

**SAN FRANCISCO PLANNING 2017-18**

# **ANNUAL REPORT**





# San Francisco Planning

San Francisco Planning Department Annual Report  
June 1, 2017 - June 30, 2018

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London Breed, (acting, through January 2018)  
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*This Annual Report fulfills the  
requirement of San Francisco City  
Charter Section 4.103 for both the  
Planning Commission and the  
Historic Preservation Commission.*

Cover photo: David Yu





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PHOTO: DAVID YU

# MESSAGE FROM SAN FRANCISCO PLANNING

**W**e are pleased to share San Francisco Planning's Annual Report for Fiscal Year 17/18 with you. In this report you'll find a snapshot of the critical role Planning plays every day in achieving the City's goals for housing, urban design, transportation, public space, zoning, preservation, and the quality and sustainability of the built environment.

The Department continues to draw on a wealth of knowledge and experience from decades past. As we see the results of the Market & Octavia, Eastern Neighborhoods, and Downtown Plans today, we look forward to seeing the vibrant new neighborhoods of tomorrow once the Central SoMa, Pier 70, and India Basin Plans are implemented. Our commitment to promoting social equity across the City is already beginning to show results through efforts such as the Mission Action Plan 2020 and Sustainable Chinatown. We have many reasons to be optimistic for the future.

However, we still face significant challenges. The housing crisis continues to be our greatest worry, with the effects of gentrification and displacement not far behind. Providing immediate and effective solutions to problems that were decades in the making to meet the needs of all San Franciscans, while simultaneously guiding the City's growth into the future, is a challenge met with determination, intelligence, and grace by what we believe to be the best Planning staff in the country.

As we reflect on all the Department has accomplished, we would be remiss not to thank them for their commitment. Their exemplary work has not gone unnoticed.

Of course, these accomplishments wouldn't be possible without the support of the Mayor, the Board of Supervisors, Planning Commission, Historic Preservation Commission, and our partner City agencies for their guidance and collaboration toward the best future possible for San Francisco.

Together, we will continue to develop ways to protect the natural and built environment, preserve and enhance our quality of life, promote equity and equality, and deal effectively with growth and development to ensure that San Francisco remains one of the world's great cities.



**John Rahaim**  
*Director, San Francisco  
Planning Department*



**Rich Hillis**  
*President, San Francisco  
Planning Commission*

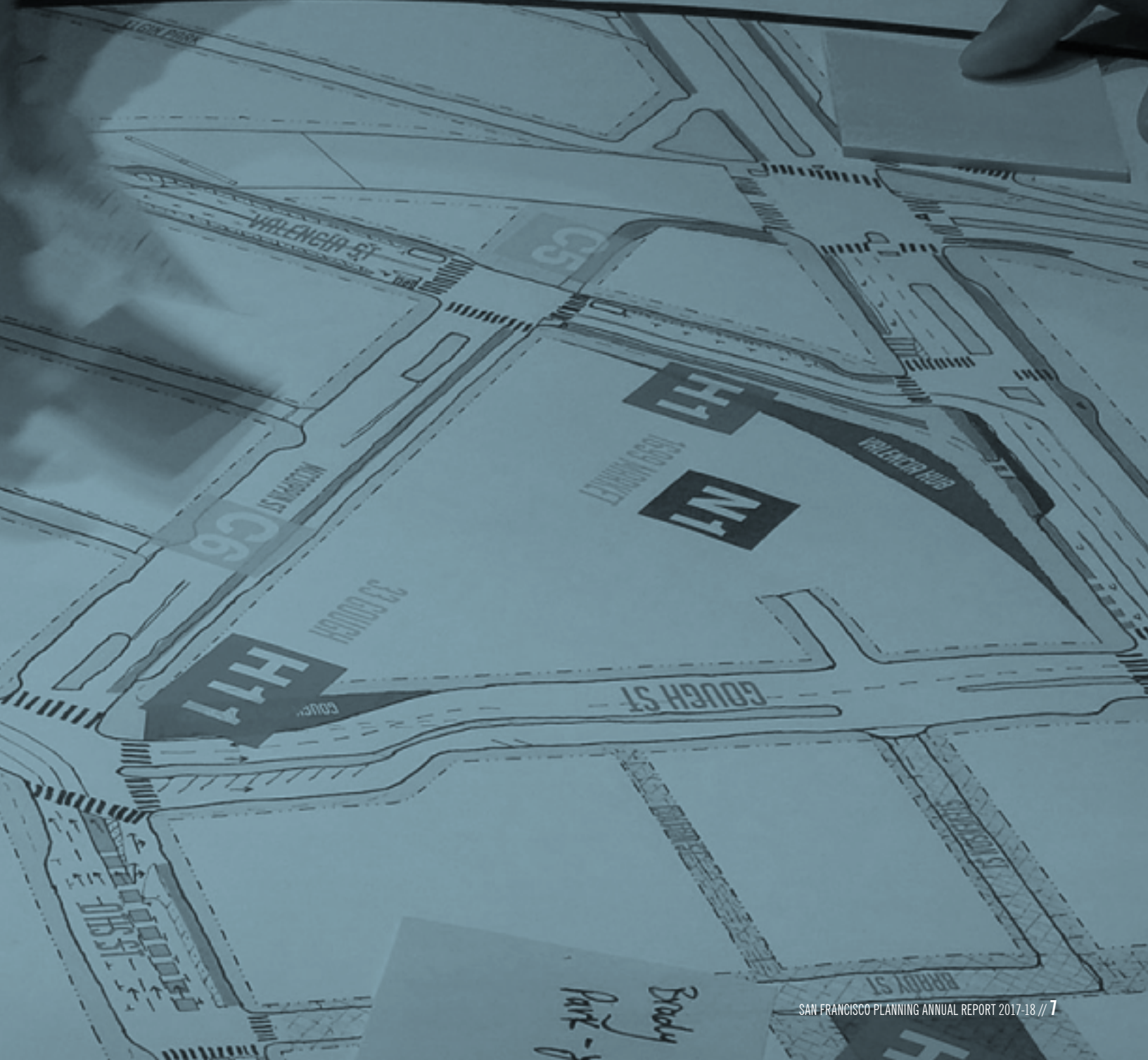


**Andrew Wolfram**  
*President, Historic  
Preservation Commission*





# PLANS AND POLICY





# RAIL ALIGNMENT AND BENEFITS (RAB) STUDY

*Formerly the Railyard Alternatives  
and I-280 Boulevard Feasibility Study*

**T**he Rail Alignment and Benefits Study (RAB) analyzed transportation alternatives and land use opportunities in the planning of the Downtown Rail Extension (DTX) project, electrification of Caltrain, and High Speed Rail service to the Salesforce Transit Center. To address the impacts emerging in the coordination of these century-long investments, the RAB Study consists of five specific components, each on a unique timeline:

**1) Rail alignment into the Salesforce Transit Center:** The most time sensitive question of the RAB was how to bring both Caltrain and High Speed Rail from the county line into the Salesforce Transit Center (SFTC). The RAB Study recommended the Pennsylvania Avenue alignment, which utilizes the DTX and extends the tunnel south to the 22nd Street station area. It unites Mission Bay with the rest of the City, avoids trenching 16th Street, and prevents closing Mission Bay Drive and 16th Street for up to 30 minutes every peak hour.





**2) Railyard reconfiguration/relocation:** The current 4th/King surface railyard provides essential services to Caltrain, including operations, storage and maintenance, and staging for special events. Some of the rail alignments studied in Component #1 could create opportunities for separating these services and reusing all or part of the railyard. The study determined that, if the Pennsylvania Avenue alignment is built, 4th/King passenger operations could be accommodated underground, and staging, storage and maintenance could be moved onto a smaller footprint, underground, to a new southern location, or some combination thereof.



**3) Urban form and land use opportunities:**

Relocating part or all the services at 4th/King could make new land available to connect the street grid; improve bike and pedestrian connections; eliminate rail hazards and noise; and build housing, commercial development, and open space. The RAB Study explored these opportunities and the potential for value capture to finance public infrastructure in the area.

**4) Salesforce Transit Center extension/loop:** As a terminal station, the potential to increase the capacity at the SFTC is limited. In the case that future ridership demand exceeds planned capacity, the RAB study explored scenarios to extend rail service to the east bay or via a loop back down the Peninsula. It identified two potential extension/loop alignments and opportunities for coordinating with sea wall construction. The study also noted that extensions to the east bay have a greater potential for increasing ridership than the loops.

**5) Interaction of rail with the north end of I-280:** The RAB analyzed the interaction between potential rail alignments in Component #1 and the I-280 structure, which is expected to continue as a functional and safe freeway. The Study determined that none of the rail alignments require changes to I-280. Any future discussion of I-280 would require additional analysis and discussion with Caltrans.

In September 2018, the Board of Supervisors, in their capacity as San Francisco County Transportation Authority commissioners, unanimously adopted the RAB Study and Pennsylvania Avenue as the preferred rail alignment.



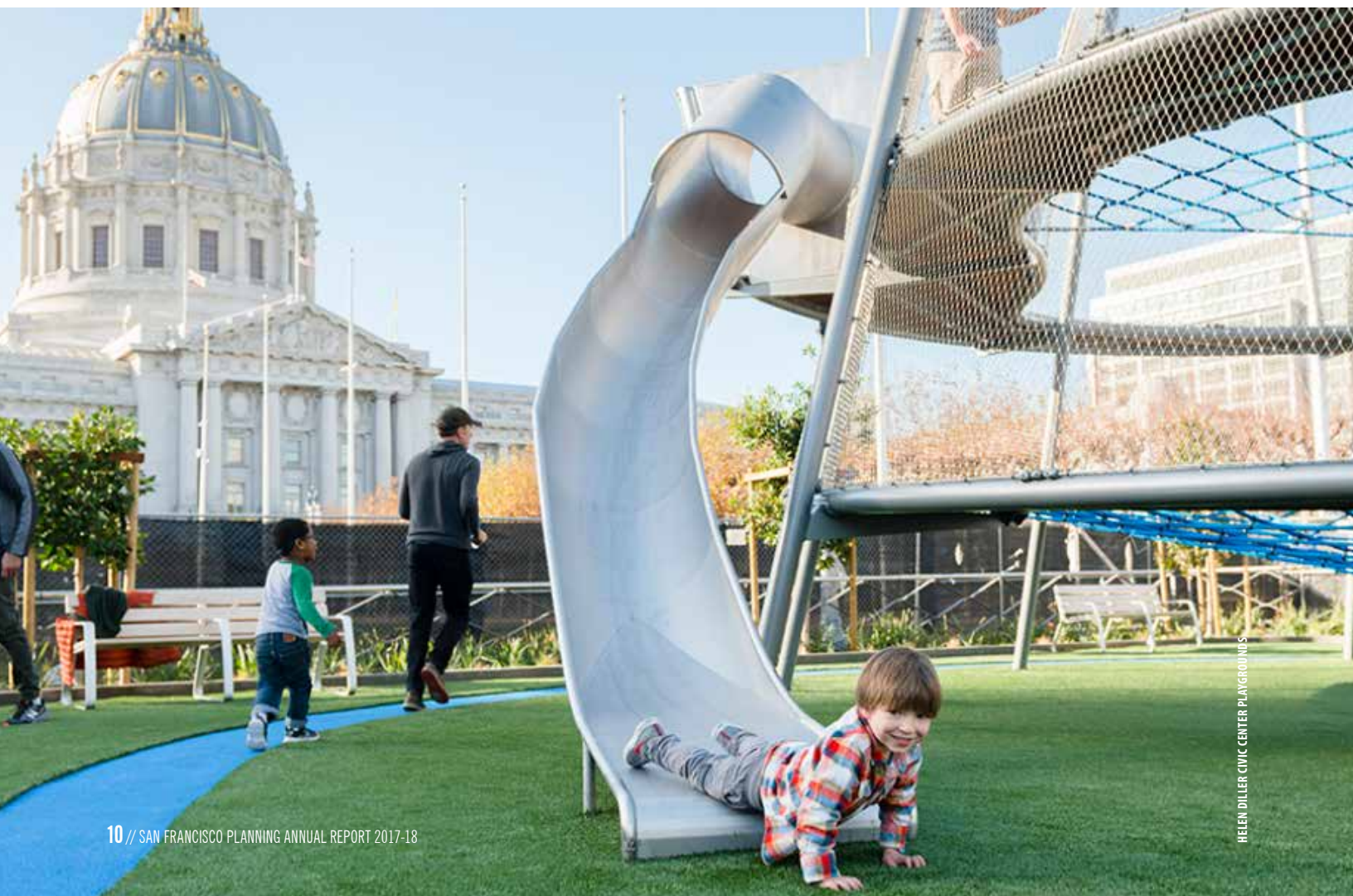
# CIVIC CENTER PUBLIC REALM PLAN /CIVIC CENTER COMMONS

## *Envisioning the Civic Heart of San Francisco*

**T**he Civic Center Public Realm Plan is part of the City's larger Civic Center initiative to improve the area as both a neighborhood gathering space and a public commons for all San Franciscans.

Managed by San Francisco Planning in partnership with San Francisco Public Works, the San Francisco Municipal Transportation Agency, San Francisco Recreation & Parks, San Francisco Real Estate Division, San Francisco Public Utilities Commission, San Francisco Arts Commission, and the Office of Economic and Workforce Development, the Plan will create a unified vision for medium and long-term improvements to Civic Center's plazas, streets, and other public spaces.

Beginning in early 2017, the first major component of the plan was the Civic Center Public Space & Public Life Study, an in-depth analysis of how people use, move through, and feel about public space in Civic Center today. The study uses





data from surveys, in-the-field observations, and other sources to better understand how people currently use Civic Center's public realm and offers preliminary recommendations on how to improve these spaces for greater public use and enjoyment.

Three framework plans were developed to illustrate the many considerations for Civic Center's public spaces: **Civic Sanctuary**, celebrating history and civic life; **Culture Connector**, prioritizing diversity, ecology, art, and commerce; and **Public Platform**, prioritizing performance, gatherings, and festivals. Each plan considers how Civic Center's public space design can reflect the City's identity and values, how the design can support both daily use and large civic gatherings, and how the design can offer features and amenities that allow people from all walks of life to come and enjoy these important public spaces on a daily basis. Design elements and themes can be interchanged between all three frameworks.

During the Plan's design phase, numerous opportunities for public input and engagement took place in the form of public workshops, open houses, mobile outreach stations, and online surveys designed to collect community input to help the design team consolidate these three frameworks into one preferred plan. These ideas were presented to the community for review and further input in spring 2018.

The Civic Center Public Realm Plan is expected to be approved in spring 2019.



Several plans and projects relate to, and will require consideration and integration into, the design of the Civic Center's public realm, including the Civic Center Commons Initiative and Helen Diller Playgrounds at Civic Center Plaza Improvements.

The Civic Center Commons Initiative is the City's collective effort to bring more positive and inclusive activity to Civic Center through interactive art installations and play structures, public space stewardship, new workforce development partnerships, and more frequent activities and events. The Civic Center Public Realm Plan will learn from and build on near-term improvements created by the Civic Center Commons Initiative.

[www.civiccentercommons.org](http://www.civiccentercommons.org)

San Francisco Recreation and Park Department partnered with The Trust for Public Land and the Helen Diller Family Foundation to transform Civic Center Plaza's playgrounds. The Public Realm Plan will incorporate the new playgrounds into a cohesive design concept for the plaza.

The Helen Diller Civic Center Playgrounds opened in February 2018.

# CENTRAL SOMA

*The Central SoMa Plan is the result of more than seven years of intensive and collaborative public engagement. San Francisco Planning committed to realizing a neighborhood for everyone that maintains the eclectic character of Central SoMa while bringing public benefits to the neighborhood in addition to jobs and housing. Hundreds of community meetings, workshops, public hearings, and surveys were instrumental in realizing a plan that retains the neighborhood's diverse range of services, increases transit, pedestrian, and bike safety, adds new dynamic open space, and promotes amenity-rich neighborhood retail.*





**C**entral SoMa is a 230-acre area that sits adjacent to downtown, has excellent transit access, and contains numerous undeveloped or underdeveloped sites, such as surface parking lots and single-story commercial buildings. As such, the neighborhood is well positioned to accommodate much-needed employment and housing. It is also a neighborhood with an incredible history and rich cultural heritage. As it grows and evolves over the next 25 years, Central SoMa can become a complete, sustainable, and vital neighborhood without losing what makes it special and unique today.



While increasing the capacity for jobs and housing in San Francisco, we must also ensure that new growth provides public benefits to improve the lives of residents and workers. The City has been planning for such growth over the last 20 years, through major Area Plans such as Mission Bay, Hunters Point, Rincon Hill, Eastern Neighborhoods, Market & Octavia, and the Transit Center District. However, there is still substantial demand for development of space for jobs and housing in transit-rich, walkable, amenity-laden neighborhoods.

Adopted in 2008, the Eastern Neighborhoods Plan included new land use controls and proposed community improvements for the eastern part of the South of Market neighborhood, as well as the Central Waterfront, Mission, and Showplace Square/Potrero Hill neighborhoods. During this process, the City determined that the development potential of the surrounding area, coupled with the improved transit provided by the Central Subway, required a separate planning process that took the City's growth needs and environmental goals into account.

In 2011, San Francisco Planning began the process to develop the Central SoMa Plan; one that should play a major role in accommodating the City's share of anticipated regional growth in jobs and housing while creating a social, economic, and environmentally sustainable neighborhood fully realized by 2040 that meets the needs of the present — without compromising the opportunities of future generations.

The Plan is based on meeting eight specific goals: Increase the Capacity for Jobs and Housing; Maintain the Diversity of Residents; Facilitate an Economically Diversified and Lively Jobs Center; Provide Safe and Convenient Transportation that Prioritizes Walking, Bicycling, and Transit; Offer an Abundance of Parks and Recreational Opportunities; Create an Environmentally Sustainable and Resilient Neighborhood; Preserve and Celebrate the Neighborhood's Cultural Heritage; and Ensure that New Buildings Enhance the Character of the Neighborhood and the City.

As San Francisco's housing crisis continued to escalate, changes to the Plan now accommodates up to 8,800 housing units (from an original plan for 7,000). The Plan also includes the first-ever Housing Sustainability District, utilizing a state law (AB 73) that allows residential projects that meet certain affordability and labor standards to take advantage of a 120-day streamlined review and approval process. The Central SoMa Plan will result in \$2 billion in public benefits for the neighborhood while generating \$1 billion in revenue for the City's General Fund.

The Central SOMA Plan:

- Accommodates development capacity for up to 8,800 housing units and 32,000 jobs;
- Maintains the diversity of residents by requiring that over 33 percent of new housing units are affordable;
- Facilitates an economically diversified jobs center by requiring large sites to be jobs-oriented, by requiring Production, Distribution, and Repair (PDR) in many projects, and by incentivizing vibrant retail, hotels, and entertainment uses;
- Provides over \$600 million towards safe and convenient transportation, improving conditions for people walking, bicycling, and taking transit;

- Funds \$185 million towards construction and improvement of parks and recreation centers in the area, plus privately created publicly-accessible open space;
- Provides up to \$64 million to invest in school facilities to support the expanding population;
- Creates an environmentally sustainable neighborhood by requiring green roofs, walls and non-greenhouse gas energy sources, while funding projects to improve air quality and help manage stormwater;
- Preserves and celebrate the neighborhood's cultural heritage with over \$100 million dedicated to social programs and the rehabilitation and maintenance of historic buildings; and
- Includes design controls that reflects the neighborhood's mid-rise character, while facilitating innovative architecture.

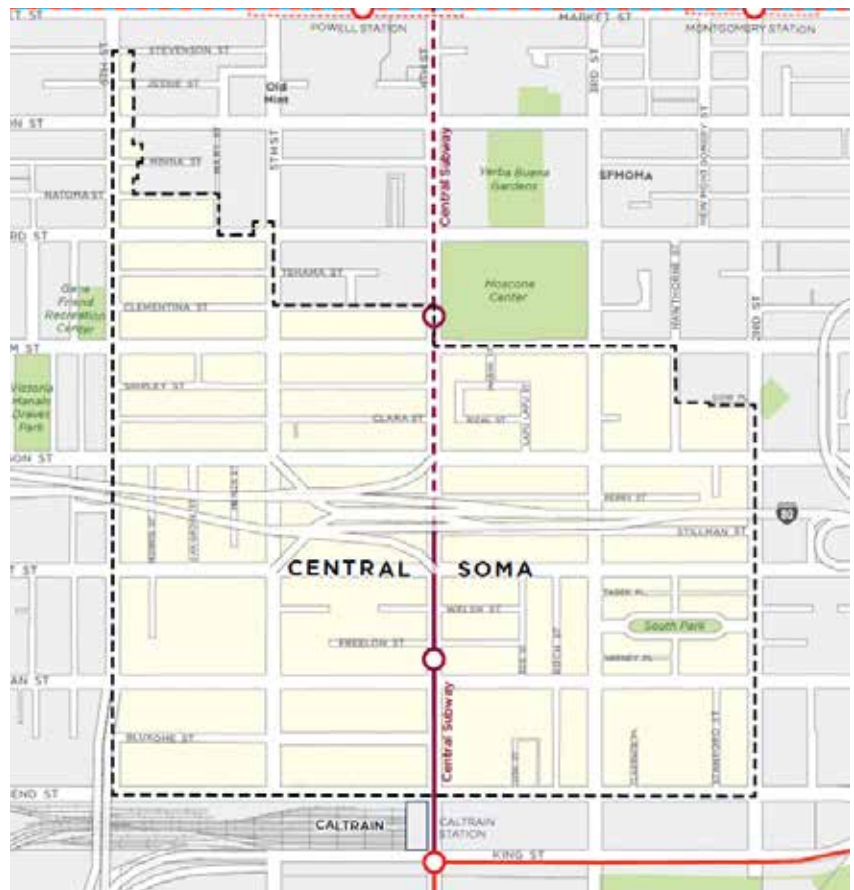
On August 11, 2016, the Planning Department published the revised draft Central SoMa Plan and Implementation Strategy, and a Draft Environmental Impact Report was released in December 2016. On March 28, 2018, the Department published a Responses to Comments document, responding to comments made regarding the DEIR prepared for the Project, and on May 10, 2018, the Planning Commission certified the Final EIR.

Four appeals regarding the adequacy of the EIR were filed. Appellants raised an array of concerns ranging from socioeconomic effects of the plan related to gentrification, adequacy of public services and transit to serve the Plan area; seismic stability within the Plan Area; growth in vehicle miles traveled; increased traffic hazards and air pollution; and the desire for the report to study additional Plan alternatives. The Planning Department presented thorough analysis and testimony demonstrating that the EIR remained adequate, accurate, and complied with the California Environmental Quality Act (CEQA). On September 25, 2018 the Board of Supervisors unanimously rejected all four appeals and upheld the Planning Commission's certification of the Central SoMa Plan EIR.

The Central SoMa Plan was unanimously approved by the San Francisco Board of Supervisors in December 2018.

## PLAN AREA BOUNDARY

The Plan area consists of the rectangle bounded by Market Street, Townsend Street, 2nd Street, and 6th Street. It is within the larger Eastern Neighborhoods Plan Area and is comprised entirely of areas currently part of the East SoMa Plan and Western SoMa Plan Areas.





## EXCELSIOR AND OUTER MISSION NEIGHBORHOOD STRATEGY

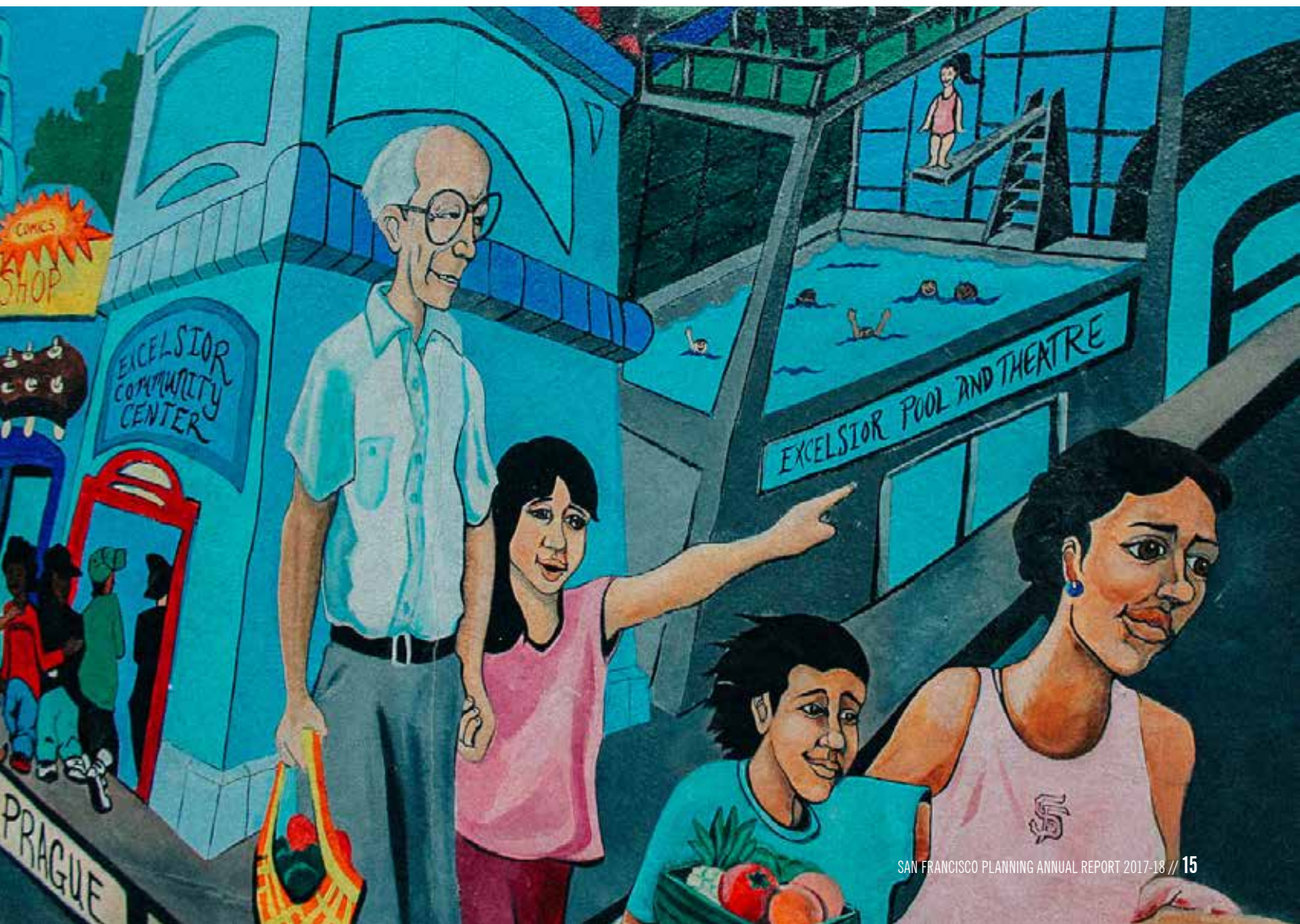
The Excelsior and Outer Mission Neighborhood Strategy is a neighborhood-level visioning process that seeks to improve and enhance the Excelsior, Outer Mission, Mission Terrace, Crocker Amazon, and Cayuga neighborhoods. The effort is based on an ongoing dialogue between City officials and community leaders, residents, students, service providers, and property owners to consider practical approaches to implement necessary public improvements and investments. Community participation, including workshops, neighborhood surveys, and focus groups, are instrumental to the process.

Launched in April 2017, the strategy began with stakeholder outreach, gathering data, and forming a Working Group of a broad group of stakeholders providing feedback and insight to staff on the development of the Strategy. Working Group members meet regularly, allowing them to build mutual understanding and deep knowledge regarding complex planning, land use, transit, and economic development issues.

Geographically, the Strategy is focused on the Excelsior and Outer Mission Neighborhood Commercial District and the neighborhoods surrounding the District.

The Strategy is developing a vision for the look, feel, and life of the main corridors and surrounding neighborhoods, and will ultimately determine a prioritized set of actions to achieve the community goals.

The Excelsior and Outer Mission Neighborhood Strategy is managed by San Francisco Planning and the Office of Economic and Workforce Development, with strong leadership from Supervisor Ahsha Safai.



## DOGPATCH/CENTRAL WATERFRONT PUBLIC REALM PLAN

Once a post-industrial, sparsely populated neighborhood, the Central Waterfront/Dogpatch is a mixed-use neighborhood flourishing with creative industries and an influx of residential development. The Central Waterfront/Dogpatch Public Realm Plan is an interagency effort to identify and scope public realm improvements for the area as it continues to accommodate significant growth.

San Francisco Planning, in partnership with the San Francisco Municipal Transportation Agency, San Francisco Public Works, The Port of San Francisco, and San Francisco Recreation & Parks, initiated the Plan in order to prioritize and coordinate public investment in the neighborhood, including a conceptual design framework for more walkable streets, increased open space and park projects.

The Plan is a guiding document specific to the Central Waterfront Dogpatch that builds on the 2008 Central Waterfront Area Plan, which was part of the Eastern Neighborhoods Planning Effort. There are many related planning efforts pertaining to Dogpatch, either at the citywide level, the Eastern Neighborhoods level, or neighborhood level, including the Pier 70 Preferred Master Plan (2010), the San Francisco Better Streets Plan (2010), and the Dogpatch/NW Potrero Hill Green Benefit District, among others. The Public Realm Plan builds on all these past planning efforts into a guiding document for public space improvements in Dogpatch, guiding the investment of impact fees and other sources in the streetscapes and parks which tie the area together.

Launched in summer 2015, a multi-faceted public engagement plan was executed to help identify priorities and develop design ideas. The Dogpatch/Central Waterfront Public Realm Plan was adopted by the Planning Commission in August 2018, and by the San Francisco Board of Supervisors in November 2018.



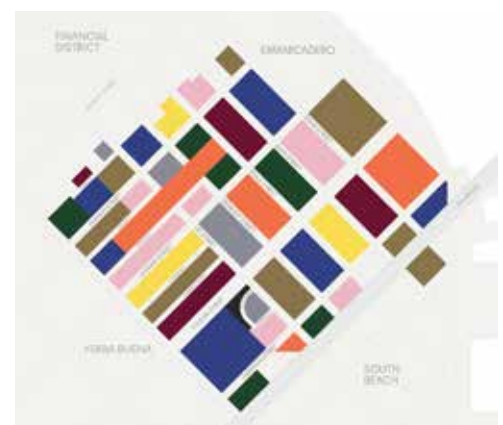
## SOUTH DOWNTOWN DESIGN AND ACTIVATION PLAN/EAST CUT

The Rincon Hill, Folsom Street, and Transbay areas have seen considerable change and growth in recent decades. The removal of the Embarcadero freeway and a wave of new residential and commercial high-rises are transforming this area, once known for surface parking lots and light industrial land uses, to an emerging neighborhood sometimes known as the East Cut. Launched in spring 2017, the South Downtown Design and Activation Plan will provide a framework for designing, implementing, and managing the public realm in an effort to unite these areas and help foster a sense of community and shared identity for the City's newest high-density, transit-rich district.

The Plan will create implementable designs that foster vibrant streets and open spaces, support high performing transit operations, and encourage active transportation choices for the people who live, work and visit the district.

The South Downtown Design and Activation Plan builds on existing policy goals of previous planning efforts, including the Transit Center District Plan (2009), Rincon Hill Area Plan (2005), and the Downtown Area Plan (1985).

The planning process is a collaborative effort between San Francisco Planning and The East Cut Community Benefit District. The South Downtown Design and Activation Plan is expected to be completed in winter 2019.



*The plan area covers a quadrant of roughly 30 blocks bounded by Market Street, The Embarcadero, Bryant Street and 2nd Street.*



## MASONIC AVENUE STREETScape IMPROVEMENT PROJECT

The Masonic Avenue Streetscape Project began as a community driven process that led to a Board of Supervisors resolution to improve safety on the corridor. In February 2010, the San Francisco Municipal Transportation Agency (SFMTA), in close coordination with San Francisco Public Works and San Francisco Planning, conducted a Masonic Avenue traffic calming study. The study met the requirements set forth by set standards and policies for complete street design, including the California Complete Streets Policy, the San Francisco City Charter's "Transit First Policy," the San Francisco General Plan, the San Francisco Bicycle Plan, and the San Francisco Better Streets Plan.

After an extensive community outreach and planning process, a preferred design extending from Fell Street to Geary Boulevard, with additional roadway repaving that stretches to Haight Street and Presidio Avenue was chosen and approved by the SFMTA Board of Directors in September 2012, and approved for funding by the San Francisco County Transportation Authority Board of Commissioners in June 2013.

The primary goal was to safely and efficiently accommodate the needs of all roadway users, including pedestrians, bicyclists, motorists, and MUNI, by improving pedestrian access to transit, increase safety and reduce the number of vehicular collisions, and support neighborhood vitality by creating a more inviting and accommodating public realm. The final design brought a range of improvements to the corridor, specifically, new bus bulb-outs and cycle tracks, widened sidewalks, water and sewer upgrades, new lighting in medians, pedestrian-scale lighting on sidewalks, new trees, and the conversion of the southwest corner of Geary Boulevard and Masonic Avenue into an active public plaza.

Construction of the Masonic Avenue Streetscape Project was completed in August 2018.



## LOCAL COASTAL PROGRAM AMENDMENT AND WESTERN SHORELINE AREA PLAN

Originally certified in 1986, the Local Coastal Program (LCP) is a policy and regulatory document required by the California Coastal Act that establishes land use, development, natural resource protection, coastal access, and public recreation policies for San Francisco's Coastal Zone, which extends approximately six miles along the western shoreline from the Point Lobos recreational area in the north to the Fort Funston cliff area in the south. The policies of the LCP are part of the Western Shoreline Area Plan of the San Francisco General Plan.

In fall 2015, San Francisco Planning secured funding from the California Coastal Commission and the Ocean Protection Council to lead the effort to amend the Western Shoreline Area Plan, specifically to address climate change, sea level rise, and coastal erosion concerns. Using the best available science, San Francisco amended its Local Coastal Program to provide for long-term resiliency by balancing environmental resources, maintaining coastal access, addressing community needs, and protecting our investment in public infrastructure, such as roads and wastewater treatment facilities. The LCP amendment covers the entire Coastal Zone, but implementation will largely occur south of Sloat Boulevard, where coastal vulnerabilities are most acute.

After extensive community outreach and public hearings conducted by San Francisco Planning and the California Coastal Commission, the Planning Commission adopted amendments to the Western Shoreline Plan of the General Plan in October 2017, establishing new policies to address coastal hazards, including shoreline erosion and sea level rise along San Francisco's western shoreline. The Board of Supervisors adopted these amendments in January 2018, and on May 10, 2018, San Francisco's Local Coastal Program amendment was approved by the California Coastal Commission, and it is now in effect.

## BROADWAY CHINATOWN STREETScape IMPROVEMENT PROJECT

Broadway is one of San Francisco's most important thoroughfares, connecting neighborhoods stretching from The Embarcadero to the Presidio. It's also one of the busiest areas of Chinatown. Completed in August 2018, the Broadway Chinatown Streetscape improvement project brings a community-based vision and design plan to improve pedestrian conditions along Broadway from Columbus Avenue to the Broadway Tunnel. It will provide a safer and more pleasant walking experience with new paving, streetlights, street trees, and street furnishings inspired by the unique history of the neighborhood.

Highlights include: reconfiguring the roadway to two lanes of travel in each direction with curb-side parking and loading lanes on both sides of the street; bulb-outs at intersections and special paving on the crosswalks to improve visibility of the intersection; new street trees along the existing sidewalks and along the new medians from the Broadway Tunnel to Columbus Avenue; bike sharrows to improve visibility of cyclists; seating and new street lights along the corridor; bus stop improvements including shelters and signage at existing Muni stops; and safer walking conditions for the elderly and children with a focus on routes around Jean Parker Elementary.

The Broadway Chinatown project is the result of San Francisco Planning's collaboration with Supervisor Peskin, the Chinatown Community Development Center, San Francisco Public Works, San Francisco Municipal Transportation Agency, San Francisco County Transportation Authority and the San Francisco Arts Commission.









## CONNECTSF

As a City, where have we been, where are we now, and where do we want to go?

ConnectSF is an innovative program that has brought City agencies together with San Francisco residents to develop a unified, far-reaching vision for an effective, equitable, and sustainable transportation system.

Beginning in December 2016, the ConnectSF team led a series of outreach and engagement events, including a citywide survey, open houses, pop-ups, and a scenario planning process which compelled stakeholders to consider how different futures could unfold in San Francisco and the Bay Area, and develop actions to help guide us towards a preferred future.

A Futures Task Force of individuals representing the many perspectives of San Francisco developed four possible future scenarios for the City and its transportation system. Task Force members were invited to three co-learning events to immerse themselves and their thinking in the future of change, and a scenario building and strategic implications workshop to develop future scenarios, later identifying a preferred future direction.

Based on the scenario planning work and community engagement and feedback, ConnectSF staff emerged with a long-range vision that described a San Francisco as a diverse, regionally minded city where government and citizens consider community-wide and regional effects for making policy choices. This vision asks each of us what it means to be a San Franciscan: what we value for ourselves and our fellow residents; what we want for San Francisco's future; which priorities and perspectives we may need to re-examine; and the trade-offs we may need to make to achieve this vision. What must we start, stop, and continue doing as a community, a city, and a region to reach the future we want?

The next phase of ConnectSF consists of technical studies that will develop projects and policies related to transit, streets, freeways, funding and priorities for the overall transportation system, and an update of the Transportation Element that is found in the City's General Plan.

ConnectSF is a collaborative effort facilitated by San Francisco Planning, the San Francisco Municipal Transportation Agency, the San Francisco County Transportation Authority, the San Francisco Office of Economic and Workforce Development, and the Office of the Mayor of San Francisco.

## TRANSPORTATION DEMAND MANAGEMENT (TDM)

Signed into law in February 2017, the Transportation Demand Management (TDM) Program is the most progressive program of its kind in the country, requiring developments to provide on-site amenities that support sustainable modes of transportation and reduce single-occupancy driving trips associated with new development. TDM is the third and final component of the Transportation Sustainability Program (TSP), a comprehensive approach to accommodate new growth, reduce our reliance on driving, and ensure that new development pays its fair share for transit and safer streets.

The award-winning Program\* helps manage demand on the transportation network by building transportation options into new development projects. These TDM measures are designed to make it easier for new residents, employees, and visitors to get around by sustainable travel modes like transit, car-share, walking, and biking. While the first year of the Program provided an incremental phase-in, all new projects became subject to 100 percent of the requirements as of January 1, 2018.

The TDM Program includes two key structural elements: Planning Code Section 169, which codifies the legal framework, applicability, exemptions, and timing requirements for the Program; and the Standards for the TDM Program, which provide the more detailed implementation requirements and the specific TDM measures available for projects to employ. The TDM Program Standards were adopted by the Planning Commission on August 4, 2016 and Planning Code Section 169 was made effective by the Board of Supervisors on March 19, 2017.

As of June 30, 2018, there were 103 projects in the City subject to the Program.

*\*American Planning Association, California Chapter Northern, Best Practices, Award of Excellence, 2017 and Association for Commuter Transportation (ACT), TDM Excellence Award for Large Government, 2017*







## BIODIVERSITY POLICY EFFORTS

San Francisco's biodiverse, climate resilient, and verdant ecosystems are integrated throughout its natural and built environments. Unfortunately, the hundreds of different native plants and animal species in the City are under constant threat from climate change and changing ecosystems. The City recognized it needed a stronger framework for interagency collaboration to coordinate strategic operations and capital plans to ensure local plants and animals are protected. In spring 2017, the San Francisco Departments of Environment and Planning led an effort in coordination with 15 City agencies, including the San Francisco Airport, Animal Care and Control, Children Youth and Families, and the Municipal Transportation Agency, to empower people and partnerships to restore and maintain indigenous habitats, promote and restore nature in every neighborhood, and to support San Francisco's adaptation into a climate-protected and ecological city.

In April 2018, the San Francisco Board of Supervisors unanimously passed a resolution sponsored by Supervisor Sandra Fewer that established protecting local biodiversity as a citywide priority and a framework for interagency collaboration for nature-based initiatives. The resolution builds upon the City's existing biodiversity policies, which include managing natural areas for wildlife and rare plant habitat; leading bio-blitzes in neighborhoods to find and document local species; educating the public about how to live with coyotes in the city; and integrating habitat-friendly greening into the built environment.

## SUSTAINABLE CHINATOWN

San Francisco's Chinatown neighborhood is one of the last affordable neighborhoods in an increasingly expensive city, and is threatened by mounting environmental and displacement challenges. The UC Berkeley Displacement Project identified Chinatown as a community at risk of gentrification, noting that the areas immediately adjacent to Chinatown have experienced increased rents and had increased numbers of higher-income households at the same time that low-income and Asian households declined.

The Sustainable Chinatown initiative began in 2014 as a collaborative, cross-sector initiative led by Chinatown Community Development Center (CCDC), San Francisco Planning, the San Francisco Department of the Environment, Enterprise Community Partners, Inc., and the San Francisco Foundation. Its mission was to sustain the community's unique culture and history while maintaining the affordability of housing and commercial properties and improving the neighborhood's sustainability and resilience.

The final report for the initiative, *Strategies for a Sustainable Chinatown*, includes the following components:

Part I – *Strategies for a Sustainable Chinatown*: Six critical areas of work intended to complement the efforts of CCDC, other nonprofit organizations, and the City by maintaining affordability, sustaining Chinatown's unique culture, and improving environmental health and sustainability.

Part II – *Sustainable Chinatown Dashboard and Baseline Assessment*: An in-depth, innovative profile of environmental sustainability and demographic trends in Chinatown that can be monitored over time to track progress in meeting City and neighborhood goals.

*Strategies for a Sustainable Chinatown* was endorsed by the Planning Commission in July 2017. In March 2018, Sustainable Chinatown received the 'A Picture is Worth a Thousand Words!' Data & Innovation Award from DataSF and the Mayor's Office of Civic Innovation.





## COMMUNITY STABILIZATION STRATEGY

While commercial and residential displacement is a citywide phenomenon, the heightened effects are acutely felt in many vulnerable communities such as communities of color, low income communities, seniors, youth, people living with disabilities, and neighborhoods that have historically been havens for immigrants and others seeking access to community services and resources.

Launched in August 2016 in tandem with the Mission Action Plan 2020, and other neighborhood-specific efforts, the Community Stabilization Strategy is a citywide, inter-agency effort to provide City agencies, decision-makers and the public the comprehensive analysis and tools they need to make strategic decisions to stabilize our vulnerable populations as the City changes.

Specifically, the Strategy seeks to mitigate the impacts of ongoing displacement, help prevent future displacement, and better manage economic growth to offer benefits to existing communities with a focus on vulnerable populations. In combining these three comprehensive steps, San Francisco Planning will have a more holistic understanding of gentrification and displacement trends in San Francisco's neighborhoods, in turn informing recommendations that are specific to the needs of individual neighborhoods. San Francisco Planning continues to work with UC Berkeley's Urban Displacement Project to evaluate and layer San Francisco data, such as number and location of evictions and buyouts, location and number of below market rate units, and populations served by the City's programs to better understand the stages and types of displacement and gentrification occurring throughout different Census tracts in San Francisco.

The Draft Community Stabilization Strategy for public review is anticipated to be released in spring 2019.

Based on the program and policy assessment results, the Strategy will recommend enhancements to existing programs and policies to be based on the understanding of needs depending on the stage of displacement or gentrification. The Strategy may also include recommendations for new policies and programs.

## CANNABIS REGULATIONS

In November 2016, California voters approved Proposition 64, decriminalizing the non-medicinal use of cannabis by adults 21 years of age and older. The following day, Mayor Ed Lee issued Executive Directive 16-05, "Implementing Proposition 64: Adult Use of Marijuana Act," directing the Department of Public Health and San Francisco Planning to move forward with legislation that would address land use, licensing, safety, and youth access issues related to adult use cannabis under Proposition 64. Pursuant to that Executive Directive, the City spent over a year developing comprehensive legislation that established a complete regulatory framework for a broad range of cannabis businesses that identified where, and under what conditions, they may operate. In June 2017, Governor Jerry Brown signed the Medicinal and Adult-Use Cannabis Regulations and Safety Act (MAUCRSA) into law, requiring businesses that engage in commercial cannabis activities to obtain a state cannabis license and comply with strict operating conditions beginning on January 1, 2018.

The Cannabis Regulations Ordinance amended the Planning Code to establish regulations for land uses associated with the adult use cannabis industry, including establishing a new land use definition, Cannabis Retail, which allows the retail sale of cannabis and cannabis-related products for adult use. The ordinance also modified locational requirements for storefront cannabis uses to allow a broader distribution of cannabis storefronts throughout the City and established a process for converting existing MCDs to Cannabis Retail establishments.

The Ordinance established an Office of Cannabis (OOC) to regulate the cannabis industry in San Francisco, including MCDs and adult use cannabis facilities, by issuing licenses and setting operating conditions specific to the cannabis industry. The Department of Public Health continues to perform inspection and regulatory functions outside of licensing and operating conditions.

The ordinance requires Conditional Use authorization for any new Cannabis Retail and a Mandatory Discretionary Review for new MCDs within Neighborhood Commercial Districts and Chinatown. It also set a standard 600-foot buffer around existing cannabis retail, MCDs and schools citywide.

Mayor Ed Lee signed the ordinance on December 6, 2017 and it became effective on January 6, 2018.





## URBAN DESIGN GUIDELINES

As the City moves through a period of tremendous development, greater attention has been placed on the need to coordinate design review with preservation issues, public realm improvements, and transportation to ensure that public and private projects are consistent with the goals, priorities, and policies of the Planning Commission and the City.

Design Review is a comprehensive evaluation process in which Planning staff assess a proposed project to ensure that it meets the City's existing policies and general principles of good design and neighborhood compatibility. Until recently, there was no single design guideline document to establish a citywide set of expectations, values, and qualities by which projects are evaluated. Many existing guideline documents were redundant or inconsistently applied, were vague or outdated, or lacked a clear regulatory authority. Depending on the site, there might have been several guidelines – or none – that applied.

The Guidelines establish a single, graphically illustrated, inclusive, and consistent guideline document resulting in a coordinated and consistent design review process that promotes a more thoughtful and holistic approach to city building. Used in collaboration with existing neighborhood specific guidelines, they provide a common and functional language for design review and improve the process for all. 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.

Beginning in fall 2015, San Francisco Planning developed initial content from existing policies and design guideline documents. The team worked with an external advisory group of planning, design, and land use professionals and community members to assure inclusion and integration of existing policies and best practices to produce a second draft document for general public review.

After a series of community meetings, workshops, and Planning Commission presentations, the Urban Design Guidelines were adopted by the Planning Commission on March 22, 2018.

## MAP 2020 IMPLEMENTATION

Endorsed by the Planning Commission in March 2017, the Mission Action Plan 2020 (MAP 2020) identifies a series of programmatic strategies to prevent displacement of low to moderate income residents and community-serving businesses, artists' organizations, and nonprofits in the Mission District.

The City has already begun implementing services identified in the Plan, including tenant protections for low-fault and nuisance-based evictions, establishing neighborhood preferences for affordable housing units, providing technical assistance for displaced businesses, non-profit stabilization programs, and incentivizing support for legacy businesses.

Over the past year, San Francisco Planning has partnered with Supervisor Hillary Ronen's Office, the Office of Economic and Workforce Development (OEWD), the Mayor's Office on Housing and Community Development, and community stakeholders to craft three pieces of Planning Code legislation to respond to concerns about the loss of neighborhood-serving retail uses and light-industrial uses in the Mission District.

The first piece of legislation, sponsored by Mayor Ed Lee and Supervisor Ronen, further limited the amount of non-industrial uses that can compete with light-industrial uses in districts designated for industrial uses. It also corrected some ground floor height requirements that made PDR-ready ground floor infeasible in some areas. The amendments became effective on June 25, 2017.

Planning, OEWD, and Supervisor Ronen's office also led a successful effort to amend the Planning Code to remove certain office uses along Mission Street; limit the merging of lots on Mission Street to preserve the scale of the corridor; and allow certain light-industrial uses such as arts activities and catering along the Mission Corridor. The amendments became effective on March 11, 2018. Staff continues to track the implementation and results of these strategies and investments in the community as it works on additional legislation responding to concerns, including the loss of neighborhood-serving retail.

*As of October 2018, 36 of the original 51 strategies identified in MAP 2020 are underway or complete. An additional 15 were subsequently added to the work plan, all of which are complete or underway.*



# HOUSING AND DEVELOPMENT REVIEW











## FEATURED PROJECTS

# PIER 70

**P**ier 70 is approximately 69-acres located in the City's Central Waterfront between Mariposa and 22nd Street, east of Illinois Street. After a three-year community based planning process, the Port of San Francisco, its Central Waterfront Advisory Group, and a variety of stakeholders released the Pier 70 Preferred Master Plan in April 2010. The Plan called for rehabilitating historic resources, providing new shoreline open space and infill development, continuing historic ship repair operations, and conducting environmental remediation and infrastructure improvements. It also served as the framework used to solicit development partners to assist the Port in implementing the Plan vision.

NET HOUSING UNITS	1,000-2,000
PERCENTAGE OF AFFORDABLE UNITS	30%

In November 2014, San Francisco voters approved Proposition F, authorizing the redevelopment of Pier 70 increasing the height limits from 40 feet to 90 feet. Located east of Illinois Street between 20th and 22nd Street, the Pier 70 Mixed-Use Project will rezone a 35-acre project site, establish land use controls, and incorporate design standards and guidelines per the Pier 70 Design for Development document.

Consistent with Prop F, new buildings will range in height from 50 to 90 feet. The Project will provide an estimated \$765 million in public benefits, build 1,100-2,150 new residential units, including 30 percent on-site affordable; 900,000-1.75 million sq. ft. of commercial space, up to 360,000 sq. ft. of local retail and services, arts and light industrial space, including a new waterfront arts facility; transportation and circulation improvements; a public realm that prioritizes pedestrians and bicyclists; new and upgraded utilities and infrastructure; geotechnical and shoreline improvements, and nine acres of new public parks and open space.

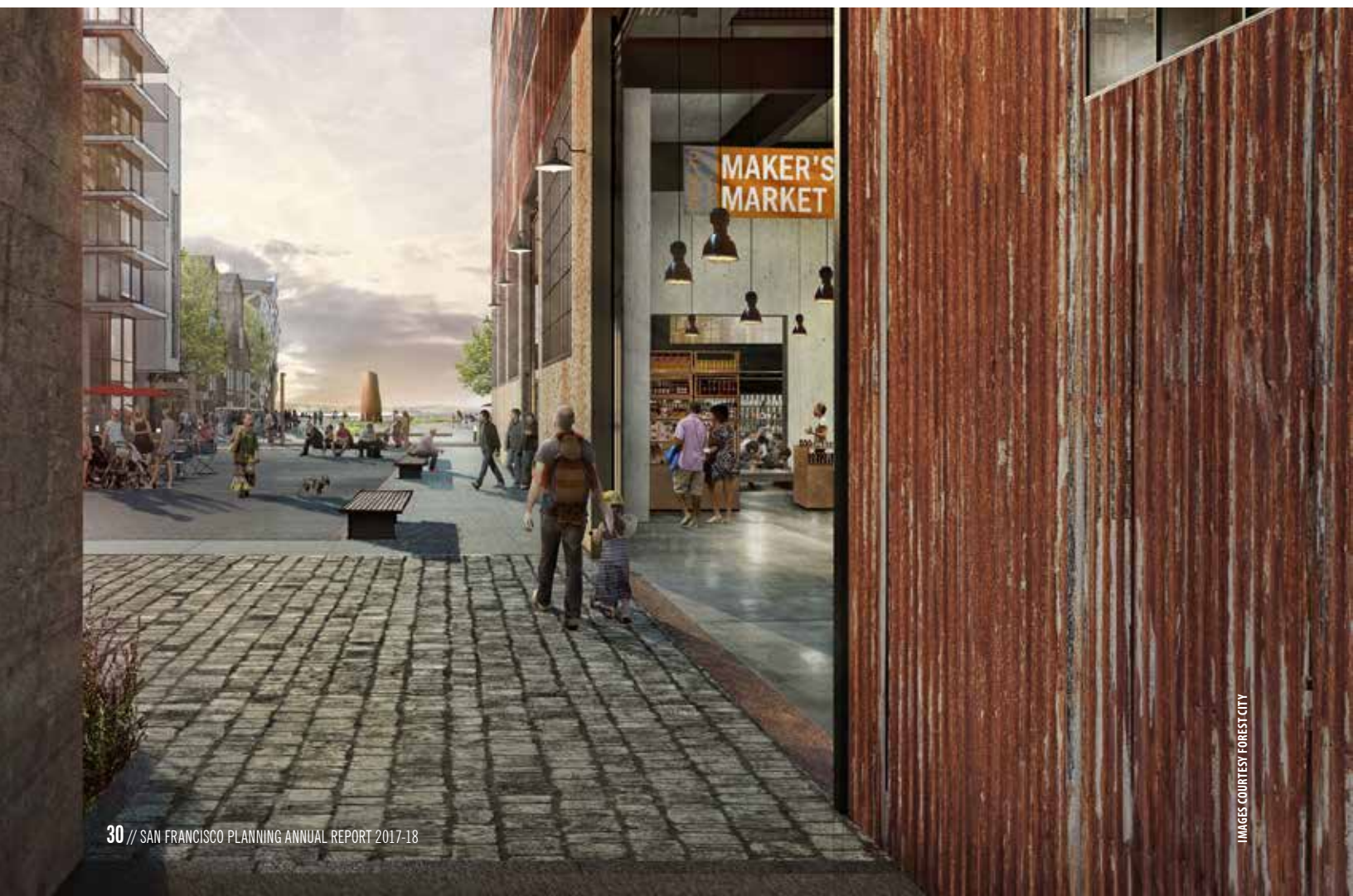
## HISTORIC PRESERVATION

Pier 70 represents one of the most significant historic industrial, maritime, and labor complexes in the United States. Orton Development was selected to lead the 20th Street Historic Core Project to rehabilitate six buildings, including the Union Iron Works Machine Shop and the Bethlehem Steel office building at 20th Street and Illinois Streets into space for office workers, retailers, artists and manufacturing companies. The open space design integrates art, artifacts, and interpretive signage in the landscape to relate to the rich industrial history of the site.

## ENVIRONMENTAL REVIEW

Prop F directed that any project proposed on the site undergo environmental review and established policies regarding the provision of certain significant public benefits as part of the proposed project. On December 21, 2016, the Department published a Draft Environmental Impact Report (EIR) for public review. On August 9, 2017, the Department published a Responses to Comments document, responding to comments made regarding the Draft EIR prepared for the Project, and on August 24, 2017 the Planning Commission certified the Final EIR and approved the Project.

In May 2018, the City of San Francisco and Forest City broke ground on the Pier 70 Mixed-Use Project. It will be built in three phases over the next 15-20 years. The first phase will focus on residential development, historic restoration, waterfront parks, and small local manufacturing.





# INDIA BASIN

India Basin is located along the San Francisco Bay between the PG&E Power Plant site and Hunters Point Shipyard. This mostly vacant and undeveloped property has long been envisioned for a mixed-use village with retail shops, apartments, and townhomes linked to a six-acre park along the shoreline for a vital and active waterfront community. The Project will help fulfill several Planning efforts, including the Bayview Hunters Point Community Revitalization Concept Plan, the Draft India Basin Subarea Plan, and the India Basin Neighborhood Association Vision Plan, among others.

NET HOUSING UNITS	1,575
PERCENTAGE OF AFFORDABLE UNITS	25%

The India Basin Mixed-use Project, located at 700 Innes Avenue, includes 150,000 square feet of commercial space, 1,575 units of housing, up to 1,800 parking spaces, 1,575 bicycle parking spaces, and 15.5 acres of new and improved publicly accessible open space, new streets and other public realm improvement. Community benefits include \$14 million in impact fees, 25 percent of the housing set aside for low-income residents, a site and eight years of operating subsidy for a childcare center worth \$3 million, \$10 million in transportation fees to the Municipal Transportation Agency, \$43 million over 30 years to pay for sea-level rise improvements, and a permanent \$1.5 million per year fee to fund parks and open space.

The Planning Department published the Final EIR for the India Basin Mixed-Use Project on July 11, 2018 and the Planning Commission unanimously certified the FEIR in compliance with CEQA on July 26, 2018.

The Planning commission approved the India Basin project in August 2018. The Planning commission approved the India Basin project in August 2018. Subsequently, two EIR appeals were filed, which raised health concerns related to the air quality and hazardous materials impacts of the project. The appellant asserted that the Planning Commission improperly approved the project because the build portion of the site had not undergone comprehensive testing and remediation for hazardous materials. The appellants also claimed that the EIR public notification process excluded non- or limited-English-proficient communities. The Board of Supervisors heard the EIR appeal on October 2, 2018 and continued the hearing to October 16, 2018. On October 16, 2018, the Board upheld the Planning Commission’s certification of the EIR and rejected the appeal by a vote of 10-1.



# 1601-1645 MARKET STREET (UA LOCAL 38 PLUMBERS & PIPEFITTERS BUILDING)

**T**he 1629 Market Street Mixed-use Project is consistent with the vision of the Market & Octavia Area Plan, which includes flexible types of new housing to meet a broad range of needs, balance transportation by considering people over cars, and creating a space that revives and repairs itself by building on the strengths of its long-standing character.

NET HOUSING UNITS	584
PERCENTAGE OF AFFORDABLE UNITS	26-28%



The Project includes the demolition of the existing UA Local 38 building, the majority of the Lesser Brothers Building, and the 242-space surface parking lot on the project site. It will provide 107 affordable housing units, 477 market-rate residential units, a new facility for UA Local 38 Plumbers & Pipefitters Union, new Brady Street open space, a mid-block alley connecting the open space with Market Street, and 13,000 square feet of retail/restaurant uses. The five-story Civic Center Hotel will be rehabilitated and a new six-story Colton Street Affordable Housing Building will be constructed south of Colton Street.

In addition, the Project will include a two-level, below-grade garage with up to 316 parking spaces accessible from Brady and Stevenson Streets. As part of the project, the Project Sponsor will develop a new privately-owned publicly-accessible open space (POPOS) at the northeast corner of Brady and Colton Streets.

On May 10, 2017, Planning released a Draft Environmental Report (EIR) for review. The project would rehabilitate the Civic Center Hotel (a historic resource) and convert it into a mix of residential unit types such that no significant historic architectural resource impact would result. However, the EIR found that the cultural resource impact to the Lesser Brothers Building would be significant and unavoidable. The EIR analyzed a partial and a full preservation alternative to the project. On October 4, 2017, the Department published a Responses to Comments document, responding to comments made regarding the Draft EIR. On October 19, 2017 the Planning Commission certified the Final EIR, adopted a statement of overriding considerations, and approved the Project.



# 88 BROADWAY & 735 DAVIS STREET

The two-parcel site at 88 Broadway and 735 Davis Street will bring a much-needed range of affordability to the Northeast Waterfront after demolishing two existing surface parking lots and constructing 130 affordable family units and 54 senior housing units with 6,500 square feet of commercial space. BRIDGE Housing and the John Stewart Co. were selected by the Mayor’s Office of Housing to develop the project.

NET HOUSING UNITS	184
PERCENTAGE OF AFFORDABLE UNITS	100%

Located within the Northeast Waterfront Landmark District, the project was brought before the Historic Preservation Commission to request a Certificate of Appropriateness for new construction, pursuant to Article 10 of the Planning Code. San Francisco Planning produced a Preliminary Mitigated Negative Declaration , a document that states the project will not have a significant effect on the environment with incorporation of specified mitigation measures, on October 25, 2017.

This document was appealed; however, the Planning Commission upheld the declaration in February 2018. Planning issued a Final Mitigated Negative Declaration for the 88 Broadway & 735 Davis Street project in March 2018.



# 200 VAN NESS

**T**he 200 Van Ness project will allow the San Francisco Conservatory of Music to expand their facilities with a new building for education, performance, and student housing district. The project will construct a 12-story, 168,000 square-foot building designed by Mark Cavagnero Associates, including 113 units of student housing with 420 beds for students of the San Francisco Conservatory of Music, 30 dwelling units, a restaurant with a live performance space, multiple classrooms and rehearsal spaces, practice rooms, a recording studio and technology hall, an observation deck and garden, conference facilities, a student center, and several apartments for visiting artists and faculty. The new performance and rehearsal space will offer as many as 600 performances per year, the majority of which will be free and open to the public.

STUDENT HOUSING UNITS	113
RESIDENTIAL UNITS	30
PERCENTAGE OF AFFORDABLE UNITS	90%



Staff from San Francisco Planning, the Office of Economic and Workforce Development, and other City agencies worked extensively with the Conservatory of Music to formulate a comprehensive planning and housing approach to the development of the site. 27 out of the 30 residential units will be constructed to replace existing rent-controlled units, and current residents will have the right of first return with their current lease conditions and rental rates. The other three units will be faculty housing. Residents in 23 of the 27 rent-controlled units will receive relocation assistance while the development is ongoing at 150 Van Ness.

On December 27, 2017, the Planning Department's Environmental Review Office published a Preliminary Mitigated Negative Declaration, a document that states the project will not have a significant effect on the environment with incorporation of specified mitigation measures. The Final Mitigated Negative Declaration was issued on January 23, 2018.

On February 8, 2018, the Planning Commission approved the following matters required to implement the Project: Adoption of a General Plan Amendment; Approval of the Zoning Map and Planning Code Text Amendments; Approval of a Development Agreement; Approval of the Downtown Project Authorization with exceptions; and Approval of the Conditional Use Authorization.

200 Van Ness is currently under construction and expected to be completed in fall 2020.



# SEAWALL LOT 337 AND PIER 48 MIXED- USE PROJECT

**T**he Seawall Lot 337 and Pier 48 Mixed-Use Project is an approximately 28-acre area in the Mission Bay neighborhood, located south of AT&T Park. The project will entail development of a mixed-use project at Seawall Lot 337, rehabilitation and reuse of historic Pier 48, and construction of approximately 5.4 acres of new open space, for a total of eight acres of open space on the site.

The project will include 2.8 million square feet of mixed uses on 11 blocks, with up to 1,600 residential units, 1.4 million square feet of commercial uses, and 244,800 gross square feet of retail uses.

The Seawall Lot 337 and Pier 48 Mixed-Use Project rezones the entire 28-acre site and establishes land use controls for the project site through the adoption of the Mission Rock Mixed Use District and Mission Rock Special Use District (SUD), and incorporation of design standards and guidelines in Design Controls. San Francisco Planning began working with the Port on these efforts in 2012.

Consistent with the voter approved Proposition D (November 2015), the 11 blocks on Seawall Lot 337 will be developed with building heights ranging from 90 feet to a maximum of 240 feet for the tallest building.

San Francisco Planning managed the long-range planning and environmental review processes, involving detailed coordination with other agencies (the San Francisco Port, Public Works, Department of Public Health, San Francisco Municipal Transportation Agency, San Francisco Public Utilities Commission, Police, and Fire), as well as robust public outreach. After meticulous work preparing a full Environmental Impact Report (EIR) for the project, the Draft EIR was published for public review in April 2017, with Responses to Comments published in September 2017. The Final EIR was certified and the Project was approved unanimously by the Planning Commission on October 5, 2017.

Construction is expected to be completed by 2025.

NET HOUSING UNITS	1,600
PERCENTAGE OF AFFORDABLE UNITS	40%



BALBOA RESERVOIR

The Balboa Reservoir Project is a multi-agency partnership studying the western portion of the Balboa Reservoir site to address some of the City’s most pressing issues: affordable housing, transportation access, and neighborhood sustainability and resiliency. The Balboa Reservoir was one of the first sites identified under the City’s Public Land for Housing Program.

NET HOUSING UNITS	1,100
PERCENTAGE OF AFFORDABLE UNITS	50%

Led by San Francisco Planning, partner City agencies and a Community Advisory Committee (CAC), the Balboa Site Study helped determine how this proposed development can best serve the need for housing, including up to 50 percent affordable housing, while providing open space, childcare and other amenities.

The CAC advised City staff on the development "principles and parameters" in the request for qualifications (RFQ) and request for proposals (RFP) documents used to solicit a developer partner. Three finalists were selected to submit development proposals for the Balboa Reservoir development project. These proposals were submitted in early June of 2017 and were publicly presented and discussed at public meetings.

After a two-year outreach, visioning, and selection process, a developer team led by BRIDGE Housing and AvalonBay, along with Mission Housing, Habitat for Humanity, and Pacific Union Development Company was selected in August 2017.

A preliminary draft master plan was released in spring 2018. Environmental review began in fall 2018; a Draft Environmental Impact Report (DEIR) is expected in summer 2019. Project approvals for the Balboa Reservoir are expected in 2020.





## 1965 MARKET STREET/255-291 DUBOCE AVENUE

The 1965 Market Street/255-291 Duboce Avenue project has the appearance of two separate but complementary buildings, leading to new construction that will result in an interconnected structure. The Project will remove the approximately 9,000 square foot surface parking lot along Duboce Avenue and construct a mixed-use eight-story building with below grade parking for 48 spaces and a total of 96 dwelling units (52 one-bedroom, 43 two-bedroom, 1 studio), including 14 on-site affordable units.

NET HOUSING UNITS	96
PERCENTAGE OF AFFORDABLE UNITS	14.5%

The existing structure at 1965 Market Street is a 35-foot three-story building, built in 1924 as a mortuary and funerary chapel. The property is a known historical resource under California Environmental Quality Act (CEQA) for its association with Reconstruction-era commercial development, the quality of its distinctive Spanish Colonial/Mission Revival architectural style, and its association with Atlas Savings & Loan, which was the first financial institution in the United States established by a partnership of gays and lesbians. The Project will retain the historically significant facade and stylistically distinct materials, features, roof line, wall openings, and portions of the existing building interior.

The Project Sponsor chose to utilize the State Density Bonus Law, which allows project sponsors to select waivers or concessions from local development standards if a certain percentage of affordable units are included in the project. Under this law, the project requested an increase in the height limit from 50 to 85 feet along Duboce Avenue in order to accommodate the allowable density in a different portion of the site, which would prevent the project from impacting the historic resource.

The project received a Community Plan Exemption because it is consistent with the analysis in the Programmatic Environmental Impact Report for the Market & Octavia Area Plan. The Planning Commission approved the 1965 Market Street/255-291 Duboce Avenue project on January 18, 2018.





## USF STUDENT HOUSING

The University of San Francisco (USF) student residence hall project includes four components: a new student residence hall, expansion and renovation to the dining hall and facilities, replacement of the recycling and waste facility, and relocation of the Reserve Officer's Training Corps program.

STUDENT HOUSING UNITS **155**

The project will construct two new student housing buildings up to 40 feet tall, with 155 dwelling units providing a total of 606 beds, and community common spaces for students and academic program space for approximately two classrooms.

This addition of significant numbers of student housing units will directly impact housing supply in the greater Lone Mountain neighborhood.

On January 31, 2018, Planning published a Preliminary Mitigated Negative Declaration, a document that states the project will not have a significant effect on the environment with incorporation of specified mitigation measures. The Final Mitigated Negative Declaration was issued on March 7, 2018.

This project was approved by the Planning Commission March 15, 2018.





## 1055 MARKET

The 1055 Market Street Project will demolish a vacant commercial building, and construct a 10-story tourist hotel to accommodate 160 hotel rooms, approximately 2,000 square feet of ground floor retail, a private roof deck, 1,468 square feet of ground floor Privately Owned Public Open Space (POPOS). The project site is located within the Downtown Plan Area.

NEW HOTEL UNITS	160
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On October 18, 2017, the Planning Department's Environmental Review Office published a Preliminary Mitigated Negative Declaration, a document that states the project will not have a significant effect on the environment with incorporation of specified mitigation measures. The Final Mitigated Negative Declaration was issued on November 10, 2017.

The project was approved by the Planning Commission on November 16, 2017.

## 600 VAN NESS

Once a McDonalds restaurant, the 600 Van Ness project will provide 168 new housing units (78 studios, 54 one-bedrooms, 31 two-bedrooms, and one three-bedroom) in a 12-story building with 6,200 square feet of ground-level retail along Golden Gate and Van Ness avenues; below-grade parking for residents; more than 180 bike parking spots; and about 8,782 square feet of open space, 3,800 of which will be private terraces and the remainder as common open space for tenants.

NET HOUSING UNITS	168
PERCENTAGE OF AFFORDABLE UNITS	14.5%

On October 18, 2017, the Planning Department published a Preliminary Mitigated Negative Declaration, a document that states the project will not have a significant effect on the environment with incorporation of specified mitigation measures. The comment period expired on March 20, 2018 with no appeals, and the Final Mitigated Negative Declaration was issued on June 6, 2018.

600 Van Ness was approved by the Planning Commission on May 24, 2018.

## 2525 VAN NESS

The 2525 Van Ness project will replace an empty laundromat and phone repair shop with a seven story mixed-use building for a total of 28 condos (24 two-bedrooms, 4 one-bedrooms) 1,300 square feet of retail space fronting Van Ness Avenue, an underground garage for 14 cars and 28 bikes, 2,300 square feet of common open space at the roof top level, and an approximately 2,640-square-foot living roof.

NET HOUSING UNITS	28
PERCENTAGE OF AFFORDABLE UNITS	33%

On September 21, 2016, the Department published a Draft Environmental Impact Report (EIR) for public review. On January 13, 2017, the Department published a Responses to Comments document, responding to comments made regarding the Draft EIR prepared for the Project, and on March 23, 2018 the Planning Commission certified the Final EIR.

2525 Van Ness was approved by the Planning Commission on May 3, 2018. The property is currently being used as staging for the Van Ness BRT project; construction is expected to commence in late 2019 or soon thereafter.

## 1028 MARKET

The 1028 Market Street project is located mid-block on the north side of Market Street with frontages on Market Street and Golden Gate Avenue. The existing building will be demolished to construct a 13-story, 178,308 square foot mixed-use building accommodating up to 186 dwelling units, almost 10,000 square feet of ground-floor retail space, a courtyard, rooftop garden, and a below-grade basement level for up to 40 parking spaces and 145 bicycle parking spaces.

NET HOUSING UNITS	186
PERCENTAGE OF AFFORDABLE UNITS	13.5%

On September 21, 2016, the Department published a Draft Environmental Impact Report (EIR) for public review. On January 13, 2017, the Department published a Responses to Comments document, responding to comments made regarding the Draft EIR prepared for the Project, and on January 26, 2017 the Planning Commission certified the Final EIR and unanimously approved the project.

### EXECUTIVE DIRECTIVE 17-02/PROCESS IMPROVEMENTS

An Executive Directive is a direct order issued from the Mayor to one or more City Departments. It does not create or change the law, but requires Department heads to take immediate and specific action(s) to achieve a designated goal.

On September 27, 2017, Mayor Edwin M. Lee issued Executive Directive 17-02 (Keeping up the Pace of Housing Production), charging all City Departments to work collaboratively toward faster approvals for housing development projects at both the entitlement and post-entitlement permitting stage. It includes approval deadlines for entitlement and permitting of housing development projects to ensure that enough units are approved each year; accountability measures to ensure deadlines are being observed; key process improvements which City departments will detail in forthcoming plans; and staffing and resources measures which will help departments meet the requirements of this Directive.

The Directive charged San Francisco Planning and the Department of Building Inspection with submitting a plan by December 1, 2017 outlining process improvement measures to enhance regulatory and development review functions to streamline the approval and construction of housing in San Francisco. To develop this plan, staff inventoried proposals generated from past improvement efforts, formed a steering committee of content experts and senior staff from all organizational divisions, and participated in a series of Department-wide, team-level, and one-on-one discussions with the Planning Director and other senior staff.

Planning responded with a robust Process Improvement Plan, including recommended administrative, legislative, and procedural enhancements. Planning responded with a robust Process Improvement Plan, including recommended administrative, legislative, and procedural enhancements. Planning recalibrated the development review process by deploying a new unified application for every project that comes to the Department. This new process coordinates reviews across divisions and provides consistency to Department feedback and timelines. For environmental review, the Department also implemented several measures, including a streamlined exemption checklist and integration of technical studies into environmental impact reports. The Department also facilitated Board passage of Ordinance 179-18, streamlining the Department's delivery of housing by implementing common-sense good government measures, including reducing the number of different types of neighborhood notice from 35 to two, consolidating multiple redundant public hearings into one, and creating administrative approval paths for affordable projects along with other projects of minimal impact.





## SENATE BILL-35

California Senate Bill 35 (SB-35) is a state law which requires local jurisdictions to streamline the approval of certain housing projects by providing a ministerial approval process, removing the requirement for CEQA analysis, and removing the requirement for Conditional Use Authorization or other similar discretionary entitlements granted by the Planning Commission. SB-35 applies in cities that are not meeting their Regional Housing Need Allocation (RHNA) goal for constructing above-moderate income housing and/or housing for households below 80 percent Area Median Income (AMI).\*

Currently, San Francisco meets its RHNA goal for construction of above moderate income housing. However, the City is not meeting the RHNA goal for affordable housing below 80 percent AMI. Therefore, projects providing on-site affordable housing at 80 percent AMI are eligible for streamlining in San Francisco, provided they meet all of the eligibility criteria. Housing projects are eligible for SB-35 if they include at least 50 percent of units at 80 percent Area Median Income (AMI), are consistent with the objective standards of the Planning Code, and meet specified eligibility criteria. Any waivers, incentives and concessions conferred under the Individually Requested State Density Bonus Program are considered code-compliant under SB-35. Therefore, 100 percent Affordable Projects may also seek a density bonus of up to 35 percent under SB-35.

Planning assembled and led an interdisciplinary team from the Department's Citywide, Environmental, and Current Planning divisions, together with key staff from the City Attorney's Office, to develop a complete implementation package for Senate SB35. The team interpreted SB35's broad yet complex requirements and applied them to the City's highly nuanced development review process in a logical and productive manner, ultimately producing a Director's Bulletin, Informational Packet, and a new application form and process. SB-35 was signed by Governor Jerry Brown on September 29, 2017 and became effective January 1, 2018. Planning released the complete implementation program the day the law became effective, making the San Francisco the first municipality in the state to fully implement this pioneering new housing tool.

Today, San Francisco is leading the state with two approved SB35 projects (for more than 250 affordable dwellings) and three more pending (for more than 300 affordable dwellings).

*\* The current (2018) AMI in San Francisco for a family of four is \$118,400.*

## HOUSING NEEDS AND TRENDS REPORT

San Francisco and the Bay Area are in the midst of a housing affordability crisis unprecedented in their history. The Housing Needs and Trends Report is an effort by San Francisco Planning to better understand San Francisco's physical housing stock and how it serves the City's residents as well as broad trends impacting housing across the City and region. Released in July 2018, the Report describes the City's physical housing stock, how it has changed over time, its geographic distribution, and trends related to vacancy, affordability, production, and other characteristics. The Report also analyzes changes in recent decades to San Francisco's population in terms of income, race and ethnicity, household composition, age, and disability status, and how these changes have interacted with the City's housing stock.

The research in the Report draws from secondary data sources such as U.S. Census and Zillow; primary data from City departments such as Planning, the Rent Board, the Mayor's Office of Housing and Community Development, and others; and an original survey of more than 4,500 San Franciscans. The Report is intended to serve as a resource for ongoing policy and planning work regarding housing policy for the City and County of San Francisco.

## ADU PROGRAM ENHANCEMENTS – ADDING TO OUR HOUSING STOCK

Accessory Dwelling Units, (ADUs) also called secondary units or in-law units, are an affordable and effective option for adding much-needed housing in San Francisco. In 2014, San Francisco passed legislation allowing property owners to add ADUs to their homes and buildings in certain areas of the City. The program was expanded citywide (in areas that allow residential use) in September 2016.

In June 2017, amendments (Ordinance No. 95-17) were made to the Planning Code to bring the requirements and procedures for authorizing the construction of Accessory Dwelling Units in single-family homes into conformity with the new mandates of State law. Further amendments were made in August 2017 (Ordinance No. 162-17) which introduced additional flexibility to the program, including removing the numerical cap on the number of ADUs in buildings with five or more units.

In September 2018, legislation sponsored by Supervisor Katy Tang (Ordinance No. 195-18) further improved the permitting process for ADUs, including allowing the Zoning Administrator (ZA) to waive or modify bicycle parking requirements; allows an ADU to expand within the buildable area of an existing lot allows more than one unit already constructed without a permit to be legalized; exempts permit notification requirements for ADUs constructed within the existing building envelope; allows for conversion of an existing stand-alone garage, storage structure, or other secondary structure to an ADU; and allows expansion of an existing building envelope to add dormers (roof-level windows).

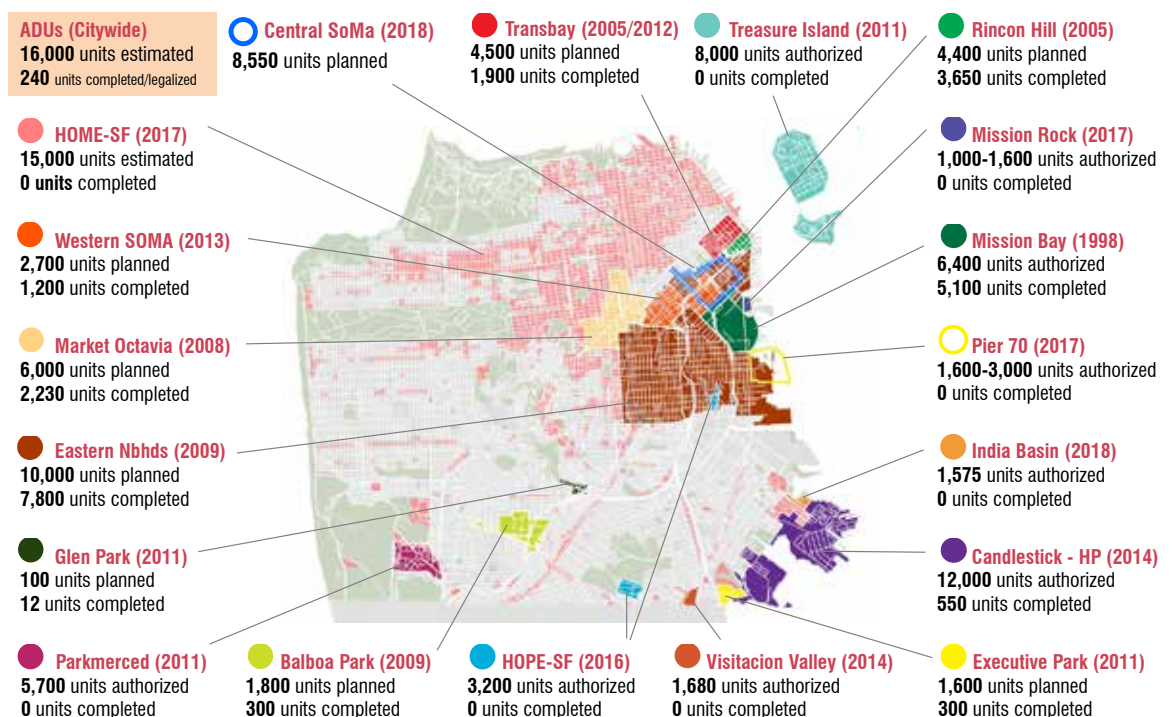
Still more changes to the program have been proposed, including: requiring that all relevant department staff be present during a project sponsor's pre-application meeting, including from Department of Building Inspection (DBI), Fire Department (SFFD), and San Francisco Planning; allowing the addition of ADUs in new construction of three units or less; removing street tree requirement; allowing the waiving or modifying of bicycle parking requirement; exempting ADUs constructed within the existing envelope of a building from certain noticing requirements; and expands the legalization program.

Since the program's inception in 2015, 1,446 applications have been submitted, 512 have been approved, and 89 units have been completed (82 of those rent controlled).

*\*ADU legislation effective September 10, 2018*

### HOUSING PRODUCTION CAPACITY

ADUs are predicted to produce more housing units in the next 20 years than any of the 20 neighborhood plans in San Francisco.





## INCLUSIONARY AFFORDABLE HOUSING PROGRAM IMPLEMENTATION CHANGES

In effect since 2002, San Francisco's Inclusionary Housing Program requires new residential projects of 10 or more units to either pay an Affordable Housing Fee or meet the inclusionary requirement by providing a percentage of the units as Below Market Rate (BMR) units at a price that is affordable to low, moderate, and middle-income households. These units can be provided on-site within the project or off-site at another location in the City.

The Program is administered by the Mayor's Office of Housing and Community Development (MOHCD) and San Francisco Planning and governed by Planning Code Section 415 and the Inclusionary Housing Program Procedures Manual. To be eligible to rent or purchase a BMR unit, a household must meet specific income requirements.

In June 2016 San Francisco voters passed Proposition C, which set temporary inclusionary housing requirements and directed the Controller's Office and a Technical Advisory Committee (TAC) to provide recommendations for permanent requirements that would achieve the highest number of affordable units while remaining economically feasible. The TAC advisory process extended from July 2016 to February 2017, and Planning Department staff was integral to this effort by providing data and policy analysis, supporting the consulting team and Controller's Office staff in preparing an Economic Feasibility Study, and communicating the status of the TAC and inclusionary program to the project applicants, City officials, and the general public.

Following the Controller and TAC's recommendations, the Planning Department analyzed multiple ordinances that were introduced at the Board of Supervisors to establish permanent requirements and supported the Planning Commission and general public in weighing the competing proposals and recommendations of the TAC. This process ultimately concluded in July 2017, when the Board of Supervisors unanimously approved legislation (Board File No. 161351) to significantly revise the Inclusionary program to significantly increase the requirements, establish "grandfathering" provisions for certain projects, and provide for inclusionary units to serve middle and moderate income households for the first time. Additional trailing legislation (Board File No. 170834) was considered starting in September 2017 and came into effect on December 3, 2017 to make a number of technical changes to Section 415; including the application of the Inclusionary Program in the Transbay Redevelopment Area and in certain areas including the Mission Plan Area, and how new requirements for feasibility studies of significant re-zoning actions will apply.

In addition, the legislation also established new dwelling unit mix requirements for projects in residential districts outside of "form-based" zoning districts, generally located in Plan Areas. These new requirements are set forth in Section 207.7 of the Planning Code, and Planning was the lead agency responsible for refining these requirements to successfully apply unit mix requirements to the entire City for the first time.

Throughout this period, Planning Department staff was also continually engaged in applying the changing requirements to projects at various stages of the review and approval process and was responsible for ensuring compliance with all the new requirements as they were finalized and codified. Since the changes to the program came into effect, Planning has continued to resolve complex implementation issues, facilitate various cleanup legislation efforts, publish various procedural documents, and serve as the City's first line of contact to applicants and the general public regarding the Inclusionary program.

## NEW NAVIGATION CENTERS

### 125 BAYSHORE, 5TH AND BRYANT, DIVISION CIRCLE

In November 2017, Mayor Ed Lee announced his goal to get 1,000 homeless people off the streets that winter by opening at least two new Navigation Centers. Navigation Centers are different from traditional shelters in that they have few barriers to entry and provide intensive case management. They accept people with partners, pets, and possessions, while case managers work to connect them to public benefits, health services, shelter, and housing. Navigation Centers are required to be temporary (less than four years in duration), and owned or leased by, operated by, and/or under the management or day-to-day control of the City.

To assist in this effort, San Francisco Planning worked directly with the Department of Real Estate, San Francisco Public Works, the Department of Homelessness and Supportive Housing, and the Mayor's Office and the California Department of Transportation (Caltrans) to ensure that environmental review and necessary Planning Commission approvals, including a Conditional Use Authorization, were completed in an expedited manner.

The approval of Navigation Centers located at 125 Bayshore and at two Caltrans properties (5th and Bryant and Division Circle) resulted in the addition of approximately 366 beds for San Francisco's homeless residents.





## HOME-SF

HOME-SF is San Francisco's local density bonus program, designed to incentivize building more affordable and family-friendly housing in neighborhood commercial and transit corridors by providing development incentives.

HOME-SF is an opt-in program for developers constructing mixed-income projects in certain areas of San Francisco. Under HOME-SF, 20 to 30 percent of the units in a new housing project must be affordable to low, middle and moderate-income families. To provide more family friendly housing, 40 percent of the total units in the building must be two bedrooms or larger (with an additional option of providing 50 percent of all bedrooms in the project in units with 2 or more bedrooms). In return, density bonuses and zoning modifications are provided, allowing project sponsors to accommodate additional affordable units. These include an increase in the overall number of housing units that a developer may build on a site in exchange for including more affordable housing units in the project. Under HOME-SF, the maximum bonus for a project is an additional two stories and relief from density controls.

In July 2018, the Board of Supervisors adopted an additional pilot program creating the following tiers for HOME-SF:

	ZONING MODIFICATIONS AWARDED	ADDITIONAL HEIGHT AWARDED ABOVE EXISTING HEIGHT LIMIT	ON-SITE AFFORDABILITY REQUIREMENT
Tier 1	Relief from density limited to 7 predetermined zoning modifications	No additional height	20-23 %
Tier 2		1 story	25%
Tier 3		2 stories	30%

San Francisco Planning estimates HOME-SF could result in up to 5,000 new affordable units over the next 20 years.



# ENFORCEMENT, COMPLIANCE, AND MAINTAINING HOUSING STOCK

## *Cracking Down on Serial Violators*

### PEOPLE OF THE STATE OF CALIFORNIA V. XIAOQI WU ET AL.

In September 2015, joint inspections conducted by the City Attorney's Office, San Francisco Planning, Department of Building Inspection, Department of Public Health, San Francisco Fire Department, and San Francisco Police Department revealed that 12 properties owned by the same couple (Xiaoqi Wu and Chuan Zhu) had illegally converted 12 structures (10 single-family homes, one duplex and one three-unit building) into 49 makeshift housing units.

The units were almost entirely occupied by holders of vouchers from the San Francisco Housing Authority, the majority of which were associated with the Veterans Affairs Supportive Housing Program; the remaining few were Section 8 units. Essentially, Wu and Zhu were collecting federal housing vouchers for dozens of illegally converted and potentially unsafe units.

All dwelling units in the City are required to meet minimum life and safety standards of the Building Code and development standards of the Planning Code to ensure safety and livability. Wu and Zhu's properties were subdivided without Building Permit Applications and not constructed in compliance with Building Code and Planning Code standards.

Following this discovery, San Francisco Planning worked with the Mayor's Office of Housing and Community Development and the Office of the Mayor to minimize tenant displacement and to maximize the number of dwelling units retained at the properties. Planning's enforcement process, including Notices of Enforcement, Notices of Violation, and Zoning Administrator and Planning Commission hearings, in coordination with the City Attorney's Office, provided the necessary foundation for the City Attorney to go to trial.

In February 2018, City Attorney Dennis Herrera reached a settlement in which Wu and Zhu agreed to pay the City \$2 million to cover enforcement and other costs. They also agreed to bring the 12 properties into full compliance with City Planning, Fire, and Building codes.

### CITY AND COUNTY OF SAN FRANCISCO V. ASHOK GUJRAL ET AL.

In 2015 and 2016, real estate developer and investor Ashok Gujral purchased seven residential properties in San Francisco. He then proceeded to unlawfully conduct major renovations while dodging City oversight and significant permit fees, and his further diminishing the City's housing stock.

Following a series of site inspections, Planning Staff began issuing Notices of Enforcement in April 2017, followed by a suspension of all active permits, Notices of Violation, and finally Notices of Penalty in October 2017. In November 2017, Planning referred the case to the City Attorney's Office for investigation. On June 21, 2018, the City Attorney filed for legal action for violations at seven properties throughout the City.



The lawsuit sought an injunction requiring strict court oversight of Gujral to ensure that he brings all of his properties into compliance with the law, civil penalties of up to \$2,500 for each act of unfair and unlawful business competition; daily penalties of up to \$500 for each violation of the San Francisco Building Code; and daily penalties of at least \$200 for each violation of the San Francisco Planning Code committed at each of the properties. Combined, the penalties added up to hundreds of thousands of dollars.

## SHORT-TERM RENTAL VICTORIES

In 2014, San Francisco passed a law required that:

- all short-term rental hosts register with the City, and
- all unregistered short-term rental listings would be subject to enforcement action and thus removed from the platforms.

However, only about 25 percent of the estimated 8,000 hosts ever registered their properties.

In 2016, San Francisco Supervisors amended that law to require that short term rental platforms only list rentals that have undergone the required registration process with the City, placing a new layer of corporate responsibility on the hosting platforms. This prompted hosting platforms Airbnb and HomeAway to file a lawsuit in federal court against the City, claiming that the City defied federal law protecting internet freedoms by levying fines. In May 2017, a settlement agreement was reached that dismissed the legal challenge to San Francisco's short-term rental rules, effectively upholding the City's rules while creating a streamlined registration process for hosts. The settlement also required short-term rental companies to provide a monthly list of all San Francisco listings so the City can verify that units are properly registered. If they aren't, the platforms will immediately deactivate the listings.

To date, more than 10,000 unauthorized listings have been removed from short-term rental platforms. This was a significant turning point, ensuring rental platforms in San Francisco only include legal listings and strengthening enforcement to help preserve much needed housing stock from being illegally turned into de facto hotels.

# HISTORIC PRESERVATION



# LGBTQ+ CULTURAL HERITAGE STRATEGY

**C**ultural heritage is the expression of a way of living through objects, beliefs, traditions, practices, artistic interpretation, and places. It manifests itself in tangible and intangible elements passed through generations, such as buildings, landscapes, artistic expression, festivals, streetscapes, protests, businesses, and community events.

Honoring and preserving LGBTQ+ cultural heritage requires unique and tailored strategies involving collaboration with partners in local government and community organizations. In January 2017, San Francisco Planning, together with the Office of Economic and Workforce Development (OEWD) and the San Francisco Entertainment Commission, began developing a citywide LGBTQ+ Cultural Heritage Strategy to preserve and promote LGBTQ+ cultural heritage in San Francisco. San Francisco Planning serves as facilitator, technical advisor and partner working with community members to organize and define the goals of the strategy. The strategy will identify existing City programs and services that can be expanded or adapted to assist in its implementation.

The adoption of the Citywide Historic Context Statement for LGBTQ History in San Francisco by the Historic Preservation Commission in 2015 provided a foundation for this effort. Strategy planning has occurred alongside the development of several related cultural districts, including Compton's Transgender Cultural District, the Leather and LGBTQ Cultural District and the Castro LGBTQ Cultural District.

Based on extensive input from members of the LGBTQ+ Community, the Strategy will broadly address the needs of the entire citywide LGBTQ+ population by identifying the needs and concerns of the LGBTQ+ community in San Francisco; articulating goals for the management of LGBTQ+ resources; and outlining a process for developing and prioritizing projects that support the goals and needs of the LGBTQ+ community.

The LGBTQ+ Cultural Heritage Strategy is expected to be finalized in early 2019.



# CITY LANDMARKS

**T**he City maintains a list of locally designated City Landmarks and Historic Districts. Landmarks can be buildings, sites, or landscape features, and Districts are generally defined as an area of multiple historic resources that are contextually united. Article 10 outlines the initiation and designation processes for establishing either an individual landmark or a landmark district. It also provides guidance for alterations to these properties once designated. In Fiscal Year 2017-2018, the following properties were designated Article 10 Landmarks.

## THIRD BAPTIST CHURCH, 1399 MCALLISTER STREET



Founded in 1852 as the First Colored Baptist Church of San Francisco, Third Baptist Church (renamed in 1855) was the first African American Baptist congregation formed west of the Rocky Mountains, and remained the only black Baptist church in San Francisco until the early 1940s. Third Baptist has played an important role in promoting black community leadership as well as the social, economic, and political advancement of African Americans in San Francisco. Reverend Frederick Douglas Haynes Sr. emerged as a highly influential leader in San Francisco's civil rights movement and in 1945 was the first African American to run for

a position on the Board of Supervisors. Although he never held office, the subsequent pastor of Third Baptist Church, Reverend Dr. Amos C. Brown, became the City's second African American member of the Board of Supervisors in 1996. The property at 1399 McAllister Street is among several African American protestant churches constructed in San Francisco during the postwar period and one of the first churches in the City to break from the traditional representations of ecclesiastical design with a new, simplified architectural expression that was thought to better articulate Protestant beliefs.

The Historic Preservation Commission initiated designation on July 19, 2017. The Board of Supervisors voted to approve the landmark designation on November 14, 2017.

## NEW ERA HALL, 2117-2123 MARKET STREET

New Era Hall is one of only nine known purpose-built social halls with commercial spaces, designed in the Classical Revival style with Craftsman details by master architect August Nordin. Completed seven months after the 1906 Earthquake and Fire, New Era Hall provided meeting space for organizations displaced by the disaster, such as the Odd Fellows, Knights of Pythias, and the Woodmen of the World. It also housed the Visalia Stock Saddle Company, a pioneer Mexican-American business that developed what is today known as the "western saddle." The building uses an innovative structural system in order to avoid the need for support columns, creating large, open assembly spaces while conserving building materials.

The Historic Preservation Commission initiated designation on December 7, 2016. The Board of Supervisors voted to approve the landmark designation on March 28, 2018.

## EL REY THEATER, 1970 OCEAN AVENUE



Built in 1931 and designed in the Art Deco style by master architect Timothy Pflueger, the 1,800-seat El Rey Theater is one of San Francisco's only Art Deco movie theaters and the biggest in the West of Twin Peaks area. Named El Rey, or "The King" in Spanish, the former theater continues to be the neighborhood's foremost visual landmark. El Rey is one of only three theaters in the City that retains its original Pflueger designed auditorium. Built to serve the new residence parks and streetcar suburbs of the fast-growing West of Twin Peaks area, El Rey was perhaps the grandest of all the so-called "neighborhood theaters" that proliferated along major commercial corridors

in the City's outlying neighborhoods between the First and Second World Wars.

The Historic Preservation Commission initiated designation on January 18, 2017. The Board of Supervisors voted to approve the landmark designation on July 18, 2017.



## GAUGHRAN HOUSE, 2731-2735 FOLSOM STREET



Constructed in 1900 for James Gaughran, the Gaughran House is characteristic of pre-1906 construction that occurred following improved transit routes in the Mission District. With its rusticated ground floor, a tripartite composition, molded surrounds, exuberant surface ornamentation, and arched openings, Gaughran House is a notable work of local master architect James Francis Dunn (1874-1921) and a fine example of residential Beaux-Arts architecture. The building is clearly identifiable as a James Dunn building, especially with its intricately molded balcony topped by an elaborate wrought iron railing – a feature that Dunn

frequently used in his apartment building designs.

The Historic Preservation Commission initiated designation on March 15, 2017. The Board of Supervisors voted to approve the landmark designation on December 15, 2017.

## CENTRAL SOMA PROPERTIES

On March 21, 2018, the Historic Preservation Commission adopted Resolution Nos. 944, 945, and 946 to initiate Article 10 landmark designation of the following properties as part of the Central SoMa Plan.

**228-248 Townsend Street (New Pullman Hotel)** is one of the only remaining residential hotels built in the South of Market after the 1906 Earthquake and Fire and housed primarily African American railroad workers, including Pullman porters and maids. Nationally, Pullman porters and maids established the first all-Black union in the country, contributed to the development of the African American middle class, and laid important foundations for the Civil Rights Movement. 228-248 Townsend Street is the only known property in San Francisco that contains strong associations with Pullman porters and maids.

**457 Bryant Street (Pile Drivers, Bridge and Structural Ironworkers Local No. 77 Union Hall)** is one of the early union halls in San Francisco that played an important role in the growth of organized labor in the City. Constructed shortly after the 1906 Earthquake and Fire, the building is significant for its association with important events and for its architecture.



**500-504 Fourth Street (Hotel Utah)** is a rare remaining example of the numerous residential hotels built in the South of Market neighborhood in the late nineteenth and early twentieth centuries. Constructed largely to house traveling and seasonal workers employed in nearby factories and along the waterfront, the hotel is emblematic of a pattern of the development in SoMa that began in the mid-1800s and continued through the post-1906 Earthquake and Fire reconstruction. With its ornate millwork, rounded and angled bays, the Hotel Utah is also a striking example of Edwardian style architecture commonly employed in the design of residential hotel buildings constructed during the period.

**Clyde and Crooks Warehouse Historic District** is a rare enclave of small- and medium-scaled light industrial buildings constructed following the 1906 Earthquake and Fire up to the middle of the Great Depression. Located in the southeast section of the South of Market neighborhood, the district is comprised of nineteen properties, twelve of which include contributing resources. The district is immediately adjacent to and shares a common development history with the South End Historic District. It is named for the two narrow streets located wholly within the district, Crooks (present day Lusk Street) and Clyde. The District reflects the late nineteenth and early twentieth century development of the South of Market area as a center of industrial production in San Francisco and maritime commerce along the west coast. The buildings are fine examples of early twentieth century methods of construction and materials and the return of South of Market's function as the industrial center of the City following the earthquake and fire.

## LEGACY BUSINESS REGISTRY

San Francisco businesses are the bedrock of our communities and a draw for tourists from around the world, and preserving our legacy businesses is critical to maintaining what it is that makes San Francisco a special place. The purpose of the Legacy Business Registry is to recognize and preserve longstanding, community serving businesses that are valuable cultural assets to the City. It's a tool for providing educational and promotional assistance to Legacy Businesses to encourage their continued viability and success, and allows registered businesses to participate in the Legacy Business Preservation Fund.

The Legacy Business Registry is authorized by Section 2A.242 of the San Francisco Administrative Code. The registration process includes nomination by the Mayor or a member of the Board of Supervisors, a written application, an advisory recommendation from the Historical Preservation Commission, and approval of the Small Business Commission.



In Fiscal Year 2017/18, the Legacy Business Registry added 35 businesses. It also created the “Legacy Business Program Resources Handbook” in partnership with the San Francisco Small Business Development Center. The handbook provides Legacy Businesses with a reference guide of local business programs, services and available resources.

LEGACY BUSINESS	LOCATION	REGISTRY DATE
AIDS Legal Referral Panel	1663 Mission St., Ste. 500	1/22/2018
Analytical Psychology Club	2411 Octavia St. #1	7/10/2017
Ave Bar	1607 Ocean Ave	9/25/2017
Babylon Burning	63 Bluxome St	2/26/2018
Beck's Motor Lodge	2222 Market St	12/11/2017
Cable Car Clothiers	110 Sutter St, #108	9/25/2017
Casa Sanchez	250 Napoleon St., Unit M	9/11/2017
Cinderella Bakery and Cafe	436 Balboa St.	8/14/2017
Cliff's Variety	479 Castro St	11/27/2017
DNA Lounge	375 11th St	9/28/2017
Donaldina Cameron House	920 Sacramento St.	8/14/2017
Eddie's Café	800 Divisadero St.	12/11/2017
El Rio, Your Dive	3158 Mission St	11/13/2017
Elite Sport Soccer	2637 Mission St	8/14/2017
Ermico Enterprises	120 Mississippi St	9/28/2017
Hwa Rang Kwan Martial Arts Center	90 Welsh St	11/13/2017
Izzy's Steaks and Chops	3345 Steiner	7/10/2017
Jeffrey's Toys 45 Kearny St.	45 Kearny St.	9/25/2017
Kabuki Springs & Spa	1750 Geary Blvd	3/26/2018
Lab SF	2948 16th St.	2/26/2018
Little Joe's Pizzeria	5006 Mission St	12/11/2017
Lucca Delicatessen	2120 Chestnut St.	1/22/2018
Mindful Body	2876 California St.	2/26/2018
Nihonmachi Little Friends	1830 Sutter St.	9/25/2017
Noe Valley Bakery	4073 24th St.	1/22/2018
Ocean Hair Design	1619 Ocean Ave.	9/25/2017
One Twenty For Hair	155 Main St.	12/11/2017
Pacitas Salvadorean Bakery	10 Persia Ave.	9/25/2017
Phoenix Arts Association Theatre	414 Mason St., Ste. 601	9/25/2017
Plough and Stars	116 Clement St.	2/26/2018
Project Inform	273 9th St.	9/25/2017
Rooky Ricardo's Records	419 Haight St.	7/10/2017
San Francisco Market Corp.	2095 Jerrold Ave., Ste. 212	1/22/2018
Slim's	333 11th St.	2/26/2018
Tommaso's Ristorante Italiano	1042 Kearny St.	11/27/2017



# DEPARTMENT UPDATES

# DEPARTMENT SNAPSHOT

**9,022** ↓6.9%  
DECREASE  
FROM FY16-17  
PROCESSED BUILDING PERMITS  
(EXISTING AND NEW CONSTRUCTION)

**803** ↓49%  
DECREASE  
FROM FY16-17  
ENFORCEMENT  
COMPLAINTS CLOSED

**5**

LANDMARK  
DESIGNATIONS

EL REY THEATER,  
THIRD BAPTIST  
CHURCH COMPLEX,  
GAUGHRAN HOUSE,  
NEW ERA HALL,  
PHILLIPS BUILDING

**2,049** ↓2%  
DECREASE  
FROM FY16-17  
MISCELLANEOUS PERMITS

**218** ↓3%  
DECREASE  
FROM FY16-17  
VARIANCES

**51** ↓40%  
DECREASE  
FROM FY16-17  
PRELIMINARY PROJECT  
ASSESSMENT REQUESTS RECEIVED

**81** ↓14%  
DECREASE  
FROM FY16-17  
GENERAL PLAN  
REFERRALS

**196** ↓8%  
DECREASE  
FROM FY16-17  
CONDITIONAL USE  
AUTHORIZATIONS

**119** ↓4%  
DECREASE  
FROM FY16-17  
CERTIFICATE  
OF APPROPRIATENESS

**39** ↓56%  
DECREASE  
FROM FY16-17  
LEGACY BUSINESS  
REGISTRY

## ENVIRONMENTAL REVIEW

**9**  
ENVIRONMENTAL  
IMPACT REVIEWS

**587**  
CERTIFICATES OF  
EXEMPTION

**31**  
COMMUNITY PLAN  
EVALUATIONS

**11**  
MITIGATED NEGATIVE  
DECLARATIONS / NEGATIVE  
DECLARATIONS

**5,184**  
OTHER  
EXEMPTIONS

## INVESTMENT IN THE COMMUNITY

**256**  
PLANNING COMMISSION  
HOURS

**40**  
HISTORIC PRESERVATION  
HOURS

**16**  
PAID SUMMER INTERNS

**8**  
YOUTHWORK INTERNS



## FINANCIALS

### TOTAL REVENUE BUDGET (ALL FUNDS)

**\$54.5M**

**6%** Increase from  
FY 2016-17

REVENUE	FY 2017-18 BUDGET
Charges for Services (Fees)	\$43,828,367
Grants, Special Revenues & Impact Fees	\$6,968,618
Expenditure Recovery	\$1,120,332
General Fund Support	\$2,584,044
<i>Total Revenues \$54,501,361</i>	

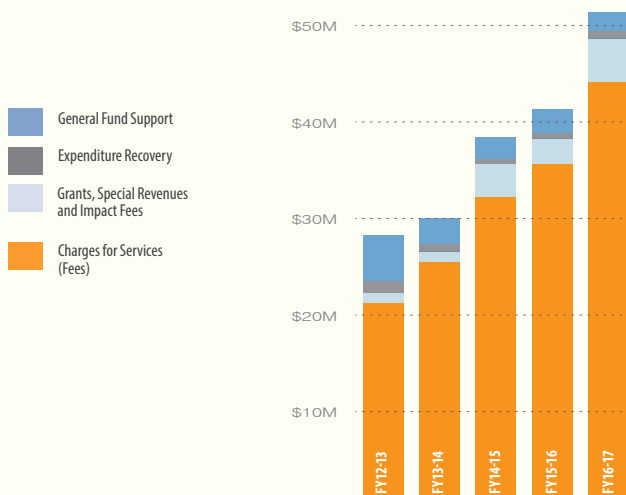
### FEE REVENUE

**\$43.8M**

**80%** of Total  
Revenue  
Budget

FEE REVENUE	FY 2017-18 BUDGET
Building Permit Alterations	\$22,598,344
Building Permit New Construction	\$5,464,284
Environmental Review Fees	\$7,394,694
Other Short Range Planning Fees	\$3,123,049
Conditional Use Fees	\$2,876,820
Variance Fees	\$697,187
Sign Program & Code Enforcement	\$261,265
Certificate of Appropriateness Fees	\$1,412,724
<i>Total Fee Revenue \$43,828,367</i>	

### DEPARTMENT REVENUE 5-YEAR TREND



### TOTAL EXPENDITURES

**\$54.5M**

**62%** Salaries  
& Fringe

EXPENDITURE	FY 2017-18 BUDGET
Salaries & Fringe	\$33,989,545
Overhead	\$774,176
Non-Personnel Services, Materials & Supplies, Capital & Projects	\$13,672,238
Services of Other Departments	\$6,065,402
<i>Total Expenditures \$54,501,361</i>	

#### NOTES:

Salary and fringe expenditures for staff continue to be the most significant portion of the Department's overall expenditure budget representing 62% of all expenditures.

Non-personnel expenditures, which include professional service contracts, advertising, and postage, IT-related professional services and licenses, among other items.

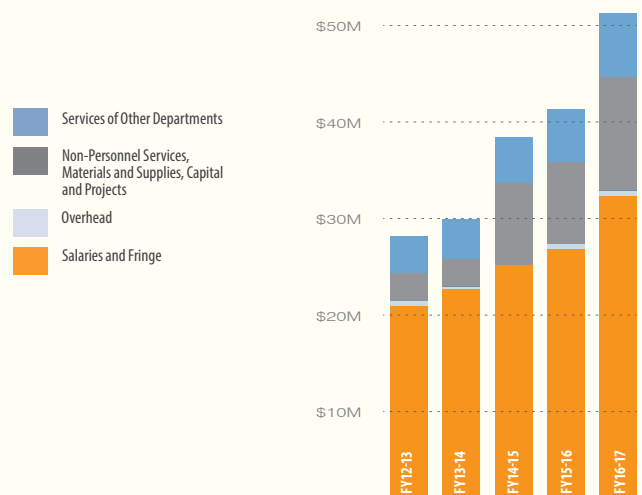
### GENERAL FUND SUPPORT

**\$2.6M**

**5%** of Total  
Revenue  
Budget

REVENUE (\$ MILLIONS)	2013-14	2014-15	2015-16	2016-17	2017-18
General Fund Support	\$2.8	\$2.4	\$2.5	\$2.0	\$2.6
Total Budget	\$30.0	\$38.4	\$41.3	\$51.3	\$54.5
% of Total Budget	9%	6%	6%	4%	5%

### DEPARTMENT EXPENDITURE 5-YEAR TREND



# AWARDS AND ACCOLADES

## TRANSPORTATION SUSTAINABILITY PROGRAM

*American Planning Association, California Chapter Northern, Best Practices, Award of Excellence*

The American Planning Association, California Chapter Northern selected the Transportation Sustainability Program as the recipient for an Award of Excellence in the category of Best Practices. This award is for a specific planning tool, practice, program, project, or process. The category emphasizes results, and demonstrates how innovative and state-of-the-art planning methods and practices help to create communities of lasting value.

## TRANSPORTATION DEMAND MANAGEMENT

*Association for Commuter Transportation, TDM Excellence Award for Large Government*

The City of San Francisco received ACT's 2017 Transportation Demand Management (TDM) Excellence Award for Large Government, honoring outstanding performance and leadership in TDM by organizations. The TDM Excellence Awards acknowledge the most exceptional examples of TDM leadership and implementation in the United States and recognizes the commitment of the organization to use TDM as an important strategy to improve the lives of commuters, enhance the livability of communities, and strengthen the economic growth of businesses.

## ACCESSORY DWELLING UNIT AND UNIT LEGALIZATION PROGRAM

*American Planning Association National Planning Achievement Award for a Best Practice – Silver*

Each year, the American Planning Association (APA) recognizes outstanding efforts in planning and planning leadership through its National Planning Excellence and Achievement Awards. Established more than 50 years ago, APA's national awards program is a proud tradition that recognizes achievements by individuals, planning departments, and government agencies for their leadership and innovation on planning issues. Their efforts help create communities of lasting value throughout the country and around the world.

## BETTER ROOFS ORDINANCE

*American Planning Association's Awards for Excellence in Sustainability: Best Sustainable Policy, Law, or Tool*

American Planning Association's Awards for Excellence in Sustainability honors projects, plans, policies, individuals, and organizations dedicated to supporting sustainable communities. The APA's Sustainable Communities Division (SCD) supports planners who are committed to planning for sustainable communities by integrating all aspects of sustainability into their work through the combined economic, social, and ecological factors that shape communities.

(l-r) **Jenny Koch**, AICP, Education & Practice Coordinator, Sustainable Communities Division, Senior Associate Planner, Rhodeside & Harwell; **Jeff Joslin**, Director of Current Planning, San Francisco; **Peter Lowitt**, FAICP, Past Chair, Board of Directors, Green Roofs for Healthy Cities, Director, Devens Eco-Industrial Park; **Matt Bucchin**, AICP, Chair, Sustainable Communities Division, Team Leader, Director of Planning, Half Associates





## LIVING COMMUNITY PATTERNS

*American Planning Association, California Chapter Northern Section 2018 Planning Awards Award of Merit, Innovation in Green Community Planning*

San Francisco Planning and the International Living Future Institute (ILFI) collaborated on a research project to create an exploratory guide for use by City officials, professionals, and community members in sustainability planning. Living Community Patterns is an invitation to embrace the challenge of community sustainability planning with powerful opportunities to realize the high levels of environmental, economic and social performance needed to create truly sustainable communities and the future we desire.

## SUSTAINABLE CHINATOWN

*Annual Data and Innovation Awards' 'A Picture is Worth a 1,000 Words'*

The Annual Data and Innovation Awards, organized by DataSF and the Mayor's Office of Civic Innovation, acknowledge, promote, and replicate the innovative and data-driven work of City and County employees. Each year a team of judges from the non-profit, for profit, foundation, and government sector choose projects that exemplify excellent use of data and innovative thinking.

The 'Picture is Worth a 1,000 Words' award is given to projects that produced a beautiful and effective data design or visualization. San Francisco Planning, the Department of Environment, and Public Utilities Commission were acknowledged for creating a visually appealing and engaging data clearinghouse for the Chinatown community with Sustainable Chinatown's final report and dashboard.



*(l-r) John Garvie, LinkedIn; Krista Canellakis, Mayor's Office of Civic Innovation; Rich Chien, San Francisco Department of the Environment; Lisa Chen, San Francisco Planning; Jon Swae, San Francisco Planning; Mike Webster, San Francisco Planning; Sue Exline, San Francisco Planning; Teresa Ojeda, San Francisco Planning. Photo courtesy of Data SF*

# STAFF LIST

+ Joined the Department FY 2017-18 — Left the Department FY 2017-18

John Rahaim, Director

## ADMINISTRATION

Nadia Bishop  
John Boldrick  
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