

SPRING 2017

PLACEMAKING

SAN FRANCISCO PLANNING'S COMMUNITY NEWSLETTER

IN THIS ISSUE:

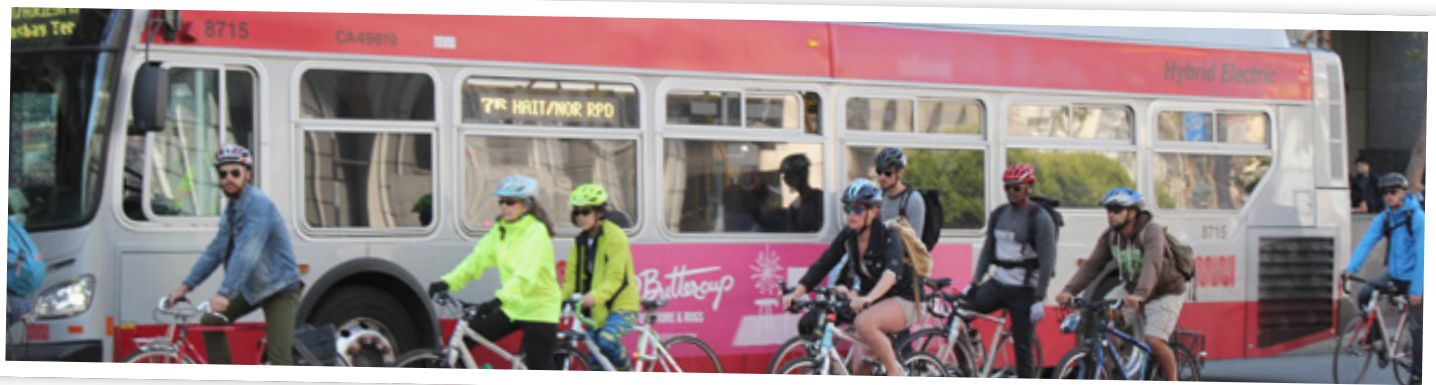
Transportation
Demand Management
Approved!

Mission Action Plan
2020

What is
PDR?

Historic
Landmark
Highlight:
Cowell House

Planning in the News



San Francisco Moves Forward With Groundbreaking Transportation Demand Legislation

On February 7, the San Francisco Board of Supervisors approved an ordinance amending the Planning Code to establish a Transportation Demand Management Program. The Transportation Demand Management Program, or TDM, is a citywide program developed by the San Francisco Planning Department, San Francisco MTA, and San Francisco County Transportation Authority, requiring developments to provide on-site amenities that support

sustainable modes of transportation and reduce single-occupancy driving trips associated with new development.

The ordinance, sponsored by Supervisors Malia Cohen, Jeff Sheehy, London Breed, Mark Farrell, and Ahsha Safai, applies to projects with 10 units or more of new residential development, 10,000 square feet or more of commercial development, and large (25,000 square feet) changes of use. Residential projects that are 100 percent affordable are exempt.

City staff developed a TDM menu of sustainable TDM measures, each with different point values based on its



relative ability to reduce the number of trips by people driving. Every new development project will be assigned a specific point target calculated by the type of land use and the number of parking spaces the project proposes. Developers will use the TDM menu to choose specific measures that will get their project to its target point requirement.

TDM represents the “Shift” component of the Transportation

Sustainability Program, or TSP, a three-part citywide policy initiative to help transportation keep pace with growth in the City.

TDM’s approval completes the third and final component of the TSP initiative. The other two elements are Invest: The Transportation Sustainability Fee to provide additional revenue from new development to help fund improvements to transit capacity.



Congratulations to Chloe, the winner of the Guess How Many Trees Contest! Her guess was the closest to the final Street Tree Census total (124,795 trees). Here she is with the Grand Prize - a Cathedral Oak street tree planted in her name on Arbor Day 2017.

First Comprehensive Census of San Francisco's Street Trees Completed

The first citywide tree census, EveryTreeSF, has established a comprehensive geodatabase of San Francisco's street

trees, providing crucial data in determining a long-term strategy to effectively maintain and grow the City's urban forest. A collaborative effort among San Francisco Planning, San Francisco Public Works, Friends of the

Urban Forest, and tree inventory specialists ArborPro, EveryTreeSF is one of the key strategies identified in the Urban Forest Plan (Phase 1: Street Trees), a citywide strategy to improve the sustainability of the City's urban forest. The Board of Supervisors adopted the plan in 2015.

Beginning in January 2016, a team of certified arborists began mapping and recording every street tree in the City. Upon completion in January 2017, the census had identified the exact

location, species and current condition of every tree, in addition to identifying potential vacant sites for future plantings. Trees on private property or in public parks were not included.

The final results have revealed 124,795 street trees, over 20,000 more than previous estimates, and over 500 species identified. Approximately 40,000 potential planting locations were recognized, providing tremendous opportunity to grow the City's urban forest. Data shows that the current number of trees sequesters over 19 million pounds of carbon dioxide and filters more than 100 million gallons of stormwater every year.

The census results come at a time of great opportunity with the passage of Proposition E in November 2016. Taking effect on July 1 of this year, Prop. E transfers street tree maintenance responsibility from private property owners to Public Works, and establishes a \$19 million annual set-

aside in the General Fund to pay for tree care and to repair sidewalks damaged by tree roots.

San Francisco Public Works' Bureau of Urban Forestry will be using the census data to help implement Prop. E, improve tree and sidewalk maintenance, inform future planting programs, and promote public stewardship of the City's urban forest. Upon the transfer on July 1, the trees in most need will be addressed first, with pruning prioritized based on safety considerations, to correct structural flaws, and to gain necessary clearances for overhead wires, traffic signs and signals, adjacent buildings and traffic flow.

All the data from the City's recent Street Tree Census is now available to the public on an online searchable website, UrbanForestMap.org. Visitors can zoom in to find information on

street trees anywhere in the City, in addition to calculate the environmental benefits street trees provide. Each tree has its own page presenting its "bio," and the public is welcome to upload a photo to help tell their tree's story.

For more information on EveryTreeSF and the Urban Forest Plan, visit sf-planning.org/everytreesf.

Tunnel Top Unveiling

Tunnel Top Park is a local grassroots initiative of residents in the Potrero-Dogpatch Neighborhood. In the Fall of 2015, Robin Abad, Project Manager for the Central Waterfront - Dogpatch Public Realm Plan, initiated a partnership with the California College of the Arts to with the goal of contributing to open space projects

in Public Realm Plan area. Tunnel Top Park was identified as one of several priority sites through the Public Realm Plan community engagement process. The collaboration has manifest in research and site-specific design projects starting with Tunnel Top Park, and will continue in the upcoming academic year with another community group and site in the Plan Area.

Tunnel Top Park



is situated at the intersection of Pennsylvania and 25th Streets above the southern portal of the Caltrain tunnel. The site slopes steeply to the north where it is bounded by 25th Street. To the west, a large serpentine outcropping rises towards the crest of Potrero Hill. The eastern edge of the site is bounded by Pennsylvania Street, while the southern end of the site opens onto spectacular vistas towards the

Portola and Bayview neighborhoods.

For many years, this remnant piece of land was treated as an informal dumping ground. In July of 2014, the Tunnel Top Steering Committee formed to spearhead transformation of the site into a community-serving open space. The project, under the Fiscal Sponsorship of the San Francisco Parks Alliance, entered into a lease agreement with Caltrain for use of the site in 2015;

and volunteer removal of the garbage and debris began that same year.

The CCA collaboration began with a research seminar in fall 2015 that investigated the sharing economy and its ramifications on the production of public open space. During the first half of the semester, students identified and researched local 'sharing economies' of food, textile manufacturing, media production, housing, transportation, and public-private open spaces. The second half of the semester focused on the

Dogpatch in San Francisco, resulting in several speculative proposals for open spaces in Dogpatch, all incorporating some aspect of a local 'sharing economies.' In the following Spring, a Building Technology Seminar focused on Tunnel Top Park. With guidance from the Tunnel Top Park Steering Committee, the students explored different concepts for multi-functional, modular prototypes emphasizing innovative use of concrete and timber. The Steering Committee outlined



programmatic and performance requirements such as seating, shading, nighttime lighting, and fencing. The seminar culminated in an onsite presentation of prototype concepts constructed at full-scale. A Jury comprised of Tunnel Top Park community members and CCA faculty critiqued and selected the winning concept by students Fernanda Bernardes, Anh Vo, and Joshua Olivas.

Pavement to Parks Professional Practice Interns Fernanda Bernardes and Anh Vo, under the supervision of Meghan Dorrian (CCA) and Robin Abad (SF Pavement to Parks), led the design refinement and implementation of 'interim amenities' at Tunnel Top Park in the Summer of 2016. The concept design, 'Undulating Landscape' was selected by a Jury comprised of Tunnel Top Park community members and CCA faculty from several generated during the

Spring 2016 Building Technology Seminar. During the late Spring and early Summer 2016, the Tunnel Top Park Steering Committee met routinely with the CCA / Planning Department team to refine a site-wide plan and design for 'Undulating Landscape,' a modular prototype that incorporates seating, fencing, and lighting for deployment across the park. The summer 2016 design-build studio fabricated and installed "Undulating Landscape" at the Park in August 2016 along with a solar lighting program which extends usability of the site into evening hours.

Housing for Families and Children

Families with children are essential to keeping San Francisco a diverse, thriving city. However, a rapidly growing income inequality and the lack of housing have taken on increased urgency as we continue to grapple with a multitude of

issues for all San Franciscans: schools, transportation, gentrification and displacement, public safety, and more. The challenge of keeping families in San Francisco is multifaceted, exacerbated by the rate at which we are seeing low and middle-income families leave the City.

The Planning Department, in partnership with Supervisor Norman Yee, is pleased to have prepared Housing for Families with Children, a report explaining existing conditions and providing a number of considerations for family friendly housing policies.

Housing for Families and Children looks at the demographics of families with children in San Francisco and projected population changes. It also presents data on the composition of the existing housing stock and recent residential construction trends. The report addresses both design

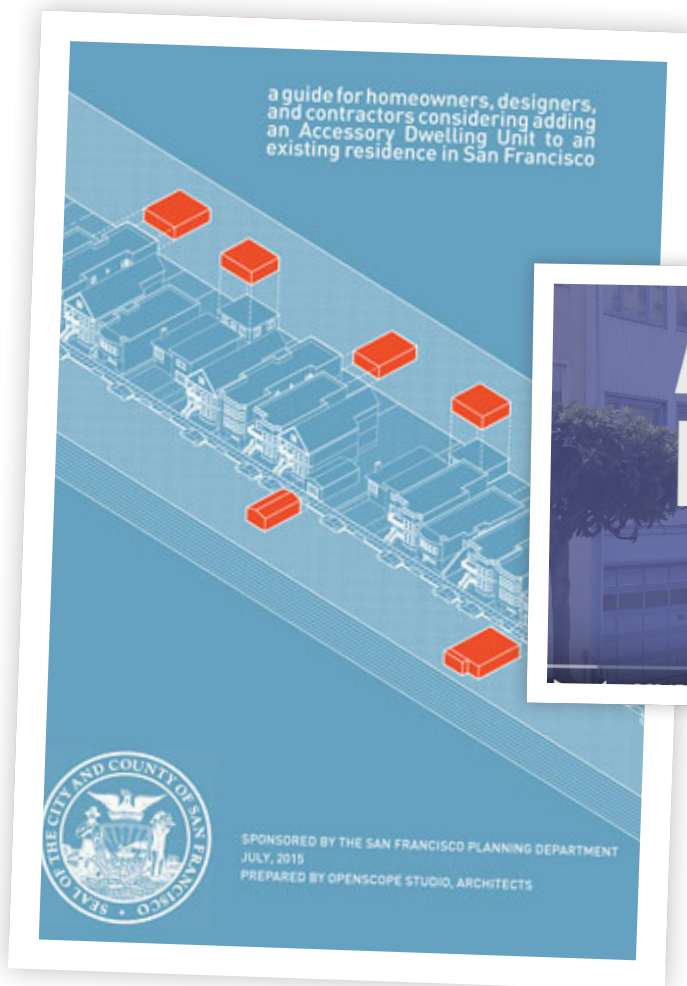
recommendations for new housing, which are based on a survey of other cities' best practices, and also ways in which we might be able to better accommodate families in our existing housing. This report concludes with a handful of recommended next steps. This report is a starting point for ongoing conversations about how to meet the diverse needs of families with children.

Download Housing for Families with Children at sf-planning.org/article/housing-families-children.

Are ADUs Right for You?

An Accessory Dwelling Unit (ADU) is a new dwelling unit added entirely within an existing building or an existing authorized auxiliary structure in areas where residential use is allowed.

As of September 4, 2016, the City of San Francisco's Accessory Dwelling Unit program is available for



use Citywide! This program reduces some Planning Code requirements to make it possible for property owners to add these new units to their buildings. As a property owner, you may choose to add an ADU to your building for a variety of reasons, including increased lifestyle flexibility and long-term financial benefits.

Curious about the benefits of adding an

ADU to your property? Check out our video, *Are ADUs Right For You?*

If you're looking to legalize an existing unauthorized unit, please check out our legalization program. You can find more information on the Department of Building Inspection webpage: sfdbi.org/UnitLegalization

If you'd like more information on ADUs, including an

ADU Handbook and financial calculator, visit sf-planning.org/accessory-dwelling-units.

Community Celebration for the Unveiling of La Placita

The transformation of Bartlett Street in the heart of the Mission District was celebrated at a ribbon-cutting ceremony on March 16, 2017, coinciding with the

seasonal opening of the popular Mission Community Market. The new La Placita and Mercado Plaza project, on Bartlett Street between 21st Street and 22nd Street, features architecturally intriguing pergolas that bring a distinct look to this residential and commercial block.

In 2012, San Francisco Public Works, the SF Planning Department, and the Mission



City agencies at the ribbon cutting event of La Placita.

Community Market formed a partnership to create “La Placita.” Building on the ideas of the Mission Streetscape Plan, a 2-year community-based effort led by the San Francisco Planning Department (2008-2010) and the more recent placemaking efforts of the Mission Community Market, La Placita provides a beautiful, safe and much needed public space in the heart of the Mission for a wide variety of community programs and cultural arts that support family health, promote small businesses, and bring diverse communities together.

Other improvements include wider sidewalks, new bike parking, sidewalk

gardens, pedestrian-scale lighting, new trees and a new roadway design to slow traffic to make the stretch safer for people who live, walk and bike here.

Launch of La Playa Pedestrian Improvements Project

The La Playa Pedestrian Improvements Pilot project is a community-driven initiative to improve pedestrian safety and mobility, to enhance community character, and to create a vibrant public space at the intersection of Judah Street with La Playa Street.

Since 2012, residents, community leaders, and business

owners have developed a range of ideas to re-envision the La Playa Park area, one of the Outer Sunset’s key gateway intersections. In 2016, the San Francisco Planning took the lead in further developing and implementing the community’s ideas through the Groundplay program, the goal of which is to build temporary installations that transform underused public spaces into community places. This pilot project will temporarily realize

the community’s vision and test ideas for long-term improvements.

Stay tuned for upcoming community open houses to discuss the design and phasing of the project and to hear additional ideas from community members on this pilot project. To sign up to receive project updates, please visit <http://groundplaysf.org/projects/n-judah-turnaround>

Wondering about the recent changes to the Planning Code?

All of the Department’s Planning Code Changes can be found [here](#).



Ask Planning

What is the City allowing for potential “in-laws?”

– **Bill, Sunset**

ADUs are permitted in all districts that allow residential use. However, the ADU program does not apply to RH 1-(D) districts. ADUs in RH-1(D) districts should follow State Law requirements. With buildings with four or less existing units, you are permitted to add one ADU. In buildings with five or more existing units, you may add as many ADUs as fit and meet all planning and building code controls.

ADUs must be constructed within the existing building envelope or existing and authorized auxiliary structures on the site, as they existed three years prior to application. Conversions of garages and storage rooms are the most common.

If I’m looking to stay in front of all applications that go through Planning in my neighborhood, what’s the best way to get this information?

– **Earl, Nob Hill**

You can view all applications submitted to Planning from our BuildingEye map at <https://sanfrancisco.buildingeye.com>. The map can be filtered to search by neighborhood, address or zip code, application type and date range. All applications will be shown as a colored icon: blue is a new application currently being processed, and green represents a completed application. After you find the address you’re looking for, click on the icon and all the information about that application, its address, reference number, project description, associated planner and their contact details, the status of the project and a link for more details will be provided. If you click on more details, the link will take you to our Accela Citizen Access webpage.

On the Accela Citizen Access page, click on the “Record Info” tab and select attachments. All the documents for the project will be downloaded on your web browser.

The planning applications within the search range appear as icons on the map. Each icon is color coded: blue is a new application currently being processed, and green represents a completed application. Clicking on an icon provides all the information about that application, its address, reference number, project description, associated planner and their contact details, the status of the project and a link for more details. Information is updated every morning.

If you’re interested in any building permits that have been processed or approved by the Department of Building Inspection, you can access their map at <https://sanfrancisco.buildingeye.com/building>.

Check out the Department’s 2015-2016 Annual Report!

The [annual report](#) highlights the Department’s projects and programs from July 1, 2015 to June 30, 2016.

What are BBN Notices?

– *Moe, Bayview*

A Block Book Notice (BBN) is a request made by a member of the public to be provided notice of permits on any property within the City and County of San Francisco that is subject to the San Francisco Planning Code. Applications that do not require San Francisco Planning Department Review WILL NOT be subject to a BBN (examples include applications for plumbing permits, electrical permits and building permits that do not require Planning Department review). BBNs are intended to provide the requestor notice of applications reviewed by the Planning Department that they may not otherwise receive.

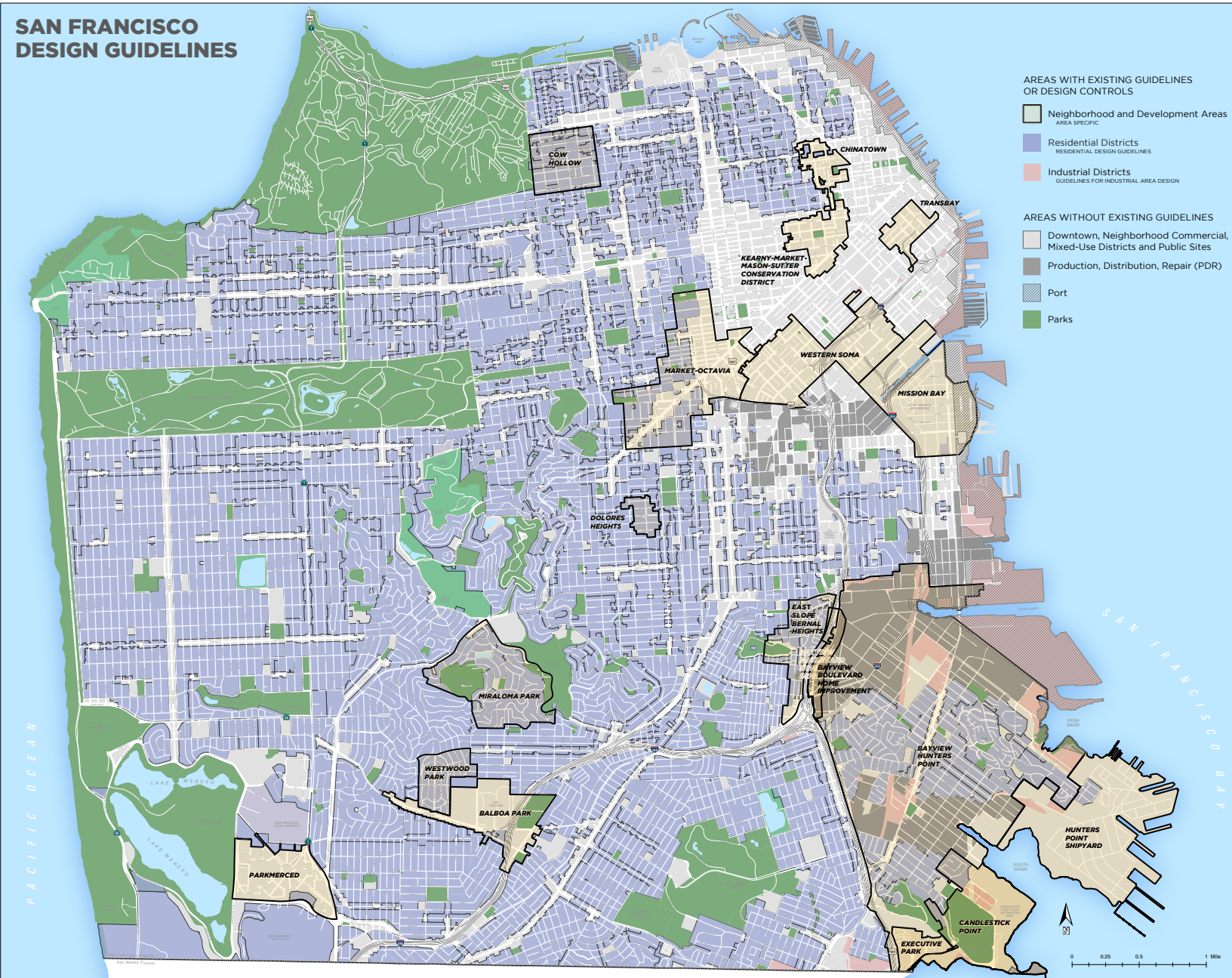
An application for a BBN may be filed at any time. To file a request for BBN on properties within the City and County of San Francisco and subject to the San Francisco Planning Code, please visit our website or call 415-558-6392.



Urban Design Guidelines



SAN FRANCISCO
DESIGN GUIDELINES



Good urban design is characterized by enhancing the human experience and our connection to the environment in which we live; an orchestration of buildings, landscape, open space, and streets that are seen not as isolated components, but as part of the City as a whole. Design quality is not a luxury, but a core value.

However, as the City moves through this period of unprecedented development, there is currently no single urban design guideline document. Some can be found in Area Plans and the Urban Design Element of the General Plan, in addition to more than thirty existing documents that vary in direction and scope. This has led to a lack of organizational consistency and unclear regulatory roles that range from extremely strict to indirect, vague, or simply outdated.

One Consistent Document

In fall 2015, Planning's Urban Design team, together with an advisory group consisting of planning, design, and land use professionals and community members, began the process of improving the organization of the guidelines to enhance their usability for project sponsors, their design teams, the public, Planning staff and the Planning Commission.

The proposed Urban Design

Guidelines (UDG) strives to produce a single illustrated, inclusive, and consistent guideline document, used in concert with the neighborhood specific guidelines currently in place. They will establish a citywide set of expectations, goals, values, and qualities by which projects are evaluated by Planning staff, the Planning Commission, project sponsors, design professionals, neighborhood groups and the general public.

The Urban Design Guidelines consist of three topics: site design, architecture, and public realm. Goals for the clearer, coordinated, and consistent design review process include the following:

- Establish a well-defined mandatory review path for projects;
- Ensure applications specifically address how projects address each applicable guideline;
- Formalize interdepartmental coordination;
- Educate and train Planning staff;
- Require design review findings in Planning Commission case reports; and
- Establish interagency design review and coordination for large or public projects.

Staff will continue to meet with

neighborhood groups who request their attendance and host community conversations to discuss the proposed guidelines and offer specific input about neighborhoods. A final comment period will take place after all previous input has been reviewed and incorporated.

To learn more about the proposed Guidelines, review the latest draft, and sign up for updates, please visit sf-planning.org/urban-design-guidelines.

The Urban Design Guidelines are currently proposed to apply to non-residential districts which include mixed-use, neighborhood commercial, and downtown zoning districts. The Guidelines are intended only to address how a building impacts and supports the character of the existing City fabric; they are not intended to change growth, height, or transportation policy. The Residential Design Guidelines would still apply everywhere they do now.



Mission Action Plan 2020 (MAP 2020)



Located in east-central San Francisco, the Mission District has had the City's highest concentration of Latinos and immigrants from Latin America for decades. Once rich with nonprofit service providers, cultural institutions, small legacy businesses, and working-class jobs in the Production, Distribution and Repair (PDR) sector, the unintended consequence of a rebounding economy following the Great Recession has been the devastating displacement of long-time residents and businesses.

The Mission Action Plan 2020 (MAP 2020) is a comprehensive action plan to preserve the Mission District as a Latino cultural and commercial core, as well as a neighborhood of choice for the most vulnerable households. It seeks to retain low to moderate income residents and community-serving businesses (including PDR), artists, and nonprofits in order to strengthen and preserve the socioeconomic diversity of the Mission neighborhood.

MAP 2020 began in 2015 as a collaborative process between twenty Mission community lead organizations, including the Mission Economic Development Agency (MEDA), Dolores

Street Community Services/ Mission SRO Collaborative, SF Tenant Unions, Cultural Action Network; and long-time neighborhood activists from Plaza 16, Pacific Felt Factory, and the Calle 24 Latino Cultural District, and City departments including the Planning Department, Mayor's Office of Housing and Community Development (MOHCD), Health Services Agency (HSA), and the Office and Economic and Workforce Development (OEWD). This diverse and dedicated group worked toward developing a comprehensive plan to invest in and introduce proactive strategies related to Housing; Tenant Protections; Production, Distribution, and Repair (PDR) space; Affordable Housing Preservation and Production; Economic Development; Community Planning and

Homelessness.

Over the course of more than a year, MAP2020 concentrated on the following objectives:

- Maintain the socio-economic diversity of the neighborhood by stabilizing the low and moderate income households at 65 percent of the total households;
- Protect tenants at risk of eviction and preserve existing housing, particularly rent-controlled apartments and single-room occupancy hotels;
- Increase the proportion of affordable units, compared to market rate units, planned and under construction to balance the housing mix;
- Stem the loss of and promote community businesses, cultural resources, and



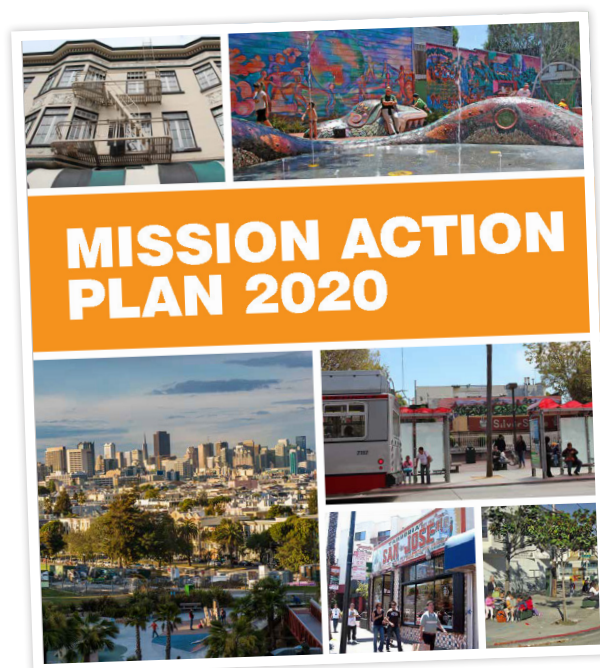
social services serving low to moderate income households;

- Increase economic security by strengthening educational and economic pathways and job opportunities for low to moderate income individuals and families, especially those without a college education; and
- Retain and promote Production, Distribution and Repair (PDR) and other high-paying jobs for entry level and limited skilled workers.

MAP 2020 Phase One focuses on the development of the Plan and launching the first round of programmatic services to help the most vulnerable households and businesses in addition to a preview of the next phase of work. Phase Two will focus on addressing the role of the current market-rate housing pipeline, the Area Median Income (AMI) target levels for affordable housing, planning for long-term housing solutions, analyzing how transit and other city projects affect at-risk communities, and the relevance of earlier neighborhood Plans.

The City has already begun implementing the more programmatic services identified in Phase One, including tenant protections limiting “low-fault evictions,”

including evictions based on nuisance, living in units that are not considered legal, and allowing additional roommates within defined guidelines; establishing neighborhood preferences for affordable housing units; providing technical assistance for displaced businesses; nonprofit stabilization programs; incentivizing support for legacy businesses. The City is also looking at legislation discussed in the Plan, including zoning changes that create a special use district within the Calle 24 Latino Cultural District. The Calle 24 SUD would impose new business regulations along the Mission’s 24th Street corridor in an effort to protect the neighborhood’s commercial character and support businesses in their efforts to contribute to the unique identity of the area.



An implementation working group comprised of City staff and community organizations will meet as needed to focus on the progress of specific MAP2020 solutions, identify next steps, and produce an annual report to monitor progress towards targets. The working group will also meet quarterly with the larger group of MAP2020 participants to provide status updates and recommend any midcourse adjustments that might be needed.

In March 2017, the San Francisco Planning Commission unanimously approved the Mission Action Plan 2020.

Download the Plan at <http://sf-planning.org/mission-action-plan-2020>

Historic Landmark Highlight: **Cowell House**



Landmark No. 270
Cowell House

This issue features Cowell House, located at 171 San Marcos Avenue, approved for landmark status in July 2015.

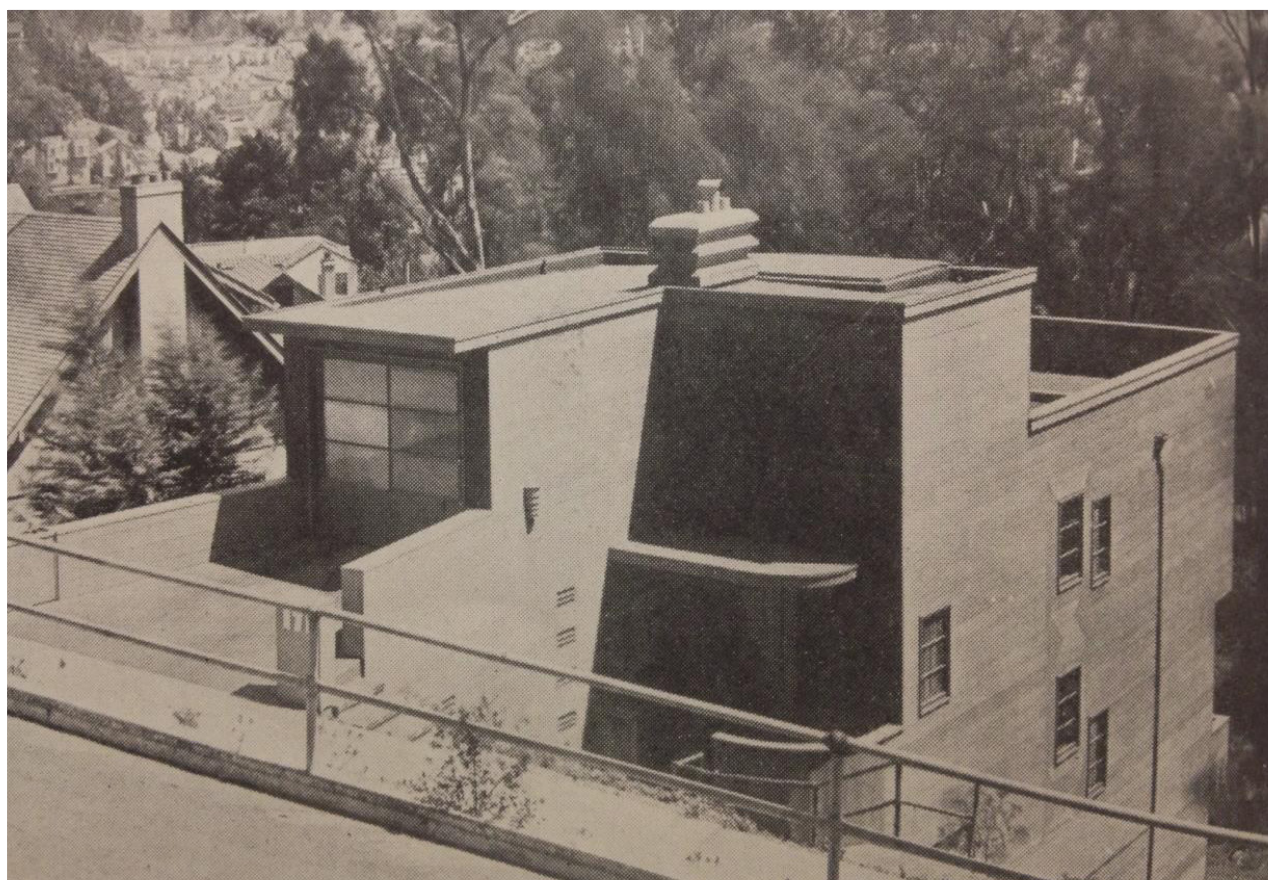
Cowell House, 171 San Marcos Avenue

The Cowell House is the first known Modern residential building in San Francisco. It was designed by the architects Irving and Gertrude Morrow and reflects an early fusion of International Style, Streamline Moderne, and Second Bay Tradition.

Cowell House is significant for its architecture as one of San Francisco's earliest single-family houses of a fully expressed Modern design. The house was designed a few years after Irving Morrow designed the architectural components of the Golden Gate Bridge.

Built in 1933 and located in the hilly, secluded Forest Hill neighborhood, the four-story Cowell House features unpainted horizontal redwood siding, floor-to-ceiling steel-sash windows with horizontal muntin pattern, projecting eaves over the garage and roof deck and rounded Streamline Moderne design elements. Due to the site's steep downward slope, the building's stories were inverted, with a street-level garage story topping the three lower stories. The primary pedestrian entrance is accessed from the sidewalk via a curved stair with metal railing.

The Cowell House is oriented to take advantage of expansive southern views, and due to the view corridor, the house is largely hidden from the street. Striking design elements are found at the rear of the property, in particular the prominent window bays, balconies, and roof deck.



Clockwise from left: View looking southeast towards the street-facing facade (2015); View looking southeast towards the street-facing facade taken shortly after the building's construction (c.1933). Source: Collection of Christine Willemssen.

Olive and Henry Cowell

Henry Cowell was an innovative composer and pianist, founder of the influential New Music Society, and a leading pioneer of “ultra-modern” experimental music in the 1920s to 1930s. Henry’s stepmother Olive Thompson Cowell commissioned the Cowell House as a private residence for herself and husband Harry Cowell, Henry’s father. Henry was close to both Olive and Harry, and stayed there when in the area. Olive Thompson Cowell is known for her teaching work in the then burgeoning field of international relations. In 1927, she taught the first International Relations class at San Francisco State University and went on to found the International Relations Department, one of the first of its kind in the United States. Olive Thompson Cowell also fostered a salon atmosphere in the Cowell House, hosting frequent receptions and performances of intellectuals, musicians and writers, including Henry Cowell’s New Music Society, in the living room of the Cowell House, which was designed with the acoustics of such performances in mind.

On July 15, 2015, the Historic Preservation Commission initiated designation of 171 San Marcos Avenue, the Cowell House as an individual landmark. The Board of Supervisors voted to approve the landmark designation on April 12, 2016. Click [here](#) to read more about San Francisco’s 270th landmark: Cowell House Landmark Designation Report.



Credit: torbakhopper, "the clear casket : ishootwindows, twin peaks, castro, san francisco (2013)" June 23, 2013 via Flickr, Creative Commons Attribution



Irving Morrow and Gertrude Morrow, married in 1920, practiced architecture together from 1925 until 1952, when Irving passed away. Undated photo. Source: Collection of Christine Willemssen



View looking south towards the street-facing facade level with the sidewalk (2015). Black and White: View of the garage elevation shortly after the building's construction (c.1933). Source: Collection of Christine Willemssen.



Olive, Harry, and Henry Cowell on the roof deck of 171 San Marcos Avenue. Olive is seated on the bed, which is topped with a fabric curtain. Source: "Photograph album of Henry, Harry, and Olive Cowell, between 1890 and 1950."

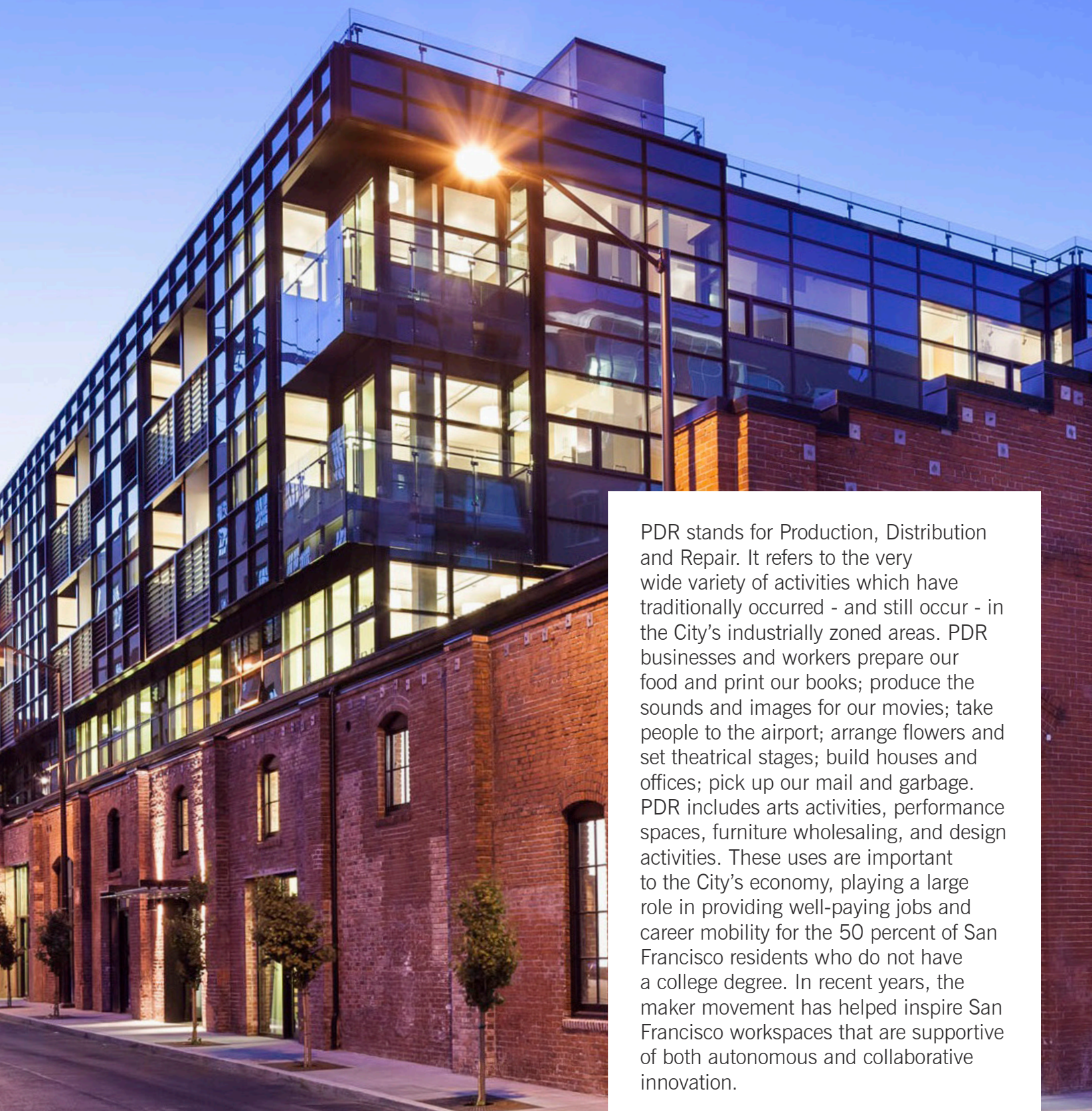


Credit: torbakhopper, "the clear casket : ishootwindows, twin peaks, castro, san francisco (2013)" June 23, 2013 via Flickr, Creative Commons Attribution

Learn more about SF Planning's Historic Preservation program [here](#).

San Francisco's Historic Preservation Program has been helping preserve the City's history since 1967. Architectural treasures, monuments to historic events and specific locations associated with cultural and social movements that contribute to San Francisco's unique history and identity are irreplaceable assets that must be protected. In 2011, the Historic Preservation Commission (HPC) adopted its Landmark Designation Work Program to protect and enhance San Francisco's cultural resources.

Planner-ease Decoded: PDR



PDR stands for Production, Distribution and Repair. It refers to the very wide variety of activities which have traditionally occurred - and still occur - in the City's industrially zoned areas. PDR businesses and workers prepare our food and print our books; produce the sounds and images for our movies; take people to the airport; arrange flowers and set theatrical stages; build houses and offices; pick up our mail and garbage. PDR includes arts activities, performance spaces, furniture wholesaling, and design activities. These uses are important to the City's economy, playing a large role in providing well-paying jobs and career mobility for the 50 percent of San Francisco residents who do not have a college degree. In recent years, the maker movement has helped inspire San Francisco workspaces that are supportive of both autonomous and collaborative innovation.

Production, Distribution and Repair

Given the integral role of PDR firms in San Francisco's economy, these businesses constitute an important part of the City's job base and are part of a balanced land use system. In 2008, the Planning Commission adopted the Eastern Neighborhoods Plan that addressed many of the issues facing the Mission, Central Waterfront, East South of Market and Showplace Square/Potrero Hill neighborhoods. One of those issues was protecting existing PDR spaces from being converted to residential and commercial office space in the city's Eastern Neighborhoods.

Zoning protections for PDR were established for several reasons. Due to the limited

amount of land in the City, PDR businesses were being gradually displaced due to other uses, such as residential and office, which can afford to pay far more to buy land.

In addition, land use conflicts due to large trucks, late hours, noise or odor emissions from some (not all) PDR uses adjacent to residences and offices would sometimes force the PDR businesses to limit operations or even leave the City.

The Eastern Neighborhoods Program called for transitioning about half of the existing industrial areas in these four neighborhoods to mixed use zones that encourage new housing. The other remaining half would be reserved for

Production, Distribution and Repair districts, where a wide variety of functions such as Muni vehicle yards, caterers, and performance spaces can continue to thrive.

Prop X

In November 2016, Proposition X was approved by 59 percent of voters, requiring developers of projects in parts of the Mission and South of Market neighborhoods to build replacement space in their new project if they remove:

- PDR uses of 5,000 square feet or more;
- IC uses of 2,500 square feet or more; or
- Arts activities uses of any size.



Replacement requirements would be reduced if the replacement space is priced 50 percent below market rate, and the Board of Supervisors could allow developers to pay a fee or build offsite replacement space. These projects would also be required to obtain a conditional use authorization

before changing the property's use.

Exemptions from these requirements include projects that were approved by the Planning Commission before June 14, 2016, and any project for 100 percent affordable housing.

The types of PDR districts and uses in San Francisco are defined in Section 210.3 of the Planning Code.



PDR activities are organized into core, medium, and light activities based on a number of factors including the following: the total amount of building space for the business; the amount of space needed per worker; the amount of space required for equipment and storage, both inside and outside; the type of loading facilities required; the amount of trucking activity generated; hours of operation, as well as some of the environmental impacts such as noise, odors, lighting, and the treatment of hazardous materials.

Light PDR

This category includes PDR activities that produce goods by hand or via machinery for distribution to retailers or wholesalers, or for resale on or off the premises. Light PDR uses primarily involve the assembly, packaging, repairing or processing of previously prepared materials. Light PDR activities also include a wide range of repair and service businesses that provide direct services to neighborhood residents and businesses. Examples of light PDR businesses include auto repair, small catering services, graphic design, small radio stations, or small messenger operations.

Medium PDR

Medium PDR businesses focus more on production and distribution than light PDR businesses but do not have the volume of heavy trucking found in Core PDR activities. Types of medium PDR businesses include printers and publishers, showrooms, landscaping and horticultural services, film producers, and catering. These businesses require larger ground floor spaces for storage or processing of larger items. The distinction between medium and core PDR is that the medium PDR buildings are generally smaller, and involve less trucking activity.

Core PDR

This category includes PDR activities that produce objects via individual or special design or handiwork, and that involve the assembly, packaging, repairing or processing of previously prepared materials. Core PDR businesses are often dependent on trucking activity that occurs multiple times per day and that involves any size vehicle from small to 18-wheeler trucks.

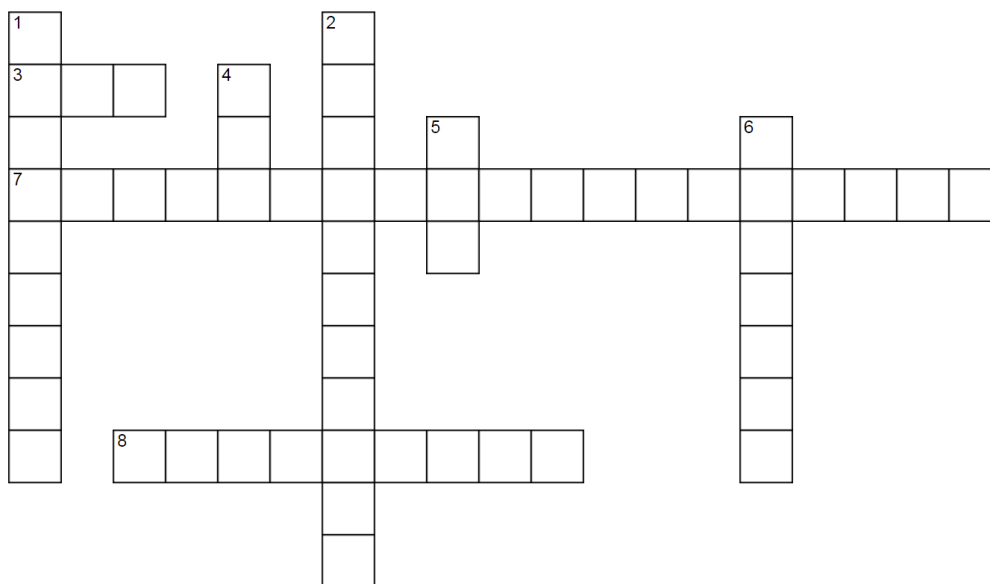
San Francisco Planning Crossword

ACROSS

3. Also known as an “in-law unit” or “granny flats”
7. A City program to protect and enhance San Francisco’s cultural resources
8. The Dogpatch’s newest community open space

DOWN

1. Mission District’s newest public square on Bartlett Street
2. The project name of San Francisco’s first street tree census
4. The shorten name for Transportation Demand Management
5. The shorten name for Urban Design Guidelines
6. Name of the action plan to preserve the Mission District as a Latino cultural and commercial core



Planners in the Field

San Francisco Planning staff and Commissioners visiting their project sites and volunteering in the community.





San Francisco Planning
Great Planning for a Great City
sfplanning.org

1650 Mission Street, Suite 400
San Francisco, CA 94103

Tel: 415.558.6378
Fax: 415.558.6409

