditions of this Section.

9 (b) Expenditures from the Fund shall be recommended by the Interagency Plan Implementation
10 Committee for allocation and administration by the Board of Supervisors.

11 (1) All monies deposited in the Fund shall be used to design, engineer, and develop
12 community public transit as established in the Central SoMa Plan and the Central SoMa Plan
13 Implementation Program Document.

14 (2) Funds may be used for administration and accounting of fund assets, for additional
15 studies as detailed in the Central SoMa Plan Implementation Program Document, and to defend the
16 Central SoMa Infrastructure Impact Fee against legal challenge, including the legal costs and
17 attorney's fees incurred in the defense. Administration of this fund includes time and materials
18 associated with reporting requirements, facilitating any necessary or required public meetings aside
19 from Planning Commission hearings, and maintenance of the fund. Monies from the Fund may be used
20 by the Planning Commission to commission economic analyses for the purpose of revising the fee,
21 and/or to complete an updated nexus study to demonstrate the relationship between development and
22 the need for public facilities and services if this is deemed necessary. Monies used for the purposes
23 consistent with this subsection (2) shall not exceed five percent of the total fees collected. All interest
24 earned on this account shall be credited to the Central SoMa Infrastructure Impact Fund.
25

1 (3) All funds are justified and supported by the San Francisco Citywide Nexus Analysis
2 prepared by AECOM dated March 2014 ("Nexus Analysis"), and the Transportation Sustainability Fee
3 Nexus Study (TSF Nexus Study), dated May, 2015, on file with the Clerk of the Board in Files Nos.
4 150149 and 150790. Implementation of the Fee and Fund are monitored according to the Eastern
5 Neighborhoods Plan Monitoring Program required by Section 10E of the Administrative Code.

6
7 **SEC. 434. CENTRAL SOMA COMMUNITY FACILITIES DISTRICT PROGRAM.**

8 (a) **Purpose.** New construction that increases the density of the South of Market
9 neighborhood will require the City to invest in substantial new infrastructure and services. By
10 increasing height limits, removing restrictive zoning, relieving density and floor area ratio
11 limitations, and making other regulatory changes, the Central SoMa Plan substantially
12 increases the development potential of properties in the area. This new development potential
13 will create a significant demand for infrastructure, improvements, and services as described in
14 the Central SoMa Implementation Program Document, including but not limited to transit
15 investments, street and environmental improvements, and development and maintenance of
16 parks and recreation centers. The Central SoMa Community Facilities District ("CFD" or
17 "Special Tax District") shall be a special tax district formed pursuant to Administrative Code
18 Chapter 43, Article X to address these needs.

19 (b) **Applicability.** This Section 434 shall apply to a development on any lot in the
20 Central SoMa Special Use District where all of the following apply:

21 (1) The project includes new construction or the net addition of more than
22 40,000 gross square feet;

23 (2) The proposed project exceeds a floor area ratio that was applicable to the
24 subject lot for non-residential uses prior to the effective date of this Ordinance; and,

25 (3) The project includes

1 (A) new non-residential development on any lot that is either wholly or
2 partially in Central SoMa Fee Tier C, as defined in Section 423.2; or

3 (B) new residential condominium development for which any units have
4 been sold on any lot that is either wholly or partially in Central SoMa Fee Tier B or C, as
5 defined in Section 423.2.

6 (c) **Requirement.** Except as specified herein, any applicable development project
7 shall participate in the CFD to be established by the Board of Supervisors pursuant to Article
8 X of Chapter 43 of the Administrative Code (the "Special Tax Financing Law") and
9 successfully annex the lot or lots of the subject development into the CFD prior to the
10 issuance of the first Certificate of Occupancy for the development. Any project lot or lots that
11 contain areas that fall under more than one Central SoMa Fee Tier shall be wholly annexed
12 into the CFD at the level of the highest applicable Fee Tier. Any project lot or lots that receive
13 a condominium map pursuant to the Subdivision Code shall wholly annex the lot or lots of the
14 subject development into the CFD prior to the sale of the first condominium on the site. For
15 any lot to which the requirements of this Section 434 apply, the Zoning Administrator shall
16 approve and order the recordation of a Notice in the Official Records of the Recorder of the
17 City and County of San Francisco for the subject property prior to the first Certificate of
18 Occupancy for the development, except that for condominium projects, the Zoning
19 Administrator shall approve and order the recordation of such Notice prior to the sale of the
20 first condominium unit. This Notice shall state the requirements and provisions of subsections
21 434(b)-(c) above.

22 (d) **Special Taxes.** The Board of Supervisors will be authorized to levy a special tax
23 on properties that annex into the Community Facilities District to finance facilities and services
24 described in the proceedings for the Community Facilities District and the Central SoMa
25 Implementation Program Document.

1 **SEC. 603. EXEMPTED SIGNS.**

2 Nothing in this Article 6 shall apply to any of the following signs:

3 * * * *

4 (c) Two General Advertising Signs each not exceeding 24 square feet in area on either
5 a transit shelter or associated advertising kiosk furnished by contract with the Municipal
6 Transportation Agency or predecessor agency for the Municipal Railway in RTO, RTO-M, RM-
7 2, RM-3, RM-4, RC, NC, C, M, PDR, Eastern Neighborhoods Mixed Use Districts, ~~and South of~~
8 ~~Market Mixed Use Districts~~, and in those P Districts where such Signs would not adversely
9 affect the character, harmony, or visual integrity of the district as determined by the Planning
10 Commission; eight General Advertising Signs each not exceeding 24 square feet in area on
11 transit shelters located on publicly owned property on a high level Municipal Railway boarding
12 platform in an RH-1D District adjacent to a C-2 District, provided that such advertising signs
13 solely face the C-2 District; up to three double-sided General Advertising Signs each not
14 exceeding 24 square feet in area on or adjacent to transit shelters on publicly owned high
15 level Municipal Railway boarding platforms along The Embarcadero south of the Ferry
16 Building, up to six double-sided panels at 2nd and King Streets, and up to four double-sided
17 panels at 4th and King Streets; up to two double-sided panels not exceeding 24 square feet in
18 area on each low-level boarding platform at the following E-Line stops: Folsom Street and The
19 Embarcadero, Brannan Street and The Embarcadero, 2nd and King Streets, and 4th and King
20 Streets; and a total of 71 double-sided General Advertising Signs each not exceeding 24
21 square feet in area on or adjacent to transit shelters on 28 publicly owned high level Municipal
22 Railway boarding platforms serving the Third Street Light Rail Line. Each advertising sign on a
23 low-level or high-level boarding platform shall be designed and sited in such a manner as to
24 minimize obstruction of public views from pedestrian walkways and/or public open space.
25

1 Notwithstanding the above, no Sign shall be placed on any transit shelter or associated
2 advertising kiosk located on any sidewalk which shares a common boundary with any
3 property under the jurisdiction of the Recreation and Park Commission, with the exception of
4 Justin Herman Plaza; on any sidewalk on Zoo Road; on Skyline Boulevard between Sloat
5 Boulevard and John Muir Drive; on John Muir Drive between Skyline Boulevard and Lake
6 Merced Boulevard; or on Lake Merced Boulevard on the side of Harding Park Municipal Golf
7 Course, or on any sidewalk on Sunset Boulevard between Lincoln Way and Lake Merced
8 Boulevard; on any sidewalk on Legion of Honor Drive; or in the Civic Center Special Sign
9 Districts as established in Section 608.3 of this Code.

10 The provisions of this subsection (c) shall be subject to the authority of the Port
11 Commission under Sections 4.114 and B3.581 of the City Charter and under State law.

12 * * * *

13 **SEC. 608.1. NEAR R DISTRICTS.**

14 No general advertising sign, and no other sign exceeding 100 square feet in area, shall
15 be located in an NC, C, M, PDR, or Eastern Neighborhoods Mixed Use District ~~or South of~~
16 ~~Market Mixed Use District~~ within 100 feet of any R District in such a manner as to be primarily
17 viewed from residentially zoned property or from any street or alley within an R District; any
18 sign of which the face is located parallel to a street property line and lies for its entire width
19 opposite an NC, C, M, PDR, or MUR, ~~or South of Market SLR~~ District shall be deemed prima
20 facie not to be primarily so viewed. No sign of any size within 100 feet of any R District shall
21 project beyond the street property line or building setback line of any street or alley leading off
22 the main commercial frontage into the R District.

23 * * * *

24 **SEC. 802.1. MIXED USE DISTRICTS.**

The following districts are established for the purpose of implementing the Residence Element, the Commerce and Industry Element, the Downtown Plan, the Chinatown Plan, the Rincon Hill Plan, the South of Market Plan, the East SoMa Plan, the Mission Plan, the Showplace Square/Potrero Hill Plan, ~~and~~ the Central Waterfront Plan, the Western SoMa Area Plan, and the Central SoMa Plan, all of which are parts of the General Plan. Description and Purpose Statements outline the main functions of each Mixed Use District in this Article, supplementing the statements of purpose contained in Section 101 of this Code.

Description and purpose statements applicable to each district are set forth in Sections 810 through ~~843~~848 of this Code. The boundaries of the various Mixed Use Districts are shown on the Zoning Map referred to in Section 105 of this Code, subject to the provisions of that Section. The following Districts are hereby established as Mixed Use Districts.

Districts	Section Number
* * * *	
RSD – Residential/Service District	§ 815
SLR – Service/Light Industrial/Residential District	§ 816
SLI – Service/Light Industrial District	§ 817
SSO – Service/Secondary Office District	§ 818
<u>CMUO - Central SoMa Mixed-Use Office District</u>	<u>§ 848</u>
* * * *	

* * * *

SEC. 802.4. EASTERN NEIGHBORHOODS MIXED USE DISTRICTS.

Throughout the Planning Code, the term "Eastern Neighborhoods Mixed Use Districts" refers to the following districts: Residential Enclave District (RED), Residential Enclave- Mixed District (RED-MX), Mixed Use-General (MUG), Western SoMa Mixed Use-General (WMUG), Mixed Use-Office (MUO), Central SoMa Mixed-Use Office (CMUO), Western SoMa Mixed Use-Office (WMUO), Mixed Use- Residential (MUR), South Park District (SPD), Service/Arts/Light Industrial (SALI), and Urban Mixed Use (UMU).

~~SEC. 802.5. SOUTH OF MARKET MIXED USE DISTRICTS.~~

~~Throughout the Planning Code, the term "South of Market Mixed Use Districts" refers to the following districts: Residential/Service District (RSD), Service/Light Industrial (SLI), Service/Light Industrial/Residential (SLR), and Service/Secondary Office (SSO).~~

* * * *

SEC. 803.3. USES PERMITTED IN EASTERN NEIGHBORHOODS MIXED USE DISTRICTS ~~AND SOUTH OF MARKET MIXED USE DISTRICTS.~~

(a) **Use Categories.** A use is the specified purpose for which a property or building is used, occupied, maintained, or leased. Whether or not a use is permitted in a specific Eastern Neighborhood Mixed Use District ~~and South of Market Mixed Use District~~ is generally set forth, summarized or cross-referenced in Sections 813 through ~~818~~814 and 840 through ~~847~~848 of this Code for each district class.

(b) **Use Limitations.** Uses in Eastern Neighborhood Mixed Use Districts ~~and South of Market Mixed Use Districts~~ are either permitted, conditional, accessory, temporary or are not permitted.

(1) **Permitted Uses.** If there are two or more uses in a structure, any use not classified below under Section 803.3(b)(1)(C) of this Code as Accessory will be considered separately as an independent permitted, Conditional, temporary or not permitted use.

1 (A) **Principal Uses.** Principal uses are permitted as of right in an
2 Eastern Neighborhood Mixed Use District ~~and South of Market Mixed Use District~~, when so
3 indicated in Sections 813 through ~~818814~~ and 840 through ~~847848~~ of this Code for the district.
4 Additional requirements and conditions may be placed on particular uses as provided
5 pursuant to Section 803.5 through 803.9 and other applicable provisions of this Code.

6 (B) **Conditional Uses.** Conditional uses are permitted in an Eastern
7 Neighborhood Mixed Use District ~~and South of Market Mixed Use District~~, when authorized by
8 the Planning Commission; whether a use is conditional in a given district is generally indicated
9 in Sections 813 through ~~818814~~ and 840 through ~~847848~~ of this Code. Conditional Uses are
10 subject to the applicable provisions set forth in Sections 178, 179, ~~263.11~~, 303, 316, and 803.5
11 through 803.9 of this Code.

12 * * * *

13 (C) **Accessory Uses.** Subject to the limitations set forth below and in
14 Sections 204.1 (Accessory Uses for Dwelling Units in R and NC Districts), 204.2 (Accessory
15 Uses for Uses Other Than Dwellings in R Districts), 204.4 (Dwelling Units Accessory to Other
16 Uses), and 204.5(Parking and Loading as Accessory Uses) of this Code, an accessory use is
17 a related minor use which is either necessary to the operation or enjoyment of a lawful
18 Principal Use or Conditional Use, or is appropriate, incidental and subordinate to any such
19 use, and shall be permitted as an Accessory Use in an Eastern Neighborhoods Mixed Use
20 District ~~and South of Market Mixed Use District~~. In order to accommodate a Principal Use which
21 is carried out by one business in multiple locations within the same general area, such
22 Accessory Use need not be located in the same structure or lot as its Principal Use provided
23 that (1) the Accessory Use is located within 1,000 feet of the Principal Use; and (2) the
24 multiple locations existed on April 6, 1990. Accessory Uses to non-office uses (as defined in
25 Section 890.70) may occupy space which is non-contiguous or on a different Story as the

Principal Use so long as the Accessory Use is located in the same building as the Principal Use and complies with all other restrictions applicable to such Accessory Uses. Any use which does not qualify as an Accessory Use shall be classified as a Principal Use.

No use will be considered accessory to a Principal Use which involves or requires any of the following:

(i) ~~The~~ use of more than one-third of the total Occupied Floor Area which is occupied by both the accessory use and principal use to which it is accessory, combined, except in the case of accessory off-street parking or loading which shall be subject to the provisions of Sections 151, 156 and 303 of this Code;

(ii) A hotel, motel, inn, hostel, adult entertainment, massage establishment, large fast food restaurant, or movie theater use in a RED, RED-MX, SPD, ~~RSD~~, ~~SLR~~, ~~SLI~~, ~~SSO~~, DTR, MUG, WMUG, MUR, MUO, CMUO, WMUO, SALI or UMU District;

(iii) Any take-out food use, except for a take-out food use which occupies 100 square feet or less (including the area devoted to food preparation and service and excluding storage and waiting areas) in a restaurant, bar, catering establishment, bakery, retail grocery or specialty food store.

(iv) Any sign not conforming to the limitations of Section 607.2(f)(3).

(v) Medical Cannabis Dispensaries as defined in 890.133.

(vi) Any nighttime entertainment use, as defined in Section 102; provided, however, that a Limited Live Performance Permit as set forth in Police Code Section 1060et seq. is allowed in any District except for an RED, RED-MX, ~~RSD~~, ~~SLR~~, MUR, or MUG District.

(vii) Cannabis Retail that does not meet the limitations set forth in 204.3(a)(3).

1 (D) **Temporary Uses.** Temporary uses not otherwise permitted are
2 permitted in Eastern Neighborhoods Mixed Use Districts ~~and South of Market Mixed Use Districts~~
3 to the extent authorized by Sections 205 through 205.3 of this Code.

4 * * * *

5 **SEC. 803.4. USES PROHIBITED IN SOUTH OF MARKET AND EASTERN**
6 **NEIGHBORHOODS MIXED USE DISTRICTS.**

7 (a) ~~Uses which are not specifically listed in this Article or Article 6 are not permitted in South~~
8 ~~of Market Mixed Use Districts unless they qualify as a nonconforming use pursuant to Sections 180~~
9 ~~through 186.1 of this Code or are determined by the Zoning Administrator to be permitted uses in~~
10 ~~accordance with Section 307(a) of this Code. Uses not permitted in any South of Market District~~
11 ~~include, but are not limited to, the following: Adult entertainment, bookstore or theater; amusement~~
12 ~~game arcade or similar enterprise (except as permitted in the Service/Light Industrial District);~~
13 ~~shooting gallery; general advertising signs, except in the South of Market General Advertising Special~~
14 ~~Sign District; animal kennel, riding academy or livery stable; automobile, truck, van, recreational~~
15 ~~vehicle/trailer or camper sales, lease or rental; auto tow of inoperable vehicles; auto wrecking~~
16 ~~operation; drive-up facility; hotel (except as permitted as a conditional use as provided in Planning~~
17 ~~Code Section 818, Service/Secondary Office District), motel, hostel, inn, or bed and breakfast~~
18 ~~establishment; heavy industry subject to Section 226(e) through (w) of this Code; junkyard; landing~~
19 ~~field for aircraft; massage establishment subject to Section 218.1 of this Code; except in the~~
20 ~~Residential/Service Mixed Use District when provided in conjunction with full-service spa services;~~
21 ~~mortuary; movie theater and sports stadium or arena.~~

22 (b) No use, even though listed as a permitted use or otherwise allowed, shall be
23 permitted in ~~an~~ South of Market District or Eastern Neighborhood Mixed Use District ~~which~~that,
24 by reason of its nature or manner of operation, creates conditions that are hazardous,
25

1 noxious, or offensive through the emission of odor, fumes, smoke, cinders, dust, gas,
2 vibration, glare, refuse, water-carried waste, or excessive noise.

3 * * * *

4 **SEC. 803.5. GOOD NEIGHBOR POLICIES GOVERNING USES IN MIXED USE**
5 **DISTRICTS.**

6 (a) **Eating and Drinking Uses in Mixed Use Districts.** Within Mixed Use Districts,
7 the Operating Conditions of Section 202.2(a) shall apply to all Eating and Drinking Uses.

8 (b) **Good Neighbor Policies for Nighttime Entertainment Activities in Eastern**
9 **Neighborhoods Mixed Use Districts, ~~South of Market Mixed Use Districts~~ and Downtown**
10 **Residential Districts.** Within Eastern Neighborhoods Mixed Use Districts, ~~South of Market~~
11 ~~Mixed Use Districts~~, and Downtown Residential Districts where nighttime entertainment
12 activities, as defined by Section 102.17 of this Code, are permitted as a principal or
13 conditional use shall not be allowed except on conditions which, in the judgment of the Zoning
14 Administrator or City Planning Commission, as applicable, are reasonably calculated to insure
15 that the quiet, safety and cleanliness of the premises and vicinity are maintained. Such
16 conditions shall include, but not be limited to, the following:

17 * * * *

18 (c) **Good Neighbor Policies for Programs Serving Indigent Transient and**
19 **Homeless Populations Within the Eastern Neighborhoods Mixed Use Districts ~~and South~~**
20 **~~of Market Mixed Use Districts~~.** Within the Eastern Neighborhoods Mixed Use Districts ~~and South~~
21 ~~of Market Mixed Use Districts~~ where social services are allowed as a Conditional Use pursuant
22 to Sections 813.21 through 843.21 (Social Services), some or all of the following conditions
23 shall, when appropriate for specific cases, be placed upon any applicable City permits for the
24 proposed establishment:

25 * * * *

1 ~~SEC. 803.8. HOUSING IN MIXED USE DISTRICTS.~~

2 ~~(a) Low Income Affordable Housing Within the Service/Light Industrial District. Dwelling~~
3 ~~units and SRO units may be authorized in the SLI District as a conditional use pursuant to Sections~~
4 ~~303, 316, 817.14, and 817.16 of this Code provided that such dwellings units shall be rented, leased or~~
5 ~~sold at rates or prices affordable to a household whose income is no greater than 80 percent of the~~
6 ~~median income for households in San Francisco ("lower income household"), as determined by Title 25~~
7 ~~of the California Code of Regulations Section 6932 and implemented by the Mayor's Office of Housing.~~

8 ~~(1) "Affordable to a household" shall mean a purchase price that a lower income~~
9 ~~household can afford to pay based on an annual payment for all housing costs of 33 percent of the~~
10 ~~combined household annual net income, a 10 percent down payment, and available financing, or a rent~~
11 ~~that a household can afford to pay, based on an annual payment for all housing costs of 30 percent of~~
12 ~~the combined annual net income.~~

13 ~~(2) The size of the dwelling unit shall determine the size of the household in order to~~
14 ~~calculate purchase price or rent affordable to a household, as follows:~~

15 ~~(A) For a one-bedroom unit, a household of two persons;~~

16 ~~(B) For a two-bedroom unit, a household of three persons;~~

17 ~~(C) For a three-bedroom unit, a household of four persons;~~

18 ~~(D) For a four-bedroom unit, a household of five persons.~~

19 ~~(3) No conditional use permit will be approved pursuant to this Subsection 803.8(b)~~
20 ~~unless the applicant and City have agreed upon enforcement mechanisms for the provisions of this~~
21 ~~Subsection which are acceptable to the City Attorney. Such enforcement mechanisms may include, but~~
22 ~~not be limited to, a right of first refusal in favor of the City, or a promissory note and deed of trust.~~

23 ~~(4) The owner(s) of dwelling units authorized pursuant to this Subsection shall submit~~
24 ~~an annual enforcement report to the City, along with a fee whose amount shall be determined~~
25 ~~periodically by the Planning Commission to pay for the cost of enforcement of this Subsection. The fee~~

1 ~~shall not exceed the amount of such costs. The annual report shall provide information regarding rents,~~
2 ~~mortgage payments, sales price and other housing costs, annual household income, size of household in~~
3 ~~each dwelling unit, and any other information the City may require to fulfill the intent of this~~
4 ~~Subsection.~~

5 ~~(b) **Housing Requirement in the Residential/Service District.**~~

6 ~~(1) **Amount Required.** Nonresidential uses subject to Sections 815.26, 815.28, 815.30,~~
7 ~~815.31 through 815.47, and 815.59 through 815.65, of this Code shall be permitted in new construction~~
8 ~~in the Residential/Service District only if the ratio between the amount of occupied floor area for~~
9 ~~residential use to the amount of occupied floor area of the above referenced nonresidential use is three~~
10 ~~to one or greater.~~

11 ~~(2) **Means of Satisfying the Housing Requirement.**~~

12 ~~(A) The residential space required pursuant to this Subsection may be satisfied~~
13 ~~by payment of a one-time in-lieu fee equal to \$30 per square foot of residential space required by this~~
14 ~~Subsection and not provided on-site payable to the City's Affordable Housing Fund administered by the~~
15 ~~Mayor's Office of Housing; or~~

16 ~~(B) The residential space requirement may be satisfied by providing the~~
17 ~~required residential space elsewhere within the South of Market Mixed Use District where housing is~~
18 ~~permitted or conditional and is approved as a conditional use.~~

19 ~~(c) **Housing Requirement in the Mixed Use Residential (MUR) District.** In new~~
20 ~~construction in the MUR District, three square feet of gross floor area for residential use is required~~
21 ~~for every one gross square foot of permitted nonresidential use, subject to Section 841 of this Code.~~

22 **SEC. 803.9. COMMERCIAL USES IN MIXED USE DISTRICTS.**

23 ~~(a) **Preservation of Historic Buildings Within the South of Market Mixed Use Districts.** Within~~
24 ~~the South of Market Mixed Use Districts, any use which is permitted as a principal or conditional use~~
25 ~~within the SSO District, excluding nighttime entertainment use, may be permitted as a conditional use~~

1 ~~in (a) a landmark building located outside a designated historic district, (b) a contributory building~~
2 ~~which is proposed for conversion to office use of an aggregate gross square footage of 25,000 or more~~
3 ~~per building and which is located outside the SSO District yet within a designated historic district, or~~
4 ~~(c) a building designated as significant or contributory pursuant to Article 11 of this Code and located~~
5 ~~within the Extended Preservation District. For all such buildings the following conditions shall apply:~~
6 ~~(1) the provisions of Sections 316 through 318 of this Code must be met; (2) in addition to the~~
7 ~~conditional use criteria set out in Sections 303(c)(6) and 316 through 316.8, it must be determined that~~
8 ~~allowing the use will enhance the feasibility of preserving the landmark, significant or contributory~~
9 ~~building; and (3) the landmark, significant or contributory building will be made to conform with the~~
10 ~~San Francisco Building Code standards for seismic loads and forces which are in effect at the time of~~
11 ~~the application for conversion of use.~~

12 ~~A contributory building which is in a designated historic district outside the SSO District may~~
13 ~~be converted to any use which is a principal use within the SSO District provided that: (1) such use~~
14 ~~does not exceed an aggregate square footage of 25,000 per building; and (2) prior to the issuance of~~
15 ~~any necessary permits the Zoning Administrator (a) determines that allowing the use will enhance the~~
16 ~~feasibility of preserving the contributory building; and (b) the contributory building will be made to~~
17 ~~conform with the San Francisco Building Code standards for seismic loads and forces which are in~~
18 ~~effect at the time of the application for conversion of use. Housing Requirement in the Mixed Use-~~
19 ~~Residential (MUR) District. In new construction in the MUR District, three square feet of Gross Floor~~
20 ~~Area for Residential Use is required for every one gross square foot of permitted Non-Residential Use,~~
21 ~~subject to Section 841.~~

22 **(b) Preservation of Historic Buildings within Certain Eastern Neighborhoods**
23 **Mixed Use Districts.** The following controls are intended to support the economic viability of
24 buildings of historic importance within Eastern Neighborhoods.
25

1 (1) This subsection applies only to buildings in SPD, MUG, MUO, CMUO, or
2 MUR Districts that are designated landmark buildings or contributory buildings within a
3 designated historic district ~~per~~pursuant to Article 10 of the Planning Code, or buildings listed on
4 or determined eligible for the California Register of Historical Resources by the State Office of
5 Historic Preservation.

6 (A) All uses are principally permitted, provided that:

7 (i) The project does not contain any nighttime entertainment use.

8 (ii) Prior to the issuance of any necessary permits, the Zoning
9 Administrator, with the advice of the Historic Preservation Commission, determines that
10 allowing the use will enhance the feasibility of preserving the building.

11 (iii) Residential uses meet the affordability requirements of the
12 Residential Inclusionary Affordable Housing Program set forth in Section 415 through 415.9.

13 (B) The Historic Preservation Commission shall review the proposed
14 project for compliance with the Secretary of the Interior's Standards, (36 C.F.R. § 67.7 (2001))
15 and any applicable provisions of the Planning Code.

16 * * * *

17 (d) ~~**Automated Bank Teller Machines Within South of Market Districts.** All automated bank~~
18 ~~teller machines (ATMs), whether freestanding structures or walk-up facilities associated with retail~~
19 ~~banking operations, shall have adequate lighting, waste collection facilities and parking resources.~~

20 ~~(e)~~ **Open Air Sales.** Flea markets, farmers markets, crafts fairs and all other open air
21 sales of new or used merchandise except vehicles, within ~~South of Market Mixed Use and~~
22 Eastern Neighborhoods Mixed Use Districts, where permitted, shall be subject to the following
23 requirements: (1) the sale of goods and the presence of booths or other accessory
24 appurtenances shall be limited to weekend and/or holiday daytime hours; (2) sufficient
25 numbers of publicly-accessible toilets and trash receptacles shall be provided on-site and

adequately maintained; and (3) the site and vicinity shall be maintained free of trash and debris.

(f) Legal and Government Office Uses in the Vicinity of the Hall of Justice.

Within an approximately 300-foot radius of the 800 Bryant Street entrance to the Hall of Justice, and Assessor's Block 3780, Lots 1 and 2, as shown on Sectional Map 8SU of the Zoning Map, the offices of attorneys, bail and services, government agencies, union halls, and other criminal justice activities and services directly related to the criminal justice functions of the Hall of Justice shall be permitted as a principal use. There shall be a Notice of Special Restriction placed on the property limiting office activities to uses permitted by this Subsection.

~~(g) Work Space of Design Professionals. The work space of design professionals, as defined in Section 890.28 of this Code, shall be permitted as a principal use within the SLR, RSD and SLI Districts provided that, as a condition of issuance of any necessary permits, the owner(s) of the building shall agree to comply with the following provisions:~~

~~(1) The occupied floor area devoted to this use per building is limited to the third story or above;~~

~~(2) The gross floor area devoted to this use per building does not exceed 3,000 square feet per design professional establishment;~~

~~(3) The space within the building subject to this provision has not been in residential use within a legal dwelling unit at any time within a five-year period prior to application for conversion under this Subsection; and~~

~~(4) The owner(s) of the building comply with the following enforcement and monitoring procedures;~~

~~(i) The owner(s) of any building with work space devoted to design professional use as authorized pursuant to this Subsection shall submit an annual enforcement report to the~~

1 ~~Department of City Planning with a fee in an amount to be determined periodically by the City~~
2 ~~Planning Commission to pay for the cost of enforcement of this Subsection. The fee shall not exceed the~~
3 ~~amount of such costs. The report shall provide information regarding occupants of such space, the~~
4 ~~amount of square footage of the space used by each design professional establishment, amount of~~
5 ~~vacant space, compliance with all relevant City codes, and any other information the Zoning~~
6 ~~Administrator may require to fulfill the intent of this Subsection;~~

7 (ii) ~~The owner(s) of any building containing work space of design professionals~~
8 ~~authorized pursuant to this Subsection shall permit inspection of the premises by an authorized City~~
9 ~~official to determine compliance with the limitations of this Subsection. The City shall provide~~
10 ~~reasonable notice to owners prior to inspecting the premises;~~

11 (iii) ~~The owner(s) of any building containing work space of design professionals~~
12 ~~authorized pursuant to this Subsection shall record a Notice of Special Restriction, approved by the~~
13 ~~City Planning Department prior to recordation, on the property setting forth the limitations required by~~
14 ~~this Subsection. The Department of City Planning shall keep a record available for public review of all~~
15 ~~space for design professionals authorized by this Subsection.~~

16 **(hf) Vertical Controls for Office Uses.**

17 * * * *

18 **Table 803.9(hf)**

19 * * * *

20 **(ig) Retail Controls in the MUG, MUO, CMUO, and UMU Districts.** In the MUG,
21 MUO, CMUO, and UMU District, up to 25,000 gross square feet of retail use (as defined in
22 Section 890.104 of this Code) is permitted per lot. Above 25,000 gross square feet, three
23 gross square feet of other uses permitted in that District are required for every one gross
24 square foot of retail. In the UMU District, gyms, as defined in Sec. 218(d), are exempt from
25

1 this requirement. In the CMUO District, Tourist Hotels, as defined in Sec. 890.46, are exempt from
2 this requirement.

3 **SEC. 809. GUIDE TO UNDERSTANDING THE MIXED USE DISTRICT ZONING**
4 **CONTROLS.**

5 Mixed Use District controls are set forth in the Zoning Control Tables in Sections 810
6 through 818, and in Sections 825, 827 through 843 or referenced in Section 899 of this Code.

7 (a) The first column in the Zoning Control Table, titled "No." provides a category
8 number for each zoning control category.

9 (b) The second column in the table, titled "Zoning Control Category," lists zoning
10 control categories for the district in question.

11 (c) The third column, titled "§ References," contains numbers of other sections in the
12 Planning Code and other City Codes, in which additional relevant provisions are contained.

13 (d) In the fourth column, the controls applicable to the various Mixed Use Districts are
14 indicated either directly or by reference to other Code Sections which contain the controls.

15 The following symbols are used in this table:

16 P - Permitted as a principal use.

17 C - Permitted as a conditional use, subject to the provisions set forth in this Code.

18 - A blank space on the tables in Sections 810 through 812 indicates that the use
19 or feature is not permitted within the Chinatown Mixed Use Districts. Unless a
20 use or feature is permitted or required in the Chinatown Mixed Use Districts as
21 set forth in the Zoning Control Tables or in those sections referenced in Section
22 899 of this Code, such use or feature is prohibited, unless determined by the
23 Zoning Administrator to be a permitted use.
24
25

NP - Not Permitted. ~~Section 803.4 lists certain uses not permitted in any South of Market District. NP in the Article 8 control column of Tables 813 through 818 also indicates that the use or feature is not permitted in the applicable South of Market District.~~

- See specific provisions listed by section and zoning category number at the end of the table.

1st - 1st story and below, where applicable.

2nd - 2nd story, where applicable.

3rd+ - 3rd story and above, where applicable.

* * * *

SEC. 813. RED – RESIDENTIAL ENCLAVE DISTRICT.

Residential Enclave Districts (RED) encompass many of the clusters of low-scale, medium density, predominantly residential neighborhoods located along the narrow side streets of the South of Market area. Within these predominantly residential enclaves lie a number of vacant parcels, parking lots and other properties in open storage use. These properties are undeveloped or underdeveloped and are viewed as opportunity sites for new, moderate-income, in-fill housing.

* * * *

Table 813			
RED - RESIDENTIAL ENCLAVE DISTRICT ZONING CONTROL TABLE			
No.	Zoning Category	§ References	Residential Enclave Controls
* * * *			
USES			
* * * *			
Other Uses			
* * * *			

813.66	Open Air Sales	§§ 803.9(ed), 890.38	NP
* * * *			

* * * *

~~SEC. 815. RSD—RESIDENTIAL/SERVICE MIXED USE DISTRICT.~~

~~The Residential/Service Mixed Use District (RSD) runs along Harrison St. between 4th St. and 5th St. The RSD serves as a housing opportunity area within the South of Market Mixed Use Districts. The district controls are intended to facilitate the development of high-density, mid-rise housing, including residential hotels and live/work units, while also encouraging the expansion of retail, business service and commercial and cultural arts activities. Accessory Dwelling Units are permitted within the district pursuant to subsection 207(c)(4) of this Code.~~

~~Residential hotels are subject to flexible standards for parking, rear yard/open space and density. Continuous ground floor commercial frontage with pedestrian-oriented retail activities along major thoroughfares is encouraged.~~

~~General office, hotels, nighttime entertainment, adult entertainment, massage establishment, movie theaters and heavy industrial uses are not permitted, except that massages services are authorized as a conditional use in the Residential/Service Mixed Use District when provided in conjunction with full-service spa services.~~

Table 815

~~RSD—RESIDENTIAL/SERVICE MIXED USE DISTRICT ZONING CONTROL TABLE~~

No.	Zoning Category	§ References	Residential/Service Mixed Use District Controls
----------------	----------------------------	-------------------------	--

815.01	Height		Map, generally ranges from 40 to 85 feet See Sectional Zoning Map 1
815.02	Bulk	§ 270	See Sectional Zoning Map 1
815.03	Residential Density Limit	§§ 124(b), 207.5, 208	1:200 for dwellings in projects below 40 ft., above 40 ft. density to be determined as part of Conditional Use process; 1 bedroom for each 70 sq. ft. of lot area for group housing
815.04	Non-Residential Density Limit	§§ 102, 123, 124, 127	Generally, 1.8 to 1 floor area ratio subject to § 803.5(j)
815.05	Usable Open Space for Dwelling Units and Group Housing	§ 135	36 sq. ft. per unit if private, 48 sq. ft. if common
815.06	Usable Open Space for Live/Work Units in Newly Constructed Buildings or Additions	§ 135.2	36 sq. ft. per unit
815.07	Usable Open Space for Other Uses	§ 135.3	Varies by use
815.09	Outdoor Activity Area	§ 890.71	P
815.10	Walk-Up Facility, except Automated Bank Teller Machine	§ 890.140	P
815.11	Automated Bank Teller Machine	§ 803.5(d)	P

1		§ 317	<i>C for Removal of one or more</i>
2	815.12 <i>Residential Conversion or Merger</i>		<i>Residential Units or Unauthorized</i>
3			<i>Units.</i>
4		§ 317	<i>C for Removal of one or more</i>
5	815.13 <i>Residential Demolition</i>		<i>Residential Units or Unauthorized</i>
6			<i>Units.</i>
7	<i>Residential Use</i>		
8	815.14 <i>Dwelling Units</i>	§ 102.7	<i>P</i>
9	815.15 <i>Group Housing</i>	§ 890.88(b)	<i>C</i>
10	815.16 <i>SRO Units</i>	§ 890.88(e)	<i>P</i>
11			
12	815.16B <i>Homeless Shelters</i>	§§ 102, 890.88(d)	<i>C</i>
13			
14	<i>Institutions</i>		
15	815.17 <i>Hospital, Medical Centers</i>	§ 890.44	<i>NP</i>
16	815.18 <i>Residential Care</i>	§ 890.50(e)	<i>C</i>
17	815.19 <i>Educational Services</i>	§ 890.50(e)	<i>P</i>
18	815.20 <i>Religious Facility</i>	§ 890.50(d)	<i>C</i>
19			
20	815.21 <i>Assembly and Social Service,</i>	§ 890.50(a)	
21	<i>except Open Recreation and</i>		<i>C</i>
22	<i>Horticulture</i>		
23	815.22 <i>Child Care</i>	§ 102	<i>P</i>
24	815.23 <i>Medical Cannabis Dispensary</i>	§ 890.133	<i>P #</i>
25			

<i>Vehicle Parking</i>			
815.25	<i>Automobile Parking Lot, Community Residential</i>	<i>§ 890.7</i>	<i>P</i>
815.26	<i>Automobile Parking Garage, Community Residential</i>	<i>§ 890.8</i>	<i>C, pursuant to § 803.8(e)</i>
815.27	<i>Automobile Parking Lot, Community Commercial</i>	<i>§ 890.9</i>	<i>P</i>
815.28	<i>Automobile Parking Garage, Community Commercial</i>	<i>§ 890.10</i>	<i>C, pursuant to § 803.8(e)</i>
815.29	<i>Automobile Parking Lot, Public</i>	<i>§ 890.11</i>	<i>P</i>
815.30	<i>Automobile Parking Garage, Public</i>	<i>§ 890.12</i>	<i>C, pursuant to § 803.8(e)</i>
<i>Retail Sales and Services</i>			
815.31	<i>All Retail Sales and Services which are not Office Uses or prohibited by § 803.4, including Bars, Limited Restaurants, Restaurants, Cannabis Retail, and Personal Services</i>	<i>§§ 102, 890.104</i>	<i>P, pursuant to § 803.8(e)</i>
815.33	<i>Fringe Financial Service</i>	<i>§§ 249.35, 890.113</i>	<i>P #</i>
815.34	<i>Tobacco Paraphernalia Establishments</i>	<i>§ 890.123</i>	<i>C</i>

		§ 890.60	
815.344	Massage Establishment	Art. 29 Health Code	C #
<i>Assembly, Recreation, Arts and Entertainment</i>			
815.37	Nighttime Entertainment	§§ 102.17, 181(f), 803.5(b)	NP
815.38	Meeting Hall, not falling within Category 815.21	§ 221(e)	C, pursuant to § 803.8(e)
815.39	Recreation Building, not falling within Category 815.21	§ 221(e)	C, pursuant to § 803.8(e)
815.40	Pool Hall, Card Club, not falling within Category 815.21	§§ 221(f), 803.4	P, pursuant to § 803.8(e)
815.41	Theater, falling within § 221(d), except Movie Theater	§§ 221(d), 890.64	P, pursuant to § 803.8(e)
<i>Home and Business Service</i>			
815.42	Trade Shop	§ 890.124	P, pursuant to § 803.8(e)
815.43	Catering Services	§ 890.25	P, pursuant to § 803.8(e)
815.45	Business Goods and Equipment Repair Service	§ 890.23	P, pursuant to § 803.8(e)
815.46	Arts Activities, other than Theaters	§ 102.2	P, pursuant to § 803.8(e)
815.47	Business Services	§ 890.111	P, pursuant to § 803.8(e)
<i>Office</i>			

1		<i>Office Uses in Landmark Buildings</i>	§ 803.9(a)	<i>€</i>
2	815.48	<i>or Contributory Buildings in</i>		
3		<i>Historic Districts</i>		
4		<i>Work Space of Design</i>	§§ 803.9(g),	<i>P, subject to § 803.9(g)</i>
5	815.49	<i>Professionals</i>	890.28	
6	815.50	<i>All Other Office Uses</i>	§ 890.70	<i>NP</i>
7	<i>Live/Work Units</i>			
8				
9		<i>Live/Work Units where the work</i>	§§ 102.2,	
10	815.51	<i>activity is an Arts</i>	102.13,	<i>P</i>
11		<i>Activity</i>	209.9(f) and	
12			(g), 233	
13		<i>Live/Work Units where all the</i>	§§ 102.13, 233	
14	815.52	<i>work activity is otherwise</i>		<i>P</i>
15		<i>permitted as a Principal Use</i>		
16		<i>Live/Work Units where the work</i>	§ 233	
17	815.53	<i>activity is otherwise permitted as a</i>		<i>€</i>
18		<i>Conditional Use</i>		
19		<i>Live/Work Units in Landmark</i>	§ 803.9(a)	
20	815.54	<i>Buildings or Contributory</i>		<i>€</i>
21		<i>Buildings in Historic Districts</i>		
22	815.55	<i>All other Live/Work Units</i>		<i>NP</i>
23	<i>Motor Vehicle Services</i>			
24				
25	815.57	<i>Vehicle Storage – Open Lot</i>	§ 890.131	<i>NP</i>

815.58	Vehicle Storage – Enclosed Lot or Structure	§ 890.132	P
815.59	Motor Vehicle Service Station, Automotive Wash	§§ 890.18, 890.20	P, pursuant to § 803.8(e)
815.60	Motor Vehicle Repair	§ 890.15	P, pursuant to § 803.8(e)
815.61	Motor Vehicle Tow Service	§ 890.19	C, § 803.8(e)
815.62	Non-Auto Vehicle Sales or Rental	§ 890.69	P, § 803.8(e)
815.63	Public Transportation Facilities	§ 890.80	C, pursuant to § 803.8(e)
Industrial			
815.64	Wholesale Sales	§ 890.54(b)	P, pursuant to § 803.8(e)
815.65	Light Manufacturing	§ 890.54(a)	P, pursuant to § 803.8(e)
815.66	Storage	§ 890.54(e)	P
815.67	All Other Wholesaling, Storage, Distribution and Open Air Handling of Materials and Equipment	§ 225	P
Other Uses			
815.68	Animal Services	§ 224	NP
815.69	Open Air Sales	§§ 803.9(e), 890.38	P
815.70	Ambulance Service	§ 890.2	NP

815.71	Open Recreation	§§ 209.5(a), 209.5(b)	P
815.72	Public Use, except Public Transportation Facility	§ 890.80	C
815.74A	Industrial Agriculture	§ 102	NP
815.74B	Neighborhood Agriculture	§ 102	P
815.74C	Large-Scale Urban Agriculture	§ 102	C
815.75	Mortuary Establishment	§ 227(e)	NP
815.76	General Advertising Sign	§ 607.2(b) & (e)	NP
815.99	Wireless Telecommunications Services Facility	§ 102	C; P if the facility is a Micro-WTS Facility

SPECIFIC PROVISIONS FOR RSD DISTRICTS

<i>Article Code Section</i>	<i>Other Code Section</i>	<i>Zoning Controls</i>
§ 815 § 815.03	§ 207(c)(4)	<p><i>ACCESSORY DWELLING UNITS</i></p> <p><i>Boundaries:</i> Within the boundaries of the Residential/Service Mixed Use District.</p> <p><i>Controls:</i> An "Accessory Dwelling Unit," as defined in Section 102 and meeting the requirements of Section 207(c)(4) is permitted to be constructed</p>

		within an existing building in areas that allow residential use or within an existing and authorized auxiliary structure on the same lot.
§ 815.23 § 890.133		Only those medical cannabis dispensaries that can demonstrate to the Planning Department they were in operation as of April 1, 2005 and have remained in continuous operation or that were not in continuous operation since April 1, 2005, but can demonstrate to the Planning Department that the reason for their lack of continuous operation was not closure due to an actual violation of federal, state or local law, may apply for a medical cannabis dispensary permit in an RSD District.
§ 815.33	§ 249.35 § 890.113	Fringe Financial Services are P subject to the restrictions set forth in Section 249.35, including, but not limited to, the proximity restrictions set forth in Subsection 249.35(e)(3).
§ 815.344	§ 890.60 Art. 29 Health Code	MASSAGE ESTABLISHMENT Controls. Massage shall generally be subject to Conditional Use authorization. Only those businesses that can demonstrate to the satisfaction of the Planning Commission that massage services are provided in conjunction with full-service spa services are authorized to provide massage services. Certain exceptions to the Conditional Use authorization for massage are described in Section 303(n). When considering an application for a conditional use permit pursuant to this subsection, the Planning Commission shall consider, in addition to the criteria listed in Section 303(c), the criteria described in Section 303(n) and 890.60(b).

~~SEC. 816. SLR SERVICE/LIGHT INDUSTRIAL/RESIDENTIAL MIXED USE DISTRICT.~~

~~The Service/Light Industrial/Residential (SLR) Mixed Use District is designed to maintain and facilitate the growth and expansion of small-scale light industrial, home and business service, wholesale distribution, arts production and performance/exhibition activities, live/work use, general commercial and neighborhood-serving retail and personal service activities while protecting existing housing and encouraging the development of housing and live/work space at a scale and density compatible with the existing neighborhood.~~

~~Housing and live/work units are encouraged over ground floor commercial/service/light industrial activity. New residential or mixed-use developments are encouraged to provide as much mixed-income rental housing as possible. Existing group housing and dwelling units would be protected from demolition or conversion to nonresidential use by requiring conditional use review. Accessory Dwelling Units are permitted within the district pursuant to subsection 207(c)(4) of this Code.~~

~~General office, hotels, nighttime entertainment, movie theaters, adult entertainment and heavy industrial uses are not permitted.~~

Table 816			
SLR SERVICE/LIGHT INDUSTRIAL/RESIDENTIAL MIXED USED DISTRICT			
ZONING CONTROL TABLE			
No.	Zoning Category	§ References	Service/Light Industrial/ Residential Mixed Use District Controls
816.01	Height Limit Designation	See Zoning Map	As shown on Sectional Maps 1 and 7 of the Zoning Map; generally ranges from 40 to 65 feet

816.02	Bulk Limit Designation	See Zoning Map, § 270	As shown on Sectional Maps 1 and 7 of the Zoning Map
816.03	Residential Density Limit	§§ 124, 207.5, 208	1:200 for dwelling units #; 1 bedroom for each 70 sq. ft. of lot area for group housing
816.04	Non-Residential Density Limit	§§ 102, 123, 124, 127	Generally, 2.5 to 1 floor area ratio
816.05	Usable Open Space for Dwelling Units and Group Housing	§ 135	60 sq. ft. per unit if private, 80 sq. ft. if common
816.06	Usable Open Space for Live/Work Units in Newly Constructed Buildings or Additions	§ 135.2	36 sq. ft. per unit
816.07	Usable Open Space for Other Uses	§ 135.3	Varies by use
816.09	Outdoor Activity Area	890.71	P
816.10	Walk-up Facility, including Automated Bank Teller Machine	§§ 803.9(d), 890.140	P
816.12	Residential Conversion or Merger	§ 317	C for Removal of one or more Residential Units or Unauthorized Units

816.13	Residential Demolition	§ 317	€ for Removal of one or more Residential Units or Unauthorized Units
Residential Use			
816.14	Dwelling Units	§ 102.7	P
816.15	Group Housing	§ 890.88(b)	€
816.16	SRO Units	§ 890.88(c)	P
816.16B	Homeless Shelters	§§ 102, 890.88(d)	€
Institutions			
816.17	Hospital, Medical Centers	§ 890.44	NP
816.18	Residential Care	§ 890.50(e)	€
816.19	Educational Services	§ 890.50(e)	P
816.20	Religious Facility	§ 890.50(d)	P
816.21	Assembly and Social Service, except Open Recreation and Horticulture	§ 890.50(a)	€
816.22	Child Care	§ 102	P
816.23	Medical Cannabis Dispensary	§ 890.133	P #
Vehicle Parking			
816.25	Automobile Parking Lot, Community Residential	§ 890.7	P

816.26	Automobile Parking Garage, Community Residential	§ 890.8	P
816.27	Automobile Parking Lot, Community Commercial	§ 890.9	P
816.28	Automobile Parking Garage, Community Commercial	§ 890.10	P
816.29	Automobile Parking Lot, Public	§ 890.11	P
816.30	Automobile Parking Garage, Public	§ 890.12	€
<i>Retail Sales and Services</i>			
816.31	All Retail Sales and Services which are not Office Uses or prohibited by § 803.4, including Bars, Limited- Restaurants, Restaurants, Cannabis Retail, and Personal Services	§§ 102, 890.104	P
816.33	Fringe Financial Service	§§ 249.35, 890.113	P #
816.34	Tobacco Paraphernalia Establishments	§ 890.123	€
<i>Assembly, Recreation, Arts and Entertainment</i>			

816.36	Arts Activity, other than Theater	§ 102.2	P
816.37	Nighttime Entertainment	§§ 102.17, 181(f), 803.5(b)	NP
816.38	Meeting Hall, not falling within Category 816.21	§ 221(e)	€
816.39	Recreation Building, not falling within Category 816.21	§ 221(e)	€
816.40	Pool Hall, Card Club, not falling within Category 816.21	§§ 221(f), 803.4	P
816.41	Theater, falling within § 221(d), except Movie Theater	§§ 221(d), 890.64	P
Home and Business Service			
816.42	Trade Shop	§ 890.124	P
816.43	Catering Service	§ 890.25	P
816.45	Business Goods and Equipment Repair Service	§ 890.23	P
816.47	Business Service	§ 890.111	P
Office			

816.48	Office Uses in Landmark Buildings or Contributory Buildings in Historic Districts	§ 803.9(a)	€
816.49	Work Space of Design Professionals	§§ 803.9(g), 890.28	P, subject to § 803.9(g)
816.50	All Other Office Uses	§ 890.70	NP
Live/Work Units			
816.51	Live/Work Units where the work activity is an Arts Activity	§§ 102.2, 102.13, 209.9(f) and (g), 233	P
816.52	Live/Work Units where all the work activity is otherwise permitted as a Principal Use	§§ 102.13, 233	P
816.53	Live/Work Units where the work activity is otherwise permitted as a Conditional Use	§ 233	€
816.54	Live/Work Units in Landmark Buildings or Contributory Buildings in Historic Districts	§ 803.9(a)	€
816.55	All Other Live/Work Units		NP
Motor Vehicle Services			
816.57	Vehicle Storage – Open Lot	§ 890.131	NP

816.58	Vehicle Storage – Enclosed Lot or Structure	§ 890.132	P
816.59	Motor Vehicle Service Station, Automotive Wash	§§ 890.18, 890.20	P
816.60	Motor Vehicle Repair	§ 890.15	P
816.61	Automobile Tow Service	§ 890.19	C
816.62	Non-Auto Vehicle Sales or Rental	§ 890.69	P
816.63	Public Transportation Facilities	§ 890.80	P
Industrial			
816.64	Wholesale Sales	§ 890.54(b)	P
816.65	Light Manufacturing	§ 890.54(a)	P
816.66	Storage	§ 890.54(c)	P
816.67	All Other Wholesaling, Storage, Distribution and Open Air Handling of Materials and Equipment	§ 225	P
Other Uses			
816.68	Animal Services	§ 224	NP
816.69	Open Air Sales	§§ 803.9(e), 890.38	P

816.70	Ambulance Service	§ 890.2	NP
816.71	Open Recreation	§§ 209.5(a), 209.5(b)	P
816.72	Public Use, except Public Transportation Facility	§ 890.80	C
816.74A	Industrial Agriculture	§ 102	NP
816.74B	Neighborhood Agriculture	§ 102	P
816.74C	Large-Scale Urban Agriculture	§ 102	C
816.75	Mortuary Establishment	§ 227(e)	NP
816.76	General Advertising Sign	§ 607.2(b) & (e)	P in South of Market General Advertising Special Sign District, Otherwise NP
816.99	Wireless Telecommunications Services Facility	§ 102	C; P if the facility is a Micro WTS Facility

SPECIFIC PROVISIONS FOR SLR DISTRICTS

<i>Article Code</i>	<i>Other Code</i>	<i>Zoning Controls</i>
<i>Section</i>	<i>Section</i>	
§ 816	§ 207 (e)(4)	ACCESSORY DWELLING UNITS
§ 816.03		Boundaries: Within the boundaries of the SLR Mixed Use District. Controls: An "Accessory Dwelling Unit," as defined in Section 102 and meeting the requirements of Section 207(c)(4) is permitted to be

		<i>constructed within an existing building in areas that allow residential use or within an existing and authorized auxiliary structure on the same lot.</i>
§ 816.23 § 890.133		Only those medical cannabis dispensaries that can demonstrate to the Planning Department they were in operation as of April 1, 2005 and have remained in continuous operation or that were not in continuous operation since April 1, 2005, but can demonstrate to the Planning Department that the reason for their lack of continuous operation was not closure due to an actual violation of federal, state or local law, may apply for a medical cannabis dispensary permit in an SLR District.
§ 816.33	§ 249.35 § 890.113	Fringe Financial Services are P subject to the restrictions set forth in Section 249.35, including, but not limited to, the proximity restrictions set forth in Subsection 249.35(e)(3).

SEC. 817. SLI—SERVICE/LIGHT INDUSTRIAL DISTRICT.

The Service/Light Industrial (SLI) District is designed to protect and facilitate the expansion of existing general commercial, manufacturing, home and business service, live/work use, arts uses, light industrial activities and small design professional office firms. Existing group housing and dwelling units are protected from demolition or conversion to nonresidential use and development of group housing and low income affordable dwelling units are permitted as a conditional use. General office, hotels, movie theaters, nighttime entertainment and adult entertainment uses are not permitted. Accessory Dwelling Units are permitted within the district pursuant to subsection 207(e)(4) of this Code.

Table 817

SLI—SERVICE/LIGHT INDUSTRIAL DISTRICT ZONING CONTROL TABLE

<i>No.</i>	<i>Zoning Category</i>	<i>§ References</i>	<i>Service/Light Industrial District Controls</i>
<i>817.01</i>	<i>Height</i>		<i>As shown on Sectional Maps 1 and 7 of the Zoning Map; generally ranges from 30 to 65 feet; See Zoning Sectional Maps 1 and 7</i>
<i>817.02</i>	<i>Bulk</i>	<i>§ 270</i>	<i>See Zoning Sectional Maps 1 and 7</i>
<i>817.03</i>	<i>Residential Density Limit</i>	<i>§ 208</i>	<i>1:200 for dwelling units #; 1 bedroom for each 70 sq. ft. of lot area for group housing</i>
<i>817.04</i>	<i>Non-Residential Density Limit</i>	<i>§§ 102, 123, 124, 127</i>	<i>Generally, 2.5 to 1 floor area ratio</i>
<i>817.05</i>	<i>Usable Open Space for Dwelling Units and Group Housing</i>	<i>§ 135</i>	<i>36 sq. ft. per unit</i>
<i>817.06</i>	<i>Usable Open Space for Live/Work Units in Newly Constructed Buildings or Additions</i>	<i>§ 135.2</i>	<i>36 sq. ft. per unit</i>
<i>817.07</i>	<i>Usable Open Space for Other Uses</i>	<i>§ 135.3</i>	<i>Varies by use</i>
<i>817.09</i>	<i>Outdoor Activity Area</i>	<i>§ 890.71</i>	<i>P</i>

817.10	Walk-Up Facility, including Automated Bank Teller Machine	§§ 803.9(d), 890.140	P
817.12	Residential Conversion or Merger	§ 317	C for Removal of one or more Residential Units or Unauthorized Units.
817.13	Residential Demolition	§ 317	C for Removal of one or more Residential Units or Unauthorized Units.
Residential Use			
817.14	Dwelling Units	§§ 102.7, 803.8(b)	C, if low-income pursuant to § 803.8(b); otherwise NP
817.15	Group Housing	§ 890.88(b)	C
817.16	SRO Units	§§ 803.8(b), 890.88(e)	C, if low-income pursuant to § 803.8(b); otherwise NP
817.16B	Homeless Shelters	§§ 102, 890.88(d)	C
Institutions			
817.17	Hospital, Medical Centers	§ 890.44	NP
817.18	Residential Care	§ 890.50(e)	C
817.19	Educational Services	§ 890.50(e)	P
817.20	Religious Facility	§ 890.50(d)	P
817.21	Assembly and Social Service, except Open Recreation and Horticulture	§ 890.50(a)	C

1	817.22	<i>Child Care</i>	§ 102	<i>P</i>
2	817.23	<i>Medical Cannabis Dispensary</i>	§ 890.133	<i>P #</i>
3	<i>Vehicle Parking</i>			
4	817.25	<i>Automobile Parking Lot, Community</i> <i>Residential</i>	§ 890.7	<i>P</i>
5	817.26	<i>Automobile Parking Garage, Community</i> <i>Residential</i>	§ 890.8	<i>P</i>
6	817.27	<i>Automobile Parking Lot, Community</i> <i>Commercial</i>	§ 890.9	<i>P</i>
7	817.28	<i>Automobile Parking Garage, Community</i> <i>Commercial</i>	§ 890.10	<i>P</i>
8	817.29	<i>Automobile Parking Lot, Public</i>	§ 890.11	<i>P</i>
9	817.30	<i>Automobile Parking Garage, Public</i>	§ 890.12	<i>C</i>
10	<i>Retail Sales and Services</i>			
11	817.31	<i>All Retail Sales and Services which are not</i> <i>Office Uses or prohibited by § 803.4, including</i> <i>Bars, Limited Restaurants, Cannabis Retail,</i> <i>Restaurants, and Personal Services</i>	§§ 102, 890.104	<i>P</i>
12	817.32	<i>Financial Services</i>	§ 890.110	<i>P if gross floor area is up</i> <i>to 4,000 sq. ft. C if gross</i> <i>floor area is equal to or</i> <i>exceeds 4,000 sq. ft. and</i> <i>only then if the location is:</i>

			(a) within a height district of 65 ft. or greater, (b) on the ground story or below, and (c) was not used within the 12 months prior to the filing of any planning or building application as (1) a residential use as defined in § 817.14 through § 817.16, (2) a neighborhood-serving retail use as defined in § 817.31, or (3) an industrial use as defined in §§ 817.64, 817.65; otherwise NP
817.33	Fringe Financial Service	§§ 249.35, 890.113	P #
817.34	Tobacco Paraphernalia Establishments	§ 890.123	€
<i>Assembly, Recreation, Arts and Entertainment</i>			
817.37	Nighttime Entertainment	§§ 102.17, 803.5(b)	NP

817.38	Meeting Hall	§ 221(e)	C
817.39	Recreation Building	§ 221(e)	C
817.40	Pool Hall, Card Club, not falling within Category 817.21	§§ 221(f), 803.4	P
817.41	Theater, falling within § 221(d), except Movie Theater	§§ 221(d), 890.64	P
817.42	Amusement Game Arcade	§ 890.4	P
Home and Business Service			
817.42	Trade Shop	§ 890.124	P
817.43	Catering Service	§ 890.25	P
817.45	Business Goods and Equipment Repair Service	§ 890.23	P
817.46	Arts Activities, other than Theaters	§ 102.2	P
817.47	Business Services	§ 890.111	P
Office			
817.48	Office Uses in Landmark Buildings or Contributory Buildings in Historic Districts	§ 803.9(a)	C
817.49	Work Space of Design Professionals	§§ 803.9(g), 890.28	P, subject to § 803.9(g)
817.50	Office Uses Related to the Hall of Justice	§§ 803.9(f), 822	P in Special Use District,
817.51	All Other Office Uses	§ 890.70	pursuant to § 803.9(f)
Live/Work Units			

817.51	Live/Work Units where the work activity is an Arts Activity	§§ 102.2, 102.13, 209.9(f) and (g), 233	P
817.52	Live/Work Units where all the work activity is otherwise permitted as a Principal Use	§§ 102.13, 233	P
817.53	Live/Work Units where the work activity is otherwise permitted as a Conditional Use	§ 233	C
817.54	Live/Work Units in Landmark Buildings or Contributory Buildings in Historic Districts	§ 803.9(a)	C
817.55	All Other Live/Work Units		NP
Automotive Services			
817.57	Vehicle Storage – Open Lot	§ 890.131	P
817.58	Vehicle Storage – Enclosed Lot or Structure	§ 890.132	P
817.59	Motor Vehicle Service Station, Automotive Wash	§§ 890.18, 890.20	P
817.60	Motor Vehicle Repair	§ 890.15	P
817.61	Motor Vehicle Tow Service	§ 890.19	C
817.62	Non-Auto Vehicle Sale or Rental	§ 890.69	P
817.63	Public Transportation Facilities	§ 890.80	P
Industrial			
817.64	Wholesale Sales	§ 890.54(b)	P
817.65	Light Manufacturing	§ 890.54(a)	P

817.66	Storage	§ 890.54(c)	P
817.67	All Other Wholesaling, Storage, Distribution and Open Air Handling of Materials and Equipment	§ 225	P
Other Uses			
817.68	Animal Services	§ 224	P
817.69	Open Air Sales	§§ 803.9(e), 890.38	P
817.70	Ambulance Service	§ 890.2	P
817.71	Open Recreation	§§ 209.5(a), 209.5(b)	P
817.72	Public Use, except Public Transportation Facility	§ 890.80	P
817.74A	Industrial Agriculture	§ 102	P
817.74B	Neighborhood Agriculture	§ 102	P
817.74C	Large-Scale Urban Agriculture	§ 102	C
817.75	Mortuary Establishment	§ 227(e)	NP
817.76	General Advertising Sign	§ 607.2	NP
817.77	Internet Services Exchange	§ 209.6(e)	C
817.99	Wireless Telecommunications Services Facility	§ 102	C; P if the facility is a Micro WTS Facility

SPECIFIC PROVISIONS FOR SLI DISTRICTS

<i>Article Code</i>	<i>Other Code</i>	<i>Zoning Controls</i>
<i>Section</i>	<i>Section</i>	
§ 817 § 817.03	§ 207 (c)(4)	<p><i>ACCESSORY DWELLING UNITS</i></p> <p><i>Boundaries:</i> <i>Within the boundaries of the SLI Mixed Use District.</i></p> <p><i>Controls:</i> <i>An "Accessory Dwelling Unit," as defined in Section 102 and meeting the requirements of Section 207(c)(4) is permitted to be constructed within an existing building in areas that allow residential use or within an existing and authorized auxiliary structure on the same lot.</i></p>
§ 817.23 § 890.133		<p><i>Only those medical cannabis dispensaries that can demonstrate to the Planning Department they were in operation as of April 1, 2005 and have remained in continuous operation or that were not in continuous operation since April 1, 2005, but can demonstrate to the Planning Department that the reason for their lack of continuous operation was not closure due to an actual violation of federal, state or local law, may apply for a medical cannabis dispensary permit in an SLI District.</i></p>
§ 817.33	§ 249.35 § 817.32 § 890.113	<p><i>Fringe Financial Services are P subject to the controls set forth in Section 817.32 for Financial Services and the restrictions set forth in Section 249.35, including, but not limited to, the proximity restrictions set forth in Subsection 249.35(c)(3).</i></p>

SEC. 818. SSO—SERVICE/SECONDARY OFFICE DISTRICT.

The Service/Secondary Office District (SSO) is designed to accommodate small-scale light industrial, home and business services, arts activities, live/work units, and small-scale, professional

~~office space and large floor-plate "back office" space for sales and clerical work forces. Nighttime entertainment is permitted as a conditional use. Dwelling units and group housing are permitted as conditional uses. Demolition or conversion of existing group housing or dwelling units requires conditional use authorization. Accessory Dwelling Units are permitted within the district pursuant to subsection 207(e)(4) of this Code.~~

~~Office, general commercial, most retail, service and light industrial uses are principal permitted uses. Large hotel, movie theater, adult entertainment and heavy industrial uses are not permitted.~~

~~Small hotels of 75 rooms or less are permitted in this District only as a conditional use. Any such conditional use authorization requires a conditional use finding that disallows project proposals that displace existing Production, Distribution and Repair (PDR) uses.~~

Table 818			
SSO — SERVICE/SECONDARY OFFICE DISTRICT ZONING CONTROL TABLE			
No.	Zoning Category	§ References	Service/Secondary Office District Controls
818.01	Height Limit Designation	See Zoning Map	As shown on Sectional Maps 1 and 7 of the Zoning Map; generally ranging from 40 to 130 feet
818.02	Bulk Limit Designation	See Zoning Map, § 270	As shown on Sectional Maps 1 and 7 of the Zoning Map
818.03	Residential Density	§ 124(b), 207.5, 208	1:200 for dwellings #; 1 bedroom for each 70 sq. ft. of lot area for group housing
818.04	Non-Residential Density Limit	§§ 102, 123, 124, 127	3.0 to 1 floor area ratio in 40 or 50 foot height districts;

			4.0 to 1 in 65 or 80 foot height districts, and 4.5 to 1 in 130 foot height districts
818.05	Usable Open Space for Dwelling Units and Group Housing	§§ 135	36 sq. ft. per unit
818.06	Usable Open Space for Live/Work Units in Newly Constructed Buildings or Additions	§ 135.2	36 sq. ft. per unit
818.07	Usable Open Space for Other Uses	§ 135.3	Varies by use
818.09	Outdoor Activity Area	§ 890.71	P
818.10	Walk-up Facility, including Automated Bank Teller Machine	§§ 803.9(d), 890.140	P
818.12	Residential Conversion or Merger	§ 317	C for Removal of one or more Residential Units or Unauthorized Units.
818.13	Residential Demolition	§ 317	C for Removal of one or more Residential Units or Unauthorized Units.
Residential Use			

818.14	Dwelling Units	§ 102.7	€
818.15	Group Housing	§ 890.88(b)	€
818.16	SRO Units	§ 890.88(c)	P
818.16B	Homeless Shelters	§§ 102, 890.88(d)	€
Institutions			
818.17	Hospital, Medical Centers	§ 890.44	P
818.18	Residential Care	§ 890.50(e)	€
818.19	Educational Services	§ 890.50(e)	P
818.20	Religious Facility	§ 890.50(d)	P
818.21	Assembly and Social Service, except Open Recreation and Horticulture	§ 890.50(a)	€
818.22	Child Care	§ 102	P
818.23	Medical Cannabis Dispensary	§ 890.133	P #
Vehicle Parking			
818.25	Automobile Parking Lot, Community Residential	§ 890.7	P
818.26	Automobile Parking Garage, Community Residential	§ 890.8	P
818.27	Automobile Parking Lot, Community Commercial	§ 890.9	P

1	818.28	<i>Automobile Parking Garage,</i>	<i>§ 890.10</i>	
2		<i>Community Commercial</i>		<i>P</i>
3	818.29	<i>Automobile Parking Lot,</i>	<i>§ 890.11</i>	
4		<i>Public</i>		<i>P</i>
5	818.30	<i>Automobile Parking Garage,</i>	<i>§ 890.12</i>	
6		<i>Public</i>		<i>€</i>
7	<i>Retail Sales and Services</i>			
8	818.31	<i>All Retail Sales and Services</i>	<i>§§ 102, 890.104</i>	
9		<i>which are not Office Uses or</i>		
10		<i>prohibited by § 803.4,</i>		
11		<i>including Bars, Limited</i>		<i>P</i>
12		<i>Restaurants, Restaurants,</i>		
13		<i>Cannabis Retail, and Personal</i>		
14		<i>Services</i>		
15	818.33	<i>Fringe Financial Service</i>	<i>§§ 249.35, 890.113</i>	<i>P #</i>
16	818.34	<i>Tobacco Paraphernalia</i>	<i>§ 890.123</i>	
17		<i>Establishments</i>		<i>€</i>
18	<i>Assembly, Recreation, Arts and Entertainment</i>			
19	818.37	<i>Nighttime Entertainment</i>	<i>§§ 102.17, 803.5(b)</i>	<i>€</i>
20	818.38	<i>Meeting Hall, not falling</i>	<i>§ 221(e)</i>	
21		<i>within Category 818.21</i>		<i>P</i>
22	818.39	<i>Recreation Building, not</i>	<i>§ 221(e)</i>	
23		<i>falling within Category 818.21</i>		<i>P</i>
24				
25				

818.40	Pool Hall, Card Club, not falling within Category 818.21	§§ 221(f), 803.4	P
818.41	Theater, falling within § 221(d), except Movie Theater	§§ 221(d), 890.64	P
Home and Business Service			
818.42	Trade Shop	§ 890.124	P
818.43	Catering Service	§ 890.25	P
818.45	Business Goods and Equipment Repair Service	§ 890.23	P
818.46	Arts Activities, other than Theaters	§ 102.2	P
818.47	Business Services	§ 890.111	P
Office			
818.48	All Office Uses including Work Space of Design Professionals	§ 890.70	P
Live/Work Units			
818.54	Live/Work Units where the work activity is an Arts Activity	§§ 102.2, 102.13, 209.9(f), (g), 233	P
818.55	Live/Work Units where all the work activity is otherwise permitted	§§ 102.13, 233	P
Automobile Services			

1	818.57	Vehicle Storage – Open Lot	§ 890.131	NP
2	818.58	Vehicle Storage – Enclosed Lot	§ 890.132	P
3		or Structure		
4	818.59	Motor Vehicle Service Station,	§§ 890.18, 890.20	P
5		Automotive Wash		
6	818.60	Motor Vehicle Repair	§ 890.15	P
7	818.61	Motor Vehicle Tow Service	§ 890.19	C
8	818.62	Non-Auto Vehicle Sale or	§ 890.69	P
9		Rental		
10	818.63	Public Transportation	§ 890.80	P
11		Facilities		
12	Industrial			
13	818.64	Wholesale Sales	§ 890.54(b)	P
14	818.65	Light Manufacturing	§ 890.54(a)	P
15	818.66	Storage	§ 890.54(c)	P
16	818.67	All Other Wholesaling,	§ 225	P
17		Storage Distribution and Open		
18		Air Handling of Materials and		
19		Equipment		
20	Other Uses			
21	818.68	Animal Services	§ 224	P
22	818.69	Open Air Sales	§§ 803.9(e), 890.38	P

1	818.70	Ambulance Service	§ 890.2	P
2	818.71	Open Recreation	§§ 209.5(a), 209.5(b)	P
4	818.72	Public Use, except Public Transportation Facility	§ 890.80	P
6	818.74A	Industrial Agriculture	§ 102	P
7	818.74B	Neighborhood Agriculture	§ 102	P
9	818.74C	Large-Scale Urban Agriculture	§ 102	C
11	818.75	Mortuary Establishment	§ 227(e)	NP
12	818.76	General Advertising Sign	§ 607.2(b) & (e)	NP
13	818.77	Internet Services Exchange	§ 209.6(e)	C
14	818.78	Hotel, Tourist if 75 rooms or less	§ 890.46	C
17	818.99	Wireless Telecommunications Services Facility	§ 102	C; P if the facility is a Micro WTS Facility

SPECIFIC PROVISIONS FOR SSO DISTRICTS

Article Code Section	Other Code Section	Zoning Controls
§ 818 § 818.03	§ 207(e)(4)	<p>ACCESSORY DWELLING UNITS</p> <p>Boundaries: Within the boundaries of the SLI Mixed Use District.</p> <p>Controls: An "Accessory Dwelling Unit," as defined in Section 102 and</p>

		meeting the requirements of Section 207(c)(4) is permitted to be constructed within an existing building in areas that allow residential use or within an existing and authorized auxiliary structure on the same lot.
§ 818.23 § 890.133		Only those medical cannabis dispensaries that can demonstrate to the Planning Department they were in operation as of April 1, 2005 and have remained in continuous operation or that were not in continuous operation since April 1, 2005, but can demonstrate to the Planning Department that the reason for their lack of continuous operation was not closure due to an actual violation of federal, state or local law, may apply for a medical cannabis dispensary permit in an SSO District.
§ 818.33	§ 249.35 § 890.113	Fringe Financial Services are P subject to the restrictions set forth in Section 249.35, including, but not limited to, the proximity restrictions set forth in Subsection 249.35 (c)(3).

* * * *

SEC. 825. DTR – DOWNTOWN RESIDENTIAL DISTRICTS.

(a) **Description.** Downtown Residential (DTR) Districts are transit-oriented, high-density mixed-use residential neighborhoods in and around downtown. These areas are generally transitioning from a variety of commercial and industrial to residential uses. The intent of this district is to enable a mix of new day and nighttime activities, with an emphasis on encouraging new housing within walking distance or a short transit-ride of downtown, supported by a mix of retail, and neighborhood services to meet the needs of residents and the larger downtown community.

High-density residential uses, including residential towers in select locations, are allowed and encouraged within the limits set by height and bulk controls. Given the district's

1 proximity to downtown, a range of commercial uses is permitted on the lower stories, with
2 active pedestrian-oriented retail, service, and entertainment uses on the ground floor. Along
3 special streets, pedestrian-oriented uses are required on the first floor. Ground floor entries to
4 individual dwelling units are encouraged on streets that will become primarily residential.

5 There is generally no pattern of mid-block open space or of rear yards. While lot
6 coverage is limited for all levels with residential uses, traditional rear yard open spaces are not
7 required except in the limited instances where there is an existing pattern of them. Specific
8 height and bulk controls establish appropriate heights for both towers and mid-rise
9 development, and ensure adequate spacing between towers and preserve light and air to
10 streets and open spaces. Setbacks are required where necessary to buffer ground floor
11 residential uses or to ensure sunlight access to streets and open spaces. To support the
12 intensification of land uses in these districts, detailed traffic, streetscape and open space
13 improvements will take place over time.

14 Downtown Residential Districts include all of the individual DTR districts governed this
15 Code except the Transbay Downtown Residential District (TB-DTR), as set forth in Section
16 828, is governed by the Transbay Redevelopment Plan and its Development Controls and
17 Design Guidelines.

18 * * * *

19 (c) **Use.** A use is the specified purpose for which a property or building is used,
20 occupied, maintained, or leased. Uses in Downtown Residential Districts are either permitted,
21 conditional, accessory, temporary or are not permitted. If there are two or more uses in a
22 structure, any use not classified in Section 825(c)(1)(C) below as accessory will be considered
23 separately as an independent permitted, conditional, temporary or not permitted use.

24 (1) **Permitted Uses.**
25

1 (A) **Principal Uses.** All uses are permitted as principal uses as of right
2 in a Downtown Residential district unless otherwise indicated as a Conditional Use or Not
3 Permitted in this Section 825 of this Code or any other Section governing an individual DTR
4 District. Additional requirements and conditions may be placed on particular uses as provided
5 pursuant to Section 803.5 and other applicable provisions of this Code.

6 (B) **Conditional Uses.** Conditional uses are permitted in a Downtown
7 Residential District, when authorized by the Planning Commission; whether a use is
8 conditional in a given district is indicated in the Section of this Code governing the individual
9 DTR District. Conditional uses are subject to the applicable provisions set forth in Sections
10 178, 179, ~~263.11~~, 303, 316, and 803.5 of this Code.

11 * * * *

12 **SEC. 840. MUG – MIXED USE-GENERAL DISTRICT.**

13 The Mixed Use-General (MUG) District is largely comprised of the low-scale,
14 production, distribution, and repair uses mixed with housing and small-scale retail. The MUG
15 is designed to maintain and facilitate the growth and expansion of small-scale light industrial,
16 wholesale distribution, arts production and performance/exhibition activities, general
17 commercial and neighborhood-serving retail and personal service activities while protecting
18 existing housing and encouraging the development of housing at a scale and density
19 compatible with the existing neighborhood.

20 Housing is encouraged over ground floor commercial and production, distribution, and
21 repair uses. New residential or mixed use developments are encouraged to provide as much
22 mixed-income family housing as possible. Existing group housing and dwelling units would be
23 protected from demolition or conversion to nonresidential use by requiring conditional use
24 review. Accessory Dwelling Units are permitted within the district pursuant to subsection
25 207(c)(4) of this Code.

Hotels, nighttime entertainment, movie theaters, adult entertainment and heavy industrial uses are not permitted. Office is restricted to the upper floors of multiple story buildings.

Table 840			
MUG – MIXED USE – GENERAL DISTRICT ZONING CONTROL TABLE			
No.	Zoning Category	§ References	Mixed Use – General District Controls
Building and Siting Standards			
* * * *			
840.01	Height Limit	See Zoning Map, §§ 260-261.1, 263.20	As shown on Sectional Maps 1 and 7 8 of the Zoning Map Height sculpting required on narrow streets, § 261.1 Non-habitable vertical projections permitted, § 263.20
840.02	Bulk Limit	See Zoning Map §§ 270, 270.1, 270.2	As shown on Sectional Maps 1 and 7 8 of the Zoning Map Horizontal mass reduction required, § 270.1 Mid-block alleys required, §270.2
* * * *			
840.04	Setbacks	§§ <u>132.4</u> , 134, 136, 136.2, 144, 145.1	Generally required
* * * *			

840.09	Residential to non-residential ratio	§ 803.8(e)9(a)	None
* * * *			
840.11	Usable Open Space for Dwelling Units and Group Housing	§ 135.136.427	80 sq. ft. per unit; 54 sq. ft. per unit if publicly accessible. <u>In the Central SoMa SUD, buildings taller than 160 feet may also pay the in-lieu fee.</u>
840.12	Usable Open Space for Non-Residential	§ 135.3.426	Required; amount varies based on use; may also pay in-lieu fee
* * * *			
<u>840.15</u>	<u>Street Frontage.</u> <u>Ground Floor</u> <u>Commercial</u>	<u>§ 145.4</u>	<u>Brannan Street, between 3rd Street and 4th Street.</u>
<u>840.16</u>	<u>Vehicular Access</u> <u>Restrictions</u>	<u>§ 155(r)</u>	<u>Brannan Street, between 2nd Street and 6th Street</u>
<u>840.17</u>	<u>Driveway Loading</u> <u>and Operations Plan</u>	<u>§ 155(u)</u>	<u>Required in the Central SoMa SUD for projects of 100,000 sq. ft. or more.</u>
<u>840.18</u>	<u>Large Project</u> <u>Authorization</u>	<u>§ 329</u>	<u>Required pursuant to Section 329.</u>
<u>840.19</u>	<u>Design Guidelines</u>	<u>General Plan</u> <u>Commerce and</u> <u>Industry Element;</u> <u>Central SoMa</u> <u>Plan</u>	<u>Subject to the Urban Design Guidelines; and, in the Central SoMa SUD, subject to the Central SoMa Guide to Urban Design</u>

1	<u>840.20</u>	<u>Lot coverage</u>	<u>§ 249.78</u>	<u>In the Central SoMa SUD, limited to</u>
2				<u>80 percent at all residential levels,</u>
3				<u>except that on levels in which all</u>
4				<u>residential units face onto a public</u>
5				<u>right-of-way, 100% lot coverage may</u>
6				<u>occur. The unbuilt portion of the lot</u>
7				<u>shall be open to the sky except for</u>
8				<u>those obstructions permitted in yards</u>
9				<u>pursuant to Section 136(c) of this</u>
10				<u>Code. Where there is a pattern of mid-</u>
11				<u>block open space for adjacent</u>
12				<u>buildings, the unbuilt area of the new</u>
13				<u>project shall be designed to adjoin that</u>
14				<u>mid-block open space.</u>
15	Residential Uses			
16	840.210	Dwelling Units	§ 102.7	P
17	840.224	Group Housing	§ 890.88(b)	P
18	840.232	SRO Units	§ 890.88(c)	P
19	840.243	Homeless Shelters	§§ 102,	P
20			890.88(d)	
21	840.254	Dwelling Unit	§§ 124, 207.5,	No density limit #
22		Density Limit	208	
23	840.265	Dwelling Unit Mix	§ 207.6	At least 40% of all dwelling units must
24				contain two or more bedrooms or 30%
25				

			of all dwelling units must contain three or more bedrooms.
840.27 6	Affordability Requirements	§ 415	15% onsite/20% off-site
840.28 7	Residential Demolition or Conversion	§ 317	Restrictions apply; see criteria of Section 317
* * * *			
Retail Sales and Services			
840.45	All Retail Sales and Services which <u>that</u> are not listed below	§§ 121.6, 803.9(ig), 890.104, 890.116	P up to 25,000 gross sq.ft. per lot; above 25,000 gross sq. ft. permitted only if the ratio of other permitted uses to retail is at least 3:1.
* * * *			
Office			
* * * *			
840.65A	Services, Professional; Services Financial; Services Medical	§§ 890.108, 890.110, 890.114	Subject to vertical control of Sec. 803.9(hf). P on the ground floor when primarily open to the general public on a client-oriented basis.
840.66	All Other Office Uses	§§ 803.9(hf), 890.70, 890.118	Subject to vertical control of Sec. 803.9(hf)
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1 **Other Uses**

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840.96	Open Air Sales	§§ 803.9(ed), 890.38	P
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804.98	Walk-up Facility, including Automated Bank Teller Machine	§§ 803.9(b), 890.140	P
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11 **SPECIFIC PROVISIONS FOR MUG – MIXED USE-GENERAL DISTRICT**

12

Section		Zoning Controls
§ 840.254	§ 207(c)(4)	ACCESSORY DWELLING UNITS Boundaries: Within the boundaries of the MUG – Mixed Use-General District. Controls: An “Accessory Dwelling Unit,” as defined in Section 102 and meeting the requirements of Section 207(c)(4) is permitted to be constructed within an existing building in areas that allow residential use or within an existing and authorized auxiliary structure on the same lot.

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23 **SEC. 841. MUR – MIXED USE-RESIDENTIAL DISTRICT.**

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The Mixed Use-Residential District (MUR) ~~serves as a buffer between the higher-density, predominantly commercial area of Yerba Buena Center to the east and the lower-scale, mixed use service/industrial and housing area west of Sixth Street.~~

~~The MUR serves as a major housing opportunity area within the eastern portion of the South of Market. The district controls are~~ is intended to facilitate the development of high-density, mid-rise housing, including family-sized housing and residential hotels. The district is also designed to encourage the expansion of retail, business service and commercial and cultural arts activities. Accessory Dwelling Units are permitted within the district pursuant to subsection 207(c)(4) of this Code.

Continuous ground floor commercial frontage with pedestrian-oriented retail activities along major thoroughfares is encouraged. Hotels, nighttime entertainment, adult entertainment and heavy industrial uses are not permitted. Office is limited by residential-to-non residential ratio in new construction.

Table 841			
MUR - MIXED USE-RESIDENTIAL DISTRICT ZONING CONTROL TABLE			
No.	Zoning Category	§ References	Mixed Use-Residential District Controls
Building and Siting Standards			
841.01	Height Limit	See Zoning Map, §§ 260-261.1, 263.20	As shown on Sectional Maps <u>1 and 8</u> and 7 of the Zoning Map Height sculpting required on narrow streets, § 261.1 Non-habitable vertical projections permitted, § 263.20

841.02	Bulk Limit	See Zoning Map. §§ 270, 270.1, 270.2	As shown on Sectional Maps <u>1 and 8</u> and 7 of the Zoning Map Horizontal mass reduction required, § 270.1 Mid-block alleys required, § 270.2
* * * *			
841.04	Setbacks	§§ <u>132.4</u> , 134, 136, 136.2, 144, 145.1	Generally required
* * * *			
841.09	Residential to non-residential ratio	§ 803.8 (d) <u>9(a)</u>	3 sq.ft. of residential for every 1 sq.ft. of other permitted use.
* * * *			
841.11	Usable Open Space for Dwelling Units and Group Housing	§ <u>135</u> , <u>136</u> , <u>427</u>	80 sq. ft. per unit; 54 sq.ft. per unit if publicly accessible. <u>In the Central SoMa SUD, buildings taller than 160 feet may also pay the in-lieu fee.</u>
841.12	Usable Open Space for Non-Residential	§ <u>135.3</u> , <u>426</u>	Required; amount varies based on use; may also pay in-lieu fee
* * * *			
<u>841.15</u>	<u>Street Frontage</u> , <u>Ground Floor</u> <u>Commercial</u>	<u>§ 145.4</u>	<u>3rd Street, between Folsom Street and Townsend Street; 4th Street, between Folsom and Townsend Streets; Folsom Street, between 4th Street and 6th Street.</u>

<u>841.16</u>	<u>Vehicular Access Restrictions</u>	<u>§ 155(r)</u>	<u>3rd Street, between Folsom Street and Townsend Street; 4th Street, between Folsom Street and Townsend Street; Folsom Street, between 4th Street and 5th Street.</u>
<u>841.17</u>	<u>Driveway Loading and Operations Plan</u>	<u>§ 155(u)</u>	<u>Required in the Central SoMa SUD for projects of 100,000 sq. ft. or more.</u>
<u>841.18</u>	<u>Large Project Authorization</u>	<u>§ 329</u>	<u>Required pursuant to Section 329.</u>
<u>841.19</u>	<u>Design Guidelines</u>	<u>General Plan Commerce and Industry Element; Central SoMa Plan</u>	<u>Subject to the Urban Design Guidelines; and, in the Central SoMa SUD, subject to the Central SoMa Guide to Urban Design</u>
<u>841.20</u>	<u>Lot coverage</u>	<u>§ 249.78</u>	<u>In the Central SoMa SUD, limited to 80 percent at all residential levels, except that on levels in which all residential units face onto a public right-of-way, 100% lot coverage may occur. The unbuilt portion of the lot shall be open to the sky except for those obstructions permitted in yards pursuant to Section 136(c) of this Code. Where there is a pattern of mid-block</u>

			<u>open space for adjacent buildings, the unbuilt area of the new project shall be designed to adjoin that mid-block open space.</u>
Residential Uses			
841.210	Dwelling Units	§ 102.7	P
841.224	Group Housing	§ 890.88(b)	P
841.232	SRO Units	§ 890.88(c)	P
841.243	Homeless Shelters	§§ 102, 890.88(d)	P
841.254	Dwelling Unit Density Limit	§§ 124, 207.5, 208	No density limit #
841.265	Dwelling Unit Mix	§ 207.6	At least 40% of all dwelling units must contain two or more bedrooms or 30% of all dwelling units must contain three or more bedrooms.
841.276	Affordability Requirements	§ 415	Restrictions apply, see Section 415
841.287	Residential Demolition or Conversion	§ 317	Restrictions apply; see criteria of Section 317
* * * *			
Retail Sales and Services			
* * * *			

841.46	Formula Retail	§ <u>102.303</u> , 303.1	<u>In the Central SoMa SUD, NP for Restaurants, Limited Restaurants, and Bars; C for all other Formula Retail Uses. Elsewhere, C for all Formula Retail Uses.</u> If approved, subject to size controls in Section 840.45.
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* * * *

Other Uses

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841.96	Open Air Sales	§ 803.9(<u>ed</u>), 890.38	P
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841.98	Walk-up Facility, including Automated Bank Teller Machine	§§ 890.140, 803.9(b) ,	P
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SPECIFIC PROVISIONS FOR MUR – RESIDENTIAL DISTRICT

Section		Zoning Controls
§ 841.254	§ 207(c)(4)	<p>ACCESSORY DWELLING UNITS</p> <p>Boundaries: Within the boundaries of the MUR – Mixed Use-Residential District.</p> <p>Controls: An “Accessory Dwelling Unit,” as defined in Section 102 and meeting the requirements of</p>

		Section 207(c)(4) is permitted to be constructed within an existing building in areas that allow residential use or within an existing and authorized auxiliary structure on the same lot.
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SEC. 842. MUO – MIXED USE-OFFICE DISTRICT.

The Mixed Use-Office (MUO) ~~runs predominantly along the 2nd Street corridor in the South of Market area. The MUO~~ is designed to encourage office uses and housing, as well as small-scale light industrial and arts activities. Nighttime entertainment and small tourist hotels are permitted as a conditional use. Large tourist hotels are permitted as a conditional use in certain height districts. Dwelling units and group housing are permitted, while demolition or conversion of existing dwelling units or group housing requires conditional use authorization. Family-sized housing is encouraged. Accessory Dwelling Units are permitted within the district pursuant to subsection 207(c)(4) of this Code.

Office, general commercial, most retail, production, distribution, and repair uses are also principal permitted uses. Adult entertainment and heavy industrial uses are not permitted.

Table 842			
MUO- MIXED USE-OFFICE DISTRICT ZONING CONTROL TABLE			
No.	Zoning Category	§ References	Mixed Use Office District Controls
Building and Siting Standards			
* * * *			
842.06	Parking and Loading Access: Prohibition	§ 155(r)	<u>None.</u> 4th Street between Bryant and Townsend Streets

* * * *			
842.09	Residential to non-residential ratio	§ 803.8 (e) 9(a)	None
* * * *			
Retail Sales and Services			
842.45	All Retail Sales and Services which <u>that</u> are not listed below	§§ 890.104, 890.116, 803.9 (ig) , 121.6	P
* * * *			
Other Uses			
* * * *			
842.96	Open Air Sales	§§ 803.9 (ed) , 890.38	P
* * * *			
842.98	Walk-up Facility, including Automated Bank Teller Machine	§§ 890.140, 803.9(b)	P
* * * *			

* * * *

SEC. 843. UMU – URBAN MIXED USE DISTRICT.

The Urban Mixed Use (UMU) District is intended to promote a vibrant mix of uses while maintaining the characteristics of this formerly industrially-zoned area. It is also intended to serve as a buffer between residential districts and PDR districts in the Eastern Neighborhoods. Within the UMU, allowed uses include production, distribution, and repair uses such as light manufacturing, home and business services, arts activities, warehouse,

and wholesaling. Additional permitted uses include retail, educational facilities, and nighttime entertainment. Housing is also permitted, but is subject to higher affordability requirements. Family-sized dwelling units are encouraged. Within the UMU, office uses are restricted to the upper floors of multiple story buildings. In considering any new land use not contemplated in this District, the Zoning Administrator shall take into account the intent of this District as expressed in this Section and in the General Plan. Accessory Dwelling Units are permitted within the district pursuant to subsection 207(c)(4) of this Code.

Table 843			
UMU – URBAN MIXED USE DISTRICT ZONING CONTROL TABLE			
No.	Zoning Category	§ References	Urban Mixed Use District Controls
Building and Siting Standards			
* * * *			
843.09	Residential to non-residential ratio	§ 803.8(e)9(a)	None
* * * *			
Retail Sales and Services			
843.45	All Retail Sales and Services which <u>that</u> are not listed below	§§ 890.104, 890.116, 803.9(ig), 121.6	P up to 25,000 gross sq.ft. per lot; above 25,000 gross sq.ft. per lot permitted only if the ratio of other permitted uses to retail is at least 3:1. P up to 3,999 gross sq.ft. per use; C over 4,000 gross sq.ft. per use.
* * * *			

1	843.51	Gyms	§§ 218(d), 803.9(ig)	P up to 3,999 gross sq. ft. per use; C over 4,000 gross sq. ft. per use. Not subject to 3:1 ratio, per Sec. 803.9(ig)
4	* * * *			
5	Office			
6	* * * *			
7	843.65A	Services, Professional; Services Financial; Services Medical	§§ 890.108, 890.110, 890.114	Subject to vertical control of Sec. 803.9(hf). P on the ground floor when primarily open to the general public on a client-oriented basis.
11	843.66	All O ther Office Uses	§§ 803.9(hf), 890.70, 890.118	Subject to vertical control of Sec. 803.9(hf)
15	* * * *			
16	Other Uses			
17	* * * *			
18	843.96	Open Air Sales	§§ 803.9(ed), 890.38	P
21	* * * *			
22	843.98	Walk-up Facility, including Automated Bank Teller Machine	§§ 890.140, 803.9(b) ,	P
25	* * * *			

* * * *

SEC. 844. WMUG – WSOMA MIXED USE-GENERAL DISTRICT.

The WSoMa Mixed Use-General (WMUG) District is largely comprised of the low-scale, production, distribution, and repair uses mixed with housing and small-scale retail. The WMUG is designed to maintain and facilitate the growth and expansion of small-scale light industrial, wholesale distribution, arts production and performance/exhibition activities, general commercial and neighborhood-serving retail and personal service activities while protecting existing housing and encouraging the development of housing at a scale and density compatible with the existing neighborhood.

* * * *

Table 844			
WMUG – WSOMA MIXED USE-GENERAL DISTRICT ZONING CONTROL TABLE			
No.	Zoning Category	§ References	WSoMa Mixed Use-General District Controls
* * * *			
Other Uses			
844.96	Open Air Sales	§§ 803.9(<u>ed</u>), 890.38	P up to 10,000 gsf per lot. NP above.
* * * *			
844.98	Walk-up Facility, including Automated Bank Teller Machine	§§ 803.9(b), 890.140	P
* * * *			

* * * *

SEC. 845. WMUO – WSOMA MIXED USE-OFFICE DISTRICT.

The WSoMa Mixed Use-Office (WMUO) runs predominantly along the Townsend Street corridor between 4th Street and 7th Street and on 11th Street, from Harrison Street to the north side of Folsom Street. The WMUO is designed to encourage office uses along with small-scale light industrial and arts activities. Nighttime entertainment is permitted, although limited by buffers around RED and RED-MX districts.

* * * *

Table 845			
WMUO – WSOMA MIXED USE-OFFICE DISTRICT ZONING CONTROL TABLE			
No.	Zoning Category	§ References	WSOMA Mixed Use-Office District Controls
BUILDING AND SITING STANDARDS			
* * * *			
845.09	Residential to non-residential ratio	§ 803.8 (e) 9(a)	None
* * * *			
Retail Sales and Services			
845.45	All Retail Sales and Services which <u>that</u> are not listed below	§§ 121.6, 803.9(ig), 890.104	P up to 10,000 gsf per lot; C up to 25,000 gsf; NP above
* * * *			
Other Uses			
* * * *			
845.96	Open Air Sales	§§ 803.9(ed), 890.38	P
* * * *			

845.98	Walk-up Facility, including Automated Bank Teller Machine	§ 803.9(b), 890.140	P
* * * *			

* * * *

SEC. 846. SALI – SERVICE/ARTS/LIGHT INDUSTRIAL DISTRICT.

The Service/Arts/Light Industrial (SALI) District is largely comprised of low-scale buildings with production, distribution, and repair uses. The district is designed to protect and facilitate the expansion of existing general commercial, manufacturing, home and business service, and light industrial activities, with an emphasis on preserving and expanding arts activities. Nighttime Entertainment is permitted although limited by buffers around RED and RED-MX districts. Residential Uses, Offices, Hotels, and Adult Entertainment uses are not permitted. Accessory Dwelling Units are permitted within the district pursuant to subsection 207(c)(4) of this Code.

Table 846			
SALI – SERVICE/ARTS/LIGHT INDUSTRIAL DISTRICT ZONING CONTROL TABLE			
No.	Zoning Category	§ References	SALI District Controls
BUILDING AND SITING STANDARDS			
* * * *			
846.09	Residential to non-residential ratio	§ 803.8(e)9(a)	None
* * * *			
Office			
* * * *			

846.65b	Office Uses Related to the Hall of Justice	§§ 803.9(fe), 822	P in Special Use District, pursuant to § 803.9(fe)
* * * *			
Other Uses			
* * * *			
846.96	Open Air Sales	§§ 803.9(ed), 890.38	P up to 10,000 gsf per lot; C up to 25,000 gsf; NP above
* * * *			
846.98	Walk-up Facility, including Automated Bank Teller Machine	§§ 803.9(b), 890.140	P
* * * *			

* * * *

SEC. 847. RED-MX – RESIDENTIAL ENCLAVE-MIXED DISTRICT.

Residential Enclave-Mixed Districts (RED-MX) encompass some of the clusters of low-scale, medium density, predominantly residential neighborhoods located along the narrow side streets of the Western SoMa area. Many parcels in these residential enclaves are underdeveloped and represent opportunities for new residential and low-intensity commercial uses.

* * * *

Table 847			
RED-MX – RESIDENTIAL ENCLAVE-MIXED DISTRICT ZONING CONTROL TABLE			
No.	Zoning Category	§ References	Residential Enclave-Mixed Controls

* * * *

Other Uses

847.66	Open Air Sales	§§ 803.9(<i>ed</i>), 890.38	P up to 1,250 gsf per lot; C above; NP above 1 FAR
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* * * *

* * * *

SEC. 848. CMUO – CENTRAL SOMA MIXED USE-OFFICE DISTRICT.

The Central SoMa Mixed Use-Office (CMUO) extends predominantly between 2nd Street and 6th Street in the South of Market area. The CMUO is designed to encourage a mix of residential and non-residential uses, including office, retail, light industrial, arts activities, nighttime entertainment, and tourist hotels.

Table 848. CMUO – CENTRAL SOMA MIXED USE-OFFICE DISTRICT ZONING CONTROL

TABLE

Central SoMa Mixed Use-Office District Controls

Zoning Category

§ References

Controls

BUILDING STANDARDS

Massing and Setbacks

Height and Bulk Limits.

§§ 102, 105,
106, 250—
252, 260,
261.1,
263.20,
263.30, 270,

Varies. See Height and Bulk Map Sheets HT01 and HT07. Height sculpting required and additional bulk limits pursuant to §270; Non-habitable vertical projections permitted pursuant to §263.20; additional height permissible

	<u>270.1, 270.2,</u> <u>271. See</u> <u>also Height</u> <u>and Bulk</u> <u>District</u> <u>Maps</u>	<u>pursuant to §263.30; horizontal mass</u> <u>reduction required pursuant to §270.1;</u> <u>and Mid-block alleys required pursuant</u> <u>to §270.2.</u>
<u>5 Foot Height Bonus for Ground Floor</u> <u>Commercial</u>	<u>§ 263.20</u>	<u>NP</u>
<u>Setbacks</u>	<u>§§ 132.4,</u> <u>134, 136,</u> <u>144, 145.1</u>	<u>Generally required. Along 4th Street</u> <u>south of Bryant Street, required by a</u> <u>minimum depth of five feet, from</u> <u>sidewalk grade up to a minimum height</u> <u>of 25 feet.</u>
<u>Street Frontage and Public Realm</u>		
<u>Streetscape and Pedestrian</u> <u>Improvements</u>	<u>§ 138.1</u>	<u>Required</u>
<u>Street Frontage Requirements</u>	<u>§ 145.1</u>	<u>Required</u>
<u>Street Frontage, Ground Floor</u> <u>Commercial</u>	<u>§ 145.4</u>	<u>2nd Street, on the west side, between</u> <u>Dow Place and Townsend Street; 3rd</u> <u>Street, between Folsom Street and</u> <u>Townsend Street; 4th Street, between</u> <u>Folsom and Townsend Streets; Folsom</u> <u>Street, between 4th and 6th Streets;</u> <u>Brannan Street, between 3rd Street and</u>

		<u>4th Street; Townsend Street, on the north side, between 2nd Street and 4th Street.</u>
<u>Vehicular Access Restrictions</u>	<u>§ 155(r)</u>	<u>3rd Street between Folsom and Townsend Streets; 4th Street between Folsom and Townsend Streets; Folsom Street from 4th Street to 5th Street; Brannan Street from 2nd Street to 6th Street; and Townsend Street from 2nd Street to 6th Street.</u>
<u>Driveway Loading and Operations Plan</u>	<u>§ 155(u)</u>	<u>Required for projects of 100,000 sq. ft. or more.</u>
<u>Miscellaneous</u>		
<u>Lot Size (Per Development)</u>	<u>§ 102, 303</u>	<u>N/A</u>
<u>Planned Unit Development</u>	<u>§ 304</u>	<u>NP</u>
<u>Large Project Authorization</u>	<u>§ 329</u>	<u>Required for new construction greater than 85 feet in height; additions to an existing building with a height of 85 feet or less resulting in a total building height greater than 85 feet; or the net addition or new construction of more than 50,000 gross square feet.</u>
<u>Awning and Canopy</u>	<u>§ 136.1</u>	<u>P</u>

<u>Marquee</u>	<u>§ 136.1</u>	<u>NP</u>
<u>Signs</u>	<u>§§ 262, 602-604, 607, 607.2, 608, 609</u>	<u>As permitted by § 607.2.</u>
<u>General Advertising Signs</u>	<u>§§ 262, 602.7 604, 608, 609, 610, 611</u>	<u>NP</u>
<u>Design Guidelines</u>	<u>General Plan Commerce and Industry Element; Central SoMa Plan.</u>	<u>Subject to the Urban Design Guidelines and Central SoMa Guide to Urban Design.</u>

<u>Zoning Category</u>	<u>§ References</u>	<u>Controls</u>
<u>RESIDENTIAL STANDARDS & USES</u>		
<u>Development Standards</u>		
<u>Usable Open Space [Per Dwelling Unit and Group Housing]</u>	<u>§§ 135, 136, 427</u>	<u>80 sq. ft. per unit; 54 sq. ft. per unit if publicly accessible; buildings taller than 160 feet may also pay in-lieu fee.</u>

<u>Off-Street Parking</u>	<u>§§ 150, 151.1, 153, 156, 161, 166, 167</u>	<u>Car parking not required. Limits set forth in §151.1. Bicycle Parking required pursuant to §155.2. If car parking is provided, car share spaces are required when a project has 50 units or more pursuant to §166.</u>
<u>Dwelling Unit Mix</u>	<u>§ 207.6</u>	<u>At least 40% of all dwelling units shall contain two or more bedrooms, 30% of all dwelling units shall contain three or more bedrooms, or 35% of all dwelling units shall contain two or more bedrooms with at least 10% containing three or more bedrooms.</u>
<u>Lot coverage</u>	<u>§ 249.78</u>	<u>Limited to 80 percent at all residential levels, except that on levels in which all residential units face onto a public right-of-way, 100% lot coverage may occur. The unbuilt portion of the lot shall be open to the sky except for those obstructions permitted in yards pursuant to Section 136(c) of this Code. Where there is a pattern of mid-block open space for adjacent buildings, the unbuilt area of the new</u>

		<u>project shall be designed to adjoin that mid-block open space.</u>
<u>Use Characteristics</u>		
<u>Single Room Occupancy</u>	<u>§ 102</u>	<u>P</u>
<u>Student Housing</u>	<u>§ 102</u>	<u>P</u>
<u>Residential Uses</u>		
<u>Residential Uses</u>	<u>§ 102</u>	<u>P</u>
<u>Dwelling Units, Senior Housing, and Group Housing</u>	<u>§ 207</u>	<u>No residential density limit by lot area. Density restricted by physical envelope controls of height, bulk, setbacks, open space, exposure and other applicable controls of this and other Codes, as well as by applicable design guidelines, applicable elements and area plans of the General Plan, and design review by the Planning Department.</u>
<u>Accessory Dwelling Units</u>	<u>§§ 102, 207(c)(4)</u>	<u>P within the existing building envelope. 1 ADU allowed in buildings with 4 or fewer Dwelling units. No limit in buildings with 5 or more Dwelling Units. ADUs may not eliminate or reduce ground-story retail or commercial spaces.</u>

<u>Homeless Shelters</u>	<u>§§ 102, 208</u>	<u>Density limits regulated by the Administrative Code, Chapter 20, Article XIII.</u>
<u>Loss of Dwelling Units</u>		
<u>Residential Conversion, Demolition, or Merger</u>	<u>§ 317</u>	<u>C</u>

<u>Zoning Category</u>	<u>§ References</u>	<u>Controls</u>
<u>NON-RESIDENTIAL STANDARDS & USES</u>		
<u>Development Standards</u>		
<u>Floor Area Ratio</u>	<u>§§ 102, 123, 124</u>	<u>No FAR Limit.</u>
<u>Use Size</u>	<u>§ 102</u>	<u>Restrictions on some Retail Sales and Service Uses.(1)</u>
<u>Off-Street Parking.</u>	<u>§§ 145.1, 150, 151.1, 153-156, 166, 204.5</u>	<u>Car parking not required. Limits set forth in § 151.1. Bicycle parking required pursuant to § 155.2. Car share spaces required when a project has 25 or more parking spaces pursuant to § 166.</u>
<u>Off-Street Freight Loading</u>	<u>§§ 150, 152.1, 153 - 155, 161, 204.5</u>	<u>Pursuant to § 152.1.</u>

<u>Useable Open Space</u>	<u>§§ 135.3,</u> <u>426</u>	<u>Required; amount varies based on use;</u> <u>may pay in-lieu fee.</u>
<u>Commercial Use Characteristics</u>		
<u>Drive-up Facility</u>	<u>§ 102</u>	<u>NP</u>
<u>Formula Retail</u>	<u>§§ 102, 303,</u> <u>303.1</u>	<u>NP for Restaurants, Limited Restaurants,</u> <u>and Bars. C for all other Formula Retail</u> <u>Uses.</u>
<u>Hours of Operation</u>	<u>§ 102</u>	<u>No Restrictions</u>
<u>Maritime Use</u>	<u>§ 102</u>	<u>NP</u>
<u>Open Air Sales</u>	<u>§ 102</u>	<u>P</u>
<u>Outdoor Activity Area</u>	<u>§ 102</u>	<u>P</u>
<u>Walk-up Facility</u>	<u>§ 102</u>	<u>P</u>
<u>Agricultural Use Category</u>		
<u>Agricultural Uses*</u>	<u>§§ 102,</u> <u>202.2(c)</u>	<u>P</u>
<u>Agriculture, Large Scale Urban</u>	<u>§§ 102,</u> <u>202.2(c)</u>	<u>C</u>
<u>Automotive Use Category</u>		
<u>Automotive Uses*</u>	<u>§ 102</u>	<u>P</u>
<u>Parking Garage, Private</u>	<u>§ 102</u>	<u>C</u>
<u>Parking Garage, Public</u>	<u>§ 102</u>	<u>C</u>
<u>Parking Lot, Private</u>	<u>§§ 102, 142,</u> <u>156</u>	<u>NP</u>

<u>Parking Lot, Public</u>	<u>§§ 102, 142,</u> <u>156</u>	<u>NP</u>
<u>Service, Motor Vehicle Tow</u>	<u>§ 102</u>	<u>C</u>
<u>Services, Ambulance</u>	<u>§ 102</u>	<u>C</u>
<u>Vehicle Storage Garage</u>	<u>§ 102</u>	<u>C</u>
<u>Vehicle Storage Lot</u>	<u>§ 102</u>	<u>NP</u>
<u>Entertainment and Recreation Use Category</u>		
<u>Entertainment and Recreation Uses*</u>	<u>§ 102</u>	<u>P</u>
<u>Entertainment, Nighttime</u>	<u>§ 102</u>	<u>P(4)</u>
<u>Entertainment, Outdoor</u>	<u>§ 102</u>	<u>NP</u>
<u>Open Recreation Area</u>	<u>§ 102</u>	<u>NP</u>
<u>Sports Stadium</u>	<u>§ 102</u>	<u>NP</u>
<u>Industrial Use Category</u>		
<u>Industrial Uses*</u>	<u>§§ 102,</u> <u>202.2(d)</u>	<u>NP</u>
<u>Food, Fiber and Beverage Processing 1</u>	<u>§§ 102,</u> <u>202.2(d)</u>	<u>P</u>
<u>Manufacturing, Light</u>	<u>§§ 102,</u> <u>202.2(d)</u>	<u>P</u>
<u>Institutional Use Category</u>		
<u>Institutional Uses*</u>	<u>§ 102</u>	<u>P</u>
<u>Hospital</u>	<u>§ 102</u>	<u>C</u>
<u>Medical Cannabis Dispensary</u>	<u>§§ 102,</u> <u>202.2(e)</u>	<u>P</u>

<u>Sales and Service Use Category</u>		
<u>Retail Sales and Service Uses*</u>	<u>§ 102</u>	<u>P(1)</u>
<u>Adult Business</u>	<u>§ 102</u>	<u>NP</u>
<u>Animal Hospital</u>	<u>§ 102</u>	<u>P</u>
<u>Bar</u>	<u>§§ 102,</u> <u>202.2(a)</u>	<u>P(1)(3)</u>
<u>Hotel</u>	<u>§ 102</u>	<u>C(2)</u>
<u>Kennel</u>	<u>§ 102</u>	<u>P</u>
<u>Massage Establishment</u>	<u>§ 102</u>	<u>NP</u>
<u>Mortuary</u>	<u>§ 102</u>	<u>NP</u>
<u>Motel</u>	<u>§§ 102,</u> <u>202.2(a)</u>	<u>NP</u>
<u>Restaurant</u>	<u>§§ 102,</u> <u>202.2(a)</u>	<u>P(1)(3)</u>
<u>Restaurant, Limited</u>	<u>§§ 102,</u> <u>202.2(a)</u>	<u>P(1)(3)</u>
<u>Storage, Self</u>	<u>§ 102</u>	<u>NP</u>
<u>Trade Shop</u>	<u>§ 102</u>	<u>P</u>
<u>Non-Retail Sales and Service</u>	<u>§ 102</u>	<u>P</u>
<u>Utility and Infrastructure Use Category</u>		
<u>Utility and Infrastructure*</u>	<u>§ 102</u>	<u>P</u>
<u>Internet Service Exchange</u>	<u>§ 102</u>	<u>C</u>
<u>Power Plant</u>	<u>§ 102</u>	<u>NP</u>
<u>Public Utilities Yard</u>	<u>§ 102</u>	<u>NP</u>

1 2	<u>Wireless Telecommunications Services Facility</u>	<u>§ 102</u>	<u>C(5)</u>
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3 * Not Listed Below

4 (1) P up to 25,000 gross sq. ft. per lot; above 25,000 gross sq. ft. per lot permitted only if the ratio
5 of other permitted uses to retail is at least 3:1.

6 (2) Not subject to ratio requirements of (1) above, pursuant to § 803.9(g).

7 (3) Formula Retail NP.

8 (4) P in the area bounded by 4th Street, 6th Street, Bryant Street, and Townsend Street;
9 C elsewhere.

10 (5) C if a Macro WTS Facility; P if a Micro WTS Facility.

11 * * * *

12 **SEC. 890.37. ENTERTAINMENT, OTHER.**

13 In the Chinatown Mixed Use Districts, a retail use, other than adult entertainment, as
14 defined in Section 890.36 of this Code, which provides live entertainment, including dramatic
15 and musical performances, and/or provides amplified taped music for dancing on the
16 premises, including but not limited to Places of Entertainment and Limited Live Performance
17 Locales, as defined in Section 1060 of the Police Code. Other entertainment also includes a
18 bowling alley, billiard parlor, shooting gallery, skating rink and other commercial recreational
19 activity, but it excludes amusement game arcades, as defined in Section 890.4 of this Code
20 and regulated in Section 1036 of the Police Code. ~~For South of Market Districts, see Section~~
21 ~~102.17.~~

22 * * * *

23 **SEC. 890.116. SERVICE, PERSONAL.**

24 A retail use which provides grooming services to the individual, including salons,
25 cosmetic services, tattoo parlors, and health spas, excluding ~~massage establishments subject to~~

1 ~~Section 218.1 of this Code located within South of Market Districts, or~~ instructional services not
2 certified by the State Educational Agency, such as art, dance, exercise, martial arts, and
3 music classes, ~~except that in the South of Market Districts, arts activities falling within Section 102.2~~
4 ~~shall not be considered personal services.~~

5 * * * *

6 **SEC. 890.124. TRADE SHOP.**

7 A retail service use which provides custom-crafted goods and/or services for sale
8 directly to the consumer, reserving some storefront space for display and retail service; if
9 conducted within an enclosed building having no openings other than fixed windows or exits
10 required by law located within 50 feet of any R District. A trade shop includes, but is not
11 limited to:

12 * * * *

13 (g) ~~Within the South of Market Districts, arts activities falling within Section 102.2 shall not be~~
14 ~~considered trade shops.~~

15 ~~(h)~~ Within ~~South of Market and~~ Eastern Neighborhoods Mixed Use Districts, this use
16 shall include the offices of building, plumbing, electrical, painting, masonry, roofing, furnace or
17 pest control contractors and storage of incidental equipment and supplies used by them, if
18 located entirely within an enclosed building having no openings other than fixed windows or
19 exits required by law within 50 feet of an R District. No processing of building materials, such
20 as mixing of concrete or heating of asphalt shall be conducted on the premises. Parking,
21 loading and unloading of all vehicles used by the contractor shall be located entirely within the
22 building containing the use.

23 ~~(i)~~ Within the Chinatown Mixed Use Districts, it does not include any shop which
24 uses a single machine of more than five horsepower capacity, or a shop in which the
25 mechanical equipment, together with related floor space used primarily by the operators of

1 such equipment, occupies in the aggregate more than 1/3 of the total Gross Floor Area of
2 the use. A trade shop is distinct from light manufacturing, as defined in Section 890.54(a) of
3 this Code.

4
5 Section 5. This section is uncodified. Applicable provisions of the Planning Code shall
6 apply to a residential Tower on Block 3786, Lot 035, except as otherwise provided in this
7 Section. In the event of a conflict between other provisions of the Planning Code and this
8 Section, this Section shall control. For a residential Tower on Block 3786, Lot 035, the
9 following controls shall apply, provided the project meets its Inclusionary Housing
10 requirements pursuant to Planning Code Section 415 by providing BMR units entirely on-site:

11 (a) A 5-foot setback is required for the Tower Portion for the entire frontage along
12 Fourth Street, and a 25-foot setback is required for the Tower Portion for the entire southwest
13 property line frontage directly opposite the property at Block 3786, Lot 322.

14 (b) The residential Tower may have a horizontal separation of not less than 40 feet
15 from the Tower Portion of an approved or proposed Tower on Block 3786, Lot 322.

16 (c) The maximum Gross Floor Area of any residential Tower floor shall be 12,500
17 gross square feet.

18 (d) The maximum length of a Residential tower shall be 165 feet.

19
20 Section 56. Effective Date. This ordinance shall become effective 30 days after
21 enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the
22 ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board
23 of Supervisors overrides the Mayor's veto of the ordinance.

1 Section 67. Scope of Ordinance. In enacting this ordinance, the Board of Supervisors
2 intends to amend only those words, phrases, paragraphs, subsections, sections, articles,
3 numbers, punctuation marks, charts, diagrams, or any other constituent parts of the Municipal
4 Code that are explicitly shown in this ordinance as additions, deletions, Board amendment
5 additions, and Board amendment deletions in accordance with the "Note" that appears under
6 the official title of the ordinance.

7
8 APPROVED AS TO FORM:
9 DENNIS J. HERRERA, City Attorney

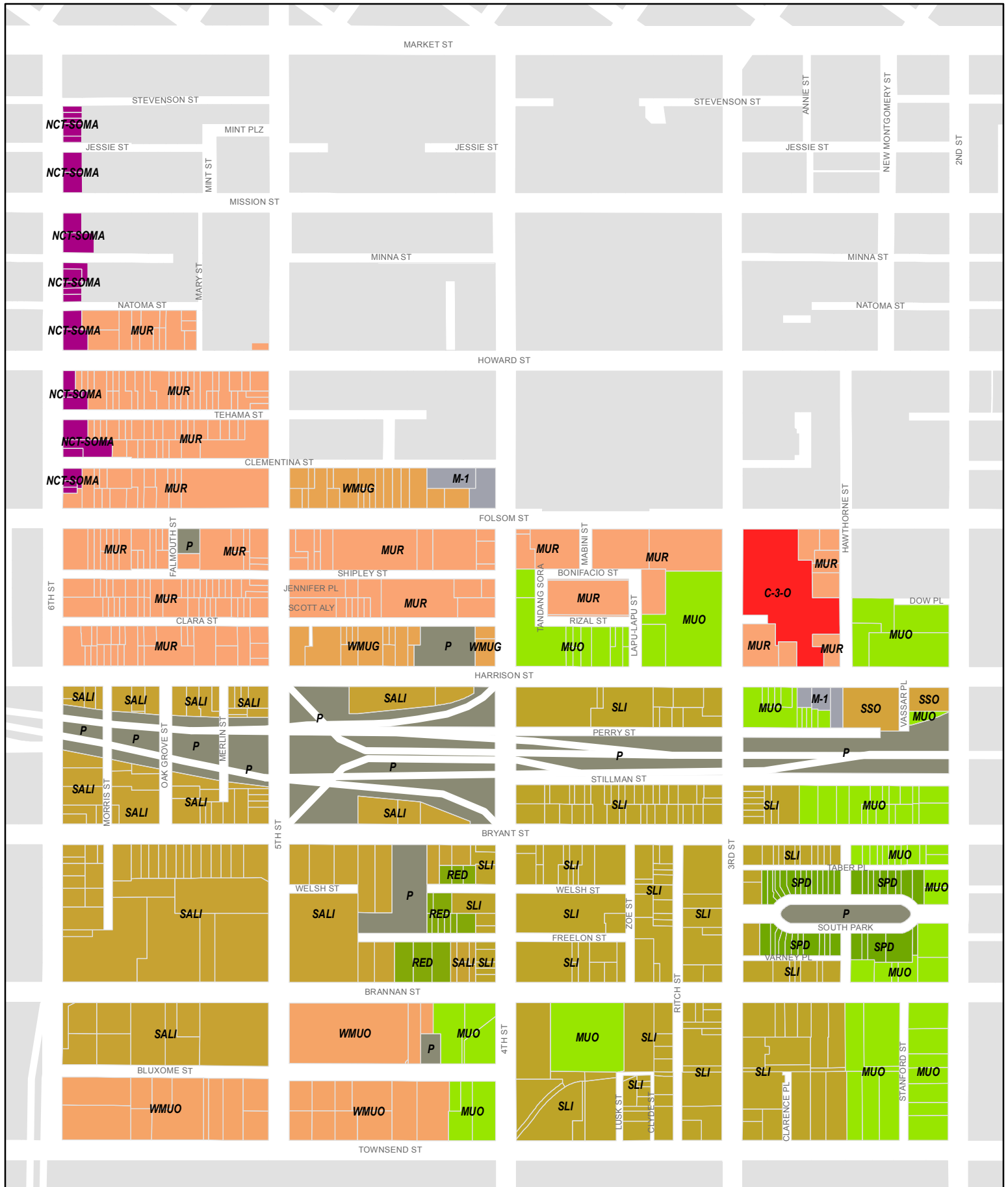
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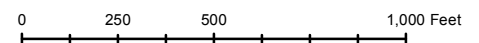
11 PETER R. MILJANICH
12 Deputy City Attorney

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EXHIBIT 5:
ZONING MAP GRAPHICS (AS AMENDED
ON 7/23/18)



Central SoMa Plan
Existing Zoning Districts
SAN FRANCISCO

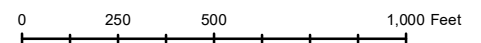


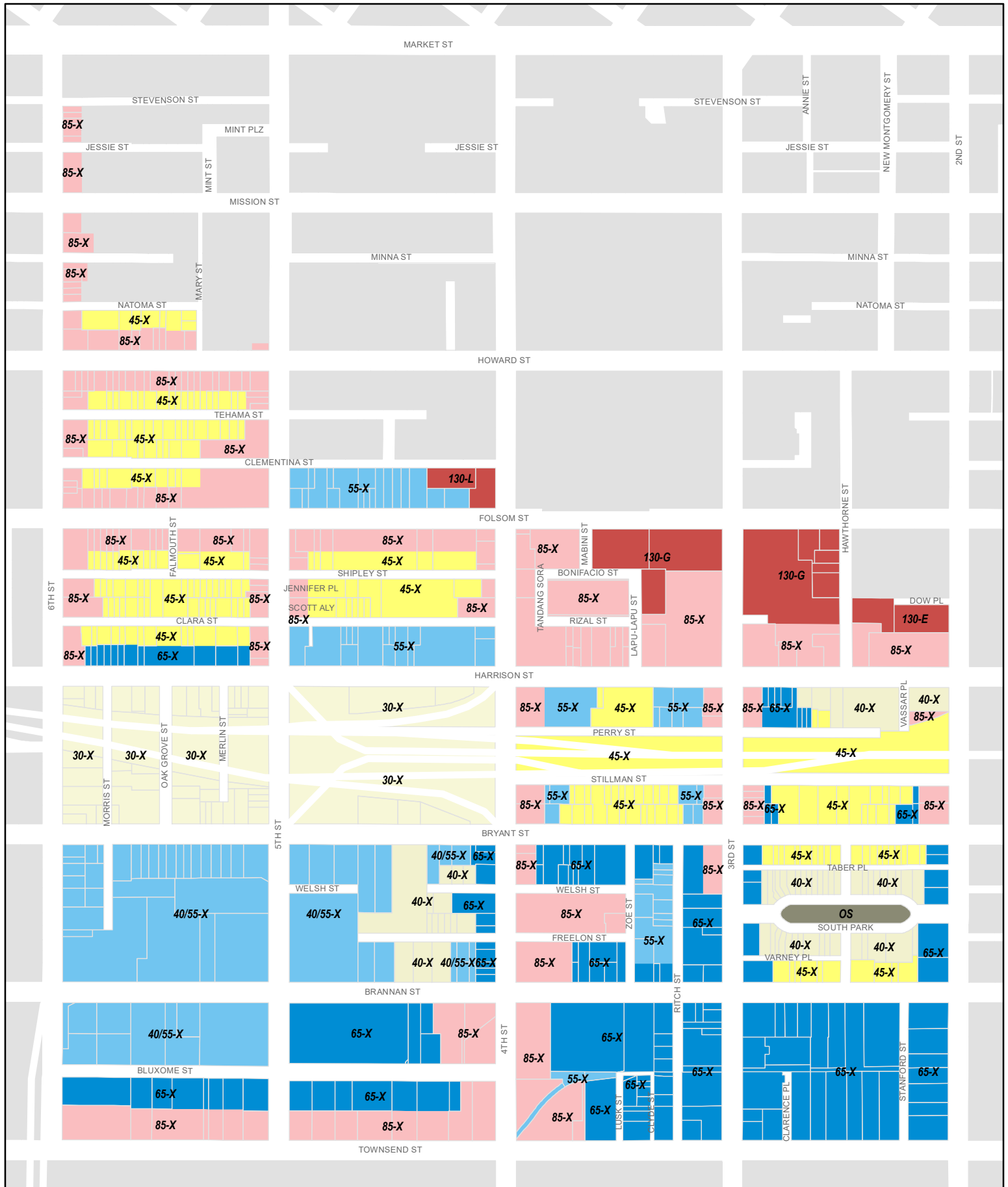


Central SoMa Plan

Proposed Zoning Districts (As Amended on 7/23/18)

SAN FRANCISCO





Central SoMa Plan
Existing Height/Bulk Districts
SAN FRANCISCO

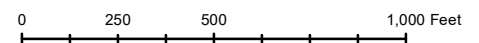


EXHIBIT 6:
ZONING MAP DRAFT ORDINANCE (AS
AMENDED ON 7/23/18)

[Planning Code, Zoning Map - Central South of Market Special Use District]

Ordinance amending the Zoning Map of the Planning Code to create the Central South of Market (SoMa) Special Use District and make other amendments to the Height and Bulk District Maps and Zoning Use District Maps consistent with the Central SoMa Area Plan, encompassing an area generally bounded on its western portion by Sixth Street, on its eastern portion by Second Street, on its northern portion by the border of the Downtown Plan Area (an irregular border that generally jogs along Folsom, Howard and Stevenson Streets), and on its southern portion by Townsend Street; 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.

NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.
Additions to Codes are in *single-underline italics Times New Roman font*.
Deletions to Codes are in ~~*strikethrough italics Times New Roman font*~~.
Board amendment additions are in double-underlined Arial font.
Board amendment deletions are in ~~strikethrough Arial font~~.
Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

Be it ordained by the People of the City and County of San Francisco:

Section 1. Environmental and Planning Code Findings.

(a) On _____, 2018 after a duly noticed public hearing, the Planning Commission certified the Final Environmental Impact Report (EIR) for the proposed Central SoMa Area Plan (the Project) by Motion No. _____, finding the Final EIR reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, contains no significant revisions to the Draft EIR, and the content of the report and the procedures through which the Final EIR was prepared, publicized, and

1 reviewed comply with the provisions of the California Environmental Quality Act (CEQA)
2 (Public Resources Code Section 21000 et seq.), the CEQA Guidelines (14 Cal. Code Regs.
3 Section 15000 et seq.) and Chapter 31 of the San Francisco Administrative Code. Copies of
4 the Planning Commission Motion and Final EIR are on file with the Clerk of the Board in File
5 No. _____ and are incorporated herein by reference.

6 (b) The Project evaluated in the Final EIR includes the proposed amendments to the
7 Planning Code and Zoning Map as well as amendments to the General Plan, adopting the
8 Central SoMa Area Plan and other related amendments. The proposed Planning Code and
9 Zoning Map amendments set forth in this ordinance are within the scope of the Project
10 evaluated in the Final EIR.

11 (c) At the same hearing during which the Planning Commission certified the Final EIR,
12 the Planning Commission adopted findings under CEQA regarding the Project's
13 environmental impacts, the disposition of mitigation measures, and project alternatives, as
14 well as a statement of overriding considerations (CEQA Findings) and adopted a mitigation
15 monitoring reporting program (MMRP), by Resolution _____.

16 (d) At the same hearing, the Planning Commission, in Resolution No. _____,
17 recommended the proposed Planning Code and Zoning Map amendments for approval and
18 adopted findings that the actions contemplated in this ordinance are consistent, on balance,
19 with the City's General Plan and eight priority policies of Planning Code Section 101.1. The
20 Board adopts these findings as its own. A copy of said Resolution is on file with the Clerk of
21 the Board of Supervisors in File No. _____, and is incorporated herein by reference.

22 (e) Pursuant to Planning Code Section 302, the Board of Supervisors finds that this
23 Zoning Map Amendment will serve the public necessity, convenience, and welfare for the
24 reasons set forth in Planning Commission Resolution No. _____, and the Board
25 incorporates such reasons herein by reference.

1 (f) The Board of Supervisors has reviewed and considered the Final EIR and the
2 environmental documents on file referred to herein. The Board of Supervisors has reviewed
3 and considered the CEQA Findings, and hereby adopts them as its own and incorporates
4 them by reference as though such findings were fully set forth in this Ordinance.

5 (g) The Board of Supervisors adopts the MMRP as a condition of this approval, and
6 endorses those mitigation measures that are under the jurisdiction of other City Departments,
7 and recommends for adoption those mitigation measures that are enforceable by agencies
8 other than City agencies, all as set forth in the CEQA Findings and MMRP.

9 (h) The Board of Supervisors finds that no substantial changes have occurred in the
10 proposed Project that would require revisions in the Final EIR due to the involvement of new
11 significant environmental effects or a substantial increase in the severity of previously
12 identified significant effects, no substantial changes have occurred with respect to the
13 circumstances under which the proposed Project is to be undertaken that would require major
14 revisions to the Final EIR due to the involvement of new environmental effects or a substantial
15 increase in the severity of effects identified in the Final EIR, and no new information of
16 substantial importance to the proposed Project has become available which indicates that (1)
17 the Project will have significant effects not discussed in the Final EIR, (2) significant
18 environmental effects will be substantially more severe, (3) mitigation measure or alternatives
19 found not feasible that would reduce one or more significant effects have become feasible or
20 (4) mitigation measures or alternatives that are considerably different from those in the Final
21 EIR would substantially reduce one or more significant effects on the environment.

22 Section 2. The Planning Code is hereby amended by revising Zoning Use District
23 Maps ZN01 and ZN08, Height and Bulk District Maps HT01 and HT08, and Special Use
24 District Maps SU01 and SU08, as follows:
25

(a) The San Francisco Planning Code is hereby amended by amending Zoning Use District Map ZN01 of the Zoning Map of the City and County of San Francisco, as follows:

<u>Description of Property</u>		<u>Use Districts to</u>	<u>Use Districts</u>
<u>Assessor's</u>	<u>Lot</u>	<u>be Superseded</u>	<u>Hereby Approved</u>
<u>Block</u>			
3725	007, 014-015, 017-021, 029, 031, 033, 035, 102-103	MUR	MUG
3732	003-005, 008-009, 018, 023-026, 028- 030, 035, 040, 044-045, 048, 062, 064, 066-068, 080, 087-090, 090A, 091, 094-097, 099-103, 106-108, 110-112, 114, 117, 119, 125-127, 129-130, 137- 140, 143, 145A, 146-147, 149-200, 202-239, 261-265, 271-555, 561-759, 763-764	MUR	MUG
3733	014, 017-020, 020A, 021, 024-026, 028- 031, 034, 091-092, 145-158	WMUG	CMUO <u>MUR</u>
	093, 105	M-1	CMUO <u>MUR</u>
3750	003, 008, 073, 515-598	MUO	CMUO
	009, 013, 050, 054, 078, 081-082, 086	MUR	CMUO
3751	028-029, 033-034, 053-054, 150, 157- 158, 161-162, 165, 411-415, 420-522	MUO	CMUO
	105, 112, 155, 167-170, 173, 175-409	MUR	CMUO

1	3752	001-003, 008-010, 051-054, 070, 076,	MUR	CMUO
2		078-081, 083, 107, 109-126, 130-153,		
3		156-392, 394-473, 501-502, 521-589		
4		011, 011A, 014-015, 017-018, 026-028,	WMUG	CMUO <u>MUR</u>
5		032-033, 036, 095, 590-617		
6	3753	001, 003-005, 006A, 007-010, 022, 024-	MUR	MUG
7		029, 033-034, 037, 041-042, 048-049,		
8		056-063, 070-072, 075-079, 081-085,		
9		089-090, 093-101, 106, 113-122, 129-		
10		132, 138-139, 141-142, 145-148, 150,		
11		152-165, 169-204, 207-239, 241-304,		
12		311-312, 315-318, 328-344		
13	3762	001, 003, 007-008, 011-012, 014, 016-	SLI	CMUO
14		019, 021, 023-026, 032, 036-037, 040-		
15		041, 043, 046, 048-049, 053-055, 058,		
16		106, 108-109, 112-113, 116-119, 121-		
17		124, 126-146		
18	3763	001, 105	SSO	CMUO
19		006-009, 011-015, 015A, 015B, 015C,	MUO	CMUO
20		032-034, 037, 078-080, 080A, 081,		
21		093-096, 113, 116, 119-124		
22		016-025	SLI	CMUO
23		099-101	M-1	CMUO
24		112	P	CMUO within 175
25				feet of Harrison

			Street; remainder of lot to remain P
3775	001-002, 004-005, 008, 012, 015, 087, 089, 091-096, 099-101, 104-105, 164- 171, 181-216	MUO	CMUO
	016-018, 020-022, 025, 072-073, 075, 078-081, 083-086, 122-136, 140- 163	SLI	CMUO
3776	004-005, 007-008, 011, 015, 019-021, 024-025, 032, 034, 038-044, 049, 062, 077, 080, 093-094, 098-101, 105-106, 113-115, 117-118, 120-148, 151, 153- 475	SLI	CMUO
3777	001-003, 017, 019-020, 030- 034	SLI	CMUO
	005, 007, 009, 013, 023-027, 056-070, 073-174	RED	CMUO
	011, 028-029, 035-037, 042, 044-045, 050-051, 054-055	SALI	CMUO
	<u>028-029, 035-037, 042, 044, 047-049</u>	SALI	CMUO <u>MUG</u>
	052	P	CMUO
3786	027-028, 036-037	WMUO	CMUO
	035, 038, 321-322	MUO	CMUO
3787	001-008, 012-019, 021-024, 026, 028, 033, 036-037, 040, 040A, 044, 048-50,	SLI	CMUO

	052-139, 144-149, 151-159, 161-164, 166-218, 241-246		
	031	MUO	CMUO
3788	002, 006, 008-009, 009A, 037-039, 042-044, 049-073	MUO	CMUO
	010, 012-015, 020-024, 024A, 041, 045, 074-085, 088-107, 110-113, 131-226	SLI	CMUO

(b) The San Francisco Planning Code is hereby amended by amending Zoning Use District Map ZN08 of the Zoning Map of the City and County of San Francisco, as follows:

<u>Description of Property</u>		<u>Use Districts to</u>	<u>Use Districts</u>
<u>Assessor's</u>	<u>Lot</u>	<u>be Superseded</u>	<u>Hereby Approved</u>
<u>Block</u>			
3778	001, 001C, 001D, 001E, 001F, 016- 019, 022-023, 025-026, 032, 046A, 046B, 046C, 046D, 046E, 046F, 046G, 046H, 051-087	SALI	CMUO MUG
	001B, 002B, 004-005, 047-048	SALI	CMUO
3785	002, 002A, 003-004, 004A, 004B, 005, 022-024, 030-131	WMUO	CMUO
	009, 016-018, 132, 137-313	SALI	CMUO MUG
3786	014, 14B, 15-016, 018, 19A, 043-102, 161-262	WMUO	CMUO
	020, 104-160, 263-307	MUO	CMUO

(c) The San Francisco Planning Code is hereby amended by amending Height and Bulk District Map HT01 of the Zoning Map of the City and County of San Francisco, as follows:

<u>Description of Property</u>		<u>Height and Bulk Districts to be Superseded</u>	<u>Height and Bulk Districts Hereby Approved</u>	<u>Additional Information for Split Lots</u>
<u>Assessor's Block</u>	<u>Lot</u>			
3732	003	85-X	180-CS/300-CS	300 feet to a depth of 75 feet from 5th Street
	004	45-X/85-X	45-X/180-CS/300-CS	300 feet to a depth of 75 feet from 5th Street, 45 to a depth of 50 feet from Tehama Street
	005, 149	85-X	300-CS	
	099	45-X	45-X/180-CS	45 feet to a depth of 50 feet from Tehama Street
	100	45-X/85-X	45-X/180-CS	45 feet to a depth of 50 feet from Tehama Street

	145A, 146	85-X	180-CS	
3733	014, 148-158	55-X	180-CS	
	017-020, 020A, 021, 024-026, 031, 034, 091-092, 145-147	55-X	85-X	
	028-030	55-X	130-CS	
	093, 105	130-L	180-CS	
3750	003	130-E	200-CS	
	008, 073, 086	85-X	200-CS	
	009	85-X	130-G	
	013	85-X	130-CS	
	090-509	85-X/130-G	130-G	
	515-598	130-E	200-CS	
3751	029, 150	85-X	45-X/85-X	85 feet to a depth of 80 feet from Harrison Street
	053-054	85-X	45-X	
	168	85-X	45-X/85-X	45 feet to a depth of 150 feet from Lapu Lapu Street
	169	85-X	45-X/85-X	45 feet to a depth of 150 feet from Lapu Lapu Street, 45 to a depth of

				45 feet from Rizal Street
	173	130-G	OS	
3752	011, 011A	55-X	85-X	
	012, 014-015, 017-018, 026-028, 032-033, 036	55-X	45-X	
	095	55-X	45-X/85-X	85 feet to a depth of 85 feet from Harrison Street
	590-617	55-X	85-X	
3762	001, 032, 121	85-X	130-CS	
	003	55-X/85-X	130-CS	
	011-012, 014, 016-019, 021, 023-024, 040-041, 043, 046, 048-049, 053-055, 124, 126, 139-146	45-X	85-X	
	025	45-X	130-CS	
	026, 036-037, 118	55-X	130-CS	
	058, 119, 122-123	55-X	85-X	
	106	55-X	130-CS-160-CS	
	108-109, 117	55-X	85-X-160-CS	
	112	55-X/85-X	130-CS-160-	160 feet to a

			CS/160-CS	depth of 250 feet from 4th Street
	113	45-X	130-CS-160- CS	
	116	45-X	85-X-160- CS/130-CS- 160-CS	130-160 feet to a depth of 350 feet from 4th Street
3763	001	40-X	350-CS	
	008-009, 017-018, 025, 037	65-X	85-X	
	011-015, 015A, 015B, 015C, 016, 032-034, 119-124	45-X	85-X	
	078-079	45-X	130-CS-350- CS	
	080, 080A, 081	65-X	130-CS-350- CS	
	093-096	65-X	130-CS	
	099-101	40-X	130-CS-350- CS	
	105	40-X	130-CS-200- CS	
	112	45-X	45-X/350-CS	350 to a depth of 175 feet from Harrison Street

	113	85-X	350-CS	350 feet to a depth of 175 feet from Harrison Street
	116	65-X/85-X	130-CS	
3776	008, 011, 015, 019-021, 024, 077, 080, 113-114	65-X	85-X	
	025	85-X	200-CS	
	032, 117	85-X	130-CS	
	034, 038-044, 049, 118	65-X	130-CS	
	151	55-X/65-X	85-X	
	455	55-X/65-X	65-X/85-X	85 feet to a depth of 205 feet from Brannan Street
3777	005, 007, 009, 013, 023-027, 056-070	40-X	45-X	
	011	40/55-X	45-X/65-X	65 feet to a depth of 85 feet from Bryant Street

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017	65-X	45-X/65-X	65 feet to a depth of 80 feet from 4th Street
028-029	40/55-X	45-X	
035-036, 054-055	40/55-X	65-X	
037	40/55-X	45-X/65-X	65 feet to a depth of 80 feet from Brannan Street
042, 044	40/55-X	45-X/85-X	85 feet to a depth of 80 feet from Brannan Street
045	40/55-X	160-CS	
047-049	40/55-X	130-CS	
050	40/55-X	45-X/130-CS/160-CS	130 feet to the depth of a linear extension of the northwest edge of the Welsh Street right-of-way, 45 feet in the area between the linear extension of the northwest edge of the Welsh Street right-of-

				way and the linear extension of the southeast edge of the Welsh Street right-of-way
	051	40/55-X	45-X/130-CS	130 feet to the depth of a linear extension of the northwest edge of the Welsh Street right-of-way
	052	40-X	<u>50</u> 45-X/130-CS/160-CS	130 feet to the depth of a linear extension of the northwest edge of the Welsh Street right-of-way, 160 feet to a depth of 345 feet from 5th Street
	073-174	40-X	45-X/65-X	65 feet to a depth of 80 feet from Brannan Street
3786	027-028, 036, 039	65-X	130-CS	

	035, 038, 321-322	85-X	250-CS	
	037	65-X	130-CS/200-CS	200 feet to a depth of 310 feet from 5th Street
3787	026, 028, 050	85-X	400-CS	
	144-149	55-X	65-X	
	161-164	55-X	400-CS	

(d) The San Francisco Planning Code is hereby amended by amending Height and Bulk District Map HT08 of the Zoning Map of the City and County of San Francisco, as follows:

Description of Property		Height and Bulk Districts to be Superseded	Height and Bulk Districts Hereby Approved	Additional Information for Split Lots
Assessor's Block Number	Lot			
3778	001, 001C, 001D, 001E, 001F	40/55-X	85-X	
	001B, 002B, 004-005	40/55-X	270-CS	
	016	40/55-X	65-X	
	017-019, 022-023, 025-026, 032, 046A,	40/55-X	55-X	

	046B, 046C, 046D, 046E, 046F, 046G, 046H, 051-087			
	047-048	40/55-X	160-CS	
3785	002	65-X	160-CS	
	003	85-X	160-CS	
	002A, 004	65-X/85-X	85-X	
	009, 016	40/55-X	65-X/85-X	85 feet to a depth of 137.5 feet from Brannan Street
	017, 185-232	40/55-X	85-X	
	018, 135, 137-184, 233-313	40/55-X	65-X	
	132	40/55-X	160-CS	
3786	014	65-X/85-X	300-CS	
	015-016, 043-082, 104- 160, 263-307	85-X	130-CS	
	018, 19A, 020, 083- 102, 161-262	65-X	130-CS	
	014B	65-X/85-X	130-CS	

(e) The San Francisco Planning Code is hereby amended by amending Special Use District Map SU01 of the Zoning Map of the City and County of San Francisco, as follows:

<u>Description of Property</u>		<u>Special Use</u>	<u>Special Use</u>
Assessor's Block	Lot	<u>District Hereby Superseded</u>	<u>District Hereby Approved</u>
3704	025-026, 049-053	N/A	Central SoMa Special Use District
3725	007, 014-015, 017-021, 025-026, 029, 031, 033, 035, 060-064, 079, 081, 102-103	N/A	
3732	003-005, 008-009, 018, 023-026, 028-033, 035, 040, 044-045, 048, 062, 064, 066-068, 074, 076, 078, 080, 087-090, 090A, 091, 094-097, 099-103, 106-108, 110-112, 114, 117, 119, 122-127, 129-130, 137-140, 143, 145A, 146-147, 149-200, 202-239, 261-265, 271-555, 561-759, 763-764	N/A	
3733	014, 017-020, 020A, 021, 024-026, 028-031, 034, 091-092, 145-158	Western SoMa Special Use District	
	093, 105	N/A	
3750	003, 008-009, 013, 050, 054, 073, 078, 081-082, 086, 089-509, 515-598	N/A	
3751	028-029, 033-034, 053-054, 105, 112, 150, 155, 157-158, 161-162, 165, 167-170, 173, 175-409, 411-415, 420-522	N/A	

1	3752	001-003, 008-010, 051-054, 070, 076,	N/A
2		078-081, 083, 107, 109-126, 130-153,	
3		156-392, 394-473, 501-502, 521-589	
4	3752	011, 011A, 012, 014-015, 017-018, 026-	Western SoMa
5		028, 032-033, 036, 095, 590-617	Special Use
6			District
7	3753	001, 003-005, 006A, 007-010, 021-022,	N/A
8		024-029, 033-034, 037, 041-042, 048-	
9		049, 056-063, 070-072, 075-079, 081-	
10		085, 089-090, 093-101, 106, 113-122,	
11		129-132, 138-139, 141-142, 145-148,	
12		150, 152-165, 169-204, 207-239, 241-	
13		304, 311-318, 328-344, 367-375	
14	3760	001-002, 011-014, 016-017, 019-022,	Western SoMa
15		024-026, 026A, 027-028, 035, 055, 059,	Special Use
16		071, 081, 100, 105-108, 111-112, 114,	District
17		116-117, 119-129, 131, 134-141	
18	3761	002, 005C, 006-007, 062-064	Western SoMa
19			Special Use
20			District
21	3762	001, 003-004, 007-008, 011-012, 014,	N/A
22		016-019, 021, 023-026, 032, 036-037,	
23		040-041, 043, 046, 048-049, 053-055,	
24		058, 106, 108-109, 112-113, 116-119,	
25		121-124, 126-146	

3763	001, 006-009, 011-015, 015A, 015B, 015C, 016-025, 032-034, 037, 078-080, 080A, 081, 093-096, 099-101, 105, 112- 113, 116, 119-124	N/A	
3775	001-002, 004-005, 008, 012, 015-018, 020-022, 025, 028-030, 032-033, 036, 038-040, 042, 046, 048-049, 053-055, 057-070, 072-073, 075, 078-081, 083- 087, 089, 091-096, 099-217, 219-224	N/A	
3776	004-005, 007-008, 011, 015, 019-021, 024-025, 032, 034, 038-044, 049, 062, 077, 080, 093-094, 098-101, 105-106, 113-115, 117-118, 120-148, 151, 153- 475	N/A	
3777	001-003, 017, 019-020, 030-034	N/A	
3777	005, 007, 009, 011, 013, 023-029, 035- 037, 042, 044-045, 047-052, 054-070, 073-174	Western SoMa Special Use District	
3786	027-028, 036-037, 039	Western SoMa Special Use District	
3786	035, 038, 321-322	N/A	
3787	001-005, 007-008, 012-019, 021-024, 026, 028, 031, 033, 036-037, 040, 040A, 044, 048-050, 052-139, 144-149,	N/A	

	151-159, 161-164, 166-218, 241-246		
3788	002, 006, 008-009, 009A, 010, 012-015, 020-024, 024A, 037-039, 041-045, 049- 085, 088-107, 110-113, 131-226	N/A	

(f) The San Francisco Planning Code is hereby amended by amending Special Use District Map SU08 of the Zoning Map of the City and County of San Francisco, as follows:

<u>Description of Property</u>		<u>Special Use</u>	<u>Special Use</u>
Assessor's Block	Lot	<u>District Hereby Superseded</u>	<u>District Hereby Approved</u>
3778	001, 001B, 001C, 001D, 001E, 001F, 002B, 004-005, 016-019, 022-023, 025-026, 032, 046A, 046B, 046C, 046D, 046E, 046F, 046G, 046H, 047-048, 051-087	Western SoMa Special Use District	Central SoMa Special Use District
3785	002, 002A, 003-004, 004A, 004B, 005, 009, 016-018, 022-024, 030-132, 135, 137-313	Western SoMa Special Use District	
3786	014, 014B, 015-016, 018, 019A, 043-102, 161-262,	Western SoMa Special Use District	

3786	020, 104-160, 263-307	N/A	
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Section 3. Effective Date. This ordinance shall become effective 30 days after enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board of Supervisors overrides the Mayor's veto of the ordinance.

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: 
PETER R. MILJANICH
Deputy City Attorney

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EXHIBIT 7:
UPDATES TO PUBLIC BENEFITS
PROGRAM (AS AMENDED ON 7/23/18)

7/23 Land Use & Transportation Committee Amendments
CENTRAL SOMA PUBLIC BENEFITS PACKAGE: SUMMARY (IN 2017 DOLLARS)

BENEFIT	TOTAL REVENUES	CATEGORY ALLOCATION (%)
Affordable Housing	\$940,000,000	44%
38% of new/rehabilitated housing is Below-Market Rate (BMR) (35% low/moderate income and 3% middle income)	\$940,000,000	44%
Transit	\$500,000,000	23%
Local transit improvements to enhance convenience and safety	\$340,000,000	16%
Regional transit capacity enhancement and expansion	\$160,000,000	7%
Parks & Recreation	\$185,000,000	9%
Gene Friend Recreation Center Reconstruction/Expansion	\$25,000,000	1%
Victoria Manalo Draves Park Programming	\$5,000,000	0%
New 1-acre park in Southwest portion of Plan Area	\$35,000,000	2%
New public recreation center*	\$10,000,000	0%
Park and greenery maintenance and activation	\$15,000,000	1%
New large (2+ acre) SoMa park (initial site identification)*	\$5,000,000	0%
New Bluxome linear park*	\$5,000,000	0%
New under-freeway public recreation area	\$5,000,000	0%
Privately-Owned Public Open Spaces (POPOS)	\$80,000,000	4%
(Alternative project: 7th & Mission Park)	(\$20,000,000)	(1%)
Production, Distribution, & Repair	\$180,000,000	8%
Preservation and creation of PDR space to ensure no net loss due to the Plan	\$180,000,000	8%
Complete Streets	\$110,000,000	5%
Redesign of all major streets in the Plan Area to be safe and comfortable for people walking, biking, and on transit.	\$110,000,000	5%
Cultural Preservation & Community Services	\$11409,000,000	5%
Restoration of the US Mint Building	\$1520 ,000,000	1%
Preservation and maintenance of historic buildings	\$20,000,000	1%
New community facilities (e.g. health care clinics and job training centers)	\$20,000,000	1%
Social and cultural programming	\$25,000,000	1%
Capital for cultural amenities (e.g. Yerba Buena Gardens)	\$15,000,000	1%
PDR Relocation Assistance Fund	\$10,000,000	0%
Neighborhood cleaning	\$9,000,000	0%
Environmental Sustainability & Resilience	\$6570,000,000	3%
Enhanced stormwater management in complete street projects	\$2832 ,000,000	1%
Freeway corridor air quality and greening improvements	\$22,000,000	1%
Living Roofs enhanced requirements	\$6,000,000	0%
Other energy and water efficiency projects	\$910 ,000,000	0%
Schools & Childcare	\$64,000,000	3%
New childcare centers	\$26,000,000	1%
Capital investments in schools serving K-12 population	\$32,000,000	1%
Bessie Carmichael supplemental services	\$6,000,000	0%
TOTAL	\$2,160,000,000	100%

* If funds for these Parks & Recreation projects are provided by other sources (such as contributions from new development) or if revenues exceed the projected amounts, funding could be allocated to the "Alternative" project listed here.

NOTE: Over the course of Plan build out (roughly 25 years), the City expects to allocate funds among the public benefit categories in the amounts listed (or proportionally according to the category allocation percentages listed, should the final amount of revenues differ from what is shown here). However, the sequence of fund disbursement will be determined based on a variety of factors, including project readiness, community priorities, completion of any additional required environmental review, and other funding opportunities. The list of specific projects is subject to change and is not legally binding.

CENTRAL SOMA PUBLIC BENEFITS PACKAGE: DETAILED FUNDING SOURCES & USES (IN 2017 DOLLARS)

PUBLIC BENEFIT	DIRECT PROVISION BY NEW DEVELOPMENT	CENTRAL SOMA COMMUNITY FACILITIES DISTRICT (CFD)	EASTERN NEIGHBORHOODS INFRASTRUCTURE FEE (\$423)	TRANSPORTATION SUSTAINABILITY FEE (\$41A)	JOBS-HOUSING LINKAGE FEE (\$413)	AFFORDABLE HOUSING FEE (\$415)	CENTRAL SOMA INFRASTRUCTURE FEE (\$428.2)	SCHOOL IMPACT FEE (CA ED. CODE §17620)	CHILD CARE FEE (§414 AND 414(A))	CENTRAL SOMA COMMUNITY FACILITIES FEE (\$428.1)	TOTAL (BY CATEGORY)	% SHARE
AFFORDABLE HOUSING	\$550,000,000				\$210,000,000	\$180,000,000					\$940,000,000	44%
TRANSIT		\$160,000,000	\$90,000,000	\$210,000,000			\$40,000,000				\$500,000,000	23%
PARKS & RECREATION	\$80,000,000	\$45,000,000	\$60,000,000								\$185,000,000	9%
PRODUCTION, DISTRIBUTION, & REPAIR (PDR)	\$180,000,000										\$180,000,000	8%
COMPLETE STREETS		\$10,000,000	\$90,000,000	\$10,000,000							\$110,000,000	5%
CULTURAL PRESERVATION & COMMUNITY SERVICES	\$20,000,000	\$7469 ,000,000								\$20,000,000	\$11409 ,000,000	5%
ENVIRONMENTAL SUSTAINABILITY	\$6,000,000	\$5964 ,000,000									\$6570 ,000,000	3%
SCHOOLS & CHILDCARE		\$6,000,000						\$26,000,000	\$32,000,000		\$64,000,000	3%
TOTAL (BY SOURCE)	\$836,000,000	\$354,000,000	\$240,000,000	\$220,000,000	\$210,000,000	\$180,000,000	\$40,000,000	\$26,000,000	\$32,000,000	\$20,000,000	\$2,160,000,000	100%

EXHIBIT 8:
HOUSING SUSTAINABILITY DISTRICT
DRAFT ORDINANCE (AS AMENDED ON
7/23/18)

[Business and Tax Regulations, Planning Codes - Central South of Market Housing Sustainability District]

Ordinance amending the Business and Tax Regulations and Planning Codes to create the Central South of Market Housing Sustainability District (encompassing an area generally bounded on its western portion by Sixth Street, on its eastern portion by Second Street, on its northern portion by the border of the Downtown Plan Area (an irregular border that generally tracks Folsom, Howard, or Stevenson Streets), and on its southern portion by Townsend Street) to provide a streamlined and ministerial approval process for certain housing projects within the District meeting specific labor, on-site affordability, and other requirements; creating an expedited Board of Appeals process for appeals of projects within the District; and making approval findings under the California Environmental Quality Act, findings of public convenience, necessity, and welfare under Planning Code, Section 302, and findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.

NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.
Additions to Codes are in single-underline italics Times New Roman font.
Deletions to Codes are in ~~strikethrough italics Times New Roman font~~.
Board amendment additions are in double-underlined Arial font.
Board amendment deletions are in ~~strikethrough Arial font~~.
Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

Be it ordained by the People of the City and County of San Francisco:

Section 1. Environmental and Planning Code Findings.

(a) On _____, 2018 after a duly noticed public hearing, the Planning Commission certified the Final Environmental Impact Report (EIR) for the proposed Central SoMa Area Plan (the Project) by Motion No. _____, finding the Final EIR reflects

1 the independent judgment and analysis of the City and County of San Francisco, is adequate,
2 accurate and objective, and contains no significant revisions to the Draft EIR, and the content
3 of the report and the procedures through which the Final EIR was prepared, publicized, and
4 reviewed comply with the provisions of the California Environmental Quality Act (CEQA)
5 (Public Resources Code Sections 21000 et seq.), the CEQA Guidelines (14 Cal. Code Regs.
6 Sections 15000 et seq.) and Chapter 31 of the Administrative Code. Copies of the Planning
7 Commission Motion and Final EIR are on file with the Clerk of the Board of Supervisors in File
8 No. _____ and are incorporated herein by reference.

9 (b) The Project evaluated in the Final EIR includes proposed amendments to the
10 Planning Code, Administrative Code, and Zoning Map, as well as amendments to the General
11 Plan to adopt the Central South of Market ("Central SoMa") Area Plan and other related
12 amendments. The proposed Planning Code amendments and Business and Tax Regulations
13 Code amendments set forth in this ordinance are within the scope of the Project evaluated in
14 the Final EIR.

15 (c) At the same hearing during which the Planning Commission certified the Final EIR,
16 the Planning Commission adopted findings under CEQA regarding the Project's
17 environmental impacts, the disposition of mitigation measures, and project alternatives, as
18 well as a statement of overriding considerations (CEQA Findings) and adopted a mitigation
19 monitoring reporting program (MMRP), by Resolution No. _____.

20 (d) At the same hearing, the Planning Commission, in Resolution No. _____,
21 recommended the proposed Planning Code amendments for approval and adopted findings
22 that the actions contemplated in this ordinance creating the Central South of Market Housing
23 Sustainability District are consistent, on balance, with the City's General Plan and eight
24 priority policies of Planning Code Section 101.1. The Board adopts these findings as its own.
25

1 A copy of said Resolution is on file with the Clerk of the Board of Supervisors in File No.
2 _____, and is incorporated herein by reference.

3 (e) Pursuant to Planning Code Section 302, the Board of Supervisors finds that the
4 Planning Code amendments and Business and Tax Regulations Code amendments will serve
5 the public necessity, convenience, and welfare for the reasons set forth in Planning
6 Commission Resolution No. _____, and the Board incorporates such reasons herein
7 by reference.

8 (f) The Board of Supervisors has reviewed and considered the Final EIR and the
9 environmental documents on file referred to herein. The Board of Supervisors has reviewed
10 and considered the CEQA Findings, and hereby adopts them as its own and incorporates
11 them by reference as though such findings were fully set forth herein.

12 (g) The Board of Supervisors adopts the MMRP as a condition of this approval, and
13 endorses those mitigation measures that are under the jurisdiction of other City Departments,
14 and recommends for adoption those mitigation measures that are enforceable by agencies
15 other than City agencies, all as set forth in the CEQA Findings and MMRP.

16 (h) The Board of Supervisors finds that no substantial changes have occurred in the
17 proposed Project that would require revisions in the Final EIR due to the involvement of new
18 significant environmental effects or a substantial increase in the severity of previously
19 identified significant effects; no substantial changes have occurred with respect to the
20 circumstances under which the proposed Project is to be undertaken that would require major
21 revisions to the Final EIR due to the involvement of new environmental effects or a substantial
22 increase in the severity of effects identified in the Final EIR, and no new information of
23 substantial importance to the proposed Project has become available that indicates that (1)
24 the Project will have significant effects not discussed in the Final EIR, (2) significant
25 environmental effects will be substantially more severe, (3) mitigation measures or

1 alternatives found not feasible that would reduce one or more significant effects have become
2 feasible or (4) mitigation measures or alternatives that are considerably different from those in
3 the Final EIR would substantially reduce one or more significant effects on the environment.
4

5 Section 2. The Business and Tax Regulations Code is hereby amended by revising
6 Sections 8 and 26, to read as follows:
7

8 **SEC. 8. METHOD OF APPEAL TO THE BOARD OF APPEALS.**

9 (a) Except for variance decisions and permits issued by the Entertainment Commission
10 or its Director, and as otherwise specified in this Section 8, appeals to the Board of Appeals shall
11 be taken within 15 days from the making or entry of the order or decision from which the
12 appeal is taken. Appeals of variance decisions shall be taken within 10 days.

13 (b) Appeals to the Board of Appeals of permit decisions made pursuant to Planning Code
14 Section 343 shall be taken within 10 days of the permit decision. This subsection (b) shall expire on the
15 Sunset Date of Planning Code Section 343, as defined in that Section. Upon the expiration of this
16 subsection, the City Attorney shall cause this subsection to be removed from the Business and Tax
17 Regulations Code.

18 (c) Appeals of actions taken by the Entertainment Commission or its Director on the
19 granting, denial, amendment, suspension, or revocation of a permit, or on denial of exceptions
20 from regulations for an Extended-Hours Premises Permit, shall be taken within 10 days from
21 the making of the decision. Nothing in this Section 8 is intended to require an appeal to the
22 Board of Appeals if any provision of Article 15, Article 15.1 (Entertainment Regulations Permit
23 and License Provisions), or Article 15.2 (Entertainment Regulations for Extended-Hours
24 Premises) of the Police Code governing these permits otherwise provides.
25

1 (d) Appeals shall be taken by filing a notice of appeal with the Board of Appeals and
2 paying to said Board at such time a filing fee as follows:

3 (a1) **Zoning Administrator, Planning Department, Director of Planning,**
4 **and Planning Commission.**

5 (1A) For each appeal from the Zoning Administrator's variance decision,
6 the fee shall be \$600.

7 (2B) For each appeal from any order, requirement, decision, or other
8 determination (other than a variance) made by the Zoning Administrator, the Planning
9 Department or Commission or the Director of Planning, including an appeal from disapproval
10 of a permit which results from such an action, the fee shall be \$600.

11 (b2) **Department of Building Inspection.**

12 (1A) For each appeal from a Department of Building Inspection denial,
13 conditional approval, or granting of a residential hotel or apartment conversion permit, the fee
14 shall be \$525.

15 (2B) For each appeal from the granting or denial of a building demolition,
16 or other permit (other than residential hotel conversion), the fee shall be \$175.

17 (3C) For each appeal from the imposition of a penalty only, the fee shall
18 be \$300.

19 (e3) **Police Department and Entertainment Commission.**

20 (1A) For each appeal from the denial or granting of a permit or license
21 issued by the Police Department, Entertainment Commission, or the Director of the
22 Entertainment Commission, to the owner or operator of a business, the fee shall be \$375; for
23 each such permit or license issued to an individual employed by or working under contract to
24 a business, the fee shall be \$150.

1 (2B) For each appeal from the revocation or suspension of a permit or
2 license by the Police Department, Entertainment Commission, or the Director of the
3 Entertainment Commission, the fee shall be \$375 for an entity or individual.

4 (d4) **Department of Public Works.** For each appeal from the decision of the
5 Director of the Department of Public Works concerning street tree removal by a City agency,
6 commission, or department, the fee shall be \$100.

7 (e5) For each appeal from any other order or decision, the fee shall be \$300.

8 (f6) For requests for rehearing under Section 16 of this Article 1, the fee shall
9 be \$150.

10 (g7) For requests for jurisdiction, the fee shall be \$150.

11 (h8) An exemption from paying the full fee specified in ~~§~~subsections (d)(1)
12 ~~through (7)(a), (b), (c), (d), (e), (f), and (g)~~ herein may be granted upon the filing under penalty of
13 perjury of a declaration of indigency on the form provided and approved by the Board. All
14 agencies of the City and County of San Francisco are exempted from these fees.

15 (i9) **Additional Requirements.**

16 (1A) Notice of appeal shall be in such form as may be provided by the
17 rules of the Board of Appeals.

18 (2B) On the filing of any appeal, the Board of Appeals shall notify in
19 writing the department, board, commission, officer or other person from whose action the
20 appeal is taken of such appeal. On the filing of any appeal concerning a structural addition to
21 an existing building, the Board of Appeals shall additionally notify in writing the property
22 owners of buildings immediately adjacent to the subject building.

23 (3C) Except as otherwise specified in this subsection (d)(9)(C), ~~t~~The Board of
24 Appeals shall fix the time and place of hearing, which shall be not less than 10 nor more than
25

1 45 days after the filing of said appeal, and shall act thereon not later than 60 days after such
2 filing or a reasonable time thereafter.

3 (i) In the case of a permit issued by the Entertainment
4 Commission or its Director, the Board of Appeals shall set the hearing not less than 15 days
5 after the filing of said appeal, shall act thereon not more than 30 days after such filing, and
6 shall not entertain a motion for rehearing.

7 (ii) In the case of a decision on a permit application made pursuant to
8 Planning Code Section 343, the Board of Appeals shall set the hearing not less than 10 days after the
9 filing of said appeal, shall act thereon not more than 30 days after such filing, and shall not entertain a
10 motion for rehearing. This subsection (d)(9)(C)(ii) shall expire on the Sunset Date of Planning Code
11 Section 343, as defined in that Section. Upon the expiration of this subsection, the City Attorney shall
12 cause this subsection to be removed from the Business and Tax Regulations Code.

13 (4D) With respect to any decision of the Board of Appeals related to any
14 "dwelling" in which "protected class members" are likely to reside (each as defined in
15 Administrative Code Chapter 87), the Board of Appeals shall comply with the requirements of
16 Administrative Code Chapter 87 which requires, among other things, that the Board of
17 Appeals not base any decision regarding the development of such units on information which
18 may be discriminatory to any member of a "protected class."

19 (5E) Pending decision by the Board of Appeals, the action of such
20 department, board, commission, officer or other person from which an appeal is taken, shall
21 be suspended, except for: (i) actions of revocation or suspension of permit by the Director of
22 Public Health when determined by the Director to be an extreme public health hazard; (ii)
23 actions by the Zoning Administrator or Director of the Department of Building Inspection
24 stopping work under or suspending an issued permit; (iii) actions of suspension or revocation
25 by the Entertainment Commission or the Director of the Entertainment Commission when the

1 suspending or revoking authority determines that ongoing operation of the activity during the
2 appeal to the Board of Appeals would pose a serious threat to public safety; and (iv) actions of
3 the Director of the Office of Cannabis awarding a Temporary Cannabis Business Permit.
4

5 **SEC. 26. FACTS TO BE CONSIDERED BY DEPARTMENTS.**

6 (a) Subject to ~~§~~subsection (b)-below, in the granting or denying of any permit, or the
7 revoking or the refusing to revoke any permit, the granting or revoking power may take into
8 consideration the effect of the proposed business or calling upon surrounding property and
9 upon its residents, and inhabitants thereof; and in granting or denying said permit, or revoking
10 or refusing to revoke a permit, may exercise its sound discretion as to whether said permit
11 should be granted, transferred, denied, or revoked.

12 * * * *

13 (e) Notwithstanding subsection (a), the provisions of Planning Code Section 343 shall govern
14 actions taken on the granting, denial, amendment, suspension, and revocation of permits regulated
15 under that Section 343, not the standards set forth in subsection (a) of this Section 26. This subsection
16 (e) shall become operative upon receipt of preliminary approval of Planning Code Section 343 by the
17 California Department of Housing and Community Development under California Government Code
18 Section 66202. This subsection shall expire by the operation of law in accordance with the provisions
19 of Planning Code Section 343(k). Upon its expiration, the City Attorney shall cause this subsection to
20 be removed from the Business and Tax Regulations Code.
21
22

23 Section 3. The Planning Code is hereby amended by adding Section 343, to read as
24 follows:

25 **SEC. 343. CENTRAL SOMA HOUSING SUSTAINABILITY DISTRICT.**

1 (a) **Purpose.** This Section 343 establishes a Housing Sustainability District within the Central
2 SoMa Plan Area (“Central SoMa Housing Sustainability District” or “Central SoMa HSD”) under
3 California Government Code Sections 66200 et seq. The purpose of the Central SoMa Housing
4 Sustainability District is to encourage the provision of on-site affordable housing in new residential
5 and mixed-use projects in Central SoMa by providing a streamlined, ministerial approval process for
6 such projects. The Central SoMa Plan anticipates that 33% of all new residential units produced
7 within the Plan Area will be permanently affordable to households of very low, low, or moderate
8 income. This Section 343 sets forth eligibility criteria, design review standards, and entitlement and
9 approval procedures for projects seeking approval pursuant to the requirements of the Central SoMa
10 Housing Sustainability District.

11 (b) **Geography.** The Central SoMa Housing Sustainability District shall include all parcels
12 within the Central SoMa Special Use District, which is defined in Section 249.78(b). The entirety of the
13 Central SoMa Special Use District is an “eligible location,” as that term is defined in California
14 Government Code Section 66200(e).

15 (c) **Relationship to Other Planning Code Provisions.** Except as otherwise provided in this
16 Section 343, all provisions of the Planning Code, including Section 249.78, that would be applicable to
17 projects approved pursuant to this Section 343 shall apply to such projects. In the event of a conflict
18 between other provisions of the Planning Code and this Section, this Section shall control.

19 (d) **Eligibility.** Projects seeking approval pursuant to this Section 343 shall meet all of the
20 following requirements:

21 (1) The project is located in a zoning district that principally permits residential uses.

22 (2) The project proposes no less than 50 dwelling units per acre, and no more than 750
23 dwelling units per acre.

24 (3) A majority of the project’s gross square footage is designated for residential uses.
25 All non-residential uses must be principally permitted in the underlying zoning district and any

1 applicable special use district(s), and may not include greater than 24,999 gross square feet of office
2 space that would be subject to the annual limit on office development set forth in Sections 321 et seq.

3 (4) The project does not exceed a height of 160 feet, except that any project whose
4 principal use is housing, where all such housing is restricted for a minimum of 55 years as affordable
5 for "persons and families of low or moderate income," as defined in California Health & Safety Code
6 Section 50093, shall be deemed to satisfy this subsection (c)(4) regardless of height.

7 (5) If the project sponsor seeks a density bonus pursuant to California Government
8 Code Section 65915 et seq., the project sponsor demonstrates to the satisfaction of the Planning
9 Department that the project would not result in a significant shadow impact.

10 (6) The project is not located on a lot containing a structure listed as a designated
11 landmark pursuant to Article 10 of the Planning Code or a contributory or significant structure
12 pursuant to Article 11 of the Planning Code.

13 (7) The project provides no less than 10% of its dwelling units as units affordable
14 to very low or low income families, using one of~~complies with the following methods~~affordability
15 requirements, as applicable:

16 (A) For p~~Projects subject to Section 415, by electing to shall comply with~~
17 Section 415 by choosing the On-Site Affordable Housing Alternative under Sections ~~415.5(g)(1)(A) or~~
18 415.5(g)(1)(D); or, and shall provide no less than 10% of dwelling units as units affordable to
19 very low or low income families.

20 (B) For p~~Projects not subject to Section 415 shall provide no less than 10%~~
21 of dwelling units as units affordable to very low or low income families, by entering into a
22 regulatory agreement with the City that contains the terms specified in Section 206.6(f).

23 (8) The project does not demolish, remove, or convert to another use any existing
24 dwelling unit(s).

1 (9) The project complies with all applicable zoning and any adopted design review
2 standards.

3 (10) The project sponsor complies with all Mitigation Measures in the Central SoMa
4 Environmental Impact Report (Central SoMa EIR) that the Planning Department determines are
5 applicable to the project.

6 (11) The project sponsor certifies that the project will comply with all applicable
7 requirements of California Government Code Section 66201(f)(4).

8 (12) The project shall comply with Government Code Section 66201(f)(5).

9 (13) A project is not deemed to be for residential use if it is infeasible for actual use as
10 a single or multifamily residence.

11 (e) Approving Authority. The Planning Department is the approving authority designated to
12 review permit applications for compliance with this Section 343.

13 (f) Application.

14 (1) Prior to submittal of an application for required approvals from the Planning
15 Department, a project sponsor seeking to apply pursuant to this Section 343 shall submit an
16 application for a preliminary project assessment (PPA), pursuant to Planning Department procedures.

17 (2) In addition to any requirements under other provisions of this Code for submittal of
18 application materials, an application under this Section 343 shall be submitted to the Department on a
19 form prescribed by the Department and shall include at minimum the following materials:

20 (A) A full plan set, including site plan, elevations, sections, and floor plans,
21 showing total number of units, and number of and location of units affordable to very low or low
22 income households;

23 (B) All documentation required by the Department in its response to the project
24 sponsor's previously-submitted PPA application;

25 (C) Documentation sufficient to support determinations that:

1 (i) the project meets all applicable zoning and any adopted design
2 review standards;

3 (ii) the project sponsor will implement any and all Mitigation Measures
4 in the Central SoMa EIR that the Planning Department determines are applicable to the project,
5 including but not limited to the following:

6 a. An agreement to implement any and all Mitigation Measures
7 in the Central SoMa EIR that the Planning Department determines are applicable to the project; and

8 b. Scope(s) of work for any studies required as part of any and all
9 Mitigation Measures in the Central SoMa EIR that the Planning Department determines are applicable
10 to the project. An application pursuant to this Section 343 shall not be deemed complete until such
11 studies are completed to the satisfaction of the Environmental Review Officer.

12 (iii) the project sponsor will comply with subsections (d)(10) and (d)(11)
13 of this Section 343.

14 (g) **Decision and Hearing.** The Department shall exercise ministerial approval of projects that
15 meet all the requirements in this Section 343. Section 329 of this Code shall not apply to projects that
16 are approved pursuant to this Section 343.

17 (1) **Hearing.** The Planning Department shall conduct an informational public hearing
18 for all projects that are subject to this Section 343 within 100 days of receipt of a complete application,
19 as defined in subsection (f).

20 (2) **Decision.** Within 120 days of receipt of a complete application, as defined in
21 subsection (f), the Planning Director or the Director's designee shall issue a written decision
22 approving, disapproving, or approving subject to conditions, the project. The applicant and the
23 Department may mutually agree to extend this 120-day period. If no written decision is issued within
24 120 days of the Department's receipt of a complete application, or within the period mutually agreed
25 upon by the Department and applicant, the project shall be deemed approved. The Planning Director

1 or the Director's designee shall include any certifications required by California Government Code
2 Section 66205(e) in a copy of the written decision.

3 (3) **Grounds for Permit Denial.** The Department may deny a Central SoMa HSD
4 project application only for one or more of the following reasons:

5 (A) The proposed project does not fully comply with this Section 343, including
6 but not limited to meeting all adopted design review standards and demonstrating compliance with all
7 applicable Mitigation Measures in the Central SoMa EIR that the Department determines are
8 applicable to the project.

9 (B) The project sponsor has not submitted all of the information or paid any
10 application fee required by this Section 343 and necessary for an adequate and timely design review or
11 assessment of potential impacts on neighboring properties.

12 (C) The Department determines, based upon substantial evidence in light of the
13 whole record of the public hearing on the project, that a physical condition on the site of development
14 that was not known and could not have been discovered with reasonable investigation at the time the
15 application was submitted would have a specific adverse impact upon the public health or safety and
16 that there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact. As used
17 in this subsection (g)(3)(C), "specific adverse impact" means a significant, quantifiable, direct, and
18 unavoidable impact based on identified objective written public health or safety standards, policies, or
19 conditions, as in existence at the time the application is deemed complete.

20 (4) **Appeal.** The procedures for appeal to the Board of Appeals of a decision by the
21 Department under this Section 343 shall be as set forth in Section 8 of the Business and Tax
22 Regulations Code.

23 (5) **Discretionary Review.** No requests for discretionary review shall be accepted by
24 the Planning Department or heard by the Planning Commission or Board of Appeals for projects
25 subject to this Section 343. As long as the Planning Commission has delegated its authority to

1 the Planning Department to review applications for projects subject to this Section 343, the
2 Planning Commission shall not hold a public hearing for discretionary review of projects
3 subject to this Section 343.

4 (6) Progress Requirement. The project sponsor of any project approved
5 pursuant to this Section 343 shall obtain the first site or building permit for the project from the
6 Department of Building Inspection within 36 months of the Department's issuance of a written
7 decision pursuant to subsection (g)(2) of this Section 343. If the project sponsor has not
8 obtained the first site or building permit from the Department of Building Inspection within 36
9 months, then as soon as is feasible after 36 months has elapsed, the Planning Director shall
10 hold a hearing requiring the project sponsor to report on the status of the project, to determine
11 whether the project sponsor has demonstrated good faith in its effort to obtain the first site or
12 building permit for the project. If the Planning Director finds that the project sponsor has not
13 demonstrated good faith in its efforts to obtain the first site or building permit for the project,
14 the Planning Director shall revoke the approvals for the project. Factors in determining
15 whether the project sponsor has demonstrated good faith in its efforts include, but are not
16 limited to, whether any delays are the result of conditions outside the control of the project
17 sponsor and whether changes in the financing of the project are necessary in order for
18 construction to proceed. **Expiration of approval.** Approval of a project pursuant to this

19 Section 343 shall expire if the project sponsor has not procured a building permit or site permit
20 for construction of the project within 30 months of the date of the Department's issuance of a
21 written decision pursuant to subsection (g)(2) of this Section 343. If the Planning Director finds
22 that the project sponsor has demonstrated good faith in its efforts to obtain the first site or
23 building permit for the project, the Planning Director may extend the approval for the project
24 for a maximum of six additional months. Such deadline shall additionally be extended in the
25

1 event of any appeal of such approval for the duration of the appeal, and in the event of
2 litigation seeking to invalidate the approval for the duration of the litigation.

3 (h) **Design Review Standards.** Projects subject to this Section 343 shall be reviewed for
4 compliance with the design standards set forth in the San Francisco Urban Design Guidelines and the
5 Central SoMa Plan's Guide to Urban Design, which are on file with the Planning Department, as
6 approved by the California Department of Housing and Community Development.

7 (i) **District Affordability Requirement.** At the request of the California Department of Housing
8 and Community Development, the Planning Department shall demonstrate that at least 20% of the
9 residential units constructed in the Central SoMa Housing Sustainability District during the life of the
10 District and pursuant to this Section 343 will be affordable to very low, low-, and moderate-income
11 households and subject to a recorded affordability restriction for at least 55 years.

12 (j) **Monitoring and Enforcement.** The Planning Department shall include, as conditions of
13 approval of all projects approved pursuant to this Section 343, monitoring and enforcement provisions
14 to ensure that the project meets all labor and wage requirements and complies with all identified
15 applicable mitigation measures. Projects found to be in violation of any of these conditions shall be
16 subject to the Administrative Enforcement Procedures in Section 176.1 of this Code, including
17 initiation of abatement proceedings or referral to the City Attorney or District Attorney for prosecution,
18 if not corrected within 90 days of service of any notice of violation issued under Section 176.1(c).
19 Conditions of approval shall include, but are not limited to:

20 (1) A project sponsor shall submit weekly reports to the Office of Labor Standards
21 Enforcement, certifying that a project approved pursuant to this Section 343 is complying with
22 subsections (d)(11) and (d)(12), if applicable to the project. Projects found to be in violation of
23 subsections (d)(11) and (d)(12) shall be subject to penalties pursuant to Section 1741 of the Labor
24 Code, in addition to any penalties assessed pursuant to Section 176.1 of this Code. All penalties shall
25 be paid prior to issuance of the project's First Certificate of Occupancy.

1 (2) The Planning Department shall monitor compliance with Central SoMa EIR
2 Mitigation Measures.

3 (3) The Planning Department shall monitor and report the construction of affordable
4 housing units under the Central SoMa Housing Sustainability District in its annual Housing Inventory,
5 which shall include the following information:

6 (A) Number of projects approved pursuant to this Section 343.

7 (B) Number of projects under construction pursuant to approvals obtained
8 under this Section 343.

9 (C) Number of projects completed pursuant to approvals obtained under this
10 Section 343.

11 (D) Number of dwelling units within projects completed pursuant to approvals
12 obtained under this Section 343.

13 (E) Number of dwelling units affordable to very low, low, moderate, and middle
14 income households within projects completed pursuant to approvals obtained under this Section 343.

15 (k) Operative and Sunset Dates.

16 (1) This Section 343 shall become operative upon receipt of preliminary approval by
17 the California Department of Housing and Community Development under California Government
18 Code Section 66202 ("Operative Date").

19 (2) This Section 343 shall expire by operation of law seven years from the Operative
20 Date, unless this Section 343 is renewed by ordinance pursuant to Government Code Section 66201(g),
21 in which case this Section 343 shall expire on the date specified in that ordinance ("Sunset Date").

22 (3) Upon the expiration of this Section 343, the City Attorney shall cause this Section
23 343 to be removed from the Planning Code. Pursuant to Government Code Section 66205(b), this
24 Section 343 shall govern the processing and review of any complete application submitted pursuant to
25 this Section 343 prior to the Sunset Date.

1
2 Section 4. Effective Date; Operative Date.

3 (a) This ordinance shall become effective 30 days after enactment. Enactment occurs
4 when the Mayor signs the ordinance, the Mayor returns the ordinance unsigned or does not
5 sign the ordinance within ten days of receiving it, or the Board of Supervisors overrides the
6 Mayor's veto of the ordinance.

7 (b) Consistent with Section 343(k)(1) of the Planning Code, this ordinance in its
8 entirety shall become operative upon receipt of preliminary approval by the California
9 Department of Housing and Community Development under California Government Code
10 Section 66202.
11

12 Section 5. Scope of Ordinance. In enacting this ordinance, the Board of Supervisors
13 intends to amend only those words, phrases, paragraphs, subsections, sections, articles,
14 numbers, punctuation marks, charts, diagrams, or any other constituent parts of the Municipal
15 Code that are explicitly shown in this ordinance as additions, deletions, Board amendment
16 additions, and Board amendment deletions in accordance with the "Note" that appears under
17 the official title of the ordinance.
18

19 APPROVED AS TO FORM:
20 DENNIS J. HERRERA, City Attorney

21 By:

22 
PETER R. MILJANICH
Deputy City Attorney

23 n:\legana\as2018\1200444\01291535.docx
24
25

EXHIBIT 9:
**PLANNING CODE, ADMINISTRATIVE
CODE, ZONING MAP, IMPLEMENTATION
PROGRAM, AND HOUSING
SUSTAINABILITY DISTRICT - ISSUES FOR
CONSIDERATION**



SAN FRANCISCO PLANNING DEPARTMENT

Planning Code, Administrative Code, Zoning Map, Implementation Program, and Housing Sustainability District – Issues for Consideration

HEARING DATE: SEPTEMBER 13, 2018

Project Name: Central SoMa Plan: Approval of Amendments to the Planning Code and Administrative Code Ordinance, Zoning Map Ordinance, Implementation Program Document, and Housing Sustainability District Ordinance

Date: September 6, 2018

Record Number: 2011.1356TZU and 2018-004477PCA

Staff Contact: Lisa Chen, Senior Planner, Citywide Planning
(415) 575-9124; lisa.chen@sfgov.org

Reviewed By: Joshua Switzky, Land Use & Housing Policy Program Manager,
Citywide Planning; (415)-575-6815; joshua.switzky@sfgov.org

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

This document includes a list of issues for Planning Commission consideration related to the Central SoMa Planning Code and Administrative Code Ordinance, Zoning Map Ordinance, Housing Sustainability Ordinance, and Implementation Program. These issues were brought to the attention of the legislative sponsors and/or Planning Department staff since adoption of the Plan at the May 10th Planning Commission hearing, but have not been included in the amendments to the legislation as of the July 23rd Land Use & Transportation Committee hearing at the Board of Supervisors.

Section	Request
263.33	If the development on Assessor's Block 3763, Lot 105 elects to build residential instead of a hotel, require that it exceed the affordable housing requirement pursuant to Section 415 in order to receive the special height exception.
329(e)(2)(b)	On the Key Site identified in 329(e)(2)(F) (Flower Mart), allow exception to the requirement that POPOS be open to the sky in Section 138(d)(2)(E)(i).
329(e)(2)(b)(ii)	On the Key Site identified in 329(e)(2)(C) (2 nd & Harrison), allow an exception to the bulk controls in Section 270(h) to allow the project to include a rooftop bar. ¹
329(e)(2)(b)(iv)	On the Key Site identified in 329(e)(2)(E) (Park Block), allow an exception to the controls in Section 270.2 to allow the project to install security gates at the sidewalk entrances to the proposed mid-block alleys.

¹ Per Exhibit 3, ("Environmental Analysis Addressing Amendments to the Central South of Market (SoMa) Area Plan") this proposed Issue for Consideration could result in increased wind and shadow impacts, beyond that disclosed in the Final EIR. Should this amendment be recommended for inclusion in the Central SoMa Plan, staff recommend that the exception only be allowed if the project does not cause any new or substantially increased significant impacts that cannot be mitigated to less than significant levels.

329(e)(2)(b)(vi)	On the Key Site identified in 329(e)(2)(H) (Creamery), allow an exception to the controls in Section 138(d) to allow the project to include an indoor POPOS that does not meet the minimum height of 20'.
329(e)(2)(b)(vi)	On the Key Site identified in 329(e)(2)(H) (Creamery), allow an exception to the permitted obstructions in Section 136 to allow the project to include architectural projections over the right-of-way.
329(e)(3)(A)	Permit land dedication that is valued at less than the subject project's Jobs-Housing Linkage Fee or Affordable Housing Fee obligation to be considered a Qualified Amenity in order to be a Key Site, pursuant to Sections 413.7 and 419.6, respectively. Projects would be required to pay the balance of the fee obligation, subject to the land value calculation in Section 413.7.
413.7	Specify that the land value for land dedication sites in fulfillment of Jobs-Housing Linkage Fees shall be determined by the Director of Property, not to exceed the acquisition cost incurred by the subject project for the portion of land dedicated. This determination shall take into account any circumstances that may impact the value of the property. The sponsor shall submit to the Department, with a copy to MOHCD and the Director of Property, documentation to substantiate the acquisition cost of land and any additional information that would impact the value of the property.
434	Reduce the Mello-Roos Community Facilities District (CFD) rates for residential projects. Consider applying the CFD to Tier B nonresidential projects in order to maintain CFD revenues.

EXHIBIT 10:
**AUGUST 1, 2018 LETTER FROM HISTORIC
PRESERVATION COMMISSION**



SAN FRANCISCO PLANNING DEPARTMENT

September 6, 2018

Land Use and Transportation Committee of the Board of Supervisors
City Hall, Legislative Chamber, Room 250
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Re: Central SoMa Public Benefits Package and the Old U.S. Mint

Chair Katy Tang and Members of the Land Use and Transportation Committee,

At its August 1, 2018 hearing the Historic Preservation Commission (HPC) discussed the proposal to reduce the amount of potential funding from the Central SoMa Public Benefits Program towards the rehabilitation of the Old U.S. Mint (Old Mint), City Landmark No. 236. While a much greater investment is needed to realize the full potential of the Old Mint, the HPC strongly encourages the Land Use Committee to recommend retention of the 1% allocation (potentially \$20,000,000) considering its potential as a facility that supports the community and the City's history.

Built in 1874, The Old Mint is not only a locally-designated Landmark; it is listed as a National Historic Landmark, the highest recognition bestowed upon only the most significant places in America. In 1997, the federal government sold the Old Mint to the City of County of San Francisco for one dollar on the condition that it would be rehabilitated for public use. In 2015 the Old Mint was listed by the National Trust for Historic Preservation on its America's eleven most endangered places due to lack of investment. Despite stops and starts to revive the Old Mint, the City Family has made significant progress over the last three years by actively working with community partners to reposition the structure as one that represents the activity, safety, and stability of the surrounding neighborhood.

The HPC supports the many goals of the Public Benefits Package and agrees that the Central SoMa Plan should not shoulder the entire cost of rehabilitating the structure. The 1% allocation is a fraction of the total resources required to bring the Old Mint to current safety standards but remains a critical contribution to realizing its potential. As one of the most significant public buildings in the West, our community partners, along with the City family, are committed to sharing the financial responsibilities to reimagine the Old Mint as an anchor of safety, utility, and in service to the many communities that make up Central SoMa. The HPC strongly urges the Land Use Committee and the Board of Supervisors to retain the opportunity for the Old Mint to potentially capture \$20,000,000 from the Public Benefits Package commitment.

Sincerely,

A handwritten signature in black ink, appearing to read "Andrew Wolfram", written in a cursive style.

Andrew Wolfram
President
Historic Preservation Commission

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

cc: Board of Supervisors
Angela Calvillo, Clerk of the Board of Supervisors
Historic Preservation Commission
Planning Commission
Jonas Ionin, Office of Commission Affairs
Jon Lau, Mayor's Office of Employment and Workforce Development
John Rahaim, Planning Department
Timothy Frye, Planning Department
Josh Switzky, Planning Department
Lisa Chen, Planning Department



SAN FRANCISCO PLANNING DEPARTMENT

Central SoMa Plan – Additional Staff Recommendations and Issues for Consideration

HEARING DATE: SEPTEMBER 27, 2018

Project Name: Central SoMa Plan: Approval of Amendments to the Planning Code and Administrative Code Ordinance, Zoning Map Ordinance, Implementation Program Document, and Housing Sustainability District Ordinance

Date: September 27, 2018

Record Number: 2011.1356TZU and 2018-004477PCA

Staff Contact: Lisa Chen, Senior Planner, Citywide Planning
(415) 575-9124; lisa.chen@sfgov.org

Reviewed By: Joshua Switzky, Land Use & Housing Policy Program Manager, Citywide Planning; (415)-575-6815; joshua.switzky@sfgov.org

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
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Fax:
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This document includes additional staff recommendations and issues for Planning Commission consideration that were not included in the September 6th case packet, related to the Central SoMa Planning Code and Administrative Code Ordinance, Zoning Map Ordinance, Housing Sustainability Ordinance, and Implementation Program. These issues were brought to the attention of the legislative sponsors and/or Planning Department staff since adoption of the Plan at the May 10th Planning Commission hearing, but have not been included in the amendments to the legislation as of the July 23rd Land Use & Transportation Committee hearing at the Board of Supervisors.

ADDITIONAL STAFF RECOMMENDATIONS ON SEPTEMBER 27, 2018

Section	Request	Rationale
329(e)(2)(b)(vi)	On the Key Site identified in Section 329(e)(2)(vi) (the Creamery), allow exception to the requirement for protected street frontages in Section 155(r) (not 155.1 as stated in the September 6 th case packet).	Corrects code reference error.
138(e)(2)	Add language specifying that the Commission's determination of the adequacy of the location, amount, amenities, design and implementation of privately-owned public open spaces (POPOS) shall take into consideration the open space and recreational needs of the diverse inhabitants of the Plan Area, including, but not limited to: residents, workers, youth, families, and seniors.	To ensure that POPOS will provide a broad range amenities to serve the diverse open space and recreational needs in the Plan Area.

ADDITIONAL ISSUES FOR CONSIDERATION ON SEPTEMBER 27, 2018

Section	Request
249.78	Require “green” and/or “living” walls on new developments, subject to further exploration on feasible locations for these amenities.
263.34	Allow the project to provide a minimum 14’ floor-to-floor PDR ground floor height, and reduce the apparent mass reduction controls in Section 270(h) to 50% on Harrison Street and 0% on Fourth Street, contingent on the project providing land for affordable housing.
329	Require that Key Sites provide on-site child care facilities in satisfaction of their fee requirements under Sections 414, 414A, and 423 unless the project can demonstrate that it is infeasible to provide such facilities due to state licensing requirements that cannot be met on the site, or the Commission determines there is no need for additional childcare facilities in the area.
329(e)(2)(b)(ii)	On the Key Site identified in 329(e)(2)(C) (2 nd & Harrison), allow an exception to the controls in Section 135(h), to allow the project to include indoor POPOS in satisfaction of its residential publicly-accessible usable open space requirement.
329(e)(2)(b)(vi)	On the Key Site identified in 329(e)(2)(H) (Creamery), allow an exception to the controls in Section 138, subsection (d), to allow the project to include indoor POPOS that do not meet the minimum area of 2,500 square feet and minimum floor-to-ceiling height of 20’, and to allow POPOS under inhabitable portions of buildings that have a clearance height of less than 20’.
848	Require a Conditional Use Authorization for Cannabis Retail uses.
848	Prohibit market-rate Single Room Occupancy (SRO) units and group housing uses.
Uncodified section	Add language specifying that if the City is unable to apply any new development requirement that would generate revenue for the Public Benefits Program, the other provisions of the Planning and Administrative Code amendments would not apply.



SAN FRANCISCO PLANNING DEPARTMENT

August 14, 2018

Land Use and Transportation Committee of the Board of Supervisors
City Hall, Legislative Chamber, Room 250
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Re: Central SoMa Public Benefits Package and the Old U.S. Mint

Chair Katy Tang and Members of the Land Use and Transportation Committee,

At its August 1, 2018 hearing the Historic Preservation Commission (HPC) discussed the proposal to reduce the amount of potential funding from the Central SoMa Public Benefits Program towards the rehabilitation of the Old U.S. Mint (Old Mint), City Landmark No. 236. While a much greater investment is needed to realize the full potential of the Old Mint, the HPC strongly encourages the Land Use Committee to recommend retention of the 1% allocation (potentially \$20,000,000) considering its potential as a facility that supports the community and the City's history.

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The HPC supports the many goals of the Public Benefits Package and agrees that the Central SoMa Plan should not shoulder the entire cost of rehabilitating the structure. The 1% allocation is a fraction of the total resources required to bring the Old Mint to current safety standards but remains a critical contribution to realizing its potential. As one of the most significant public buildings in the West, our community partners, along with the City family, are committed to sharing the financial responsibilities to reimagine the Old Mint as an anchor of safety, utility, and in service to the many communities that make up Central SoMa. The HPC strongly urges the Land Use Committee and the Board of Supervisors to retain the opportunity for the Old Mint to potentially capture \$20,000,000 from the Public Benefits Package commitment.

Sincerely,

A handwritten signature in black ink, appearing to read "Andrew Wolfram", written in a cursive style.

Andrew Wolfram
President
Historic Preservation Commission

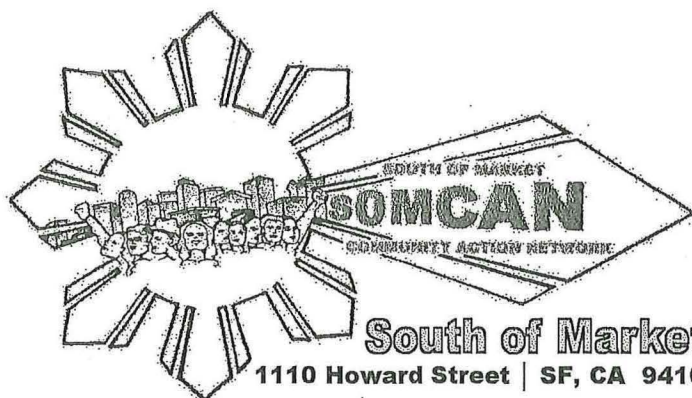
1650 Mission St.
Suite 400
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Josh Switzky, Planning Department
Lisa Chen, Planning Department



180490

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J COMMITTEE +

South of Market Community Action Network PRESENT

1110 Howard Street | SF, CA 94103 | phone (415) 255-7693 | www.somcan.org

IN COMM

Clerk of the Board of Supervisors
Environmental Review Officer
#1 Dr. Carlton B. Goodlett Place
Room #244
San Francisco, CA 94102

June 11, 2018

Via Hand Delivery

RE: Central SoMa Plan – Appeal of the 5/10/18 Planning Commission Decisions

Dear Clerk of the Board and the Members of the Board of Supervisors:

The South of Market Community Action Network (SOMCAN) appeals the following decisions concerning the Central SoMa Plan (“the Plan”). The Plan Area is bounded by Second Street on the east, Sixth Street on the west, Townsend Street on the south, and an irregular border that goes along Folsom, Howard, and Stevenson Streets to the north.

- 1) Certification of the Environmental Impact Report (EIR) and Adoption of Findings and Evaluation of Mitigation Measures and Alternatives and a Statement of Overriding Considerations

The final resolutions for the relevant appeals are attached as **Exhibit A**. Evidence in support of the appeals is attached as **Exhibits A-D**.

I. Citizens appeal the decisions made by the Planning Commission to certify the Environmental Impact Report (EIR) and adopt Findings and Evaluation of Mitigation Measures and Alternatives and a Statement of Overriding Considerations, State Clearinghouse No. 2013042070 (Exhibit A, Resolutions)

The appeals related to CEQA are filed on the following bases.

- The EIR is inadequate, incomplete, and deficient
- Inadequate and incomplete analysis of and failure to disclose the severity of the level of impact for the following environmental impacts:
 - Creation of a Second Financial District
 - Existing Youth and Family Special Use District
 - Transportation and Ride Hailing Companies
 - State Density Bonus Laws
 - Economic Impacts from Displacement and Increase in Vehicle Miles Travelled

- Residential Units Not Being Used as Traditional Housing
- The 5M Project
- New Office Space and Lack of Local Hiring Requirements
- Consideration of Continued PDR Uses
- Lack of Affordability of Housing Incentivized by the Plan and Socioeconomic Makeup of New Residents
- Open Space
- Stabilization of Non-Profit Organizations
- Health Impacts
- Density of Workers Based on Square Footage of Office Space and Auxiliary Jobs is Under Calculated
- Failure to adopt all feasible mitigations and alternatives
- Strong disagreement with Responses to Comments on the Draft Environmental Impact Report
- Inadequate and incomplete Findings, Evaluation of Mitigation Measures and Alternatives, and Statement of Overriding Considerations

II. Exhibits (Attached)

Exhibit A: Resolutions

20182 EIR Certification

20183 CEQA Findings

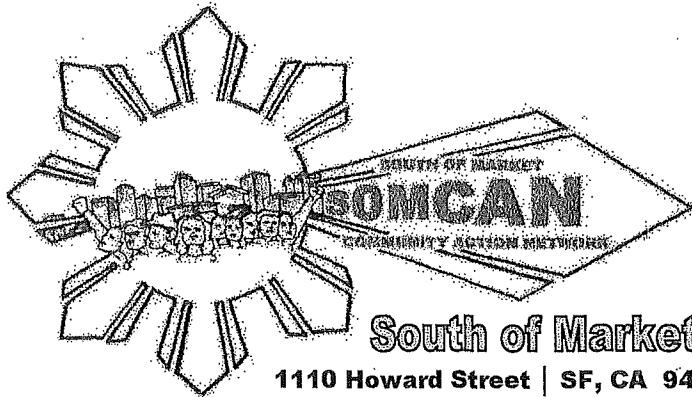
Exhibit B: Letters (including comments submitted on the Plan EIR during the EIR comment period)

Exhibit C: Links to videos of hearings in which testimony was given on the Central SoMa Plan

Exhibit D: Transcript Planning Commission Hearing, May 10, 2018 on the Central SoMa Plan

Thank you,

Angelica Cabande
Organizational Director, South of Market Community Action Network



South of Market Community Action Network

1110 Howard Street | SF, CA 94103 | phone (415) 255-7693 | www.somcan.org

February 13, 2017

Lisa M. Gibson
Acting Environmental Review Officer
1650 Mission Street
Suite 400
San Francisco, CA 94103
and via e-mail Lisa.Gibson@sfgov.org

Re: Planning Department Case 2011.1356E
State Clearinghouse No. 2013042070

Dear Ms. Gibson:

The South of Market Community Action Network ("SOMCAN") is a multi-racial, community organization that educates, organizes, and mobilizes immigrant and low-income South of Market ("SoMa") residents to fight for improvements to their quality of life by engaging in the decision making processes that affect their neighborhood and greater San Francisco. Our mission is to build and support a strong, organized community that takes collective action to achieve equity, and social and economic justice. SOMCAN works to address gentrification and displacement issues in SoMa and San Francisco.

We respectfully submit this comment letter on the Central SoMa Plan Draft Environmental Impact Report (the "DEIR"), which encompasses the area of South of Market bounded by 2nd Street (east); 6th Street (west); Townsend Street (south); and an irregular border jogging between Folsom, Howard and Stevenson Streets (north).

Comment Period Extension Period Should Have Been Granted

Firstly, we object again on the grounds that there has been insufficient time for the public to review this nearly 700 page long technical document. We, along with other community members, submitted a letter dated February 3, 2017 requesting for an extension of the comment period, which Planning denied.

Since 2000, SOMCAN has worked to educate and organize the community particularly around land use issues. With only 60 days from the release of the DEIR to the closing of the comment period, and the fact that the DEIR was released on December 14, 2016 just prior to the holidays, there has not been enough time for our organization to complete a thorough review, technical and otherwise, of the DEIR, as well as present the contents to community members, and compile their feedback. This a fatal flaw and fundamental deficiency of this DEIR that it has not sufficiently been available to the public for review and comment.

A More Extensive and Thorough Public Review Needed of DEIR Given Relaxing of Project Level Reviews

This is not a project level EIR. This is a Plan Area EIR that comes to us in the new era of “by-right” development encouraged at the State level (there is once again legislation pending at the State level to allow development “by-right” without any project level environmental review or public hearings) and at our local level, with this Central SoMa Plan proposing a radical relaxing of development controls.

In the past, Area Plans have been written with the presumption that more detailed environmental review will be done as projects are proposed by developers during the implementation of the Area Plans. This will almost certainly not be the case here, yet the public has not been allowed a reasonable time to review this DEIR and provide comment; and Planning has ignored the fact that the City is reducing the public’s ability to comment on implementation of the Central SoMa Plan going forward.

The following are SOMCAN’s comments to the DEIR as we have best been able to compile them given the insufficient time Planning has afforded our organization to engage residents of SoMa in a thorough review and understanding of the contents of this DEIR.

SOMCAN’s areas of concern are:

- 1. The Central SoMa Plan Creates a Second Financial District at the Expense of Families, Youth and Seniors Living, Working and Going to School in SoMa.**
- 2. The Central SoMa Plan Disregards the *SoMa Youth and Family Special Use District***
- 3. The Inadequate Transportation Infrastructure and Impact of Ride Hailing Companies Within and Adjacent to the Plan Area of the DEIR are Not Fully Considered**
- 4. The Proposed Intensity of Development and Relaxing of Development Controls Have Not Been Evaluated With Respect to State Density Bonus Laws in the DEIR**
- 5. The Economic Impacts From Displacement Were Not Analyzed in the DEIR**
- 6. The DEIR Omits Analyses of the Current Trend of Residential Units Not Being Used as Traditional Housing**
- 7. The 5M Project Must be Included in the DEIR Analysis**
- 8. The Impacts of New Office Space and Lack of Local Hiring Requirements are Not Properly Presented or Studied in the DEIR**

9. Consideration of Continued PDR Uses in Central SoMa is Inadequate
10. The DEIR Does Not Address the Lack of Affordability of Housing Incentivized By the Plan and the Socioeconomic Makeup of New Residents That Will Result
11. The Plan Continues to Provide an Inadequate Amount of Open Space in SoMa By Relying on POPOS
12. The Plan Does Not Address the Stabilization of SoMa based Non-Profit Organizations
13. The DEIR Does Not Adequately Study the Health Impacts from Increased Noise, Degraded Air Quality, Pedestrian Safety Hazards, and Increased Wind Speeds

EXPLANATION OF CONCERNS:

1. The Central SoMa Plan Creates a Second Financial District at the Expense of Families, Youth and Seniors Living, Working and Going to School in SoMa

The area defined as the Central SoMa Plan Area is a neighborhood. While we are not opposed to further growth, we are opposed to Planning's proposed transformation of this neighborhood into a new Financial District. The scale of development and the mix of commercial, office and high end luxury development described in the Plan are not conducive to a healthy neighborhood.

There are many established aspects to what constitutes a healthy neighborhood that the DEIR should be studied against. We demand that this DEIR be studied against the City's Healthy Development Measurement Tool (HDMT), which was developed by Planning in partnership with the Department of Public Health and community organizations during the Eastern Neighborhoods rezoning¹. Please refer to the Eastern Neighborhoods Community Health Impact Assessment (ENCHIA)^{2,3}.

Youth, families and seniors in SoMa demand a family-friendly neighborhood, human scale, safety for pedestrians of all ages and abilities, with access to light and air, and neighborhood services close by. The Plan as proposed is completely out of character with the goal of sustaining Central SoMa as a neighborhood and a dynamic employment center co-existing in a mutually supportive way. Instead of building towards the long-established community and City goal of creating a family-friendly neighborhood in Central SoMa, the DEIR proposes a second Financial District, which will harm the health of existing and future populations.

2. The Central SoMa Plan Disregards the *SoMa Youth and Family Special Use District*

¹ http://www.who.int/hia/conference/poster_bhatia_2.pdf

² <http://www.pewtrusts.org/en/multimedia/data-visualizations/2015/hia-map/state/california/eastern-neighborhoods-community>

³ <http://www.pewtrusts.org/~media/assets/2007/09/hiareportenchia.pdf?la=en>

The Central SoMa Plan incorporates areas that are covered under the *SoMa Youth and Family Special Use District*⁴ was adopted by the Board of Supervisors in January 2009. The *SoMa Youth and Family Special Use District*'s purpose is to expand the stock of affordable housing, as well as protect and enhance the health and environment of youth and families in SoMa. The Central SoMa Plan does not adequately take into account the *SoMa Youth and Family Special Use District* and instead of strengthening its controls, the DEIR undermines its goals.

We demand that as part of the Central SoMa Plan, projects within the *SoMa Youth and Family Special Use District* are required to undergo review and approval by resident groups and community organizations before they are considered by the Planning Department. We are demanding that this community approval process function similarly to other Special Use Districts in the City such as the *Bernal Heights Special Use District*.⁵

Planning has abused the *SoMa Youth and Family Special Use District* since it was established during the Eastern Neighborhood rezoning. These abuses including the re-mapping of the *SoMa Youth and Family Special Use District* by the Hearst and Forest City's 5M development, which covers five city blocks near 5th and Mission Streets. The 5M project gained approval in December 2015 for a large office tower by re-mapping the boundaries of the *SoMa Youth and Family Special Use District* with justifications by the Planning Department that this Special Use District does not have strong controls. SOMCAN, along with several other community-based organizations, have been demanding strong controls since *before* 2009 for the *SoMa Youth and Family Special Use District* so we can protect youth, families and seniors in the neighborhood. Planning has ignored our calls to strengthen this *SoMa Youth and Family Special Use District* through the Central SoMa rezoning process. The Central SoMa Plan must be revised to address this deficiency.

The environmental impact of displacement is clear and further criticized in our point #5 below. As long as Planning continues to promote the displacement of youth, families and seniors from Central SoMa in favor of large scale office and luxury housing developments, there will be an increasing and compounding environmental impact which has not been studied or reported in the DEIR. We demand that Planning revises the Central SoMa Plan in partnership with the community to strengthen the controls of the *SoMa Youth and Family Special Use District* in order to stabilize and grow our economically and racially diverse community.

3. The Inadequate Transportation Infrastructure and Impact of Ride Hailing Companies Within and Adjacent to the Plan Area of the DEIR are Not Fully Considered

The transportation infrastructure within and adjacent to the plan area of the Central SoMa DEIR lags far behind the infrastructure needs of both past and current growth. This is true, even if you factor in the transportation improvements that are underway, such as the Central Subway.

⁴ http://sf-planning.org/sites/default/files/FileCenter/Documents/1479-SoMa_YFZ_SUD_Legislation.pdf

⁵ http://masonkirby.com/wp-content/uploads/2010/03/nwbhdrb_infopacket.pdf

The Central SoMa Plan is predicated on the construction of the Central Subway that connects Central SoMa with Chinatown. The Central Subway addresses a transit need that is long overdue as public transit for SoMa has been inadequate for decades. Because of years of lack of infrastructure improvements, the Central Subway is addressing a past need, not a present or future need. As State Senator Scott Wiener has said, "San Francisco's unfunded transportation needs are billions and billions of dollars" because "MTA has a long history of not moving quickly enough on important capital projects"⁶ Thus, even with the new Central Subway, the transportation infrastructure will continue to be inadequate.

There is also mention of the construction of the new Transbay Terminal just to the east of the Central SoMa Plan Area. However, Transbay Terminal won't be completed for some time, and it is unclear whether it will connect with CalTrain. Also, proximity to BART should not factor into the Central SoMa Plan because it runs down Market Street which is two to three long blocks north of the Central SoMa Plan Area. BART is not only far from the Plan Area, it has its own issues with capital obsolescence, and is hardly in condition to accommodate dramatic growth.

The DEIR is also negligent in assessing the new impacts of ride-hailing/ Transportation Network Company (TNC) services like Uber and Lyft. The references in the DEIR on pages IV.D-65 and IV.D-76 are completely inadequate. Their impact can in no way be equated with bicycles in terms of traffic or environmental impact. Their vehicles circle endlessly as they aim to be proximate to the next person who orders their services such as rides and food deliveries. As more office space and more residences are built in the Plan Area, the volume and impacts from these services will increase dramatically. The DEIR completely ignores this environmental impact.

The increase in ride-hailing/ TNC traffic not only increases "Vehicle Miles Traveled" (the new CEQA standard in assessing traffic impacts) it will also impact the "Level of Service" (the CEQA previous standard) at many intersections. It will also impact pedestrian safety in ways that have not been studied. All of these omissions-- inadequately evaluating the transportation infrastructure needs of the current and increased future population and the lack of proper analysis of ride-sharing traffic-- make the DEIR dangerously deficient.

4. The Proposed Intensity of Development and Relaxing of Development Controls Have Not Been Evaluated With Respect to State Density Bonus Laws in the DEIR

In 2016, the City passed the "Density Done Right" legislation allowing 100% affordable housing developments to apply for a significant increase in height and number of units without any rezoning. Also during 2016, legislation passed at the State level to enable developers throughout California to more easily take advantage of State Density Bonus incentives.

The DEIR references these laws on p. II-22 but only in reference to increased heights. It's unclear how the State Density Bonus will or will not be applied to heights and to unit counts for

⁶ <http://www.sfexaminer.com/wiener-proposes-major-fundraising-legislation-for-transportation-agencies-statewide/>

market rate developments, especially in light of Planning's approval of the project at 333 12th Street, the first housing development in San Francisco to be approved with applying the State Density Bonus. The DEIR also references the Density Bonus for affordable housing projects on p. VI-2 but says that the increased number of units has not been considered for the DEIR. The DEIR is incomplete if it does not completely study the impacts of increased heights and increased number of units for both affordable and market rate housing.

The DEIR must also completely disclose to the public where developers are eligible to use either the State Density Bonus Program, or the San Francisco "Density Done Right" program. The DEIR must clearly indicate on maps where those sites are located, and must compare the new proposed zoning and its resulting intensity of use with the potential intensity of use if developers take either the State or Local density bonus. The DEIR must compare the relative impacts of these two scenarios on the environment. Without these analyses for each project within the plan area, as well as the overall impacts, the DEIR is inadequate.

5. The Economic Impacts From Displacement Were Not Analyzed in the DEIR

Regardless of the assertions in the DEIR, there are environmental impacts due to displacement of residents from their homes or small businesses in SoMa, especially when considering the huge increase in "Vehicle Miles Traveled" that will result with this proposed Central SoMa Plan.

There are several ways that the Central SoMa Plan encourages displacement in an area already suffering from increased no-fault evictions and skyrocketing rents. A UC Berkeley study in collaboration with UCLA shows that SoMa is undergoing "advanced gentrification."⁷ Gentrification happens when more affluent people replace less wealthy people. The DEIR encourages luxury, high end housing in SoMa, which in turn encourages the price of other housing to increase. Landlords of adjacent properties begin to charge more rent to cash in on the new populations in the nearby luxury condos or new high-end shops.

The DEIR upzones large swaths of Central SoMa. Upzoning of property increases the values of the underlying land, which leads to increased costs for residential and commercial tenancies and increased sale prices. Therefore existing residents or small businesses that are paying less than the new market rate will be forced out. Upzoning incentivizes tearing down existing housing and existing small businesses so that developers can maximize the new build-out potential of that property. Coupled with the relaxing of local controls and push to have less local approval hearings, there will be less incentive for developers to provide "right to return" or provide increased levels of affordability to existing residents or businesses that will be forced out when the buildings are torn down.

There are no new protections being implemented by the DEIR for existing tenants and community serving institutions and businesses. Other than the push to preserve certain historic areas and buildings, there are no new protections in place to prevent displacement that the City

⁷ <http://www.urbandisplacement.org/map/sf>

knows will occur due to the new development that will be incentivized by this Central SoMa Plan (as exhibited in Plan Bay Area “Communities of Concern”). As shown in a University of California Berkeley report on transit oriented development and gentrification⁸⁹, areas in the Bay Area that have convenient access to transit are areas most likely to suffer gentrification and displacement, including SoMa.¹⁰ The Central SoMa Plan talks about increasing land values as a primary reason for the underlying elements of the Central SoMa Plan, yet it does not adequately take into account the fact that increased land values cause speculation and displacement. The increased land values presented in the Central SoMa Plan’s various “menu” options is a recipe for massive displacement of existing residents and small businesses.

Large-scale displacement creates a significant environmental impact when considering CEQA’s “Vehicle Miles Travelled” standard. Working class and lower income households get displaced outside San Francisco and their commutes increase, increasing their “Vehicle Miles Travelled.” When people who work in SoMa are displaced, they will often retain their employment in SoMa, therefore their “Vehicle Miles Travelled” will increase. Many existing residents in SoMa can not afford the luxury homes that are and will be built in SoMa and access to affordable housing is extremely limited, so if for any reason they need to move out, it’s highly unlikely they will move be able to stay in the neighborhood.

Furthermore, much of the luxury housing that gets built doesn’t provide housing even though it’s approved by Planning to be residential housing units. When these units are used as “pied-a-terres” or “short term rentals” or “corporate rentals” or “student housing”, they are not helping to alleviate any housing shortage, because although they are approved by Planning as residential use, they are not in fact used for residential purposes. Therefore people are being displaced and commuting farther for work, meanwhile the new housing units aren’t necessarily supporting residents being able to live in homes close to their work.

Replacing low income residents with higher income residents replaces a population with lower car ownership with a population that has a higher rate of car ownership.^{11 12} More affluent people are also more likely to use ride-hailing/ TNC services than public transit. They have access to the smartphone-based apps and can pay more for a ride than public transit riders. This puts more single vehicles on the road that are idling and circling in their competition for fare-paying customers. There are also tech shuttles that service SoMa residents to take them to their offices on the Peninsula. The impacts of the increased “Vehicle Miles Travelled” caused by the new, more affluent populations which is encouraged in the DEIR is not considered in the document.

⁸ <http://ucconnect.berkeley.edu/transit-oriented-development-and-commercial-gentrification-exploring-linkages>

⁹ <http://www.urbandisplacement.org/map/sf>

¹⁰ <http://communityinnovation.berkeley.edu/reports/Gentrification-Report.pdf>

¹¹ <http://socrates.berkeley.edu/~raphael/BerubeDeakenRaphael.pdf>

¹² <http://www.sciencedirect.com/science/article/pii/S0965856400000185>

This means that gentrification has a “quadruple” environmental impact by lengthening the commute times of people working in SoMa from their new place of residence outside of San Francisco; replacing these people with a population more likely to own and use automobiles; increasing the number of people living in SoMa as a “bedroom” community for their commute on a shuttle to the Peninsula; and increasing use of ride-hailing/ TNC services whose vehicles constantly idle and circle in competition for rides. None of these impacts of gentrification on the environment have been studied, which is a significant flaw in the DEIR.

6. The DEIR Omits Analyses of the Current Trend of Residential Units Not Being Used as Traditional Housing

Cities across the US and even Canada are learning that developers are not producing housing units to be used for housing people. Many cities are now fully realizing the negative impacts of the push to “build, build, build”, an ideology fully embraced by this Central SoMa Plan. Footnoted here are examples of Vancouver¹³ and New York City¹⁴ that show that in world where real estate is solely developed as a commodity and home-sharing is corporatized, often new condos are not being occupied by local residents, or any people at all. Also footnoted is a map of vacant units in San Francisco indicating that many of our City’s vacant units are in SoMa.¹⁵

We are not opposed to building new housing, but we feel that it is environmentally important to ask the question, who are we building new housing for? Without adequate controls and enforcement in place:

- SRO’s in SoMa will not continue to be used as open and accessible affordable housing options;
- new condos will be affordable only as high end luxury housing or sitting vacant because they are owned by investors who have no intention of living in these units;
- new condos will be used as commercial “short term rentals” instead of as residential use;
- new condos will be used as “corporate rentals” instead of as residential use; and
- other buildings will be used as “student housing” instead of residential use.

The inadequacy of the DEIR is that it studies the impacts of residential development as though it will be used for residences. The environmental impacts of corporate rentals, short term rentals and other commercial uses are different from residential uses. Without sufficient controls and enforcement, there is no way to ensure that new housing that is incentivized to be built under this new land use Plan will be used as housing.

7. The 5M Project Must be Included in the DEIR Analysis

¹³ <http://www.theglobeandmail.com/real-estate/vancouver/dark-windows-illuminate-problems-in-vancouvers-real-estate-market/article31822833/>

¹⁴ <https://www.nytimes.com/2015/02/08/nyregion/stream-of-foreign-wealth-flows-to-time-warner-condos.html>

¹⁵ <http://www.antievictionmappingproject.net/vacant.html>

The DEIR has moved 5M from being "Plan-induced growth to cumulative growth" per footnote on p. IV-5. The problem is that 5M is the largest single development within the boundaries of the Central SoMa Plan Area. It created new rules for development (its own Special Use District) that were based on recommendations from a draft version of the Central SoMa Plan.

Furthermore, new development in the Central SoMa Plan Area is being proposed in this Plan at a scale that is conversely driven by the scale of development that Planning pushed to approve for 5M. With 5M being the largest single development in Central SoMa, they must be considered together in the Central SoMa Plan. They have linked, not dissociated as separate, cumulative impacts. 5M is not built and its construction timeline is not clear. 5M should be studied as a principal contributor to the environmental impacts of the Central SoMa Plan. The omission of any analyses of the impacts of the 5M project in the DEIR is a critical flaw of the DEIR.

8. The Impacts of New Office Space and Lack of Local Hiring Requirements are Not Properly Presented or Studied in the DEIR

The DEIR is inadequate on the grounds that it does not incorporate all the City's policies with respect to office space development controls. Page III-19 of the DEIR details the City's pipeline of office developments with respect to Planning Code Section 321, which caps large office construction at 950,000 square feet per year. The way that this section III.C.2 is presented is unclear since there is additional office space development that is not subject to this cap because the cap only applies to "large office." Furthermore, this section of the DEIR fails to incorporate the voter approved Proposition O passed in November of 2016, which significantly increased the large office cap to include an increased amount of office space at the Shipyard. The Plan is focused on constructing a massive amount of new office space and essentially makes SoMa a second Financial District (this is true for all the Project Alternatives as well). The DEIR's lack of clarity on how it will comply with Prop M requirements, especially in light of the passage of Proposition O, is a critical flaw.

Given the intensity of new high-end office space that is being proposed, the fact that "local hiring and training goals" are still in the section of the DEIR called "Areas of Controversy and Issues to be Resolved" (p. S-79) is not only offensive to the community, but is potentially very damaging environmentally. With this approach, Planning is saying that new jobs in SoMa will be for people who are not current residents which indicates an in-migration of new people. Planning is also saying that current residents of SoMa will have to move somewhere else to find work. What are the environmental impacts of all this forced migration? This is not analyzed in the DEIR. Also, as new, more affluent people move into SoMa displacing current residents who live and work in SoMa, how much farther will those displaced workers have to travel and what is the resulting environmental impact? Again this is not analyzed in the DEIR.

9. Consideration of Continued PDR Uses in Central SoMa is Inadequate

Page S-4 of the DEIR clearly indicates that Planning has not created an actual plan for Production, Distribution and Repair (PDR) uses in its vision for Central SoMa. This has historically been one of San Francisco's most important areas for PDR uses, which ensured a diversification of the economic base of the city and job opportunities for people with trade credentials, not just advanced university degrees.

The DEIR indicates that it is removing "protective zoning" for PDR, but there is no complete report of how much PDR has been lost since the implementation of the Eastern SoMa Plan, which was in part intended to protect against the loss of PDR. Creating "incentives to fund, build, and protect PDR uses" is problematic since features that appear to be incentives today will quickly not be incentives tomorrow depending on land use, financial, and capitalization macro conditions that are driving the development market at any particular time.

There are many innovative mixed-use building types, but the prospect of "require(ing) PDR space as part of large commercial developments" seems to be a limited application. It would be important to understand what precedent there is for such a mix of uses in new developments and how likely it would be to have PDR on the ground level of a large commercial tower. What kind of PDR would it be? Who would be employed?

For all PDR, we are concerned that there be increasing job opportunities for SoMa residents and diversification of San Francisco's economy. This will protect San Francisco against "boom and bust" cycles; it will ensure that there is less regional impact on the environment that comes when sectors of the economy are segregated geographically; and will therefore result in less "Vehicle Miles Traveled."

The Plan calls for adding technology jobs to SoMa, yet these jobs are largely inaccessible to existing community residents. SoMa needs a diversity of job types in the neighborhood that are not only accessible to community residents but provide a living wage that can support workers to stay in the neighborhood. This is highlighted especially in the types of jobs provided by production, distribution, and repair businesses that provide jobs for working class residents and are jobs that cannot afford to be lost. PDR businesses also provide essential support to other industries and sectors so should be proximate to those other functions for them to be viable and effective. More consideration of continued PDR use is required in the DEIR.

10. There is No Proof that the Plan will Accomplish its Goal of Alleviating Housing Prices or Maintaining a Diversity of Residents

The Plan states as one of its main goals accommodating housing demand and addressing such demand to alleviate housing prices. The Plan, however, does not provide any studies or figures that support the claim that new development will drive down housing costs. As a result, the goal of the Plan of maintaining the diversity of residents, here in terms of socioeconomic makeup, appears empty. The Plan would cause a greater increase in the number of people living and working in the area than would be seen without the Plan, as shown in the DEIR. As the DEIR states on page V-10, "what effect development under the Plan would have on housing

affordability is a matter of considerable controversy,” and that “the influx of real estate investment and higher income, residents may increase gentrification of a neighborhood, with displacement of households being a negative outcome.”

Further study must be done regarding what effects new housing development will have on housing prices if the Plan is serious about its commitment to maintaining a diversity of residents in the area. If new housing development under the Plan-- the majority of which is market-rate-- cannot be proven to bring down housing prices, the Plan will then only work to exacerbate the gentrification and displacement crisis in the area. Studies must be done to address these facts if the Plan is to move forward in meeting its core goals, especially as they relate to affordability and maintaining a diversity of residents.

11. The Plan Continues to Provide an Inadequate Amount of Open Space in SoMa By Relying on POPOS

The SoMa is the most open space deficient neighborhood in San Francisco¹⁶, along with the neighboring Tenderloin. Instead of providing sufficient, green and publicly accessible open space, Planning has been defaulting to providing new open space for SoMa through Privately Owned Public Open Spaces (POPOS)¹⁷. POPOS have a negative impact on the community for many reasons:

- These spaces aren't truly open to the public, activity is discouraged and hours are limited;
- POPOS are not protected by the Proposition K Shadow Ordinance because they are not open spaces owned by the City's Rec and Park Department;
- Because there's no Prop K protection, it's difficult to establish a standard of shadow protection for these open spaces because CEQA is not specific on this matter;
- These spaces do not represent the type of open space that is public and accessible for use by youth, families, and seniors (like a public park); and
- POPOS overly regulate the types of activities allowed and have restrictive hours that limit access;

SoMa has such a lack of places for public recreation and truly accessible open spaces that there must be a clear plan for creating new public open spaces that are owned and managed by Rec and Park.

12. The Plan Does Not Address the Stabilization of SoMa based Non-Profit Organizations

The Central SoMa Plan has no provision for stabilizing nonprofit organizations in the neighborhood. As studied by Supervisor Kim, MOHCD, and the Northern California Community

¹⁶ http://default.sfplanning.org/publications_reports/library_of_cartography/OpenSpaceMap.pdf

¹⁷ <http://sf-planning.org/private-owned-public-open-space-and-public-art-popos>

Loan Fund, the escalation in property values, and the lack of commercial rent control has put nonprofit organizations at imminent risk of displacement.¹⁸¹⁹

By encouraging the construction of a second financial district, commercial rents will become increasingly more expensive placing nonprofit organizations even more at risk. Low income and immigrant communities in SoMa rely on many of these nonprofit organizations for basic services and to be able to survive in the community. Without these organizations, SoMa residents will be further at risk for displacement.

As noted elsewhere in this letter, displacement does result in environmental impacts. Therefore, the DEIR is deficient in that it does not recommend strategies for stabilizing nonprofit organizations in SoMa.

13. The DEIR Does Not Adequately Study the Health Impacts from Increased Noise, Degraded Air Quality, Pedestrian Safety Hazards, and Increased Wind Speeds

On page V-3, section V.B.6 "Wind" it says that "Subsequent future development anticipated under the Plan could alter wind in a manner that substantially affects public areas."

Organizations that work with seniors and people with disabilities in SoMa are concerned that any increase in wind speeds caused by the heights and bulk of the proposed buildings in Central SoMa will cause a hardship and injury to seniors and people with disabilities at both public open spaces and in the public rights of way.

Noise in SoMa is already the worst in the City.²⁰ Any increase in noise levels from construction incentivized by the Central SoMa Plan (p. VI-44 says it would be "significant" and that Mitigation Measure M-NO-2a "would be insufficient to reduce the construction-related noise impacts to a less than significant level" on p VI-45). Noise levels especially from construction activity have not been studied in the DEIR. Also after construction, the degraded air quality from increased traffic, increased idling from vehicles stuck in traffic or increased ride-hailing vehicles, or from increased truck traffic will all have detrimental impacts.

We are also concerned about the vulnerability of seniors and people with disabilities while walking in the neighborhood to injury from vehicle collisions. Providing sidewalk extensions may help in some areas, but the extent of increase in automobile traffic is under-reported in the DEIR, and the potential incidents of pedestrian injuries from automobiles is also under-estimated. These environmental impacts are not sufficiently studied in the DEIR.

Conclusion: Preparation of the DEIR Did Not Sufficiently Allow for Public Input

¹⁸ <https://www.ncclf.org/npdmitigation/>

¹⁹ <https://sfgov.legistar.com/View.ashx?M=F&ID=2730532&GUID=77CFF0CE-7AC6-4569-ACEE-D2568711018F>

²⁰ http://default.sfplanning.org/publications_reports/library_of_cartography/Noise.pdf

The Central SoMa Plan DEIR is inadequate and should be revised with the additional suggested studies and recirculated to address the critical flaws we outlined above. Going forward, a version of the Central SoMa Plan that creates a family-friendly neighborhood would be SOMCAN's preferred alternative. We are recommending that Planning study a new alternative that supports growth of SoMa in a way that supports the needs of current and future youth, families and seniors. None of the alternatives currently outlined in the plan supports this vision or these needs, and instead will reshape SoMa to be San Francisco's second Financial District with little regard to the protection of the environment of existing residents, small businesses, non-profits and PDR spaces.

The preparation of this DEIR did not adequately allow for incorporation of community input. For example, the boundaries of the Central SoMa Plan changed significantly during 2016, and the public was not sufficiently noticed. Despite SOMCAN's history in engaging with a diverse and large constituency in SoMa, SOMCAN was not provided an opportunity to participate in TODCO's "community alternative", and therefore we can not endorse this alternative. While the Mid-Rise Alternative has intriguing elements, it does not come close to being a vision that we can embrace. The changes in boundaries, the brief public comment on the published DEIR all make it impossible for the SOMCAN, its members and the larger SoMa community to adequately assess the Plan or any of its proposed alternatives.

As a public disclosure document, the Central SoMa DEIR is wholly insufficient and a new alternative should be studied that fully supports families and seniors in SoMa, and the DEIR should be recirculated for public input and review.

Sincerely,

Angelica Cabande
SOMCAN
Organizational Director

Joseph Smooke
SOMCAN
Board Chair

CENTRAL SOMA PLAN

LEGISLATIVE AMENDMENTS PROPOSED BY SUPERVISOR KIM AT 7/23 LAND USE & TRANSPORTATION COMMITTEE

180184
180185
180453
7/23/18

SUBMITTED IN COUNCIL

#	Sec.	Legislation Page/Line	Change	Rationale
HOUSING SUSTAINABILITY DISTRICT [File no. 180453 - Business and Tax Regulations, Planning Codes - Central South of Market Housing Sustainability District]				
1	343(d)(7)	pg 10, lines 14-21	Modify project eligibility to require that projects seeking approval pursuant to this Section 343 elect the On-Site Affordable Housing Alternative under Sections 415.5(g)(1)(A). Projects not subject to Section 415 shall provide no less than 10% of dwelling units as units affordable to very low or low income families.	To incentivize production of on-site affordable housing units.
2	343(g)(5)	pg 13, line 25 to pg 14, line 3	Clarify the discretionary review requirement to specify that as long as the Planning Commission has delegated its authority to the Planning Department to review applications for projects subject to this Section 343, the Planning Commission shall not hold a public hearing for discretionary review of projects subject to this Section 343.	This clarifying amendment specifies that the Commission will not hold a hearing for discretionary review of these projects as long as the Planning Commission has delegated its review authority to the Planning Department. This amendment would clarify that the Board of Supervisors is not purporting to unilaterally delegate the Commission's permit review authority.
3	343(g)(6)	pg 14, line 18 to pg 16, line 2	Establish expiration of approval: Approval of a project pursuant to this Section 343 shall expire if the project sponsor has not procured a building permit or site permit for construction of the project within 30 months of the date of the Department's issuance of a written decision pursuant to subsection (g)(2) of this Section 343. If the Planning Director finds that the project sponsor has demonstrated good faith in its efforts to obtain the first site or building permit for the project, the Planning Director may extend the approval for the project for a maximum of six additional months. Such deadline shall additionally be extended in the event of any appeal of such approval for the duration of the appeal, and in the event of litigation seeking to invalidate the approval for the duration of the litigation.	To reduce delays in housing production by requiring approved projects to commence construction within a reasonable timeline.
ZONING MAP [File no. 180184 - Planning Code, Zoning Map - Central South of Market Special Use District]				
4	Section 2, subsection (c)	pg 15, line 13	Amend Height and Bulk District Map HT01 for the development on Assessor's Block 3777, Lot 052 to increase the permitted height/bulk from 45-X to 50-X.	With a special height exemption pursuant to Section 263.32 (eligible for properties that provide 100% affordable housing), this would allow the affordable housing building at 595 Brannan to achieve a height of 70', thus enabling an extra floor of affordable units.
PLANNING CODE & ADMINISTRATIVE CODE [File no. 180184 - Administrative, Planning Codes - Central South of Market Area Plan]				
5	249.78(c)(5)(B)	pg 65, line 21; pg 67, lines 8-9 and 14-27	Amend the PDR Requirements to: (1) remove grocery stores from the definition of "community building space"; (2) require that the 25% space reduction for below market rate PDR space provide the lower rent for the life of the development project; and, (3) when a development application is submitted, require the project sponsor to demonstrate that they notified existing PDR tenants about the proposed project and provided them with information about the PDR Relocation Fund (as described in the Central SoMa Implementation Program Document) and PDR Sector Assistance for Displaced Businesses available from the Office of Economic and Workforce Development (OEWD) or its successor agency.	To incentivize provision of below market rate PDR space and to support existing PDR businesses with relocation.
6	263.33(c)(2)	pg 84, line 24	Allow the development on Assessor's Block 3763, Lot 105 to receive the special height exemption for residential use, in addition to hotel.	To encourage housing production by allowing flexibility for this site to be developed as housing in addition to, or instead of, a hotel.
7	329(e)(3)(A)	pg 98, lines 20-23	Include donation of land for satisfaction of Jobs-Housing Linkage fee pursuant to Section 413.7 as a qualified amenity provided by Key Sites, if the value of the land donated is equal to or greater than the fee amount owed.	Corrects oversight based on benefits proposed by Key Sites.

#	Sec.	Legislation Page/Line	Change	Rationale
8	329(e)(3)(B)(i v)	pg 99, lines 1-4	On the Key Site identified in Section 329(e)(2)(E), allow exception to the lot coverage limits in Section 249.78(d)(4), the street frontage requirements in Section 145.1, and the protected pedestrian-, cycling-, and transit-oriented street frontage requirements of Section 155(r).	Certain exceptions were developed recognizing the specific needs and opportunities of certain Key Development Sites. However, these exceptions should not be broadly applicable to all the Key Sites.
9	329(e)(3)(B)(v i)	pg 99, lines 7-10	On the Key Site identified in Section 329(e)(2)(H), remove the exception to the protected pedestrian-, cycling-, and transit-oriented street frontage requirements of Section 155(r). Add possible exemptions to include the street frontage requirements in Section 145.1, and the required ground floor commercial uses in Section 145.4.	
10	413.7(a)	pg 101, lines 21-23	Clarify that projects that satisfy all or a portion of the Jobs-Housing Linkage fee via land dedication pursuant to Section 413.7 may receive a credit against such requirements up to the value of the land donated.	The code as introduced was contradictory, as it specified that projects could meet part or all of their Jobs-Housing Linkage fee obligation through land dedication, but later said the proposed land must be equal to or greater in value than the fee obligation. This clarification is consistent with our other land dedication policies.
11	840 (Table 840)	pg 186, line 22 to pg 190, line 13	Make conforming edits to the MUG General District Zoning Control Table to correct numbering and cross-references, and to add references to various requirements in the Central SoMa SUD.	Conforming edits to address the zoning amendments introduced on July 16th.
12	841 (Table 841)	pg 192, line 6 to pg 195, line 21	Make conforming edits to the MUR General District Zoning Control Table to correct numbering and cross-references, and to add references to various requirements in the Central SoMa SUD.	Conforming edits to address the zoning amendments introduced on July 16th.
13	848	pg 208, lines 1-6	Correct the residential off-street parking code references in the CMUO District Zoning Control Table.	Corrects cross-references.
14	Uncodified section	pg 216, lines 5-18	For a residential Tower on Block 3786, Lot 035, the following controls shall apply, provided the project meets its Inclusionary Housing requirements pursuant to Planning Code Section 415 by providing BMR units entirely on-site:(a) A 5-foot setback is required for the Tower Portion for the entire frontage along Fourth Street, and a 25-foot setback is required for the Tower Portion for the entire southwest property line frontage directly opposite the property at Block 3786, Lot 322.(b) The residential Tower may have a horizontal separation of not less than 40 feet from the Tower Portion of an approved or proposed Tower on Block 3786, Lot 322.(c) The maximum Gross Floor Area of any residential Tower floor shall be 12,500 gross square feet.(d) The maximum length of a Residential tower shall be 165 feet.	To facilitate an increase in residential units in the tower at 636 4th Street, provided the project provides affordable housing units on-site.
IMPLEMENTATION PROGRAM DOCUMENT [ADOPTED BY REFERENCE]				
15	Public Benefits Program	n/a	Amend the Implementation Program Document to: (1) In the Cultural Preservation and Community Services category, create a \$10million PDR Relocation Fund and subtract \$5million from the Restoration of the US Mint building; and, (2) subtract \$5million from the Environmental Sustainability & Resilience category (\$4 million from "Enhanced stormwater management in complete streets" and \$1million from "Water recycling and stormwater management in parks").	To support existing PDR businesses and mitigate the impacts of displacement by providing relocation assistance, including business services and support with rent and moving costs.
16	Key Development Site Guidelines	n/a	Edit the description of Key Development Site 3 to specify that the hotel may be developed as a residential building, and to remove the reference to 500 hotel rooms.	Conforming amendment with item #6 (Section 263.33) above.

CENTRAL SOMA PLAN

AMENDMENTS PROPOSED BY SUPERVISOR KIM AT 7/16 LAND USE & TRANSPORTATION COMMITTEE

• = non-substantive edits

#	Sec.	Page / Line	Change	Rationale / Notes
1	Section 2, Finding (d)	pg 8, lines 1-16	Add a finding establishing intent for the Board of Supervisors to revise the jurisdiction and composition of Citizen Advisory Committees (CACs) to guide Plan implementation.	To advance future legislation to revise the Eastern Neighborhoods CAC and split it into two bodies, one serving the three SoMa Plan Areas (East, Central, and West SoMa), and one serving the southern Plan Areas (Mission, Showplace Square / Potrero Hill, and Central Waterfront). A process would be developed to incorporate the recommendations of neighborhood stakeholders and community members.
2	Section 2, Finding (e)	pg 8, lines 17-24	Add a finding establishing intent for the Board of Supervisors to develop a "Good Jobs" Policy.	To advance future legislation to promote good jobs with living wages in the Plan area.
3	128.1(b)	pg 20, line 25; pg 21, line 1-2	Clarify the FAR definition for Transferable Development Rights to exclude: - lot area devoted to land dedicated to the City for public parks or recreation centers - lot area devoted to development of affordable housing buildings	Clarifying amendment
4	128.1(c)	pg 21, line 15	Reverse the terms "Development Lot" and "Transfer Lot"	Corrects drafting error in sequence of terms.
5	132.4(d)(1)(B)(iv)	pg 24, lines 1-2	Increase allowed streetwall architectural modulation from five feet to eight feet.	Preserves the sense of a substantial edifice while allowing for inset balconies.
6	135.3	pg 32, lines 10-12	Clarify that satisfaction of POPOS under 138 satisfies the open space requirements of 135.3.	Corrects drafting error to properly cross-reference Section 138.
7	138(a)(2)	pg 33, lines 2-3	Clarify that retail uses are not required to provide POPOS.	Corrects drafting error to include retail uses. Retail uses (like institutional uses) would still need to provide usable open space per Section 135.3.
8	138(d)(2), subsections (A) & (B); 138(e)(2)	pg 35, line 14-19; pg 37, line 19-21	Update references to point to appropriate subsections.	Corrects drafting error in references within Section 138.
9	138(d)(2)(B)(i)	pg 36, lines 4-5	Allow up to 10% of outdoor POPOS to be under a cantilevered portion of the building if the building is at least 20 feet above grade.	Facilitates architectural creativity in projects while maintaining the goal of having outdoor POPOS feel outdoors.
10	138(d)(2)(F)(ii)	pg 36, lines 13-14	Allow up to 25% of indoor POPOS to have ceiling height of less than 20 feet.	This change would facilitate the creation of mezzanines within the POPOS.
11	151.1	pg 42, lines 4-6	Change parking requirements to up to 0.25 spaces/unit principally permitted or up to 0.5 spaces/unit with a Conditional Use Authorization.	To limit parking in this transit-rich district, in keeping with the citywide TDM program.
12	155(F)(2)(J)	pg 51, line 7	Update reference to point to 329(e)(3)(B).	Corrects drafting error in references
13	155(u)	pg 52, lines 1-5	Add to the Driveway Loading and Operations Plan (DLOP) the requirement that projects include a Passenger Loading Plan. Whereas the DLOP focuses on issues within the building, the PLP would focus on on-street loading issues.	The Passenger Loading Plan is a new concept aimed at minimizing the impact of passenger drop-offs, particularly on high injury corridors. All of the projects required to do such a Plan would also be required to undertake the DLOP, so there's synergy in merging the two efforts.
14	249.78(c)(1)	pg 64, lines 18-23	Allow "active uses" to only be to a depth of 10 feet from the street (as opposed to the current standard of 25 feet) for 1) micro-retail uses on minor streets, 2) along minor streets as long there is a doorway every 25 feet.	Active use requirements are to ensure proper street activation. However, some flexibility may be beneficial in the case of micro-retail uses (i.e., uses less than 1,000 square feet), along narrow streets and alleys, and on small corner lots where the requirements of one frontage impinge on the perpendicular frontage.
15	249.78(c)(1)(D)	pg 64, line 16-17	Add that hotels are allowed as an active commercial use per 145.4.	Hotels generally have very active ground floors, including lobbies, bars, and restaurants.
16	249.78(c)(4)	pg 65, lines 6-9	Modify the Micro-Retail definition to require that spaces measure no less than 100 gross square feet, and modify the requirement so that it applies to new non-residential development only.	To provide a minimum micro-retail size to ensure usable retail space, and to allow maximum flexibility for residential projects.
17	249.78(c)(4)	pg 65, line 9; 12	Key site exception - Micro Retail requirements (c)(4) - make it clear that it refers to "lots" not "sites."	Clarifying amendment

18	249.78(c)(5)	pg 66 line 7-12	Clarify the PDR replacement language to include that the requirement would only apply to the nonresidential portion, and would exclude residential & POPOS.	Clarifying amendment
19	249.78(c)(5)(B)	pg 65, lines 20-22; pg 66, line 19	Expand the uses allowed to fulfill the PDR requirements of large office projects to also include nonprofit community services, city-owned public facilities, and Legacy Businesses. Amend the eastern boundary of the area where the off-site PDR requirement may be satisfied from Embarcadero Street to Second Street.	Like PDR, these uses are beneficial to the community and can only pay limited rent. The eastern boundary for off-site PDR replacement is being amended to conform with the Plan area boundary.
20	249.78(d)(3)(C)	pg 69, lines 3-6	Allow projects the flexibility to provide their living and solar roof elements of subsections 249.78(d)(3)(C)(i)-(v) on any rooftops within the subject project, provided the equivalent amount of square footage is provided.	To allow some flexibility
21	249.78(d)(5)(C)	pg 70, lines 5-6	Clarify lot merger restrictions to exempt the Key Site identified in 329(e)(2)(C), consistent with the Key Development Site Guidelines.	Clarifying amendment
22	249.78(d)(7)	pg 72, line 1	Wind standard – clarify that projects must meet the Nine Hour Criterion <i>with mitigations</i>	Clarifying amendment
23	249.78(d)(9)	pg 72, line 16-25; pg 73, line 1-3	In the Central SoMa SUD, - allow units above 85' in height to meet exposure requirements if they are 15' back from the property line, - allow 10% of units at or below 85' to have an exposure of 15'x15' instead of 25'x25'; and, - do not require the increase in setback at every horizontal dimension that increases of 5' at each subsequent floor.	These changes would make a rule of commonly granted exceptions.
24	263.32, 263.33, 263.34	pg 83, line 6-7, pg 84, lines 16-17, pg 85, lines 6-7	Clarify that projects that comply with these Special Height Exception sections do not need a Conditional Use approval.	Corrects oversight such that dedicated affordable housing sites can receive the height bonus just as sites that build units or that dedicate land for open space.
25	263.32(b)(1)	pg 82, lines 21-24	Clarify that sites that donate land for affordable housing are eligible for this Special Height Exception.	The purpose of this height bonus is to incentive projects to provide sites for affordable housing and open space – provide benefits that are otherwise difficult to site in a dense neighborhood. This change is in keeping with the intent of this section in that it maintains the benefit for projects in 160' height districts.
26	263.32(c)(3)	pg 83, lines 23-25	Clarify that sites that utilize this Special Height Exception to exceed 160 feet are still subject to controls in Section 270 for mid-rise projects and not towers.	Clarifying amendment
27	Table 270(h)	pg 90, line 11	For Perry Street, make the Base Height "none".	This is the correct change to effectuate the goal of treating Perry St. like current northern sides of alleys, as discussed in the Central SoMa Plan's Implementation Matrix.
28	329(d)	pg 96, lines 10-11	Add a subsection referencing the ability to grant exceptions for wind per the controls contained in Section 249.78(d)(7).	Corrects drafting error to properly cross-reference 249.78(d)(7) and 329(d).
29	329(d)	pg 96, lines 4-5	Add a subsection referencing the ability to grant tower separation exceptions per the controls contained in Section 132.4(d)(3)(B).	Corrects drafting error to properly cross-reference 132.4(d)(3)(B) and 329(d).
30	329(d)	pg 95, lines 18-21, pg 96, lines 6-7	Add a subsection enabling exceptions for the freight loading requirements of Sections 154 and 155, and to allow the "Driveway and Loading Operations Plans" (DLOP) per Section 155(u) to be used when evaluating this exemption.	These are commonly granted exceptions that are important to maintain but would otherwise be removed based on proposed changes to 329(d)(12).
31	329(d)	pg 96, lines 8-9	Add a subsection allowing for exceptions for exposure requirements under Section 140/249.78	This is a commonly granted exception that is important to maintain but would otherwise be removed based on proposed changes to 329(d)(12).
32	329(d)	pg 96, lines 12-13	Add a subsection allowing for exceptions to lot coverage requirements pursuant to 249.78 for projects that convert from nonresidential to residential.	Clarifying amendment

33	329(e)(2)(A)	pg 97, lines 20-23	Inclusion of land for affordable housing per Sec 419.6 (Alternatives to the Inclusionary Housing Component) as qualified amenities to be considered a Key Site.	Corrects oversight by Key Sites (for residential projects only).
34	329(e)(3)	pg 97, line 17	Clarify that Key Sites may utilize the exceptions granted in 329(d).	Extra language needed to make sure intent of this section is clear.
35	329(e)(3)(B)	pg 98, Lines 3-4	Clarify that Key Sites can have exceptions for tower separation even greater than the exception in 132.4	Clarifying non-substantive amendment
36	329(e)(3)(B)	pg 97, line 9-25; pg. 98, line 1-6	Limit certain exceptions to specific Key Development Sites, as discussed in the Key Development Sites Guidelines.	Certain exceptions were developed recognizing the specific needs and opportunities of certain Key Development Sites. However, these exceptions should not be broadly applicable to all the Key Sites.
37	Add new section 329(e)(3)(B)(i)	pg 98, lines 11-16	On the Key Site identified in Section 329(e)(2)(B), the ground floor non-residential height in Sections 145.1 and 249.78(d)(8) may be reduced to 14'. In addition, the apparent mass reduction controls in Section 270(h)(2) may be reduced as follows: (A) on the building frontage on Harrison Street: 50%; (B) on the building frontage on Fourth Street: None.	
38	Add new section 329(e)(3)(B)(ii)	pg 98, lines 17-21	On the Key Site identified in Section 329(e)(2)(C), exception to the lot coverage limits in Section 249.78(d)(4), the micro-retail requirement in 249.78(c)(4), the active use requirement in Section 145.1, and the ground floor commercial use requirements in Section 145.4. In addition, the site may be permitted to seek a Conditional Use Authorization to establish a Formula Retail Limited Restaurant, pursuant to Section 303.1.	
39	Add new section 329(e)(3)(B)(iii)	pg 98, lines 22-23	On the Key Site identified in Section 329(e)(2)(D), exception to the requirement in Section 138(d)(2)(E)(i) that ground floor POPOS be open to the sky.	
40	Add new section 329(e)(3)(B)(iv)	pg 98, lines 24-25	On the Key Site identified in Section 329(e)(2)(G), exception to the PDR space requirements of Section 249.78(c)(5).	
41	Add new section 329(e)(3)(B)(v)	pg 99, lines 1-6	On the Key Site identified in Section 329(e)(2)(H), exception to the protected pedestrian-, cycling-, and transit-oriented street frontage requirements of Section 155(r) and to the required nonresidential use in Section 249.78(c)(6). In addition, the usable open space requirement pursuant to Section 135 may be reduced to 60 square feet of usable open space required for each dwelling unit if all private.	
42	413.7	pg 102, lines 8-13	Require the Director of Property to either conduct or approve the land appraisal for land dedication in satisfaction of the Jobs-Housing Linkage Fee requirement	Clarifying amendment
43	418.7(a)	pg 106 line 21 through pg 107, line 8; pg 108 lines 7-8	Update SoMa Stabilization Fund to allow funding to accrue from the Central SoMa Community Facilities District	Change necessary to legalize the funding structure proposed by the Plan.
44	418.7(b)(2)	pg 107, lines 20-23	Update SoMa Stabilization Fund to reference Central SoMa Implementation Program Document	Change necessary to legalize the funding structure proposed by the Plan.
45	426	pg 120, lines 4-9	Clarify that the POPOS in-lieu fee should not be charged where exceptions from design standards are granted.	Clarifying amendment

46	434	pg 132, line 9 through pg 134, line 4	A ₁ Section that describes the purpose, ability, and requirements of the Central SoMa Mello-Roos Community Facilities District (CFD). This CFD should be applicable to projects that (1) include new construction or net additions of more than 40,000 gross square feet, (2) the project site includes residential development in Central SoMa Development Tiers B and C and/or non-residential development in Central SoMa Development Tier C; and, (3) the proposed project is greater in size than what would have been allowed without the Central SoMa Plan.	This language was always proposed for inclusion but was ready for discussion until this time.
47	848	pg 202, lines 8-20	Add a cross-reference in the CMUO table to the residential lot coverage requirements in 249.78.	Non-substantive amendment but not included in the Case Report
48	Zoning map amendments & various conforming sections in Planning Code	Zoning map ordinance: pg 4, line 17-19; pg 5, line 4-5; p 6, line 20; pg 7, line 15 & 22	Modify the proposed zoning as follows: - Keep the MUR zoning on the portions of Assessor blocks 3725, 3732, 3750, 3751, 3752 and 3753 that are currently zoned MUR - Rezone the WMUG- and M-zoned parcels in block 3733 in the Plan Area and the WMUG-zoned parcels in block 3752 to MUR - With the exception of parcels that are part of Key Development Sites, rezone the SALI-zoned parcels on blocks 3777, 3778, 3785 to MUG	To increase housing development by limiting hotels and other non-residential uses.

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT**

2020 W. El Camino Avenue, Suite 500
Sacramento, CA 95833
(916) 263-2911 / FAX (916) 263-7453
www.hcd.ca.gov



July 6, 2018

San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 94102-4689

RE: Housing Sustainability District Ordinance

Dear Members of the Board of Supervisors:

Thank you for submitting the City and County of San Francisco's ("San Francisco") proposed ordinance establishing a housing sustainability district in central south of Market ("HSD-Central SOMA"). This letter serves as the preliminary determination by the Department of Housing and Community Development (HCD) required pursuant to Government Code (Gov. Code) section 66202.

HCD has preliminarily determined that the proposed HSD-Central SOMA ordinance addresses the requirements of housing sustainability districts, pursuant to Gov. Code, §§ 66200 through 66210. Please note that HCD's determination is only preliminary and may be subject to change for reasons including, but not limited to, the preparation of guidelines, new information in an adopted ordinance, certification of compliance, or other subsequent submittals (Gov. Code, § 66209). In addition, HCD has not conducted a full review of any design review standards for consistency with Gov. Code § 66207. Finally, please be aware that the Legislature has not appropriated funds for a zoning incentive payment and as a result, San Francisco is not entitled to a zoning incentive payment pursuant to Gov. Code, § 66202, subdivision (a)(2) or § 66204, subdivision (b) at this time.

Once the proposed HSD-Central SOMA ordinance takes effect, please submit an acknowledgement of such to HCD. Additionally, in the event the Legislature appropriates funds for zoning incentive payments, San Francisco should submit an application for a zoning incentive payment, including all of the information required by Gov. Code, §§ 66202, subdivisions (a) and (b), and 66204, subdivision (b).

HCD commends San Francisco for its leadership in advancing the state's housing goals, including with this implementation of AB 73 (Chiu) to streamline and incentivize housing production. Streamlining and production incentives such as housing sustainability districts are critical tools to increase housing supply and affordability, while conserving existing housing stock affordable to lower income households. HCD applauds San Francisco's long-standing commitment, innovation and success in promoting the development, conservation and preservation of affordable housing.

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COMMITTEE
7/16/18

If HCD can provide any additional assistance, or if you or your staff have any questions, please contact Paul McDougall, Housing Policy Manager, at paul.mcdougall@hcd.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Zachary Olmstead", with a stylized flourish at the end.

Zachary Olmstead
Deputy Director

CENTRAL SOMA PLAN

AMENDMENTS PROPOSED BY SUPERVISOR KIM AT 7/16 LAND USE & TRANSPORTATION COMMITTEE

= non-substantive edits

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180185

7/16/18

SUBMITTED IN
CMMIT

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38	Add new section 329(e)(3)(B)(ii)	pg 98, lines 17-21	On the Key Site identified in Section 329(e)(2)(C), exception to the lot coverage limits in Section 249.78(d)(4), the micro-retail requirement in 249.78(c)(4), the active use requirement in Section 145.1, and the ground floor commercial use requirements in Section 145.4. In addition, the site may be permitted to seek a Conditional Use Authorization to establish a Formula Retail Restaurant or Limited Restaurant, pursuant to Section 303.1.	
39	Add new section 329(e)(3)(B)(iii)	pg 98, lines 22-23	On the Key Site identified in Section 329(e)(2)(D), exception to the requirement in Section 138(d)(2)(E)(i) that ground floor POPOS be open to the sky.	
40	Add new section 329(e)(3)(B)(iv)	pg 98, lines 24-25	On the Key Site identified in Section 329(e)(2)(G), exception to the PDR space requirements of Section 249.78(c)(5).	
41	Add new section 329(e)(3)(B)(v)	pg 99, lines 1-6	On the Key Site identified in Section 329(e)(2)(H), exception to the protected pedestrian-, cycling-, and transit-oriented street frontage requirements of Section 155(r) and to the required nonresidential use in Section 249.78(c)(6). In addition, the usable open space requirement pursuant to Section 135 may be reduced to 60 square feet of usable open space required for each dwelling unit if all private.	
42	413.7	pg 102, lines 8-13	Require the Director of Property to either conduct or approve the land appraisal for land dedication in satisfaction of the Jobs-Housing Linkage Fee requirement	Clarifying amendment
43	418.7(a)	pg 106 line 21 through pg 107, line 8; pg 108 lines 7-8	Update SoMa Stabilization Fund to allow funding to accrue from the Central SoMa Community Facilities District.	Change necessary to legalize the funding structure proposed by the Plan.
44	418.7(b)(2)	pg 107, lines 20-23	Update SoMa Stabilization Fund to reference Central SoMa Implementation Program Document	Change necessary to legalize the funding structure proposed by the Plan.
45	426	pg 120, lines 4-9	Clarify that the POPOS in-lieu fee should not be charged where exceptions from design standards are granted.	Clarifying amendment
46	434	pg 132, line 9 through pg 134, line 4	Add a Section that describes the purpose, applicability, and requirements of the Central SoMa Mello-Roos Community Facilities District	This language was always proposed for inclusion but was not ready for discussion until this time.

• STRIKING LIMITED
RESTAURANT ONLY
FORMULA RETAIL
RESTAURANT

#	Sec.	Page / Line	Change	Rationale / Notes
47	848	pg 202, lines 8-20	Add a cross-reference in the CMUO table to the residential lot coverage requirements in 249.78.	Non-substantive amendment but not included in the Case Report
48	Zoning map amendments & various conforming sections in Planning Code	Zoning map ordinance; pg 4, line 17-19; pg 5, line 4-5; p 6, line 20; pg 7, line 15 & 22	Modify the proposed zoning as follows: - Keep the MUR zoning on the portions of Assessor blocks 3725, 3732, 3750, 3751, 3752 and 3753 that are currently zoned MUR - Rezone the WMUG- and M-zoned parcels in block 3733 in the Plan Area and the WMUG-zoned parcels in block 3752 to MUR - With the exception of parcels that are part of Key Development Sites, rezone the SALI-zoned parcels on blocks 3777, 3778, 3785 to MUG	To increase housing development by limiting hotels and other non-residential uses.



CENTRAL SOMA

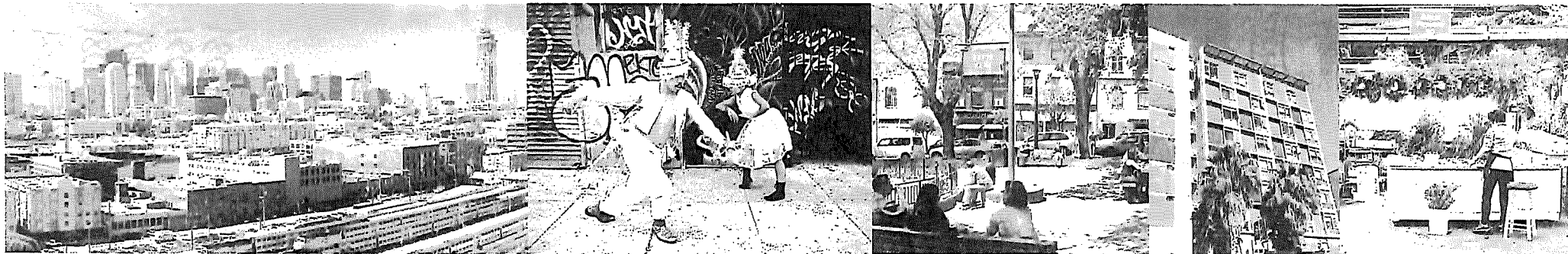
PLAN & IMPLEMENTATION STRATEGY

Land Use & Transportation Committee
October 1, 2018

180490
180155
180473
180164
180610

TODAY'S ACTIONS

1. **Amendments to the General Plan (180490)**
2. **Amendments to the Planning & Administrative Code (180184)**
3. **Amendments to the Zoning Map (180185)**
4. **Approval of the Housing Sustainability District (180453)**
5. **Amendments to the Special Tax Financing Law (180612)**



An aerial, black and white photograph of a dense urban landscape, likely New York City, showing numerous skyscrapers and buildings. The image is used as a background for the title page.

PLANNING COMMISSION RECOMMENDATIONS

NOTABLE PLANNING DEPARTMENT RECOMMENDATIONS

- **Hotels on proposed MUR sites:** allow projects that submitted a development application or environmental application before 1/1/18 to proceed, subject to Conditional Use Authorization
- **PDR design standards**
 - **Transparency:** Require 30% transparency for facades >50' in length; no transparency required for shorter facades
 - **Floor-to-floor height:** Require 17' height for PDR uses, regardless of location in building

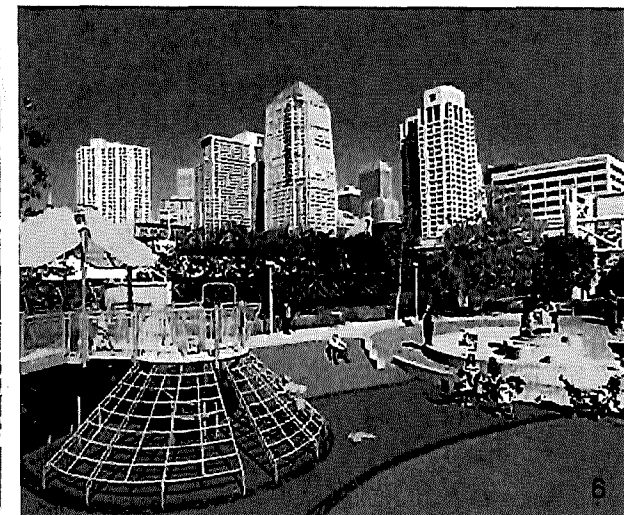
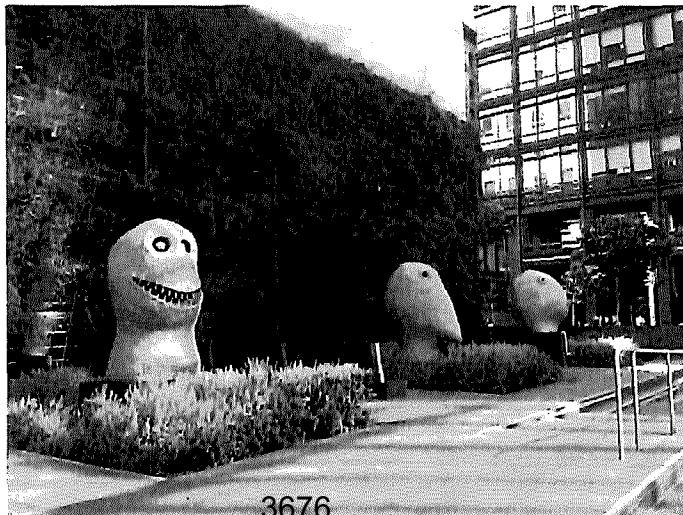
NOTABLE PLANNING DEPARTMENT RECOMMENDATIONS

- **Key Site Exceptions:** exceptions crafted to each site
- **Special Height Exception for 1 Vassar:** condition the extra height at the residential project on additional public benefits (ex: on-site BMR units or higher affordability)
- **Bulk requirements on Stillman Street:** lessen the bulk reduction requirements to reflect the alley's adjacency to the freeway



NOTABLE PLANNING DEPARTMENT RECOMMENDATIONS

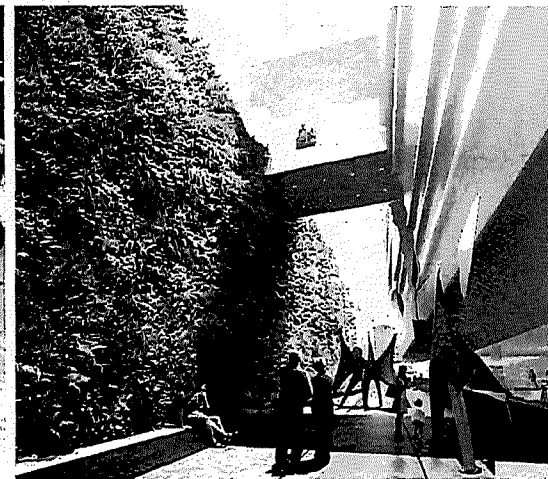
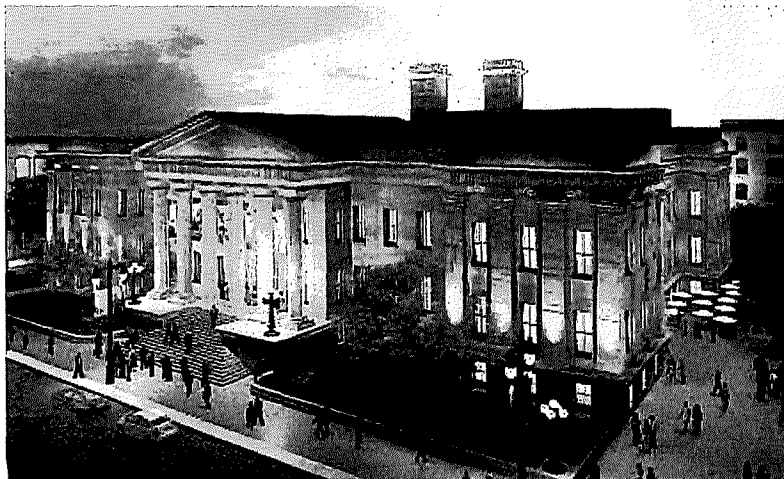
- **POPOS Design & Approval Process:** Establish that the Commission shall consider the open space of diverse inhabitants of the Plan area, including but not limited to: youth, families, seniors, workers, and residents
- **Green/living walls:** Require new developments to provide green or living walls, subject to further exploration on feasibility



NOTABLE PLANNING DEPARTMENT RECOMMENDATIONS

PUBLIC BENEFITS PROGRAM

- **Old Mint:** Restore funding to \$20 million (from \$15 million)
- **Regional Transit Capacity Enhancement & Expansion:** reduce funding by \$5 million, to \$155 million
- **Maintain other categories as amended:** PDR Relocation Assistance Fund (\$10 million) and Environmental Sustainability & Resilience (\$65 million)



NOTABLE PLANNING DEPARTMENT RECOMMENDATIONS

OTHER RECOMMENDATIONS (may require trailing legislation)

- **Live/Work Lofts:** Explore legalization as a source of revenues to fund community stabilization and affordable housing acquisition and rehabilitation
- **Privately-Owned Public Open Spaces (POPOS):** Explore the development of design guidelines



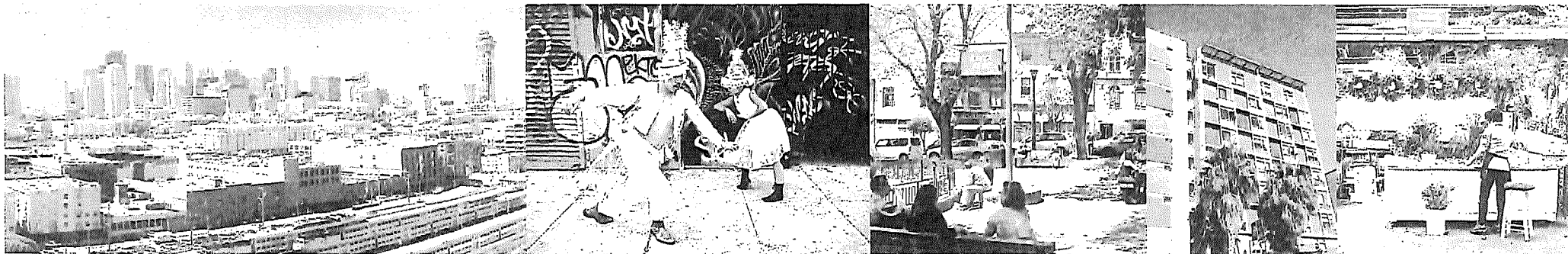
NOTABLE PLANNING DEPARTMENT RECOMMENDATIONS

ITEMS ADOPTED BY COMMISSION ON 5/10/18

- **TDM Grandfathering:** Require projects that submitted applications before September 4, 2016 to meet 75% of the TDM requirements
- **505 Brannan Street:** Add the project as a Key Site
- **598 Brannan Street (Park Block):** Allow Commission to grant a waiver that allows land dedication of space for construction of a public park to count against various fees, including the TSF and Central SoMa Fee

TODAY'S ACTIONS

1. Amendments to the General Plan (180490)
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An aerial, high-angle photograph of a dense urban landscape, likely San Francisco, showing numerous skyscrapers and buildings. The image is in black and white with a halftone or dithered texture. A white rectangular box is centered horizontally across the middle of the image.

THANK YOU

LISA CHEN

415.575.9124

LISA.CHEN@SFGOV.ORG



CENTRAL SOMA

PLAN & IMPLEMENTATION STRATEGY

Board of Supervisors - Land Use & Transportation Committee Hearing
July 9, 2018

TODAY'S PRESENTATION

1 Overview of the Central SoMa Plan

- » Plan vision & goals
- » Public Benefits package

2 Plan Evolution

- » Changes from 2016 Draft Plan through May 10th Planning Commission Adoption

3 Planning Commission Recommendations

4 Conclusion

TODAY'S ACTIONS

1. Amendments to the General Plan (180490)
2. Amendments to the Planning Code and Administrative Code (180184)
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5. Amendments to the Special Tax Financing Law (180612)



CENTRAL SOMA PLAN - CONTENTS

General Plan

- Creation of the Central SoMa Plan
- Amendments to East SoMa & Western SoMa Plans

Planning Code & Administrative Code

- Planning Code: creation of the Central SoMa Special Use District (SUD)
- Admin Code: PDR protection

Zoning Map

- Amendments to Height and Bulk District Maps
- Amendments to Zoning Use District Maps

Implementation Program

(adopted by reference)

- Implementation Matrix
- Public Benefits Program
- Guide to Urban Design
- Key Development Sites Guidelines
- Key Streets Guidelines

(continued on next page)

CENTRAL SOMA PLAN - CONTENTS

Special Tax District

- Amendments to Administrative Code Special Tax Financing Law
- Resolutions of Intention (ROIs) and Ordinances to establish the Central SoMa Special Tax District*

Housing Sustainability District

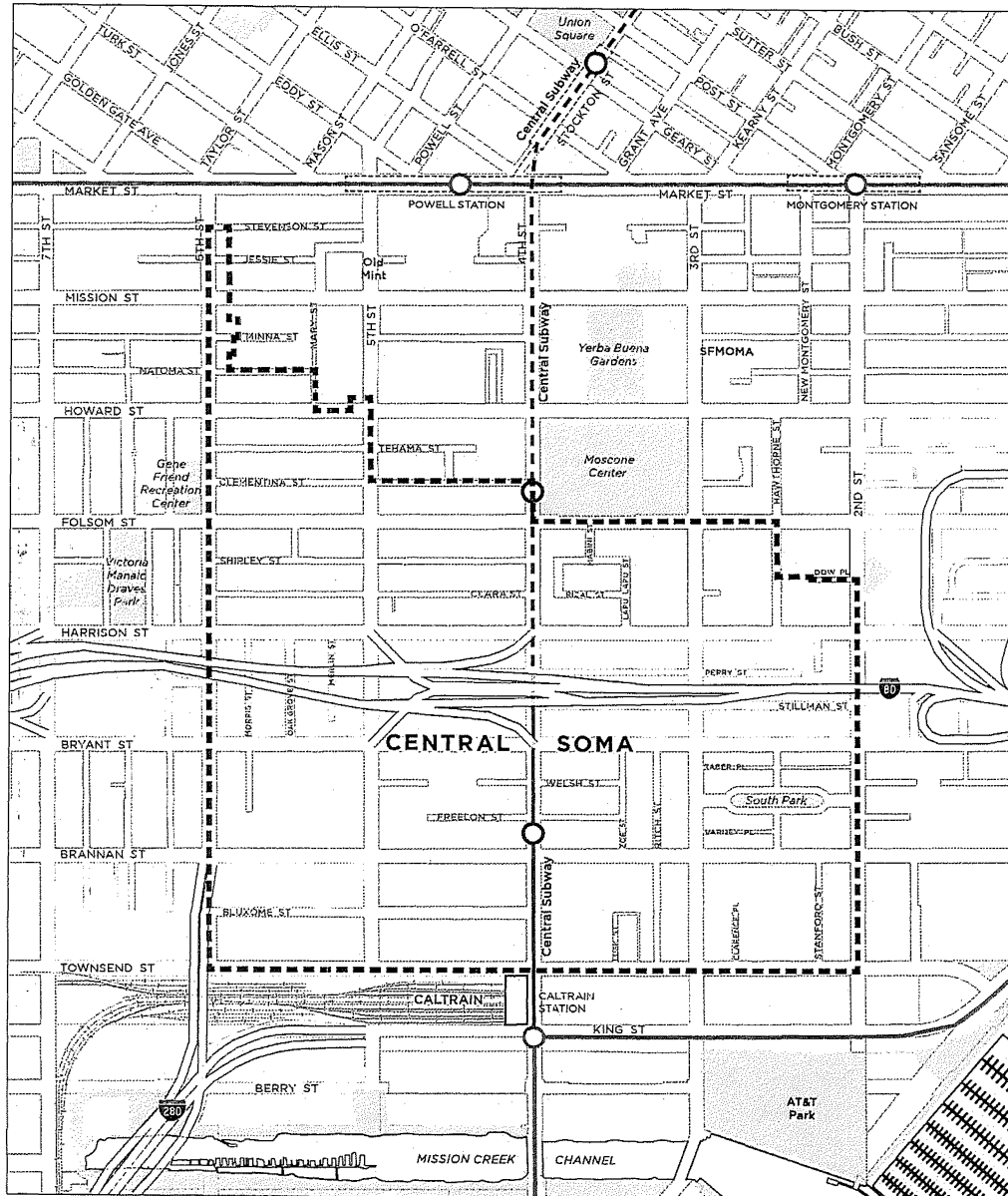
- Amendments to Business & Tax Regulations and Planning Codes to create a Central SoMa Housing Sustainability District (HSD), pursuant to California AB73

* Trailing legislation

An aerial, black-and-white photograph of a dense urban landscape, likely New York City, showing a grid of streets and numerous skyscrapers. A white rectangular box is centered horizontally across the middle of the image, containing the text 'PLAN OVERVIEW' in a bold, sans-serif font. The image has a grainy, high-contrast quality.

PLAN OVERVIEW

PLAN AREA



PLAN VISION

A sustainable neighborhood:
socially, economically,
environmentally

- Central Subway under construction, expected to open in 2019
- BART/Muni Metro Subway
- Muni Metro (Surface)

PLAN STRATEGY

Accommodate
Demand



Provide
Public Benefits



Respect and
Enhance
Neighborhood
Character



PLAN PHILOSOPHY

keep what's great



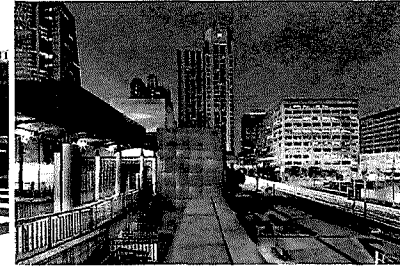
**Diversity of
Residents
and Jobs**



**Diversity of
Buildings and
Architecture**



**Abundant Local
and Regional
Transit**



**Renowned
Culture and
Nightlife**

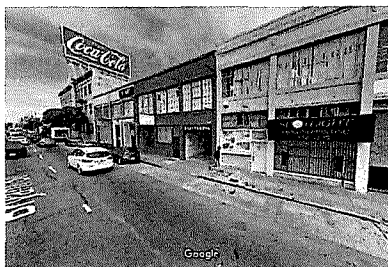
address what's not



**Unaffordable
Rents**



**Unsafe and
Unpleasant
Streets**



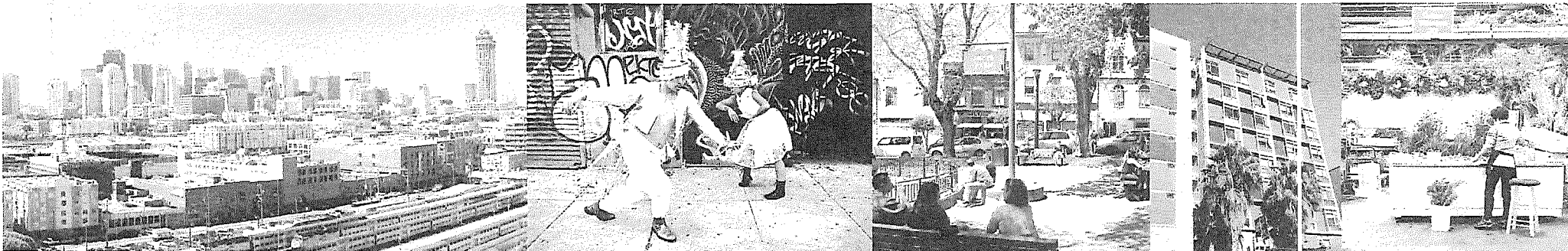
**Lack of Public
Parks and
Greenery**



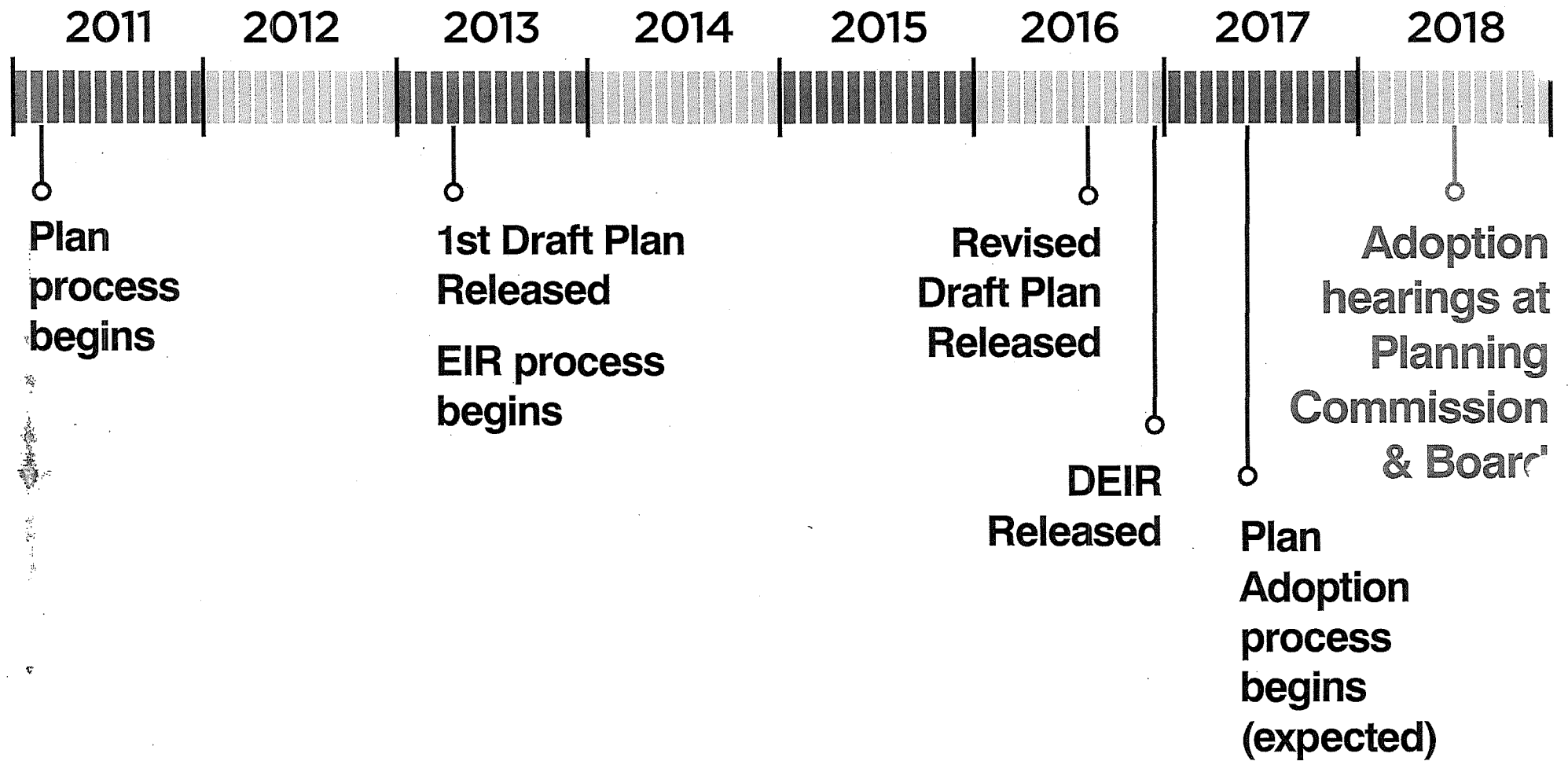
**Inefficient Zoning
and Insufficient
Funding**

PLAN GOALS

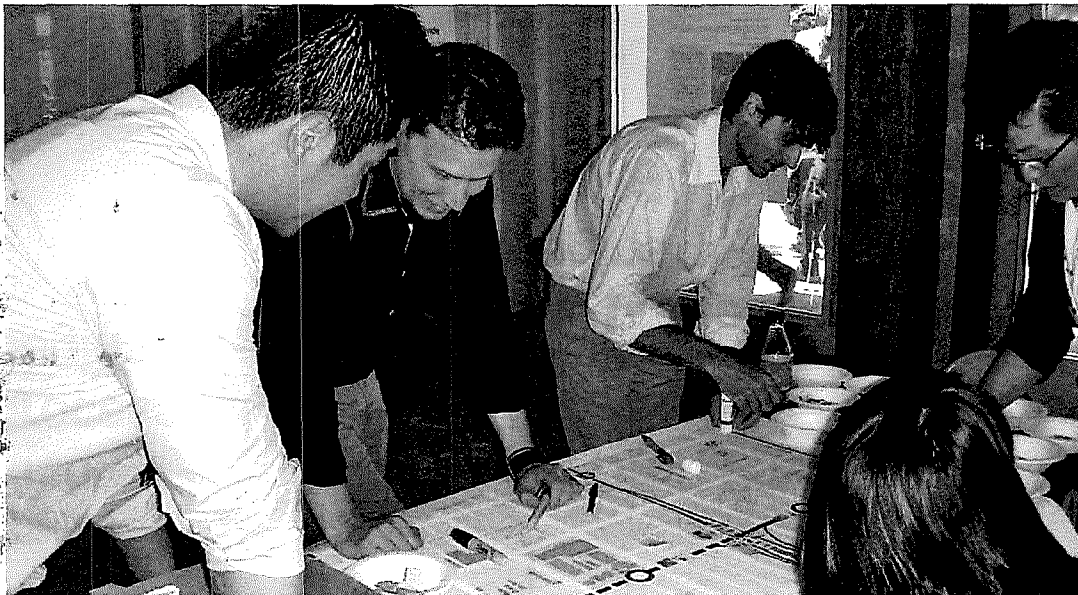
1. Accommodate a Substantial Amount of Jobs and Housing
2. Maintain the Diversity of Residents
3. Facilitate an Economically Diversified and Lively Jobs Center
4. Provide Safe and Convenient Transportation that Prioritizes Walking, Bicycling, and Transit
5. Offer an Abundance of Parks and Recreational Opportunities
6. Create an Environmentally Sustainable and Resilient Neighborhood
7. Preserve and Celebrate the Neighborhood's Cultural Heritage
8. Ensure that New Buildings Enhance the Character of the Neighborhood and the City



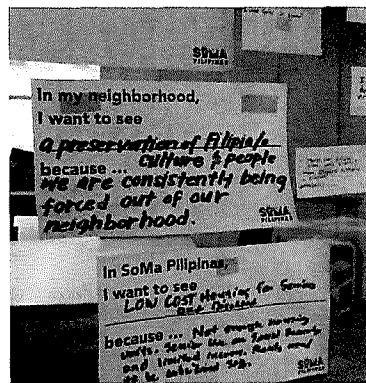
PLAN TIMELINE



OUTREACH PROCESS: 2011 - 2018



- 15 public workshops, office hours, charrettes, walking tours
- Public surveys
- 17 hearings at Planning Commission & Historic Preservation Commission
- 2 informational hearings at Board of Supervisors (Land Use Committee)



OUTREACH: ADVOCACY GROUPS (PARTIAL LIST)

77 Dow Place HOA

Alliance for Better District 6

Arden HOA

Asian Neighborhood Design

California Culture and Music Association

Central City SRO Collaborative

Central Subway Outreach Committee

Clementina Cares

Eastern Neighborhoods Citizens Advisory Committee

Filipino-American Development Foundation

Good Jobs for All

Housing Action Coalition (HAC)

One Bluxome HOA

Rincon Hill /South Beach/Mission Bay Neighborhood Association

San Francisco Bicycle Coalition

San Francisco Planning and Urban Research (SPUR)

San Francisco Senior and Disability Action

San Francisco Youth Commission

SF BLU HOA

SoMa Community Coalition

SoMa Community Collaborative

SoMa Community Stabilization Fund Citizens Advisory Committee

SoMa Pilipinas

South Beach/Mission Bay Merchants Association

South of Market Action Network (SOMCAN)

South of Market Business Association (SOMBA)

South of Market Leadership Council

South of Market Project Area Committee (SOMPAC)

TODCO

Walk SF

We Are SoMa

Western Soma Taskforce

Yerba Buena Alliance

Yerba Buena Community Benefit District

YIMBY Action

VISUALIZATION - EXISTING DEVELOPMENT



3-D Model of Existing Buildings (2016)₃₆₉₅

Digital Model by Skidmore, Owings, & Merrill

VISUALIZATION - POTENTIAL DEVELOPMENT

Central SoMa Development Potential

Anticipated Projects Outside of Central SoMa

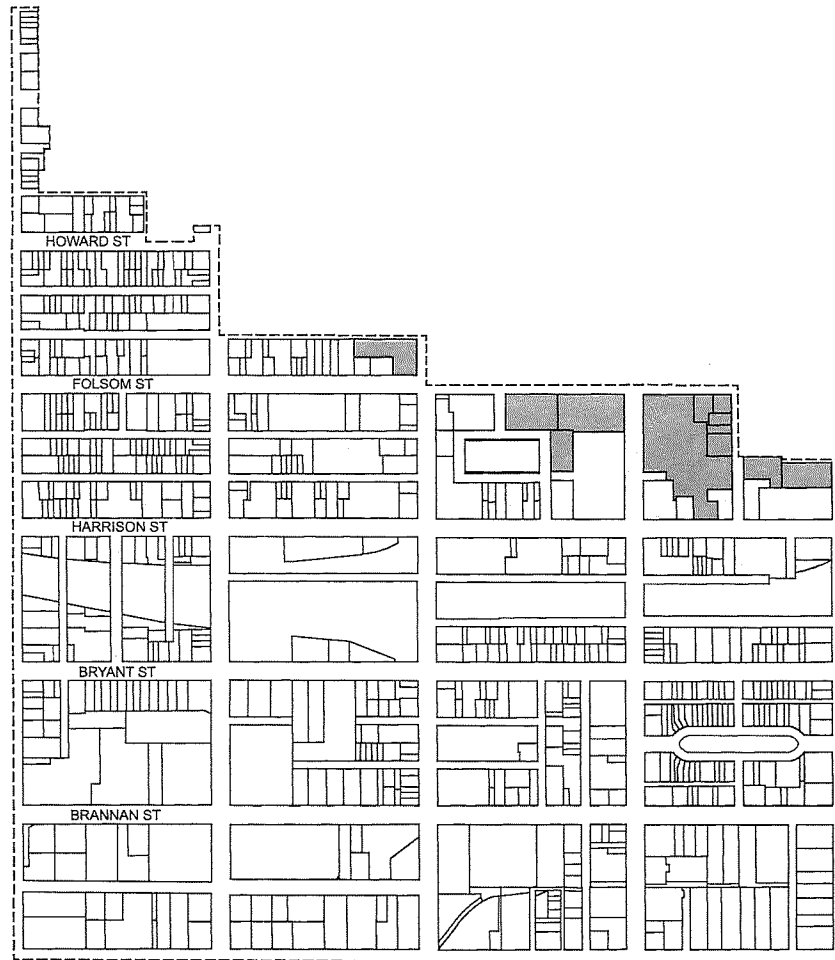
- 33,000 jobs
- 8,300 housing units

3-D Model of Potential Development

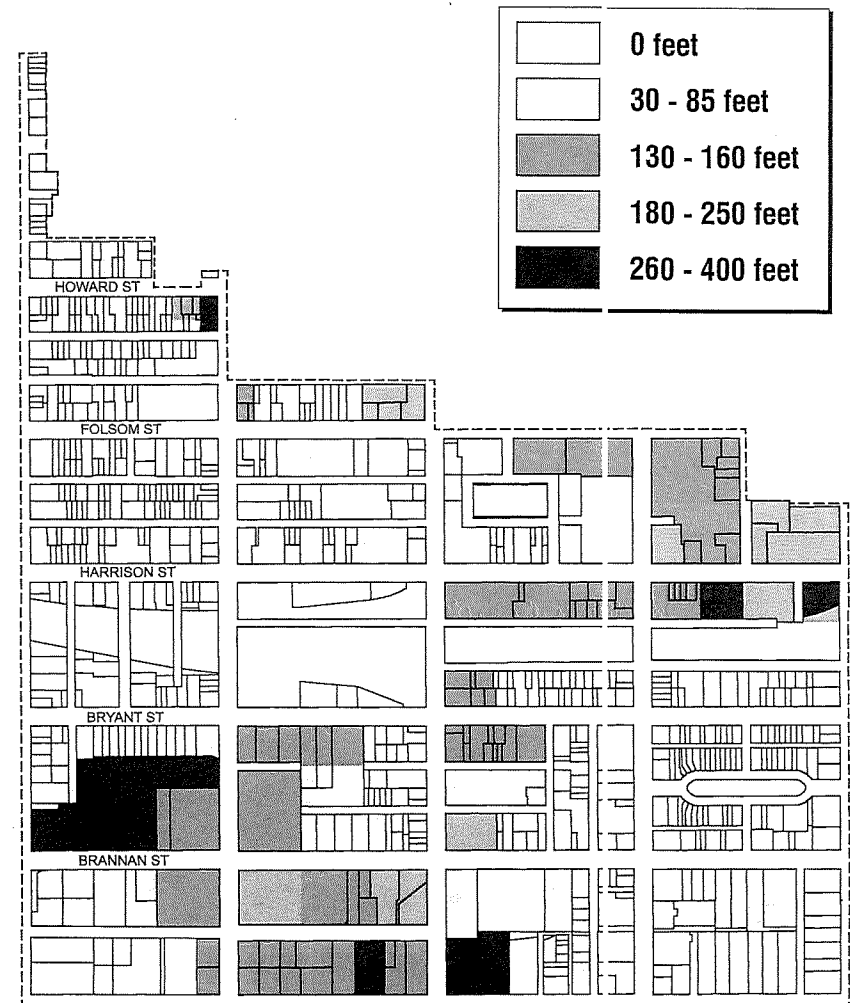
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Digital Model by Skidmore, Owings, & Merrill

EXISTING AND PROPOSED DEVELOPMENT CAPACITY



Existing Development Capacity



Proposed Development Capacity

PUBLIC BENEFITS PACKAGE

No Plan = \$500 million in Public Benefits




Central SoMa Plan = \$2.2 Billion in Public Benefits

**400% increase due
to the Plan**

**Plus ~\$1 billion in
increased General
Fund tax revenues**

NOTE: Public benefits package represents funds raised over the life of the plan (estimated as 25 years) in 2017 dollars.

PUBLIC BENEFITS PACKAGE

	Affordable Housing 33 percent of total units	\$940 million	
	Transit investment in both local and regional service	\$500 million	
	Parks and Recreation transformative improvements such as parks, plazas, and recreation centers	\$185 million	
	Production, Distribution, & Repair (including Arts) no net loss of PDR space due to the Plan	\$180 million	
	Complete Streets safe and comfortable streets for people walking and biking	\$110 million	

(continued on next page)

NOTE: Public benefits package represents funds raised over the life of the plan (estimated as 25 years) in 2017 dollars.

PUBLIC BENEFITS PACKAGE (CONTINUED)

	Community Services & Cultural Preservation funding towards community facilities and programs (e.g. health clinics, job training) and preservation of the Old Mint and other historic buildings	\$110 million
	Environmental Sustainability a healthy, resilient, green, and resource-efficient neighborhood	\$70 million
	Schools and Childcare funding to support growing population	\$65 million
	TOTAL	\$2.16 billion

NOTE: Public benefits package represents funds raised over the life of the plan (estimated as 25 years) in 2017 dollars.

PUBLIC BENEFITS: FUNDING SOURCES

FUNDING SOURCE

AMOUNT

Direct provision of benefits (e.g. on-site BMR units)	\$836 million
Central SoMa Special Tax District (NEW)	\$354 million
Eastern Neighborhoods Infrastructure Fee	\$240 million
Transportation Sustainability Fee	\$220 million
Jobs-Housing Linkage Fee	\$210 million
Affordable Housing Fee	\$180 million
Central SoMa Infrastructure Fee (NEW)	\$40 million
School Impact Fee	\$26 million
Child Care Fee	\$32 million
Central SoMa Community Facilities Fee (NEW)	\$20 million
TOTAL	\$2.16 billion

NOTE: Public benefits package represents funds raised over the life of the plan (estimated as 25 years) in 2017 dollars.

NEW FUNDING SOURCES: RESIDENTIAL (2018 RATES)

NEW REQUIREMENT	TIER A (15'-45' height increase)	TIER B (50'-85' height increase)	TIER C (90'+ height increase)
Central SoMa Community Infrastructure Fee (\$/GSF)	\$0	\$10	\$0
Mello-Roos Special Tax District (CFD; \$/GSF/yr)	\$0	CONDO: \$3.30 (2% escalation)	CONDO: \$5.50 (2% escalation)
		RENTAL: \$0	RENTAL: \$0
Community Facilities Fee (\$/GSF)		\$1.30	

NOTE: Projects must meet all existing requirements (e.g. affordable housing, Eastern Nbhd Fee, etc.)

NEW FUNDING SOURCES: NON-RESIDENTIAL (2018 RATES)

NEW REQUIREMENT	TIER A & B (15'-85' height increase)	TIER C (90'+ height increase)
Central SoMa Community Infrastructure Fee (\$/GSF)	Office >50k sq ft: \$21.50 All other projects: \$41.50	Office >50k sq ft: \$0 All other projects: \$20
Mello-Roos Special Tax District (CFD; \$/GSF/yr)	\$0	\$2.75 (4% escalation annually for 25 years, 2% thereafter)
Transferable Development Rights (Floor Area Ratios)	0	1.25 FAR
Community Facilities Fee (\$/GSF)		\$1.75
POPOS	1 sq ft for every 50 GSF of development	
Production, Distribution, and Repair (PDR)	Office >50k: greater of 0.4 FAR or Sec. 202.8 (Prop X)	

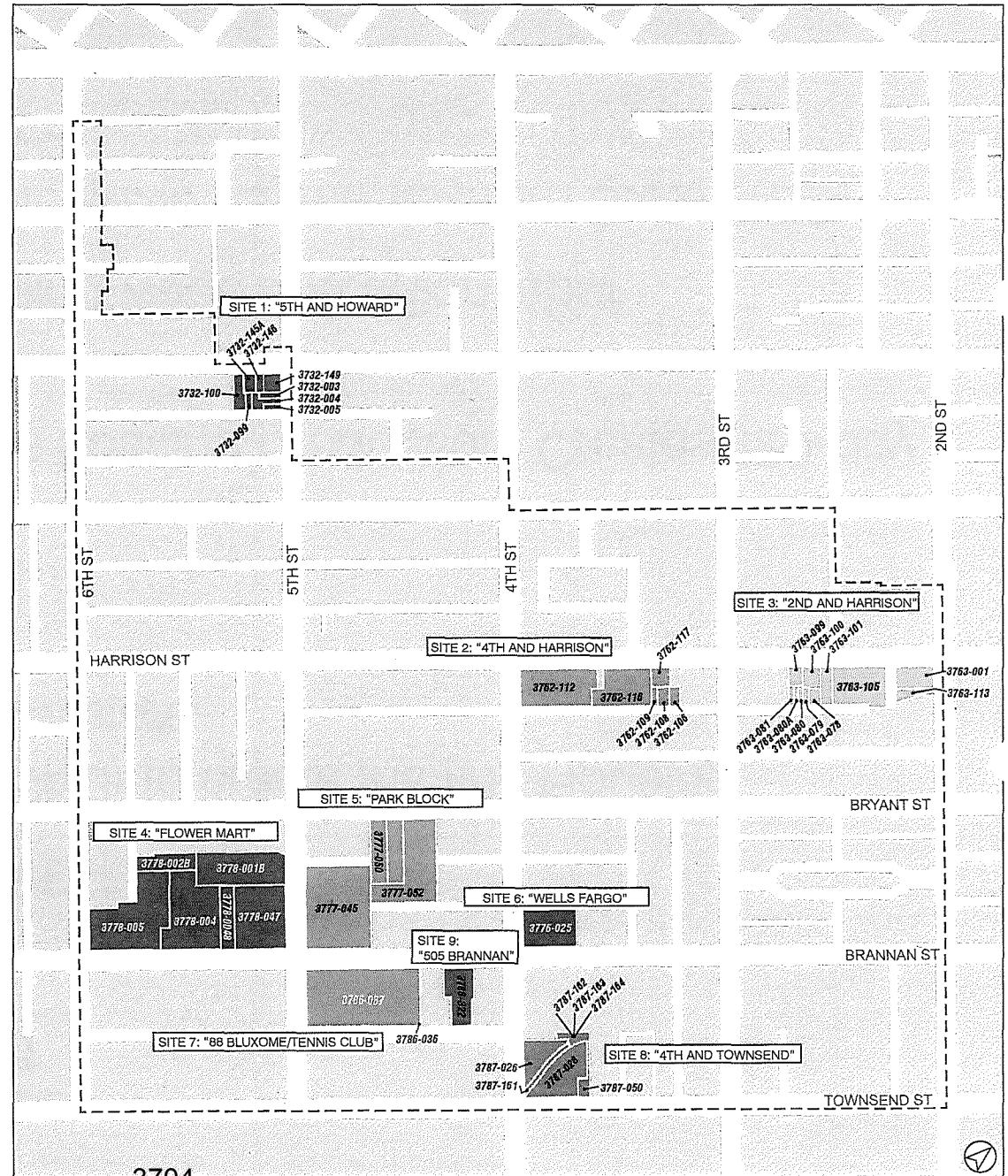
NOTE: Projects must meet all existing requirements (e.g. affordable housing, Eastern Nohds Fee, etc.)

KEY DEVELOPMENT SITES

PURPOSE

Larger sites where we have crafted more flexible / site-specific zoning in exchange for a greater amount of public benefits, including:

- affordable housing
- parks & recreational facilities
- community facilities
- low-rent / extra PDR
- bike & ped improvements



HOUSING SUSTAINABILITY DISTRICT

CENTRAL SOMA HSD OVERVIEW

- Enacts California AB73 (Chiu) to create the first Housing Sustainability District in the state

BENEFITS

- Incentivizes & streamlines housing production: Creates 120-day ministerial process
- Incentivizes use of prevailing wage and union labor
- Qualifies SF for 'zoning incentive payments' from State (TBD)

HOUSING SUSTAINABILITY DISTRICT

CENTRAL SOMA HSD MEETS AB73 REQUIREMENTS

- District must provide 20% BMR units (Central SoMa provides 33%)
- District must have an approved EIR to address environmental impacts
- Projects must provide 10% on-site BMR units
- Projects must meet wage and labor standards
 - » Pay prevailing wages (projects <75 units)
 - » Use skilled and trained workforce (projects 75+ units)

HOUSING SUSTAINABILITY DISTRICT

CENTRAL SOMA LOCAL PROGRAM (Sec. 343)

- Projects that are NOT eligible:
 - » Projects over 160 ft (unless 100% affordable)
 - » Article 10 or 11 historic properties
 - » Properties containing existing units
 - » Projects with >25,000 GSF of office space

HOUSING SUSTAINABILITY DISTRICT

CENTRAL SOMA LOCAL PROGRAM (Sec. 343)

- 120-Day Review Process:
 - » Before applying: demonstrate compliance with EIR Mitigation Measures
 - » Design review
 - » Informational hearing
 - » Progress requirement: once approved, must seek a site/building permit within 36 months of approval, or seek an extension

SPECIAL TAX DISTRICT - LEGISLATIVE ACTION

Administrative Code Chapter 43, Section 10: Special Tax Financing Law

Proposed amendments would enable the City to spend Central SoMa Special Tax revenues on eligible Facilities and Services*, which may include, but are not limited to:

- Grants to nonprofit/public social service organizations
- Environmental sustainability, including air quality mitigation and technical studies/guidelines
- Park programming and activation

***NOTE:** As identified in the forthcoming Resolutions of Intention, or ROIs

An aerial, high-angle photograph of a dense urban landscape, likely New York City, showing numerous skyscrapers and buildings. A large white rectangular box is centered over the image, containing the title text. The text is in a bold, sans-serif font, arranged in three lines. The background image is in black and white, with some visible film grain and two white circular marks on the right side.

PLAN EVOLUTION: 2016 DRAFT THROUGH CPC ADOPTION

PLAN EVOLUTION DURING ADOPTION PROCESS

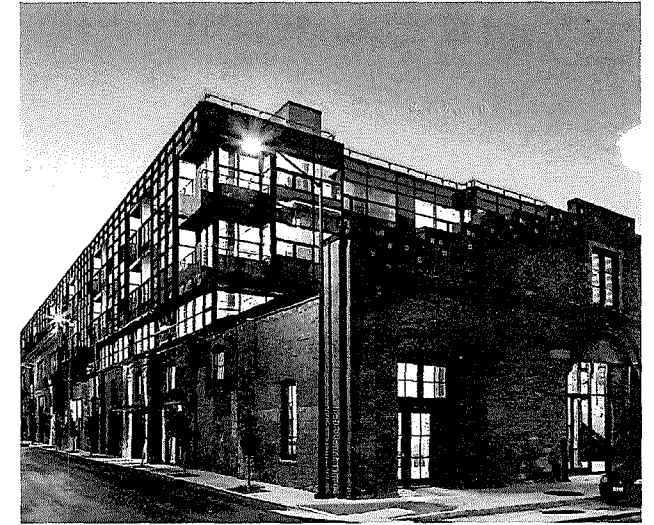
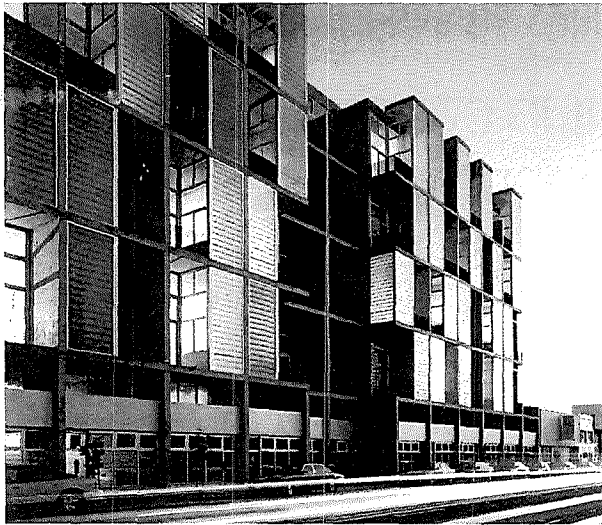
KEY AREAS

- Jobs-Housing Balance
- Public Benefits Package
- Development Requirements

JOBS - HOUSING BALANCE

WHAT WE HEARD

- Maximize housing production, especially affordable units
- Streamline the production process
- Produce / protect affordable housing units upfront through aggressive site acquisition



JOB - HOUSING BALANCE

HOW THE PLAN EVOLVED

- Housing production is now maxed out at the EIR cap (+17%, from 7100 to 8300 units)
- Central SoMa will be the state's 1st Housing Sustainability District (HSD) under AB73
- Some Key Sites are pursuing land dedication for affordable housing
- Continuing to work with MOHCD to leverage City programs:
 - » Acquisition / rehabilitation to stabilize existing units
 - » Securing additional housing locations in the broader SOMA neighborhood

PUBLIC BENEFITS

WHAT WE HEARD

- Maximize affordable housing (also see previous section)
- Provide funding for social/cultural programming (not just facilities)
- Plan for future capital needs at Yerba Buena Gardens
- Fund neighborhood cleaning & maintenance
- Work with SFUSD to support existing schools and plan for future growth
- Support development of Good Jobs (e.g. living wage and/or unionized) for low-income households
- Keep the Prop X Conditional Use for PDR replacement

PUBLIC BENEFITS

HOW THE PLAN EVOLVED

- Increased housing = +230 more affordable units (2900 total)
- Additional \$70 million for public benefits from CFD (see below)
- A Good Jobs goal was added to General Plan amendments:

ADDITIONAL FUNDING CATEGORIES

	\$/YR	\$/25 YRS
Social & cultural programming (continue SoMa Stabilization Fund)	\$1,000,000	\$25 million
Park and greenery maintenance and activation	\$600,000	\$15 million
Capital for cultural amenities (e.g. Yerba Buena Gardens)	N/A	\$15 million
Neighborhood cleaning	\$350,000	\$8.75 million
Bessie Carmichael School supplemental services	\$250,000	\$6.25 million
TOTAL		\$70 million

PUBLIC BENEFITS

OTHER TOPICS REQUIRING DISCUSSION

- Eastern Neighborhoods Community Advisory Committee (CAC) & SoMa Stabilization CAC
 - » Because adjusting the CAC will require significant consideration of responsibilities and allocation of funding from projects, this will return to the Planning Commission and the Board as trailing legislation.
- Staff are working with SFUSD to assess future school capacity needs and how growth here and Citywide may be accommodated
- The Good Jobs goal may need to be fleshed out through trailing legislation

PUBLIC BENEFITS

OTHER TOPICS REQUIRING DISCUSSION (CONT.)

- NOTE: There is no need for a Conditional Use requirement for PDR replacement under Prop X, since PDR replacement is explicitly required.
 - » In addition, any CU requirement applied to housing would make them ineligible for the Housing Sustainability District, affecting ~75% of units impacted (up to 1/2 of total units)

DEVELOPMENT REQUIREMENTS

WHAT WE HAVE HEARD

- Changing financial market has made some projects less feasible, particularly rental housing
- Want greater flexibility / exceptions (e.g. similar to a Planned Unit Development)

DEVELOPMENT REQUIREMENTS

HOW THE PLAN EVOLVED

- Dropped the Mello-Roos Special Tax on rental housing to improve financial feasibility (\$1.75/sq ft)
- NOTE: Kept current zoning structure (no PUD-type exceptions possible)
 - » However, site-specific exceptions were crafted for individual Key Sites in Section 329(e).

An aerial, black and white photograph of a dense urban landscape, likely a city center. The image shows a variety of building heights and styles, with many skyscrapers and commercial structures. The perspective is from a high angle, looking down on the city. A large, white, rectangular text box is superimposed over the center of the image, containing the title in bold, black, sans-serif capital letters. The text box has a slight drop shadow, making it stand out from the background. The overall tone is professional and authoritative.

PLANNING COMMISSION RECOMMENDATIONS

PLANNING COMMISSION RECOMMENDATIONS - 5/10/18 ADOPTION HEARING

Change	Rationale
POPOS Design Exceptions	To allow greater flexibility and diversity of POPOS design.
Passenger & Freight Loading	To streamline and improve processes for reviewing passenger and freight loading.
Transportation Demand Management	To allow some relief for projects that have been designed assuming the same level of grandfathering as the citywide TDM ordinance.
Active Uses on Ground Floors	To allow some flexibility for micro-retail and hotel uses.
Alternate Uses in PDR Replacement Space	To support other desirable uses that cannot pay high rents.

PLANNING COMMISSION RECOMMENDATIONS - 5/10/18 ADOPTION HEARING

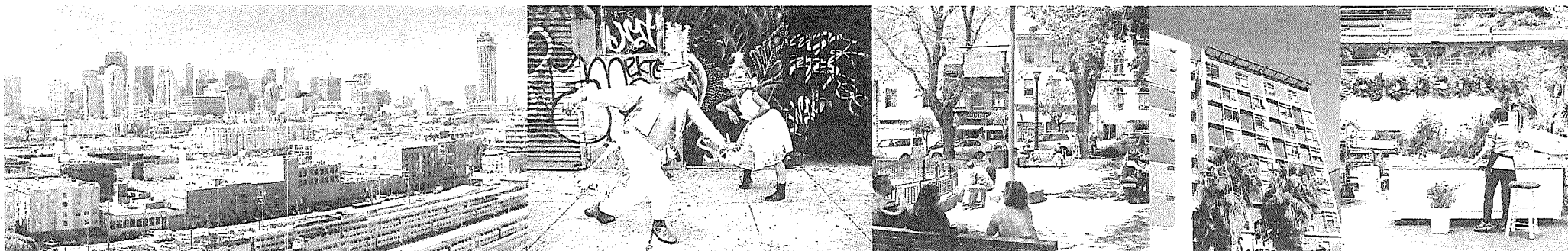
Change	Rationale
Key Development Sites	To craft exceptions to specific key sites, and to add an additional key site (505 Brannan Street)
Park Fee Waiver at 598 Brannan Street	To enable construction of a park on land currently owned by SFPUC.
Central SoMa Mello-Roos Special Tax District	To establish the purpose and application of the proposed Mello-Roos Special Tax District in Central SoMa.
SoMa Stabilization Fund	To allow Mello-Roos tax revenues to accrue to the fund.
Community Advisory Committee (CACs)	To split the existing Eastern Neighborhoods CAC into two more manageable geographies.
Other Clarifying Amendments	To correct and clarify the code amendments.

An aerial, high-angle photograph of a dense urban landscape, likely New York City, showing a variety of skyscrapers and buildings. A large, white, rectangular banner is superimposed over the center of the image, containing the word "CONCLUSION" in a bold, black, sans-serif font. The image has a grainy, high-contrast aesthetic.

CONCLUSION

TODAY'S ACTIONS

1. Amendments to the General Plan (180490)
2. Amendments to the Planning Code and Administrative Code (180184)
3. Amendments to the Zoning Map (180185)
4. Approval of the Housing Sustainability District (180453)
5. Amendments to the Special Tax Financing Law (180612)



An aerial, high-angle photograph of a dense urban landscape, likely San Francisco, showing various skyscrapers and building footprints. A large, white, rectangular box is centered horizontally and vertically, containing the text 'THANK YOU'.

THANK YOU

LISA CHEN

415.575.9124

LISA.CHEN@SFGOV.ORG



CENTRAL SOMA

PLAN & IMPLEMENTATION STRATEGY

Board of Supervisors - Land Use & Transportation Committee Hearing
July 9, 2018

TODAY'S PRESENTATION

1 Overview of the Central SoMa Plan

- » Plan vision & goals
- » Public Benefits package

2 Plan Evolution

- » Changes from 2016 Draft Plan through Planning Commission Adoption

3 Planning Commission Recommendations

4 Conclusion

TODAY'S ACTIONS

Hearing to consider:

1. Amendments to the General Plan
2. Amendments to the Zoning Map
3. Approval of the Implementation Program
4. Approval of the Housing Sustainability District (HSD)

Note: Amendments to the Planning Code and Administrative Code were referred on 7/9 from Rules Committee to Land Use & Transportation, to be heard on 7/16.



CENTRAL SOMA PLAN - CONTENTS

General Plan

- Creation of the Central SoMa Plan
- Amendments to East SoMa & Western SoMa Plans

Planning Code & Administrative Code

- Planning Code: creation of the Central SoMa Special Use District (SUD)*
- Admin Code: PDR protection and Special Tax Financing Law*

Zoning Map

- Amendments to Height and Bulk District Maps
- Amendments to Zoning Use District Maps

Implementation Program

- Implementation Matrix
- Public Benefits Program
- Guide to Urban Design
- Key Development Sites Guidelines
- Key Streets Guidelines

* Considered at Rules Committee on 7/9

(continued on next page)

CENTRAL SOMA PLAN - CONTENTS

Special Tax District

- Resolutions of Intention (ROIs) and Ordinances to establish the Central SoMa Special Tax District*

Housing Sustainability District

- Amendments to Business & Tax Regulations and Planning Codes to create a Central SoMa Housing Sustainability District (HSD), pursuant to California AB73

* Will be considered at GAO Committee on 7/18

PLAN OVERVIEW

PLAN STRATEGY

*Accommodate
Demand*



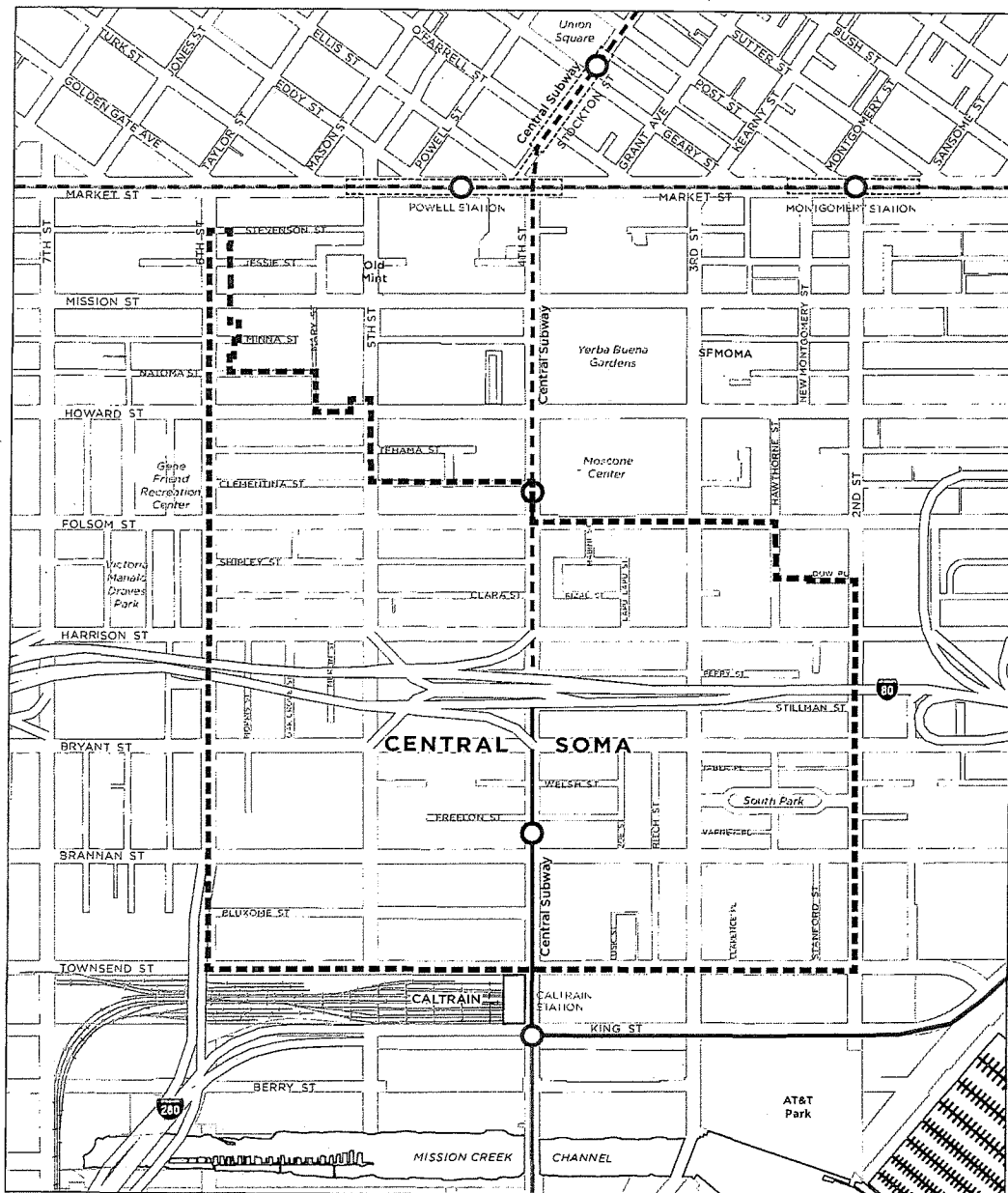
*Provide
Public Benefits*



*Respect and
Enhance
Neighborhood
Character*



PLAN AREA



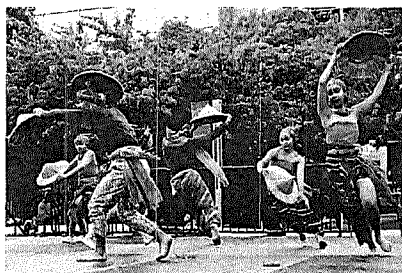
PLAN VISION

**A sustainable neighborhood:
socially, economically,
environmentally**

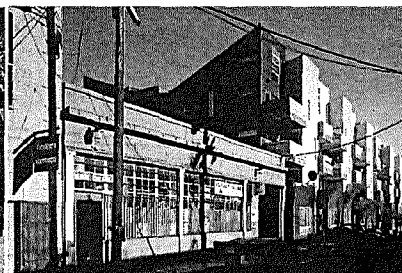
- Central Subway under construction, expected to open in 2019
- BART/Muni Metro Subway
- Muni Metro (Surface)

PLAN PHILOSOPHY

keep what's great



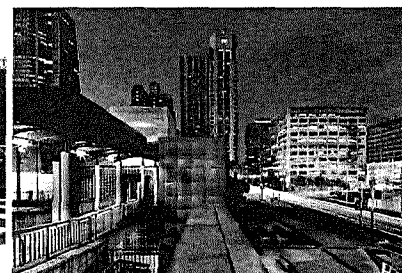
**Diversity of
Residents
and Jobs**



**Diversity of
Buildings and
Architecture**



**Abundant Local
and Regional
Transit**



**Renowned
Culture and
Nightlife**

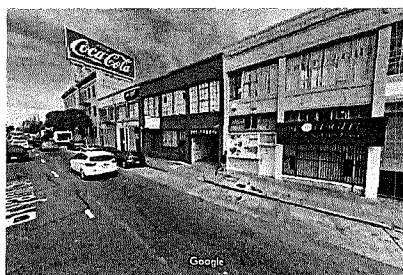
address what's not



**Unaffordable
Rents**



**Unsafe and
Unpleasant
Streets**



**Lack of Public
Parks and
Greenery**



**Inefficient Zoning
and Insufficient
Funding**

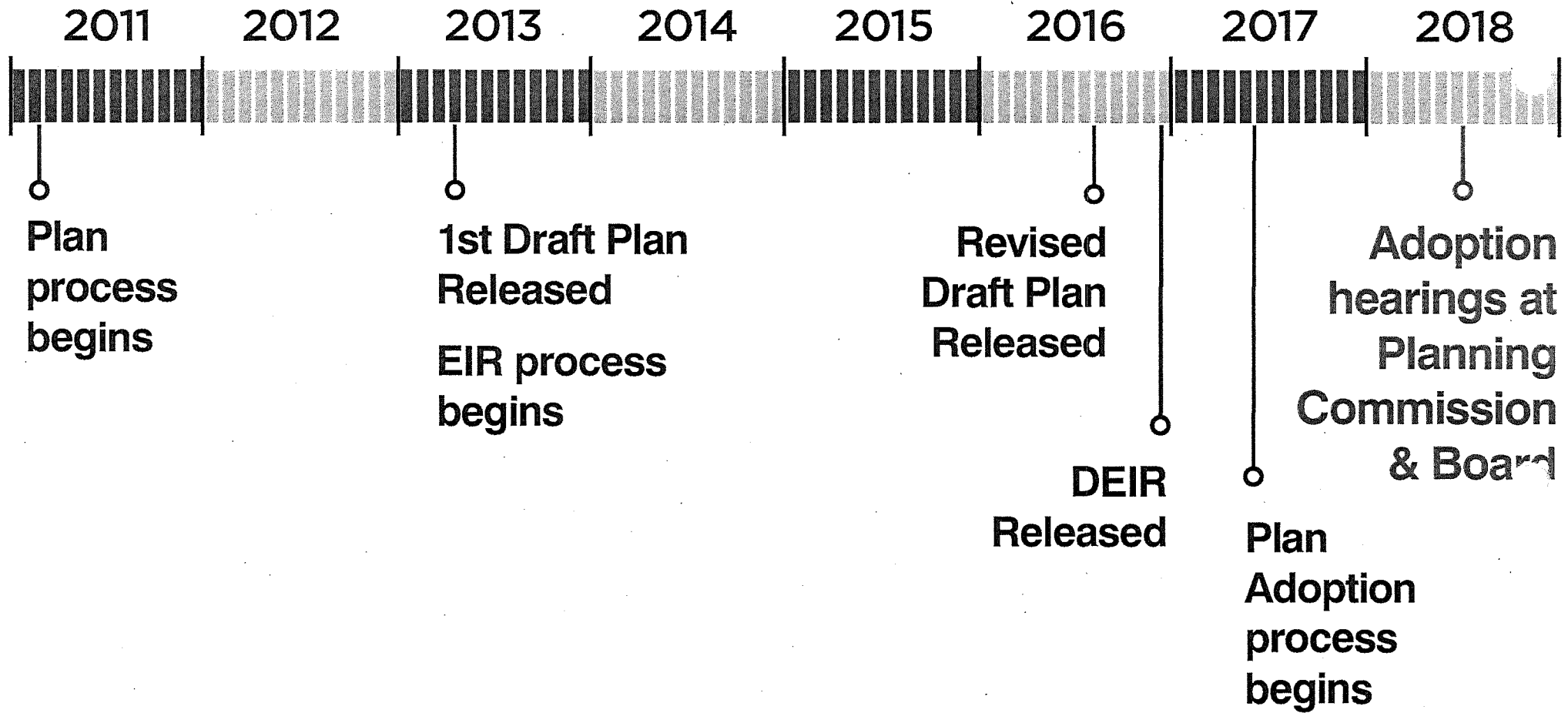
PLAN GOALS

- Goal 1* **Accommodate a Substantial Amount of Jobs and Housing**
- Goal 2* **Maintain the Diversity of Residents**
- Goal 3* **Facilitate an Economically Diversified and Lively Jobs Center**
- Goal 4* **Provide Safe and Convenient Transportation that Prioritizes Walking, Bicycling, and Transit**

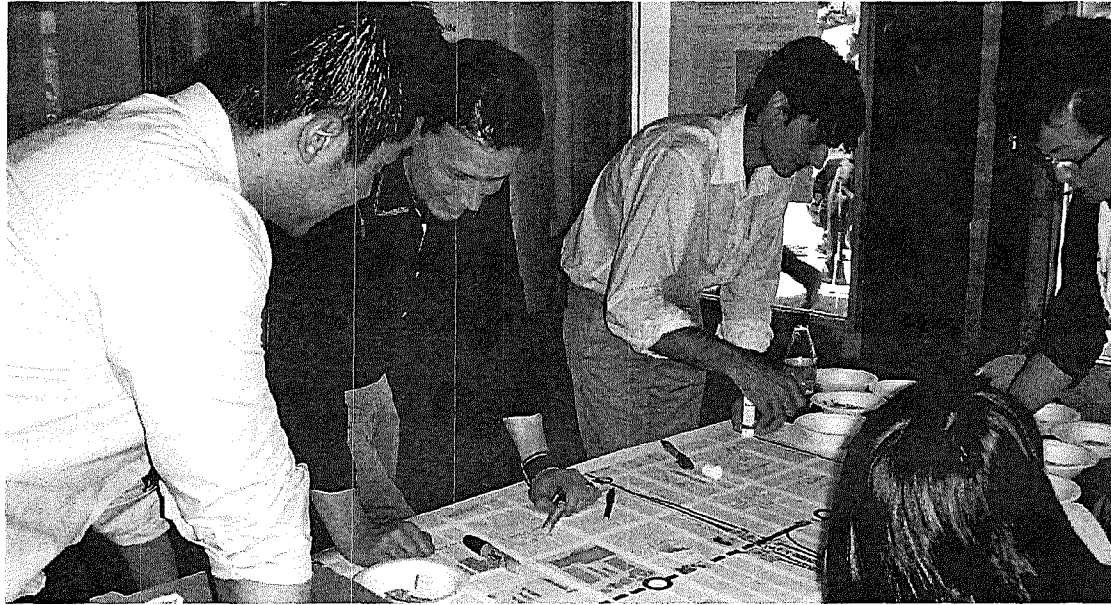
PLAN GOALS

- Goal 5* **Offer an Abundance of Parks and Recreational Opportunities**
- Goal 6* **Create an Environmentally Sustainable and Resilient Neighborhood**
- Goal 7* **Preserve and Celebrate the Neighborhood's Cultural Heritage**
- Goal 8* **Ensure that New Buildings Enhance the Character of the Neighborhood and the City**

PLAN TIMELINE



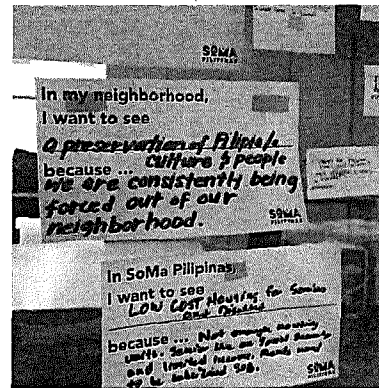
OUTREACH PROCESS: 2011 - 2018



- 15 public workshops, public surveys, office hours, charrettes, walking tours
- 17 hearings at Planning Commission & Historic Preservation Commission
- 2 informational hearings at Board of Supervisors (Land Use Committee)



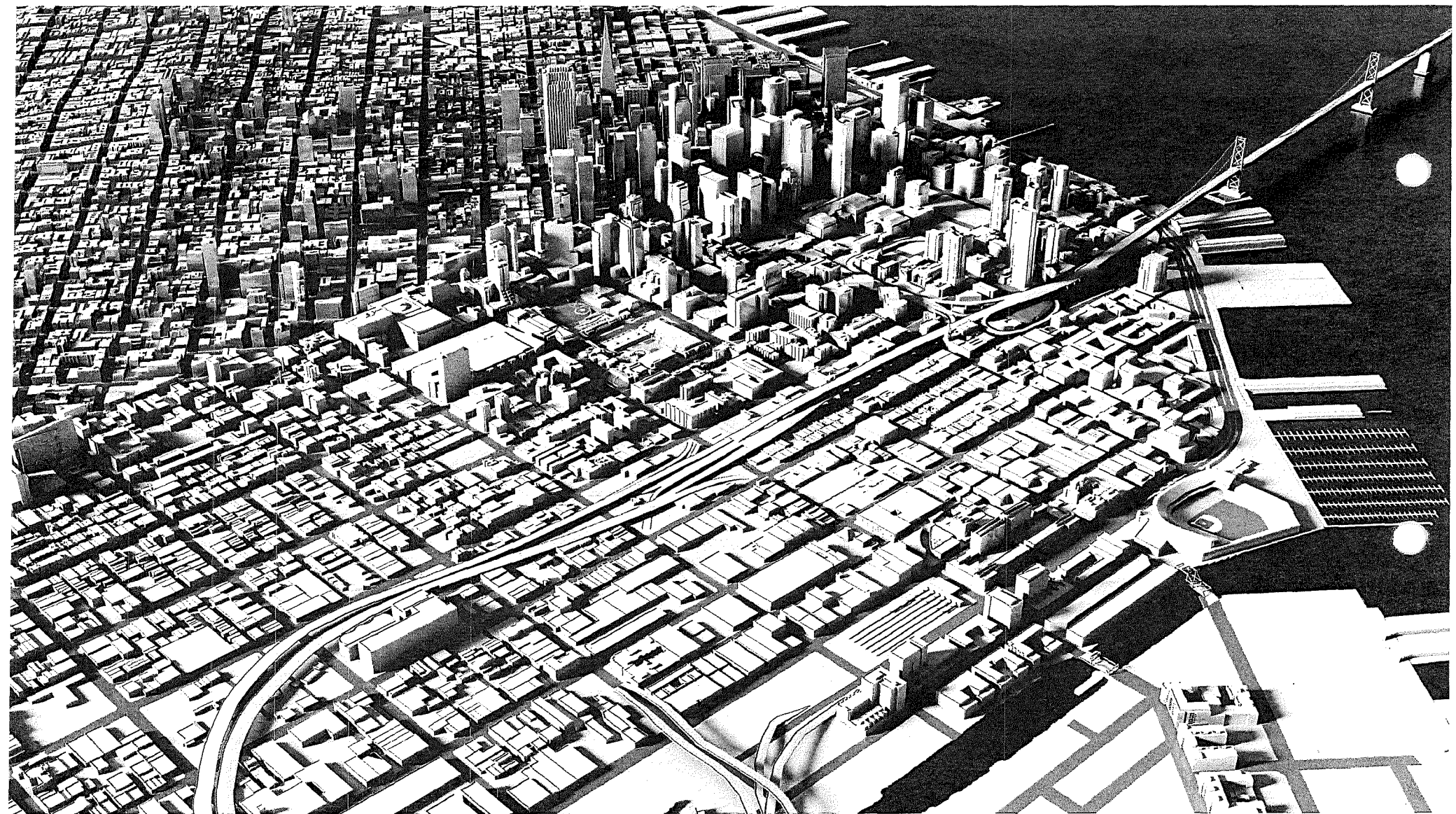
and C
Transj
Priori
Bicyc



OUTREACH: ADVOCACY GROUPS (PARTIAL LIST)

77 Dow Place HOA	SF BLU HOA
Alliance for Better District 6	SoMa Community Coalition
Arden HOA	SoMa Community Collaborative
Asian Neighborhood Design	SoMa Community Stabilization Fund Citizens Advisory Committee
California Culture and Music Association	SoMa Pilipinas
Central City SRO Collaborative	South Beach/Mission Bay Merchants Association
Central Subway Outreach Committee	South of Market Action Network (SOMCAN)
Clementina Cares	South of Market Business Association (SOMBA)
Eastern Neighborhoods Citizens Advisory Committee	South of Market Leadership Council
Filipino-American Development Foundation	South of Market Project Area Committee (SOMPAC)
Good Jobs for All	TODCO
Housing Action Coalition (HAC)	Walk SF
One Bluxome HOA	We Are SoMa
Rincon Hill /South Beach/Mission Bay Neighborhood Association	Western Soma Taskforce
San Francisco Bicycle Coalition	Yerba Buena Alliance
San Francisco Planning and Urban Research (SPUR)	Yerba Buena Community Benefit District
San Francisco Senior and Disability Action	YIMBY Action
San Francisco Youth Commission	

VISUALIZATION - EXISTING DEVELOPMENT



3-D Model of Existing Buildings (2016)

3740

Digital Model by Skidmore, Owings, & Merrill

VISUALIZATION - POTENTIAL DEVELOPMENT

Central SoMa Development Potential
Anticipated Projects Outside of Central SoMa

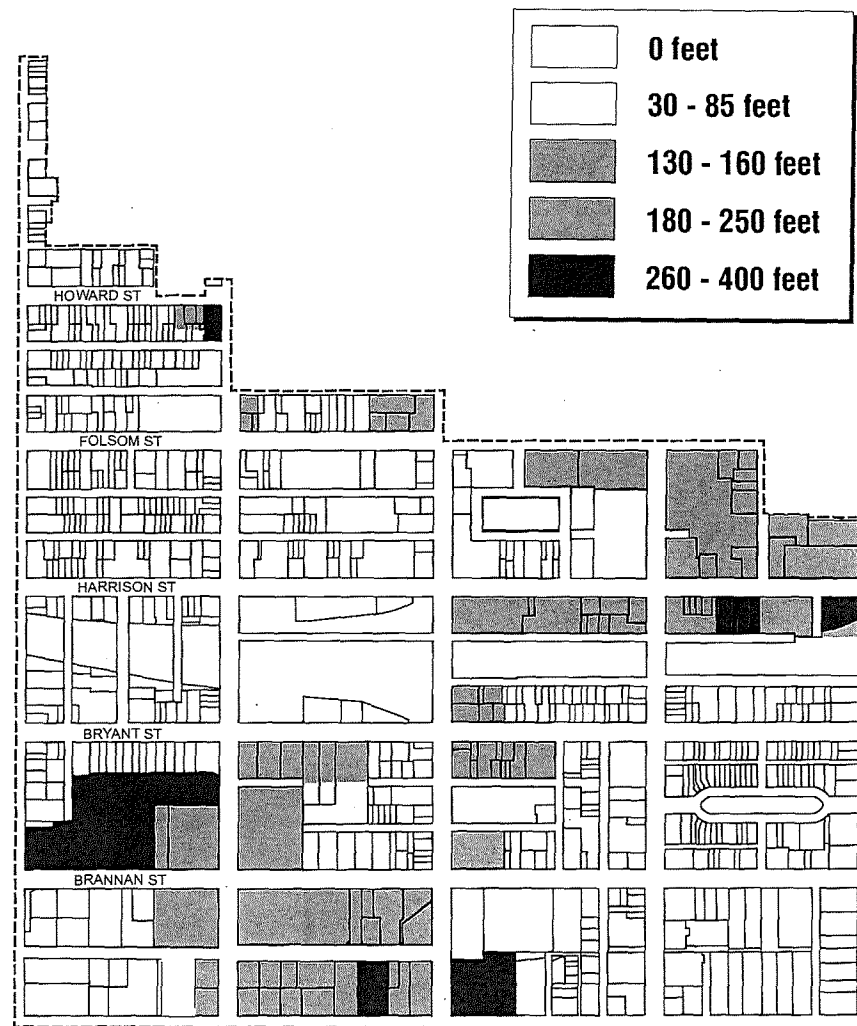
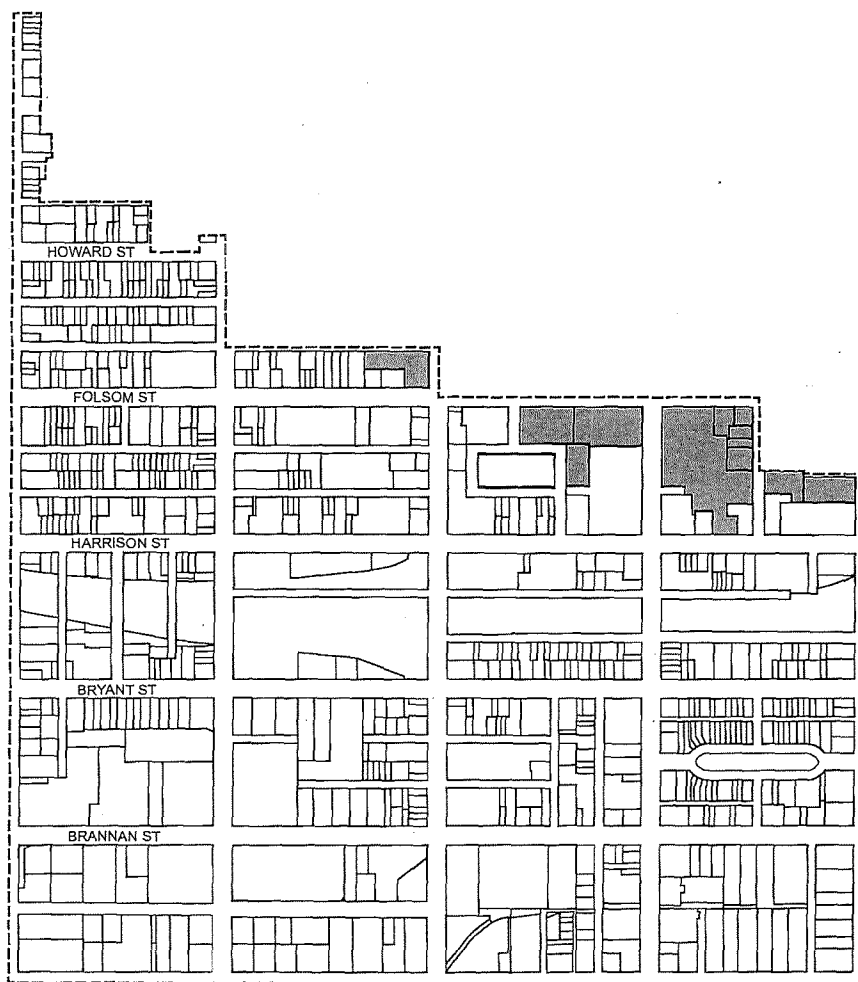
- 33,000 jobs
- 8,300 housing units



3-D Model of Potential Development

Digital Model by Skidmore, Owings, & Merrill

EXISTING AND PROPOSED DEVELOPMENT CAPACITY



Existing Development Capacity

Proposed Development Capacity

PUBLIC BENEFITS PACKAGE

No Plan = \$500 million in Public Benefits




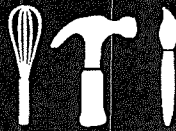

Central SoMa Plan = \$2.2 Billion in Public Benefits

**400% increase due
to the Plan**

**Plus ~\$1 billion in
increased General
Fund tax revenues**

NOTE: Public benefits package represents funds raised over the life of the plan (estimated as 25 years) in 2017 dollars.




PUBLIC BENEFITS PACKAGE

	Affordable Housing 33 percent of total units	\$940 million
	Transit investment in both local and regional service	\$500 million
	Parks and Recreation transformative improvements such as parks, plazas, and recreation centers	\$185 million
	Production, Distribution, & Repair (including Arts) no net loss of PDR space due to the Plan	\$180 million
	Complete Streets safe and comfortable streets for people walking and biking	\$110 million

(continued on next page)

NOTE: Public benefits package represents funds raised over the life of the plan (estimated as 25 years) in 2017 dollars.

PUBLIC BENEFITS PACKAGE (CONTINUED)

	<p>Community Services & Cultural Preservation</p> <p>funding towards community facilities and programs (e.g. health clinics, job training) and preservation of the Old Mint and other historic buildings</p>	<p>\$110 million</p>
	<p>Environmental Sustainability</p> <p>a healthy, resilient, green, and resource-efficient neighborhood</p>	<p>\$70 million</p>
	<p>Schools and Childcare</p> <p>funding to support growing population</p>	<p>\$65 million</p>
	<p>TOTAL</p>	<p>\$2.16 billion</p>

NOTE: Public benefits package represents funds raised over the life of the plan (estimated as 25 years) in 2017 dollars.

PUBLIC BENEFITS: FUNDING SOURCES

FUNDING SOURCE

AMOUNT

Direct provision of benefits (e.g. on-site BMR units)	\$836 million
Central SoMa Special Tax District (NEW)	\$354 million
Eastern Neighborhoods Infrastructure Fee	\$240 million
Transportation Sustainability Fee	\$220 million
Jobs-Housing Linkage Fee	\$210 million
Affordable Housing Fee	\$180 million
Central SoMa Infrastructure Fee (NEW)	\$40 million
School Impact Fee	\$26 million
Child Care Fee	\$32 million
Central SoMa Community Facilities Fee (NEW)	\$20 million
TOTAL	\$2.16 billion

NOTE: Public benefits package represents funds raised over the life of the plan (estimated as 25 years) in 2017 dollars.

NEW FUNDING SOURCES: RESIDENTIAL (2018 RATES)

NEW REQUIREMENT	TIER A (15'-45' height increase)	TIER B (50'-85' height increase)	TIER C (90'+ height increase)
Central SoMa Community Infrastructure Fee (\$/GSF)	\$0	\$10	\$0
Mello-Roos Special Tax District (CFD; \$/GSF/yr)	\$0	CONDO: \$3.30 (2% escalation)	CONDO: \$5.50 (2% escalation)
		RENTAL: \$0	RENTAL: \$0
Community Facilities Fee (\$/GSF)		\$1.30	

NOTE: Projects must meet all existing requirements (e.g. affordable housing, Eastern Nbhds Fee, etc.)

NEW FUNDING SOURCES: NON-RESIDENTIAL (2018 RATES)

NEW REQUIREMENT	TIER A & B (15'-85' height increase)	TIER C (90'+ height increase)
Central SoMa Community Infrastructure Fee (\$/GSF)	Office >50k sq ft: \$21.50 All other projects: \$41.50	Office >50k sq ft: \$0 All other projects: \$20
Mello-Roos Special Tax District (CFD; \$/GSF/yr)	\$0	\$2.75 (4% escalation annually for 25 years, 2% thereafter)
Transferable Development Rights (Floor Area Ratios)	0	1.25 FAR
Community Facilities Fee (\$/GSF)		\$1.75
POPOS	1 sq ft for every 50 GSF of development	
Production, Distribution, and Repair (PDR)	Office >50k: greater of 0.4 FAR or Sec. 202.8 (Prop X)	

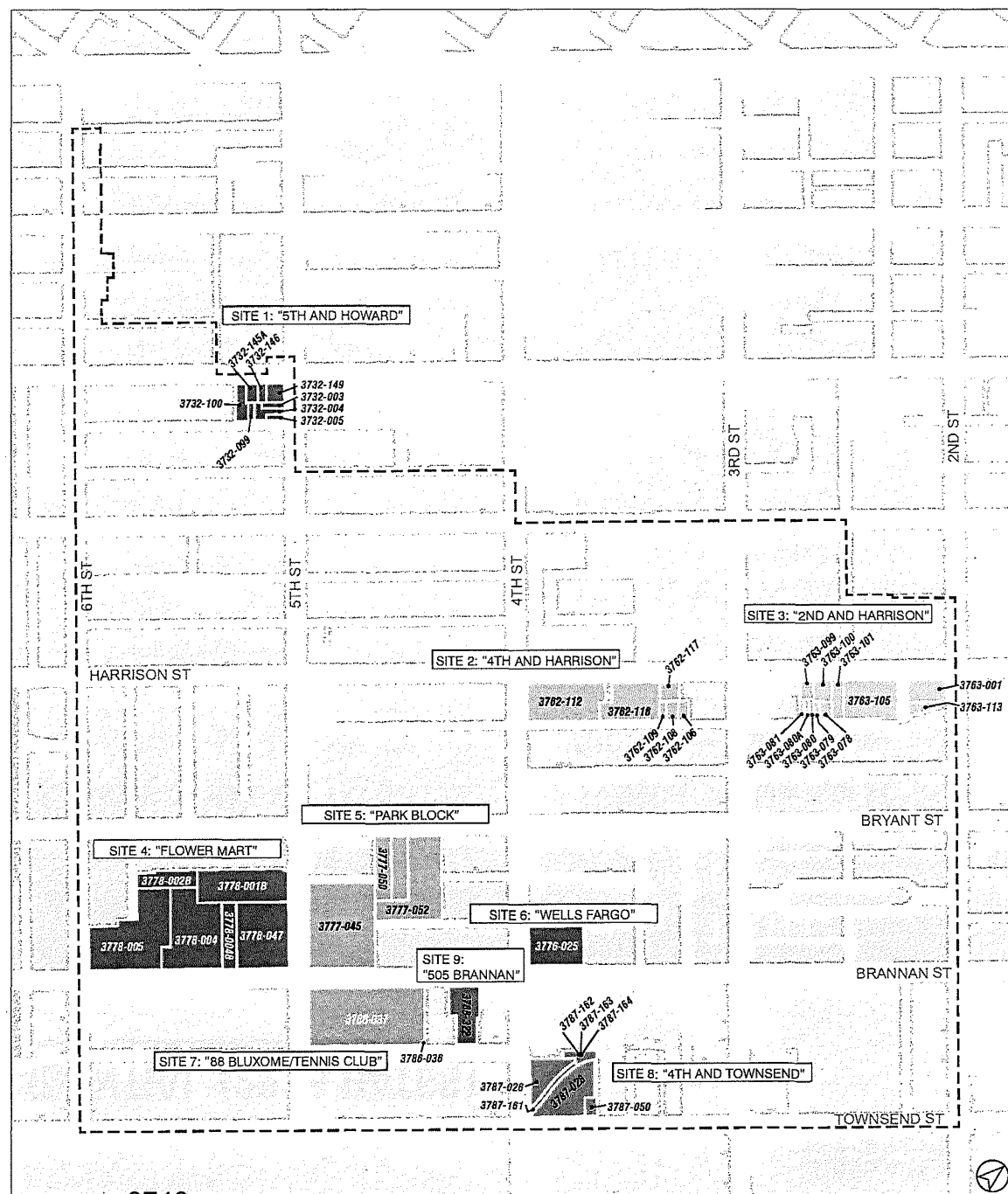
NOTE: Projects must meet all existing requirements (e.g. affordable housing, Eastern Nbhds Fee, etc.)

KEY DEVELOPMENT SITES

PURPOSE

Larger sites where we have crafted more flexible / site-specific zoning in exchange for a greater amount of public benefits, including:

- affordable housing
- parks & recreational facilities
- community facilities
- low-rent / extra PDR
- bike & ped improvements



HOUSING SUSTAINABILITY DISTRICT

CENTRAL SOMA HSD OVERVIEW

- Enacts California AB73 (Chiu) to create the first Housing Sustainability District in the state

BENEFITS

- Incentivizes & streamlines housing production: Creates 120-day ministerial process
- Incentivizes use of prevailing wage and union labor
- Qualifies SF for 'zoning incentive payments' from State (TBD)

HOUSING SUSTAINABILITY DISTRICT

CENTRAL SOMA HSD MEETS AB73 REQUIREMENTS

- District must provide 20% BMR units (Central SoMa provides 33%)
- District must have an approved EIR to address environmental impacts
- Projects must provide 10% on-site BMR units
- Projects must meet wage and labor standards
 - » Pay prevailing wages (projects <75 units)
 - » Use skilled and trained workforce (projects 75+ units)

HOUSING SUSTAINABILITY DISTRICT

CENTRAL SOMA LOCAL PROGRAM (Sec. 343)

- Projects that are NOT eligible:
 - » Projects over 160 ft (unless 100% affordable)
 - » Article 10 or 11 properties
 - » Properties containing existing units
 - » Projects with >25,000 GSF of office space

HOUSING SUSTAINABILITY DISTRICT

CENTRAL SOMA LOCAL PROGRAM (Sec. 343)

- 120-Day Review Process:
 - » Before applying: demonstrate compliance with EIR Mitigation Measures
 - » Design review
 - » Informational hearing at Planning Commission
 - » Progress requirement: once approved, must seek a site/building permit within 36 months of approval, or seek an extension

PLAN EVOLUTION: 2016 DRAFT THROUGH CPC ADOPTION

PLAN EVOLUTION DURING ADOPTION PROCESS

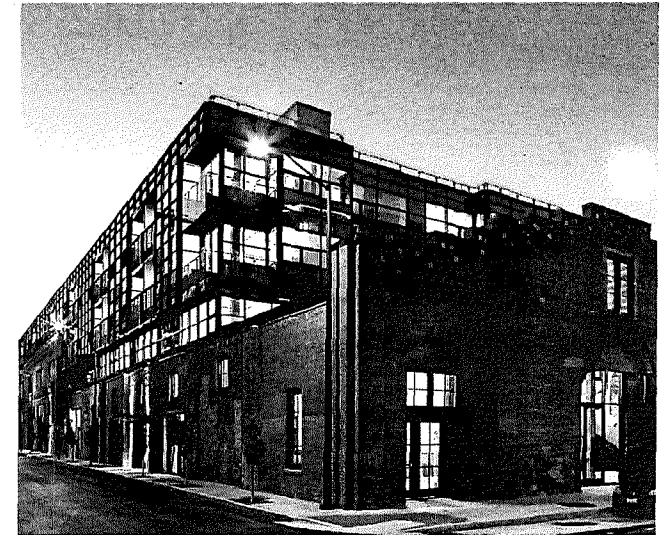
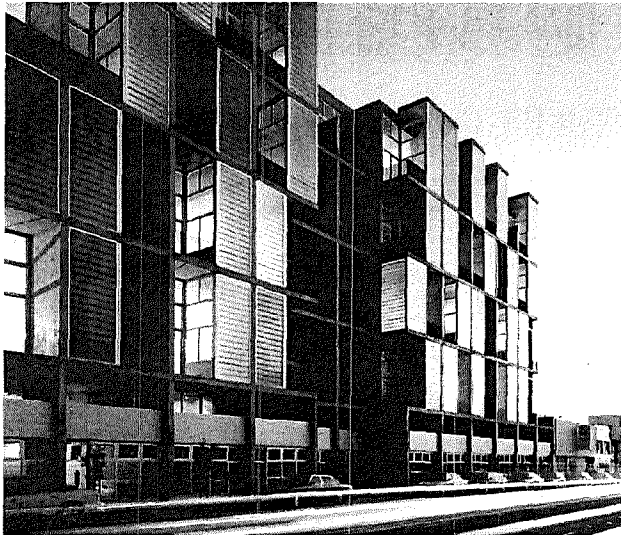
KEY AREAS

- Jobs-Housing Balance
- Public Benefits Package
- Development Requirements

JOBS - HOUSING BALANCE

WHAT WE HEARD

- Maximize housing production, especially affordable units
- Streamline the production process
- Produce / protect affordable housing units upfront through aggressive site acquisition



JOB - HOUSING BALANCE

HOW THE PLAN EVOLVED

- Housing production is now maxed out at the EIR cap (+17%, from 7100 to 8300 units)
- Central SoMa will be the state's 1st Housing Sustainability District (HSD) under AB73
- Some Key Sites are pursuing land dedication for affordable housing
- Continuing to work with MOHCD to leverage City programs:
 - » Acquisition / rehabilitation to stabilize existing units
 - » Securing additional housing locations in the broader SOMA neighborhood

PUBLIC BENEFITS

WHAT WE HEARD

- Maximize affordable housing (also see previous section)
- Provide funding for social/cultural programming (not just facilities)
- Plan for future capital needs at Yerba Buena Gardens
- Fund neighborhood cleaning & maintenance
- Work with SFUSD to support existing schools and plan for future growth
- Support development of Good Jobs (e.g. living wage and/or unionized) for low-income households
- Keep the Prop X Conditional Use for PDR replacement

PUBLIC BENEFITS

HOW THE PLAN EVOLVED

- Increased housing = +230 more affordable units (2900 total)
- Additional \$70 million for public benefits from CFD (see below)
- A Good Jobs goal was added to General Plan amendments

ADDITIONAL FUNDING CATEGORIES

	\$/YR	\$/25 YRS
Social & cultural programming (continue SoMa Stabilization Fund)	\$1,000,000	\$25 million
Park and greenery maintenance and activation	\$600,000	\$15 million
Capital for cultural amenities (e.g. Yerba Buena Gardens)	N/A	\$15 million
Neighborhood cleaning	\$350,000	\$8.75 million
Bessie Carmichael School supplemental services	\$250,000	\$6.25 million
TOTAL		\$70 million

PUBLIC BENEFITS

OTHER TOPICS REQUIRING DISCUSSION

- Eastern Neighborhoods Community Advisory Committee (CAC) & SoMa Stabilization CAC
 - » Because adjusting the CAC will require significant consideration of responsibilities and allocation of funding from projects, this will return to the Planning Commission and the Board as trailing legislation.
- Staff are working with SFUSD to assess future school capacity needs and how growth here and Citywide may be accommodated
- The Good Jobs goal may need to be fleshed out through trailing legislation

PUBLIC BENEFITS

OTHER TOPICS REQUIRING DISCUSSION (CONT.)

- NOTE: There is no need for a Conditional Use requirement for PDR replacement under Prop X, since PDR replacement is explicitly required.
 - » In addition, any CU requirement applied to housing would make them ineligible for the Housing Sustainability District, affecting ~75% of units impacted (up to 1/2 of total units)

DEVELOPMENT REQUIREMENTS

WHAT WE HAVE HEARD

- Changing financial market has made some projects less feasible, particularly rental housing
- Want greater flexibility / exceptions (e.g. similar to a Planned Unit Development)

DEVELOPMENT REQUIREMENTS

HOW THE PLAN EVOLVED

- Dropped the Mello-Roos Special Tax on rental housing to improve financial feasibility (\$1.75/sq ft)
- NOTE: Kept current zoning structure (no PUD-type exceptions possible)

PLANNING COMMISSION RECOMMENDATIONS

PLANNING COMMISSION RECOMMENDATIONS - 5/10/18 ADOPTION HEARING

- POPOS Design Exceptions
- Passenger & Freight Loading
- TDM Grandfathering
- Active Uses on Ground Floors
- Alternate Uses in PDR Replacement Space

PLANNING COMMISSION RECOMMENDATIONS - 5/10/18 ADOPTION HEARING

- Key Site Guidelines
- Park Fee Waiver for Park at 598 Brannan Street
- Central SoMa Special Tax District
- Public Oversight: Eastern Neighborhoods CAC & SoMa Stabilization CAC
- Other clarifying amendments

CONCLUSION

TODAY'S ACTIONS

Hearing to consider:

1. Amendments to the General Plan
2. Amendments to the Zoning Map
3. Approval of the Implementation Program
4. Approval of the Housing Sustainability District (HSD)

Note: Amendments to the Planning Code and Administrative Code were referred on 7/9 from Rules Committee to Land Use & Transportation, to be heard on 7/16.



An aerial, black and white photograph of a dense urban landscape, likely San Francisco, showing numerous skyscrapers and buildings. A large, white rectangular box is centered horizontally across the middle of the image, serving as a background for the text.

THANK YOU

LISA CHEN

415.575.9124

LISA.CHEN@SFGOV.ORG

November 13, 2018

San Francisco Board of Supervisors
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

RE: November 13, 2018 Agenda Items Nos. 52 through 56
Central SoMa Plan Amendments to the General Plan, Planning Code, Zoning Maps,
Business & Tax Regulations, Administrative Code (Board File Nos. 180490, 180184,
180185, 180453, 180612)

Dear Board President Cohen and Supervisors:

Thank you for the opportunity to weigh in with SPUR's support for the Central SoMa Plan, with two caveats below (on page 2). We are pleased to see that the approval of the Central SoMa Plan and its implementing actions are finally before you. The city has been working with the community for several years to get this ambitious plan completed, and we urge you to approve it.

Why should the Central SoMa Plan be approved? What do we see are its merits?

1. **Central SoMa is the right location for jobs:** Central SoMa is an area that is key to San Francisco and to the region. It lies adjacent to the Financial District, an existing dense jobs center, and it holds the most links to regional transportation infrastructure. Downtown San Francisco is the area in the region with the lowest rate of driving to work and one of the few places within the region where people can and do commute by public transportation.

This is therefore the right place — from an environmental standpoint, a jobs agglomeration standpoint and others — for accommodating a significant amount of growth for both jobs and housing, but particularly for the 40,000+ jobs this Plan contemplates.

2. **The Central SoMa Plan helps to address the housing shortage and the affordability crisis:** With recent amendments, this plan now accommodates 8,300 homes, which is an increase from what was originally planned. Additionally, the housing sustainability district, which uses David Chiu's AB 73 from last year, will help expedite the production of these units which have already been considered through this planning process.

We would support future efforts to add more housing in the Central SoMa Plan and elsewhere in San Francisco and the region without coming at the expense of jobs in regional-transit locations.

- 3. The Central SoMa Plan provides for unprecedented public benefits:** The growth accommodated by this Plan is expected to one day fund up to \$2 billion in public benefits towards affordable housing, transportation, open space, sustainability and many other needs for the city and this neighborhood. These benefits will be transformative...once the Plan is approved and once that development moves forward. But we have been waiting for the plan's completion for long enough. In the meantime, the economy has been shifting, construction costs have been rising and the feasibility of development moving forward is now shakier than it was a few years ago.

In that spirit, now is better than later. Displacement of both residents and businesses from San Francisco is happening in part because there is more competition for homes and office space. Quote unquote "normal" office jobs for nonprofits, engineering and architecture firms and other businesses are being shifted to downtown Oakland in the best case, but also to more suburban locations or other regions, because of the increased cost to lease office space in San Francisco.

While we are extremely supportive of the Central SoMa Plan overall, SPUR has concerns about two of the amendments under consideration:

- 249.78(c)(7) and 249.78(c)(8): Prohibition on Market-Rate SRO and Group Housing
We oppose the prohibition on new construction, market-rate SRO housing or group housing in Central SoMa. Given the scope of the housing shortage and the fact that housing models are already evolving across the country, this seems like the wrong move to make today. We need more places for people to live, and it's clear that people are choosing to live in many different ways in cities today, particularly in places like South of Market. The development of market-rate group or SRO housing does not harm the current or future residents of existing SRO housing. While we think that the city should closely monitor trends in housing development to understand how it is impacting the city and its residents, we strongly disagree with precluding a whole category of housing types, when what we need today is more creativity, not less, and more options, not fewer.
- Uncodified: Non-Severability/Effect of Litigation
Lastly, we are very concerned about the clauses proposed and deleted on the topic of non-severability and litigation. We agree that the uponings in the Central SoMa Plan should remain tied to the benefits promised with the plan, but we suggest not throwing the baby out with the bathwater. The CFD is only responsible for generating \$400 million out of a potential \$2 billion in benefits. We must protect the broader benefits of the plan and leave this clause out of the final approved legislation.

The Central SoMa Plan is a thoughtful and ambitious plan to improve the neighborhood for residents, workers and visitors. It will increase housing opportunities, provide significant affordability, expand green space, transform the experience of being on the street, maintain a vital mix of uses, allow a diverse mix of businesses to remain in San Francisco and more. SPUR urges you to support this Plan and set in motion the processes that will bring these benefits to Central SoMa, San Francisco and the region.

Thank you for your consideration. Let me know if you have any questions.

Best,

A handwritten signature in black ink, appearing to read 'KW' followed by a stylized flourish.

Kristy Wang
Community Planning Policy Director

cc: SPUR Board of Directors
Mayor London Breed and staff
Planning Department staff

180 490
180 165
180 453
180 184
180 618

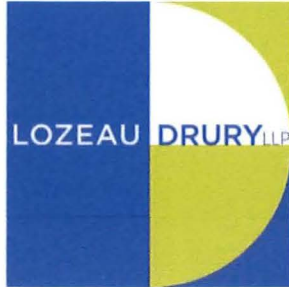
From: Board of Supervisors, (BOS)
Sent: Monday, October 22, 2018 1:42 PM
To: BOS-Supervisors; Major, Erica (BOS)
Subject: FW: Central SOMA Plan
Attachments: 2018.10.22.BOS Central SOMA-Phillips Joinder.pdf

From: Richard Drury <richard@lozeaudrury.com>
Sent: Monday, October 22, 2018 11:46 AM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Gibson, Lisa (CPC) <lisa.gibson@sfgov.org>
Cc: Toyer Gear <toyer@lozeaudrury.com>; Jacobo, Jon (BOS) <jon.jacobo@sfgov.org>
Subject: Central SOMA Plan

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Board of Supervisors and Ms. Gibson:
Please see attached comment on the Central SOMA Plan, which will be considered by the Board of Supervisors Land Use Committee today. Please include the attached comment letter in the administrative record for this matter. Thank you.
Richard Drury

--
Richard Drury
Lozeau Drury LLP
410 12th Street, Suite 250
Oakland, CA 94607
(510) 836-4200
richard@lozeaudrury.com



T 510.836.4200
F 510.836.4205

410 12th Street, Suite 250
Oakland, Ca 94607

www.lozeaudrury.com
richard@lozeaudrury.com

180490

180185

180453

180184

180612

10/22/2018

SUBMITTED *ju* *PRISONER*

By Email and Overnight Mail

October 22, 2018

San Francisco Board of Supervisors
Clerk of the San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 94102-4689
Board.of.Supervisors@sfgov.org

Lisa M. Gibson, Environmental Review Officer
1650 Mission Street, Suite 400
San Francisco, CA 94103
lisa.gibson@sfgov.org
(By Email only)

RE: Central SoMa Plan and Environmental Impact Report for Central SoMa
Plan (SCH NO. 2013042070). Request for Supplemental EIR.

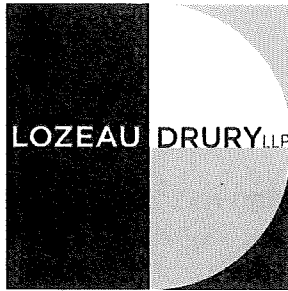
Honorable Members of the Board of Supervisors and Clerk of the Board:

We present these comments on behalf of Paul Phillips and Genia Phillips, who are residents living at 631 Folsom Street, members of 631 Folsom O.A. ("SF Blu"), and members of Central SoMa Neighbors (CSN). Paul and Genia Phillips hereby join in all of the comments that have been made by this law firm on behalf of SF Blu and Central SOMA Neighbors. Rather than repeat those comments, we incorporate all prior comments in their entirety herein by reference as if set forth in full.

Sincerely,

A handwritten signature in blue ink, appearing to read "Richard Toshiyuki Drury".

Richard Toshiyuki Drury



T 510.836.4200
F 510.836.4205

410 12th Street, Suite 250
Oakland, Ca 94607

www.lozeaudrury.com
richard@lozeaudrury.com

180490
180185
180453
180184
180618

11/20/2018

Submitted by [Signature]

By Email and Overnight Mail

October 18, 2018

San Francisco Board of Supervisors
Clerk of the San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 94102-4689
Board.of.Supervisors@sfgov.org

Lisa M. Gibson, Environmental Review Officer
1650 Mission Street, Suite 400
San Francisco, CA 94103
lisa.gibson@sfgov.org
(By Email only)

RE: Central SoMa Plan and Environmental Impact Report for Central SoMa
Plan (SCH NO. 2013042070). Request for Supplemental EIR.

Honorable Members of the Board of Supervisors and Clerk of the Board:

We present these comments on behalf of the 631 Folsom O.A. ("SFBlu"), Central SoMa Neighbors (CSN), SFBlu residents Gina Cariaga and Jason DeWillers, in support of our appeal of the Central SoMa Plan and the Environmental Impact Report for the Central SoMa Plan. Today, the San Francisco County Transportation Authority released a report proving that ride-hailing services such as Uber and Lyft are responsible for 51% of traffic delays in San Francisco, with the SOMA area being the hardest hit. (Exhibit A). We request that the City prepare a supplemental environmental impact report ("SEIR") to analyze this new information. This is significant new information that demonstrates that the Central SOMA Plan will have far greater traffic impacts than disclosed in the environmental impact report ("EIR"). The EIR assumed that ride-hailing services generate absolutely no traffic. The EIR is demonstrably false, and is therefore woefully deficient. A supplemental EIR is required to analyze this significant new information and to propose feasible mitigation measures, such as limiting Uber/Lyft (as taxis are limited), imposing impact fees on Uber/Lyft, requiring Uber/Lyft vehicles to comply with the same clean-vehicle requirements imposed in taxis, etc.

I. LEGAL STANDARD.

CEQA Guidelines Section 15088.5 sets for the standard requiring recirculation prior to final project approval. Recirculation of an EIR is required when "significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification [of the Final EIR]." New information added to an EIR is significant when "the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement." The Guidelines require recirculation when:

- (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
- (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
- (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (*Mountain Lion Coalition v. Fish and Game Com.* (1989) 214 Cal.App.3d 1043)

The new report shows that the Central SOMA Plan will have new significant impacts on traffic that were not analyzed in the EIR, that there will be an increase in severity of traffic impacts over the level analyzed in the EIR, and that the EIR is so fundamentally and basically inadequate conclusory in nature that meaningful public review and comment were precluded. Therefore a Supplemental EIR is required pursuant to CEQA Guidelines section 15088.5.

Even if the Project had already received final approval, (which it has not), a supplemental EIR would be required pursuant to CEQA section 21166 and CEQA Guidelines section 15162, which states:

(a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The San Francisco County Transportation Authority Report constitutes "New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified" which shows that: "(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;" and "(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR." A supplemental EIR is therefore required to analyze this new information and to propose feasible mitigation measures.

II. ANALYSIS.

A. A Supplemental EIR is Required to Analyze the Impacts of Ride-Hailing Services on Traffic, Air Pollution and Pedestrian Safety.

The EIR fails entirely to analyze the impacts of Uber/Lyft on traffic congestion. The EIR assumes that nobody will take Uber/Lyft at all. The Final EIR admits that the

DEIR does not consider ride hailing. The FEIR claims that there is inadequate data to allow analysis. (Response to Comments, RTC-152).

Now, accurate data exists from the County's own Transportation Authority. Today's report concludes that Uber/Lyft are responsible for 51% of traffic congestion in the City and County. The EIR's conclusion that the Central SOMA Plan will have no impact on traffic, while ignoring Uber/Lyft, is simply untenable.

In our comments on the Draft EIR, Traffic Engineer Daniel Smith, PE, pointed out that the Central SOMA Plan will actually increase vehicle miles travelled ("VMT"). As a result, the City may not rely on SB 743 to conclude that traffic impacts are less than significant and must instead conduct a standard level of service ("LOS") traffic analysis. Mr. Smith concludes that the Plan will have highly significant traffic impacts, causing gridlock throughout the Central SoMa area.


In response to comments, the Final EIR admits that the Plan increases VMT per employee ("VMT per capita of 6.8 without the Plan and 7.1 with the Plan for 2040"), but claims this is "within the general margin of error." (RTC-141-142). The City's position ignores the plain language of the statute. SB 743 contains no "margin of error." The plain fact is that even by the City's own calculation, the Plan will increase, not decrease VMT. Therefore SB 743 simply does not apply. The City's response to comments is plainly inadequate.

In the attached comment letter, Mr. Smith points out the San Francisco County Transportation Authority studies showed that ride-hailing services have a significant adverse impact on traffic. (Exhibit B). Today's study shows that the impact is far worse than previously believed.

Clearly, ride-hailing services will increase VMT. VMT already increases due to the Project. Therefore VMT will increase even more than projected in the EIR. Therefore the City cannot rely on SB 743 to ignore traffic impacts, and a traffic analysis and mitigation is required.

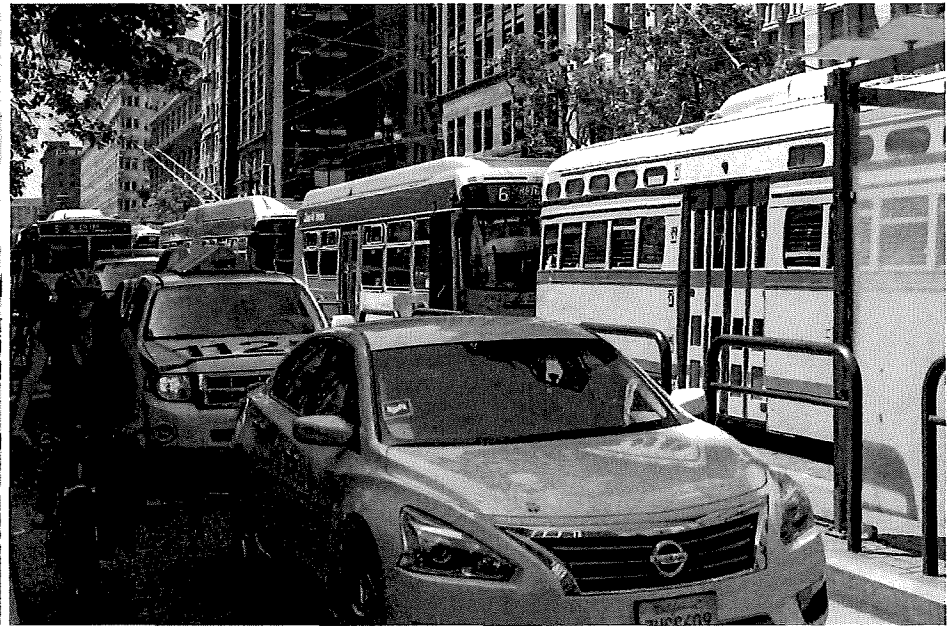
A Supplemental EIR is required to analyze the impact of ride-hailing services on traffic congestion, and related air pollution and pedestrian safety impacts. The San Francisco County Transportation Authority study constitutes significant new information that must be analyzed in a supplemental EIR to propose feasible means to mitigate the Plan's significant traffic impacts.

Sincerely,



Richard Toshiyuki Drury

EXHIBIT A



TNCs & Congestion

DRAFT REPORT | OCTOBER 2018

CONTENTS



ACKNOWLEDGEMENTS

We wish to thank the following individuals who contributed to the development of this report:

PROJECT TEAM

JOE CASTIGLIONE, SFCTA
DREW COOPER, SFCTA
BHARGAVA SANA, SFCTA
DAN TISCHLER, SFCTA
TILLY CHANG, SFCTA
GREG ERHARDT, UNIVERSITY OF KENTUCKY
SNEHA ROY, UNIVERSITY OF KENTUCKY
MEI CHEN, UNIVERSITY OF KENTUCKY
ALEX MUCCI, UNIVERSITY OF KENTUCKY

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Page 10: Torbak Hopper
Page 11: 305 Seahill
Page 11: Tony Webster

EXECUTIVE SUMMARY	03
INTRODUCTION	08
PURPOSE	09
HOW DO WE MEASURE CONGESTION?	10
WHAT FACTORS AFFECT CONGESTION SAN FRANCISCO?	11
WHAT DATA IS AVAILABLE TO UNDERSTAND CONGESTION?	13
HOW DO WE DETERMINE THE CAUSES OF CHANGES IN CONGESTION?	15
HOW HAS CONGESTION CHANGED IN SAN FRANCISCO?	18
DO TNCs AFFECT CONGESTION?	20
WHEN DO TNCs AFFECT CONGESTION?	23
WHERE DO TNCs AFFECT CONGESTION?	26
CONCLUSION	33
FUTURE RESEARCH	34
REFERENCES	35



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

1455 Market Street, 22nd Floor, San Francisco, CA 94103

TEL 415.522.4800 FAX 415.522.4829

EMAIL info@sfcta.org WEB www.sfcta.org



Executive Summary

Congestion in San Francisco worsened between 2010 and 2016. The Transportation Authority's Congestion Management Program monitoring indicates that average AM peak arterial travel speeds decreased since 2009 by -26%, while PM peak arterial speeds have decreased by -27% during this same time period. Vehicle hours of delay on the major roadways increased by 40,000 hours on a typical weekday, while vehicle miles travelled on major roadways increased by over 630,000 miles on a typical weekday.

During this period significant changes occurred in San Francisco. Roadway and transit networks changed, including the implementation of transit red carpet lanes, the expansion of the bicycle network, and the opening of the Presidio Parkway (rebuilt Doyle Drive). San Francisco added 70,000 new residents and over 150,000 new jobs, and these new residents and workers added more trips to the City's transportation network. Finally, new mobility alternatives emerged, most visibly TNCs.

In recent years, the vehicles of transportation network companies (TNCs) such as Uber and Lyft have become ubiquitous in San Francisco and many other major cities. Worldwide, the total number of rides on Uber and Lyft grew from an estimated 190 million in 2014 to over 2 billion by mid-2016 (1). In San Francisco, this agency (the San Francisco County Transportation Authority or SFCTA) estimated approximately 62 million TNC trips in late 2016,

comprising about 15% of all intra-San Francisco vehicle trips and 9% of all intra-San Francisco person trips that fall (2).

The rapid growth of TNCs is attributable to the numerous advantages and conveniences that TNCs provide over other modes of transportation, including point-to-point service, ease of reserving rides, shorter wait times, lower fares (relative to taxis), ease of payment, and real-time communication with drivers. The availability of this new travel alternative provides improved mobility for some San Francisco residents, workers and visitors, who make over one million TNC trips in San Francisco every week, though these TNC trips may conflict with other City goals and policies.

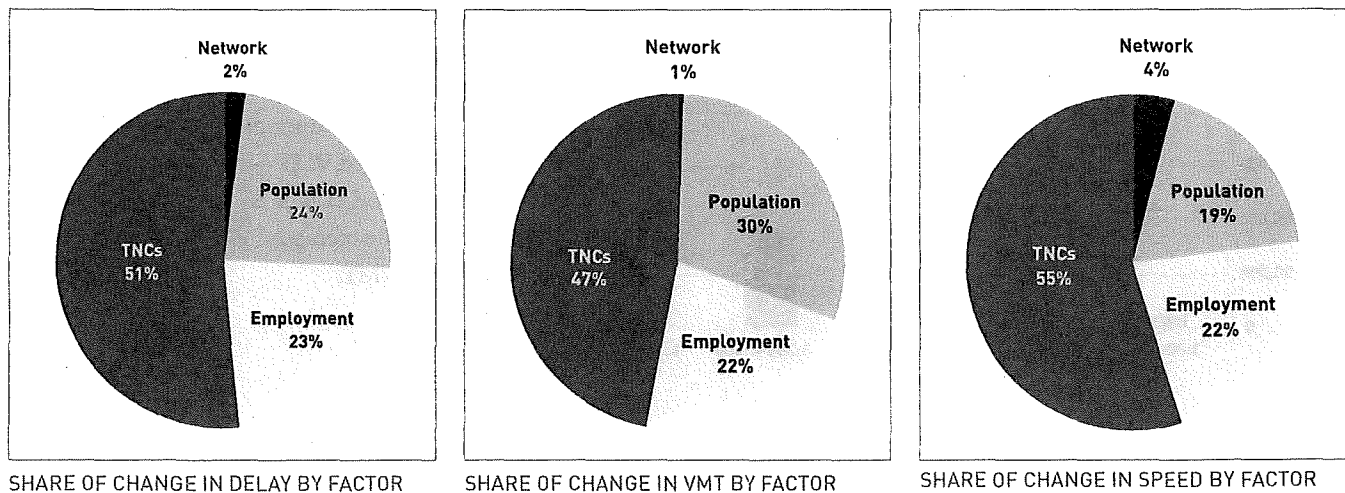
The purpose of this report is to identify the extent to which TNCs contributed to increased roadway congestion in San Francisco between 2010 and 2016, relative to other potential contributing factors including employment growth, population growth, and changes to the transportation system. This information is needed to help the Transportation Authority fulfill our role as the county Congestion Management Agency and inform our policy and planning work. As the Congestion Management Agency for San Francisco, the Transportation Authority is required by state law to monitor congestion and adopt plans for mitigating traffic congestion that falls below certain

thresholds. The report is also intended to inform the Transportation Authority board which is comprised of the members of the San Francisco Board of Supervisors, as well as other state and local policy-makers, and the general public, on the relationship between TNCs and congestion in San Francisco.

This document:

- Identifies common measures of roadway congestion;
- Discusses factors that contribute to roadway to congestion; and
- Quantifies the relative contributions of different factors, including population, employment, road network changes and TNCs, to observed changes in congestion in San Francisco between 2010 and 2016, by location and time of day.

The report utilizes a unique TNC trip dataset provided to the Transportation Authority by researchers from Northeastern University in late 2016, as well as INRIX data, a commercial dataset which combines several real-time GPS monitoring sources with data from highway performance monitoring systems. These data are augmented with information on network changes, population changes, and employment changes provided by local and regional planning agencies, which are used as input to the Transportation Authority's activity-based regional travel demand model SF-CHAMP.

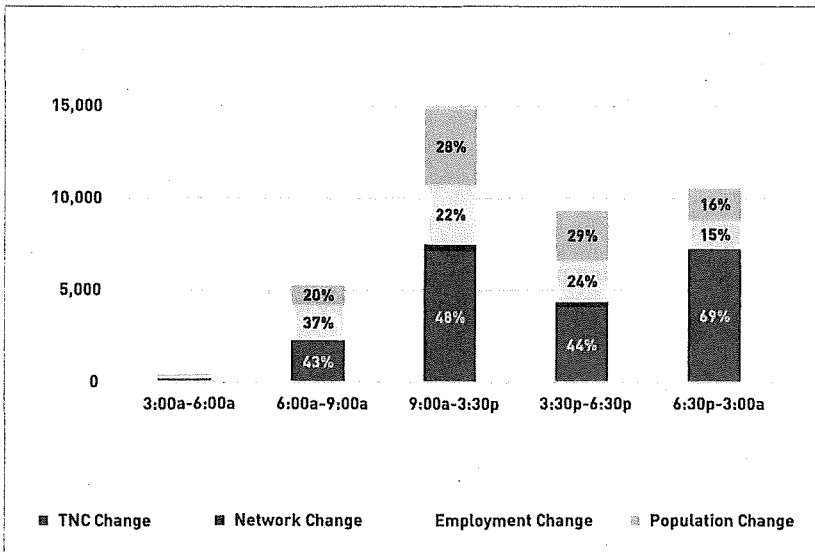


DO TNCs AFFECT CONGESTION?

Yes. When compared to employment and population growth and network capacity shifts (such as for a bus or bicycle lane), TNCs accounted for approximately 50% of the change in congestion in San Francisco between 2010 and 2016, as indicated by three congestion measures: vehicle hours of delay, vehicle miles travelled, and average speeds. Employment and population growth—encompassing citywide non-TNC driving activity by residents, local and regional workers, and visitors—are primarily responsible for the remainder of the change in congestion.

- Daily vehicle hours of delay (VHD) on the roadways studied increased by about 40,000 hours during the study period. We estimate TNCs account for 51% of this increase in delay, and for about 25% of the total delay on San Francisco roadways and about 36% of total delay in the downtown core in 2016, with employment and population growth accounting for most of the balance of the increased in delay.
- Daily vehicle miles travelled (VMT) on study roadways increased by over 630,000 miles. We estimate TNCs account for 47% of this increase in VMT, and for about 5% of total VMT on study roadways in 2016.
- Average speeds on study roadways declined by about 3.1 miles per hour. We estimate TNCs account for 55% of this decline.

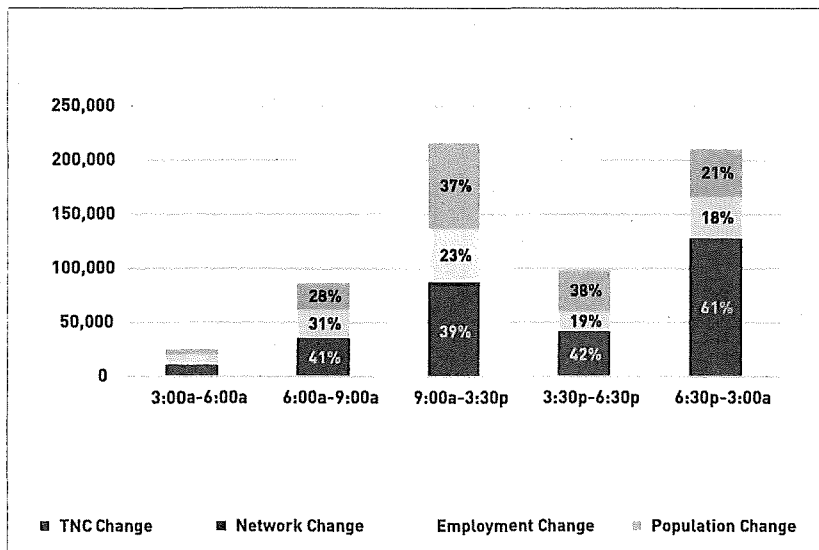
FIGURE 1. CHANGE IN VEHICLE HOURS OF DELAY BY TIME PERIOD BY FACTOR



WHEN DO TNCs AFFECT CONGESTION?

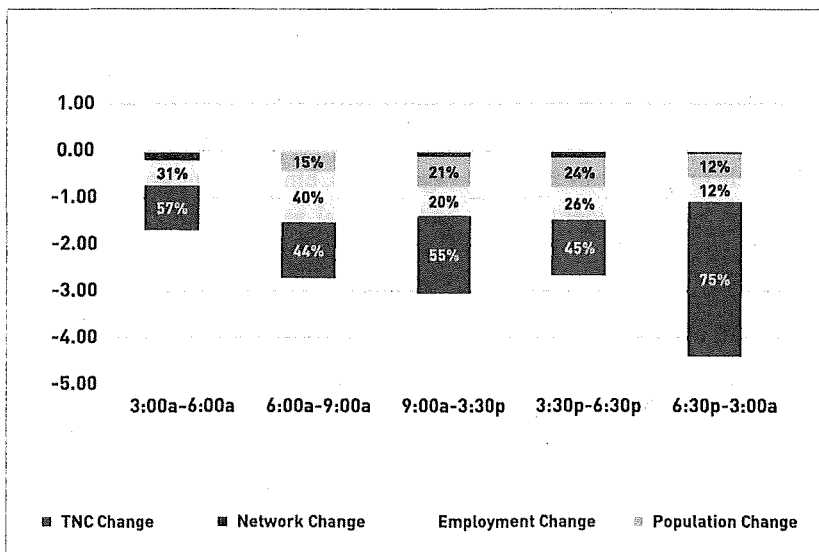
During the AM peak, midday, and PM peak periods, TNCs cause between 43% and 48% of the increased delay and account for about 20% of total delay during these time periods. Employment growth and population growth combined account for just over half of the increased delay. In the evening time period, TNCs are responsible for 69% of the increased delay, and for about 40% of the total delay.

FIGURE 2. CHANGE IN VEHICLE MILES TRAVELED BY TIME PERIOD BY FACTOR



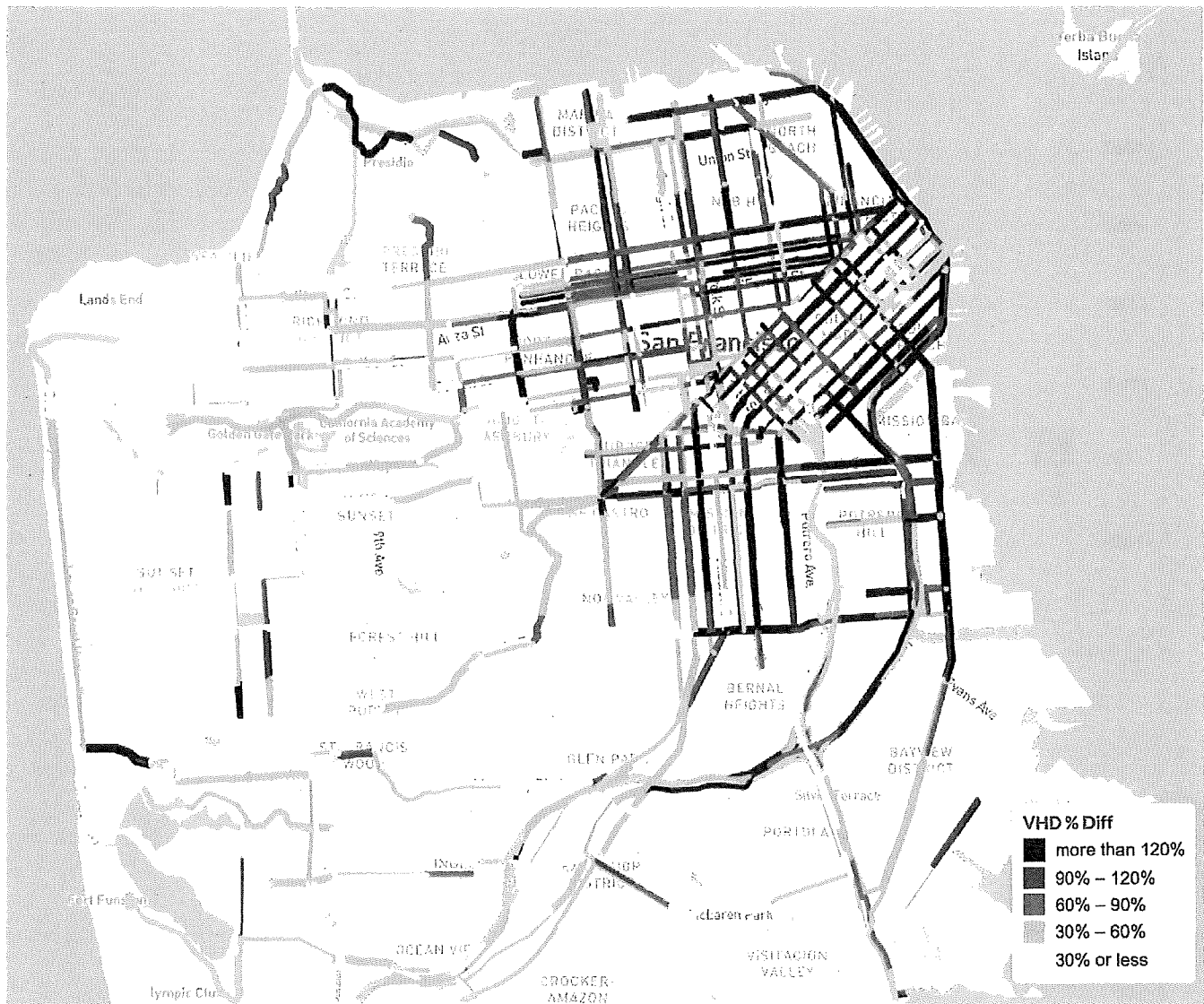
Similarly, during the AM peak, midday, and PM peak periods, TNCs cause about 40% of the increased vehicle miles travelled, while employment and population growth combined are responsible for about 60% of the increased VMT. However, in the evening time period, TNCs are responsible for over 61% of the increased VMT and for about 9% of total VMT.

FIGURE 3. CHANGE IN SPEED (MILES PER HOUR) BY TIME PERIOD BY FACTOR



TNCs are responsible for about 45%-55% of the decline in average speed during most times of day, and are responsible for 75% of the declines in speed during the evening time period.

FIGURE 4. % CHANGE IN VEHICLE HOURS OF DELAY



WHERE DO TNCs AFFECT CONGESTION?

TNCs increase congestion throughout the city, but their effects are concentrated in the densest parts of the city, and along many of the city's busiest corridors, as shown in **Figure 4**. In Supervisorial District 6, TNCs add almost 6,000 daily hours of delay, accounting for about 45% of the increased delay, and 30% of total weekday delay. In District 3, TNCs add almost 5,000 daily hours of delay, accounting for almost 75% of the increased delay and about 50% of total delay. TNCs are responsible for approximately 40%–60% of increases in VMT in many areas of the city. District 6 and District 10 have experienced the greatest increases in VMT between 2010 and 2016, and TNCs account for 41% and 32% of the increases in these districts, respectively.

FIGURE 5. CHANGE IN VEHICLE HOURS OF DELAY BY SUPERVISOR DISTRICT BY FACTOR

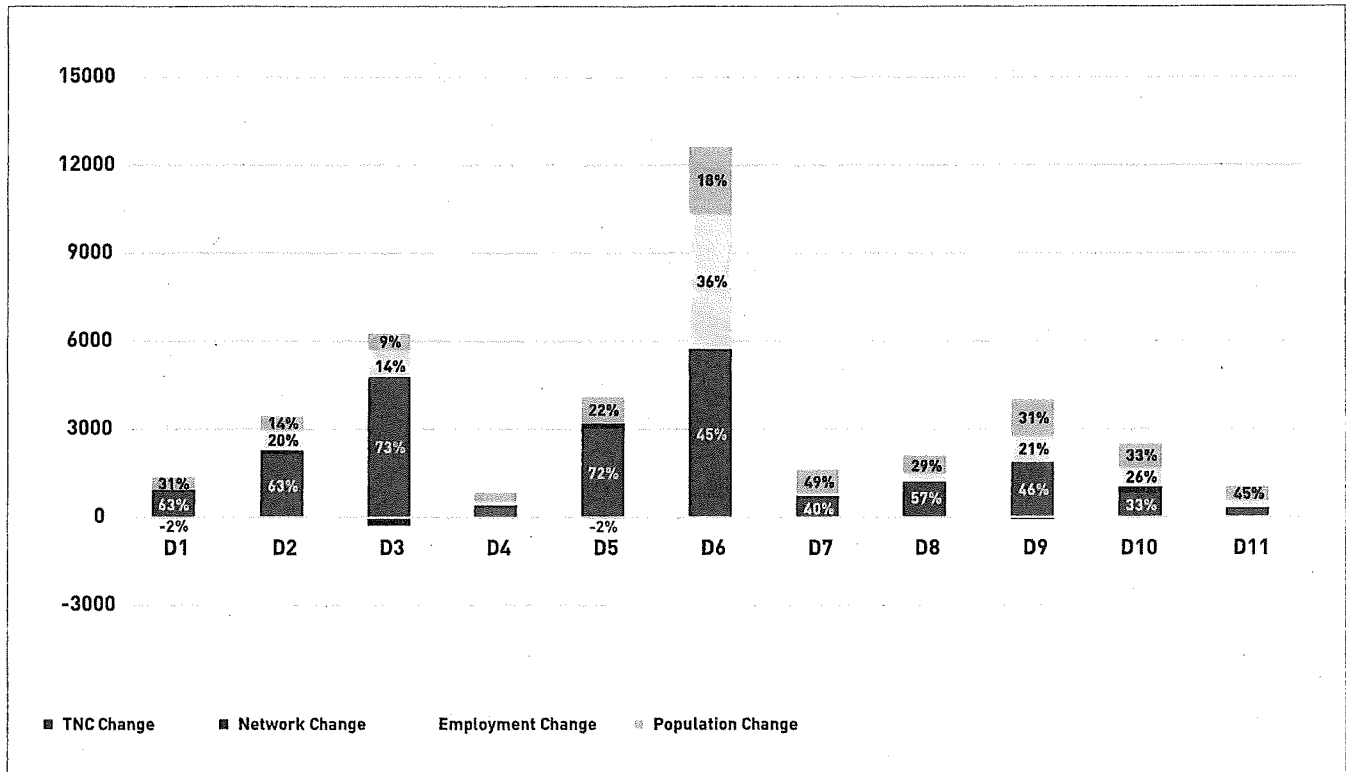
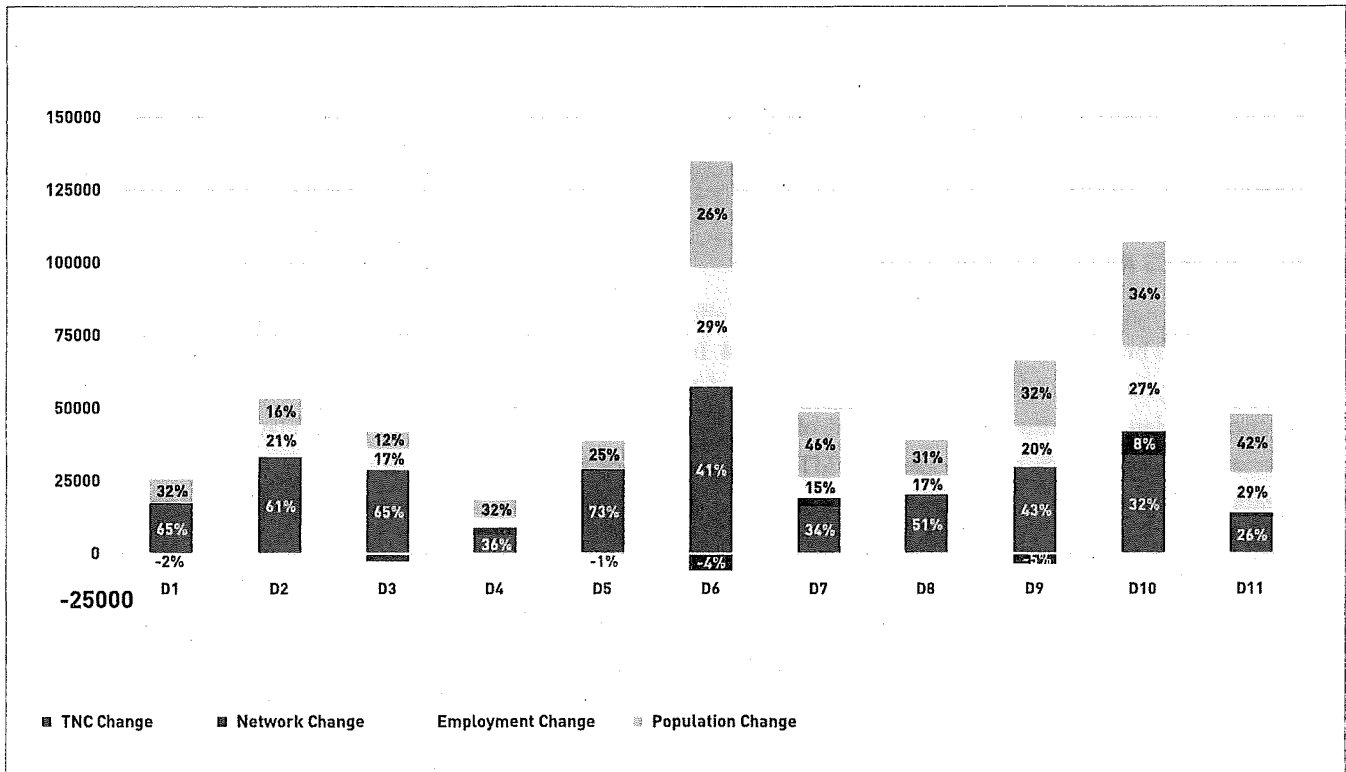


FIGURE 6. CHANGE IN VEHICLE MILES TRAVELED BY SUPERVISOR DISTRICT BY FACTOR





Introduction

In recent years, the vehicles of transportation network companies (TNCs) such as Uber and Lyft have become ubiquitous in San Francisco and many other cities. TNCs are charter party carriers as defined by the California Public Utilities Commission that provide transportation services, facilitated by smartphone apps that allow people to request and pay for rides sourced from a pool of available drivers. It is estimated that the worldwide total number of rides on Uber and Lyft grew from 190 million in 2014 to over 2 billion by mid-2016 (1). In San Francisco, TNC trips were estimated to comprise about 15% of all intra-San Francisco vehicle trips and 9% of all intra-San Francisco person trips in 2016, as documented in the San Francisco County Transportation Authority's 2017 report "TNCs Today." (2)

The rapid growth of TNCs is attributable to the numerous advantages and conveniences that TNCs provide over other modes of transportation, including point-to-point services, ease of reserving rides, shorter wait times, lower fares, ease of payment, and real-time communication with drivers. Some of these advantages are the product of the technical innovations such as directly connecting travelers and drivers, and using the location-enabled features of smartphones. Other advantages derive from the relatively light regulatory requirements under which TNCs operate compared to taxis and other for-hire vehicles. Unlike the taxi fleet, which is capped by the number of taxi medallions, there is no limit to the number of TNCs that can operate in the city, and TNCs

are not subject to price controls, geographic service area requirements, disabled access obligations, vehicle emissions requirements, or other taxi requirements. The availability of this new travel alternative provides improved mobility for some San Francisco residents, workers and visitors, who make over one million TNC trips in San Francisco every week. These TNC trips may also contribute to increased congestion.

In last year's "TNCs Today" report, the Transportation Authority provided information about the number, timing, and location of intra-San Francisco TNC trips. The report also included estimates of the number of TNC drivers and vehicles on the road and reported important measures such as the number of vehicle miles travelled (VMT) generated by TNCs. However, the TNCs Today report did not address the implications of these trips on transportation network performance, such as roadway congestion. If all TNC trips simply replace private vehicle trips, then TNC trips may have a limited impact on roadway congestion. But if TNC trips replace walk, bike, and transit trips, or if they induce entirely new vehicle trips, TNC trips may have a more significant effect on congestion. In addition, the timing and location of TNC trips is important. TNC trips that occur during peak periods in the densest parts of the city likely have a greater effect on congestion than TNC trips that occur during off peak periods in less dense areas.

Purpose

The purpose of this report is to identify how TNCs have affected roadway congestion in San Francisco between 2010 and 2016. This information is needed to help the San Francisco County Transportation Authority fulfill its role as the Congestion Management Agency for San Francisco County. As the Congestion Management Agency, the Transportation Authority is required by state law to monitor congestion and adopt plans for mitigating traffic congestion that falls below certain thresholds. The report is also intended to inform the Transportation Authority board which is comprised of the members of the San Francisco Board of Supervisors, as well as other state and local policy-makers, the general public, and TNCs themselves on the relationship between TNCs and congestion in San Francisco.

This document:

- **Identifies common measures of roadway congestion;**
- **Discusses factors that contribute roadway congestion; and**
- **Quantifies the relative contributions of different factors, including population, employment, road network changes, and TNCs, to observed changes in congestion in San Francisco between 2010 and 2016, by location and time of day.**

This report shows how congestion has changed in San Francisco between 2010 and 2016 using well-established metrics such as vehicle hours of delay (VHD), vehicle miles travelled (VMT), and average speeds. It also estimates how much different factors, including TNCs, employment growth, population growth, and changes to the transportation system such as the addition of bike lanes and transit red carpet lanes, contribute to these changes in congestion.

The data used to develop this report comes from several sources. Changes in measures of congestion are based on INRIX data, a commercial dataset which combines several real-time GPS monitoring sources with data from highway performance monitoring systems. TNC information is based on the profile of local TNC usage in San Francisco documented in the TNCs Today report. The original TNC data was gathered by researchers at Northeastern University from the Application Programming Interfaces (APIs) of Uber and Lyft, and subsequently processed into imputed in-service and out-of-service trips by Transportation

Authority staff. Changes in population, employment and network configurations are based on detailed information developed by the San Francisco Planning Department, Metropolitan Transportation Commission, and the San Francisco Municipal Transportation Agency (SFMTA).

Panel regression models, which are statistical models used to evaluate changes over time, were used to estimate the relationship between TNCs and congestion. Travel demand models, which simulate travel based on observed behavior, provide the ability to control for changes in population, employment, network capacities and other factors independently, and network supply models which estimate changes in speeds based on network capacities and demand, were used to control for changes in population, employment, network capacities and other factors independently. Panel regression models, travel demand models, and network supply models are well established in practice.

The report builds upon the TNCs Today report by answering the question of whether TNCs contribute to congestion in San Francisco, and by how much relative to other factors. However, it does not address other key questions, such as the effects of TNCs on safety, transit ridership, or other potential longer-term effects such as changes in vehicle ownership or residential and employment location. Subsequent reports by the Transportation Authority and the SFMTA will seek to address these important analytic and policy questions in depth and will be complemented through the larger Emerging Mobility Services and Technology (EMST) policy framework. The development of the countywide plan (the San Francisco Transportation Plan) within the ConnectSF long-range planning program, being undertaken by the Transportation Authority in coordination with other City agencies, will also make use of this report's findings. This report is research-oriented and does not include policy recommendations, but rather seeks to provide knowledge needed by the Transportation Authority board, other policy-makers, and the general public to make informed decisions.



How Do We Measure Congestion?

Congestion means different things to different people. Some people may perceive congestion based on travel speeds, while others may consider travel time delays or vehicle miles traveled as a more meaningful indicators of congestion. This report uses three common measures of roadway congestion:

VEHICLE HOURS OF DELAY

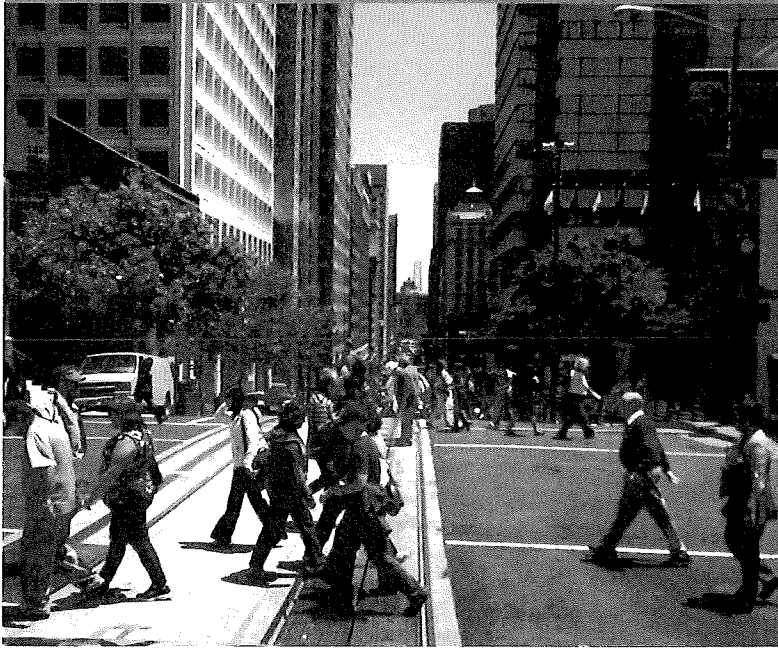
Vehicle Hours of Delay (VHD) is a measure of the overall amount of excess time vehicles spend in congestion. It is the difference between congested travel time and freeflow travel time on a given link, weighted by the number of vehicle trips on that link. For example, if during a given time period the congested travel time on a link is 1 minute greater than the freeflow time on that link, and 60 vehicles traverse that link during this time period, it will result in one hour of VHD (1 minute of delay per vehicle * 60 vehicles = 60 minutes of delay).

VEHICLE MILES TRAVELLED

Vehicle Miles Traveled (VMT) is a measure of the overall amount of motor vehicle travel, as measured in distance, that occurs on the network. It is the length of network links, weighted by the number of vehicle trips on these links. VMT is a key metric used in San Francisco, the Bay Area region (via Plan Bay Area) and the state, to evaluate transportation system performance. San Francisco additionally utilizes VMT to evaluate environmental impacts of land development projects.

SPEED

Speed is simply the average speed of vehicles on a given link during a given time period.



What Factors Affect Congestion San Francisco?

POPULATION AND EMPLOYMENT

Population and employment changes can directly affect roadway congestion. Increases in population will lead to increases in trip-making as people seek to participate in activities such as working, shopping, and going to school. Depending on travelers' choices of travel modes (such as walking, biking, taking transit, or driving), roadway motor vehicle congestion may be affected. Between 2010 and 2016, the population of San Francisco increased 8.8% from approximately 805,000 people to 876,000 (3). While about half of San Francisco trips are by walking, transit, and biking, a significant share of trips involve private vehicles, likely leading to increased congestion. Similarly, increases in employment lead to total travel as more people go to work. Between 2010 and 2016, employment in San Francisco increased significantly (28.4%) from approximately 545,000 jobs to over 700,000 jobs (4). According to the Census, approximately 48% of commute trips to, from or within San Francisco were by automobile.

NETWORK CAPACITY

Changes to network capacities affect roadway congestion. Increases in roadway capacity may alleviate motor vehicle congestion, at least in the short term, while decreases in roadway capacity may increase congestion. The analyses in this paper capture capacity changes between 2010 and 2016 and therefore encompass network capacity changes such as the rebuilding of Doyle Drive and medium-term changes such as the reallocation of right-of-way to transit red carpet lanes and bicycle lanes. To a more limited extent, the analyses could reflect short-term changes in capacity, for example the effect on congestion of construction-related, permitted lane closures that may temporarily reduce capacity for a number of days or hours. However, there is no data on unpermitted short-term capacity reductions associated with construction, delivery or other activities, and thus they are not considered in this analysis. In addition to roadway network changes, changes to transit network capacities may influence roadway congestion by inducing people to shift modes or take new trips, and are included in this analysis.

TNCS

As the TNCs Today report documents, TNCs comprise a significant share of intra-San Francisco travel. TNCs may decrease congestion by inducing mode shifts to more sustainable modes by providing first- and last-mile connections to transit services, or by reducing auto ownership levels and thus incentivizing people to make more transit, bike and walk trips. In addition, higher TNC

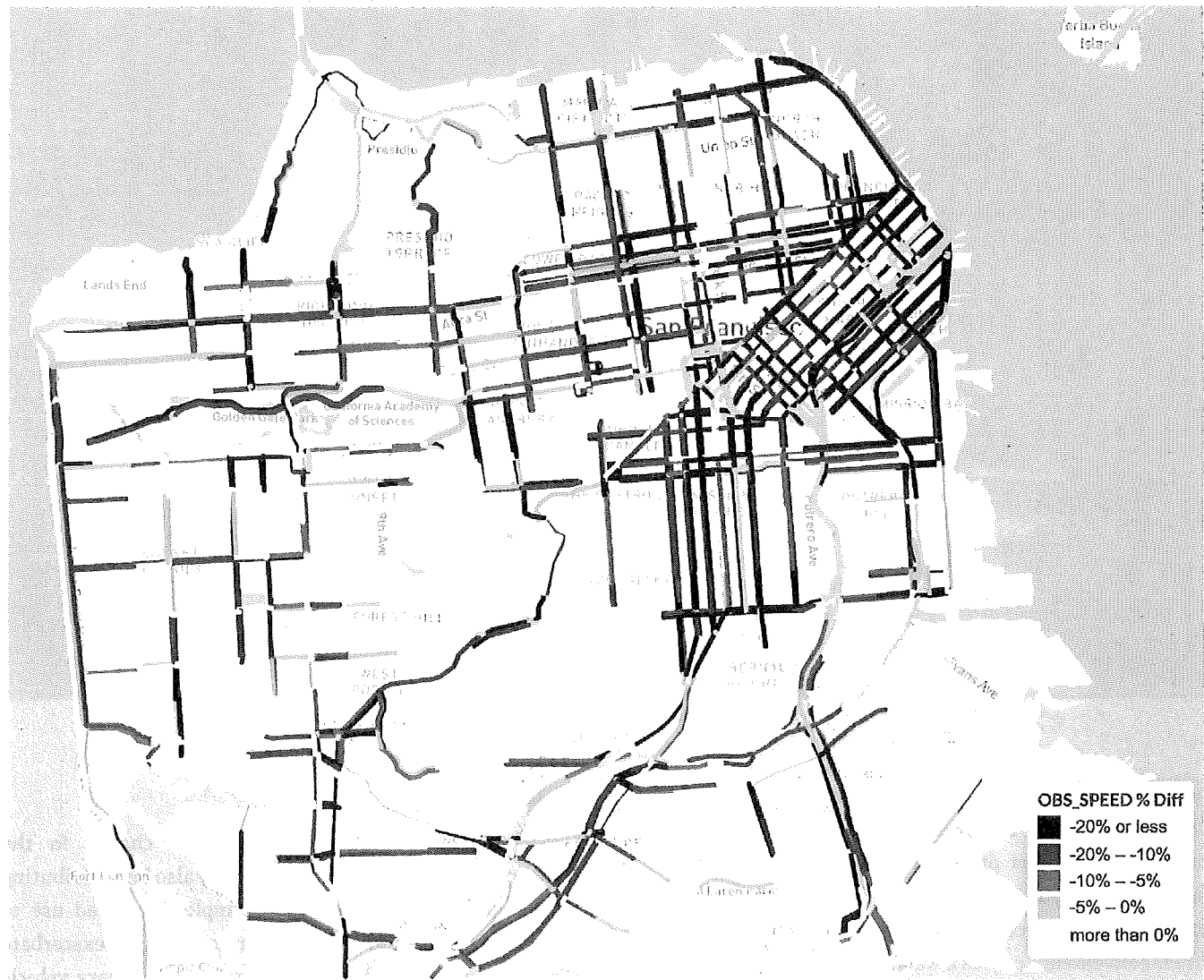


vehicle passenger occupancies resulting from “ridesplitting” where TNCs are shared concurrently could, in theory, reduce the number of vehicle trips if they are replacing a trip that would otherwise be in a vehicle with fewer occupants. Conversely, TNCs may increase congestion if their convenience causes a walk, transit, or bike trip to shift to a TNC vehicle trip. According to recent studies, between 43% and 61% of TNC trips substitute for transit, walk, or bike travel or would not have been made at all (5,6,7,8). TNC passenger pick up and drop off activity may also result in increased congestion by disturbing the flow in curb lanes or traffic lanes. Finally, out-of-service miles (or “deadhead” miles) resulting from TNCs repositioning themselves to more optimal locations for getting new passengers, or from driving to pick up passengers who have reserved rides (whether single passenger or shared), also increases the amount of vehicular traffic and congestion.

OTHER FACTORS

Given the rapid pace of technological change in the transportation sector, other factors may also be contributing to changes in congestion. For example, increased use of online shopping and delivery services might exacerbate roadway congestion due to an increase in delivery vehicle trips and loading durations. Conversely, if these deliveries are in place of multiple vehicle trips that would have been made by individuals, they may reduce roadway congestion. New emerging mobility alternatives such as dockless shared bikes and scooters may reduce congestion if they induce mode shifts away from vehicle trips, though if these trips are shifted from transit, walk, or bike their effect on congestion would likely be minimal.

FIGURE 7. PERCENT CHANGE IN OBSERVED PM PEAK SPEEDS (2010-2016)

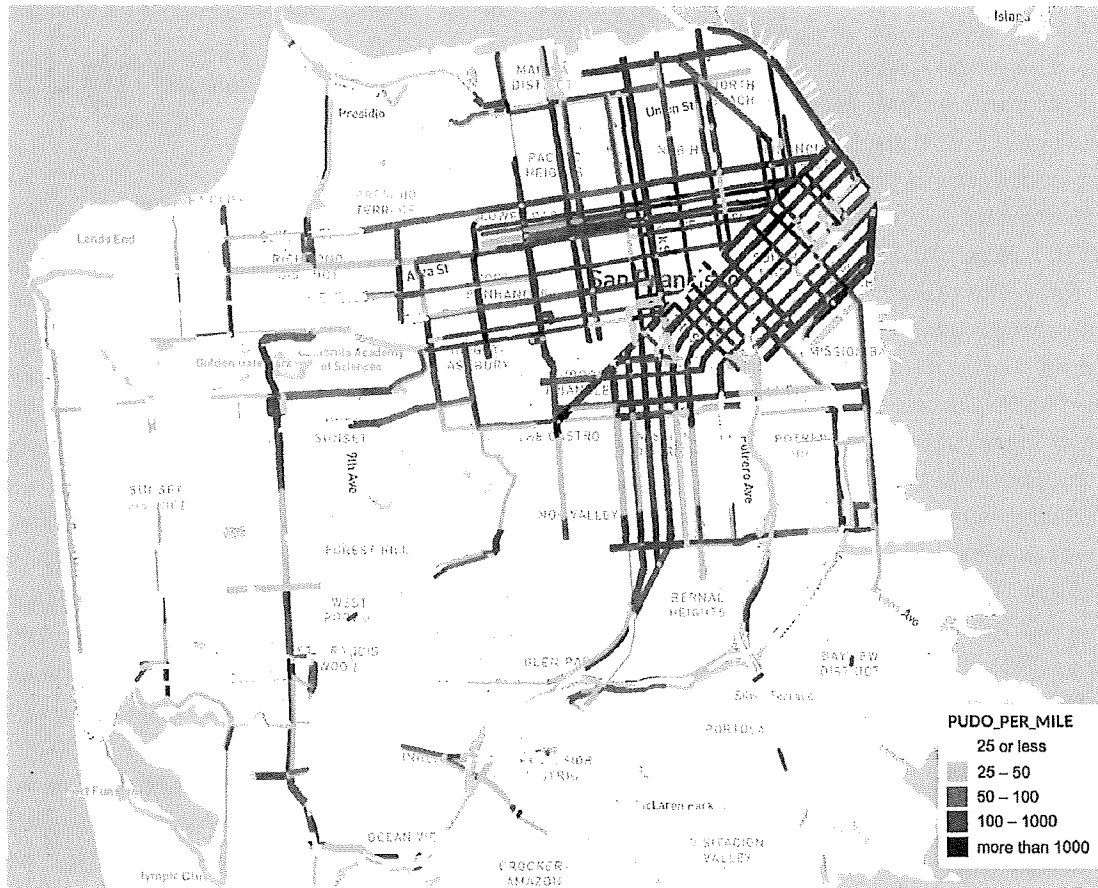


What Data is Available to Understand Congestion?

CONGESTION

Measures of roadway congestion (VHD, VMT, Speed) were calculated from observed roadway conditions in both November-December 2010 (before) and November-December 2016 (after), consistent with the TNC data, which was collected in November-December 2016. The observed roadway conditions are derived using the GPS- and fleet-based speed data licensed from INRIX. The analysis was conducted using directional segments known as Traffic Messaging Channels (TMCs), which average about 0.3 miles long. For each analysis year, data was aggregated to these TMCs and averaged across days to represent average weekday conditions for five times-of-day (TODs). **Figure 7** illustrates the percent change in observed PM peak speeds for all TMCs.

FIGURE 8. PICKUPS AND DROPOFFS PER MILE



BACKGROUND GROWTH

Background growth data was derived from San Francisco’s travel demand model, SF-CHAMP. SF-CHAMP produces estimates of traffic volumes on all roads in San Francisco and requires inputs describing factors such as population, employment, and multi-modal transportation network capacity and performance. For this analysis, each one of these factors was individually controlled for in SF-CHAMP, which provides the ability to understand the relative contributions of these factors to overall changes in congestion. The version of SF-CHAMP used in this study was calibrated to 2010 conditions and does not account for TNCs. This means that when the model is run for 2016 inputs, it provides a “counterfactual” estimate of congestion if TNCs did not exist.

TNCS

TNC information was based on data originally gathered by researchers at Northeastern University from the Application Programming Interfaces (APIs) of Uber and Lyft that show the locations of available vehicles to mobile apps, and then was shared with the Transportation Authority. The data was collected from mid-November to mid-December of 2016, excluding dates around the Thanksgiving 2016 holiday. Transportation Authority staff then processed the data to impute estimates of out-of-service TNC volumes, in-service volumes, and pickups and dropoffs by directional link and time-of-day. This information was the basis for the TNCs Today, which is the only detailed profile of local TNC usage in San Francisco. **Figure 8** shows the average number of pickups and dropoffs per mile on TMC segments. Detailed descriptions of the data preparation process can be found [here](#) (2) and [here](#) (20). Note that, due to the data collection methodology, estimates of TNC volumes and pickups and dropoff reflect only intra-SF TNC trips, and are thus an underestimate of total TNC activity.

OTHER FACTORS AND LIMITATIONS

It was not possible to incorporate all the potential factors contributing to changes in congestion into this analysis, primarily because there is little available data describing these factors. For example, there is no source for comprehensive citywide information on how freight and commercial delivery and loading volumes and durations have changed between 2010 and 2016. The SF-CHAMP model data does incorporate some information on background growth in freight and commercial vehicle volumes through its commercial vehicle model. While the SF-CHAMP model is insensitive to increased levels of home shopping such as Amazon, as well as use of more recent emerging delivery services, in the most congested parts of San Francisco, commercial and freight deliveries typically use commercial vehicle loading zones (both on-street and off-street) in order to minimize the interruption of traffic flow. In fact, recent data from the San Francisco Police Department indicates that TNCs account for over 75% of citations downtown for blocking lanes of traffic (22).

Visitor travel in San Francisco has also increased significantly between 2010 and 2016. However, visitor travel is estimated to represent less than 5% of travel in San Francisco, and recent survey data indicates that TNCs are used less frequently by visitors than Muni and BART, although this is likely changing as TNCs become more ubiquitous. Increases in pedestrian travel might also impede traffic flow due to turning movements or other conflicts, but there is no data available to indicate whether increases in pedestrians in San Francisco have reduced auto speeds. Changing demographics may also contribute to increased TNC usage, as the National Household Travel Survey indicates that people with higher incomes appear to make more TNC trips. Finally, while this research does address changes in network capacity resulting from major transportation and land use projects, due to a lack of data it could not incorporate temporary unpermitted disruptions in traffic resulting, for example, from short-term construction activities.

How Do We Determine the Causes of Changes in Congestion?

In order to identify how TNCs and other factors may have affected roadway congestion in San Francisco between 2010 and 2016, two stages of analysis were performed. The first stage quantifies the contribution of TNCs to changes in congestion in San Francisco between 2010 and 2016 by estimating a statistical fixed-effect panel regression model and then applying this model to identify the relationship between the change in TNC activity and the change in roadway congestion measures between 2010 and 2016, assuming zero TNCs in 2010 and observed TNC levels (from TNCs Today study) in 2016. Observed TNC levels includes in-service TNC volumes, out-of-service TNC volumes, and TNC pick up and drop off activity. Estimates of the combined effect of the growth of non-TNC factors such as population, employment, and network changes are derived from the SF-CHAMP activity-based model system. Because the estimated model relies on the transformation of the observed speed data as the dependent variable in the regression analysis, we refer to this stage as the empirical analysis.

In the second stage, a scenario analysis, the SF-CHAMP activity-based demand model was again used, this time to systematically estimate the individual contributions to changes in roadway congestion of the factors of transportation network supply change, population change, employment change, and TNCs.

A distinguishing feature of both stages of the analysis was that it they were performed at a disaggregate level, using the previously described 1400 INRIX “Traffic Messaging Channels” (TMCs) or directional roadway segments, and across five times of day. The TMCs are approximately 0.3 miles long in San Francisco, on average. The spatial and temporal detail is important because adding vehicles does not always have the same effect on travel speeds: an additional vehicle on an uncongested segment in the early AM has a very different effect on delay than an additional vehicle on a downtown segment during the PM peak.

EMPIRICAL ANALYSIS

This study is structured as a before-and-after assessment between 2010 conditions when TNC activity was negligible and 2016 conditions when it was significant. We derived measures of roadway conditions in both years from GPS-based speed data licensed from INRIX as previously described. We estimated the relationship between the change in TNC activity and the change in roadway travel time, assuming zero TNCs in 2010, and incorporating a 2016 “counterfactual” scenario in which TNCs do not exist.

We do this using a fixed-effects panel data regression model (9). The fixed-effects models estimate coefficients based on the change between 2010 and 2016 conditions. There is precedent for using both before-and-after analysis and panel data models in transportation analysis, including to study changes in congestion (10), TNC growth (11), and the effects of new technology (12).

We converted the observed travel times to implied volumes using volume-delay functions (VDFs). This time-implied volume is the model’s dependent variable, and the conversion ensures that it is linearly related to the background volumes and TNC volumes. There is one observation for each directional roadway segment, for each time-of-day, with data in 2010 and in 2016 for each observation. To control for road and transit network changes, as well as changes in socioeconomic conditions, the model includes the

background traffic volume as a variable, as estimated by SF-CHAMP version 5.2. Because SF-CHAMP version 5.2 does not account for TNCs, this background traffic reflects the expected traffic volume change with no TNCs. The model also includes measures of TNC activity for each observation, with those measures set to zero in 2010. **Table 1** shows the model estimation results.

The estimated parameter on the SF-CHAMP background volume is approximately 0.92, not significantly different than 1. This is logical, because we expect that each vehicle added in background traffic should have an effect on congestion of adding about 1 vehicle to the implied volume. The Presidio Parkway scaling factor accounts for major construction that was underway on those links in 2010 but not 2016.

We include two measures of time and location-specific TNC activity. The TNC volume parameter measures net effect of TNCs. If TNCs purely substitute for other car trips, the estimated TNC parameter should be 0 as they substitute for other vehicles already counted in the background volumes. Negative values would be consistent with TNCs reducing traffic, while a value of positive 1 would be consistent with TNCs purely adding itself to background traffic. The estimated coefficient of 0.69 can be interpreted as meaning that TNCs do not purely add to traffic through induced travel or shifts from non-vehicular modes.

TABLE 1 FIXED-EFFECTS PANEL ESTIMATION RESULTS

PARAMETER ESTIMATES			
Variable	Parameter	Standard Error	T-statistic
SF-CHAMP background volume	0.9172	0.0541	16.952
Presidio Parkway scaling factor	-0.3648	0.0189	-19.327
TNC Volume	0.6864	0.0720	9.5387
Average impact duration of TNC PUDO on major arterials (s)	144.75	7.7195	18.751
Average impact duration of TNC PUDO on minor arterials (s)	79.486	12.114	6.5617
MODEL STATISTICS			
Number of Entities		7081	
Number of Time Periods		2	
R-squared between groups		0.5819	
R-squared within groups		0.2985	

The pick-up and drop-off (PUDO) parameters represent the average number of seconds that a pick-up or drop-off disrupts traffic in the curb lane. Details of the PUDO specification are documented elsewhere (13). Locally collected data show that the average time needed for a passenger to board or alight from passenger vehicles such as TNCs and taxis is about 1 minute. The higher average impact durations estimated in these models suggest that the traffic disruption persists after the stopped vehicle departs because additional time is needed for traffic flow to recover to its pre-PUDO condition.

We applied the estimated model to assess network-wide performance metrics for three scenarios:

- **2010:** reflecting observed 2010 conditions, when no TNCs were present;
- **2016 Counterfactual:** represents a counterfactual scenario of what 2016 conditions would be if there were no TNCs;
- **2016 TNC:** the full application of the model to 2016 conditions

The first and last scenarios are directly comparable to the observed speed data. The 2016 counterfactual scenario is derived by including the 2016 SF-CHAMP background traffic growth and Presidio Parkway scaling factor, but setting the TNC variables to zero.

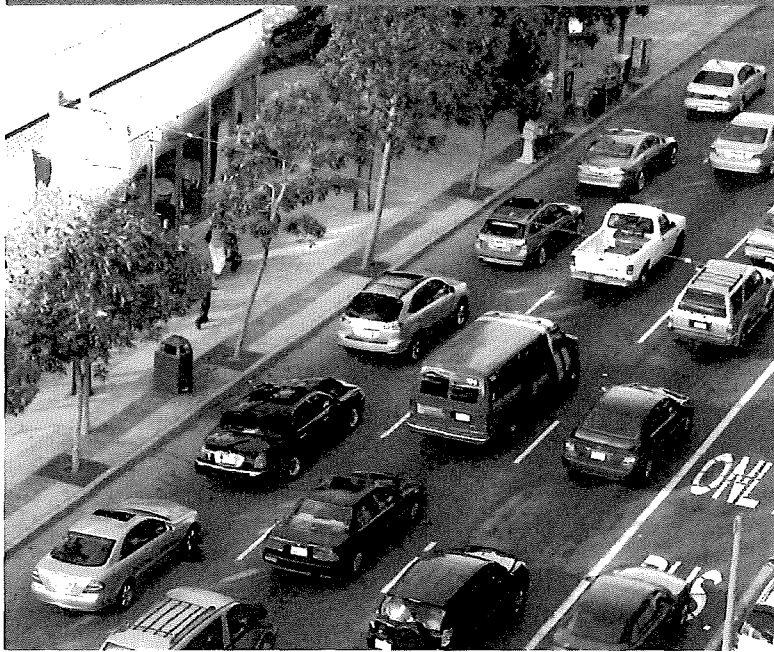
SCENARIO ANALYSIS

While the empirical analysis allows us to quantify the contribution of TNCs to changes in congestion in San Francisco between 2010 and 2016, it does not provide insights into the relative contributions of other potential causes of change in roadway performance. To decompose these other factors, the SF-CHAMP model was used to perform a series of systematic scenario analyses.

We test each scenario using San Francisco's SF-CHAMP travel demand model. SF-CHAMP is an activity-based travel demand model that simulates the daily movements of individual travelers for a synthetic population in the 9-county San Francisco Bay Area (14,15,16). It has a long history of being successfully used to evaluate a range of policy and planning scenarios (17,18). We use version 5.2.0, which was calibrated to 2010 conditions and does not, on its own, include TNCs as a mode. Observed TNC travel flows and volumes based on the TNCs Today data set are used to account for TNCs. The remaining inputs, including transportation networks, population and employment data are not forecasts, but have been updated to reflect actual 2010 and 2016 conditions.

- **2010:** Conditions in year 2010, assuming the effect of TNCs is negligible. This is just the 2010 base SF-CHAMP model run, which was calibrated to observed 2010 conditions.
- **2016 Network Changes:** A hypothetical scenario that shows what 2016 system performance would look like if changes to the transportation networks (both roadway and transit) were the only things that changed between 2010 and 2016.
- **2016 Network and Population Changes:** A hypothetical scenario that shows what 2016 system conditions would look like if both the transportation network and population changed between 2010 and 2016.
- **2016 Network, Population and Employment Changes:** Also referred to as the "2016 Counterfactual" this is a hypothetical scenario that shows what 2016 would look like if all the observed network, population and employment changes occurred, but if TNCs had not been introduced in San Francisco.
- **2016 TNC:** This scenario incorporates all the assumed growth in population and employment between 2010 and 2016, changes to the roadway and transit networks, and also includes the effect of TNC in-service volumes, TNC out-of-service volumes, and TNC pick up and drop off activity. This scenario also accounts for mode shifts to TNCs from other travel modes.

With these scenarios, it was possible to estimate the incremental effects on congestion of network change, population change, employment change, and the introduction of TNCs in San Francisco. Additional technical details related to these scenarios are documented in other reports (19).



COMBINED ANALYSIS

These two stages of analysis result in network performance metrics for a total of five scenarios, three of which are available in both stages of analysis: 2010 Base, 2016 Counterfactual, and 2016 with TNCs. For the three overlapping scenarios, the relative contribution of TNCs to the change in congestion is similar in direction and magnitude, with the empirical analysis (which directly reflects observed speed changes) showing a somewhat greater share of the increase in congestion attributable to TNCs. **Table 2** shows the relative contribution of TNCs to each of the congestion metrics for the two stages of the analysis.

TABLE 2. CONTRIBUTION OF TNCs TO CHANGE IN CONGESTION BY ANALYSIS STAGE

METRIC	Empirical Analysis	Scenario Analysis
Vehicle Hours of Delay	64%	51%
Vehicle Miles of Travel	44%	47%
Speed	65%	55%

For the results presented here, the shares from the scenario analysis are applied to the total change in congestion from the empirical analysis to obtain a best estimate of the specific contribution of each factor to changes in network performance. This represents a lower-bound estimate of the effects of TNCs on congestion, relative to the estimated effect of TNCs on congestion as estimated in the empirical analysis.

How has Congestion Changed in San Francisco?

Traffic congestion has been getting worse since 2009. The Transportation Authority's Congestion Management Program (CMP) monitoring indicates that average AM peak arterial travel speeds have decreased since 2009 by -26%, while PM peak arterial speeds have decreased by -27% during this same time period. On freeways, average AM peak speeds have decreased by -30%, while average PM peak freeway speeds have decreased by almost -16% (21).

FIGURE 9. SAN FRANCISCO ARTERIAL AND FREEWAY SPEEDS (2009-2017)

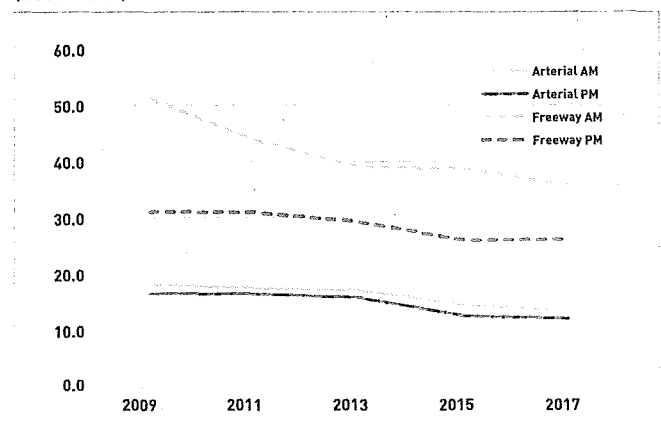


FIGURE 10. 2009 PM PEAK LEVEL OF SERVICE

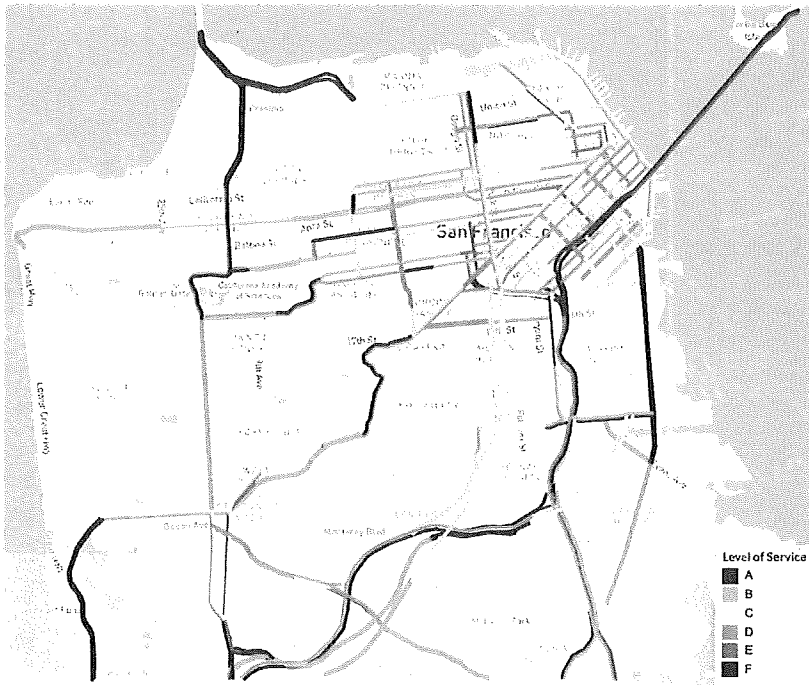
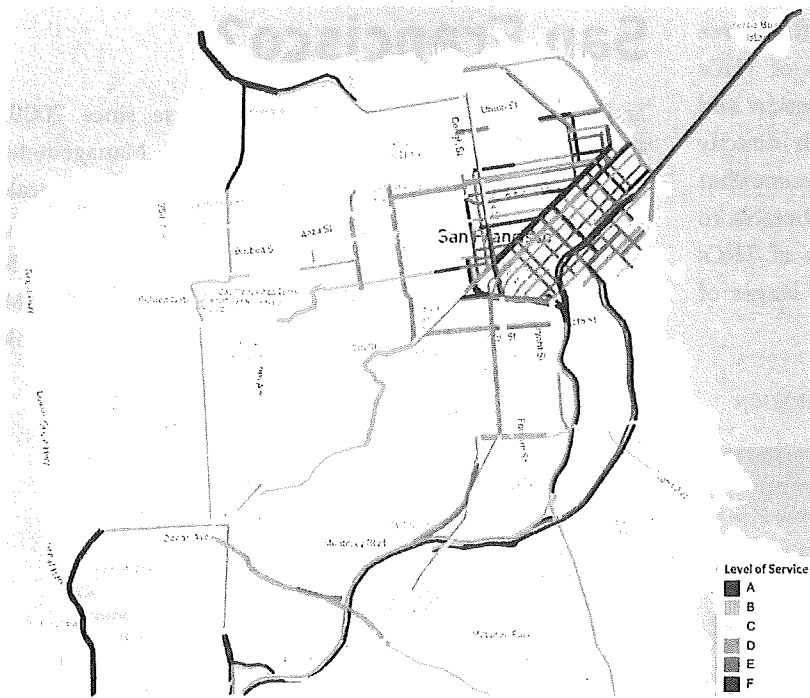


Figure 10 and **11** shows this change visually by mapping the PM peak roadway level-of-service (LOS) in 2009 and 2017, with the data showing lower level-of-service in 2017. LOS is a traffic engineering concept, based on volume to capacity (v/c) relationships of a given roadway facility, used to evaluate the operating conditions on a roadway. LOS describes operating conditions on a scale of A to F, with “A” describing free flow, and “F” describing bumper-to-bumper conditions. This corresponds to the period in which TNCs emerged.

FIGURE 11. 2017 PM PEAK LEVEL OF SERVICE



Do TNCs Affect Congestion?

Given the significant worsening of congestion in San Francisco in recent years, a critical question is whether, and to what degree, TNCs have affected congestion. Using the congestion measures, data, and methods previously described, it appears that TNCs contributed approximately 50% of the overall increases in congestion in San Francisco between 2010 and 2016, although this varies widely by neighborhood and time-of-day. Employment and population growth—an expression of greater economic activity in the city that encompasses the driving activity of all non-TNC travelers/motorists—account for the other half of the increase in congestion.

FIGURE 12. TOTAL DELAY AND CHANGE IN DELAY

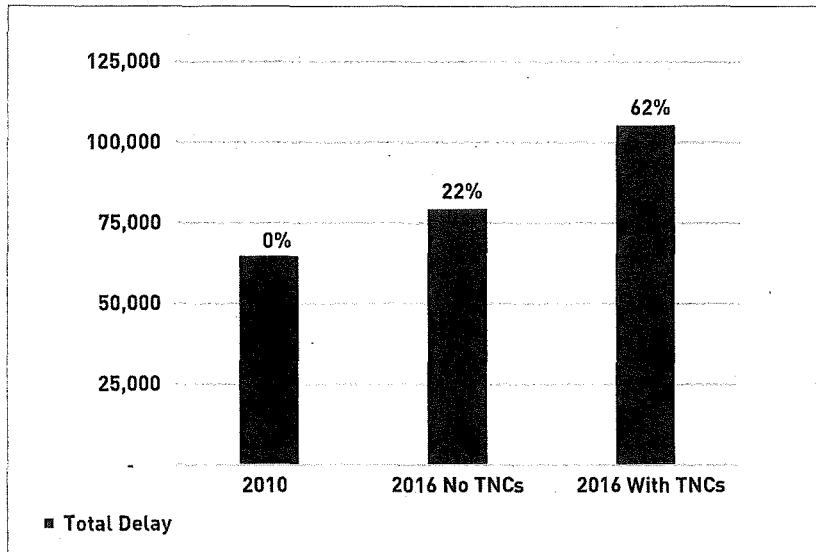
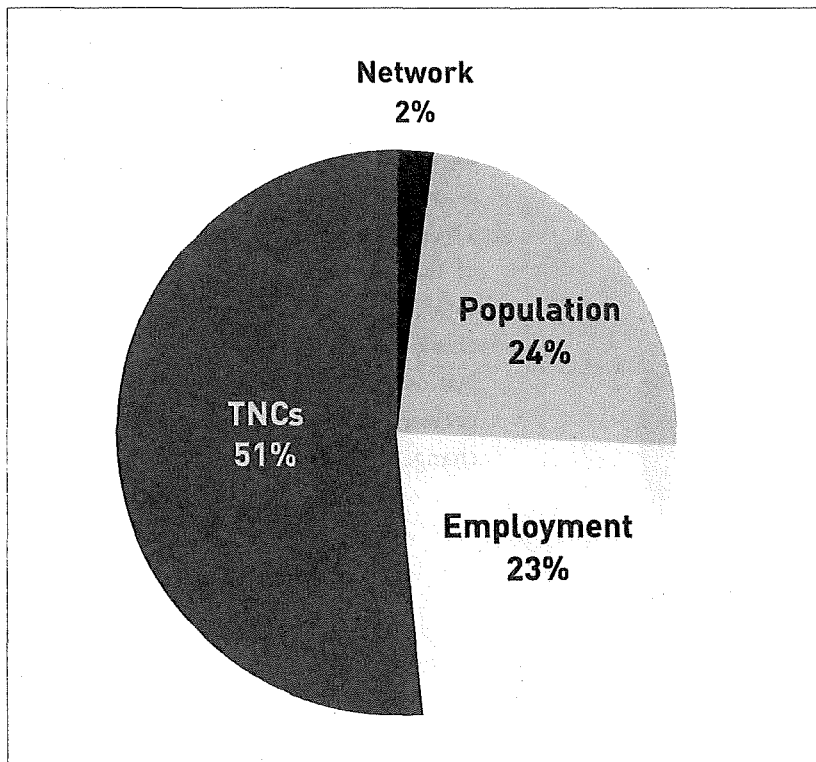


FIGURE 13. SHARE OF CHANGE IN DELAY BY FACTOR



VEHICLE HOURS OF DELAY

Vehicle Hours of Delay (VHD) is the number of extra hours that vehicles are in traffic beyond what they would have experienced under uncongested “free flow” conditions.

Figure 12 indicates that daily vehicle hours of delay increased on study roadways from approximately 65,000 hours in 2010 to over 105,000 hours in 2016 with TNCs, an increase of 62%. In the counterfactual 2016 scenario, where TNCs are unavailable and travelers use other modes, the daily vehicle hours of delay are approximately 79,000, an increase of 22% over 2010. This suggests that TNCs are responsible for about 25% of the total delay on monitored streets (the difference between 105,000 hours and 79,000 hours of delay in 2016).

Figure 13 illustrates how much each of the factors contributes to changes in delay between 2010 and 2016. TNCs account for 51% of the increase in delay. Population change and employment change are responsible for just under 47% of the increase in delay, and network changes account for only about 2% of additional delay.

VEHICLE MILES TRAVELED

The amount of vehicle miles traveled, or VMT, that is generated is a fundamental measure of transportation system performance. Higher levels of VMT are associated with greater levels of emissions of greenhouse gases such as CO₂ as well as other pollutants. In addition, higher levels of VMT are also associated with greater roadway congestion. The VMT estimates in this report include both in-service and out-of-service VMT generated by TNCs on San Francisco roadway segments for which INRIX speed monitoring data is available. In-service VMT refers to the vehicle miles traveled when transporting a passenger. Out-of-service VMT refers to the vehicle miles traveled while circulating to pickup a passenger.

FIGURE 14. TOTAL VMT AND CHANGE IN VMT

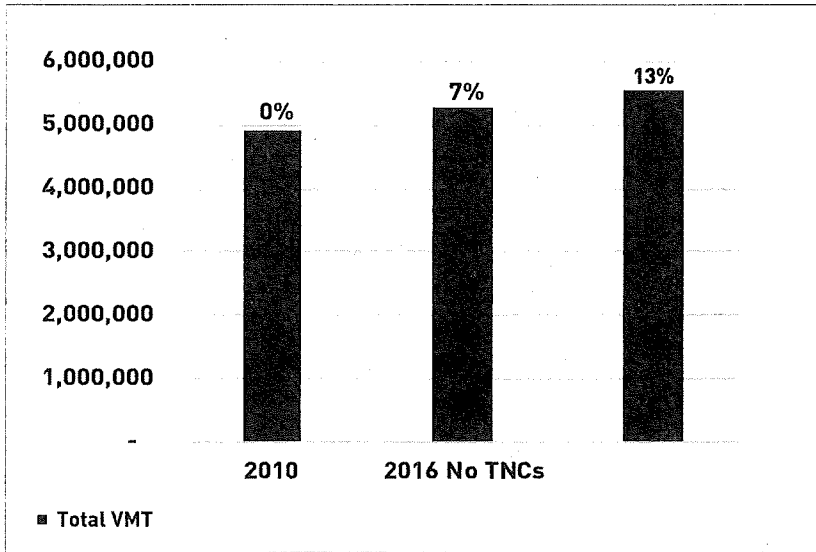


Figure 14 indicates that daily VMT on study roadways increased from approximately 4.9 million miles in 2010 to 5.6 million miles in 2016 on study roadways on a typical weekday, an increase of 13%. In the counterfactual 2016 scenario, where TNCs are unavailable and travelers used other modes, daily VMT increases to 5.3 million miles, an increase of approximately 7%. The relative increases in VMT are lower than the relative increases in hours of delay due to the non-linear relationship between traffic and delay. One additional VMT in congested conditions increases delay more than one additional VMT in uncongested conditions. TNCs also contribute relatively more to delay than to VMT because of the additional delay associated with TNC pick up and drop off activity does not result in additional VMT.

FIGURE 15. SHARE OF CHANGE IN VMT BY FACTOR

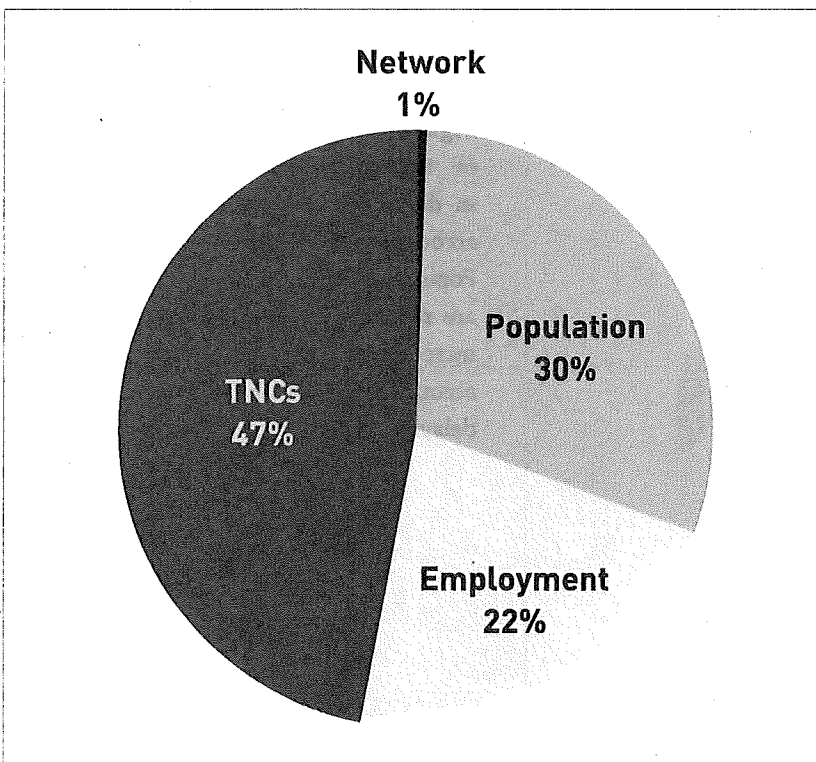
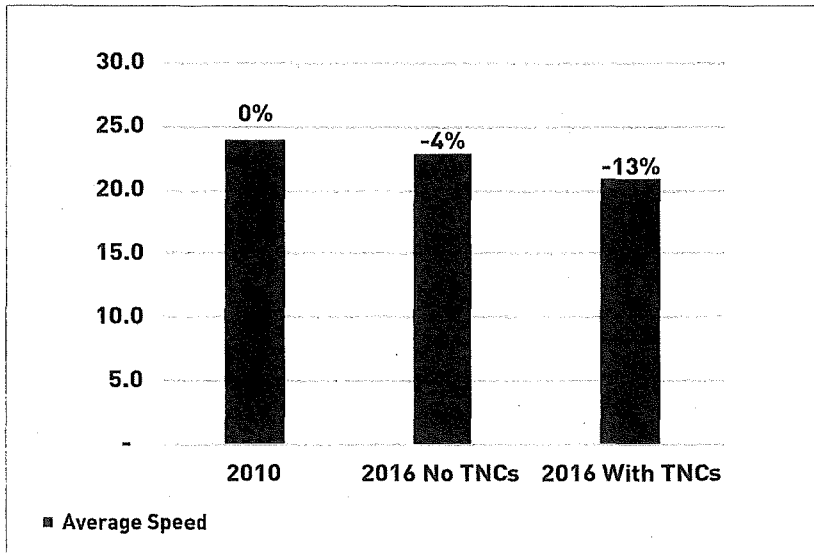


Figure 15 illustrates the sources for the changes in VMT between 2010 and 2016. TNCs are estimated to account for 47% of the increase in VMT, and about 5% of total VMT in 2016. Population change and employment change are responsible for just over 52% of the increase in VMT, and network changes account for about 1% of changes in VMT.

AVERAGE SPEED

FIGURE 16. AVERAGE SPEEDS AND CHANGE IN SPEEDS



The average speed captures a length-weighted estimate of the speeds on all study roadways. **Figure 16** indicates that average speeds decreased from just over 24.0 miles per hour (mph) in 2010 to approximately 20.9 mph in 2016, a decline of 13%. In the counterfactual 2016 scenario, where TNCs are unavailable and travelers used other modes, average speeds decline by only 4%.

FIGURE 17. SHARE OF CHANGE IN SPEED BY FACTOR

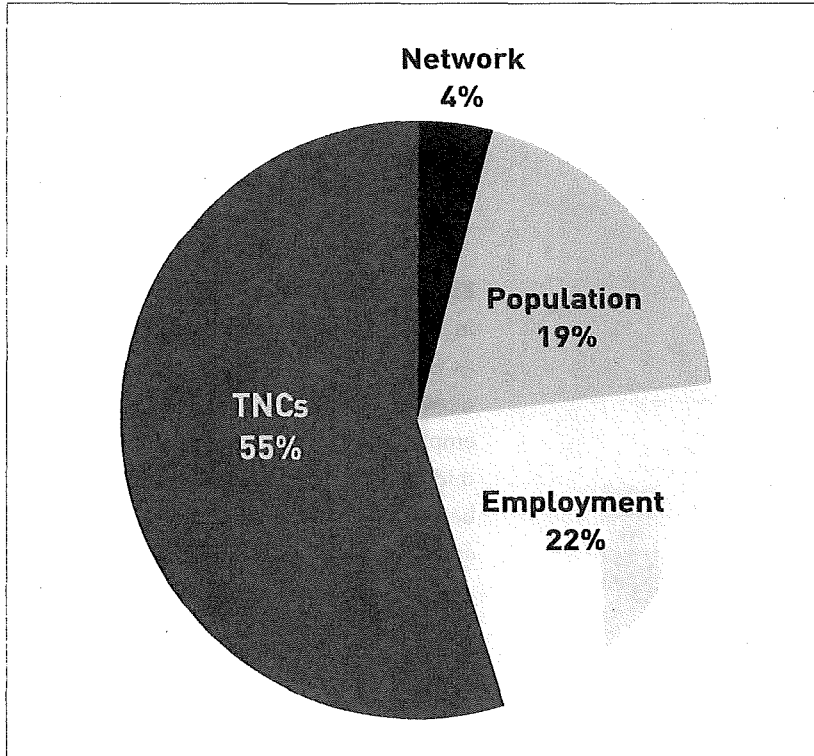


Figure 17 illustrates the sources for the changes in speed between 2010 and 2016. TNCs account for 55% of the decrease in speeds. Population change and employment change are responsible for just over 41% of the decrease in speeds, and network changes decrease speeds by approximately 4%.

When do TNCs Affect Congestion?

TNC usage varies by time-of-day, and thus affects congestion differently at different times of day. An additional vehicle on the roadway during congested time periods results in more congestion than an additional vehicle during uncongested time periods. The following summaries use five times of day derived from the SF-CHAMP model, which vary in length: the AM peak, PM peak, and early AM periods are 3 hours long, while the midday and evening periods are 6.5 and 8.5 hours long, respectively. The figures below demonstrate that TNCs significantly contribute to increased congestion across all times of day, especially in the evening, but during the AM and PM peaks and the midday as well.

VEHICLE HOURS OF DELAY

FIGURE 18. DELAY BY TIME PERIOD

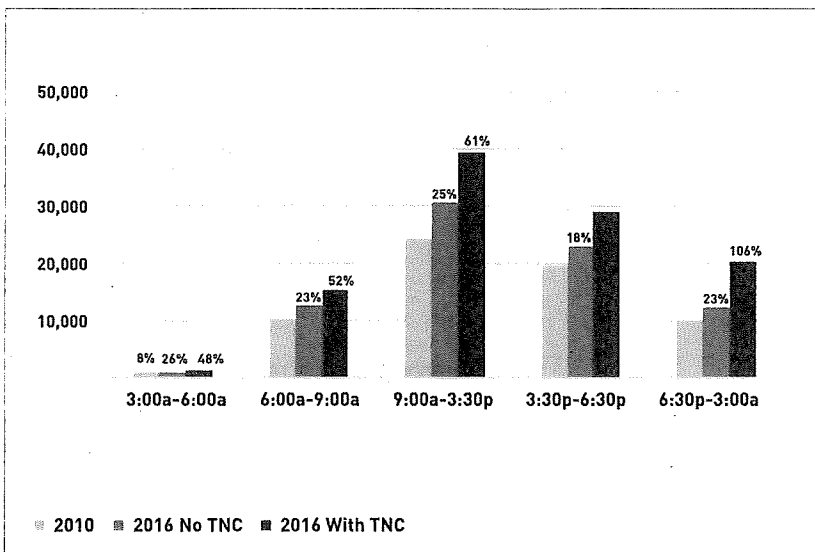


Figure 18 compares the VHD from 2010 to the 2016 No TNC scenario in which TNCs don't exist, and to the 2016 with TNC scenario. This figure shows that TNCs increased VHD in all time periods relative to 2016 No TNC scenario. The greatest total increases in delay occurred during the midday and evening period. TNCs increase delay in the evening from 23% without TNCs to 106% in reality, and increase the delay in the midday from 25% without TNCs to over 60%, and also increase delay significantly in the PM and AM peak periods.

FIGURE 19. CHANGE IN DELAY BY TIME PERIOD BY FACTOR

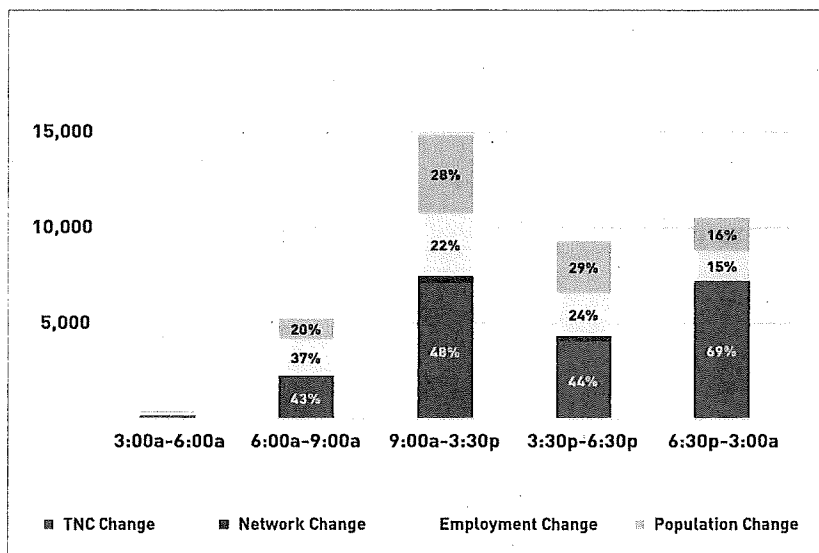


Figure 19 illustrates the total increase in delay between 2010 and 2016, as well as the share of this delay caused by TNCs, network changes, population changes and employment changes. During the AM peak, midday, and PM peak periods, TNCs cause between 43% and 48% of the increased delay and about 20% of total delay. Employment growth and population growth combined account for just over half of the increased delay. In the evening time period, TNCs are responsible for almost 70% of the increased delay, and for about 40% of the total delay.

VEHICLE MILES TRAVELED

FIGURE 20. VMT BY TIME PERIOD

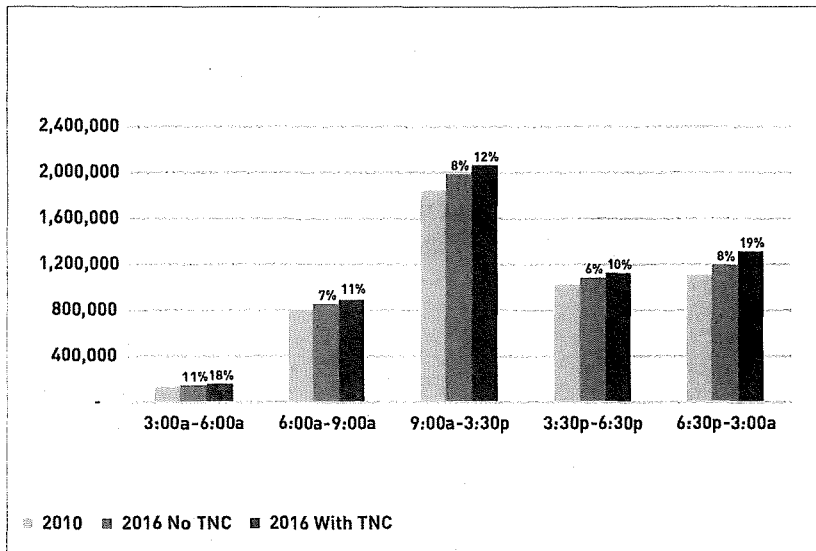


Figure 20 compares the VMT from 2010 to the 2016 No TNC scenario in which TNCs don't exist, and to the 2016 with TNC scenario. This figure shows that TNCs increased VMT in all time periods relative to 2016 No TNC scenario, with the greatest increases occurring during the midday and evening period.

FIGURE 21. CHANGE IN VMT BY TIME PERIOD BY FACTOR

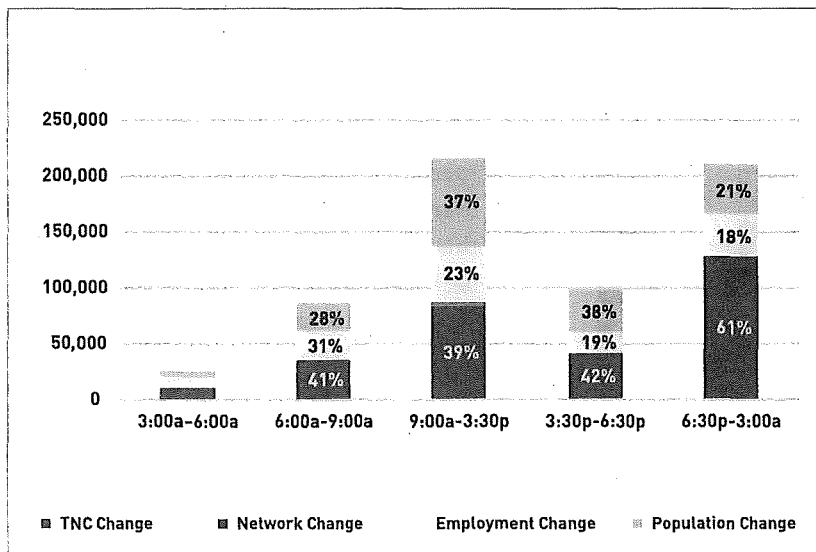


Figure 21 illustrates the total increase in VMT between 2010 and 2016, as well as the share of this delay caused by TNCs, network changes, population changes and employment changes. TNCs contribution to increased VMT varies by time period. During the AM peak, midday, and PM peak periods, TNCs cause about 40% of the increased vehicle miles travelled, while employment and population growth combined are responsible for about 60% of the increased VMT. However, in the evening time period, TNCs are responsible for over 61% of the increased VMT and for about 9% of total VMT.

AVERAGE SPEED

FIGURE 22. SPEED BY TIME PERIOD

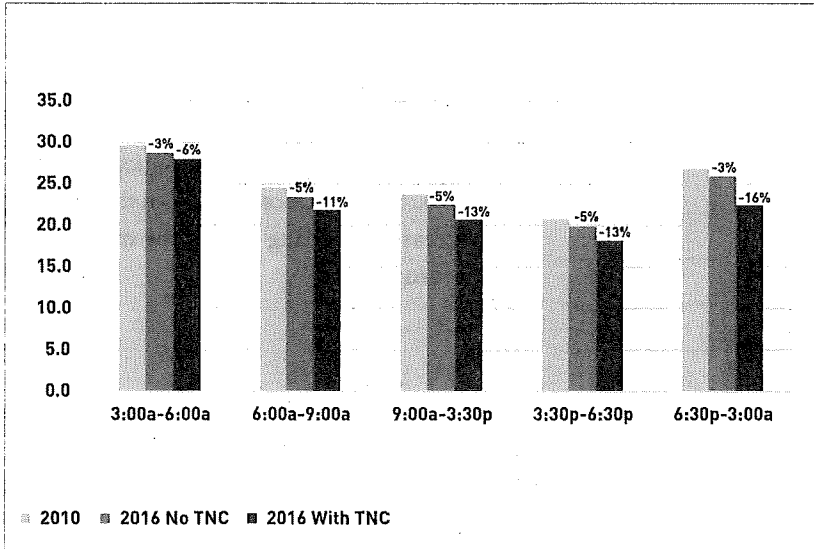


Figure 22 compares speeds from 2010 to the 2016 No TNC scenario in which TNCs don't exist, and to the 2016 with TNC scenario. This figure shows that average speeds have declined across all time periods, but that this decline has been exacerbated by TNCs.

FIGURE 23. CHANGE IN SPEED BY TIME PERIOD BY FACTOR

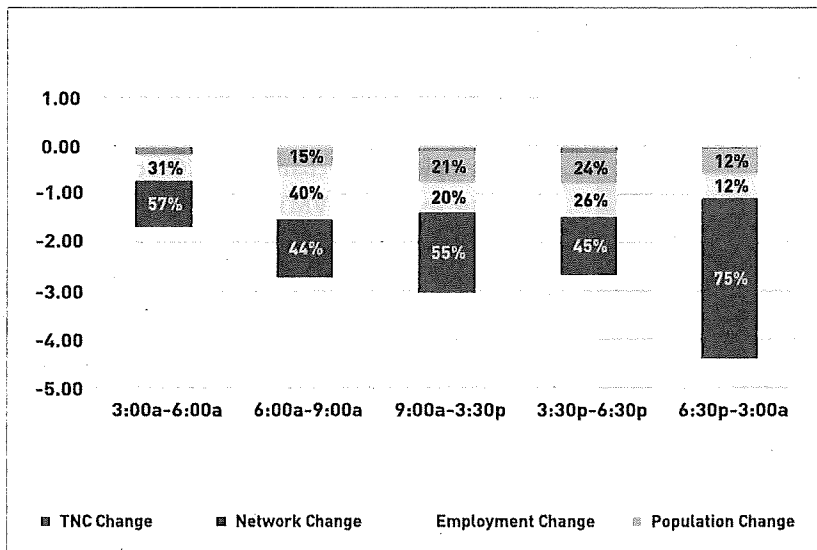


Figure 23 shows the decrease in average speeds between 2010 and 2016, as well as the share of this delay caused by different factors. The decline in average evening speeds has been most precipitous, dropping over 4 miles per hour, with almost 75% of this change attributable to TNCs. Speed decreases during the other time periods were about 3 miles per hour, with about 45%-55% of this decrease caused by TNCs.

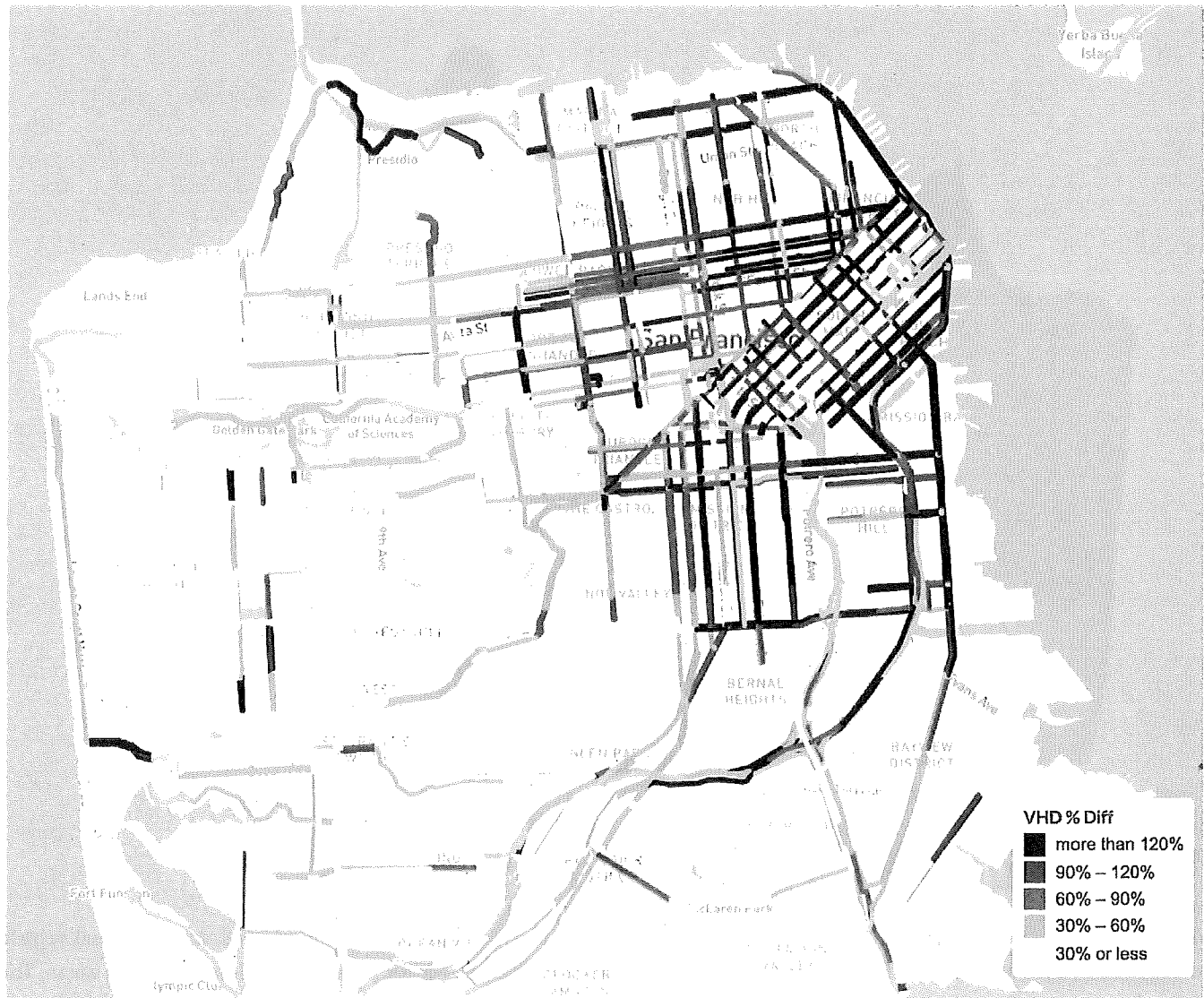
FIGURE 24. SAN FRANCISCO SUPERVISOR DISTRICTS



Where do TNCs Affect Congestion?

TNC usage varies across the city, and thus affects congestion differently in different neighborhoods. An additional vehicle on the roadway in more congested areas results in more congestion than an additional vehicle in less congested areas. The following sections first use maps to illustrate overall changes in the congestion measures on the INRIX segments, followed by supervisorial district-level charts. **Figure 24** illustrates the San Francisco Supervisor districts. The subsequent figures demonstrate that TNCs significantly contribute to increased congestion, especially in the densest parts of the city.

FIGURE 25. % CHANGE IN DELAY INRIX SEGMENT



VEHICLE HOURS OF DELAY

Figure 25 shows the percent increase in VHD between the 2016 No TNC scenario in which TNCs don't exist, and to the 2016 with TNC scenario. It indicates that the greatest increases in delay occurred in the core northeastern quadrant, as well as along key corridors such as the Mission corridor.

FIGURE 26. DELAY BY SUPERVISOR DISTRICT

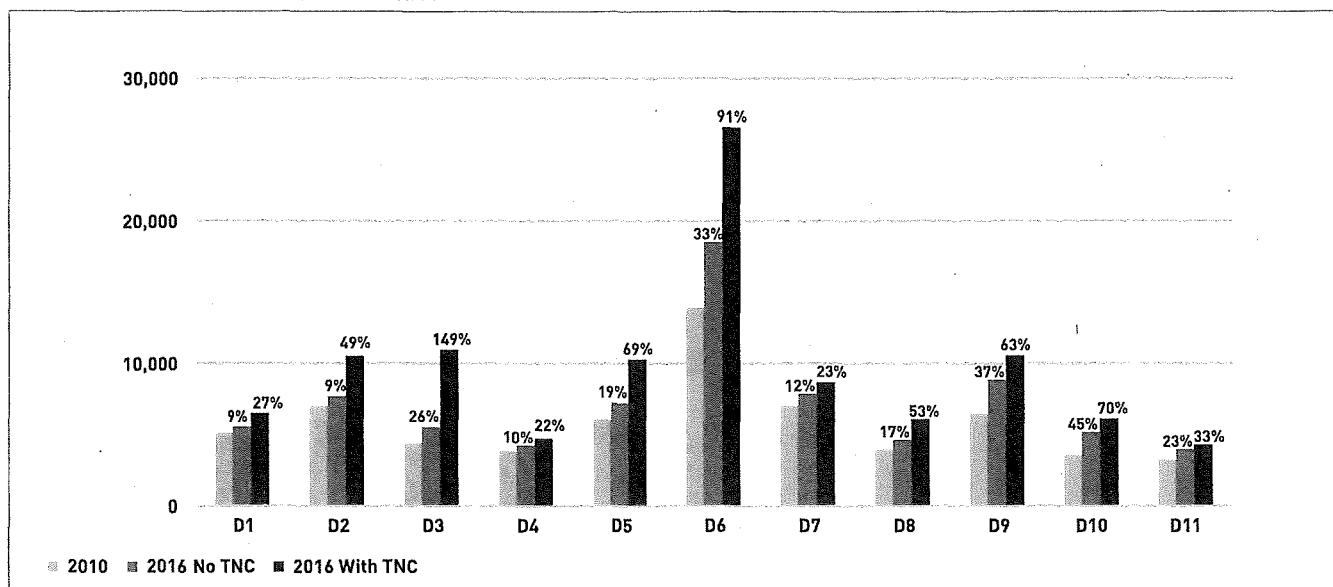


Figure 26 compares the delay from 2010 to the 2016 No TNC scenario in which TNCs don't exist, and to the 2016 with TNC scenario. This figure shows that TNCs increased delay in all districts relative to 2016 No TNC scenario. The greatest total increases in delay occurred in District 3 and District 6. The greatest relative increase in delay occurred in District 3, while the greatest total amount of delay occurred in District 6.

FIGURE 27. HOURS OF DELAY BY SUPERVISOR DISTRICT

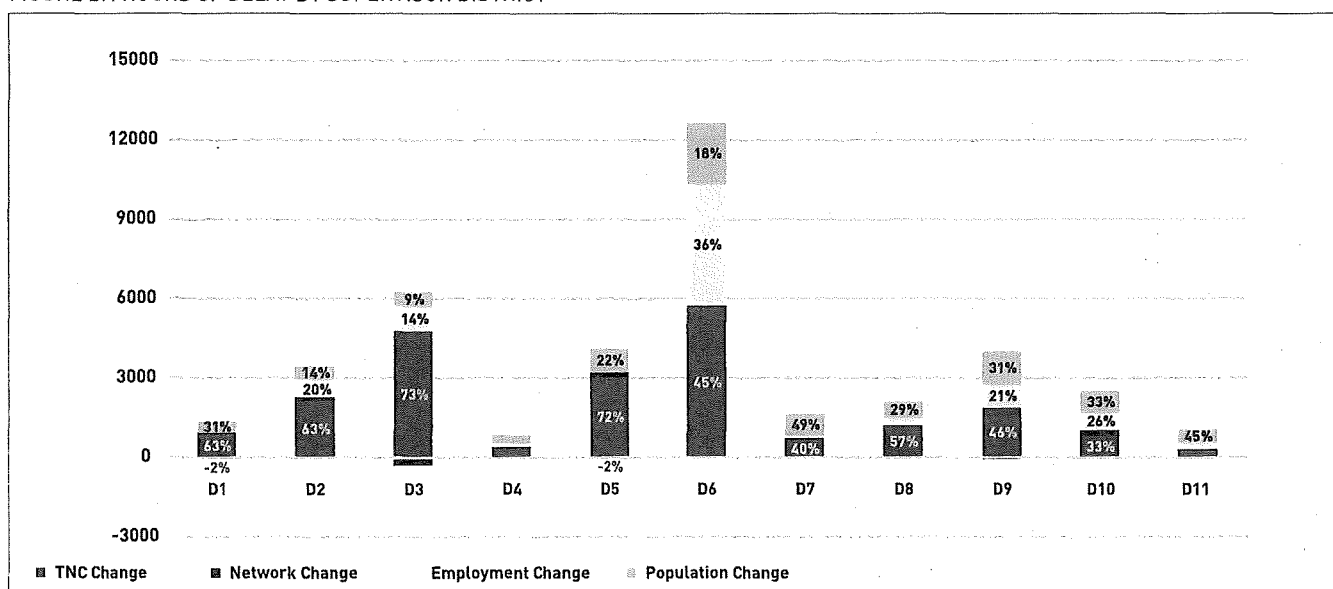


Figure 27 illustrates the total increase in delay between 2010 and 2016, as well as the share of this delay caused by TNCs, network changes, population changes and employment changes. The greatest increases in delay occurred in Districts 3 and 6, with approximately 73% of the increase in delay in District 3 due to TNCs, and about 45% of the increase in delay in District 6 due to TNCs. We estimate that approximately 36% of total delay in District 3 and District 6 combined is due to TNCs.

FIGURE 28. % CHANGE IN VMT BY INRIX SEGMENT



VEHICLE MILES TRAVELED

Figure 28 shows the percent increase in VMT between the 2016 No TNC scenario in which TNCs don't exist, and to the 2016 with TNC scenario. It indicates that the greatest increases in vehicle miles travelled occurred along key corridors, and with general increases in the northeast quadrant.

FIGURE 29. VMT BY SUPERVISOR DISTRICT

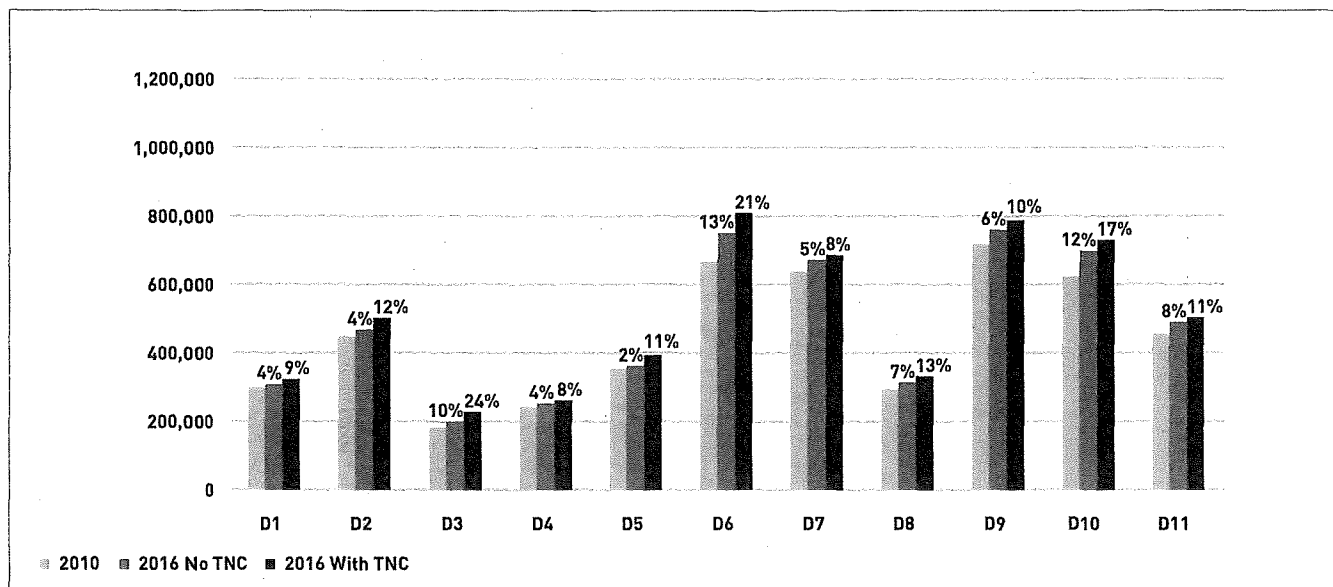


Figure 29 compares the VMT from 2010 to the 2016 No TNC scenario in which TNCs don't exist, and to the 2016 with TNC scenario. The percentage change shown is relative to the 2010 Base scenario. This figure shows that TNCs increased VMT in all districts relative to 2016 No TNC scenario, with the greatest total increases occurring in Districts 6 and District 10, and the greatest relative increase occurring in District 3.

FIGURE 30. CHANGE IN VMT BY SUPERVISOR DISTRICT BY FACTOR

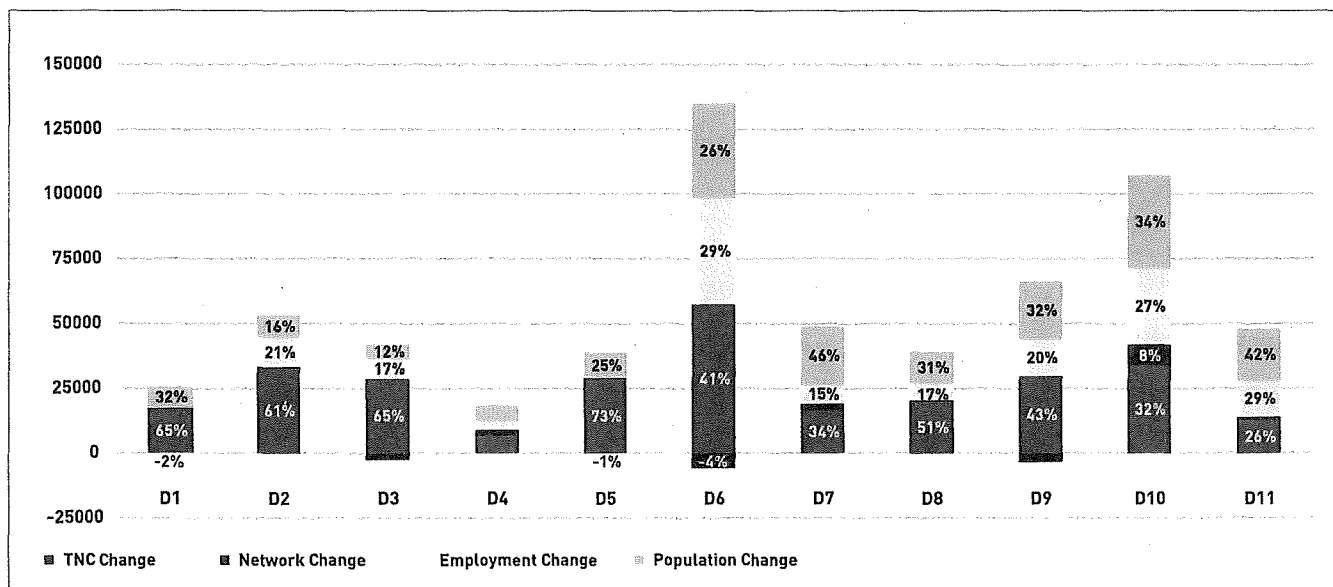


Figure 30 illustrates the total increase in VMT between 2010 and 2016, as well as the share of this delay caused by TNCs, network changes, population changes and employment changes. As noted, the greatest total increases occurred in Districts 6 and 10. TNCs accounted for 44% and 35% the increased VMT in these districts, respectively. While the total increase in VMT in Districts 3 and 5 were less than observed in other districts, the share of this increase attributable to TNCs in these districts was over 70%, the highest in the city.

FIGURE 31. % CHANGE IN SPEED BY INRIX SEGMENT



AVERAGE SPEED

Figure 31 shows the percent decrease in speed between the 2016 No TNC scenario in which TNCs don't exist, and to the 2016 with TNC scenario. It indicates that the greatest decreases in speeds occurred South of Market, Downtown, and along the Embarcadero and with general increases in the northeast quadrant.

FIGURE 32. SPEED (MILES PER HOUR) BY SUPERVISOR DISTRICT

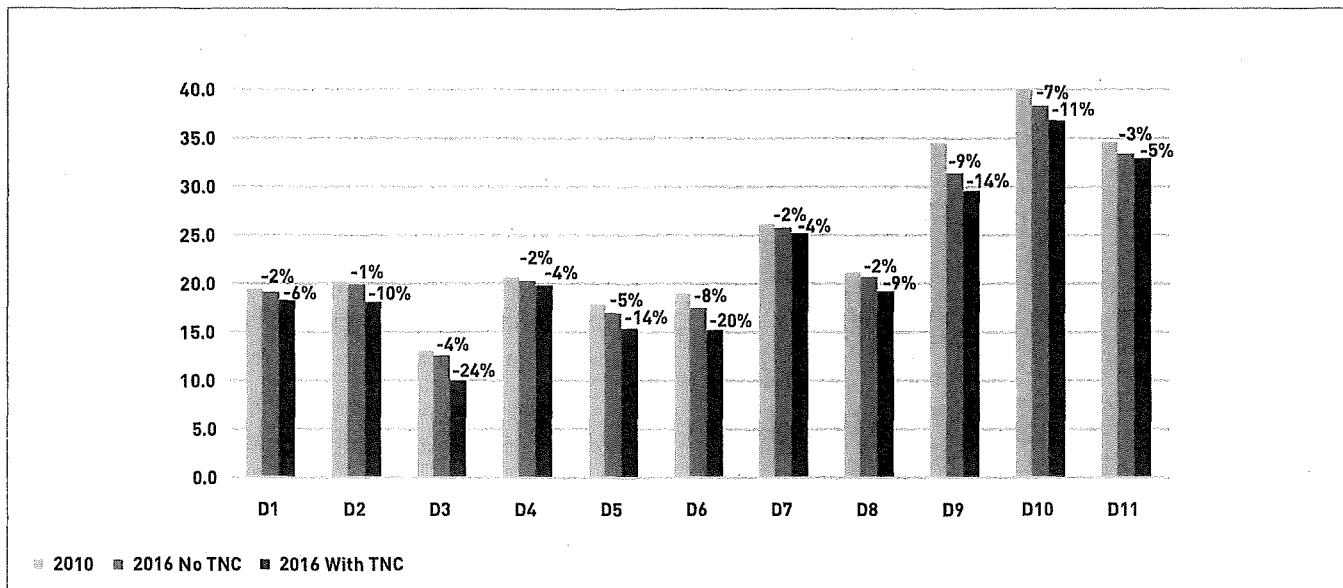


Figure 32 compares speeds from 2010 to the 2016 No TNC scenario in which TNCs don't exist, and to the 2016 with TNC scenario. The percentage change shown is relative to the 2010 Base scenario. This figure shows that average speeds have declined in all districts, with the greatest relative declines between the 2016 No TNC and 2016 With TNC scenarios occurring in Districts 3, 6, 5 and 9. Overall speeds were lowest in District 3 and highest in District 10.

FIGURE 33. CHANGE IN SPEED BY SUPERVISOR DISTRICT BY FACTOR

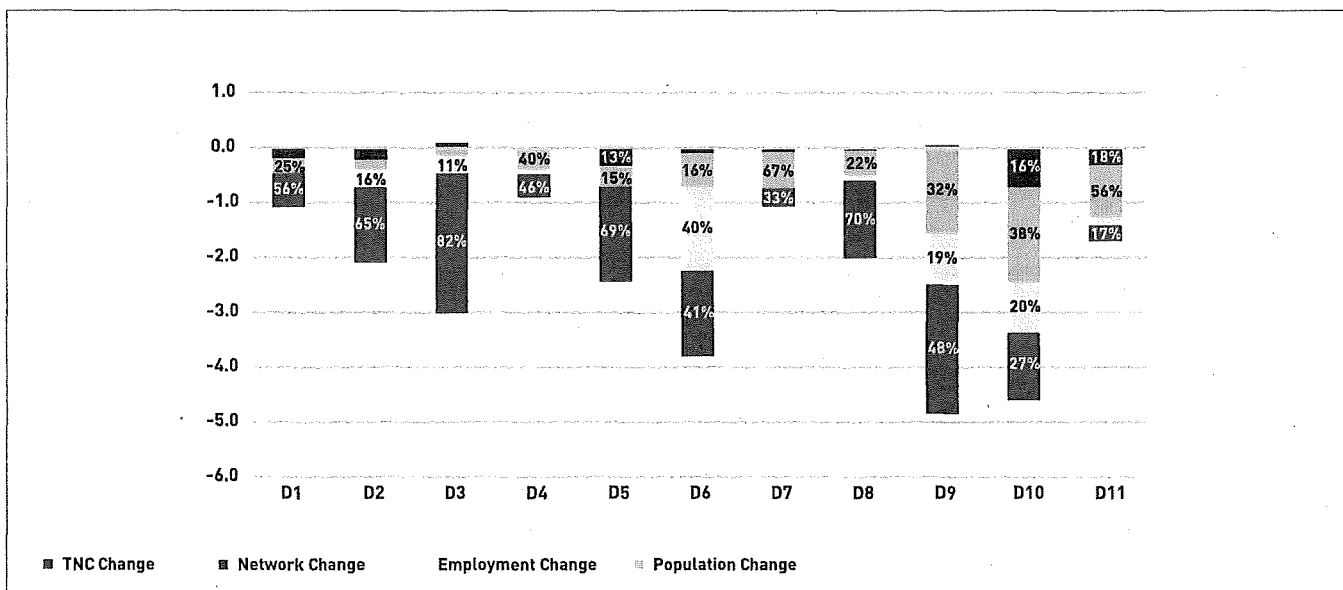


Figure 33 shows the decrease in average speeds in each District between 2010 and 2016, as well as the share of this delay caused by different factors. The greatest declines in speed occurred in Districts 9 and 10. While almost 50% of this decline was due to TNCs in District 9, only 27% of the decline in District 10 was due to TNCs. Districts 3 and 6 also experienced notable declines in speed, with 82% of the decline in speed in District 3 attributable to TNCs. Note that the more than half of the decline in speeds in District 6 is attributable to employment and population growth.



Conclusion

Congestion in San Francisco worsened between 2010 and 2016. The Transportation Authority's Congestion Management Program monitoring indicates that average AM peak arterial travel speeds decreased since 2009 by -26%, while PM peak arterial speeds have decreased by -27% during this same time period. Vehicle hours of delay on the study roadways increased by 40,000 hours on a typical weekday, while vehicle miles travelled on study roadways increased by over 600,000 miles on a typical weekday. In addition, travel times have become less reliable.

During this period significant changes occurred in San Francisco. Roadway and transit networks changed, including the rebuilding of Doyle Drive, the implementation of transit red carpet lanes, and the expansion of the bicycle network. San Francisco added 70,000 new residents and over 150,000 new jobs, and these new residents and workers add more trips to the city's transportation network. Finally, new mobility alternatives emerged, most visibly TNCs. TNCs have become an important travel option in San Francisco.

By late 2016, TNCs were estimated to generate over one million intra-San Francisco vehicle trips in a typical week, representing approximately 15% of all intra-SF vehicle trips, and the number and share of TNC trips in San Francisco has undoubtedly increased since 2016. The rapid growth of TNCs is attributable to the numerous advantages and conveniences that TNCs provide over other modes of transportation, and the availability of this new travel alternative has undeniably provided improved mobility for many San Francisco residents and workers.

TNC vehicle trips contribute significantly to increased congestion. After accounting for the effects of increased employment, increased population, and transportation network changes, TNCs are estimated to cause 51% of the increase in vehicle hours of delay, 47% of the increase in vehicle miles traveled, and 55% of the decline in speeds citywide between 2010 and 2016.

It is important to note that the effect of TNCs on congestion varies considerably by time-of-day. During most of the day, approximately 40% to 50% of the increase in vehicle hours of delay is attributable to TNCs, but in the evening, almost 70% of the increase in vehicle delay is due to TNCs. Similarly, during most of the day approximately 40% on the increase in vehicle miles traveled is due to TNCs, but in the evening TNCs account over 60% of increased VMT. Speeds declined by about 2 to 3 miles per hour during most of the day, with TNCs accounting for about 45% to 55% of this decrease. However, evening speeds declined by almost 4.5 miles per hour on study roadways, and TNCs are estimated to cause 75% of this decrease.

The effects of TNCs on congestion also varies significantly by location. The greatest increases in vehicle hours of delay occurred in Supervisorial Districts 3, 5 and 6, with over 70% of the increase in delay in Districts 3 and 5 due to TNCs, and about 45% of the increase in delay in District 6 due to TNCs. Vehicle miles traveled increased most significantly in Districts 6 and 10, with TNCs accounting for 41% and 32% of the increased VMT in these districts, respectively. While the total increase in VMT in Districts 3 and 5 were less than observed in other districts, the share of this increase attributable to TNCs in these districts was between 65% and 75%, the highest in the city. Average speeds have declined in all districts, with the greatest relative declines occurring in Districts 3, 6, 5 and 9.



Future Research

The report identifies the extent to which TNCs contributed to roadway congestion in San Francisco between 2010 and 2016, relative to other potential contributing factors including employment growth, population growth, and transportation network changes. The report does not include policy recommendations, but rather seeks to provide knowledge needed by the Transportation Authority board, other policy-makers, the general public, and TNCs themselves to make informed decisions.

Subsequent reports by the Transportation Authority and others will address additional important analytic and policy questions in depth, including:

- **TNCs and Street Safety (SFMTA).** How do TNCs affect the safety of people who use the roads, including public transit riders, bicyclists and pedestrians?
- **TNCs and Transit Ridership (SFCTA).** How do TNCs affect public transit ridership and mode share?
- **TNCs and Public Transit Operations (SFMTA)** How do TNCs affect public transit service operations?
- **TNCs and Disabled Access (SFMTA).** To what extent do TNCs serve people with disabilities?
- **TNCs and Equity (SFCTA).** Can TNCs be accessed by all San Francisco residents including communities of concern and those without smartphones or credit cards? Are all neighborhoods served equitably?
- **TNCs and Land Use.** What effects do TNCs have on trip generation? How does TNC demand vary by land use type and intensity? How do TNCs affect parking and loading demand?

Additional data collection will be necessary in order to help answer these questions. We welcome research collaborations to obtain further information, including data to validate or enhance these findings, TNC vehicle occupancy information, traveler demographics and travel purposes, travel costs, TNC fleet composition data, and a range of other data items.

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SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

1455 Market Street, 22nd Floor, San Francisco, CA 94103

TEL 415.522.4800 FAX 415.522.4829

EMAIL info@sfcta.org WEB www.sfcta.org



SAN FRANCISCO FLOWER MART

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June 29, 2018

Dear President Cohen and Members of the SF Board of Supervisors,

My name is Jeanne Boes, General Manager and Chief Operations Officer of the San Francisco Flower Mart LLC (SFFM). SFFM is the master tenant of the historic wholesale flower market at 6th & Brannan Streets in SoMa. I represent our members/ownership group and our 50+ tenants which make up the San Francisco Flower Mart. I am writing to express our support for the Central SoMa Plan and the Flower Mart Project.

To give you a brief history, the San Francisco Flower Mart has operated in the City of San Francisco since 1912. We were founded by groups of immigrant flower farmers to the Bay Area, Chinese, Italian and Japanese farmers of California cut flowers and plants. We have relocated our market four times over the years in SF, going from selling at the foot of Lotta's Fountain to our current location at 6th and Brannan Streets. These farmers even supported and worked their Japanese neighbors' farms during World War II, when Japanese Americans were relocated to internment camps. We have always stayed together in SF!

We are now at another transition in our life in the City, preparing to relocate to a temporary location at 2000 Marin Street, as our partner Kilroy Realty builds-out the new Flower Mart. We are eternally grateful for the support of both Supervisor Jane Kim, and Supervisor Aaron Peskin. These Supervisors worked tirelessly to assure that the temporary location of the SFFM will be at 2000 Marin Street and not at Piers 19 & 23 on the crowded, busy Embarcadero. This temporary site will assure the viability of our tenants during the buildout of the new Flower Mart at 6th & Brannan Streets.

Here is a snapshot of the SF Flower Mart. We are part of a \$26 billion US Industry; with retail sales in the US totaling \$7,500,000,000. This means we generate hundreds of millions of dollars annually in the City of San Francisco.

We house over 50 small businesses in the market (vendors), 26 of these vendors qualify as "Legacy Businesses" in SF. They are purveyors of cut flowers, potted plants, blooming plants and floral supply products. Products in our market at one time were only from the immediate Bay Area, now flowers come from all over the world. These products are delivered to our marketplace via the aid of the trucking and transportation industry. We are heavily reliant on semi-trucks and box trucks to receive and distribute our products.

In addition to showing our full support for the Plan and the Project, we want to bring attention to couple of very important issues as they relate to the viability of the wholesale flower market, parking and zoning requirements.



SAN FRANCISCO FLOWER MART

We employ over 350 blue-collar workers in the Flower Mart, and most of these workers drive their vehicles to work. They currently park on the surrounding streets and alley ways, with no cost to them. Our business depends on the use of personal vehicles -- vans, and box trucks. We are heavily reliant on transportation; public transportation is not an option for our vendors. In addition to the inaccessibility of public transit during our early morning hours, our vendors often arrive with trucks full of product. We operate during the hours of:

12 am to 3 pm, Monday, Wednesday and Friday

5 am to 3 pm, Tuesday, Thursday and Saturday

Our peak hours of operation run from 5-6 am to 12-1 pm Monday-Friday.

We have over 4,300 registered buyers ("Badgeholders"), most of which are small business owners, who operate in every surrounding county of the Bay Area, including SF. Our customers load their vehicles with the product they purchase at the SFFM and deliver the product back to their businesses via personal vehicles, small trucks, or vans. Currently, our parking lot holds 144 customer cars and trucks and is often double parked to accommodate demand. Our vendors park their box trucks on the streets surrounding the market.

In the New Flower Mart Project we have been promised 150 car spaces and 25 truck parking spaces within the parking garage dedicated to the SFFM -- there is no way we can operate with less than that. In addition to those spaces within the project, we will also need to use the parking and loading spaces proposed on the streets surrounding the market for the early morning and late night hours.

Another issue that has been brought to our attention is the zoning requirement for PDR use to have transparent windows and doors on 60% of the ground floor street frontage. Looking at the current design and customer flow, either the windows would look into the refrigeration units causing temperature variations along with sunlight which would damage the product. Our perishable products need regulated stable environments to maximize shelf life. The other option would have the windows opening into the back-of-house of the vendor's operation, resulting in a lack of privacy and security. This requirement would negatively affect the operations of our vendors in the market.

We urge you to approve the Central SoMa Plan, and the Flower Mart Project, which will allow our vendors to continue to grow and thrive for another 100 years in SF. Please also consider the exceptions for the Flower Mart Project related to the two issues described above.

Respectfully,

A handwritten signature in black ink, appearing to read "Jeanne Boes". The signature is fluid and cursive.

Jeanne Boes

General Manager, Chief Operations Officer
SAN FRANCISCO FLOWER MART LLC

Central SoMa Zoning Analysis – Suggested Planning Code Amendments

The table below identifies issues in the proposed Central SoMa Planning Code amendments ordinance (BOS File No. 180184) that are of particular concern to the proposed Flower Mart Project. Suggested revisions are indicated in red.

Topic	Draft Planning Code Section:	Issue	Suggested Revision
SFFM Proposed Amendments not Addressed by Planning Commission			
Parking	Proposed § 329(e)(3)(B)	<p>The proposed ordinance does not provide an exception from the parking standards for the Key Sites, even though those properties are required to provide large PDR spaces, the future tenants of which are likely to require large amounts of parking.</p> <p>In particular, the success of the replacement Wholesale Flower Market will depend in large part on the provision of adequate parking (as required by KRC's agreement with the Wholesale Flower Market tenants) to accommodate a high volume of wholesale customers moving large amounts of goods. We propose the addition of an exception that would allow Key Sites to receive an exception to provide additional parking for wholesale /distribution uses.</p>	<p>Proposed § 329(e)(3)(B) should be amended to allow Key Sites to seek an exception from the maximum accessory parking requirements in order to provide sufficient parking for large scale wholesale and distribution uses.</p> <p><i>(B) Exceptions. . . . the requirement that POPOS be open to the sky established in Section 138(d)(2)(B); or the commercial orientation of large sites established in Section 249.78(c)(6)-; or the accessory parking maximums set forth in Section 151.1, such that the Key Site identified in Section 329(e)(2)(F) may provide accessory parking for Wholesale Sales and Distribution uses up to a rate of one car per each 750 square feet of Gross Floor Area.</i></p>
Transparent Fenestration of PDR	Proposed §§ 249.78(c)(1)(E) and 329(e)(3)(B)	<p>The Proposed § 249.78(c)(1)(E) applies the transparency and fenestration requirements of existing Code Section 145.1 to PDR uses.</p> <p>The types of uses that occupy PDR space often involve machinery, noise, and abnormal operating hours, and are not the type of uses enhanced by ground floor transparency—nor are they the kinds of uses for which ground floor windows would enhance the pedestrian environment.</p>	<p>Proposed § 329(e)(3)(B) should be amended to allow Key Sites to seek an exception from the requirement that PDR uses meet the transparency and fenestration requirements contained in § 249.78(c)(1)(E).</p> <p><i>(B) Exceptions. . . . the requirement that POPOS be open to the sky established in Section 138(d)(2)(B); or the commercial orientation of large sites established in Section 249.78(c)(6)-; or the requirement that PDR uses meet the transparency and fenestration requirements established in Section 249.78(c)(1)(E).</i></p>

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POPOS	Amended § 138; Proposed § 329(e)(3)(B)	<p>Under proposed § 329(e)(3)(B), Key Sites may seek an exception from “the requirement that POPOS be open to the sky established in Section 138(d)(2)(B).” But it is § 138(d)(2)(E)(i) that requires at grade open space to be open to the sky.</p> <p>Proposed § 138(d)(2)(B) requires that projects “on sites of 40,000 square feet or more and located south of Bryant Street shall provide the required open space outdoors and may not pay an in-lieu fee.”</p>	<p>Proposed § 329(e)(3)(B) regarding open space exceptions that should be corrected as follows:</p> <p><i>(B) Exceptions. . . . <u>the requirement that POPOS be open to the sky established in Section 138(d)(2)(BE)(i); or the commercial orientation of large sites established in Section 249.78(c)(6).</u></i></p>
POPOS & Open Space In-Lieu Fee	Amended § 426	As amended, § 426 states that an in-lieu fee is required for each square foot of POPOS and non-residential open space that is required but not provided.	<p>Amended § 426 should be revised such that an in lieu fee would not be required where a project obtains an exception only from the qualitative standards of the POPOS requirements, but where the project provides the amount of POPOS mandated by the Code. We suggest the following amendment:</p> <p><i>. . . In the CMUO District, the usable open space requirement of Section 135.3 and the POPOS requirement of Section 138 may be satisfied through payment of a fee of \$890 for each square foot of required usable open space not provided. <u>Payment of a fee shall not be required for any square footage of usable open space or POPOS that is provided in the amount required, but for which a variance or exception is granted for design standards otherwise applicable to such open space or POPOS . .</u></i></p>
Living and Solar Roofs	Proposed §§ 249.78(d)(3) and 329(e)(3)(B)	Proposed § 249.78(d)(3) requires that Central SoMa buildings that are 160-feet-tall or less provide at least 50% of the roof area as living roof and comply with Building Code Section 5.201.1.2, which sets forth the requirements for solar systems on non-residential buildings.	<p>Proposed § 329(e)(3)(B) should allow for a Key Sites exception from the living roof and solar requirements as long as a comparable amount of required living roof and/or solar system area is provided elsewhere on the property.</p> <p><i>(B) Exceptions. . . . <u>the requirement that POPOS be open to the sky established in Section 138(d)(2)(B); or the commercial orientation of large sites established in Section 249.78(c)(6); or the living and solar roofs requirements established in Section 249.78(d)(3), so long as a comparable amount of required living and/or solar roof area is provided elsewhere on the property.</u></i></p>

Tower Separation	Proposed §§ 132.4(d)(3) and 329(e)(3)(B)	Proposed § 329(e)(3)(B) states that Key Sites can seek an exception for the tower separation requirements in § 132.4, and Planning staff has advised that Key Sites are not required to meet the 4 criteria listed in proposed § 132.4(d)(3) in order to obtain this exception. However, this should be clarified in the Code language.	<p>Proposed § 132.4(d)(3) should be amended to clarify that Key Sites can obtain an exception from the tower separation requirements without meeting the four criteria set forth in proposed § 132.4(d)(3)(B):</p> <p><u>Through the procedures of Section 329, the Planning Commission may reduce the separation required under subsection (A) if it finds that a Tower project meets all of the following criteria. Key Sites, as identified in § 329(e)(2), are not required to comply with the following criteria in order to obtain a reduction of the Building Separation requirements set forth in subsection (A), as the Key Sites are eligible for a general exception from the Building Separation requirements pursuant to § 329(e)(3)(B).</u></p>
Key Sites Exceptions, Generally	Proposed § 329(d)(12)	<p>The proposed language eliminates the ability of Central SoMa SUD projects to seek the PUD exceptions under § 304, which are currently available to LPA projects pursuant to existing § 329(d)(12).</p> <p>The Central SoMa Plan requires or encourages a mix of PDR, office, retail, and residential in a relatively dense environment, all while striving for a dense, walkable, and transit-oriented neighborhood. Some measure of flexibility in applying prescriptive Code standards is necessary in order to facilitate building typologies and mixes of uses that are relatively novel.</p>	<p>Revise amended § 329(d)(12) to allow Key Sites projects to seek PUD-type exceptions (as set forth in § 304) via an LPA:</p> <p>Where not specified elsewhere in this Ssubsection (d), modification of other Code requirements which <u>that</u> could otherwise be modified as a Planned Unit Development (as set forth in Section 304), irrespective of the zoning district in which the property is located, <u>except that such modifications shall not be permitted for non-Key Sites projects in the Central SoMa Special Use District. Those projects on Key Sites, as identified in subsection (e) below, may obtain exceptions from those Code requirements that could be otherwise be modified as a Planned Unit Development.</u></p>

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From: Patricia Valencia <glosunsunshine@gmail.com>
Sent: Monday, October 01, 2018 10:59 AM
To: Tang, Katy (BOS)
Cc: Kim, Jane (BOS); Safai, Ahsha (BOS); Major, Erica (BOS)
Subject: RE: San Francisco Flower Market

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Sirs,

We have been a tenant in the San Francisco Flower Mart for 10 years.

We support the Flower Mart project with office and retail above the new wholesale flower market.

Our business starts very early in the morning with loud trucks loading/unloading as early as midnight.

I support housing in San Francisco, but the housing project units in the Flower Mart project does not seem feasible, because of the odd hours (very early in the morning) will conflict with our wholesale business.

If people are living right above or right next to the wholesale flower market, they will complain and it may not be a very good fit.

Patricia Valencia
Patricia Araujo Clay
Sunshine Flowers International

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From: Pin Nursery <pinnurseryinc@gmail.com>
Sent: Monday, October 01, 2018 9:21 AM
To: Major, Erica (BOS)
Subject: New Flower Mart project

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

- I am a tenant of the Flower Mart, have been for 30 years.
- I support the New Flower Mart project as an office and retail project above the new wholesale flower market.
- We are a late-night/early morning operation and I don't support any residential units in the New Flower Mart.
- I don't support residential units above or right next to the new wholesale flower market.
- Our work is noisy and if you put housing in the New Flower Mart it will hurt our operations and cause conflict with the new residents.

Charlie Cheng
Pin Nursery
7980 Holsclaw Rd
Gilroy CA, 95020
408-710-9338

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From: Jeanne <jeanne@sfflowermart.com>
Sent: Sunday, September 30, 2018 8:12 PM
To: Tang, Katy (BOS); Kim, Jane (BOS); Safai, Ahsha (BOS); Major, Erica (BOS)
Subject: Letter from SFFM
Attachments: 180928 Ltr from SFFM to BOS Land Use.docx

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

September 28, 2018

Chair Katy Tang
Vice-Chair Jane Kim
Supervisor Ahsha Safai
San Francisco Board of Supervisors
Land Use and Transportation Committee

Dear Supervisors Tang, Kim and Safai:

We represent the San Francisco Flower Mart, one of the oldest wholesale flower markets in the United States. We manage the wholesale marketplace which houses over 50 individual flower vendors. We support the Flower Mart Project in Central SoMa as an office and retail development above a new, state-of-the-art wholesale flower market. This has been the plan for the site for at least the past four years. However, it is important to note that we are absolutely opposed to any residential units on the site.

The San Francisco Flower Mart is an industrial business. We are heavily reliant on vehicles to both receive and deliver the products we sell in our wholesale marketplace, many of these vehicles are semi-trucks and box trucks. Our businesses operate late night and very early morning hours, as early as 12:00 AM, when our vendors begin receiving deliveries on semi-trucks and box trucks. Our customers arrive and begin buying our perishable products at 2:00 AM. Although we sell a beautiful product, we are extremely noisy and typically have trucks parked, sometimes double parked, in our alleyways and surrounding streets most days during the week. If housing were to be built on this site, it would conflict with these activities and cause a hardship for our wholesale vendors and customers to operate effectively. While we support housing being built in San Francisco in general, we very strongly request that you maintain the Flower Mart Project as it has been planned, with only office and retail space above and adjacent to the wholesale flower market.

Respectfully,

Vance Yoshida

Vance Yoshida
President
San Francisco Flower Mart LLC

Jeanne Boes

Jeanne Boes
Chief Operations Officer and General Manager

San Francisco Flower Mart LLC

Jeanne Boes
General Manager
Chief Operations Officer
SAN FRANCISCO FLOWER MART
640 Brannan Street
San Francisco, CA 94107
415.392.7944
415.637.8817 cell

www.sfflowermart.com
<http://www.facebook.com/SFFlowerMart>
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July 6, 2018

Land Use & Transportation Committee
San Francisco Board of Supervisors
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

RE: July 9, 2018 Agenda Items Nos. 6, 7 & 8
Central SoMa Plan Amendments to the General Plan, Planning Code and Zoning Maps
(Board File Nos. 180490, 180185, 180453)

Dear Supervisors Tang, Kim and Safaí:

Thank you for the opportunity to weigh in with SPUR's support for the Central SoMa Plan. SPUR is very pleased to see that the approval of the Central SoMa Plan and its implementing actions are finally before you. We urge you to approve this ambitious plan as quickly as possible. The city has been working with the community for several years to get this Plan completed, and it is time to get it across the finish line.

Why should the Central SoMa Plan be approved? What do we see are its merits?

1. **Central SoMa is the right location for jobs:** Central SoMa is an area that is key to San Francisco and to the region. It lies adjacent to the Financial District, an existing dense jobs center, and it holds the most links to regional transportation infrastructure. Downtown San Francisco is the area in the region with the lowest rate of driving to work and one of the few places within the region where people can and do commute by public transportation.

This is therefore the right place — from an environmental standpoint, a jobs agglomeration standpoint and others — for accommodating a significant amount of growth for both jobs and housing, but particularly for the 40,000 jobs this Plan contemplates.

2. **The Central SoMa Plan helps to address the housing shortage and the affordability crisis:** With recent amendments, this plan now accommodates 8,300 homes, which is an increase from what was originally planned. Additionally, the housing sustainability district, which uses David Chiu's AB 73 from last year, will help expedite the production of these units which have already been considered through this planning process.

We would also support future efforts to add housing in the Central SoMa Plan and elsewhere in San Francisco and the region without coming at the expense of jobs in regional-transit locations.

- 3. The Central SoMa Plan provides for unprecedented public benefits:** The growth accommodated by this Plan is expected to one day fund up to \$2 billion in public benefits towards affordable housing, transportation, open space, sustainability and many other needs for the city and this neighborhood. These benefits will be transformative...once the Plan is approved and once that development moves forward. But we have been waiting for the plan's completion for long enough. In the meantime, the economy has been shifting, construction costs have been rising and the feasibility of development moving forward is now shakier than it was a few years ago.

In that spirit, now is better than later. Displacement of both residents and businesses from San Francisco is happening in part because there is more competition for homes and office space. Quote unquote "normal" office jobs for nonprofits, engineering and architecture firms and other businesses are being shifted to downtown Oakland in the best case, but also to more suburban locations or other regions, because of the increased cost to lease office space in San Francisco.

The Central SoMa Plan is a thoughtful and ambitious plan to improve the neighborhood for residents, workers and visitors. It will increase housing opportunities, provide significant affordability, expand green space, transform the experience of being on the street, maintain a vital mix of uses, allow a diverse mix of businesses to remain in San Francisco and more. SPUR urges you to support this Plan as quickly as possible in order to set in motion the processes that will bring these benefits to Central SoMa, San Francisco and the region.

Thank you for your consideration. Let me know if you have any questions.

Res


Kristy Wang
Community Planning Policy Director

cc: SPUR Board of Directors
Mayor Mark Farrell and staff
Supervisor London Breed and staff
John Rahaim, Lisa Chen / Planning Department

180185

From: Kaushik Roy <kaushik234@hotmail.com>
Sent: Friday, June 22, 2018 7:52 PM
To: Major, Erica (BOS)
Subject: Please stop the high-rise at the Xing of 4th St and Townsend St

Dear Erica,

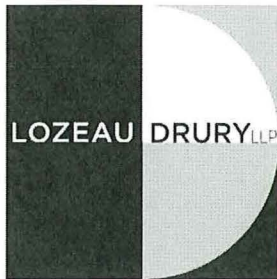
I am a resident at a nearby residential complex (The Beacon, 260 King St). Learnt that there is a proposal to build a high-rise at the intersection of 4th St and Townsend St. Please think about it for a second - this place is already overcrowded and resources (roads, parking, people, transportation) are already stressed. Adding another high-rise would add more stress to the system and resources. Furthermore, it would look ugly and it will be unhealthy. The little sunlight that I get will be gone.

How would you feel if you were in my shoes? Please stop the construction of the high-rise.

Thank you very much.

Kaushik Roy
260 King St #1401
San Francisco CA 94107

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T 510.836.4200
F 510.836.4205

410 12th Street, Suite 250
Oakland, Ca 94607

www.lozeaudrury.com
richard@lozeaudrury.com

June 26, 2018

Via E-mail and First Class Mail

Board of Supervisors
City and County of San Francisco
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 94102-4689
Board.of.Supervisors@sfgov.org

Re: Central SOMA Neighbors and SFBlu Objection to Designating the One Vassar Project as
a Key Development Site in Central SOMA Plan

Dear Supervisors,

I am writing on behalf of the Central SoMa Neighbors (“CSN”) and SFBlu to object to the proposal to designate the One Vassar Project, located at 400 2nd Street, as a “key development site” pursuant to the Central SOMA Plan. The purpose of designating key development sites in the Central SOMA Plan is to “maximize public benefits” at certain large underutilized lot areas within the Plan area and to “ensure that their development directly *delivers* critical public benefits.” Central SOMA Plan and Implementation Strategy, Part II, Draft Key Development Site Guidelines, p. 170 (emphasis added). Key sites that are included in the final Central SOMA Plan would be subjected to a streamlined approval process in exchange for delivering critical public benefits. CSN and SFBlu oppose the inclusion of the One Vassar Project as a key development site in the Central SOMA Plan because rather than delivering public benefits, the One Vassar Project, as currently proposed, will adversely affect the 2nd and Harrison area.

First, CSN and SFBlu do not believe the potential public benefits cited in the Implementation Strategy are likely to come to fruition. No commitments have been forthcoming from the developer of the site. The excessive height limits proposed for this Project are not necessary to secure potential public benefits from this site. Indeed, CSN and SFBlu do not believe there is any public benefit in constructing a large hotel at this site. Numerous other hotel projects already are underway or will be spurred on by the Central SOMA Plan in other more appropriate locations. Accelerating the approval of this controversial Project will lessen the likelihood that public pressure would be brought to bear to ensure any heightened public benefits from the Project.

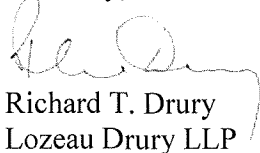
Second, rather than provide public benefits to the area around 2nd Street and Harrison Street, the One Vassar Project and its 4,000 plus commercial and residential occupants will

overwhelm the surrounding neighborhood and degrade the quality of life of existing residents. CSN and SFBlu are concerned that the number of occupants envisioned by this Project in this location is out of balance with the surrounding area. In order to restore consistency in this portion of the Central SOMA Plan, the One Vassar Project parcel should be limited to a maximum height of 130-feet. CSN and SFBlu believe that height limit would better balance the number of commuters and visitors accessing the Project, be more in keeping with adjacent projects, and ensure that the Project provides public benefits rather than disproportionately overwhelm public transit and the local neighborhood.

Third, it is CSN's and SFBlu's understanding that the One Vassar project does not intend to further a clear public benefit of ensuring good jobs in either the construction or operation of the Project. CSN and SFBlu are extremely concerned that identifying this site at this planning stage for special treatment as a key development site is premature. It is our understanding that the Planning Commission has endorsed the preparation of Community Good Jobs Employment Plans ("Good Jobs Plans") for any non-residential development over 25,000 square-feet. *See, e.g.* <https://hoodline.com/2018/05/planning-commission-unanimously-approves-central-soma-plan>. These Good Job Plans would be subject to public review and comment prior to a project being considered for approval by the Planning Department. The Good Jobs Plan would provide details of a project's strategy for providing permanent jobs for SOMA residents paying good living wages and benefits. The plan would also explain how a project planned to engage with the local, concerned community and other civic and labor organizations. Prior to identifying this site as a key development site, the City should require the One Vassar Project to prepare a Good Jobs Plan in order to identify and lock in actual public benefits to the community of this oversized development proposal, not merely the potential for such benefits.

Given the current likelihood that the One Vassar Project, as currently designed and envisioned will more likely bestow significant burdens rather than benefits on this portion of Central SOMA, CSN and SFBlu respectfully request that the Board of Supervisors remove this site from the list of key development sites currently proposed in the Central SOMA Plan.

Sincerely,



Richard T. Drury
Lozeau Drury LLP
on behalf of Central SoMa Neighbors and SFBlu

RE: Land Use And Transportation Committee

File Nos. 180185 and 180490

I received a notice of public hearing from the Clerk of the Board of Supervisors. My name is spelled Paul Tieck, not Paul Tiger.

The area being discussed at the July 9 public hearing is within walking distance of the Caltrain station. This area should not have any height limit at all. Securing a permit to build any kind of structure should not take three years. This is more than twice the 16 months it took to build the Empire State Building. The hundreds of pages of obstruction for the sake of obstruction that is cluttering the planning code needs to be replaced with an easy – to – understand set of incentives and guidelines for getting quick approval of a development project.

The minimum requirements for securing a building permit should be
proof of liability insurance,

an engineering plan for making sure that the foundation of the proposed new building will stay in one place

a way has been figured out to prevent damage to the foundations of neighboring structures during construction of the project,

having a licensed contractor lined up to carry out the proposed project,

showing in writing that a plan for managing traffic around the construction site has been agreed upon.

BOARD OF SUPERVISORS
SAN FRANCISCO
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BY 

[PG 1]

If half or more of the area of a proposed new project is set aside for long – term residential use, it should get priority of review over other projects that will have less than half of the area set aside for residential use.

Any residential project that

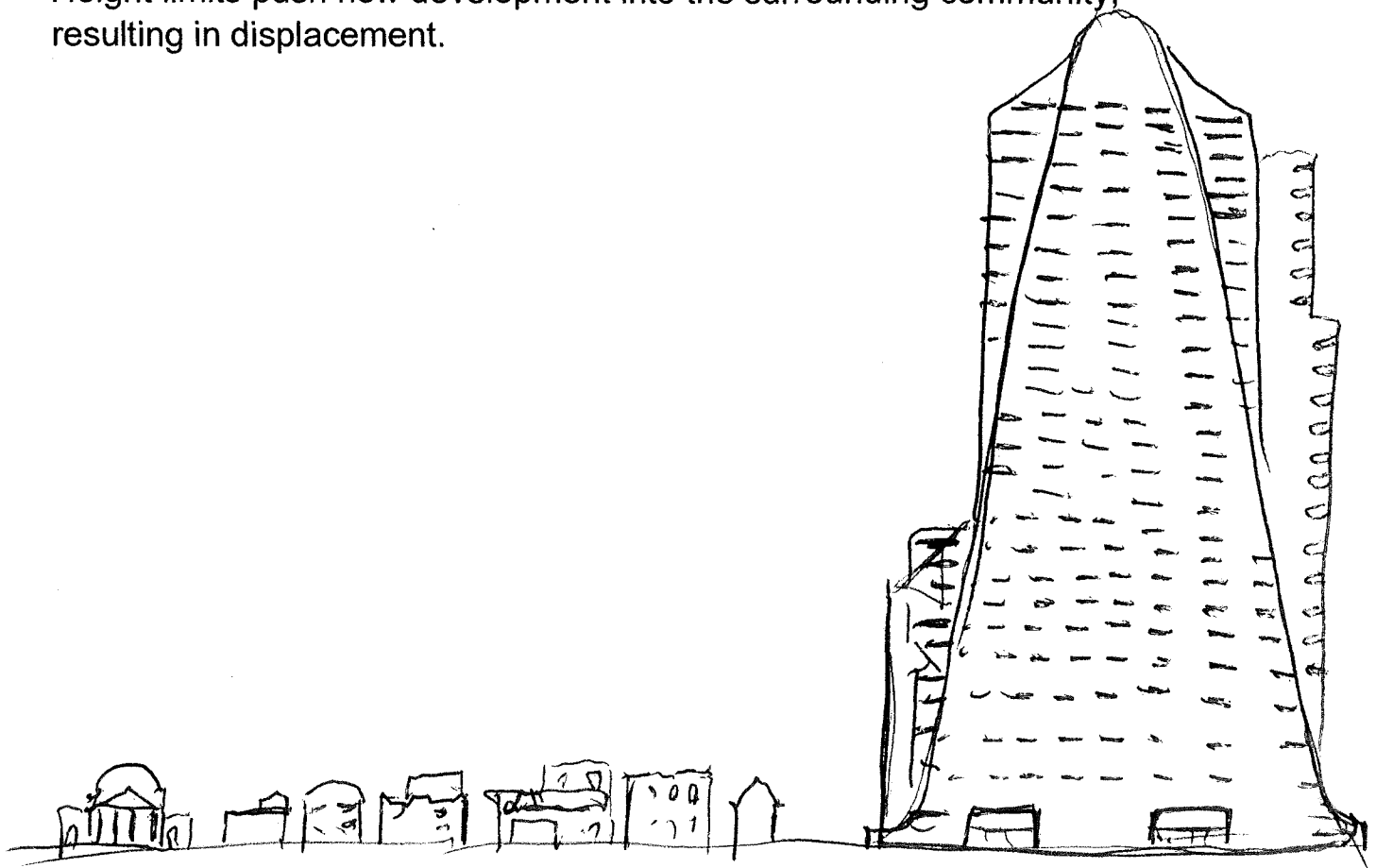
meets the minimum requirements for a building permit as outlined above,
is located within a third of a mile of a major transit hub { like Caltrain },
comes with a plan in writing to provide affordable replacement housing for
any people currently living on the site,
and comes with a written agreement to set aside at least 15% of the new
units as affordable to people within the surrounding neighborhood earning
less than half of the median income for the area

should be given over – the – counter approval.

A residential unit that has someone living in it should be taxed at a lower rate than a vacant residential unit, or any space that is not used for residential purposes.



Height limits push new development into the surrounding community, resulting in displacement.



Stacking new housing units dozens of stories high results in much less community displacement. When a big highrise residential structure is completed, it will have hundreds of empty units in it. There will be empty housing units on the market. The new highrise will create **vacuum** in the housing market.

Paul Troch 1/7/2013 [PG 31]

BOARD of SUPERVISORS



City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

NOTICE OF PUBLIC HEARING
BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO
LAND USE AND TRANSPORTATION COMMITTEE

NOTICE IS HEREBY GIVEN THAT the Land Use and Transportation Committee will hold a public hearing to consider the following proposals and said public hearing will be held as follows, at which time all interested parties may attend and be heard:

Date: Monday, July 9, 2018

Time: 1:30 p.m.

Location: Legislative Chamber, Room 250, located at City Hall
1 Dr. Carlton B. Goodlett Place, San Francisco, CA

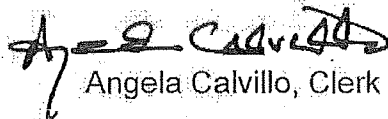
Subjects: **File No. 180185.** Ordinance amending the Zoning Map of the Planning Code to create the Central South of Market (SoMa) Special Use District and make other amendments to the Height and Bulk District Maps and Zoning Use District Maps consistent with the Central SoMa Area Plan, encompassing an area generally bounded on its western portion by Sixth Street, on its eastern portion by Second Street, on its northern portion by the border of the Downtown Plan Area (an irregular border that generally jogs along Folsom, Howard and Stevenson Streets), and on its southern portion by Townsend Street; 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.

File No. 180490. Ordinance amending the General Plan by adding the Central South of Market (SoMa) Area Plan, generally bounded on its western portion by Sixth Street, on its eastern portion by Second Street, on its northern portion by the border of the Downtown Plan Area, and on its southern portion by Townsend Street; making conforming amendments to the Commerce and Industry Element, the Housing Element, the Urban Design Element, the Land Use Index, and the East SoMa and West SoMa Area Plans; and making environmental findings, including adopting a statement of overriding considerations, and findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.

Paul Tiger
370 Turk St. #159
San Francisco, CA 94102

Land Use and Transportation Committee
File Nos. 180185 and 180490
June 28, 2018
Page 2

In accordance with Administrative Code, Section 67.7-1, persons who are unable to attend the hearing on these matters may submit written comments to the City prior to the time the hearing begins. These comments will be made part of the official public record in these matters, and shall be brought to the attention of the members of the Committee. Written comments should be addressed to Angela Calvillo, Clerk of the Board, City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102. Information relating to these matters are available in the Office of the Clerk of the Board. Agenda information relating to these matters will be available for public review on Friday, July 6, 2018.

A handwritten signature in black ink, appearing to read "Angela Calvillo", with a stylized flourish at the end.

Angela Calvillo, Clerk of the Board

DATED/PUBLISHED/MAILED/POSTED: June 28, 2018

180185

REUBEN, JUNIUS & ROSE, LLP

Daniel Frattin
dfrattin@reubenlaw.com

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June 1, 2018

Delivered Via Email and U.S. Mail

President London Breed
San Francisco Board of Supervisors
London.Breed@sfgov.org
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, Ca 94102-4689

**Re: Central SoMa Zoning Amendments
BOS File No. 180185
Flower Mart Project**

Dear President Breed and Supervisors:

We are writing on behalf of Kilroy Realty Corporation ("KRC"), which proposes to build a new long-term home for the Wholesale Flower Market as part of a mixed-use anchor development in the Central SoMa Plan Area. Throughout the lengthy process of drafting the Central SoMa Plan (the "Plan"), KRC has worked in close consultation with Planning Department staff to design a project that promotes the Plan's objectives. While we strongly support passage of the Plan, and encourage the Board of Supervisors to incorporate the modifications recommended by the Planning Commission on May 10, the zoning amendments ("Zoning Legislation") require further changes to allow the Flower Mart project to fulfill its objectives and create a new state-of-the-art Wholesale Flower Market that will be leased at below-market rates.

Suggested redline modifications are attached to this letter, the incorporation of which would address the following concerns that were not addressed by the Planning Commission in its May 10 recommendations:

- **As written, the Code does not allow enough accessory parking to fulfill KRC's legally binding commitments to the Wholesale Flower Market.** Kilroy is bound by an agreement with the Wholesale Flower Market tenants and management to provide 25 truck parking and 150 vehicle parking spaces. However, the Zoning Legislation allows for a maximum of 69 accessory parking spaces for the Wholesale Flower Market use. The success of the replacement Wholesale Flower Market depends on the provision

San Francisco Office
One Bush Street, Suite 600, San Francisco, CA 94104
tel: 415-567-9000 | fax: 415-399-9480

Oakland Office
456 8th Street, 2nd Floor, Oakland, CA 94607
tel: 510-257-5589

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of adequate parking to accommodate a high volume of wholesale customers. It is crucial that the Zoning Legislation include a Key Sites exception that would allow additional accessory parking for wholesale/distribution uses on the Flower Mart site.

- **Prohibiting sufficient accessory parking will subject the Wholesale Flower Market to costly Mello-Roos taxes.** The proposed Central SoMa Mello-Roos District exempts accessory parking from special taxes. If an exception is not available to provide additional accessory parking for the Wholesale Flower Market, KRC would have to seek conditional use approval for a “parking garage” that would be subject to special taxes. This runs contrary to the Plan goal of providing a functional and successful replacement Flower Market and unfairly taxes the subsidized space KRC is providing to the Flower Market tenants.
- **Ground-floor transparency requirements conflict with the operational needs of the Wholesale Flower Market.** The Zoning Legislation requires 60 percent of the ground-floor street frontage of PDR uses to have transparent windows and doors that allow views into the interior of buildings. However, many PDR uses involve machinery, noise, late operating hours, or have other operational characteristics and needs that may not be compatible with ground-floor transparency requirements.

As applied to the Wholesale Flower Market, required ground-floor transparency along 5th Street would conflict with the operational needs of the Wholesale Flower Market. Vendor stalls have traditionally been oriented to the interior and layout needs may change over time. Requiring open and unobstructed windows along 5th Street will preclude the flexible use of the Wholesale Flower Market space, and will prevent the Wholesale Flower Market vendors from using the east end of the building for functions that may include storage, refrigeration equipment, and internally-oriented display structures. The Zoning Legislation should be amended to allow exceptions from PDR transparency requirements.

- **For clarity, the Board should correct a cross-reference to the Key-Sites exception allowing exceptions from the requirement for POPOS to be open to the sky.** The Flower Mart site is constrained by the need to provide a 115,000-square-foot, single-story replacement building for the Wholesale Flower Market, along with new vehicular through access on the block. To accommodate these features and required POPOS, portions of upper floors cantilever over approximately 25 percent of the Flower Mart POPOS. The ordinance provides for a Key Sites exception for “the requirement that POPOS be open to the sky established in Section 138(d)(2)(B).” However, the cross-referenced section does not refer to the open-sky requirement and should be revised to reference Section 138(d)(2)(E)(i).
- **In-lieu POPOS fee should not be charged where exceptions from design standards are granted.** As amended, Section 426 states that an in-lieu fee of \$890 is required for each square foot of POPOS and non-residential open space that is required but not

provided. This section should be amended to clarify that the in-lieu fee only applies when open space is not provided at all, i.e., that no fee is due where the requisite amount of open space is provided but exceptions are granted from design standards like the openness-to-the-sky requirement above.

- **Living and solar roofs requirements should allow Key Sites flexibility to maximize usable rooftop open space while furthering the intent of the requirements.** Proposed Section 249.78(d)(3) requires that nonresidential buildings 160 feet or less provide at least 50% of the roof area as living roof and/or solar energy systems. In order to allow projects to maximize usable outdoor open spaces, the Zoning Legislation should allow these features to be located on taller buildings on the site, so long as a comparable amount of living roof area is provided.
- **The criteria for Key Sites tower separation should be revised for clarity.** The Zoning Legislation is intended to grant the Planning Commission broader discretion to grant exceptions for tower separation on Key Sites than on other sites. However, the draft code section establishing the criteria for tower separation exceptions does not make clear the distinction between non-Key Sites and Key Sites. The Zoning Legislation should be revised for clarity.
- **Central SoMa Key Sites should be able to seek the Planned Unit Development exceptions currently available to Eastern Neighborhoods projects through the LPA process.** The Central SoMa Plan encourages building typologies and mixes of uses that are relatively novel—requiring or incentivizing a mix of PDR, office, retail, and residential in a relatively dense environment, all while striving for a dense, walkable, and transit-oriented neighborhood. However, the Zoning Legislation includes highly prescriptive design requirements, and strikes a longstanding provision that allows the Planning Commission discretion to grant case-by-case exceptions beyond a limited number of specifically listed exceptions. In practice, this will constrain architectural responses to neighborhood context and the needs of specialized tenants. Continuing the Planning Code’s allowance for PUD-type exceptions will facilitate designs that are high-quality, functional for tenants, and marketable.

In closing, we respectfully urge you to amend the Zoning Legislation as outlined above and encourage you to support the changes recommended by the Planning Commission, particularly the following that are critical to the Flower Market Project:

- 1) Clarification that Key Sites projects may seek the exceptions generally available to projects obtaining an LPA under the existing Section 329(d).
- 2) Amendment that would require projects that filed applications before September 4, 2016, to meet 75% of the otherwise applicable TDM target. Though this amendment should clarify that the 75% grandfathering that applies to any project

that submitted an Environmental Evaluation Application before September 4, 2016.

- 3) Elimination of the requirement for retail uses to provide POPOS.
- 4) Addition of a subsection in Section 329(d) enabling exceptions for the freight loading requirements set forth in Sections 154 and 155.
- 5) Addition of a subsection in Section 329(d) enabling exceptions from the wind control requirements set forth in Section 249.78(d)(7).

Thank you for your consideration and attention to these concerns.

Very truly yours,

REUBEN, JUNIUS & ROSE, LLP



Daniel A. Frattin

cc: Supervisor Cohen (Malia.Cohen@sfgov.org)
Supervisor Stefani (Catherine.Stefani@sfgov.org)
Supervisor Fewer (Sandra.Fewer@sfgov.org)
Supervisor Peskin (Aaron.Peskin@sfgov.org)
Supervisor Ronen (Hillary.Ronen@sfgov.org)
Supervisor Safai (Ahsha.Safai@sfgov.org)
Supervisor Sheehy (Jeff.Sheehy@sfgov.org)
Supervisor Tang (Katy.Tang@sfgov.org)
Supervisor Yee (Norman.Yee@sfgov.org)
John Rahaim, Planning Director (John.Rahaim@sfgov.org)
Lisa Chen, Planning Department (Lisa.Chen@sfgov.org)
Sarah Dennis-Phillips, OEWD (Sarah.Dennis-Phillips@sfgov.org)
Bobbi Lopez, Legislative Aide to Supervisor Kim (Barbara.Lopez@sfgov.org)
Erica Major, Clerk, Land Use Committee (erica.major@sfgov.org)
Mike Grisso, Project Sponsor (MGrisso@kilroyrealty.com)
Alexandra Stoelzle, Project Sponsor (AStoelzle@kilroyrealty.com)

Central SoMa Zoning Analysis – Suggested Planning Code Amendments

The table below identifies issues in the proposed Central SoMa Planning Code amendments ordinance (BOS File No. 180184) that are of particular concern to the proposed Flower Mart Project. **Suggested revisions are indicated in red.**

Topic	Draft Planning Code Section:	Issue	Suggested Revision
SFFM Proposed Amendments not Addressed by Planning Commission			
Parking	Proposed § 329(e)(3)(B)	<p>The proposed ordinance does not provide an exception from the parking standards for the Key Sites, even though those properties are required to provide large PDR spaces, the future tenants of which are likely to require large amounts of parking.</p> <p>In particular, the success of the replacement Wholesale Flower Market will depend in large part on the provision of adequate parking (as required by KRC's agreement with the Wholesale Flower Market tenants) to accommodate a high volume of wholesale customers moving large amounts of goods. We propose the addition of an exception that would allow Key Sites to receive an exception to provide additional parking for wholesale /distribution uses.</p>	<p>Proposed § 329(e)(3)(B) should be amended to allow Key Sites to seek an exception from the maximum accessory parking requirements in order to provide sufficient parking for large scale wholesale and distribution uses.</p> <p><i>(B) Exceptions. . . . the requirement that POPOS be open to the sky established in Section 138(d)(2)(B); or the commercial orientation of large sites established in Section 249.78(c)(6); or the accessory parking maximums set forth in Section 151.1, such that Key Sites may provide accessory parking for Wholesale Sales and Distribution uses up to a rate of one car per each 750 square feet of Gross Floor Area.</i></p>
Transparent Fenestration of PDR	Proposed §§ 249.78(c)(1)(E) and 329(e)(3)(B)	<p>The Proposed § 249.78(c)(1)(E) applies the transparency and fenestration requirements of existing Code Section 145.1 to PDR uses.</p> <p>The types of uses that occupy PDR space often involve machinery, noise, and abnormal operating hours, and are not the type of uses enhanced by ground floor transparency—nor are they the kinds of uses for which ground floor windows would enhance the pedestrian environment.</p>	<p>Proposed § 329(e)(3)(B) should be amended to allow Key Sites to seek an exception from the requirement that PDR uses meet the transparency and fenestration requirements contained in § 249.78(c)(1)(E).</p> <p><i>(B) Exceptions. . . . the requirement that POPOS be open to the sky established in Section 138(d)(2)(B); or the commercial orientation of large sites established in Section 249.78(c)(6); or the requirement that PDR uses meet the transparency and fenestration requirements established in Section 249.78(c)(1)(E).</i></p>

POPOS	Amended § 138; Proposed § 329(e)(3)(B)	<p>Under proposed § 329(e)(3)(B), Key Sites may seek an exception from “the requirement that POPOS be open to the sky established in Section 138(d)(2)(B).” But it is § 138(d)(2)(E)(i) that requires at grade open space to be open to the sky.</p> <p>Proposed § 138(d)(2)(B) requires that projects “on sites of 40,000 square feet or more and located south of Bryant Street shall provide the required open space outdoors and may not pay an in-lieu fee.”</p>	<p>Proposed § 329(e)(3)(B) regarding open space exceptions that should be corrected as follows:</p> <p><i>(B) Exceptions. . . . <u>the requirement that POPOS be open to the sky established in Section 138(d)(2)(BE)(i); or the commercial orientation of large sites established in Section 249.78(c)(6).</u></i></p>
POPOS & Open Space In-Lieu Fee	Amended § 426	As amended, § 426 states that an in-lieu fee is required for each square foot of POPOS and non-residential open space that is required but not provided.	<p>Amended § 426 should be revised such that an in lieu fee would not be required where a project obtains an exception only from the qualitative standards of the POPOS requirements, but where the project provides the amount of POPOS mandated by the Code. We suggest the following amendment:</p> <p><i>. . . In the CMUO District, the usable open space requirement of Section 135.3 and the POPOS requirement of Section 138 may be satisfied through payment of a fee of \$890 for each square foot of required usable open space not provided. <u>Payment of a fee shall not be required for any square footage of usable open space or POPOS that is provided in the amount required, but for which a variance or exception is granted for design standards otherwise applicable to such open space or POPOS. .</u></i></p>
Living and Solar Roofs	Proposed §§ 249.78(d)(3) and 329(e)(3)(B)	Proposed § 249.78(d)(3) requires that Central SoMa buildings that are 160-feet-tall or less provide at least 50% of the roof area as living roof and comply with Building Code Section 5.201.1.2, which sets forth the requirements for solar systems on non-residential buildings.	<p>Proposed § 329(e)(3)(B) should allow for a Key Sites exception from the living roof and solar requirements as long as a comparable amount of required living roof and/or solar system area is provided elsewhere on the property.</p> <p><i>(B) Exceptions. . . . <u>the requirement that POPOS be open to the sky established in Section 138(d)(2)(B); or the commercial orientation of large sites established in Section 249.78(c)(6); or the living and solar roofs requirements established in Section 249.78(d)(3), so long as a comparable amount of required living and/or solar roof area is provided elsewhere on the property.</u></i></p>

Tower Separation	Proposed §§ 132.4(d)(3) and 329(e)(3)(B)	Proposed § 329(e)(3)(B) states that Key Sites can seek an exception for the tower separation requirements in § 132.4, and Planning staff has advised that Key Sites are not required to meet the 4 criteria listed in proposed § 132.4(d)(3) in order to obtain this exception. However, this should be clarified in the Code language.	<p>Proposed § 132.4(d)(3) should be amended to clarify that Key Sites can obtain an exception from the tower separation requirements without meeting the four criteria set forth in proposed § 132.4(d)(3)(B):</p> <p><i>Through the procedures of Section 329, the Planning Commission may reduce the separation required under subsection (A) if it finds that a Tower project meets all of the following criteria. <u>Key Sites, as identified in § 329(e)(2), are not required to comply with the following criteria in order to obtain a reduction of the Building Separation requirements set forth in subsection (A), as the Key Sites are eligible for a general exception from the Building Separation requirements pursuant to § 329(e)(3)(B).</u></i></p>
Key Sites Exceptions, Generally	Proposed § 329(d)(12)	<p>The proposed language eliminates the ability of Central SoMa SUD projects to seek the PUD exceptions under § 304, which are currently available to LPA projects pursuant to existing § 329(d)(12).</p> <p>The Central SoMa Plan requires or encourages a mix of PDR, office, retail, and residential in a relatively dense environment, all while striving for a dense, walkable, and transit-oriented neighborhood. Some measure of flexibility in applying prescriptive Code standards is necessary in order to facilitate building typologies and mixes of uses that are relatively novel.</p>	<p>Revise amended § 329(d)(12) to allow Key Sites projects to seek PUD-type exceptions (as set forth in § 304) via an LPA:</p> <p>Where not specified elsewhere in this § subsection (d), modification of other Code requirements which <u>that</u> could otherwise be modified as a Planned Unit Development (as set forth in Section 304), irrespective of the zoning district in which the property is located, <u>except that such modifications shall not be permitted for non-Key Sites projects in the Central SoMa Special Use District. Those projects on Key Sites, as identified in subsection (e) below, may obtain exceptions from those Code requirements that could be otherwise be modified as a Planned Unit Development.</u></p>

180185

REUBEN, JUNIUS & ROSE, LLP

Daniel Frattin
dfrattin@reubenlaw.com

June 8, 2018

Delivered Via Email and U.S. Mail

President London Breed
London.Breed@sfgov.org
1 Dr. Carlton B. Goodlett Place, Room
244 San Francisco, Ca 94102-4689

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**Re: Central SoMa Zoning Amendments
816 Folsom – citizenM**

Dear President Breed and Supervisors:

We are writing on behalf of citizenM, which owns the property at 816 Folsom Street (“Property”), between 4th and 5th Streets. CitizenM proposes to demolish the existing commercial building at the Property and construct a 180-foot-tall, 18-story hotel with 208 guestrooms (the “Project”). The Central SoMa Plan permits heights up to 180 feet on the Property; however, numerous and complex design regulations result in a substantial loss of development potential and drive up construction costs. At 816 Folsom, the net result is to reduce hotel room count by 33 rooms and add a 15% cost premium over the design that might be allowed with minor exceptions. On other small residential sites which are critical to achieving housing goals within the Plan Area, these same regulations will increase the cost of building new housing, while diminishing the amount that can be built.

Minor exceptions from Planning Code restrictions have traditionally been available through the Large Project Authorization (“LPA”), which gives the Planning Commission discretion to grant reasonable exceptions that improve design in response to unique site constraints or conditions on neighboring properties. The proposed ordinance to implement the Central SoMa Plan (the “Ordinance”) would eliminate this flexibility. Relying on the Plan itself, property owners have been operating under the understanding that MUO zoning controls—with the usual exceptions—would apply to their parcels. **Until March of this year, there was no indication that many of the exceptions available in the MUO District would be eliminated, along with the flexibility that is crucial for the development of small sites within the Plan area.**

San Francisco Office
One Bush Street, Suite 600, San Francisco, CA 94104
tel: 415-567-9000 | fax: 415-399-9480

Oakland Office
456 8th Street, 2nd Floor, Oakland, CA 94607
tel: 510-257-5589

www.reubenlaw.com

While we strongly support passage of the Plan, there are still specific aspects of the legislation that should be amended to allow greater design flexibility. Suggested redline modifications are attached to this letter, the incorporation of which would address the following issues:

- **The PUD-type exceptions traditionally available to Eastern Neighborhoods projects should be allowed in Central SoMa.** The proposed Code language eliminates Planning Commission's discretion to grant PUD-type exceptions through the LPA process. These exceptions have been available for nearly ten years since the Eastern Neighborhoods Plan was adopted and have been exercised judiciously by the Planning Commission. Taking away this flexibility will be a substantial impediment to small sites, and in the case of housing projects, will likely result in decreased density and higher costs.
- **Elimination of PUD-type exceptions is contrary to the reasonable expectations of property owners that relied on the Central SoMa Plan documents.** The Plan released in 2016 established that a number of WS MUG properties, including 816 Folsom, would be rezoned to MUO. Not until the Planning Department released a draft zoning package in March 2018 did it become clear that CMUO zoning would apply instead, and that PUD-type exceptions would not be available as they are in the MUO District. Given the number of highly prescriptive design standards the Ordinance imposes, the elimination of this key tool for flexibility came as a surprise and diminishes the feasibility of development on a number of sites.
- **Tower setback requirements would drastically limit development potential on small lots.** Proposed Section 132.4(d) mandates a 15-foot setback for towers above 85 feet. On a small lot like 816 Folsom, a 15-setback would limit the maximum floorplate size to only 3,500 square feet, resulting in substandard room sizes. (See massing diagrams attached at **Exhibit A**.) It may also be beneficial in some instances to reduce setbacks on one side to benefit adjoining neighbors and regain lost area on another side where neighbors would not be impacted. The Ordinance should allow exceptions: minor changes may benefit neighboring properties and make it possible to realize additional density, while still achieving the design intent of the setback requirements.
- **The skyplane requirements are not clearly drafted and, depending on their interpretation, could seriously impede the development of smaller projects.** Like the setback requirements, the skyplane requirements are overly burdensome for small sites. At 816 Folsom, which is only 80 feet deep and 100 feet wide, an 80% apparent mass reduction applies to the non-tower portion of the building, i.e. the portion below 85 feet. It is unclear how this can be implemented consistent with the street wall articulation requirement or while allowing construction of a tower above. Before they are written into the Code, the impact of these controls should be clearly explained to decision-makers and the Code language should be carefully vetted for clarity. Exceptions from these complex requirements should be available for all sites.

- **Streetwall and tower setback requirements applied in tandem cause building misalignment and increase construction costs on small lots.** The Ordinance requires that buildings be built to the property line up to 65 feet and that towers include a 15-foot setback above 85 feet. On some sites, these requirements result in misalignment of the building interior between the tower and podium and would necessitate a transfer of the risers and possibly the structure. This has two consequences for buildings. First, the more complex structural requirements will increase construction costs, which have dramatically increased in the last several years. Second, transferring risers and structures may take up additional space in the building, i.e. increasing height to accommodate non-habitable space. (See section diagram at **Exhibit B**.) Combined with height limits, this may cause some buildings to lose a habitable floor of development.
- **Payment of in lieu fee for non-residential open space and POPOS should not require a variance.** Section 329 does not allow for an exception from non-residential open space or POPOS requirements. The Ordinance provides for an in-lieu fee to fund large-scale community-serving open space. But paying the fee would first require these non-residential projects to obtain a variance, which requires a demonstration of hardship. This can be difficult to justify for new construction. If the City prefers open space fees to small POPOS, it should allow for an open space exception rather than require a variance for fee-out projects.
- **Ordinance should be clarified to avoid double-charging in-lieu fee for open space and POPOS.** As existing and amended, Section 135.3 allows POPOS to satisfy the on-site open space requirements. Accordingly, the amended Section 426 should be modified to clarify that projects that satisfy their open space and POPOS requirements via payment of the in lieu fee will not be double charged for open space and POPOS separately.
- **If a variance is required to pay the in lieu fee for POPOS and open space, then on-site POPOS design standards should be made more feasible for small lots.** As written in the Ordinance, the POPOS requirements are burdensome and cannot be feasibly implemented for the smaller Central SoMa projects. If a straightforward fee-out option is not provided, the Code should provide for rooftop POPOS on small properties and/or scale back the indoor POPOS requirements so as to eliminate the 2,500 square foot minimum area requirement and reduce the mandated floor-to-ceiling height to 15 feet.

The Ordinance should either give the Planning Commission greater discretion to modify prescriptive standards as it considers the unique needs of particular sites, especially the smaller properties, or provide for exceptions for the requirements that are particularly problematic, as outlined herein.

Thank you for your consideration and attention to these concerns.

Very truly yours,

REUBEN, JUNIUS & ROSE, LLP

A handwritten signature in black ink, reading "Daniel A. Frattin", with a horizontal line underneath.

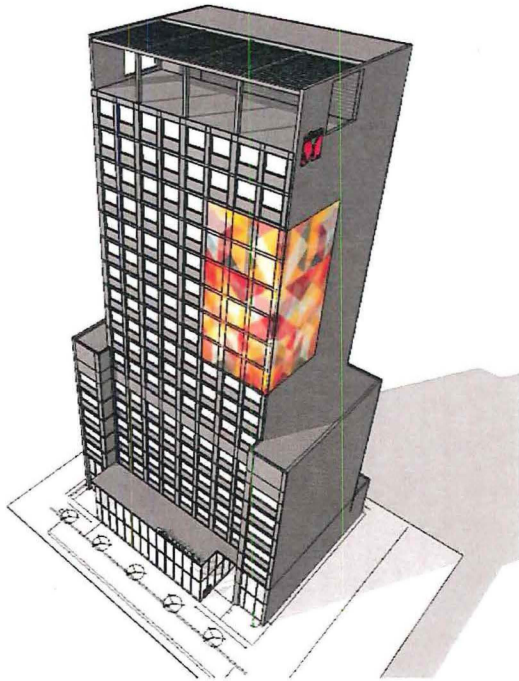
Daniel A. Frattin

cc:

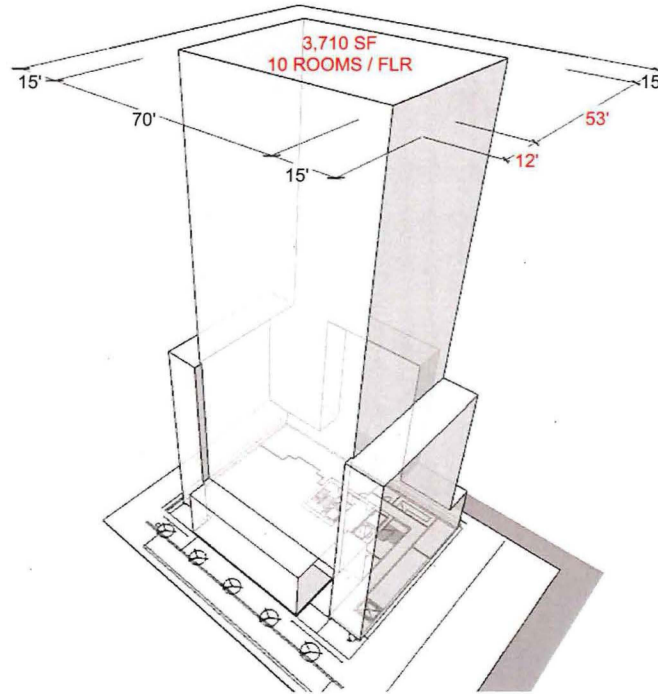
Supervisor Cohen (Malia.Cohen@sfgov.org)
Supervisor Stefani (Catherine.Stefani@sfgov.org)
Supervisor Fewer (Sandra.Fewer@sfgov.org)
Supervisor Peskin (Aaron.Peskin@sfgov.org)
Supervisor Ronen (Hillary.Ronen@sfgov.org)
Supervisor Safai (Ahsha.Safai@sfgov.org)
Supervisor Sheehy (Jeff.Sheehy@sfgov.org)
Supervisor Tang (Katy.Tang@sfgov.org)
Supervisor Yee (Norman.Yee@sfgov.org)
John Rahaim, Planning Director (John.Rahaim@sfgov.org)
Lisa Chen, Planning Department (Lisa.Chen@sfgov.org)
Erica Major, Clerk, Land Use Committee (erica.major@sfgov.org)
Bobbi Lopez, Legislative Aide to Supervisor Kim (Barbara.Lopez@sfgov.org)

EXHIBIT A

Massing Diagram

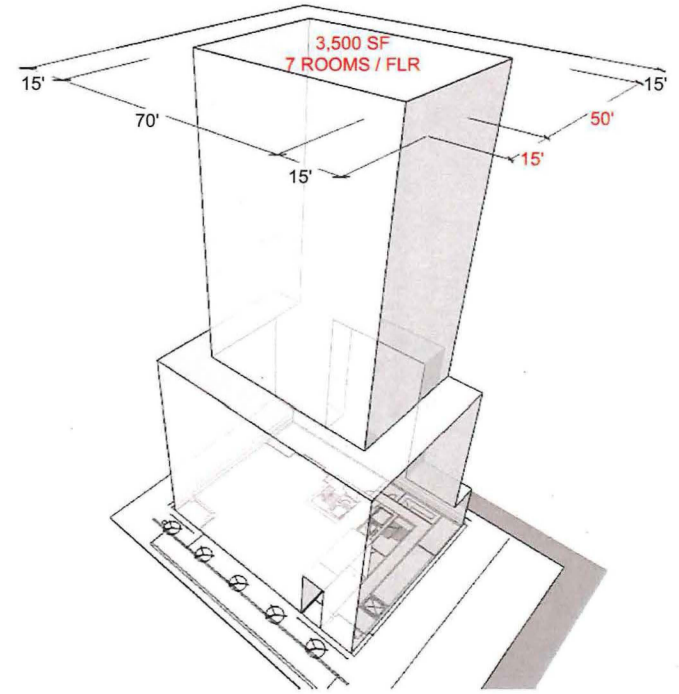


PROPOSED BUILDING



PROPOSED BUILDING (MASSING DIAGRAM)

at tower:
11 floors at 10 rooms / floor = 110 rooms



PER CODE (MASSING DIAGRAM)

at tower:
11 floors at 7 rooms / floor = 77 rooms

Δ -33 rooms
-16%

Gensler



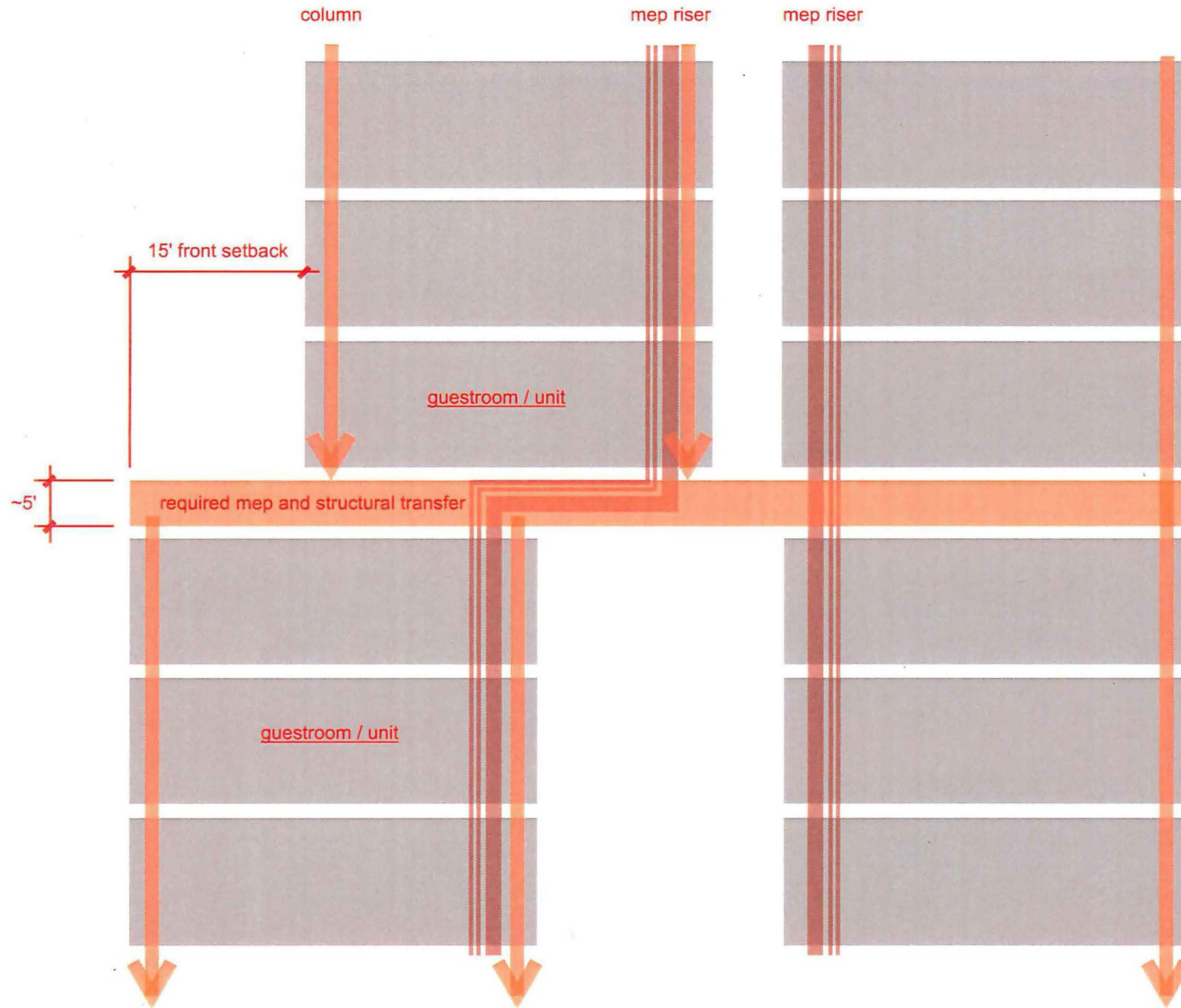


EXHIBIT B

Section Diagram

EXHIBIT C

Suggested Code Modifications

Central SoMa Zoning Analysis – Suggested Planning Code Amendments

The table below identifies issues in the proposed Central SoMa Planning Code amendments ordinance (BOS File No. 180184) that are of particular concern to the proposed hotel project at 816 Folsom Street. Suggested revisions are indicated in **red**.

Topic	Planning Code Section	Issue	Suggested Revision
Issues not Flagged for Modification by the Planning Commission			
PUD-Type Exceptions	Proposed § 329(d)(12)	<p>The proposed language eliminates the ability of Central SoMa SUD projects to seek PUD exceptions under § 304, which are currently available to LPA projects pursuant to existing § 329(d)(12).</p> <p>Central SoMa projects need the same flexibility to ask for minor exceptions from highly prescriptive Code requirements that are difficult to apply to small sites and to those with unique site constraints. Providing for the PUD exceptions will facilitate the achievement of designs that are high-quality, functional for tenants, and marketable.</p>	<p>Revise amended § 329(d)(12) to allow Central SoMa projects to seek PUD-type exceptions (as set forth in § 304) via an LPA:</p> <p>Where not specified elsewhere in this subsection (d), modification of other Code requirements which <i>that</i> could otherwise be modified as a Planned Unit Development (as set forth in Section 304), irrespective of the zoning district in which the property is located, except that such modifications shall not be permitted for projects in the Central SoMa Special Use District.</p>
Streetwall Articulation	Proposed § 132.4(d)(1)	The streetwall articulation requirements mandate that new projects be built up to the property line up to 65 feet in height. Application of the streetwall articulation requirements in tandem with the tower setback requirements creates building misalignment that drives up construction costs.	<p>Revise proposed § 132.4(d)(1)(B) to allow a permitted streetwall setback above the ground floor on sites that are less than 100 feet deep.</p> <p><u><i>(B) Permitted Streetwall Setbacks. Notwithstanding the requirements of subsection (A), any building may be recessed from the property line as follows:</i></u></p> <p><u><i>(i) To the extent necessary to accommodate any setback required by this Code;</i></u></p> <p><u><i>(ii) For portions of residential buildings with walk-up dwelling units that have setbacks in accordance with the Ground Floor Residential Guidelines;</i></u></p> <p><u><i>(iii) For publicly-accessible open space built pursuant to the requirements of Section 138; or</i></u></p> <p><u><i>(iv) For building façade architectural articulation and modulation up to a maximum depth of 5 feet.</i></u></p>

			<u>(v) Above the ground floor on parcels less than 100 feet deep, up to a maximum depth of 12 feet.</u>																				
Tower Setbacks	Proposed § 132.4(d)(2)(B)	The proposed language mandates a 15-foot setback for towers for the portion above 85 feet. On small parcels, this setback will drastically limit floorplate sizes and will prevent projects from shifting massing so as to avoid undesirable conditions for adjacent properties.	<p>Revise proposed § 132.4(d)(2)(B) to provide a reduced setback where the Commission finds that a 15-foot setback would unduly restrict the development potential of a site, so long as at least an 8-foot setback is provided.</p> <p><u>(B) For Towers in the CS Bulk District, along all property lines, a 15-foot setback is required for the Tower Portion for the entire frontage. This setback may be reduced for obstructions permitted according to Section 136. Pursuant to Section 329, the Planning Commission may grant a modification to this setback requirement as applied to a proposed project if it finds that (1) a 15-foot setback would unduly restrict the development potential of the site and (2) that a setback of no less than five (5) feet is provided along all property lines.</u></p>																				
Skyplane	Proposed § 270(h)	The proposed apparent mass controls applicable in a height district above 160 feet are not clearly drafted. Table 270(h) applies an 80% apparent mass reduction requirement to the non-tower portion of a building, i.e. the portion below 85 feet. It is unclear how this can be implemented consistent with the street wall articulation requirement or while allowing construction of a tower above.	<p>Table 270(h) should be revised to clarify how the apparent mass reduction requirements apply in a height district above 160 feet.</p> <table><tr><th colspan="5"><u>Table 270(h)</u></th></tr><tr><th colspan="5"><u>Apparent Mass Reduction</u></th></tr><tr><th><u>Building Frontage</u></th><th><u>Side of the Street</u></th><th><u>Height District</u></th><th><u>Base Height</u></th><th><u>Apparent Mass Reduction</u></th></tr><tr><td><u>Major Street</u></td><td><u>All</u></td><td><u>Above 160 feet</u></td><td><u>85 feet</u></td><td><u>None for the Tower Portion, as defined in Section 132.4. 80% for the remainder of the building, using a Height limit of 160 feet for purposes of this calculation.</u></td></tr></table>	<u>Table 270(h)</u>					<u>Apparent Mass Reduction</u>					<u>Building Frontage</u>	<u>Side of the Street</u>	<u>Height District</u>	<u>Base Height</u>	<u>Apparent Mass Reduction</u>	<u>Major Street</u>	<u>All</u>	<u>Above 160 feet</u>	<u>85 feet</u>	<u>None for the Tower Portion, as defined in Section 132.4. 80% for the remainder of the building, using a Height limit of 160 feet for purposes of this calculation.</u>
<u>Table 270(h)</u>																							
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<u>Major Street</u>	<u>All</u>	<u>Above 160 feet</u>	<u>85 feet</u>	<u>None for the Tower Portion, as defined in Section 132.4. 80% for the remainder of the building, using a Height limit of 160 feet for purposes of this calculation.</u>																			

Skyplane	Proposed § 270(h); Amended § 329	<p>If the apparent mass reduction requirements apply to towers in 180-foot height districts, an exception should be provided for small sites. At 816 Folsom, which is only 80 feet deep and 100 feet wide, an 80% apparent mass reduction will substantially decrease the development potential of the site.</p>	<p>Revise amended § 329(d) to allow the Planning Commission to provide a modification from the skyplane requirements for sites with less than 10,000 square feet.</p> <p>(d) Exceptions. As a component of the review process under this Section 329, projects may seek specific exceptions to the provisions of this Code as provided for below:</p> <p>***</p> <p><u>(12) Within the Central SoMa SUD, exception from the Apparent Mass Reduction requirements required by Section 270(h)(2) for projects on a Major Street with a parcel area of less than 10,000 square feet.</u></p> <p>(12)(13) Where not specified elsewhere in this Subsection (d), modification of other Code requirements which that could otherwise be modified as a Planned Unit Development (as set forth in Section 304), irrespective of the zoning district in which the property is located, <u>except that such modifications shall not be permitted for projects in the Central SoMa Special Use District.</u></p>
POPOS & Open Space Exception	Amended §§ 426 & 329(d)	<p>Neither the existing nor the proposed § 329 provides for an exception from non-residential open space or POPOS requirements. While § 426 provides for payment of an in lieu fee, non-residential projects would first need to obtain a variance, which is difficult to justify for new construction.</p> <p>The Code should allow for an open space/POPOS exception rather than require a variance for these projects.</p>	<p>Revise amended § 329(d) to allow for an exception from the non-residential and POPOS requirements for Central SoMa projects that pay the in lieu fee rather than provide on-site open space.</p> <p>(d) Exceptions. As a component of the review process under this Section 329, projects may seek specific exceptions to the provisions of this Code as provided for below:</p> <p>***</p> <p><u>(12) Exception from non-residential usable open space requirements in the CMUO District. In circumstances where such exception is granted, a fee shall be required pursuant to the standards in Section 426.</u></p> <p><u>(13) Exception from POPOS requirements in the CMUO District. In circumstances where such exception is granted, a fee shall be required pursuant to the standards in Section 426.</u></p> <p>(12)(14) Where not specified elsewhere in this Subsection (d), modification of other Code requirements which that could otherwise be modified as a Planned Unit Development (as set forth in Section 304), irrespective of the zoning district in which the property is</p>

			located, <u>except that such modifications shall not be permitted for projects in the Central SoMa Special Use District.</u>
POPOS	Amended § 138(d)(2)(F);	<p>The POPOS requirements are burdensome and cannot be feasibly implemented for the smaller Central SoMa projects.</p> <p>If a straightforward fee-out option is not provided, the Code should provide for rooftop POPOS on small properties and/or scale back the indoor POPOS requirements so as to eliminate the 2,500 square foot minimum area requirement and reduce the mandated floor-to-ceiling height to 15 feet.</p>	<p>Revised proposed § 138(d)(2)(F) to eliminate the 2,500 square foot minimum area for indoor POPOS and reduce the minimum floor-to-ceiling height to 15 feet.</p> <p><u>(F) All indoor open spaces provided at street grade shall:</u></p> <p>(i) Have a minimum area of 2,500 square feet;</p> <p>(ii) Have a minimum floor-to-ceiling height of 2015 feet;</p> <p>(iii) Provide openings directly to a sidewalk or other publicly-accessible outdoor space and, weather permitting, be accessible without the need to open doors;</p> <p>(iviii) Be situated, designed, and programmed distinctly from building lobbies or other private entrances to the building;</p>

180185

From: Michael Verity <mverity@reubenlaw.com>
Sent: Friday, June 01, 2018 1:53 PM
To: Breed, London (BOS)
Cc: Daniel Frattin
Subject: Central SoMa Zoning Amendments
Attachments: Ltr - Sup. Breed re Central SoMa Comments 6.1.18.pdf

Dear President Breed and Supervisors:

At the request of Daniel Frattin, please find attached a letter, which asks the Board of Supervisors to address certain concerns regarding the Central SoMa Plan Zoning Amendments as they apply to the Flower Mart Project.

Thank you very much for your attention to this matter.

Best regards,

Mike

REUBEN, JUNIUS & ROSE, LLP

Michael Verity
Assistant to Daniel A. Frattin
T. (415) 567-9000
F. (415) 399-9480
mverity@reubenlaw.com
www.reubenlaw.com

SF Office:	Oakland Office:
One Bush Street, Suite 600	456 8 th Street, 2 nd Floor
San Francisco, CA 94104	Oakland, CA 94607



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REUBEN, JUNIUS & ROSE, LLP

Daniel Frattin
dfrattin@reubenlaw.com

June 1, 2018

Delivered Via Email and U.S. Mail

President London Breed
San Francisco Board of Supervisors
London.Breed@sfgov.org
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, Ca 94102-4689

**Re: Central SoMa Zoning Amendments
BOS File No. 180185
Flower Mart Project**

Dear President Breed and Supervisors:

We are writing on behalf of Kilroy Realty Corporation (“KRC”), which proposes to build a new long-term home for the Wholesale Flower Market as part of a mixed-use anchor development in the Central SoMa Plan Area. Throughout the lengthy process of drafting the Central SoMa Plan (the “Plan”), KRC has worked in close consultation with Planning Department staff to design a project that promotes the Plan’s objectives. While we strongly support passage of the Plan, and encourage the Board of Supervisors to incorporate the modifications recommended by the Planning Commission on May 10, the zoning amendments (“Zoning Legislation”) require further changes to allow the Flower Mart project to fulfill its objectives and create a new state-of-the-art Wholesale Flower Market that will be leased at below-market rates.

Suggested redline modifications are attached to this letter, the incorporation of which would address the following concerns that were not addressed by the Planning Commission in its May 10 recommendations:

- **As written, the Code does not allow enough accessory parking to fulfill KRC’s legally binding commitments to the Wholesale Flower Market.** Kilroy is bound by an agreement with the Wholesale Flower Market tenants and management to provide 25 truck parking and 150 vehicle parking spaces. However, the Zoning Legislation allows for a maximum of 69 accessory parking spaces for the Wholesale Flower Market use. The success of the replacement Wholesale Flower Market depends on the provision

San Francisco Office
One Bush Street, Suite 600, San Francisco, CA 94104
tel: 415-567-9000 | fax: 415-399-9480

Oakland Office
456 8th Street, 2nd Floor, Oakland, CA 94607
tel: 510-257-5589

www.reubenlaw.com

of adequate parking to accommodate a high volume of wholesale customers. It is crucial that the Zoning Legislation include a Key Sites exception that would allow additional accessory parking for wholesale/distribution uses on the Flower Mart site.

- **Prohibiting sufficient accessory parking will subject the Wholesale Flower Market to costly Mello-Roos taxes.** The proposed Central SoMa Mello-Roos District exempts accessory parking from special taxes. If an exception is not available to provide additional accessory parking for the Wholesale Flower Market, KRC would have to seek conditional use approval for a “parking garage” that would be subject to special taxes. This runs contrary to the Plan goal of providing a functional and successful replacement Flower Market and unfairly taxes the subsidized space KRC is providing to the Flower Market tenants.
- **Ground-floor transparency requirements conflict with the operational needs of the Wholesale Flower Market.** The Zoning Legislation requires 60 percent of the ground-floor street frontage of PDR uses to have transparent windows and doors that allow views into the interior of buildings. However, many PDR uses involve machinery, noise, late operating hours, or have other operational characteristics and needs that may not be compatible with ground-floor transparency requirements.

As applied to the Wholesale Flower Market, required ground-floor transparency along 5th Street would conflict with the operational needs of the Wholesale Flower Market. Vendor stalls have traditionally been oriented to the interior and layout needs may change over time. Requiring open and unobstructed windows along 5th Street will preclude the flexible use of the Wholesale Flower Market space, and will prevent the Wholesale Flower Market vendors from using the east end of the building for functions that may include storage, refrigeration equipment, and internally-oriented display structures. The Zoning Legislation should be amended to allow exceptions from PDR transparency requirements.

- **For clarity, the Board should correct a cross-reference to the Key-Sites exception allowing exceptions from the requirement for POPOS to be open to the sky.** The Flower Mart site is constrained by the need to provide a 115,000-square-foot, single-story replacement building for the Wholesale Flower Market, along with new vehicular through access on the block. To accommodate these features and required POPOS, portions of upper floors cantilever over approximately 25 percent of the Flower Mart POPOS. The ordinance provides for a Key Sites exception for “the requirement that POPOS be open to the sky established in Section 138(d)(2)(B).” However, the cross-referenced section does not refer to the open-sky requirement and should be revised to reference Section 138(d)(2)(E)(i).
- **In-lieu POPOS fee should not be charged where exceptions from design standards are granted.** As amended, Section 426 states that an in-lieu fee of \$890 is required for each square foot of POPOS and non-residential open space that is required but not

provided. This section should be amended to clarify that the in-lieu fee only applies when open space is not provided at all, i.e., that no fee is due where the requisite amount of open space is provided but exceptions are granted from design standards like the openness-to-the-sky requirement above.

- **Living and solar roofs requirements should allow Key Sites flexibility to maximize usable rooftop open space while furthering the intent of the requirements.** Proposed Section 249.78(d)(3) requires that nonresidential buildings 160 feet or less provide at least 50% of the roof area as living roof and/or solar energy systems. In order to allow projects to maximize usable outdoor open spaces, the Zoning Legislation should allow these features to be located on taller buildings on the site, so long as a comparable amount of living roof area is provided.
- **The criteria for Key Sites tower separation should be revised for clarity.** The Zoning Legislation is intended to grant the Planning Commission broader discretion to grant exceptions for tower separation on Key Sites than on other sites. However, the draft code section establishing the criteria for tower separation exceptions does not make clear the distinction between non-Key Sites and Key Sites. The Zoning Legislation should be revised for clarity.
- **Central SoMa Key Sites should be able to seek the Planned Unit Development exceptions currently available to Eastern Neighborhoods projects through the LPA process.** The Central SoMa Plan encourages building typologies and mixes of uses that are relatively novel—requiring or incentivizing a mix of PDR, office, retail, and residential in a relatively dense environment, all while striving for a dense, walkable, and transit-oriented neighborhood. However, the Zoning Legislation includes highly prescriptive design requirements, and strikes a longstanding provision that allows the Planning Commission discretion to grant case-by-case exceptions beyond a limited number of specifically listed exceptions. In practice, this will constrain architectural responses to neighborhood context and the needs of specialized tenants. Continuing the Planning Code’s allowance for PUD-type exceptions will facilitate designs that are high-quality, functional for tenants, and marketable.

In closing, we respectfully urge you to amend the Zoning Legislation as outlined above and encourage you to support the changes recommended by the Planning Commission, particularly the following that are critical to the Flower Market Project:

- 1) Clarification that Key Sites projects may seek the exceptions generally available to projects obtaining an LPA under the existing Section 329(d).
- 2) Amendment that would require projects that filed applications before September 4, 2016, to meet 75% of the otherwise applicable TDM target. Though this amendment should clarify that the 75% grandfathering that applies to any project

that submitted an Environmental Evaluation Application before September 4, 2016.

- 3) Elimination of the requirement for retail uses to provide POPOS.
- 4) Addition of a subsection in Section 329(d) enabling exceptions for the freight loading requirements set forth in Sections 154 and 155.
- 5) Addition of a subsection in Section 329(d) enabling exceptions from the wind control requirements set forth in Section 249.78(d)(7).

Thank you for your consideration and attention to these concerns.

Very truly yours,

REUBEN, JUNIUS & ROSE, LLP



Daniel A. Frattin

cc: Supervisor Cohen (Malia.Cohen@sfgov.org)
Supervisor Stefani (Catherine.Stefani@sfgov.org)
Supervisor Fewer (Sandra.Fewer@sfgov.org)
Supervisor Peskin (Aaron.Peskin@sfgov.org)
Supervisor Ronen (Hillary.Ronen@sfgov.org)
Supervisor Safai (Ahsha.Safai@sfgov.org)
Supervisor Sheehy (Jeff.Sheehy@sfgov.org)
Supervisor Tang (Katy.Tang@sfgov.org)
Supervisor Yee (Norman.Yee@sfgov.org)
John Rahaim, Planning Director (John.Rahaim@sfgov.org)
Lisa Chen, Planning Department (Lisa.Chen@sfgov.org)
Sarah Dennis-Phillips, OEWD (Sarah.Dennis-Phillips@sfgov.org)
Bobbi Lopez, Legislative Aide to Supervisor Kim (Barbara.Lopez@sfgov.org)
Erica Major, Clerk, Land Use Committee (erica.major@sfgov.org)
Mike Grisso, Project Sponsor (MGrisso@kilroyrealty.com)
Alexandra Stoelzle, Project Sponsor (AStoelzle@kilroyrealty.com)

Central SoMa Zoning Analysis – Suggested Planning Code Amendments

The table below identifies issues in the proposed Central SoMa Planning Code amendments ordinance (BOS File No. 180184) that are of particular concern to the proposed Flower Mart Project. Suggested revisions are indicated in red.

Topic	Draft Planning Code Section:	Issue	Suggested Revision
SFFM Proposed Amendments not Addressed by Planning Commission			
Parking	Proposed § 329(e)(3)(B)	<p>The proposed ordinance does not provide an exception from the parking standards for the Key Sites, even though those properties are required to provide large PDR spaces, the future tenants of which are likely to require large amounts of parking.</p> <p>In particular, the success of the replacement Wholesale Flower Market will depend in large part on the provision of adequate parking (as required by KRC's agreement with the Wholesale Flower Market tenants) to accommodate a high volume of wholesale customers moving large amounts of goods. We propose the addition of an exception that would allow Key Sites to receive an exception to provide additional parking for wholesale /distribution uses.</p>	<p>Proposed § 329(e)(3)(B) should be amended to allow Key Sites to seek an exception from the maximum accessory parking requirements in order to provide sufficient parking for large scale wholesale and distribution uses.</p> <p><i>(B) Exceptions. . . . the requirement that POPOS be open to the sky established in Section 138(d)(2)(B); or the commercial orientation of large sites established in Section 249.78(c)(6); or the accessory parking maximums set forth in Section 151.1, such that Key Sites may provide accessory parking for Wholesale Sales and Distribution uses up to a rate of one car per each 750 square feet of Gross Floor Area.</i></p>
Transparent Fenestration of PDR	Proposed §§ 249.78(c)(1)(E) and 329(e)(3)(B)	<p>The Proposed § 249.78(c)(1)(E) applies the transparency and fenestration requirements of existing Code Section 145.1 to PDR uses.</p> <p>The types of uses that occupy PDR space often involve machinery, noise, and abnormal operating hours, and are not the type of uses enhanced by ground floor transparency—nor are they the kinds of uses for which ground floor windows would enhance the pedestrian environment.</p>	<p>Proposed § 329(e)(3)(B) should be amended to allow Key Sites to seek an exception from the requirement that PDR uses meet the transparency and fenestration requirements contained in § 249.78(c)(1)(E).</p> <p><i>(B) Exceptions. . . . the requirement that POPOS be open to the sky established in Section 138(d)(2)(B); or the commercial orientation of large sites established in Section 249.78(c)(6); or the requirement that PDR uses meet the transparency and fenestration requirements established in Section 249.78(c)(1)(E).</i></p>

POPOS	Amended § 138; Proposed § 329(e)(3)(B)	Under proposed § 329(e)(3)(B), Key Sites may seek an exception from “the requirement that POPOS be open to the sky established in Section 138(d)(2)(B).” But it is § 138(d)(2)(E)(i) that requires at grade open space to be open to the sky. Proposed § 138(d)(2)(B) requires that projects “on sites of 40,000 square feet or more and located south of Bryant Street shall provide the required open space outdoors and may not pay an in-lieu fee.”	Proposed § 329(e)(3)(B) regarding open space exceptions that should be corrected as follows: <i>(B) Exceptions. . . . the requirement that POPOS be open to the sky established in Section 138(d)(2)(BE)(i); or the commercial orientation of large sites established in Section 249.78(c)(6).</i>
POPOS & Open Space In-Lieu Fee	Amended § 426	As amended, § 426 states that an in-lieu fee is required for each square foot of POPOS and non-residential open space that is required but not provided.	Amended § 426 should be revised such that an in lieu fee would not be required where a project obtains an exception only from the qualitative standards of the POPOS requirements, but where the project provides the amount of POPOS mandated by the Code. We suggest the following amendment: <i>. . . In the CMUO District, the usable open space requirement of Section 135.3 and the POPOS requirement of Section 138 may be satisfied through payment of a fee of \$890 for each square foot of required usable open space not provided. Payment of a fee shall not be required for any square footage of usable open space or POPOS that is provided in the amount required, but for which a variance or exception is granted for design standards otherwise applicable to such open space or POPOS. .</i>
Living and Solar Roofs	Proposed §§ 249.78(d)(3) and 329(e)(3)(B)	Proposed § 249.78(d)(3) requires that Central SoMa buildings that are 160-feet-tall or less provide at least 50% of the roof area as living roof and comply with Building Code Section 5.201.1.2, which sets forth the requirements for solar systems on non-residential buildings.	Proposed § 329(e)(3)(B) should allow for a Key Sites exception from the living roof and solar requirements as long as a comparable amount of required living roof and/or solar system area is provided elsewhere on the property. <i>(B) Exceptions. . . . the requirement that POPOS be open to the sky established in Section 138(d)(2)(B); or the commercial orientation of large sites established in Section 249.78(c)(6); or the living and solar roofs requirements established in Section 249.78(d)(3), so long as a comparable amount of required living and/or solar roof area is provided elsewhere on the property.</i>

Tower Separation	Proposed §§ 132.4(d)(3) and 329(e)(3)(B)	Proposed § 329(e)(3)(B) states that Key Sites can seek an exception for the tower separation requirements in § 132.4, and Planning staff has advised that Key Sites are not required to meet the 4 criteria listed in proposed § 132.4(d)(3) in order to obtain this exception. However, this should be clarified in the Code language.	Proposed § 132.4(d)(3) should be amended to clarify that Key Sites can obtain an exception from the tower separation requirements without meeting the four criteria set forth in proposed § 132.4(d)(3)(B): <i>Through the procedures of Section 329, the Planning Commission may reduce the separation required under subsection (A) if it finds that a Tower project meets all of the following criteria. Key Sites, as identified in § 329(e)(2), are not required to comply with the following criteria in order to obtain a reduction of the Building Separation requirements set forth in subsection (A), as the Key Sites are eligible for a general exception from the Building Separation requirements pursuant to § 329(e)(3)(B).</i>
Key Sites Exceptions, Generally	Proposed § 329(d)(12)	The proposed language eliminates the ability of Central SoMa SUD projects to seek the PUD exceptions under § 304, which are currently available to LPA projects pursuant to existing § 329(d)(12). The Central SoMa Plan requires or encourages a mix of PDR, office, retail, and residential in a relatively dense environment, all while striving for a dense, walkable, and transit-oriented neighborhood. Some measure of flexibility in applying prescriptive Code standards is necessary in order to facilitate building typologies and mixes of uses that are relatively novel.	Revise amended § 329(d)(12) to allow Key Sites projects to seek PUD-type exceptions (as set forth in § 304) via an LPA: Where not specified elsewhere in this Ssubsection (d), modification of other Code requirements which <i>that</i> could otherwise be modified as a Planned Unit Development (as set forth in Section 304), irrespective of the zoning district in which the property is located, <u>except that such modifications shall not be permitted for non-Key Sites projects in the Central SoMa Special Use District. Those projects on Key Sites, as identified in subsection (e) below, may obtain exceptions from those Code requirements that could be otherwise be modified as a Planned Unit Development.</u>

BOARD of SUPERVISORS



City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

NOTICE OF PUBLIC HEARING

BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO LAND USE AND TRANSPORTATION COMMITTEE

NOTICE IS HEREBY GIVEN THAT the Land Use and Transportation Committee will hold a public hearing to consider the following proposals and said public hearing will be held as follows, at which time all interested parties may attend and be heard:

Date: Monday, July 9, 2018

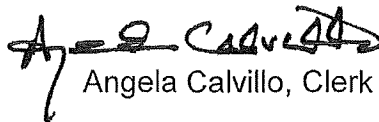
Time: 1:30 p.m.

Location: Legislative Chamber, Room 250, located at City Hall
1 Dr. Carlton B. Goodlett Place, San Francisco, CA

Subjects: **File No. 180185.** Ordinance amending the Zoning Map of the Planning Code to create the Central South of Market (SoMa) Special Use District and make other amendments to the Height and Bulk District Maps and Zoning Use District Maps consistent with the Central SoMa Area Plan, encompassing an area generally bounded on its western portion by Sixth Street, on its eastern portion by Second Street, on its northern portion by the border of the Downtown Plan Area (an irregular border that generally jogs along Folsom, Howard and Stevenson Streets), and on its southern portion by Townsend Street; 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.

File No. 180490. Ordinance amending the General Plan by adding the Central South of Market (SoMa) Area Plan, generally bounded on its western portion by Sixth Street, on its eastern portion by Second Street, on its northern portion by the border of the Downtown Plan Area, and on its southern portion by Townsend Street; making conforming amendments to the Commerce and Industry Element, the Housing Element, the Urban Design Element, the Land Use Index, and the East SoMa and West SoMa Area Plans; and making environmental findings, including adopting a statement of overriding considerations, and findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.

In accordance with Administrative Code, Section 67.7-1, persons who are unable to attend the hearing on these matters may submit written comments to the City prior to the time the hearing begins. These comments will be made part of the official public record in these matters, and shall be brought to the attention of the members of the Committee. Written comments should be addressed to Angela Calvillo, Clerk of the Board, City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102. Information relating to these matters are available in the Office of the Clerk of the Board. Agenda information relating to these matters will be available for public review on Friday, July 6, 2018.

A handwritten signature in black ink, appearing to read 'Angela Calvillo', with a stylized flourish at the end.

Angela Calvillo, Clerk of the Board

DATED/PUBLISHED/MAILED/POSTED: June 28, 2018

BOARD of SUPERVISORS



City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 544-5227

PROOF OF MAILING

Legislative File No. 180185 and 180490

Description of Items: Planning Code, Zoning Map - Central South of Market Special Use District and General Plan Amendments - Central South of Market Area Plan - 227 Notices Mailed

I, Jocelyn Wong, an employee of the City and County of San Francisco, mailed the above described document(s) by depositing the sealed items with the United States Postal Service (USPS) with the postage fully prepaid as follows:

Date: June 29, 2018

Time: 11:03 am

USPS Location: Repro Pick-up Box in the Clerk of the Board's Office (Rm 244)

Mailbox/Mailslot Pick-Up Times (if applicable): N/A

Signature: 

Instructions: Upon completion, original must be filed in the above referenced file.

BOARD of SUPERVISORS



City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

April 18, 2018

Planning Commission
Attn: Jonas Ionin
1650 Mission Street, Ste. 400
San Francisco, CA 94103

Dear Commissioners:

On April 10, 2018, Mayor Farrell introduced the following substitute legislation:

File No. 180185-2

Ordinance amending the Zoning Map of the Planning Code to create the Central South of Market (SoMa) Special Use District and make other amendments to the Height and Bulk District Maps and Zoning Use District Maps consistent with the Central SoMa Area Plan, encompassing an area generally bounded on its western portion by Sixth Street, on its eastern portion by Second Street, on its northern portion by the border of the Downtown Plan Area (an irregular border that generally jogs along Folsom, Howard and Stevenson Streets), and on its southern portion by Townsend Street; 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.

The proposed ordinance is being transmitted pursuant to Planning Code, Section 302(b), for public hearing and recommendation. The ordinance is pending before the Land Use and Transportation Committee and will be scheduled for hearing upon receipt of your response.

Angela Calvillo, Clerk of the Board

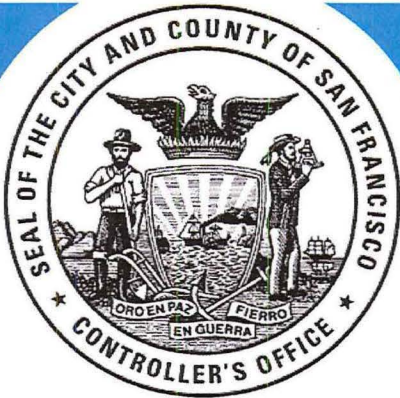
A handwritten signature in cursive script, appearing to read "Erica Major".

By: Erica Major, Assistant Clerk
Land Use and Transportation Committee

- c: John Rahaim, Director of Planning
Aaron Starr, Acting Manager of Legislative Affairs
Scott Sanchez, Zoning Administrator
Lisa Gibson, Environmental Review Officer
AnMarie Rodgers, Senior Policy Advisor
Laura Lynch, Environmental Planning
Joy Navarrete, Environmental Planning

Central SoMa Area Plan:

Economic Impact Report



CITY & COUNTY OF SAN FRANCISCO

Office of the Controller
Office of Economic Analysis

Items #180184 & #180185

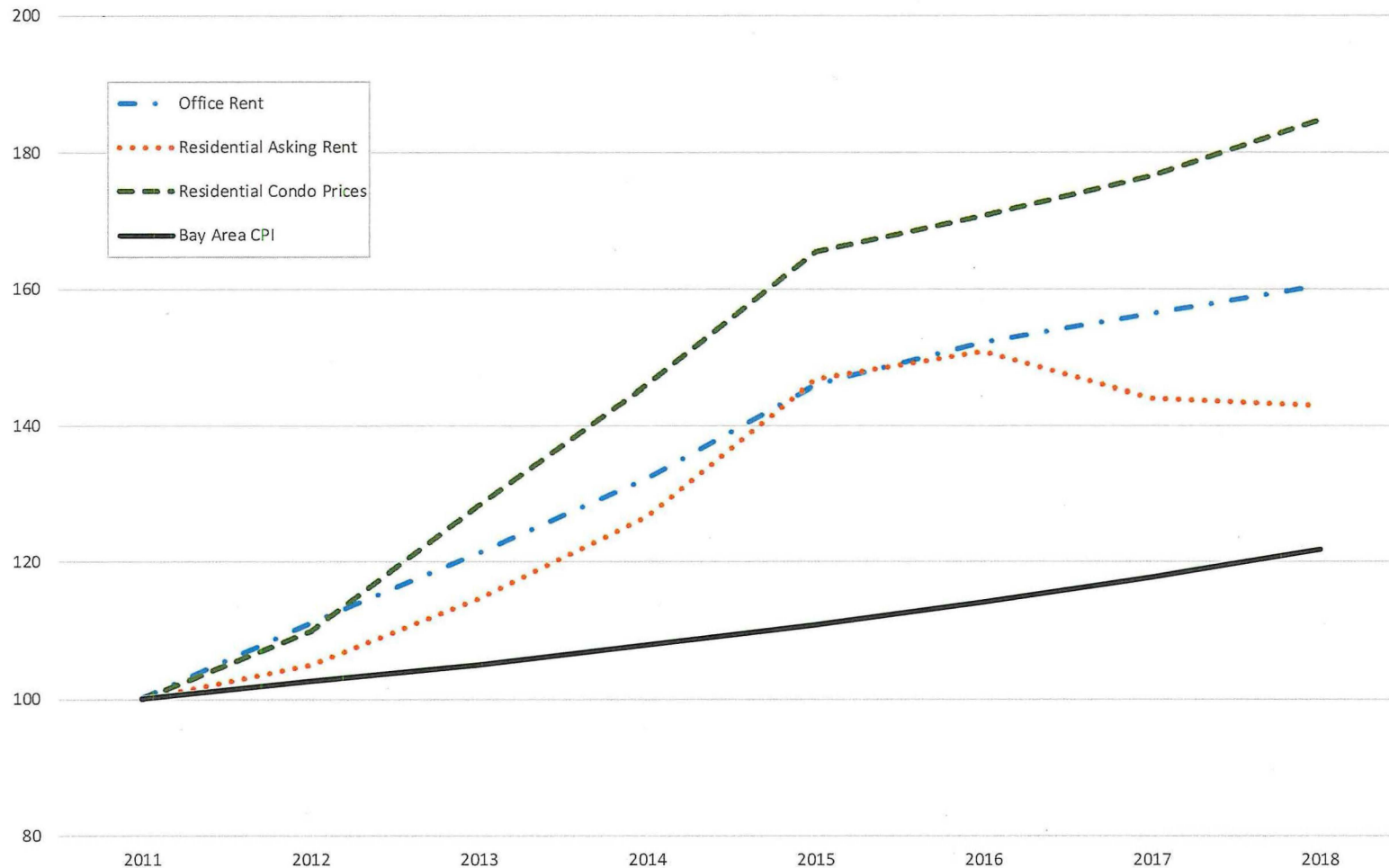
07.24.2018

- The proposed legislation would make changes to the City's Planning and Administrative Codes to enact the Central SoMa plan, an area plan that has been under development for several years.
- The plan generally covers the area between Second and Sixth Street, and Market and King streets in the South of Market neighborhood.
- The new Central Subway passes through the center of the area, making it more accessible to residents and workers. The proposed plan accommodates demand for new employment and residential space, by taking advantage of the new transit infrastructure.
- The Office of Economic Analysis (OEA) has prepared this report after determining that the proposed tax increase might have a material impact on the City's economy.
- This report is based on the status of the legislation as of May, 2018, and may not reflect all amendments made since that time.

Background: Housing Prices and Office Rents

3

Price Trends in San Francisco Real Estate, 2011-2018
(2011=100)



The plan has been developed during a period of unprecedented growth in housing prices and office rents in San Francisco.

From 2011 to 2018, residential asking rates have grown twice the rate of inflation, office rents have grown three times, and condos have grown four times the rate of inflation.

This rapid price growth in both residential and commercial real estate is an indication of significant unmet demand in both sectors.

Sources: For condo prices and residential rents; Zillow. For office rents, REIS. For CPI, Bureau of Labor Statistics.

- The Central SoMa plan will affect city life and government in a number of ways, including transportation, environment, urban form, cultural heritage, and neighborhood amenities.
- This report is focused on the overall economic impact of the plan, at build-out. As such, two elements of the plan are especially relevant:
 1. The increase in amount of development that would be permitted by changes in zoning in the plan area. This would support new employment and population in the city.
 2. The plan provides for many public benefits, funded through exactions on new development. This spending on public benefits will also lead to economic growth in the city.

Broader impacts of the public benefits, such as how they may affect environmental and health outcomes, neighborhood quality, property values, etc. are not considered.

Amount of New Development

5

- The proposed plan would increase potential development in the area through a combination of relaxed of land use controls, an increase of height limits, and changes to bulk limits.
- The Planning department conservatively estimates that approximately 5.8 million additional square feet of non-residential space (including office, retail, replacement PDR, and hotels), and 5.4 million square feet of additional residential space, could be accommodated through the plan.
- This is not the total amount that would be built, but the difference between what will likely be built under the new zoning controls, and what would likely have been built under the old zoning controls.

- The plan's public benefits are provided in three ways:
 - Requiring developers to directly provide them in new development.
 - Establishing new fees and taxes on development, including a Community Facilities District (CFD) tax, a Central SoMa infrastructure impact fee, and a Community Facilities fee.
 - Generating additional funding through existing exactions, such as the Eastern Neighborhoods impact fee, the Jobs-Housing linkage fee, or the Transportation Sustainability Fee.
- Cumulatively, these measures are expected to generate approximately \$2 billion in funding for public benefits when the plan is fully built-out. The CFD tax is a property tax that will continue in perpetuity.
- The plan also requires new development to replace lost Production, Distribution, and Repair (PDR) space, and to purchase Transferable Development Rights (TDR) from historic properties in the plan area. These requirements primarily serve to neutralize potential negative effects of the plan, and are not considered in this analysis.

- The OEA's REMI model was used to estimate the combined impact of the following changes to the San Francisco economy. Each impact was considered to phase in gradually over a 25-year period beginning in 2019:
 - 15,000 office and retail jobs created, distributed across 10 different office-using industries and retail trade, associated with \$5.0 billion in new non-residential development.
 - 12,200 new residents who are be expected to occupy the new housing, created by \$6.6 billion in new residential investment.
 - \$940 million in affordable housing subsidy, reducing the housing burden of low-income households, and freeing up additional consumer spending in the local economy.
 - \$500 million in transit spending and investment.
 - \$538 million in other facility and infrastructure construction.
- The REMI model calculates the multiplier effects associated with each of these direct impacts, to estimate the total economic impact of the plan.

REMI Model: Aggregate Results

8

- Overall, the plan is projected to have a large, positive economic impact on the city over the next 25 years, assuming the projects remain financially feasible and the development occurs within that time frame.
- As shown on page 10, citywide job growth resulting from the plan is expected to be 3.0% larger in 2043, through creation of 32,190 additional jobs. The city's GDP is expected to \$7.8 billion larger, a 3.1% increase, at build-out.
- Total job creation across the city will significantly exceed the jobs that would be created within Central SoMa. As detailed on pages 12-13, multiplier effects will create jobs across the city, in most industry sectors.

- The growth in office space and employment will raise the demand for labor in San Francisco, particularly in office and closely-related industries.
- Since growth in the labor force is constrained, new employment demand will raise wages. As shown on the next page, average earnings of all workers in San Francisco are projected to be 0.8% higher as a result of this plan, at build-out.
- At the same time, this will also raise demand for housing in the city, leading to higher housing prices, although this will be partially offset by the new housing provided for in the plan.
- As shown on the next page, wage growth is expected to outweigh the effect of higher housing prices. The real per capita income of San Francisco residents, in today's dollars and including the effect of housing prices, is expected to be \$539 more than it would be without the plan.

REMI Model Results

10

	Numeric Difference from Baseline Projection, by 2043	Percent Difference from Baseline Projection, by 2043
Aggregate Impacts		
Total Employment in San Francisco	+32,190	+3.0%
San Francisco GDP (2017 \$)	+\$7.8 billion	+3.1%
Wage and Price Changes		
Average Annual Earnings (2043 \$)	+\$2,326	+0.8%
Citywide housing prices	+2.0%	+2.0%
Real Per Capita Personal Income (2017 \$, including the effect of housing prices)	+\$539	+0.4%

REMI Model: Impacts by Industry

11

- As a growing, high-paying industry, the technology industry is likely to occupy a significant share of new office space developed in the Central SoMa plan area.
- However, the total number of technology industry jobs in the city is not projected to grow disproportionately because of the plan. While the industry may prefer new space in an area where it is already concentrated, it can also more easily afford high rents, and would likely continue to grow rapidly, even in the absence of new office space in the plan area.
- As shown on the next page, on a percentage basis, retail trade, administrative services, and construction are expected to add the most jobs citywide. Professional, scientific, and technical services, the city's largest sector which includes most technology employment, will add the most jobs in absolute terms, but not in percentage terms.
- The manufacturing industry is the only industry not expected to add jobs, mainly because of its sensitivity to labor costs. Other PDR industries, like wholesale trade and transportation, are projected to add more jobs than manufacturing would lose.

Projected Employment Change by Industry

12

	Numeric Difference from Baseline Projection, by 2043	Percent Difference from Baseline Projection, by 2043
Professional, Scientific, and Technical Services	8,181	3.8%
Finance, Insurance, Real Estate	4,500	3.8%
Retail Trade	3,566	5.6%
Administrative and Waste Management Services	3,398	5.4%
Government	2,929	2.6%
Education and Health Services	2,250	1.6%
Leisure & Hospitality	1,778	1.6%
Construction	1,564	4.3%
Information	1,427	2.7%
Other Services, except Public Administration	1,015	2.4%
Management of Companies and Enterprises	799	2.9%
Wholesale Trade, Transportation, Warehousing	749	1.7%
Manufacturing	-18	-0.2%

The Balance of Housing and Office Uses

13

- The emphasis on office has led to suggestions that the imbalance between jobs and housing harms city residents, by raising housing prices.
- The results of this analysis suggest that, while housing prices will rise because of the employment growth, this is only half of the story.
- Housing affordability depends on incomes, as well as housing prices. Increasing employment, in a constrained housing market, will make the labor market more favorable to workers, and put upward pressure on wages.
- The growth real per capita incomes, after accounting for housing price inflation, indicates that the plan will make housing more affordable in San Francisco, on average.
- The fact both office rents and housing prices have grown much faster than inflation this decade is an indication of unmet demand for both types of real estate.

- In contrast to most other major area plans in the city over the last 15 years, the Central SoMa plan places a greater emphasis on accommodating the demand for new office development, and supporting employment growth. This emphasis will lead to both a substantial increase in the number of jobs in the city, and higher wages for employees.
- On a percentage basis, lower-paying office uses like Administrative Services, as well as retail trade and construction, are projected to add the most jobs across the city. Professional, scientific, and technical services, the city's largest sector which includes most technology employment, will add the most jobs in absolute terms.
- While the planned growth is also likely to raise housing prices, the growth in wages is expected to outweigh this. Per capita real incomes of city residents, after accounting for housing and other inflation, are projected to be \$539 a year higher when the plan is fully built-out. Higher incomes will lead to slightly more affordable housing, despite rising housing prices.

Staff Contact

15

Ted Egan, Ph.D., Chief Economist

ted.egan@sfgov.org

CENTRAL SOMA PLAN

Amendments Introduced at 10/29 Land Use & Transportation Committee Hearing

1801K5
1601K4
10/29/2018
SUBMITTED IN
COMMITTEE

#	Section	Page/Line	Change
1	138	page 35, line 18-20	Eliminate the privately-owned public open space (POPOS) incentive to provide playgrounds, community gardens, sport courts, and dog runs. (The incentive is a 33% reduction in space required.)
2	138	page 38, line 22	Clarify that projects providing POPOS shall make an effort to include at least one publicly-accessible potable water source convenient for drinking and filling of water bottles.
3	155(u)	page 54, line 22-23	Clarify that Planning Department shall approve projects' driveway loading & operations plans, in consultation with SFMTA
4	249.78	page 71, line 16 through page 72, line 7	Prohibit Single Room Occupancy (SRO) units, except in buildings that consist of 100% affordable units. Prohibit group housing uses, except for: <ul style="list-style-type: none"> (1) Student Housing (2) Senior Housing (3) Residential Care Facilities (4) Housing for persons with disabilities or Transition Age Youth (4) Buildings providing 100% affordable housing
5	249.78	page 80, line 11 - 25	Amend the requirement that Key Sites with office or hotel uses provide on-site child care facilities in satisfaction of their fee requirements under Sections 414.4 to: <ul style="list-style-type: none"> (a) Specify that the Planning Commission shall review the proposed project for compliance with Section 414.4. (b) Allow the Commission to grant an exception to the requirements that the Sponsor provide the child care facility to a non-profit facility entirely free of rent or other costs for the life of the project, if it finds one or all of the following apply: <ul style="list-style-type: none"> (i) The space is being provided to the proposed child-care provider at a below-market rate rent and/or at a significantly reduced cost. (ii) The proposed child-care provider provides services consistent with the goals and expenditures of the Child Care Capital Fund in Section 414.14, which may include activities including, but not limited to: providing care affordable to households of low and moderate income, or providing care that fulfills unmet needs for child care by age group and/or neighborhood, as determined through a needs assessment conducted by the Director of the Office of Early Care & Education, or its successor.
6	329(e)(3)(B)(vi)	page 107, line 18-19	On the Key Site Identified in 329(e)(2)(H) (Creamery), allow an exception to the requirement in Section 138(d)(2)(E)(i) that ground floor POPOS be open to the sky.
7	406	page 109, line 17 through page 110, line 5	Include a waiver that allows land dedication of land for a public park (not including improvement costs) on Block 3777 (598 Brannan St / Park Block) to count against various fees, including the TSF and Central SoMa Fee (such a waiver already exists for the Eastern Neighborhoods Infrastructure Impact Fees).
8	Uncodified section	page 235, line 11-25	In the event that any person or entity files a lawsuit in any court challenging any new development requirement imposed as part of the Central SoMa Plan that results in generation of revenue to fund the Central SoMa Public Benefits Program, then upon the service of such lawsuit upon the City and County of San Francisco, all applications for projects that could not be approved but for the adoption of this ordinance and that have not yet received a first construction document will be suspended until there is a final judgment in the lawsuit in all courts and the validity of the challenged provision(s) specified in this Section is upheld.
9	Zoning map	zoning map: page 4, line 17-20	Rezone the Assessor's block 3733, lot 014 (816 Folsom Street) back from MUR to CMUO in order to allow the proposed hotel project to proceed with its application.
10	Zoning map	zoning map: page 7, line 20-24	Rezone a portion of Assessor's block 3778, lot 005 (SF Flower Mart project project at 6th & Brannan) to MUR. The rezoned portion is 200' along Brannan Street and 150' along 6th Street, as measured from the intersection of 6th & Brannan. The remainder of the lot would remain CMUO.

From: Daniel Frattin <dfrattin@reubenlaw.com>
Sent: Friday, October 26, 2018 4:00 PM
To: Kim, Jane (BOS); Tang, Katy (BOS); Safai, Ahsha (BOS)
Cc: Jacobo, Jon (BOS); Grisso, Mike; Alexandra Stoelzle; Alex Clemens; Rahaim, John (CPC); Chen, Lisa (CPC); Major, Erica (BOS)
Subject: Flower Mart - Central SoMa Legislation - BOS File Nos. 180184 - 180185

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Supervisors Kim, Tang, and Safai -

For the past five years, Kilroy Realty Corp. has worked collaboratively with the Flower Market vendors, Planning Department staff, the Mayor's office, and other city officials to deliver a high-quality project on the Flower Mart site. The centerpiece of the project – and foremost among its many public benefits – is a new long-term home for the Wholesale Flower Market, which will offer below-market rents to an important San Francisco institution. As part of the Central SoMa Planning process, we've worked diligently to align the project with the Central SoMa Plan's policy objectives. That iterative process has resulted in detailed, site-specific design regulations for the Flower Mart site in the Central SoMa legislation and a project that complies with them.

Now, at the 11th hour, we've learned that Supervisor Kim intends to rezone a portion of the Flower Mart site at 6th & Brannan to require residential rather than commercial use. With less than a full business day before amendments are introduced, we've been asked to identify the portion of the site it would be acceptable to rezone. After five years of careful, professional work with city staff and stakeholders, we simply cannot respond to this request in such a short period of time. We have no time to evaluate how conflicts between a residential use and the Flower Market's intensive late night and early morning wholesale operations can be addressed. We certainly do not have time to solicit input from roughly 60 Flower Market vendors and management, who've been consulted at each step of the project. We also have no idea how rezoning a portion of the site for residential would ripple through the design of the office, wholesale, and retail uses on the remainder, or conflict with the detailed and site-specific design regulations for the site.

We remain committed to working collaboratively with the city and interested stakeholders to deliver the best possible project on the Flower Mart site. However, we cannot do so on a moment's notice. We strongly urge you to reject any unilateral, last-minute changes to the zoning for the Flower Mart site.

REUBEN, JUNIUS & ROSE, LLP

Daniel A. Frattin, Partner
T. (415) 567-9000
C. (415) 517-9395
dfrattin@reubenlaw.com
www.reubenlaw.com

SF Office:
One Bush Street, Suite 600
San Francisco, CA 94104

Oakland Office:
456 8th Street, 2nd Floor
Oakland, CA 94607



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SAN FRANCISCO FLOWER MART

180490

180185

180453

180184

180617

10/29/18

RECORDED IN COMMITTEE

September 28, 2018

Chair Katy Tang
Vice-Chair Jane Kim
Supervisor Ahsha Safai
San Francisco Board of Supervisors
Land Use and Transportation Committee

Dear Supervisors Tang, Kim and Safai:

We represent the San Francisco Flower Mart, one of the oldest wholesale flower markets in the United States. We manage the wholesale marketplace which houses over 50 individual flower vendors. We support the Flower Mart Project in Central SoMa as an office and retail development above a new, state-of-the-art wholesale flower market. This has been the plan for the site for at least the past four years. However, it is important to note that we are absolutely opposed to any residential units on the site.

The San Francisco Flower Mart is an industrial business. We are heavily reliant on vehicles to both receive and deliver the products we sell in our wholesale marketplace, many of these vehicles are semi-trucks and box trucks. Our businesses operate late night and very early morning hours, as early as 12:00 AM, when our vendors begin receiving deliveries on semi-trucks and box trucks. Our customers arrive and begin buying our perishable products at 2:00 AM. Although we sell a beautiful product, we are extremely noisy and typically have trucks parked, sometimes double parked, in our alleyways and surrounding streets most days during the week. If housing were to be built on this site, it would conflict with these activities and cause a hardship for our wholesale vendors and customers to operate effectively. While we support housing being built in San Francisco in general, we very strongly request that you maintain the Flower Mart Project as it has been planned, with only office and retail space above and adjacent to the wholesale flower market.

Respectfully,

Vance Yoshida

Vance Yoshida
President
San Francisco Flower Mart LLC

Jeanne Boes

Jeanne Boes
Chief Operations Officer and General Manager
San Francisco Flower Mart LLC

180490
180185
180453
180184
180618

From: Mchugh, Eileen (BOS)
Sent: Tuesday, October 30, 2018 8:33 AM
To: Major, Erica (BOS)
Subject: Petition to preserve funding for the Old U.S. Mint
Attachments: Old Mint Petition - sept 12th.pdf

From: Rob Cromwell [mailto:robccromwell@gmail.com]
Sent: Wednesday, September 12, 2018 11:17 AM
To: Tang, Katy (BOS) <katy.tang@sfgov.org>; Kim, Jane (BOS) <jane.kim@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>
Cc: Breed, London (MYR) <london.breed@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Cohen, Malia (BOS) <malia.cohen@sfgov.org>; Brown, Vallie (BOS) <vallie.brown@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; andrew@tefarch.com; richhillissf@gmail.com; Ionin, Jonas (CPC) <jonas.ionin@sfgov.org>; Rahaim, John (CPC) <john.rahaim@sfgov.org>; Frye, Tim (CPC) <tim.frye@sfgov.org>; Switzky, Joshua (CPC) <joshua.switzky@sfgov.org>; Chen, Lisa (CPC) <lisa.chen@sfgov.org>; Lau, Jon (ECN) <jon.lau@sfgov.org>
Subject: Petition to preserve funding for the Old U.S. Mint

Dear Chairperson Tang and Honorable Members of the Land Use and Transportation Committee:

On behalf of the residents and business owners of Mint Plaza, we write in support of the City's commitment to dedicate \$20M to the Old U.S. Mint's (located at 88 5th St) rehabilitation through the Central SoMa Area Plan.

Please find attached a signed petition by 50 residents and business owners that live and/or work at Mint Plaza in support of maintaining the \$20M in funding.

We understand that amendments were introduced to the Central SoMa Area Plan that would reduce critical funding (from \$20M to \$15M) needed to repair and restore the U.S. Mint. The proposed reduction would severely jeopardize plans to reactivate the U.S. Mint.

We urge the City to maintain its previously anticipated funding commitment to the U.S. Mint and reject any proposal to decrease this dedication.

Thank you,

Residents and business owners of Mint Plaza

Sign petition to save Old Mint funding

September 6th 2018

Supervisor Katy Tang, Chairperson
Land Use Committee of the
Board of Supervisors
City and County of San Francisco
San Francisco City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Dear Chairperson Tang and Honorable Members of the Committee:

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We are becoming increasingly concerned about the state of the Old Mint, having watched its steady decay over the last decade firsthand and up close. The City isn't doing enough to preserve this landmark that is in desperate need of care. Recent efforts to re-activate the space for event use have not gone unnoticed, but a building as large and complex as the Old Mint requires significantly more attention. The current minimal care has left the building filthy, covered in human waste and graffiti, often used as shelter for homeless, and infested with rats. All of which hurt quality of life and are health hazards to the hundreds of residents and workers in the neighborhood.

The Old Mint will only thrive with continuous use and care, which necessitates its restoration and funding. The restoration requires a herculean effort by the City, CHS, and other interested parties. If the City is unwilling to take the restoration seriously by preserving its much needed funding, the Mint should be torn down. Letting it continue its decay into a bio-hazardous ruin would be irresponsible, and further erode quality of life for a area that is already struggling.

For these reasons, we have been encouraged by the City's commitment to dedicate \$20M to the building's rehabilitation through the Central SoMa Area Plan. However, we also understand that amendments were introduced to the Central SoMa Area Plan that would reduce \$5 million in critical funding needed to repair and restore the U.S. Mint. The proposed 25% reduction -- from \$20M to \$15M -- would severely jeopardize plans to reactivate the U.S. Mint.

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Sincerely,

First and Last Name *

Rob Cromwell

Do you live or work at Mint Plaza?

☒ Live

☐ Work

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Google Forms

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Sincerely,

First and Last Name *

Kyle Pickett

Do you live or work at Mint Plaza?

☒ Live

☐ Work

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Sincerely,

First and Last Name *

Lesley Hamilton

Do you live or work at Mint Plaza?

☒ Live

☐ Work

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Sincerely,

First and Last Name *

Anne Drazen and Leonard Singer

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☒ Live

☐ Work

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Sincerely,

First and Last Name *

Harshita bansal

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☒ Live

☐ Work

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Sincerely,

First and Last Name *

Kelly Lui

Do you live or work at Mint Plaza?

☒ Live

☐ Work

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Sincerely,

First and Last Name *

Claire Liu

Do you live or work at Mint Plaza?



Live



Work

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Sincerely,

First and Last Name *

Arnar Birgisson

Do you live or work at Mint Plaza?

☒ Live

☐ Work

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Sincerely,

First and Last Name *

Ankit Agrawal

Do you live or work at Mint Plaza?

☒ Live

☐ Work

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Sincerely,

First and Last Name *

Harshita Bansal

Do you live or work at Mint Plaza?

☒ Live

☐ Work

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Sincerely,

First and Last Name *

SCOTT warner

Do you live or work at Mint Plaza?



Live



Work

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Sincerely,

First and Last Name *

David Ellis

Do you live or work at Mint Plaza?

☒ Live

☒ Work

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Sincerely,

First and Last Name *

Sophie Pearson

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☒ Live

☐ Work

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Sincerely,

First and Last Name *

Matthew Martin

Do you live or work at Mint Plaza?

☒ Live

☐ Work

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Sign petition to save Old Mint funding

September 6th 2018

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Gerardo A. Chirichigno

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Sincerely,

First and Last Name *

Dustin Dolginow

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Live



Work

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Sincerely,

First and Last Name *

Elaine Ellis

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☒ Live

☐ Work

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Sincerely,

First and Last Name *

Elcin Atamer

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☐

Live

☒

Work

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Sincerely,

First and Last Name *

Simon Kalouche

Do you live or work at Mint Plaza?

☐

Live

☒

Work

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First and Last Name *

Ryan O'Shea

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☐ Work

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Sincerely,

First and Last Name *

Craig Rice

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☒ Live

☐ Work

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First and Last Name *

Fred van den Bosch

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Sincerely,

First and Last Name *

Charlie Martell

Do you live or work at Mint Plaza?



Live



Work

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Sincerely,

First and Last Name *

Geoffrey Rosenblatt

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Live



Work

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Sincerely,

First and Last Name *

Olga Kulicheva

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Live



Work

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Sincerely,

First and Last Name *

Taylor Henning

Do you live or work at Mint Plaza?

☐

Live

☒

Work

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Sincerely,

First and Last Name *

Joel Norsworthy

Do you live or work at Mint Plaza?

☒ Live

☒ Work

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Sign petition to save Old Mint funding

September 6th 2018

Supervisor Katy Tang, Chairperson
Land Use Committee of the
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San Francisco City Hall
1 Dr. Carlton B. Goodlett Place
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Sincerely,

First and Last Name *

Richard Meyer

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Live



Work

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Sincerely,

First and Last Name *

Neil Patel

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Sincerely,

First and Last Name *

Shana Lypka

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Sincerely,

First and Last Name *

Kevin Gibbon

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☐

Live

☒

Work

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Sincerely,

First and Last Name *

Sarah Siwak

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☐

Live

☒

Work

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Sincerely,

First and Last Name *

Josh Walter

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☐

Live

☒

Work

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Sincerely,

First and Last Name *

Katherine Harnish

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☐

Live

☒

Work

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Sincerely,

First and Last Name *

Elaine Wong

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☒ Live

☐ Work

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Sincerely,

First and Last Name *

Sandeep Srinivasan

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☒ Live

☐ Work

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Sincerely,

First and Last Name *

Tammy Butow

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☒ Live

☐ Work

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Sincerely,

First and Last Name *

Ying Tung Chen

Do you live or work at Mint Plaza?

☐

Live

☒

Work

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Sincerely,

First and Last Name *

Cameron Miller

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☒ Live

☐ Work

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Sincerely,

First and Last Name *

Peter Miller

Do you live or work at Mint Plaza?

☒ Live

☐ Work

This content is neither created nor endorsed by Google.

Google Forms

Sign petition to save Old Mint funding

September 6th 2018

Supervisor Katy Tang, Chairperson
Land Use Committee of the
Board of Supervisors
City and County of San Francisco
San Francisco City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Dear Chairperson Tang and Honorable Members of the Committee:

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For these reasons, we have been encouraged by the City's commitment to dedicate \$20M to the building's rehabilitation through the Central SoMa Area Plan. However, we also understand that amendments were introduced to the Central SoMa Area Plan that would reduce \$5 million in critical funding needed to repair and restore the U.S. Mint. The proposed 25% reduction -- from \$20M to \$15M -- would severely jeopardize plans to reactivate the U.S. Mint.

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Sincerely,

First and Last Name *

Vesna Planko

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☒ Live

☐ Work

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Sincerely,

First and Last Name *

Kathy Chan

Do you live or work at Mint Plaza?

☐

Live

☐

Work

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Sincerely,

First and Last Name *

William Eidenmuller

Do you live or work at Mint Plaza?

☒ Live

☐ Work

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Sincerely,

First and Last Name *

Colin carrier

Do you live or work at Mint Plaza?

☒ Live

☐ Work

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Sincerely,

First and Last Name *

Tom Perrault

Do you live or work at Mint Plaza?



Live



Work

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Sincerely,

First and Last Name *

Seema Kapur

Do you live or work at Mint Plaza?

☒ Live

☐ Work

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Sincerely,

First and Last Name *

Sandeep Srinivasan

Do you live or work at Mint Plaza?

☒ Live

☐ Work

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Sincerely,

First and Last Name *

Michelle Wood

Do you live or work at Mint Plaza?



Live



Work

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Sincerely,

First and Last Name *

Ken Matsuura

Do you live or work at Mint Plaza?

☐

Live

☒

Work

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Sincerely,

First and Last Name *

Jonathan Wolk

Do you live or work at Mint Plaza?

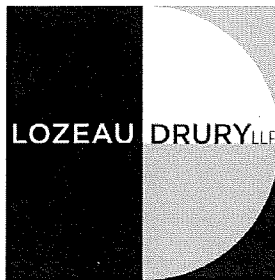
☒ Live

☐ Work

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File Nos. 180490, 180185,
180453, 180184, 180612
Received via email
9/26/18



T 510.836.4200
F 510.836.4205

410 12th Street, Suite 250
Oakland, Ca 94607

www.lozeaudrury.com
richard@lozeaudrury.com

By Email and US Mail

September 26, 2018

Angela Calvillo, Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 94102-4689
Board.of.Supervisors@sfgov.org
angela.calvillo@sfgov.org

Lisa M. Gibson, Environmental Review Officer
1650 Mission Street, Suite 400
San Francisco, CA 94103
lisa.gibson@sfgov.org

RE: Central SoMa Plan and Environmental Impact Report for Central SoMa Plan
(SCH NO. 2013042070)

Dear Ms. Calvillo and Ms. Gibson:

I am writing on behalf of SF Blu, a San Francisco Homeowners' Association representing residents living at 631 Folsom Street, to request that the City and County of San Francisco ("City") provide us with written notice of any and all notices issued under California Planning and Zoning Law and/or the California Environmental Quality Act ("CEQA"), referring or related to the Central SoMa Plan and Environmental Impact Report for Central SoMa Plan (SCH NO. 2013042070).

In particular, we hereby request that the City send by mail or electronic mail to my firm at the address below notice of any and all actions or hearings related to activities undertaken, authorized, approved, permitted, licensed, or certified by the City and any of its subdivisions, including, but not limited to the following:

- Notice of any public hearing in connection with the Project as required by California Planning and Zoning Law pursuant to Government Code Section 65091.
- Any and all notices prepared pursuant to the California Environmental Quality Act ("CEQA"), including, but not limited to:
 - Notices of any public hearing held pursuant to CEQA.

- Notices of determination that an Environmental Impact Report ("EIR") or supplemental EIR is required for a project, prepared pursuant to Public Resources Code Section 21080.4.
- Notices of availability of an EIR or a negative declaration for a project prepared pursuant to Public Resources Code Section 21152 and Section 15087 of Title 14 of the California Code of Regulations.
- Notices of approval and/or determination to carry out a project, prepared pursuant to Public Resources Code Section 21152 or any other provision of law.
- Notice of approval or certification of any EIR or negative declaration prepared pursuant to Public Resources Code Section 21152 or any other provision of law.
- Notice of exemption from CEQA prepared pursuant to Public Resources Code section 21152 or any other provision of law.
- Notice of any Final EIR prepared pursuant to CEQA.
- Notice of any Supplemental EIR prepared pursuant to CEQA.

Please note that we are requesting notices of CEQA actions and notices of any public hearings to be held under any provision of Title 7 of the California Government Code governing California Planning and Zoning Law. This request is also filed pursuant to Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092, which require local agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

Please send notice by electronic mail to:

Richard Drury
Lozeau Drury LLP
410 12th Street, Suite 250
Oakland, CA 94607
richard@lozeaudrury.com

Please call should you have any questions. Thank you for your attention to this matter.

Sincerely,



Richard Drury
Lozeau Drury LLP

Board of Supervisors, (BOS)

From: Cliff Leventhal <cliffleventhal@gmail.com>
Sent: Wednesday, September 19, 2018 3:23 PM
To: Board of Supervisors, (BOS)
Subject: Owner Opposition to the BLU HOA Board's Appeal on the Central Soma Plan.

I am presenting for the Supervisors' review, a copy of my presentation at the next Supervisors meeting regarding the Central Soma plan and its impact on the BLU. I will also forward a copy of my Cease and Desist letter, objecting to the possible unauthorized use of HOA funds to oppose the plan by some individuals of the HOA Board and its Director.

Cliff

Begin forwarded message:

From: Cliff Leventhal <cliffleventhal@gmail.com>
Date: September 19, 2018 at 3:11:51 PM PDT
To: Cliff Leventhal <cliffleventhal@gmail.com>
Subject: Draft of Presentation to Supervisor Board

Hi. I am Cliff Leventhal, and owner and resident at the BLU, 631 Folsom Street, since March 2013, and a former member of the BLU Social Committee. I retired recently as the owner of a Computer Manufacturer and Distributor, headquartered in New York. I would like to speak on behalf of myself and several other owners at the BLU in favor of the Central Soma plan, and opposed by some members of the HOA Board.

I live on the 4th floor of the building, and was not surprised the some of the owners in the Penthouse and upper floors of the 20 floors of residences were opposed to a development over a block away that might obstruct their view of the Bay Bridge. To me, what is more important is what is happening on the streets of San Francisco. Hawthorne Street, adjacent to our building, is nightly strewn with shards of broken car windows, and on Harrison Street you find the homeless pushing shopping carts of their meager possessions past many undeveloped sites. We have to take care of these unfortunate folks, and help upgrade our neighborhood and their lives

What disturbs me is that some members of the Board, living in the upper stories, are pro-portioning that the building as a whole is opposed to the Central Soma plan, and have taken it upon themselves to fight it, project by project, possibly using everyone's HOA funds. To the best of my knowledge I and other owners outside the board were never consulted about our views. The legality of the HOA Board representing the building as a whole is questionable. I have documented this with a Cease and Desist letter to the HOA Board and Building Management and am forwarding you a copy of my letter.

I have also twice requested through the Building Manager that the Developers, and even our Supervisor, be invited to present information to the HOA members, and twice been denied by the HOA Board. All that is presented at the HOA meetings are the unsupported views of some of the Board's members and Director.

If the goal is to enhance the value of our properties, it would best be served by helping the homeless, and providing shops, offices, and residences in place of the current conditions on Harrison Street. I am strongly in favor of the Central Soma plan, which took years of effort by professional city planners to develop. My only reservation is that it does not go far enough and should be expanded to provide even more residences, as is being done in several other projects.

Board of Supervisors, (BOS)

From: Cliff Leventhal <cliffleventhal@gmail.com>
Sent: Friday, September 21, 2018 3:20 PM
To: Board of Supervisors, (BOS)
Subject: DRAFT - Leventhal - Letter to HOA.docx
Attachments: DRAFT - Leventhal - Letter to HOA.docx

Attached, for review by the Board of Supervisors, is a draft copy of the Cease and Desist letter I had my lawyer prepare. It was sent to the BLU Manager, and the HOA Board. It was sent Sept 7. As of today, Sept 21, I have not received any of the information requested.

Cliff Leventhal
631 Folsom St. 4D
San Francisco CA 94107

September __, 2018

Via Email and U.S. Mail

Re: Central SoMa Plan and EIR

This office represents Cliff Leventhal, a homeowner in the SF BLU condominium building. It has come to our client's attention that the SF BLU Homeowners' Association (the "HOA") has recently taken actions relating to the Central SoMa Plan, including the following: (1) filing an appeal challenging the Central SoMa Plan on or about June 8, 2018 (the "Appeal"); and (2) sending a letter dated June 26, 2018 to the San Francisco Board of Supervisors (the "Letter"), threatening legal action on behalf of the HOA.

We understand that there was no HOA Board of Directors ("Board") meeting at which these issues were discussed, no formal Board approval of the Appeal or the Letter, and no advance notice given to the HOA members before these steps were taken. It seems that only the individual Board members, or some of them, were involved in the preparation of the Appeal and the Letter, and that these individuals improperly purported to speak on behalf of the HOA. This conduct was in violation of [cite section of CC&Rs; cite section of Davis-Stirling].

Three weeks after the Letter was sent, the Board held a meeting on July 17, 2018. Although the Central SoMa Plan was not an agenda item, an Owner present at the meeting reportedly raised the issue. The Owner asked the Board how the HOA's opposition to the Central SoMa Plan – as expressed in the Appeal and the Letter – would be funded. In response, the Board discussed using building reserves to finance a lawsuit against the City.

Our client strongly objects to any HOA funds being used to oppose the Central SoMa Plan in any way. This would be a misuse of the HOA's reserves, which are earmarked solely for "the repair, restoration, replacement, or maintenance of, or litigation involving the repair, restoration, replace, or maintenance of, major components of the Common Area and facilities...." (CC&Rs, Section 4.3(d); Davis-Stirling [cite].) Indeed, we understand that the HOA is underfunded as it is, and that the diversion of HOA funds for use in opposing the Central SoMa Plan would only exacerbate this problem. Nor would it be proper for the HOA to increase assessments or impose special assessments for this purpose. The Board's authority to take such action is quite limited and would likely require the approval of a majority of the Owners at a properly-noticed meeting, with a quorum present. (CC&Rs, Section 4.5.)

Further, it would be improper for the Board to commence or pursue litigation against the City regarding the Central SoMa Plan. The CC&Rs only contemplate lawsuits by the HOA

relating to defects in or damage to the building, or enforcement of the Condominium Documents. (CC&Rs Sections 4.9(n), 9.1(b).) Moreover, even assuming the HOA had the authority to file suit against the City (which our client denies), the Board would first be required to comply with Section 9.1(b) of the CC&Rs, which requires written notice to all members of the HOA and a meeting to discuss the contemplated lawsuit.

Any further action in contravention of the CC&Rs and Davis-Stirling, including expending HOA funds to oppose the Central SoMa Plan, will expose the members of the Board to liability for breach of their fiduciary duties owed to the HOA and its members. Our client hereby demands that the members of the Board immediately cease and desist their improper and unauthorized conduct with respect to the Central SoMa Plan, and that the Board instead proceed in strict compliance with the CC&Rs and California law.

Finally, our client demands full disclosure of the Board's past activities related to the Plan, the One Vassar project, and/or the 350 2nd Street project. Please provide me with copies of all notices sent to the Owners, if any, all meeting minutes, and the provisions of the CC&Rs which the Board relied on as authority for filing the Appeal and sending the Letter in the name of the HOA. We will also require copies of all contracts for services entered into by the Board relating to these issues, all legal bills for representing the HOA (whether paid by the HOA or others), all correspondence with outside parties, and summaries of all material conversations or meetings with outside parties relating to the Central SoMa Plan. Please provide these materials by close of business on September 17, 2018.

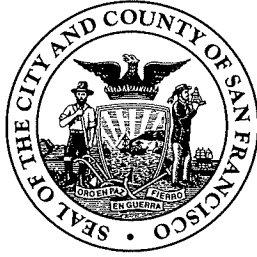
Thank you for your attention to this matter. We look forward to your prompt response.

Very truly yours,

Jessica M. Takano

cc: Client (via email)

BOARD of SUPERVISORS



City Hall
Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

April 18, 2018

File No. 180185-2

Lisa Gibson
Environmental Review Officer
Planning Department
1650 Mission Street, Ste. 400
San Francisco, CA 94103

Dear Ms. Gibson:

On April 10, 2018, Mayor Farrell introduced the following substitute legislation:

File No. 180185-2

Ordinance amending the Zoning Map of the Planning Code to create the Central South of Market (SoMa) Special Use District and make other amendments to the Height and Bulk District Maps and Zoning Use District Maps consistent with the Central SoMa Area Plan, encompassing an area generally bounded on its western portion by Sixth Street, on its eastern portion by Second Street, on its northern portion by the border of the Downtown Plan Area (an irregular border that generally jogs along Folsom, Howard and Stevenson Streets), and on its southern portion by Townsend Street; 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.

This legislation is being transmitted to you for environmental review.

Angela Calvillo, Clerk of the Board

A handwritten signature in cursive script, appearing to read "Erica Major".

By: Erica Major, Assistant Clerk
Land Use and Transportation Committee

Attachment

c: Joy Navarrete, Environmental Planning
Laura Lynch, Environmental Planning3992

BOARD of SUPERVISORS



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Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

March 6, 2018

File No. 180185

Lisa Gibson
Environmental Review Officer
Planning Department
1650 Mission Street, Ste. 400
San Francisco, CA 94103

Dear Ms. Gibson:

On February 27, 2018, Mayor Farrell introduced the following proposed legislation:

File No. 180185

Ordinance amending the Zoning Map of the Planning Code to create the Central South of Market (SoMa) Special Use District and make other amendments to the Height and Bulk District Maps and Zoning Use District Maps consistent with the Central SoMa Area Plan, encompassing an area generally bounded on its western portion by Sixth Street, on its eastern portion by Second Street, on its northern portion by the border of the Downtown Plan Area (an irregular border that generally jogs along Folsom, Howard and Stevenson Streets), and on its southern portion by Townsend Street; 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.

This legislation is being transmitted to you for environmental review.

Angela Calvillo, Clerk of the Board

for By:  Alisa Somera, Legislative Deputy Director
Land Use and Transportation Committee

Attachment

c: Joy Navarrete, Environmental Planning
Laura Lynch, Environmental Planning

BOARD of SUPERVISORS



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San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

March 6, 2018

Planning Commission
Attn: Jonas Ionin
1650 Mission Street, Ste. 400
San Francisco, CA 94103

Dear Commissioners:

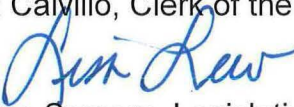
On February 27, 2018, Mayor Farrell introduced the following legislation:

File No. 180185

Ordinance amending the Zoning Map of the Planning Code to create the Central South of Market (SoMa) Special Use District and make other amendments to the Height and Bulk District Maps and Zoning Use District Maps consistent with the Central SoMa Area Plan, encompassing an area generally bounded on its western portion by Sixth Street, on its eastern portion by Second Street, on its northern portion by the border of the Downtown Plan Area (an irregular border that generally jogs along Folsom, Howard and Stevenson Streets), and on its southern portion by Townsend Street; 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.

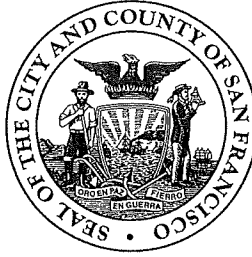
The proposed ordinance is being transmitted pursuant to Planning Code, Section 302(b), for public hearing and recommendation. The ordinance is pending before the Land Use and Transportation Committee and will be scheduled for hearing upon receipt of your response.

Angela Calvillo, Clerk of the Board

for By:  Alisa Somera, Legislative Deputy Director
Land Use and Transportation Committee

c: John Rahaim, Director of Planning
Aaron Starr, Acting Manager of Legislative Affairs
Scott Sanchez, Zoning Administrator
Lisa Gibson, Environmental Review Officer
AnMarie Rodgers, Senior Policy Advisor
Laura Lynch, Environmental Planning
Joy Navarrete, Environmental Planning

BOARD of SUPERVISORS



City Hall
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San Francisco 94102-4689
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Fax No. 554-5163
TDD/TTY No. 554-5227

July 26, 2018

Planning Commission
Attn: Jonas Ionin
1650 Mission Street, Ste. 400
San Francisco, CA 94103

Dear Commissioners:

On July 23, 2018, the Land Use and Transportation Committee amended the following ordinances. The Office of the City Attorney has advised that these ordinances requires an additional Planning Commission hearing:

File No. 180185 Planning Code, Zoning Map - Central South of Market Special Use District

Ordinance amending the Zoning Map of the Planning Code to create the Central South of Market (SoMa) Special Use District and make other amendments to the Height and Bulk District Maps and Zoning Use District Maps consistent with the Central SoMa Area Plan, encompassing an area generally bounded on its western portion by Sixth Street, on its eastern portion by Second Street, on its northern portion by the border of the Downtown Plan Area (an irregular border that generally jogs along Folsom, Howard and Stevenson Streets), and on its southern portion by Townsend Street; 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.

File No. 180453 Business and Tax Regulations, Planning Codes - Central South of Market Housing Sustainability District

Ordinance amending the Business and Tax Regulations and Planning Codes to create the Central South of Market Housing Sustainability District (encompassing an area generally bounded on its western portion by Sixth Street, on its eastern portion by Second Street, on its northern portion by the border of the Downtown Plan Area (an irregular border that generally tracks Folsom, Howard, or Stevenson Streets), and on its southern portion by Townsend Street) to provide a streamlined and ministerial approval process for certain housing projects within the District meeting specific labor, on-site affordability, and other requirements; creating an expedited Board of Appeals process for appeals of projects within the District; and making approval findings under the California Environmental Quality Act, findings of public convenience, necessity, and welfare under Planning Code, Section 302, and findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.

**File No. 180184 Administrative, Planning Codes - Central South of Market
Area Plan**

Ordinance amending the Administrative and Planning Codes to give effect to the Central South of Market Area Plan, encompassing an area generally bounded on its western portion by Sixth Street, on its eastern portion by Second Street, on its northern portion by the border of the Downtown Plan Area (an irregular border that generally jogs along Folsom, Howard and Stevenson Streets), and on its southern portion by Townsend Street; making approval findings under the California Environmental Quality Act, including adopting a statement of overriding considerations; 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.

The proposed ordinance is being transmitted pursuant to Planning Code, Section 302, for public hearing and recommendation. The ordinance is pending before the Land Use and Transportation Committee and will be scheduled for hearing upon receipt of your response.


Angela Calvillo, Clerk of the Board



By: Erica Major, Assistant Clerk
Land Use and Transportation Committee


c: John Rahaim, Director
Scott Sanchez, Zoning Administrator
Lisa Gibson, Environmental Review Officer
Devyani Jain, Deputy Environmental Review Officer
AnMarie Rodgers, Director of Citywide Planning
Dan Sider, Director of Executive Programs
Aaron Starr, Manager of Legislative Affairs
Joy Navarrete, Environmental Planning
Laura Lynch, Environmental Planning



TO:  Angela Calvillo, Clerk of the Board of Supervisors
FROM: Mayor Farrell
RE: Substitute Ordinance – File 180185 - Planning Code, Zoning Map -
Central South of Market Special Use District
DATE: April 10, 2018

Attached for introduction to the Board of Supervisors is a substitute ordinance amending the Zoning Map of the Planning Code to create the Central South of Market (SoMa) Special Use District and make other amendments to the Height and Bulk District Maps and Zoning Use District Maps consistent with the Central SoMa Area Plan, encompassing an area generally bounded on its western portion by Sixth Street, on its eastern portion by Second Street, on its northern portion by the border of the Downtown Plan Area (an irregular border that generally jogs along Folsom, Howard and Stevenson Streets), and on its southern portion by Townsend Street; 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.

Should you have any questions, please contact Andres Power (415) 554-5168.

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2018 APR 10 PM 1:56
BY 

Introduction Form

By a Member of the Board of Supervisors or Mayor

BOARD OF SUPERVISORS
SAN FRANCISCO2010 FEB 27 PM 4:03
Time stamp
or meeting dateBY AK

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

- ☒ 1. For reference to Committee. (An Ordinance, Resolution, Motion or Charter Amendment).
- ☐ 2. Request for next printed agenda Without Reference to Committee.
- ☐ 3. Request for hearing on a subject matter at Committee.
- ☐ 4. Request for letter beginning : "Supervisor inquiries"
- ☐ 5. City Attorney Request.
- ☐ 6. Call File No. from Committee.
- ☐ 7. Budget Analyst request (attached written motion).
- ☐ 8. Substitute Legislation File No.
- ☐ 9. Reactivate File No.
- ☐ 10. Question(s) submitted for Mayoral Appearance before the BOS on

Please check the appropriate boxes. The proposed legislation should be forwarded to the following:

- ☐ Small Business Commission ☐ Youth Commission ☐ Ethics Commission
- ☐ Planning Commission ☐ Building Inspection Commission

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

Sponsor(s):

Subject:

Ordinance amending the Zoning Map of the Planning Code to create the Central South of Market (SoMa) Special Use District and make other amendments to the Height and Bulk District Maps and Zoning Use District Maps consistent with the Central SoMa Area Plan, encompassing an area generally bounded on its western portion by 6th Street, on its eastern portion by 2nd Street, on its northern portion by the border of the Downtown Plan Area (an irregular border that generally jogs along Folsom, Howard and Stevenson Streets), and on its southern portion by Townsend Street; 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.

The text is listed:

Signature of Sponsoring Supervisor:





TO: Angela Calvillo, Clerk of the Board of Supervisors
FROM: Mayor Farrell
RE: Central South of Market (SoMa) Special Use District
DATE: February 27, 2018

BY: AK
2018 FEB 27 PM 4:52
BOARD OF SUPERVISORS
SAN FRANCISCO

Attached for introduction to the Board of Supervisors is an ordinance amending the Zoning Map of the Planning Code to create the Central South of Market (SoMa) Special Use District and make other amendments to the Height and Bulk District Maps and Zoning Use District Maps consistent with the Central SoMa Area Plan, encompassing an area generally bounded on its western portion by 6th Street, on its eastern portion by 2nd Street, on its northern portion by the border of the Downtown Plan Area (an irregular border that generally jogs along Folsom, Howard and Stevenson Streets), and on its southern portion by Townsend Street; 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.

Please note that this legislation is co-sponsored by Supervisor Kim.

Should you have any questions, please contact Andres Power (415) 554-5168.