

EXECUTIVE SUMMARY:
EASTERN NEIGHBORHOODS
MONITORING REPORTS
2011–2015

Introduction

After years-long community planning processes and coordination across several city agencies, the San Francisco Board of Supervisors approved the Eastern Neighborhoods Area Plans (see [Map 1](#)) in an effort to create a long-term vision for equitable, sustainable, and prosperous communities. The plans for the Mission, East SoMa, Central Waterfront, and Showplace Square/Potrero Hill were adopted in 2009 and for Western SoMa in 2013.

The Eastern Neighborhoods Plans represent the City's and community's pursuit of two key policy goals:

- 1) Ensuring a stable future for PDR businesses in the city by preserving lands suitable to these activities and minimizing conflicts with other land uses; and
- 2) Providing a significant amount of new housing affordable to low, moderate and middle income households and individuals, along with "complete neighborhoods" that provide appropriate amenities for the existing and new residents.

In addition to policy goals and objectives outlined in individual plans, all plans are guided by four key principles divided into two broad policy categories:

The Economy and Jobs:

- » Reserve sufficient space for production, distribution and repair (PDR) activities, in order to support the city's economy and provide good jobs for residents.
- » Take steps to provide space for new industries that bring innovation and flexibility to the city's economy.

People and Neighborhoods:

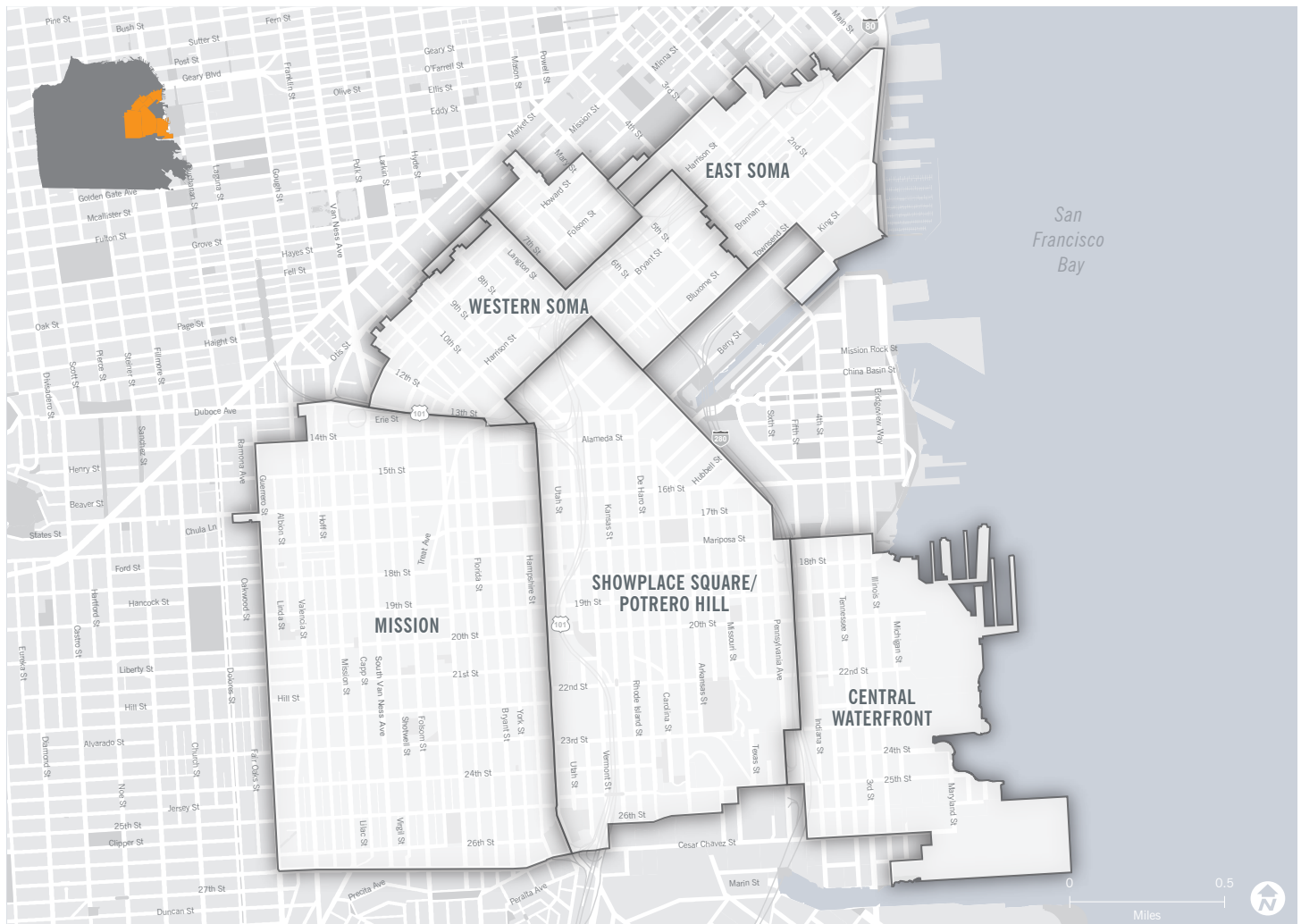
- » Encourage new housing at appropriate locations and make it as affordable as possible to a range of city residents.
- » Plan for transportation, open space, community facilities and other critical elements of complete neighborhoods.

This *Executive Summary* shows that the pace of development since adoption of the Area Plans has been consistent with the projections put forward in the Eastern Neighborhoods Environmental Impact Report (EN EIR).¹ However, the Area Plans were enacted in 2008, right as the U.S. economy went into a sharp downturn caused in large part by a collapse of the national housing market. New housing and commercial construction largely dried up during the first years of the Plans and rebounded quite strongly since 2012. As a result, much of the development activity that has taken place in the Plan Areas has been concentrated over the last few years rather than following a smooth line since 2009. This recent development has been highly visible and concentrated in certain neighborhoods, such as the 16th Street corridor in Showplace Square/Potrero Hill, over this short time period.

Similarly, the City collected few impact fee revenues in the early years of the plan due to the slow pace of development and the City's fee deferral program. With more robust development and the sunset of the fee deferral program, the City has started to collect greater revenues in the past few years, and is projected to collect significant revenue over the coming years. A number of significant improvements have been recently completed or are nearing completion, such as Daggett Park in the Showplace Square/Potrero Hill Plan Area. Other infrastructure projects are beginning construction or are expected to be built in the next few years as new development comes on line. While there has been significant progress on infrastructure the overall reliance on impact fees creates a significant gap between completed infrastructure projects and residential development that is expected to come online in the next few years.

Finally, it is important to note that this report is not intended to be an overall evaluation of the regional economy and housing market on the Eastern Neighborhoods. It is meant to monitor the progress and impact of the Eastern Neighborhood Area Plans. For instance, the fact that the inclusionary housing targets in the Area Plans have

¹ [Appendix D](#) of the Monitoring Reports tracks the amount of development that has been approved or is under consideration under the EN EIR in comparison with what was studied by the environmental review document.

MAP 1**Eastern Neighborhoods Plan Areas**

exceeded those required by the City (as discussed in Section 3.4 in each of the reports) does not imply that there is sufficient affordable housing in San Francisco or in the Eastern Neighborhoods. The Eastern Neighborhoods Citizens' Advisory Committee (EN CAC), which provided critical input and feedback throughout the production of these monitoring reports, will write a separate letter highlighting important policy issues facing the Plan Areas, to be presented to the Planning Commission.

Monitoring Requirements and Projects Approved under EN EIR

The ordinances that enacted the Eastern Neighborhoods Area Plans (including Western SoMa),

approved by the Board of Supervisors, require that the Planning Department produce five-year reports monitoring residential and commercial developments in those neighborhoods, as well as impact fees generated and public and private investments in community benefits and infrastructure. The first set of monitoring reports for Mission, East SoMa, Showplace Square/Potrero Hill, and Central Waterfront were published in 2011, covering the period from January 1, 2006 through December 31, 2010. Because Western SoMa was adopted in 2013, no monitoring reports have been produced for that Area Plan. However, due to its geographic proximity and overlapping policy goals with the other Eastern Neighborhoods, Planning Department staff, in consultation with the CAC, has shifted the reporting timeline such that the

Western SoMa Area Plan Monitoring Report 2011–2015 will be the first five-year report and set the calendar so that future monitoring reports are conducted alongside the other Eastern Neighborhoods.

As required by the ordinance that approved the Eastern Neighborhoods Plans, this report tracks all development activity that has occurred in the Plan Areas between 2011 and 2015 and the pipeline as of December 31, 2015. A number of these developments did not (or will not) receive their entitlements pursuant to the adopted Eastern Neighborhoods Plans or under the Environmental Impact Report (EN EIR) because they were approved prior to adoption of the plans (but completed construction in the past five years), will seek entitlement subject to pending planning efforts and separate environmental clearance (such as projects in the proposed Central SoMa Plan Area, Pier 70, and the HOPE SF project at Potrero Annex), or for other reasons.

However, in order to analyze the progress of development activity with regards to the estimates studied in the EN EIR, this Executive Summary also discusses the amount of development that has been entitled under the Area Plans' environmental document, particularly as it relates to the most salient policy issues of (new housing development and the loss of PDR space). The projects that have been approved under the 2009 Eastern Neighborhoods Plans and have received Community Plan

Exemption (CPE) based on the EN EIR are listed and summarized in [Appendix D](#).

The Economy and Jobs

The five-year monitoring period covered in these reports (2011-2015) span a moment of dramatic change in San Francisco's economy: from the depths of the "Great Recession" to a rapid expansion since 2012 that has continued to the present. The high technology industries located in or near the Eastern Neighborhoods have been key drivers in the City's and the region's job and population growth, which has intensified pressures on existing businesses and the traditional economic make-up of these communities. The Plans were largely motivated by the need to protect existing businesses – particularly in PDR activities – from such pressures, while transitioning appropriate lands to other activities. The recent and unprecedented influx of jobs notwithstanding, the loss of PDR space that has occurred since adoption of the Plans as well as in the past five years has been consistent with what was expected during the planning process, as studied under the EN EIR. The amount of PDR space (and other land uses) in each of the Plan Areas is shown on table 2.1.1 of the individual reports.

As [Table 1](#) shows, the Eastern Neighborhoods saw roughly 970,000 square feet of PDR space converted to other activities during the 2011 to 2015 period, including projects not approved under

TABLE 1

Commercial Development by Land Use in the Eastern Neighborhoods, 2011–2015

Plan Area	Cultural, Institutional, Educational	Medical	Office	PDR / Light Industrial	Retail	Visitor / Lodging	Total Commercial Sq Ft
Mission	(25,211)	15,200	108,400	(206,311)	40,119	–	(67,803)
Central Waterfront	3,000	–	–	(25,700)	14,448	–	(8,252)
East SoMa	–	–	605,420	(438,773)	(18,317)	–	148,330
Western SoMa	–	–	71,676	(92,995)	(3,700)	(3,930)	(28,949)
Showplace/Potrero	419,070	–	201,515	(207,645)	2,603	–	415,543
Total	396,859	15,200	987,011	(971,424)	35,153	(3,930)	458,869

Source: San Francisco Planning Department.

Note: Includes all developments in the Plan Area during reporting period, including those that did not receive CEQA clearance under the EN EIR.

TABLE 2**Commercial Pipeline by Land Use in the Eastern Neighborhoods, 4th Quarter 2015**

Plan Area	Cultural, Institutional, Educational	Medical	Office	PDR / Light Industrial	Retail	Visitor / Lodging	Total Commercial Sq Ft
<i>Mission</i>	250,985	16,000	170,442	(360,558)	63,750	–	140,619
Under review	247,028	–	165,770	(329,490)	51,672	–	134,980
Entitled	3,957	16,000	4,672	(18,607)	4,682	–	10,704
Under construction	–	–	–	(12,461)	7,396	–	(5,065)
<i>Central Waterfront</i>	–	–	1,160,792	(397,729)	330,293	–	1,093,356
Under review	–	–	1,156,586	(247,770)	335,410	–	1,244,226
Entitled	–	–	4,206	(73,032)	1,442	–	(67,384)
Under construction	–	–	–	(76,927)	(6,559)	–	(83,486)
<i>East SoMa</i>	(15,022)	–	588,988	(198,087)	(79,127)	123,777	420,529
Under review	(16,622)	–	379,532	(119,972)	(104,190)	101,232	239,980
Entitled	1,600	–	45,306	(58,585)	14,511	–	2,832
Under construction	–	–	164,150	(19,530)	10,552	22,545	177,717
<i>Western SoMa</i>	62,870	–	3,046,022	(110,766)	82,464	41,000	3,121,590
Under review	59,070	–	2,203,723	(48,832)	22,725	–	2,236,686
Entitled	3,800	–	809,299	(37,988)	6,739	41,000	822,850
Under construction	–	–	33,000	(23,946)	53,000	–	62,054
<i>Showplace Square/ Potrero Hill</i>	320,166	–	45,541	(319,656)	72,306	545	118,902
Under review	35,695	–	(28,070)	(211,816)	35,678	–	(168,513)
Entitled	284,471	–	73,611	58,709	2,208	–	418,999
Under construction	–	–	–	(166,549)	34,420	545	(131,584)
<i>Eastern Neighborhoods</i>	618,999	16,000	5,011,785	(1,386,796)	469,686	165,322	4,894,996
Under review	325,171	–	3,877,541	(957,880)	341,295	101,232	3,687,359
Entitled	293,828	16,000	937,094	(129,503)	29,582	41,000	1,188,001
Under construction	–	–	197,150	(299,413)	98,809	23,090	19,636

Source: San Francisco Planning Department

Note: Includes all developments in the pipeline as of December 31, 2015, including those that did not receive or will not pursue CEQA clearance under the EN EIR.

the EN EIR. Although an equivalent increase in office square footage has been developed during this period (990,000), most of the actual spaces formerly occupied by PDR businesses were in fact transitioned to residential uses, many with higher percentage of affordable housing than required by the City. By-and-large, conversions or demolitions of PDR space did not occur in zoning districts specifically created to protect industrial activities (such as PDR-1-G, PDR-2-G, SALI, and SLI), but in areas that the Plans defined as “transitional” and open for development of a broad array of

uses, such as the Urban Mixed Use (UMU) designation and other districts never oriented towards industrial uses (such as Neighborhood Commercial and Mixed Use Office).

The commercial pipeline as of December 31, 2015 shows a continuation of these trends. If all projects that have applied for planning permits are approved, the Eastern Neighborhoods will see another 1.39 million square feet of PDR space converted to other uses. Of that amount, only 430,000 square feet has been entitled (300,000 square feet of which are under construction). More

than two-thirds of the loss in PDR square footage in the pipeline is currently under review and have not yet received entitlements from the Planning or Building Departments, so it is likely that a smaller amount of PDR will transition to other uses than what is currently under review.

The other land use category that will see substantial change within the pipeline is office. [Table 2](#) shows that roughly 5.9 million square feet of office space are proposed in the Eastern Neighborhoods. Of that amount, however, 4.7 million has not been entitled, and the vast majority of that is located in the proposed Central SoMa Plan Area (which straddles East and Western SoMa) or in the Pier 70 master development in Central Waterfront, and are being studied separately under their own EIRs and will be subject to different land use and fee policies under their separate zoning and implementation plans. Within the next two years, the Eastern Neighborhoods can expect 200,000 square feet of new office based on the number of projects under construction.

Loss of PDR in Projects Approved under EN EIR

The EN EIR estimated that between 2.1 and 4.9 million square feet of PDR space would be lost in the original four Plan Areas (excluding Western SoMa) by 2025, compared to a loss of 4.6 million square feet analyzed under the “No Project Alternative”.² As of June 30, 2016, the Eastern Neighborhoods has lost roughly 740,000 square feet of PDR space in projects that were approved pursuant to the EN EIR, of which 500,000 has already been transitioned to other uses and the rest have received entitlements and are either under construction or have not yet broken ground. The pipeline includes about 614,000 square feet of PDR loss in projects that are currently under review, but have not received entitlements from the Planning Department. If all projects

are approved and built to the full extent of their applications, the Eastern Neighborhoods will see a total loss of 1.27 million square feet of PDR space in coming years, or 36% of the PDR loss studied under the EN EIR.

A detailed accounting of projects approved under the EN EIR, by Plan Area and land use, is included in [Appendix D](#).

Employment in the Eastern Neighborhoods

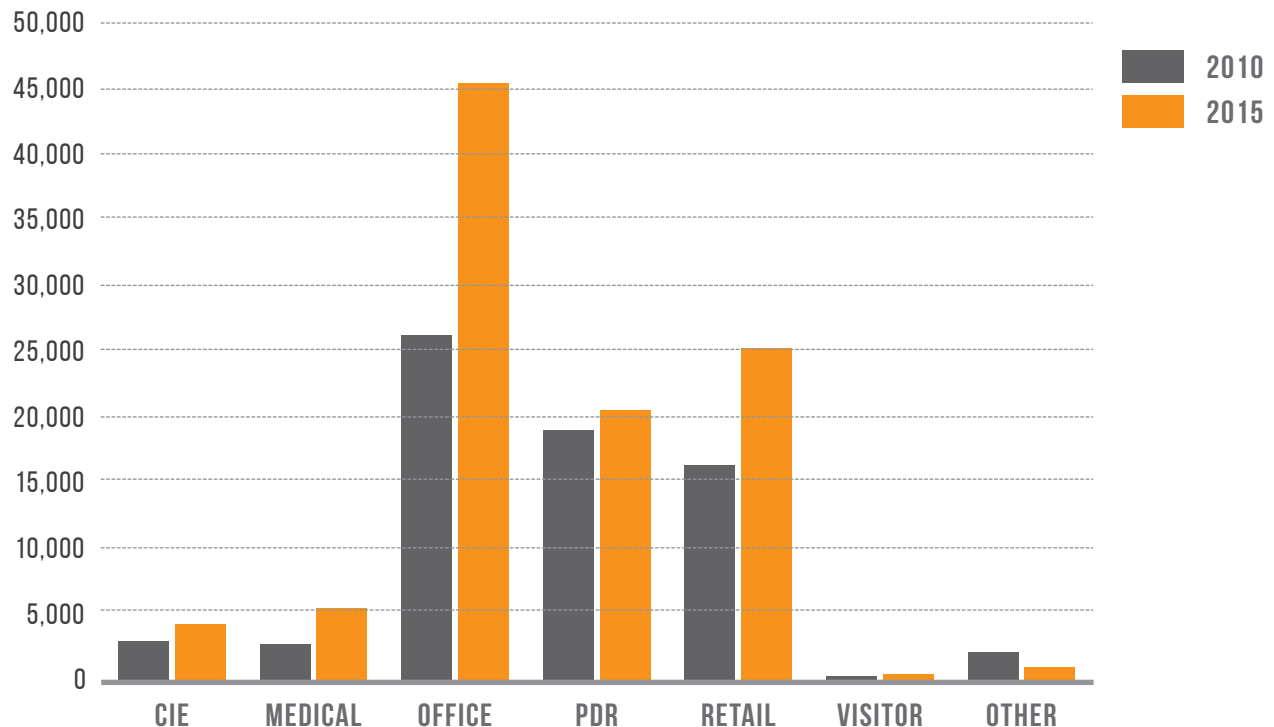
Data from the California Employment Development Department (EDD) shows that the Eastern Neighborhoods, over the past five years, have not lost employment in PDR activities.³ In the 2011-2015 period, PDR jobs have increased from roughly 19,000 to more than 20,000, as shown on Figure 1. Other land use categories, particularly office and retail, have seen substantial increases in employment during this time, meaning that PDR is relatively a smaller share of the Eastern Neighborhoods labor force. Given the fact that the Plan Areas lost PDR space and only added about 500,000 net square foot of commercial space overall, it is reasonable to assume the following: (1) much of the added employment has located in spaces that were vacant in 2010 due to the Great Recession and (2) the growth in PDR activities that has taken place has been in smaller firms (with 5-20 employees) that require less space per employee and can fit into smaller spaces. However, in order to allow for expansion of existing PDR businesses in the Eastern Neighborhoods, additional industrial space will likely need to be built.⁴

As [Appendix Table F](#) shows, the occupations (at three-digit NAICS code) that saw the largest increases in absolute numbers compared with 2010 include Construction (gain of 500 jobs), Other Manufacturing, and Wholesale (gain of 400 jobs each). Between 2010 and 2015, there was a loss of 240 jobs in Apparel Manufacturing and 100 jobs in Repair Services.

² The EN EIR studied three rezoning options, with each having different impacts in terms of housing and commercial development and loss of PDR space. A “Preferred Project Alternative” was proposed for housing units between options B and C, but no specific amount of square footage loss was provided for PDR. Instead, the Preferred Project Alternative described the PDR loss in terms of loss of designated PDR land area. In this report we assume that the impact of the Preferred Project on PDR loss would be equivalent to the average of options B and C in the EN EIR. The “No Project Alternative” studied the potential loss of PDR space under the industrial zoning designations that pre-dated the rezoning undertaken through the Eastern Neighborhoods Area Plans (C-M, M-1, and M-2), which allowed a broad range of uses “by right”, including office and residential.

³ The change in PDR jobs varies by Plan Area. See [Figure 2.4.1](#) of the individual reports.

⁴ According to the trade association SF Made, PDR businesses needing more space have relocated to other parts of the city (such as the Bayview or existing Port properties) and region, which offer larger square footages and more affordable rents.

FIGURE 1**Employment by Land Use in the Eastern Neighborhoods, 2nd Quarter 2010 and 2015**

Source: California Employment Development Department

Note: Starting in 2013, the Bureau of Labor Statistics reclassified In-Home Supportive Services (roughly 20,000 jobs citywide) from the Private Household category (classified as "Other") to other classifications, most of which are captured in this report under "Medical".

People and Neighborhoods

In addition to the stabilization of PDR activities and employment, the Eastern Neighborhoods Area Plans placed a strong focus on expanding the supply of housing, particularly units that are affordable to low- and moderate-income households. Additionally, housing is not simply conceived as "four walls and a roof", but as a set of supporting amenities, such as adequate transportation and mobility, parks, community centers, childcare facilities and other important elements of complete neighborhoods. As some of the areas suitable for residential development were formerly dominated by industrial uses, the installation of neighborhood infrastructure to serve new and existing residents was a key priority for the Area Plans.

As [Table 3](#) shows, in the 2011–2015 reporting period, 1,375 units have been developed in the Eastern Neighborhoods, 77% of which were built

in the Mission and East SoMa Plan Areas.⁵ Of this total, 21% were income-restricted (55% of area median income for rental units and 90% of AMI for ownership units). Of the total number of affordable units (290), more than three-fourths were developed through the inclusionary housing program, in which developers of market-rate housing set aside a percentage of the units within a development for low- or moderate-income households. Inclusionary units accounted for almost 17% of all units built without public subsidies during the reporting period, a higher percentage than the percentage required by the City for developments of ten or more units (12% for onsite units). Neighborhoods such as Mission, Western SoMa, and Showplace Square/Potrero Hill developed a lower percentage of affordable units than the minimum 12% requirement. In these

⁵ This includes projects that did not receive entitlements under the EN EIR. For a discussion of developments enabled by the Eastern Neighborhoods Plans and considered under the EN EIR, see subsection below and [Appendix D](#).

TABLE 3**Housing Development in the Eastern Neighborhoods, 2011–2015**

Plan Area	Units from New Development	Publicly Subsidized Units	Inclusionary Units	Total Affordable Units	Percent Affordable
Mission	504	–	56	56	11%
Central Waterfront	203	–	68	68	33%
East SoMa	551	69	89	158	29%
Western SoMa	65	–	6	6	9%
Showplace Square/ Potrero Hill	52	–	2	2	4%
Total	1,375	69	221	290	21%

Source: San Francisco Planning Department.

Note: Includes all developments in the Plan Area during reporting period, including those that did not receive CEQA clearance under the EN EIR.

TABLE 4**Residential Development Pipeline, 4th Quarter 2015**

Plan Area	Number of Units	Number of Projects
Mission	1,855	111
Under review	1,467	65
Entitled	188	29
Under construction	200	17
Central Waterfront	2,578	24
Under review	1,862	15
Entitled	252	4
Under construction	464	5
East SoMa	1,381	48
Under review	510	21
Entitled	551	16
Under construction	320	11
Western SoMa	1,313	47
Under review	890	35
Entitled	7	9
Under construction	416	3
Showplace/Potrero	4,526	61
Under review	2,634	34
Entitled	84	18
Under construction	1,808	9
Eastern Neighborhoods	11,653	291
Under review	7,363	170
Entitled	1,082	76
Under construction	3,208	45

Source: San Francisco Planning Department.

Note: Includes all developments in the pipeline as of December 31, 2015, including those that did not receive or will not pursue CEQA clearance under the EN EIR.

cases, developers may have met their obligations by paying a fee in lieu of physically developing the units, equivalent to setting aside 20% of the units as affordable.

The other one-fourth of affordable units (69) was built by non-profit developers as two fully affordable developments in East SoMa, using a combination of public subsidies from the City, State, and Federal governments.

As of December 31, 2015, there were an additional 11,653 units slated for development in the Eastern Neighborhoods. Of this total, 63% were under review (including within large-scale developments such as Pier 70), 9% were entitled and awaiting construction, and 28% were under construction. Assuming the minimum inclusionary housing requirement (12%) for the pipeline, an additional 1,400 affordable units would be built in the Plan Areas. The breakdown of the pipeline by Plan Area and development status is shown on [Table 4](#).

Housing Development Approved under the EN EIR

The EN EIR's "Preferred Project" alternative estimated that as many as 9,785 units would be built in the Eastern Neighborhoods by 2025, compared to a "No Project" alternative of 2,871 units. As of June 31, 2015, the Planning Department has approved the construction of 4,351 units in the Eastern Neighborhoods, of which 1,385 (or 14% of the total estimated by the EIR) have been built and 1,572 (or 16% of the EIR estimates) are under construction and are expected to be completed within the next two years. An additional 4,192 units are currently under review. If all projects in the pipeline are approved and built to their fullest extent, the Eastern Neighborhoods will see an increase in housing units that reaches 87% of the total estimated by the EN EIR. In the Showplace Square/Potrero Hill Plan Area the total amount of units entitled and under review is close to the amount estimated by the EN EIR's "Preferred Project" alternative and in the Mission Plan Area it exceeds this total. In both cases, however, the amount that has been entitled by the Planning Department is well under the EN EIR estimates (50% of the amount studied in the EIR

in Showplace Square/Potrero Hill and 35% in the Mission), as shown in [Appendix D](#).

Community Benefits

In order to accommodate the additional expected development and existing needs, the Plans also included a detailed list of community benefits that would be funded through a combination of revenue from the newly created Eastern Neighborhood impact fees and other City funds. The City established an impact fee program levied on new commercial and residential developments. Prior to adoption of the Plans, the Planning Department conducted a Needs Assessment to establish the amount of infrastructure that would be required, a legally-required Nexus Study to support the adoption of the fees, and feasibility testing to establish a fee that would not block new developments. The Planning Department updated the Needs Assessment for open space, child care, and pedestrian and bike facilities in 2015, which on top of providing the legally required nexus, established levels-of-service (LOS) benchmarks for new growth. To meet these LOS benchmarks, 10.3 acres of new parks and 307 childcare spots (toddlers and pre-schoolers combined) would have to be created for all of the residential development currently in the application pipeline. See Appendix I for more detail.

To date, the City has collected almost \$50 million from 150 projects, shown in [Table 5](#). The fees are assigned to funds in five categories: housing, transportation and transit, complete streets, recreation and open space, and child care.

Impact fees created through the Area Plans are a major source of revenue for infrastructure spending although they were never expected to provide 100% of funding for needed community improvements. Planning staff anticipated impact fees to pay for 30% of infrastructure need created by new development. The Plans anticipated that the City would receive \$116,000,000 over a 20-year period, with a total funding need of \$395,000,000 for community improvements.⁶ Planning staff worked with Capital Planning Staff,

6 In 2009 dollars, see EN Implementation Document http://sf-planning.org/sites/default/files/FileCenter/Documents/1272-EN_BOS_Vol4_ImplementationPart6_Web.pdf; pp. 40-42.

Mayor's Budget Office, Rec and Park, MTA, and DPW to reevaluate projects needed to serve new growth in the Eastern Neighborhoods, their costs, current funding commitments and funding gaps. This effort, informally known as the "Eastern Neighborhoods Mini-Capital Plans," was incorporated into the City's Ten-Year Capital Plan for FY2016 – 2025. The Report indicated a current cost of infrastructure need of \$345 million, within the next ten years. Of this amount, \$44 million of funds still need to be identified. When including additional projects for which no funds or commitments have been made ("emerging needs"), there is a funding gap of \$154 million.

The initial list of infrastructure projects in the Eastern Neighborhoods Area Plans (including the Eastern Neighborhoods Implementation Document and the Infrastructure Concept Maps) included roughly 50 projects of various scales and purposes that addressed open space, streetscape, transit, bicycle and pedestrian improvements. These projects (or other commensurate projects) are expected to be implemented over a 20-year period (the same period of the initial development projections). On top of this initial set of infrastructure projects, the Planning Department and other agencies have identified roughly 45 others through the publication of four additional streetscape, open space and transportation plans (specifically, the *Mission District Master Streetscape Plan*, the *Showplace Square Open Space Plan*, the *Western Soma Community Transportation Plan*, and *ENTrips*) and is working on a fifth (the *Central Waterfront/Dogpatch Public Realm Plan*).

Of the initial 50 projects, five major projects have been completed⁷ and seven are either under construction or are close to breaking ground.⁸ An additional seven major projects are expected to be completed within five years.⁹ In addition to these major projects, funds have also been set aside for smaller community-based projects. For example, the CAC has requested staff to set

aside \$200,000 through the City's Community Challenge Grant Program. To date, two rounds of funding have occurred with a total of six projects receiving grants; three have been completed and three are underway.

To date the City has received over \$48 million in impact fee revenue, as shown in [Table 5](#), with 80% of this amount collected in the last two years. Although impact fees are an important resource, they are reliant on the timing of development, which can be unpredictable and "lumpy." Implementing agencies are careful not to plan projects solely around irregular funding sources. Additionally, it takes time to appropriate resources for projects through the budget process and to make sure such projects are included in agency work programs. As such, infrastructure projects reliant on impact fees often lag behind the development they are intended to serve. This dynamic was exacerbated by the temporary "fee deferral program," which enabled developers to withhold fee payment until the development project was complete.

Furthermore, two of the largest infrastructure projects, for which 80% of impact fee transportation funds are dedicated (Folsom Street/Howard Street and the 16th Street/22-Fillmore)¹⁰ required further environmental review and were incorporated into larger EIRs. These EIRs had long review periods, which further pushed out their implementation. As the previous sections on commercial and residential development highlight, much of development activity planned under the Eastern Neighborhoods Plan Areas is under construction or in the pipeline, which means that a substantial portion of the impact fees has yet to be collected.

[Table 6](#) shows major projects funded to date, the amount of funding covered by impact fees and total project costs. In addition to these, several smaller projects have been funded including through the community challenge grant described above. For a full list of infrastructure projects, their scope and status, and funding levels, see [Appendix J](#).

7 Potrero Kids Child Care, Daggett Park, Cesar Chavez Streetscape Improvements, SoMa Alleys, and Brannan Street Wharf.

8 17th and Folsom Park, South Park, Dogpatch Art Plaza, Ringold Alley, Potrero Avenue Streetscape Improvements, Bartlett Street Improvements, and 2nd Street Streetscape Improvements.

9 [Appendix J](#) includes a table with all priority capital projects with detailed descriptions and status updates.

10 Memorandum of Understanding between Planning and implementing agencies required 80% of funds be spent on these "Priority Projects."

TABLE 5**Eastern Neighborhoods Infrastructure Impact Fees Collected to Date by Plan Area**

Area	Revenue	Projects	% of EN
Mission	\$5,357,000	58	11%
East SoMa	\$14,635,000	35	30%
Western SoMa	\$6,940,000	15	14%
Central Waterfront	\$10,034,000	19	21%
Showplace/Potrero	\$11,384,000	23	24%
TOTAL	\$48,350,000	150	100%

Source: San Francisco Planning Department

TABLE 6**Major Infrastructure Projects Funded to Date by Eastern Neighborhoods Impact Fees**

Category	Plan Area(s)	Impact Fee Funding	Total Project Cost	Status
Daggett Park	Showplace Square/ Potrero Hill	\$2,300,000	\$5,000,000	Nearly complete (September 2016)
17th/Folsom Park	Mission	\$2,500,000	\$5,500,000	Under Construction (Winter 2016)
South Park Rehabilitation	East SoMa	\$1,500,000	\$3,000,000	Under Construction (Winter 2016)
Folsom/Howard Street Improvements	East SoMa & Western SoMa	\$5,000,000	TBD	Environmental Review (Spring 2021)
16th Street/22-Fillmore Improvements	Mission & Showplace Square/Potrero Hill	\$6,700,000	\$65,000,000	Design (2020)
22nd Street Green Connection	Central Waterfront	\$3,000,000	\$3,500,000	Design (Spring 2018)
Potrero Kids Child Care	Central Waterfront	\$2,300,000	\$2,300,000	Complete (2014)
Ringold Alley Improvements	Western SoMa	\$1,800,000	\$1,800,000	Under Construction (Winter 2016)

Source: San Francisco Planning Department

Looking ahead in the next 24 months, the City expects that the projects approved under the EN EIR that are currently under construction will be completed, adding roughly 1,600 units to the Eastern Neighborhoods. With the projects that have already been completed to date, the cumulative total in two years will represent roughly 30% of the residential development estimated by the EN EIR.¹¹ During this period, in addition to the projects listed in Table 6 as Complete, Under Construction, and under Environmental Review,

the following infrastructure projects are expected to be completed with funding from impact fees and outside sources:

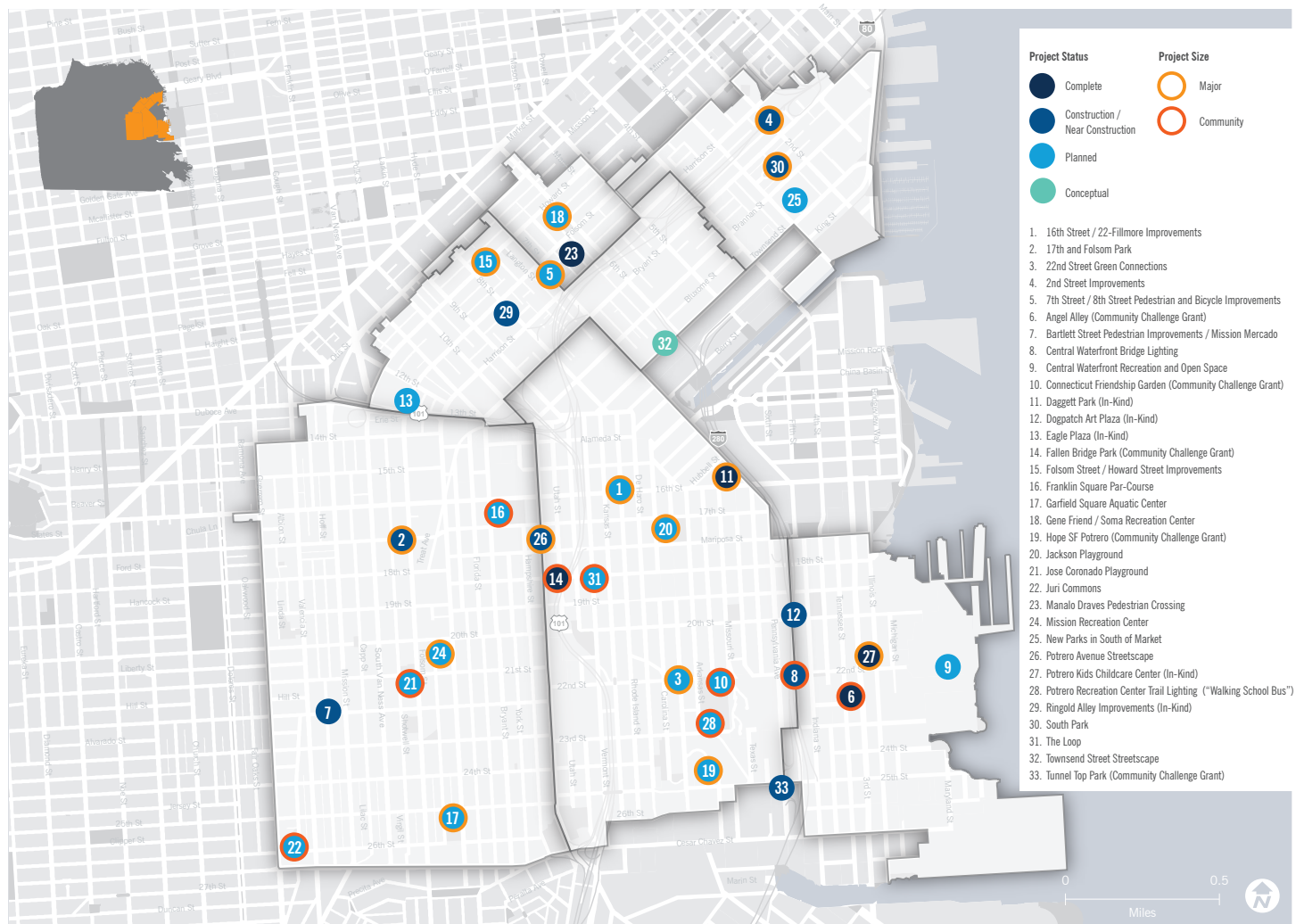
- » Brannan Street Wharf
- » Crane Cove Park Phase I
- » SoMa Alleys
- » 2nd Street Streetscape Improvements
- » Cesar Chavez Streetscape Improvements

Map 2 shows the location and status of infrastructure projects in the Eastern Neighborhoods. A full list and description of the projects can be found in [Appendix J](#).

¹¹ The total cumulative commercial development (excluding PDR) for projects that were entitled under the EN EIR and are expected to be completed in the next two years is 990,000 square feet. This represents 18% of the amount studied under the EN EIR, as shown in [Appendix D](#).

MAP 2

Major and Community-Based Infrastructure Projects in the Eastern Neighborhoods





Mayor

Edwin M. Lee

Board of Supervisors

London Breed, *President*

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Mark Farrell

Aaron Peskin

Katy Tang

Jane Kim

Norman Yee

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The Planning Department would also like to acknowledge the efforts of community organizations and the thousands of community members who have worked with us over the years to develop the Eastern Neighborhoods Community Plans.

For Information on the Eastern Neighborhoods Area Plans, visit:

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CENTRAL WATERFRONT PLAN MONITORING REPORT 2011–2015





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CENTRAL WATERFRONT PLAN MONITORING REPORT

2011–2015

San Francisco Planning Department
September 2016



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1. Introduction: Central Waterfront Plan

San Francisco's Eastern Bayfront neighborhoods have historically been the home of the city's industrial economy and have accommodated diverse communities ranging from families who have lived in the area for generations to more recent immigrants from Latin America and Asia. The combination of a vibrant and innovative industrial economy with the rich cultural infusion of old and new residents is central to San Francisco's character. Among many of the components that contributed to the economic and cultural character of the eastern part of the San Francisco were the wide availability of lands suitable for industrial activities (whether or not they were zoned for such) and the affordability of these neighborhoods' housing stock, relative to other parts of the city. Industrial properties continue to be valuable assets to the city's economy as they provide space for innovative local businesses; large, flexible floorplans for a wide range of tenants; and living wage career opportunities to residents without advanced degrees.

Over the past few decades, and particularly during the series of "booms" in high technology industries since the 1990s, the Eastern Bayfront neighborhoods have experienced waves of pressure on its industrial lands and affordable housing stock. Due to their proximity to downtown San Francisco and easy access (via US-101, I-280, and Caltrain) to Silicon Valley, industrially-zoned properties in the Eastern Bayshore, particularly in neighborhoods like South of Market (SoMa), Mission, Showplace Square, and Central Waterfront became highly desirable to office users who were able to outbid traditional production, distribution, and repair (PDR) businesses for those spaces. The predominant industrial zoning designations in these neighborhoods until the late 2000s—C-M, M-1, and M-2—allowed for a broad range of uses, which enabled owners to sell or lease properties to non-PDR businesses as well as developing them into "live-work" lofts that served primarily as a residential use.

Beginning in the late 1990s, the City, residents, community activists, and business owners recog-

nized the need for a comprehensive, community-based planning process to resolve these conflicts and stabilize these neighborhoods into the future. The Eastern Neighborhoods community planning process was launched in 2001 to determine how much of San Francisco's remaining industrial lands should be preserved and how much could appropriately be transitioned to other uses. The planning process also recognized the need to produce housing opportunities for residents across all income levels. In 2008, four new area plans for the Mission, East SoMa, Showplace Square/Potrero Hill, and Central Waterfront neighborhoods were adopted. Respecting the Western SoMa community's request for more time to complete their planning process, the area plan for that neighborhood was undertaken in parallel and completed in 2013. The resulting area plans contained holistic visions for affordable housing, transportation, parks and open space, urban design, and community facilities.

The Eastern Neighborhoods Plans represent the City's and community's pursuit of two key policy goals:

- Ensuring a stable future for PDR businesses in the city by preserving lands suitable to these activities and minimizing conflicts with other land uses; and
- Providing a significant amount of new housing affordable to low, moderate and middle income families and individuals, along with "complete neighborhoods" that provide appropriate amenities for the existing and new residents.

Map 1 shows the Central Waterfront Plan area as generally bounded by Mariposa Street on the north, San Francisco Bay on the east, Cesar Chavez Street/Islais Creek on the south, and Highway I-280 on the west.

MAP 1

Central Waterfront Plan Area Boundaries



The challenges that motivated the Eastern Neighborhoods community planning process were sharply evident in the Central Waterfront when the plans were adopted and continue to be relevant today.

Specifically, the *Central Waterfront Plan* calls for the following:

- » Maintaining Central Waterfront's established character as mixed use, working neighborhood with strong ties to the city's industrial economy;
- » Strategically increasing housing in the Central Waterfront;
- » Establishing a land use pattern that supports and encourages transit use, walking, and biking; and
- » Connecting the neighborhood with its neighbors and the water's edge, and improving the public realm so that it better supports new development and the residential and working population of the neighborhood.

1.1 Summary of Ordinance and Monitoring Requirements

The ordinances that enacted the Eastern Neighborhoods Area Plans (including Western SoMa), adopted by the Board of Supervisors, include a requirement that the Planning Department produce five-year reports monitoring residential and commercial developments in those neighborhoods, as well as impact fees generated, public and private investments in community benefits, and infrastructure.¹ The first set of monitoring reports for Mission, East SoMa, Showplace Square/Potrero Hill, and Central Waterfront were published in 2011, covering the period from January 1, 2006 through December 31, 2010.

The ordinance requires the monitoring reports track all development activity occurring within Area Plan boundaries during the five-year period, as well as the pipeline projecting future development as of the end of the reporting period. Some

of this development activity was considered under the Eastern Neighborhoods Programmatic Environmental Impact Report (EN PEIR), certified by the Board of Supervisors in 2008; and Western SoMa EIR, certified in 2012. However, a few of the developments that have been completed during this period and some of the proposed projects in the pipeline did not (or will not) receive their environmental clearance through these two EIRs, primarily for these four reasons:

- 1) The developments were entitled prior to the adoption of the Plans, under zoning designations that were subsequently changed by the Plans.
- 2) Under the Eastern Neighborhoods Amnesty Program that expired in 2013, legalization of conversions from PDR to office space that took place prior to Plan adoption was allowed.
- 3) Some large-scale developments and Plan Areas that are within or overlap Project Area boundaries (such as Central SoMa and Pier 70) will undergo separate environmental review processes.
- 4) Certain smaller projects did not rely on the rezoning under the EIRs and are therefore excluded.

This report analyzes all development activity within the Eastern Neighborhoods, whether or not projects relied on the EN PEIR. For a list of projects relying on the EN PEIR, please refer to [Appendix D](#).

The *Central Waterfront Area Plan Monitoring Report 2011-2015* is part of the set of Eastern Neighborhoods monitoring reports covering the period from January 1, 2011 to December 31, 2015. Because Western SoMa was adopted in 2013, no monitoring reports have been produced for that Plan Area. However, due to its geographic proximity and overlapping policy goals with the other Eastern Neighborhoods, Planning Department staff, in consultation with the CAC, has shifted the reporting timeline such that the Western SoMa Area Plan Monitoring Report 2011-2015 will be the first five-year report and set the calendar so that future monitoring reports are conducted alongside the other Eastern Neighbor-

¹ Unless otherwise noted, this report will refer to the Eastern Neighborhoods Area Plans, or just Area Plans, as encompassing the Mission, East SoMa, Central Waterfront, Showplace Square/Potrero Hill as well as Western SoMa. References to Plan Areas (or to the names of the individual areas) will describe the areas within the boundaries outline by the individual plans.

hoods. Subsequent time series monitoring reports for the Central Waterfront area and other Eastern Neighborhoods (including Western SoMa) will be released in years ending in 1 and 6.

While the previous Monitoring Report covered only the small amount of development activities in the years immediately preceding and following the adoption of the *Central Waterfront Plan* in 2008, this report contains information and analysis about a period of strong market development and activity in the Central Waterfront. This report relies primarily on the *Housing Inventory*, the *Commerce and Industry Inventory*, and the *Pipeline Quarterly Report*, all of which are published by the Planning Department. Additional data sources include: the California Employment and Development Department (EDD), the U.S. Census Bureau's American Community Survey, the San Francisco Municipal Transportation Agency (SFMTA), Co-Star Realty information, Dun and Bradstreet business data, CBRE and NAI-BT Commercial real estate reports, and information gathered from the Department of Building Inspection, the offices of the Treasurer and Tax Collector, the Controller, and the Assessor-Recorder.

2. Commercial Activity and Job Creation

While the area is itself diverse, Central Waterfront has traditionally been characterized by industrial uses with residential enclaves interspersed between Mariposa and 23rd streets, or what is roughly known as the Dogpatch neighborhood. Commercial land uses occupy almost two thirds of the land area, with light industrial or PDR uses being the largest single category. Schools and cultural destinations comprise a marginal portion of the land use, as does retail and entertainment.

The *Central Waterfront Plan* supports small and moderate size retail establishments in neighborhood commercial areas, while allowing larger retail in the new Urban Mixed Use (UMU) districts only when part of a mixed-use development. The Plan also encourages life science development in the vicinity of Mission Bay and in the core PDR area

generally south of 23rd Street, which contains controls that protect PDR businesses by prohibiting new residential development and limiting new office and retail.

2.1 Commercial Space Inventory

Table 2.1.1 below is an inventory of non-residential space in Central Waterfront as of 2015. Nearly 50% of commercial land use in the Central Waterfront is PDR and almost 30 percent office. The table also shows the importance of the Central Waterfront in the San Francisco's stock of industrial lands. Though the Central Waterfront area only accounts for 1% of the City's overall commercial building space, its share of citywide PDR space is 3%. However, a significant amount of PDR space in the Central Waterfront Plan Area has been converted to other uses in recent years, which will be discussed in the coming sections.

Tables 2.1.2 and **2.1.3** show commercial and other non-residential development activity between 2011 and 2015 in the *Central Waterfront Plan* area and San Francisco, respectively. These tables count newly developed projects on vacant properties or redevelopment of existing properties as well as conversions (i.e., change of use). Non-residential net development in the Central Waterfront made up less than 1% of net citywide total commercial projects completed in the last five years. Between 2011 and 2015, 25,700 square feet of PDR land was converted to other uses, such as mixed-use residential. **Table 2.2.1** also shows a modest gain of retail space during the reporting period. Most commercial projects recently completed in the Central Waterfront are part of mixed-residential developments. One illustrative mixed-residential project is the development at 2235 Third Street, which redeveloped two vacant buildings into a mixed-use building with 196 residential units (39 of them below market rate) and retail, storage, and day care on the ground floor.

Map 2 shows the location of the larger-scale non-residential developments. (See **Appendix Table B-1** for a detailed list of all completed projects.)

TABLE 2.1.1**Commercial Building Space Square Footage, Central Waterfront and San Francisco, 2015**

Non-Residential Land Use	Central Waterfront		Citywide		Central Waterfront as % of San Francisco
	Square Feet	%	Square Feet	%	
Cultural, Institutional, Educational	114,370	5%	29,898,514	13%	0%
Medical	35,498	2%	17,468,039	7%	0%
Office	656,628	29%	107,978,954	45%	1%
PDR / Light Industrial	1,045,713	46%	36,265,832	15%	3%
Retail	425,343	19%	42,299,526	18%	1%
Visitor / Lodging	5,219	0%	4,053,422	2%	0%
Total	2,282,771	100%	237,964,287	100%	1%

Source: San Francisco Planning Department Land Use Database (March 23, 2016)

Note: Totals in percentage column may not add up to 100 percent due to rounding.

TABLE 2.1.2**Net Change in Commercial Space, Central Waterfront, 2011–2015**

Year	Cultural, Institutional, Educational	Medical	Office	PDR / Light Industrial	Retail	Visitor / Lodging	Total Commercial Sq Ft
2011	–	–	–	–	–	–	–
2012	–	–	–	–	5,339	–	5,339
2013	–	–	–	–	(1,000)	–	(1,000)
2014	–	–	–	(25,700)	10,109	–	(15,591)
2015	3,000	–	–	–	–	–	3,000
Total	3,000	–	–	(25,700)	14,448	–	(8,252)

Source: San Francisco Planning Department

Note: Includes all developments in the Plan Area during reporting period, including those that did not receive CEQA clearance under Eastern Neighborhoods EIR

TABLE 2.1.3**Net Change in Commercial Space, San Francisco 2011–2015**

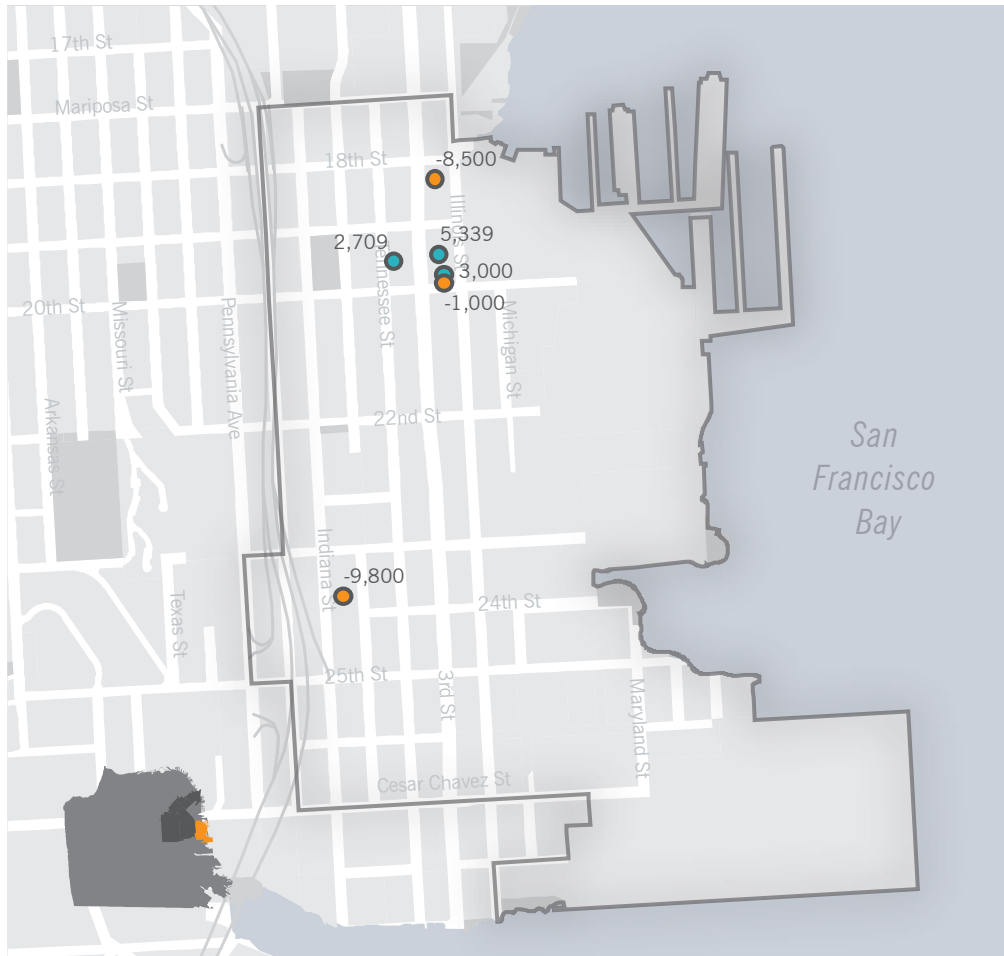
Year Completed	Cultural, Institutional, Educational	Medical	Office	PDR / Light Industrial	Retail	Visitor / Lodging	Total Commercial Sq Ft
2011	10,477	–	40,019	(18,075)	16,854	–	49,275
2012	(52,937)	–	24,373	(164,116)	32,445	–	(160,235)
2013	66,417	–	335,914	(236,473)	5,941	(69,856)	101,943
2014	446,803	1,815,700	603,997	(422,157)	11,875	63,286	2,519,504
2015	(21,456)	20,000	460,508	(183,775)	65,419	–	340,696
Total	449,304	1,835,700	1,464,811	(1,024,596)	132,534	(6,570)	2,851,183

Source: San Francisco Planning Department

Note: Includes all developments in the Plan Area during reporting period, including those that did not receive CEQA clearance under Eastern Neighborhoods EIR

MAP 2

Completed Projects Causing Net Change in Commercial Space, Central Waterfront 2011–2015



- Net loss of commercial space
- Net gain of commercial space

FIGURE 2.1**Project at 2235 Third Street (Completed in 2013)**

Source: SF Planning, Paula Chiu

2.2 Commercial Development Pipeline

The commercial development pipeline in the Central Waterfront shows an intensification of the pace of development over the next decade ([Table 2.2.1](#)). A major contributor to this intensification is the Pier 70 Waterfront Site project, which will be discussed below.

The pipeline numbers contain two separate subcategories, shown in [Table 2.2.1](#), as “Under Review” and “Entitled.” Under Review projects are those that have filed application with the Planning and/or Building departments and have to clear several hurdles, including environmental (California Environmental Quality Act [CEQA]) review, and may require conditional use permits or variances. Therefore, these projects are considered more speculative. On the other hand, Entitled projects are those that have received Planning Department approvals and are considered much more certain, although many of them may take years to complete construction.

One example of a project that is currently under review is the Pier 70 Waterfront Site, a 28-acre stretch of industrial land. The developer (Forest City) has entered into an agreement with the Port to develop the former shipbuilding and repair space into a mix of office, retail, residential, PDR and open space through a master plan. Under the currently proposed Pier 70 Waterfront Site development, more than 1.1 million square feet will be allocated to office use and over 480,000 square feet for retail use.

While the historic core of the Pier 70 area is estimated to gain 200,000 square feet of PDR space, surrounding former industrial buildings will be converted to other commercial uses with an estimated net loss of about 95,000 square feet of PDR space. These figures for the Pier 70 development are estimates based on currently available data and subject to change pending final approval. The first phase of new construction is expected to begin in 2017 and will require 10 to 15 years for the full build-out.

FIGURE 2.2

One of the Pier 70 Buildings



Source: SF Planning, Paula Chiu

Adjacent to Pier 70, the now non-operational Potrero Power Plant, is a 21-acre site available for mixed development in the coming years. Although both Pier 70 and the Potrero Power Plant will see major changes, which will ultimately affect the neighborhood character, additional community engagement processes are in place to underscore a balanced mix of uses. Another large-scale project under review would provide nearly 14,000 square feet of enterprise workspace located at 1228 25th Street.

Entitled projects that propose to convert PDR to other uses are mostly smaller spaces that will be redeveloped as residential or mixed-use residential buildings. Not all projects call for conversion of PDR space; one project, 1275 Minnesota Street, was permitted and began to expand PDR operations with another 5,500 square feet and more than 2,200 square feet of retail space by the end of 2015. On the other hand, the largest single project (outside of the Pier 70 Waterfront Site) currently under review proposes to construct almost 11,500 square foot PDR and 2,500 square foot of retail at 1228 25th Street.

Table 2.2.2 shows the commercial development pipeline for San Francisco. The development pipeline in the Central Waterfront represents close to 10% of the citywide pipeline. Map 3 shows the locations of the larger proposed commercial developments in the plan area. (See Appendix Table C-1 for a detailed list of pipeline projects.)

TABLE 2.2.1**Commercial and Other Non-Residential Development Pipeline, Central Waterfront Q4 2015**

Development Status	Cultural, Educational, Institutional	Medical	Office	PDR/Light Industrial	Retail	Visitor/Lodging	Total Commercial Sq Ft
Under Construction	–	–	–	(76,927)	(6,559)	–	(83,486)
Planning Entitled	–	–	4,206	(73,032)	1,442	–	(67,384)
Planning Approved	–	–	4,206	(41,032)	3,784	–	(33,042)
Building Permit Filed	–	–	–	(32,000)	–	–	(32,000)
Building Permit Approved/Issued/Reinstated	–	–	–	–	(2,342)	–	(2,342)
Under Review	–	–	1,156,586	(247,770)	335,410	–	1,244,226
Planning Filed	–	–	1,156,586	(212,496)	331,637	–	1,275,727
Building Permit Filed	–	–	–	(35,274)	3,773	–	(31,501)
Total	–	–	1,160,792	(397,729)	330,293	–	1,093,356

Source: San Francisco Planning Department

Note: Includes all developments in the pipeline as of December 31, 2015, including those that did not (or will not) receive CEQA clearance under Eastern Neighborhoods EIR

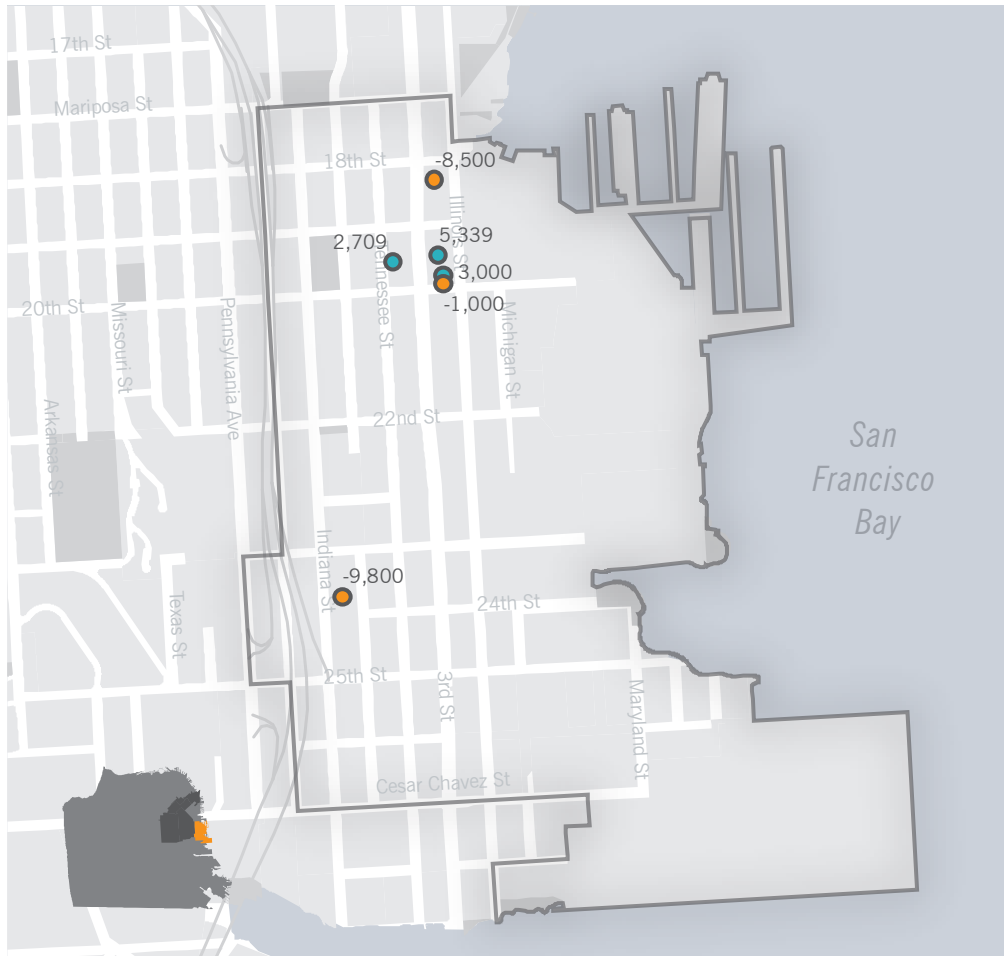
TABLE 2.2.2**Commercial and Other Non-Residential Development Pipeline, San Francisco Q4 2015**

Development Status	Cultural, Educational, Institutional	Medical	Office	PDR/Light Industrial	Retail	Visitor/Lodging	Total Commercial Sq Ft
Under Construction	1,098,708	(58,871)	3,894,055	(290,327)	491,366	(189,563)	4,945,368
Planning Entitled	312,600	20,665	5,576,249	332,662	1,268,623	519,906	8,030,705
Planning Approved	1,942	4,665	4,571,993	311,417	1,084,828	458,554	6,433,399
Building Permit Filed	4,343	–	(36,555)	(33,939)	806	–	(65,345)
Building Permit Approved/Issued/Reinstated	306,315	16,000	1,040,811	55,184	182,989	61,352	1,662,651
Under Review	1,042,013	1,875	7,459,214	(1,046,009)	1,594,639	418,557	9,470,289
Planning Filed	1,084,228	1,875	5,955,541	(994,050)	1,552,310	200,747	7,800,651
Building Permit Filed	(42,215)	–	1,503,673	(51,959)	42,329	217,810	1,669,638
Total	2,453,321	(36,331)	16,929,518	(1,003,674)	3,354,628	748,900	22,446,362

Source: San Francisco Planning Department

MAP 3

Commercial and Other Non-Residential Development Pipeline, Central Waterfront Q4 2015



- Entitled
- Under Construction
- Under Review

Note: Only includes projects that will add or remove 5,000 net square feet.

FIGURE 2.3**Project with PDR and Retail addition at 1275 Minnesota Street (Completed in 2016)**

Source: SF Planning, Paula Chiu

2.3 Changes in PDR Uses

As discussed above, the Central Waterfront (and the Eastern Neighborhoods more broadly), has experienced significant economic growth making many areas highly attractive to residential developments. This is especially true for the northern part of the Central Waterfront where the character has shifted from PDR to more mixed-use residential. Mixed-use residential uses are generally able to afford higher land costs than industrial uses, and therefore can outbid PDR businesses for industrially-zoned land. Prior to the adoption of the Eastern Neighborhoods Area Plan, the primary industrial zoning designations of M-1, M-2, and C-M permitted a broad range of uses, which led to the conversion of a significant amount of PDR space to other uses. The PDR losses during the 2011 to 2015 period were absorbed by the creation of new housing, cultural institutional and education (CIE) uses, and retail, producing mainly eating and drink establishments.

Of the one million square feet in PDR space in the Central Waterfront in 2015, 70 percent (about 730,000) of space were located in PDR protection districts (PDR-1 and PDR-2). Nearly 25 percent (almost 235,500) were in the mixed use district (UMU) and less than 10% (about 80,000) were scattered throughout zoning districts not specifically geared towards industrial uses, such as neighborhood commercial (NC) districts. By comparison, the split between PDR space in PDR protection, mixed use, and other districts among the Eastern Neighborhoods is 38%, 34%, and 29%, respectively. According to Co-Star data, asking lease rates for PDR space in the Eastern Neighborhoods are currently \$22 (NNN) and vacancy rates are 4.4%.²

Since the adoption of the *Central Waterfront Area Plan*, PDR space has continued to be converted to

² Data provided by the City of San Francisco's Real Estate Division.

TABLE 2.3.1**Square Footage of PDR Space by Zoning District Type, Central Waterfront and Eastern Neighborhoods, 2015**

Zoning District Type	Number of Cases			
	Central Waterfront	%	Eastern Neighborhoods	%
PDR Protection (1)	730,343	70%	3,465,888	38%
Mixed Use (2)	235,493	23%	3,098,198	34%
Other (3)	79,877	8%	2,669,555	29%
TOTAL	1,045,713	100%	9,233,641	100%

1. Districts that primarily allow PDR activities and restrict most other uses. In Central Waterfront, Mission, and Showplace Square/Potrero Hill, these districts include PDR-1 and PDR-2. In East SoMa and West SoMa, they are the SLI and SALI districts, respectively.

2. Transitional districts that allow industrial uses mixed with non-PDR activities such as housing, office, and retail, often with additional requirements on affordability and PDR replacement. Includes UMU in Central Waterfront, Mission, and Showplace Square/Potrero Hill; MUG, MUO, and MUR in East SoMa; and WMUG and WMUO in Western SoMa.

3. Various districts designated for non-industrial uses like residential, neighborhood commercial, and the like.

Source: San Francisco Planning Department Land Use Database, March 2016

other uses in the neighborhood, as [Tables 2.1.2](#) and [2.2.1](#) illustrate.

Over the five year period between 2011 and 2015, there have been a few projects that converted PDR uses to other uses. One such project, 2121 Third Street, demolished a fueling and storage building from the early 1900s to construct 106 units, 18 units of which (or 17%) are below market-rate, with active ground floor uses in a UMU zoning district. The project was also required to seek a Large Project Authorization under the Eastern Neighborhoods Controls due to its considerable size. These projects have all been built in either UMU district or in districts like Neighborhood Commercial Transit (NCT) and Public (P), which were never intended as PDR protection areas. Another project, 2505 Third Street, converted about 2,400 square feet of PDR space to a brewery and full-service restaurant on the ground floor of the American Industrial Complex.

Lastly, another project, not shown on the list below, was a special case located at 1011 Tennessee Street, was developed from two lots—a vacant lot and a lot with building that burned down in 2007. The parcels were formerly zoned M-2 and as part of the planning approval process rezoned to UMU. The result of the rezoning allowed the project to construct three residential units.

The Planning Department has also undertaken some legislative action to strengthen PDR zoning and enable to location, expansion, and operation of PDR businesses. In addition to some “clean up” language making it easier for PDR businesses to receive permits and share retail spaces, the Department also created a program to allow more office development in certain parcels as a way to subsidize more development of PDR space. Recognizing the financial difficulties of developing new industrial buildings in large “soft site” lots, this program gives developers the ability to construct office space in parcels zoned PDR-1 and PDR-2, located north of 20th Street. The parcels must be at least 20,000 square feet as long as existing buildings are not developed to more than 0.3 floor-to-area ratio (FAR). At least 33% of the space in the new developments must be dedicated to PDR uses.

2.3.1 PDR Protection Policies and Enforcement

Illegal conversions from PDR uses have more recently become an issue in the Eastern Neighborhood Plan areas that the City has sought to resolve. In 2015, the Planning Department has received about 44 alleged complaints of violation for illegal conversions from PDR to Office use in the city ([Table 2.3.3](#)). [Table 2.3.3](#) shows the number of enforcement cases closed and found to be in violation, the cases closed and not found to be in violation, the cases under review and

TABLE 2.3.2**Projects Converting PDR Space in Central Waterfront, 2011–2015**

Project	Zoning	Net PDR	Net Office	Net Retail	Net Units	Affordable Units	Percent Affordable
740 Illinois / 2121 Third St	UMU	(8,500)	–	–	106	18	17%
1275 - 1301 Indiana St	PDR-1-G	(14,800)	–	5,000	71	9	13%
2505 Third St	PDR-1-G	(2,400)	–	2,400	N/A	N/A	N/A

Source: San Francisco Planning Department

Note: Only developments with ten or more units are subject to the City's inclusionary housing requirements.

TABLE 2.3.3**Enforcement Cases for Illegal PDR Conversions, Central Waterfront, 2015**

Case Type	Number of Cases		
	Central Waterfront	Eastern Neighborhoods	Citywide
Closed - Violation	2	6	7
Closed - No Violation	–	9	9
Under Review	–	4	4
Pending Review	6	23	24
TOTAL	8	42	44

Source: San Francisco Planning Department

the cases still pending review. Forty-two of these cases were found in the Eastern Neighborhoods. Out of the 42 total alleged complaints, nine of the cases were not found to be in violation and six were found to be in violation. In the Central Waterfront area two cases were conversions from PDR to office on parcels zoned UMU. For these two cases the owners were issued notices of violation and office tenants were compelled to vacate the properties, as shown in [Appendix E](#).

Most of these complaints describe large warehouses converting into office uses. Generally, for the areas with complaints filed with the Planning Department regarding the conversion of PDR uses to office space, office use is not permitted within the zoning districts. However, some complaints filed are either not valid, meaning that the tenant is either a PDR complying business or the space was legally converted to office space or the space was converted prior to the Eastern Neighborhoods rezoning. For these enforcement cases, there is no

longer a path to legalization; additionally, many of these office conversions are not recent, and they did not take advantage of the Eastern Neighborhoods Legitimization Program. The program was an amnesty program that established a limited-time opportunity whereby existing uses that have operated without the benefit of required permits may seek those permits. However, this program expired 2013.

To resolve and better investigate these complaints, the Planning Department, in collaboration with the Department of Building Inspection (DBI), has committed to work together to prevent future illegal conversion. Over the course of 2015, Planning worked with DBI during project intake to better understand where Planning could potentially identify violations. Planning worked with DBI's IT division to create a flag in the Permit Tracking System (PTS) to alert project intake coordinators of potential illegal conversions. This is a pilot program that can be expanded at a later date to

include other Zoning Districts, if necessary. Planning and DBI continue to work together to monitor this process and plan to meet regularly to discuss additional steps to prevent future conversions. Some complaints received regard real estate advertisements for spaces that are currently vacant and not yet in violation. These situations allowed for Planning to work collaboratively with the Mayor's Office of Economic Workforce and Development (OEWD). When complaints filed related to vacant spaces on the market in PDR zones, Planning works with the property owner to inform them about PDR complying uses and then refers them to OEWD. OEWD hosts a list of businesses with PDR complying uses that are looking to lease spaces within San Francisco. Additionally, a real estate brokers training was conducted in 2015 to help explain what PDR is and Planning resources available. The training also outlined the enforcement process, including potential need to file Letter of Determinations.

2.4 Employment

The *Central Waterfront Plan* area experience added employment across most land use types tracked by the Planning Department between 2011 and 2015, following the trend experience across San Francisco and the Bay Area. The

uptick in employment reflects a rebound in the regional economy following the "Great Recession", name the later part of the previous decade and robust growth in the "Knowledge Sector," which consists of financial services, professional services, information technology, publishing, digital media, multimedia, life sciences (including biotechnology), and environmental products and technologies. Altogether, employment in the Central Waterfront grew by almost 1,000 jobs over the span of five years to nearly 5,300 jobs with a related increase from 350 to over 410 total establishments, according to the California Employment and Development Department (EDD). The subsections below discuss the job growth in the Central Waterfront by land use category.

2.4.1 Office Jobs

Employment by land use in the Central Waterfront remained at roughly 18% for office jobs, as it is the third major employment sector in the area. According to EDD, the plan area did not see major fluctuations in office jobs in those five years. The job count increased from 772 to 952. Additionally, the number of office establishments increased slightly from 106 to 122, indicating a shift towards "flex space" office format with the ability to accommodate a larger number of employees.

TABLE 2.4.1
Employment, Central Waterfront and San Francisco, Q2 2015

Landuse	Central Waterfront				San Francisco			
	Establishments	%	Jobs	%	Establishments	%	Jobs	%
Cultural, Institutional, Educational	16	4%	222	4%	2,010	3%	73,182	11%
Medical	8	2%	28	1%	21,833	37%	60,214	9%
Office	122	30%	952	18%	15,628	27%	293,014	44%
PDR / Light Industrial	143	35%	2,524	48%	5,280	9%	88,135	13%
Retail	82	20%	1,503	28%	8,241	14%	130,550	20%
Visitor / Lodging	–	0%	–	0%	311	1%	16,688	2%
Other	42	10%	67	1%	4,961	9%	6,953	1%
Total	413	100%	5,296	100%	58,264	100%	668,736	100%

Source: California Employment Development Department

This is likely true of “Knowledge Sector” office spaces in general. The Central Waterfront Area supports office uses towards space located above ground floors in buildings in UMU and PDR-1 districts, with office use restricted to supporting the PDR use above the ground floor.

2.42 Retail Jobs

The number of retail jobs in the Central Waterfront increased slightly by 3% between 2010 and 2015 to about 1,500 and more than 80 establishments. The retail sector represents about a little more than a quarter of the plan area’s non-residential use, but only accounts for about one percent of the city’s retail jobs and establishments. Many of these retail jobs are along the 22nd Street corridor in the Dogpatch neighborhood and some new retail on Third Street. As a growing residential neighborhood, many of these retail establishments serve food and drinks. A variety of specialty shops, from gourmet chocolates to artisanal cheese, are found in the neighborhood. Furthermore, some retail jobs happen in the same space as businesses take advantage of their factory location and include a retail component on the ground floor.

2.4.3 PDR Jobs

PDR continues to play a critical role in the City’s economy, providing quality jobs to employees with a broad range of educational backgrounds, supporting local businesses up- and downstream. Though the trends in loss of PDR space have been widely documented, the City and the Central Waterfront both added PDR jobs since 2010. The Central Waterfront’s role as an important location for PDR has continued to build on the “Makers” movement with local design and manufacturing businesses leading the way. This renewed interest in the movement continues to grow in popularity as more independent makers collaborate and create new things together.

The Central Waterfront experienced about 7% increase in PDR employment (to more than 2,500 jobs) between 2010 and 2015 and about 3.5% increase in number of firms (to more than 140). As with other occupations, these increases likely reflect a recovery from the recession as well as the

emergence of “Maker” businesses and production of customized consumer products. An often cited example in the Dogpatch is the American Industrial Center—the A.I.C. complex is home to over a couple hundred of small- and medium-sized businesses with manufacturing and retail hosted on-site.

While the term PDR is often associated with industrial uses, more makers and creators have employed new methods and technologies which change the way products are made from manufacturing to retail. This transition from conventional, “low-tech” manufacturing to the incorporation of “advanced, digital manufacturing” has enabled companies to design and distribute in the same space. The advancements in production and manufacturing also have implications for workers, too. The flow of the local supply chain model has enabled workers to not only gain on the job training, but opportunities for apprenticeship placements and a diverse set of skills. The characteristics of the local supply chain model hold a preponderant potential for a broad spectrum of businesses and creative endeavors.³ The Central Waterfront has roughly 3% of the PDR jobs establishments within the City.

2.4.4 Employment and Commercial Space Trends

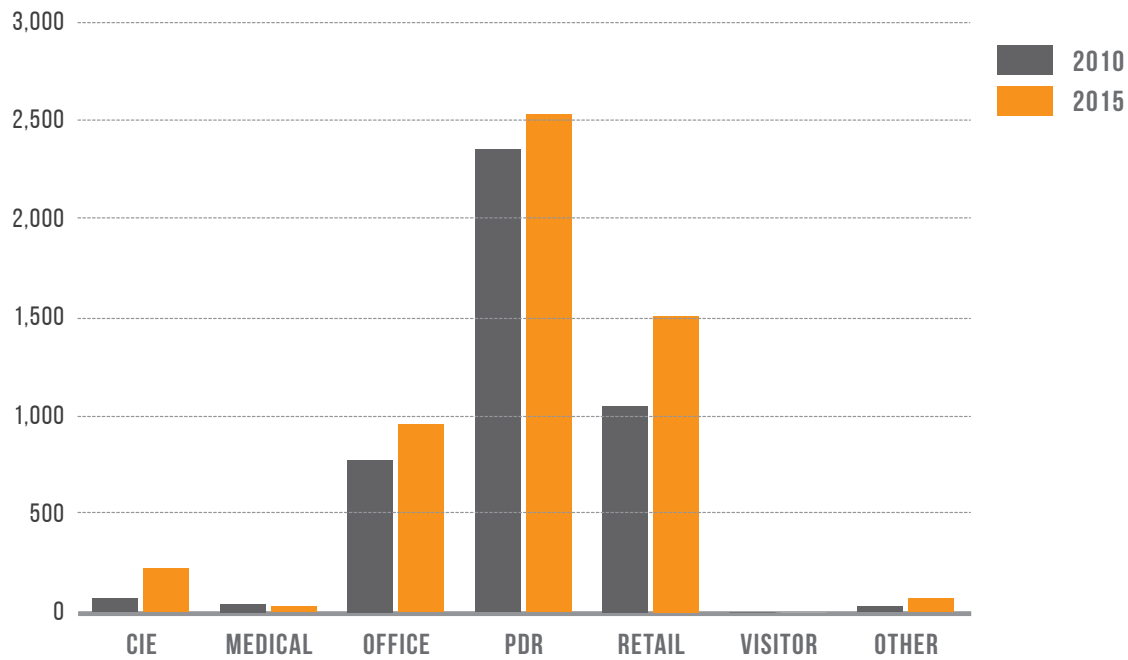
Over the past five years, the Central Waterfront has added a considerable number of jobs, almost 20% growth. In part, many of these new jobs are likely located in commercial space that was vacant at the end of previous decade due to the recession, which has led to lower vacancy rates by the end of 2015.⁴ Another trend that has been underway that may explain the gain in employment without a parallel increase in commercial space is an overall densification of employment (in other words, allowing more jobs to be accommodated within a given amount of space). Several important features such as large floor plates,

³ San Francisco as a Lab for US Urban Manufacturing, see http://www.sfmade.org/new/wp-content/uploads/2014_SLMReport.pdf

⁴ Although data to show vacancy rates for the Central Waterfront Plan Area is not available, commercial real estate brokerage firms like Cushman & Wakefield show that vacancy rates for different types of land uses decreased substantially in San Francisco between 2011 and 2015 across different sectors. See Cushman & Wakefield San Francisco Office Snapshot Q4 2015 and Retail Snapshot Q4 2015.

FIGURE 2.4.1

Jobs by Land Use, Central Waterfront, Q3 2010 and 2015

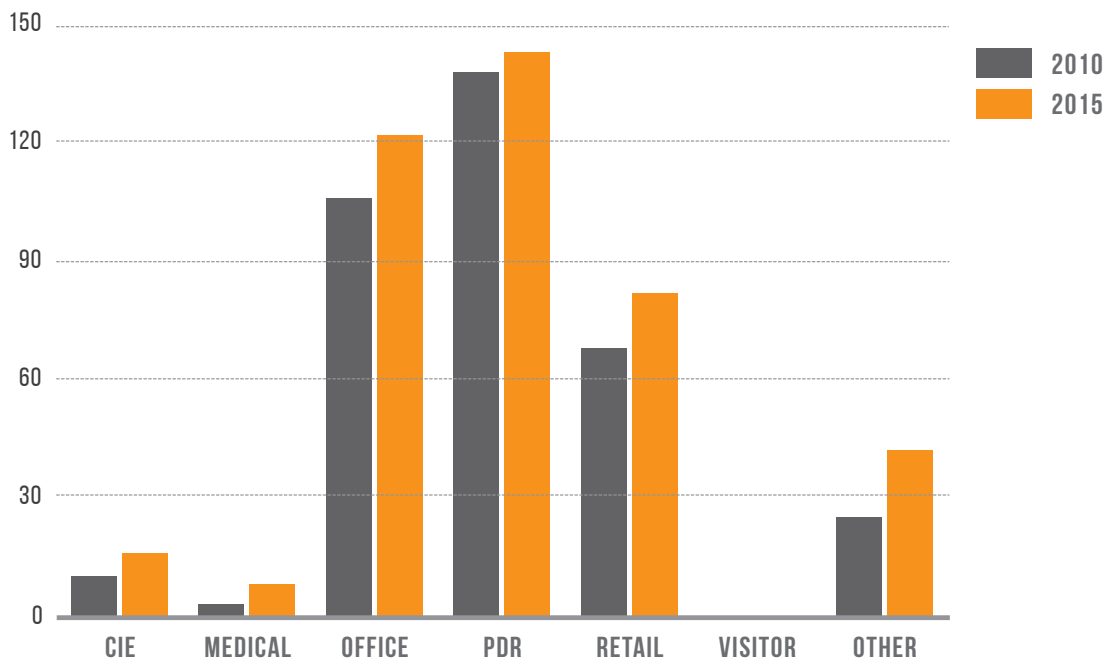


Source: California Employment Development Department

Note: Starting in 2013, the Bureau of Labor Statistics reclassified In-Home Supportive Services (roughly 20,000 jobs citywide) from the Private Household category (classified as "Other") to other classifications, most of which are captured in this report under "Medical".

FIGURE 2.4.2

Establishment by Land Use, Central Waterfront, Q3 2010 and 2015



Source: California Employment Development Department

Note: Starting in 2013, the Bureau of Labor Statistics reclassified In-Home Supportive Services (roughly 20,000 jobs citywide) from the Private Household category (classified as "Other") to other classifications, most of which are captured in this report under "Medical".

clerestory structures, and loading docks provide flexibility, which could make PDR space favorable for various industries. Increasing cost of land in locations close to city centers and accessible by transportation infrastructure (as is the case with the Eastern Neighborhoods), have resulted in real estate researchers tracking an overall densification of employment across several sectors throughout the country.⁵ This kind of densification can be caused by employees who work remotely (e.g., from home) for some or all days of the week (and therefore total number of employees may not represent total number present everyday as work stations/office space may be shared with colleagues) or firms that accommodate more employees within a given amount of space.

5 See 2013 US Workplace Survey by Gensler.

2.4.5 Sales and Property Taxes

Since adoption of the Eastern Neighborhoods Area Plans, the City saw sharp increases in generation of sales and property taxes. In the Central Waterfront, sales tax collections increased every year from 2011 to 2014, going from \$1 million to nearly \$1.5 million (33% increase) in four years, as shown on [Table 2.4.2](#). By comparison, sales tax collections citywide increased by 21% during this period. Property tax collection also increased substantially in the Eastern Neighborhoods. In the Central Waterfront, the city collected roughly \$5.7 million in property taxes in 2008, the year before the plan was adopted. By 2015, property taxes in the Central Waterfront area increased by \$10.3 million (or by 81%), as shown on [Table 2.4.3](#).

TABLE 2.4.2

Sales Taxes Collected in Central Waterfront Plan Area, 2011–2015

Year	Central Waterfront	% change from previous year	San Francisco	% change from previous year
2011	\$1,134,590	–	\$75,198,021	–
2012	\$1,378,086	21.5%	\$80,709,201	7.3%
2013	\$1,510,414	9.6%	\$84,261,806	4.4%
2014	\$1,575,266	4.3%	\$89,605,413	6.3%
2015	\$1,934,692	22.8%	\$94,546,142	5.5%
TOTAL	\$7,533,049		\$424,320,583	

Source: San Francisco Controller's Office.

TABLE 2.4.3

Property Taxes Collected in the Eastern Neighborhoods, 2008 and 2015

Area	2008	2015
Central Waterfront	\$5,704,111	\$10,338,391
East SoMa	\$46,831,664	\$63,172,434
Mission	\$37,908,346	\$58,957,413
Showplace Square/Potrero Hill	\$29,446,594	\$47,803,586
Western SoMa	\$17,146,718	\$24,348,243
Total	\$137,037,433	\$204,620,067

Source: SF Assessor's Office for 2008 data (assessed values times tax rate of 1.163%) and Tax Collector's Office for 2015.

3. Housing

Provision of adequate housing to residents of all incomes has long been a challenge in San Francisco. Over the past five years, however, San Francisco has become a poster child for the housing affordability crisis afflicting America's cities and coastal communities throughout California. As discussed in the previous section, the Bay Area, city, and Central Waterfront neighborhood have all seen robust employment growth since the "Great Recession" triggered by the financial crisis in 2007. During this period, the City has added housing units much slower than the creation of jobs in the City. As a result, a growing and more affluent labor force has driven up the costs of housing, making it increasingly difficult for low and moderate income families to remain in San Francisco.

The *Central Waterfront Plan* calls for housing affordable to a wide range of incomes that enhance the mixed-use character of designated areas. The *Plan* also encourages housing compatible with the historic Dogpatch area, especially in scales and densities that reflect the area's fine-grained fabric. The environmental analysis conducted for the Eastern Neighborhoods Environmental Impact Report estimated that between 830 and 3,600 additional units could be developed as a result of the rezoning associated with the *Central*

Waterfront Area Plan.⁶ Mindful of the area's industrial character, new housing will be permitted only in the UMU district, generally north of 23rd Street.

The *Central Waterfront Area Plan* also recognizes the value of sound, existing housing stock and calls for its preservation. Dwelling unit mergers are strongly discouraged and housing demolitions are allowed only on condition of adequate unit replacement.

3.1 Housing Inventory and Net New Housing Production

The Planning Department's latest housing inventory, using US Census and permit data, shows that the South of Market planning district, which includes Central Waterfront, has roughly 26,000 housing units as of the end of 2015; this represents about 7% of the citywide total.⁷ [Table 3.1.1](#) shows that approximately 399 net new units were built in the past five years in the Central Waterfront, compared with 200 net units built between 2006 and 2010. Of the net new units produced, 196 net units were created as a result of conversion from non-residential uses and the remainder as new construction.

⁶ Eastern Neighborhoods Rezoning and Area Plans Environmental Impact Report (2005).

⁷ 2015 San Francisco Housing Inventory.

TABLE 3.1.1
Net New Housing Production, Central Waterfront, 2011–2015

Calendar Year	Units Completed from New Construction	Units Demolished	Units Gained or Lost from Alterations	Net Change in Number of Units
2011	3	–	–	3
2012	32	–	196	228
2013	16	–	–	16
2014	144	–	–	144
2015	8	–	–	8
TOTAL	203	–	196	399

Source: San Francisco Planning Department

Note: Includes all developments in the Plan Area during reporting period, including those that did not receive CEQA clearance under Eastern Neighborhoods EIR.

TABLE 3.1.2**Net New Housing Production, San Francisco, 2011–2015**

Calendar Year	Units Completed from New Construction	Units Demolished	Units Gained or Lost from Alterations	Net Change in Number of Units
2011	348	84	5	269
2012	796	127	650	1,319
2013	2,330	429	59	1,960
2014	3,455	95	156	3,516
2015	2,472	25	507	2,954
TOTAL	9,401	760	1,377	10,018

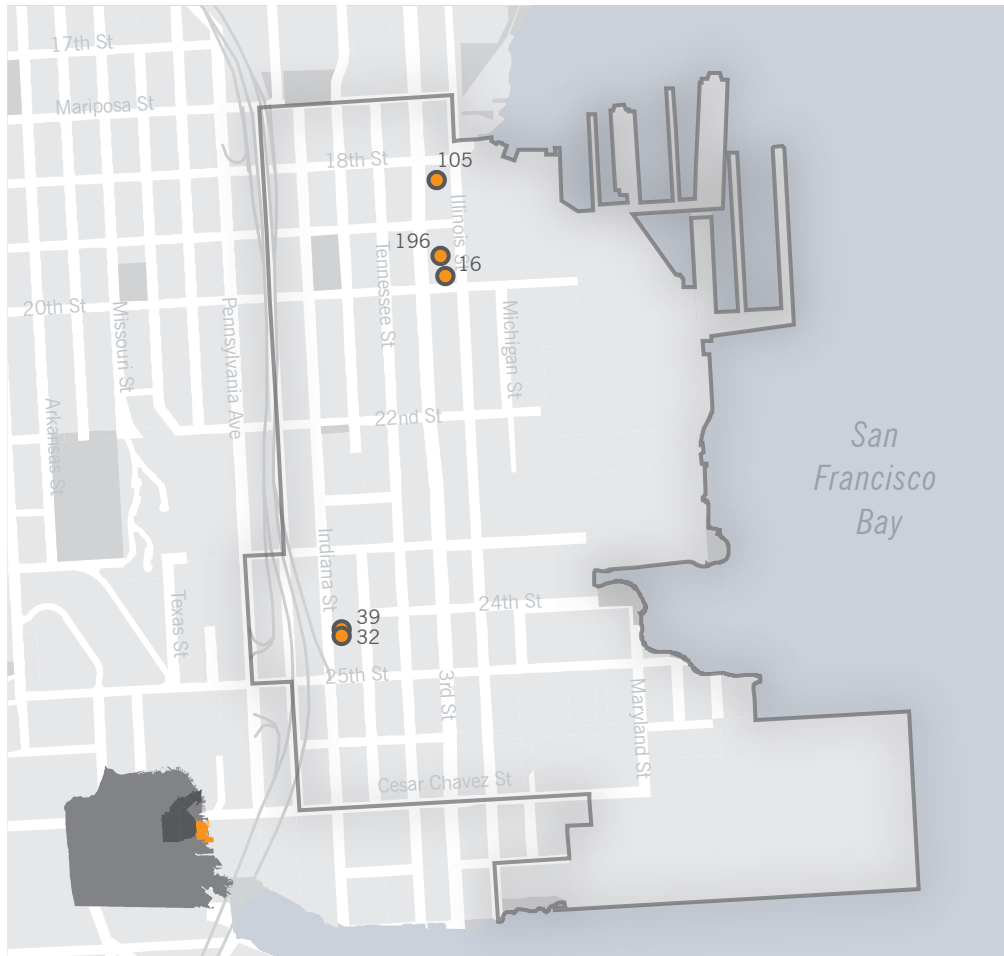
Source: San Francisco Planning Department

FIGURE 3.1**Project at 2121 Third Street (Completed in 2014)**

Source: SF Planning, Paula Chiu

MAP 4

Net New Housing Production Central Waterfront 2011–2015



● Net Units

Note: Projects that added 5 or more net new units.

During the first year of the reporting period, 2011, the construction sector was still recovering from the slow-down of the recession, and only three net units were built. Between 2012 and 2015, however, the Central Waterfront added 200 new units. The yearly average between 2011 and 2015, at about 80 units, has doubled when compared with the average between 2009 and 2010. [Table 3.1.2](#) shows the citywide figures for comparison. [Map 4](#) shows the location of recent housing construction. Additional details about these new development projects can be found in [Appendix Table B-6](#).

3.2 Housing Development Pipeline

As discussed above in 2.2 Commercial Development Pipeline, the pipeline identifies two categories: projects that have submitted planning and building applications (“Under Review”) and projects that have received entitlements and are either awaiting or are under construction (“Entitled”). The latter (particularly those under construction) are considered more likely to add residential or commercial capacity to the city’s building stock in the short-to-medium term, while under review projects may still require clearance from environmental review, variances to planning code restrictions, and discretionary review and are considered likely to add residential or commercial capacity to the city’s building stock in the medium-to-long term. In general, the Planning Department estimates that projects currently under construction can take up to two years to be occupancy ready, “Entitled” projects can take between two and seven years for occupancy, while projects Under Review” can take as many as ten years for occupancy, if they are approved.

The pipeline for net new housing development in the Central Waterfront as of the end of 2015 is 2,578 units, of which 1,862 are Under Review. Roughly 252 units are Entitled, and more than 460 units are currently under construction, as shown on [Table 3.2.1](#). The pipeline for the Central Waterfront accounts for about a bit less than 2% of the total number of projects in the City, though only 4% of the number of units, which suggests that some of the new projects pending approval, such as the Pier 70 Waterfront Site, are

of larger scale than housing developments in the pipeline for San Francisco as a whole.

The current housing pipeline is much more robust than it was at the end of 2010, shown in the previous Monitoring Report. In that year, only three projects (with a total of 269 units) were under construction, two projects with 10 units were entitled, and four projects with 127 units were under review. As of the end of 2015, the number of entitled projects will substantially increase the number of units by many folds, reflecting a much stronger market and willingness by developers to build new housing.

[Map 5](#) shows the location of these proposed housing projects by development status. [Appendix Table C-6](#) provides a detailed list of these housing pipeline projects.

3.3 Affordable Housing in the Central Waterfront

San Francisco and the *Central Waterfront Plan* have a number of policies in place to facilitate the development of affordable housing. This section describes some of these policies and summarizes the extent to which affordable housing was built in the Plan Area over the past five years.

The *Central Waterfront Plan* recognizes that housing affordability, together with a mix of housing types, fosters a diverse and vibrant community. The *Plan* relies on three mechanisms to provide affordable housing in the plan area:

- a) Providing a high percentage of affordable units, above and beyond the City’s Inclusionary Program, in new mixed income projects in UMU Districts;
- b) Allowing developers of market-rate housing to dedicate land for the development of 100 percent affordable housing available to very low and low-income households; and
- c) Encouraging the provision of moderate affordable units on-site, as housing available to middle income households (those making below 150 percent of the median income).

TABLE 3.2.1**Housing Development Pipeline, Central Waterfront, and San Francisco, Q4 2015**

Development Status	Central Waterfront			San Francisco		
	No. of Units	No. of Affordable Units	No. of Projects	No. of Units	No. of Affordable Units	No. of Projects
Construction	320	90	11	8,816	979	232
Planning Entitled	551	31	16	31,546	6,141	353
Planning Approved	538	31	8	27,617	12	80
Building Permit Filed	2	–	3	1,529	73	36
Building Permit Approved/ Issued/ Reinstated	11	–	5	2,400	6,056	237
Under Review	510	64	21	21,752	1,797	708
Planning Filed	458	60	14	17,575	1,574	206
Building Permit Filed	52	4	7	4,177	223	502
Total	1,381	185	48	62,114	8,917	1,293

Source: San Francisco Planning Department

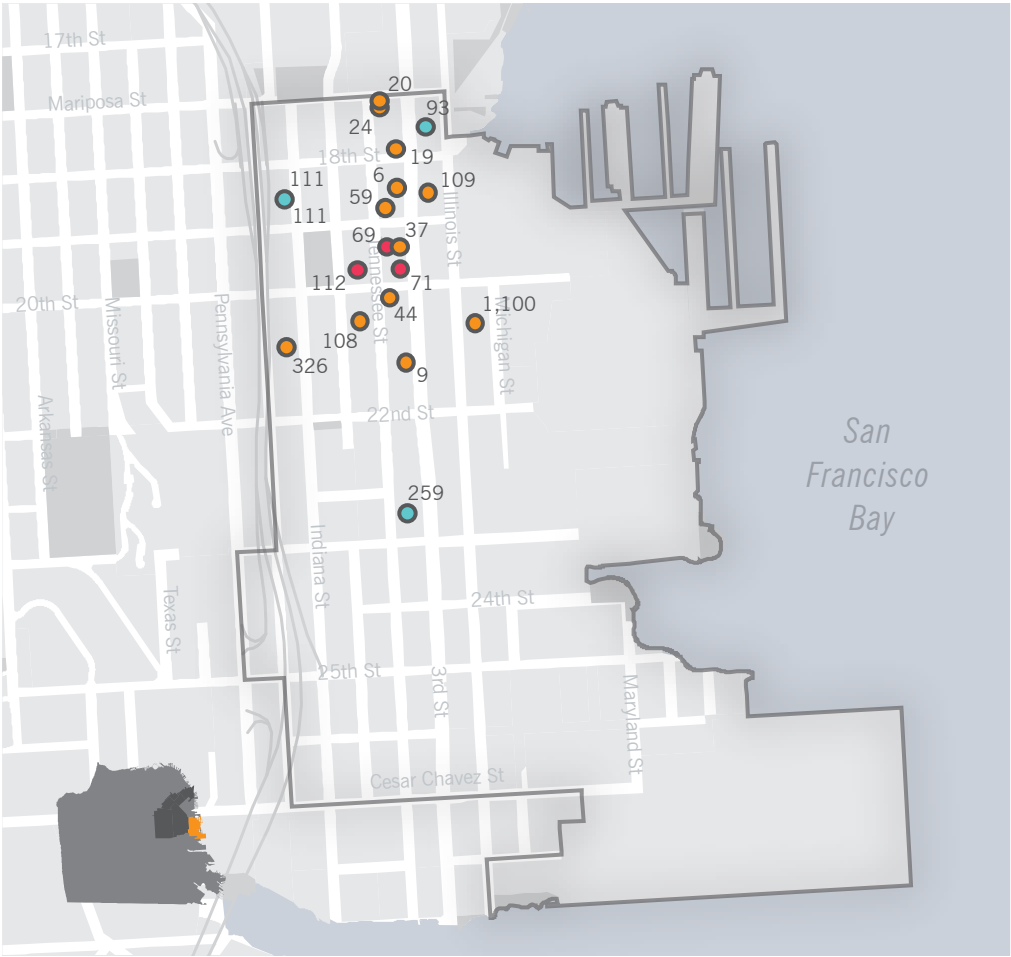
Note: Includes all residential developments in the pipeline as of December 31, 2015, including those that did not (or will not) receive CEQA clearance under Eastern Neighborhoods EIR.

FIGURE 3.2**Project at 660–680 Indiana Street (Under Construction)**

Source: SF Planning, Paula Chiu

MAP 5

Housing Development Pipeline by Development Status, Central Waterfront, Q4 2015



- Entitled
- Under Construction
- Under Review

Note: Only includes residential developments with 5 or more units.

3.3.1 Affordable Housing Efforts: Citywide, Eastern Neighborhoods, and Central Waterfront

The City of San Francisco has a number of programs to provide housing opportunities to families whose incomes prevent them from accessing market-rate housing. The San Francisco Housing Authority (SFHA) maintains dozens of properties throughout the City aimed at extremely low (30% of Area Median Income (AMI), very low (50% of AMI) and low (80% of AMI) income households. Households living in SFHA-managed properties pay no more than 30% of their income on rent, and the average household earns roughly \$15,000. SFHA manages four properties within the Eastern Neighborhoods boundaries: two in the Mission and two in Showplace Square/Potrero Hill.

The City has also launched HOPE SF, a partnership between the SFHA, the Mayor's Office of Housing and Community Development (MOHCD), community organizations, real estate developers, and philanthropies to redevelop some of the more dilapidated public housing sites into vibrant mixed-income communities with a central goal of keeping existing residents in their neighborhoods. One of the Hope SF projects, Potrero Terrace/Annex is located in the Eastern Neighborhoods (Showplace Square/Potrero Hill). MOHCD also maintains a number of funding programs to provide capital financing for affordable housing developments targeting households earning between 30% and 60% of AMI, low-income seniors, and other special needs groups. In most cases, MOHCD funding is leveraged to access outside sources of funding, such as Federal Low Income Housing Tax Credits, allocated by the State.

One of the most powerful tools to promote affordable housing development in San Francisco is the inclusionary housing program specified in Section 415 of the Planning Code. This program requires that developments of 10 or more units of market rate housing must restrict 12% of the units to families earning below 55% of AMI (for rental units) or 90% of AMI (for ownership units). Developers can opt to build the units "off-site," within a one-mile radius from the original development, as long as units are sold to households earning less

than 70% of AMI. In this case, the requirement is increased to 20% of the total number of units in the two projects. The income and rent limits for housing units managed by the Mayor's Office of Housing are included in [Appendix G](#).

The Mayor, Board of Supervisors, Planning Department, and Mayor's Office of Housing have recently passed or introduced legislation to further expand the supply of affordable housing throughout the City. The City currently has legislation to encourage the development of accessory dwelling units (ADUs) within existing residential buildings in Supervisor Districts 3 and 8. These ordinances remove obstacles to the development of ADUs, including density limits and parking requirements, in order to incentivize a housing type that has been identified as a valuable option for middle-class households that do not require a lot of space.⁸ The Central Waterfront area's boundaries are in District 10 and a proposal to expand a similar policy to the rest of the City is currently under discussion.

Another policy that has the potential to add thousands of units of affordable housing to the city's stock is the Affordable Housing Bonus Program (AHBP), which is currently under review by the City. As one of the legislative options, the program would allow developers in certain areas to build an additional two stories above what is allowed by their height limit district, in exchange for providing additional affordable housing, with a special focus on middle-income families that currently cannot access housing through the market. With the exception of 100% affordable projects, the AHBP would not apply to parcels in the Eastern Neighborhoods, as most do not currently have density restrictions. The program is intended to expand housing development options outside of the Eastern Neighborhoods, where housing development has been limited in recent decades.

In addition to the programs described above, the Eastern Neighborhoods Area Plans also placed a high priority on the production and protection of affordable housing, and created policies to

8 Wegmann, Jake, and Karen Chapple. "Hidden density in single-family neighborhoods: backyard cottages as an equitable smart growth strategy." *Journal of Urbanism: International Research on Placemaking and Urban Sustainability* 7.3 (2014): 307-329.

expand access to housing opportunities to low and moderate-income families. For example, market-rate housing developments in UMU district are required to restrict between 14.4% and 17.6% of their units to families at or below 55% of AMI for rental and 90% of AMI for ownership, depending on the amount of “upzoning” given to the property by the Plans. If these units are provided off-site, the requirement ranges from 23% to 27%. In the UMU and Mission NCT district, developers also have the option of dedicating land to the City that can be developed as 100% affordable projects.

Additionally, developers can pay a fee in lieu of developing the units themselves, which the City would then use to finance the development of 100% affordable housing projects. Funds collected through these “in-lieu fees” are managed by the MOHCD and can be spent anywhere in the city. However, in addition, 75% of infrastructure impact fees collected in the Mission NCT and East SoMa Mixed Use-Residential (MUR) districts are required to be set aside for affordable housing and spent within those districts themselves. The Plans also require bedroom mixes in its mixed use districts to encourage two- and three-bedroom units that are suitable to families, including the units sold or leased at below-market rates. Lastly, in order to reduce the costs and incentivize housing production, the Plans removed density controls and parking requirements in many of its zoning districts, particularly those well-served by public transit and pedestrian and bike infrastructure.

3.4 Net New Affordable Housing Production, 2011–2015

Affordable housing was a high community priority during the Eastern Neighborhood planning process. The Eastern Neighborhoods Plans aim to provide new housing to meet the needs of low, moderate, and middle income households. Affordable inclusionary units are required of market-rate developments larger than 10 units.

As [Table 3.4.1](#) shows, 68 affordable net units were built during the five-year monitoring period (2011-2015), as compared to two affordable units developed in the previous five years (2006-2010). The 68 affordable net units built between

2011 and 2015 make up 33.5% of the 203 newly constructed units built in the Central Waterfront (shown on [Table 3.1.1](#)), substantially greater than the inclusionary housing minimum of 12%. The percentage is greater than the minimum because many residential development projects choose to provide on-site units, with two projects providing more than the minimum requirement. Only one project (800 Indiana Street) chose to pay the “in-lieu” fee (shown on [Table 3.4.3](#)) and paid over \$21 million to the City’s housing development program, managed by MOHCD. New affordable units are estimated to cost roughly \$550,000 in construction (not including land), towards which MOHCD contributes about \$250,000, requiring the developer to raise the rest from Federal, State, and other sources. Therefore, it is estimated that the “in-lieu fees” collected in the Central Waterfront in this period, if successfully leveraged into additional external funding and used to build projects on publicly controlled land, could yield an additional 75 units.⁹

By comparison, the citywide share of new affordable housing construction was 27%, over 3,300 units. Looking into the future, Central Waterfront has 72 affordable entitled units in the pipeline, including 62 that are already under construction, compared to the 7,120 citywide entitled units (less than 1%). Additional details about these affordable housing projects can be found in [Appendix C](#).

⁹ The development costs of affordable housing units are rough estimates based on recent projects that have received assistance from MOHCD.

TABLE 3.4.1**Net New Affordable Housing Production, Central Waterfront, 2011–2015**

Calendar Year	Public Subsidy	Inclusionary	Secondary Units	Total
2011	–	–	–	–
2012	–	43	–	43
2013	–	2	–	2
2014	–	23	–	23
2015	–	–	–	–
TOTAL	–	68	–	68

Source: San Francisco Planning Department

Note: Includes all developments in the Central Waterfront Plan Area during reporting period, including those that did not rely on the Eastern Neighborhoods EIR and those that have not yet received CEQA clearance.

* Secondary Units are not income restricted

TABLE 3.4.2**Net New Affordable Housing Production, San Francisco, 2011–2015**

Calendar Year	Public Subsidy	Inclusionary	Secondary Units	Total
2011	141	4	60	205
2012	377	98	38	513
2013	464	216	30	710
2014	449	249	57	755
2015	213	286	53	552
TOTAL	1,644	853	238	2,735

Source: San Francisco Planning Department and Mayor's Office of Housing and Community Development

Note: Secondary units are considered "naturally affordable" and are not income restricted like units produced through the inclusionary housing program or through public subsidies.

TABLE 3.4.3**Housing Developments Opting for Affordable Housing "In-lieu" Fee, Central Waterfront, 2011–2015**

ADDRESS	YEAR	TOTAL FEE AMOUNT
800 INDIANA ST	2015	\$21,503,695

Source: San Francisco Mayor's Office of Housing

FIGURE 3.3

View of Project at 800 Indiana Street (Under Construction)



Source: SF Planning, Paula Chiu

MAP 6

Net New Affordable Housing, Central Waterfront, 2011–2015



● Market-rate Project with Inclusionary Housing

FIGURE 3.4**Project at 1201–1225 Tennessee Street (Under Construction)**

Source: SF Planning, Paula Chiu

3.5 Housing Stock Preservation

A key component in promoting neighborhood affordability and stability is to preserve the existing stock of housing. New housing development in San Francisco is costly and preserving homes can prevent displacement of vulnerable households. The *Central Waterfront Area Plan* supports the preservation of the area's existing housing stock and prohibits residential demolition unless this project ensures sufficient replacement of housing units. Restrictions on demolitions also help to preserve affordable and rent-controlled housing and historic resources.

A neighborhood's housing stock can also change without physical changes to the building structure. Conversions of rental housing to condominiums can turn housing that is rent controlled and potentially accessible to moderate income households to housing that can be occupied by a narrower set of residents, namely, those with access to down payment funds and enough earning power to purchase a home. Lastly, rental units can be "lost" to evictions of various types, from owners moving in to units formerly occupied by tenants to the use of the Ellis Act provisions in which landlords can claim to be going out of the rental business in order to force residents to vacate their homes.

One important priority of the Plan's housing stock preservation efforts is to maintain the existing stock of single room occupancy (SRO) hotels, which often serve as a relatively affordable option for low income households. [Appendix H](#) includes a list of SRO properties and number of residential units.

The following subsections document the trends in these various types of changes to the housing stock in the *Central Waterfront Area Plan* and San Francisco between 2011 and 2015, and compare the most recent five year period with the preceding five-year period.

3.5.1 Units lost to alteration or demolition

In this most recent reporting period, no units were lost through demolished or alteration in the Central Waterfront. In the previous reporting period (2006-2010), one unit was lost to demolition.

3.5.2 Condo Conversions

Condo conversions increase San Francisco's homeownership rate, estimated to be at about 37% in 2014. However, condo conversions also mean a reduction in the City's rental stock. In 2014, an estimated 58% of households in the

TABLE 3.5.1
Condo Conversion, Central Waterfront, 2011–2015

Year	Central Waterfront		San Francisco		Central Waterfront as % of Citywide Total	
	No of Bldgs	No of Units	No of Bldgs	No of Units	No of Bldgs	No of Units
2011	–	–	200	472	0%	0%
2012	1	1	201	488	0.50%	0.20%
2013	–	–	147	369	0%	0%
2014	–	–	239	727	0%	0%
2015	–	–	149	500	0%	0%
Totals	1	1	936	2,556	0.11%	0.04%

Source: San Francisco Department of Public Works

Central Waterfront were renters, which reflects 10% more than 2009. Consistent with numbers found in 2009, in 2014 about 1% of San Francisco's rental units are in the Central Waterfront.¹⁰

Table 3.5.1 shows that in the last five years, one unit in one building in the Central Waterfront was converted to condominiums, compared to eight units in four buildings between 2006 and 2010. The one unit conversion in the Central Waterfront between 2011 and 2015 represents less than 1% of all condo conversions citywide.

3.5.3 Evictions

Evictions by owners that choose to move in to their occupied rental units or use the Ellis Act provisions to withdraw their units from the rental market affect the housing stock. These evictions effectively remove units from the rental housing stock and are, in most cases, precursors to condo conversions.

¹⁰ San Francisco Neighborhood Profiles, American Community Survey 2010-2014. San Francisco Planning Department 2016. The neighborhood boundaries for the Central Waterfront in the Neighborhood Profiles do not match perfectly with the Plan Area boundaries, though they are very close. Therefore, these percentages should be read as approximations.

Table 3.5.2 shows that between 2011 and 2015 owner move-ins led to evictions in four units (compared to no loss of units between 2006 and 2010). Owner move-in evictions in the Central Waterfront accounted for less than 1% of the citywide total between 2011 and 2015. Other types of evictions, also tabulated in Table 3.6.2, include evictions due to breach of rental contracts or non-payment of rent; and includes evictions in order to perform capital improvements or substantial rehabilitation. These are tabulated under the "Other" column.

3.6 Jobs Housing Linkage Program

Prompted by the *Downtown Plan* in 1985, the City determined that large office development, by increasing employment, attracts new residents and therefore increases demand for housing. In response, the Office Affordable Housing Production Program (OAHPP) was established in 1985 to require large office developments to contribute to a fund to increase the amount of affordable housing. In 2001, the OAHPP was re-named the Jobs-Housing Linkage Program (JHLP) and revised to require all commercial projects with a net addition

TABLE 3.5.2

Evictions, Central Waterfront, 2011–2015

Year	Central Waterfront			San Francisco			Central Waterfront as % of Citywide Total		
	Owner Move In	Ellis Act Withdrawal	Other	Owner Move In	Ellis Act Withdrawal	Other	Owner Move In	Ellis Act Withdrawal	Other
2011	2	0	2	123	54	1102	2%	0%	0%
2012	1	0	0	172	99	1343	1%	0%	0%
2013	0	0	0	275	229	1368	0%	0%	0%
2014	0	0	1	315	101	1550	0%	0%	0%
2015	1	0	0	425	142	1518	0%	0%	0%
Totals	4	–	3	1,310	625	6,881	0%	0%	0%

Source: San Francisco Rent Board

Note: Evictions classified under "Other" include "at fault" evictions such as breach of contract or failure to pay rent.

of 25,000 gross square feet or more to contribute to the fund. Between fiscal year 2011-2012 and 2015-2016, commercial developments in the Central Waterfront Plan Area generated over \$900,000 for affordable housing development by the city.

TABLE 3.6.1

Jobs Housing Linkage Fees Collected, Central Waterfront, FY 2011/2012–2015/2016

Fiscal Year	Revenue
2011–12	\$–
2012–13	\$–
2013–14	\$608,160
2014–15	\$303,688
2015–16	\$–
Total	\$911,848

Source: Department of Building Inspection as of June 1, 2016

4. Accessibility and Transportation

In recent years, the City invested heavily in the T–Third Street light rail service to improve transit accessibility in the Central Waterfront. While there are multiple Muni stops and a light rail line along Third Street, transit use is only the second most prominent mode of travel to work for employed residents of the area (Table 4.1.1). As compared to city figures, Central Waterfront commuters travelled by alternative modes at slightly lower rates. The 2005-2009 American Community Survey estimated that 43 percent of Central Waterfront residents used transit to work while 42% commuted by car; 35% took public transportation; 4% walked, and 5% biked. The number of people working from home was estimated at 5%. Citywide, 47% of commuters travel by car, 32% by transit; 10% walked, 3% biked, and 2% commuted by other means; 7%, however, worked from home.

TABLE 4.1.1

Commute Mode Split, Central Waterfront and San Francisco, 2011–2015

Transport Mode	Central Waterfront		San Francisco		Central Waterfront as % of San Francisco
	No of Commuters	%	No of Commuters	%	
Car	598	42%	199,470	44%	0%
Drove Alone	459	32%	165,151	36%	0%
Carpooled	139	10%	34,319	8%	0%
Transit	493	35%	150,222	33%	0%
Bike	63	4%	17,356	4%	0%
Walk	77	5%	46,810	10%	0%
Other	67	5%	10,579	2%	1%
Worked at Home	126	9%	32,233	7%	0%
Total	1,424	100%	456,670	100%	0%

Source: 2005–2009 American Community Survey

FIGURE 4.1**K-Ingleside/T-Third Street Light Rail along Third Street**

Source: SF Planning, Paula Chiu

4.1 Eastern Neighborhoods TRIPS Program

The Eastern Neighborhoods Transportation Implementation Planning Study (EN TRIPS) Report assessed the overall transportation needs for the Eastern Neighborhoods and proposed a set of discreet projects that could best address these needs in the most efficient and cost beneficial manner. EN Trips identified three major projects for prioritization:

- 1) Complete streets treatment for a Howard / Folsom streets couplet running between 5th and 11th streets
- 2) Complete streets and transit prioritization improvements for a 7th Street and 8th Street couplet running between Market and Harrison streets in East SoMa
- 3) Complete streets and transit prioritization improvements for 16th Street (22-Fillmore) running between Church and 7th streets.

Other broader improvements were also discussed including street grid and connectivity improvements through the northeast Mission and Showplace Square, bicycle route improvements throughout particularly along 17th Street, and mid-block signalizations and crossings in South of Market.

4.2 Transportation Improvements

While the three transportation priority projects assessed by EN TRIPS study described above do not directly extend into the Central Waterfront boundaries, other transportation improvement studies are underway. The *Central Waterfront Plan* calls for circulation improvements to better serve existing and new development with emphasis on the street network. With a number of major development projects within proximity under discussion—such as Pier 70, Mission Rock, and Warriors arena—the coming developments

will significantly increase transit ridership in the Muni network, which has already seen ridership increases from new development.

As job and population growth have outpaced the existing transportation service network in recent years, city agencies including the San Francisco Planning Department, San Francisco Municipal Transportation Agency (SFMTA) and San Francisco County Transportation Authority (SFCTA) recognize the transportation improvement needs to better serve the southeast Bayfront neighborhoods, including those in the Central Waterfront area. In August 2015, SFMTA and SFCTA released the phase two of *Waterfront Transportation Assessment* (WTA) report, which covers the SoMa/Mission Bay/Central Waterfront area.¹¹

The expected growth in travel demand may result in substantially increased travel volumes on Third Street due to its growing residential population and expansion of “knowledge sector” jobs in the area, especially considering its proximity to Mission Bay, and Muni connections. As part of the Central Subway project, the City has already invested heavily in the T-Third Street light rail service in the Central Waterfront. In coordination with the Central Subway project, all trains will increase from one-car to two-car trains once the project is completed. New rail cars are expected to be delivered in summer of 2017, which will help prioritize two-car trains. Additionally, the T-Third Street light rail will also increase weekday peak hours service to accommodate for the travel volumes. By 2019, trains are expected to operate at seven to eight minute intervals during peak service from the Dogpatch to the Bayview/Sunnydale area while service will operate at three to five minute intervals during peak service from Mission Bay to Chinatown. Another route, line number 33, will be rerouted into Mission Bay by fall of 2020 and see increase frequency to support service improvements by 2020. A new route, line number 58, will be considered to supplement route 48 services by spring 2017. The new 58 route will run on 24th Street between Connecticut and Diamond during AM and PM peak hours.¹²

¹¹ Waterfront Transportation Assessment – Phase 2. See http://www.sfcta.org/sites/default/files/content/Planning/WTA/WTA_final_report.pdf

¹² Showplace Square/Potrero Hill and Central Waterfront Transportation Investments, San Francisco Municipal Transportation Agency.

Additionally, the proposed Mission Bay Loop is another component of the T-Third light rail and Central Subway projects. Located at the blocks of 18th, Illinois, and 19th Streets, the loop would allow trains to switch back the way they came more quickly and thus increase service between Mission Bay and the Market Street Muni metro area during peak periods and special events.¹³

4.3 Pedestrian and Bicycle Improvements

The *Central Waterfront Plan* calls for the creation of a network of “Green Connector” streets with wider sidewalks and landscaping improvements that connect open spaces and improves area walkability. Specifically, the Plan proposes to create a greenway along 22nd Street to connect Warm Water Cove to Dogpatch’s commercial core. Additional greenways are proposed along Minnesota Street to connect Esprit and Muni parks. These and other specific streetscape improvements remain under study as of the writing of this report.

In January 2011, San Francisco’s *Better Streets Plan*, adopted by the Board of Supervisors in December 2010, went into effect. The plan contains design guidelines for pedestrian and streetscape improvements and describes streetscape requirements for new development. Major themes and ideas include distinctive, unified streetscape design, space for public life, enhanced pedestrian safety, universal design and accessibility, and creative use of parking lanes. The *Better Streets Plan* only describes a vision for ideal streets and seeks to balance the needs of all street users and street types. Detailed implementation strategies will be developed in the future based on specific project proposals.

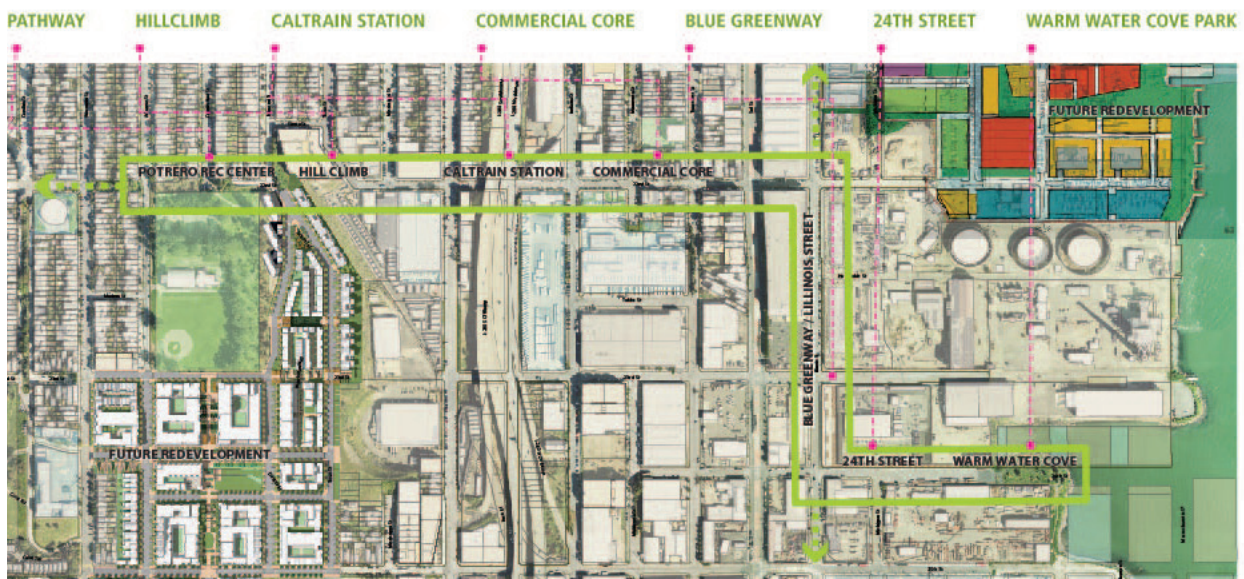
In 2014, San Francisco adopted Vision Zero, a commitment to eliminating traffic-related fatalities by 2024. The City has identified capital projects to improve street safety, which will build on existing pedestrian, bicycle, and transit-rider safety programs. The T-Third Street light rail service would see some upgrades to its traffic signal detection system winter 2017. The first of three phases along 3rd Street would begin to replace

¹³ Environmental Assessment for Mission Bay Transit Loop Project. See https://www.sfmta.com/sites/default/files/projects/EA%20FINAL%20version%20%288-7-13%29_Reduced%20Size.pdf

TABLE 4.2.1.**Vision Zero Projects in Central Waterfront Plan Area**

Project Name	Start Date (EST)	Current Phase	Current Phase	Total Budget (EST)
Green Connections - 22nd Street	Summer 2014	Winter 2017/18	DESIGN	\$3,500,000.00
Replace Video Detection on 3rd Street Phase 1	Winter 2015/16	Winter 2015/16	CONST	\$300,000.00

Source: San Francisco Municipal Transportation Agency

FIGURE 4.2**22nd Street Green Connections Plan**

Source: San Francisco Green Connections, SF Planning, SFMTA and SF DPH, March 2014

12 of 67 intersection video detection systems with wireless technology, which will improve reliability, accuracy and offer easier maintenance. The cross-traffic detection system would be sensitive to both motor vehicles and bicycles. As for bicycle improvements, a new stretch of bike route is planned for Minnesota Street, parallel to 3rd Street, between 23rd and Cesar Chavez streets.¹⁴ Additionally, SFMTA anticipates to install class III bicycle facilities have been established on Indiana Street between Mariposa and 26th Street, and Illinois between Mariposa and Illinois Street.¹⁵

¹⁴ 3rd Street Traffic Signal Detection Upgrade – Phase 1 Construction. See <http://www.sfcta.org/sites/default/files/content/Executive/Meetings/cac/2015/05%20May/Presentations/Prop%20K%20Grouped%20Allocation%20CAC%2005.27.15%20RE-FORMATTED.pdf>

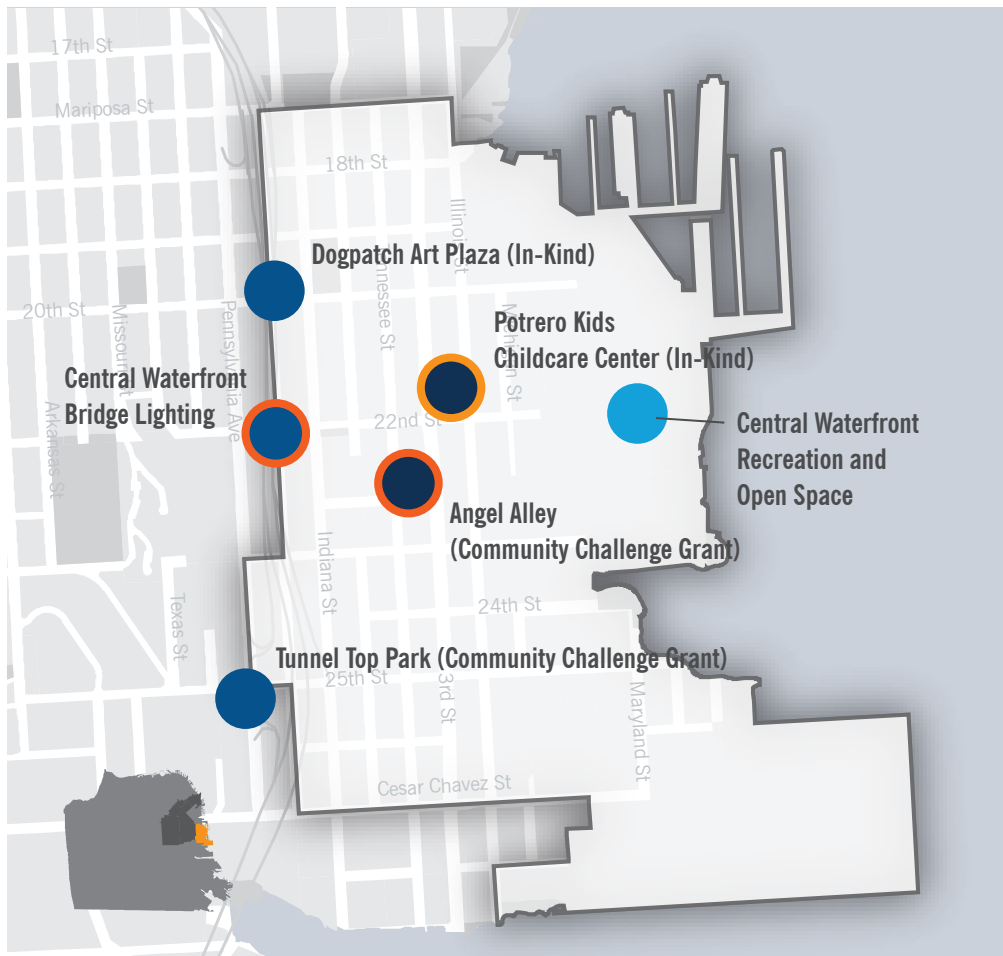
¹⁵ Interagency Plan Implementation Committee, Annual Report, January 2016.

5. Community Improvements

The Eastern Neighborhoods Plan included Public Benefits a framework for delivering infrastructure and other public benefits. The public benefits framework was described in the Eastern Neighborhoods “Implementation Document,” which was provided to the public, the Planning Commission, and the Board of Supervisors at the time of the original Eastern Neighborhoods approvals. This Implementation Document described infrastructure and other public benefits needed to keep up with development, established key funding mechanisms for the infrastructure, and provided a broader strategy for funding and maintaining newly needed infrastructure. Below is a description of how the public benefit policies were originally derived and expected to be updated. Map 7 shows the location of community improvements

MAP 7

Community Improvements in the Central Waterfront, 2011–2015



Project Status

- Complete
- Construction / Near Construction
- Planned
- Conceptual

Project Size

- Major
- Community

paid for by EN impact fees that are underway or completed in Central Waterfront between 2011 and 2015.

5.1 Need, Nexus and Feasibility

To determine how much additional infrastructure and services would be required to serve new development, the Planning Department conducted a needs assessment that looked at recreation and open space facilities and maintenance, schools, community facilities including child care, neighborhood serving businesses, and affordable housing. A significant part of the implementation tool that was created through the Eastern Neighborhoods Plans was the establishment of the Eastern Neighborhoods Community Impact Fee and Fund. Nexus Studies were conducted as part of the original Eastern Neighborhoods effort, and then again as part of a Citywide Nexus and Levels-of-Service study described below. Both studies translated need created by development into an infrastructure cost per square foot of new development. This cost per square foot determines the maximum development impact fee that can be legally charged. After establishing the absolute maximum fee that can be charged legally, the City then tests what maximum fee can be charged without making development infeasible. In most instances, fees are ultimately established at lower than the legally justified amount determined by the nexus. Because fees are usually set lower than what could be legally justified, it is understood that impact fees cannot address all needs created by new development.

Need for transportation was studied separately under EN Trips and then later under the Transportation Sustainability Program. Each infrastructure or service need was analyzed by studying the General Plan, departmental databases, and facility plans, and with consultation of City agencies charged with providing the infrastructure or need. As part of a required periodic update, in 2015, the Planning Department published a Citywide Needs Assessment that created levels-of-service metrics for new parks and open space, rehabilitated parks and open space, child care, bicycle facilities, and pedestrian facilities (“San Francisco Infrastructure Level of Service Analysis”).

Separate from the Citywide Nexus published in 2015, SFMTA and the Planning Department also produced a Needs Assessment and Nexus Study to analyze the need for additional transit services, along with complete streets. This effort was to provide justification for instituting a new Transportation Sustainability Fee (TSF) to replace the existing Transit Development Impact Fee (TDIF). In the analysis, the derived need for transit from new development is described providing the same amount transit service (measured by transit service hours) relative to amount of demand (measured by number of auto plus transit trips).

Between the original Needs Assessment, and the Level-of-Service Analysis, and the TSF Study the City hashed the below metrics that establishes what is needed to maintain acceptable infrastructure and services in the Eastern Neighborhoods and throughout the City. These metrics of facilities and service needs are included in [Appendix I](#).

5.2 Recreation, Parks, and Open Space

The maintenance of existing, and provision of new, recreation and park facilities are also called for by the *Central Waterfront Plan*. As an industrial area, many parts of the Central Waterfront Plan Area are not within walking distance of an existing park or other open space that serves workers and residents. Specifically, the *Plan* identifies a need for 1.9 acres of new open space to serve both existing and new residents, workers, and visitors.

One of the major developments for open space and recreation identified in the *Plan* is the development of Crane Cove Park on Pier 70 and the expansion of Warm Water Cove. This component of the Blue Greenway/Bay Trail—a project to improve the City’s southerly portion of the 500 mile, nine-county, region-wide Bay Trail—would create nine acres for open space and recreation, making it the largest park within the plan area. The completed park would include a variety of landscape and plaza areas, public accessibility to the Bay’s thousand feet of shoreline, adaptive reuse of historic resources, and views of the city skyline.

FIGURE 5.1

Aerial Perspective Rendering of Crane Cove Park, Central Waterfront



Source: SF Port/AECOM Schematic Design, October 2015

Additionally, the *Plan* proposes to encourage some private open space in residential neighborhoods and utilization of existing rights-of-ways to provide pocket parks. In addition to Crane Cove Park, the City has been working with the Port of San Francisco on the expansion of Warm Water Cove. Located at 19th and Illinois streets, Crane Cove Park may support over 1,200 feet of Bay edge access, and a small boat/aquatic center.

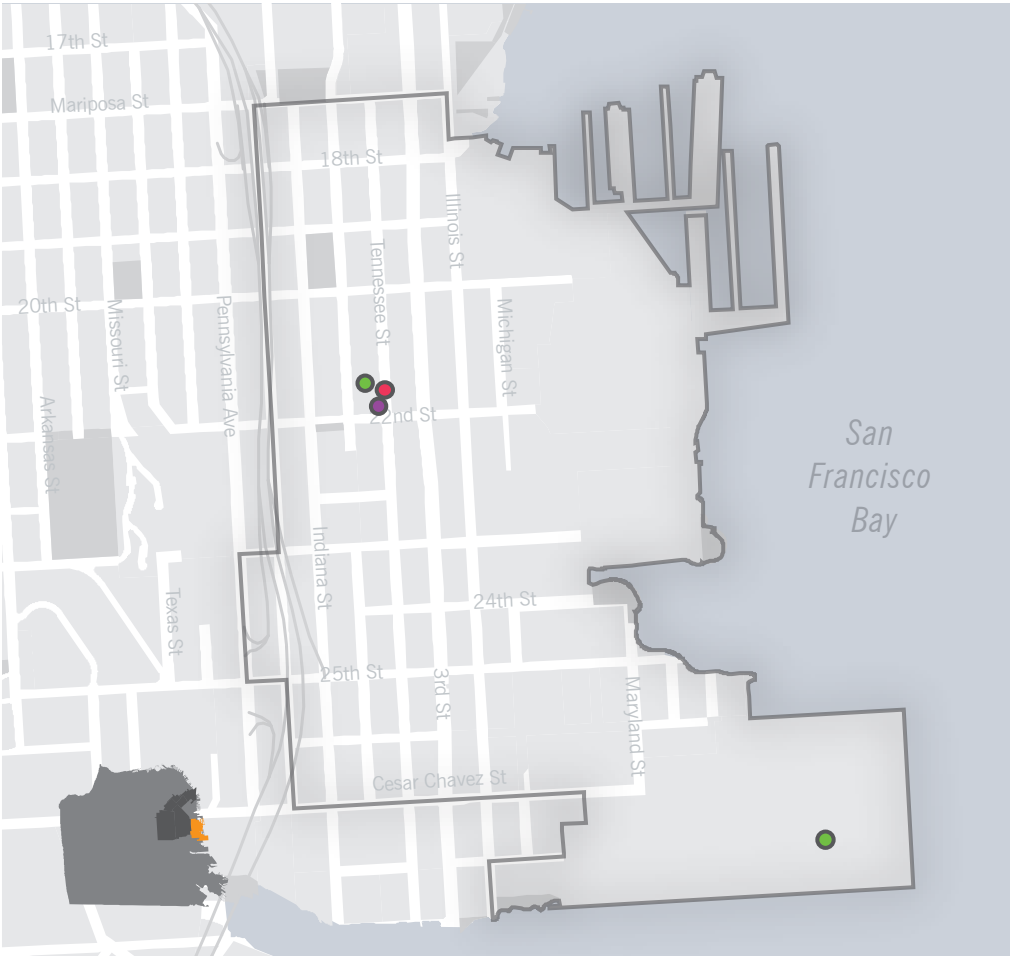
5.3 Community Facilities and Services

As more new housing development is expected in the Central Waterfront, new residents would increase the need to add new community facilities and to maintain and expand existing ones. Community facilities can include any type of service needed to meet the needs of residents. These facilities include libraries, parks and open space, schools, and child care. The Central Waterfront area generally lack publicly accessible places, such as a public library, to host community meetings. Community based organizations also provide many services to area residents including health

and human services, and cultural centers. One example in the Dogpatch neighborhood is Alive & Free (formerly called the Omega Boys Club) a non-profit center aimed at youth development and violence prevention.

The Central Waterfront is expected to increase its limited housing supply in future. A few limited number of neighborhood services and amenities meet the needs of residents or workers as shown on (Map 8). As new housing development is expected in the Central Waterfront, new residents will increase the need to add new community facilities and to maintain and expand existing ones.

MAP 8
Community Facilities in the Central Waterfront



- | | |
|---------------------------------|-----------------|
| ● Hospitals | ● Schools |
| ● Libraries | ● Fire Stations |
| ● Community Based Organizations | ● Churches |
| ● Child Care Facilities | |

5.4 Historic Preservation

A number of Planning Code amendments have been implemented in support of the Historic Preservation Policies within the Eastern Neighborhoods Plan Areas. These sections of the Planning Code provide for flexibility in permitted uses, thus encouraging the preservation and adaptive reuse of historic resources. The most effective incentive to date is the application of Section 803.9 of the Planning Code within the East and Western SoMa Plan Areas. Approximately 10 historic properties have agreed to on-going maintenance and rehabilitation plans in order to preserve these significant buildings.

In the Central Waterfront, the Dogpatch Historic District¹⁶ has been designated as a Historic District under Article 10 of the Planning Code. The Dogpatch Historic District, an approximately nine-block enclave found between Indiana and Third Streets, from 18th to Tubbs Streets, was comprised of unique flats, cottages, industrial, commercial and civic buildings. Many of these buildings were built between 1870 and 1930 and home to many industrial workers due to its proximity to the shipyards and other maritime-related industries. When an opportunity for new construction or infill occurs, historic buildings within the district should be utilized and referenced for design context such that the design is sensitive to the district's existing character.

5.4.1 Commercial Uses in Certain Mixed-Use Districts

Within certain mixed-use districts, the Planning Code principally or conditionally permits various commercial uses. The approval path for these commercial uses varies depending on the zoning district, historic status, and proposed use. The table in [Appendix K](#) illustrates Planning Code Section 803.9. Depending on the proposed use, approval may be received from either the Zoning Administrator or with Conditional Use Authorization from the Planning Commission. Depending on the zoning district, the historic status may

either be: Article 10 Landmark (A10), Contributing Resources to Article 10 Landmark Districts (A10D), Article 11 Category I, II, III and IV (A11), Listed in or determined eligible for National Register (NR), or Listed in or determined eligible for California Register (CR).

For use of this Planning Code section, the Historic Preservation Commission must provide a recommendation on whether the proposed use would enhance the feasibility of preserving the historic property. Economic feasibility is not a factor in determining application of the code provision. The incentive acknowledges that older buildings generally require more upkeep due to their age, antiquated building systems, and require intervention to adapt to contemporary uses. The property owner commits to preserving and maintaining the building, restoring deteriorated or missing features, providing educational opportunities for the public regarding the history of the building and the district, and the like. As a result the owner is granted flexibility in the use of the property.

Department staff, along with advice from the Historic Preservation Commission, considers the overall historic preservation public benefit in preserving the subject property. Whether the rehabilitation and maintenance plan will enhance the feasibility of preserving the building is determined on a case-by-case basis. Typically, the Historic Preservation Maintenance Plan from the Project Sponsor will outline a short- and long-term maintenance and repair program. These plans vary in content based on the character-defining features of the property and its overall condition. Maintenance and repair programs may include elements, like a window rehabilitation program, sign program, interpretative exhibit, among others.

5.5 Neighborhood Serving Establishments

Neighborhood serving businesses represent a diversity of activities beyond typical land use categories such as retail. Everything from grocery stores, auto shops and gas stations, to banks and schools which frequently host other activities, can be considered "neighborhood serving." This section defines neighborhood serving as those activities of an everyday nature associated with a

16 Ordinance Designating the Dogpatch Historic District (No. 66-03, File No. 020972, Approved 4/18/2003)

high “purchase” frequency (see [Appendix L](#) for a list of business categories).

By this definition, the Central Waterfront is lacking in the typical mix of neighborhood serving establishments such as grocery stores, banks, and pharmacies. Typical commercial anchors such as grocery stores and pharmacies are not present in the area. However, the area is home to nearly 50 neighborhood serving businesses and establishments employing over 520 people. These tend to be smaller businesses frequented by local residents and workers.

As shown in [Table 5.5.1](#), neighborhood serving businesses in the Central Waterfront are mostly restaurants and a variety of other food and drink establishments. To illustrate the disparity, food services and drinking places make up 47%, food and beverage make up 13%, and food manufacturing make up 4% of neighborhood serving establishments in Central Waterfront compared to citywide figures at 44%, 8%, and less than 1%, respect Many of These these businesses are located throughout the Central Waterfront but concentrated along 3rd and 22nd Streets ([Map 9](#)).

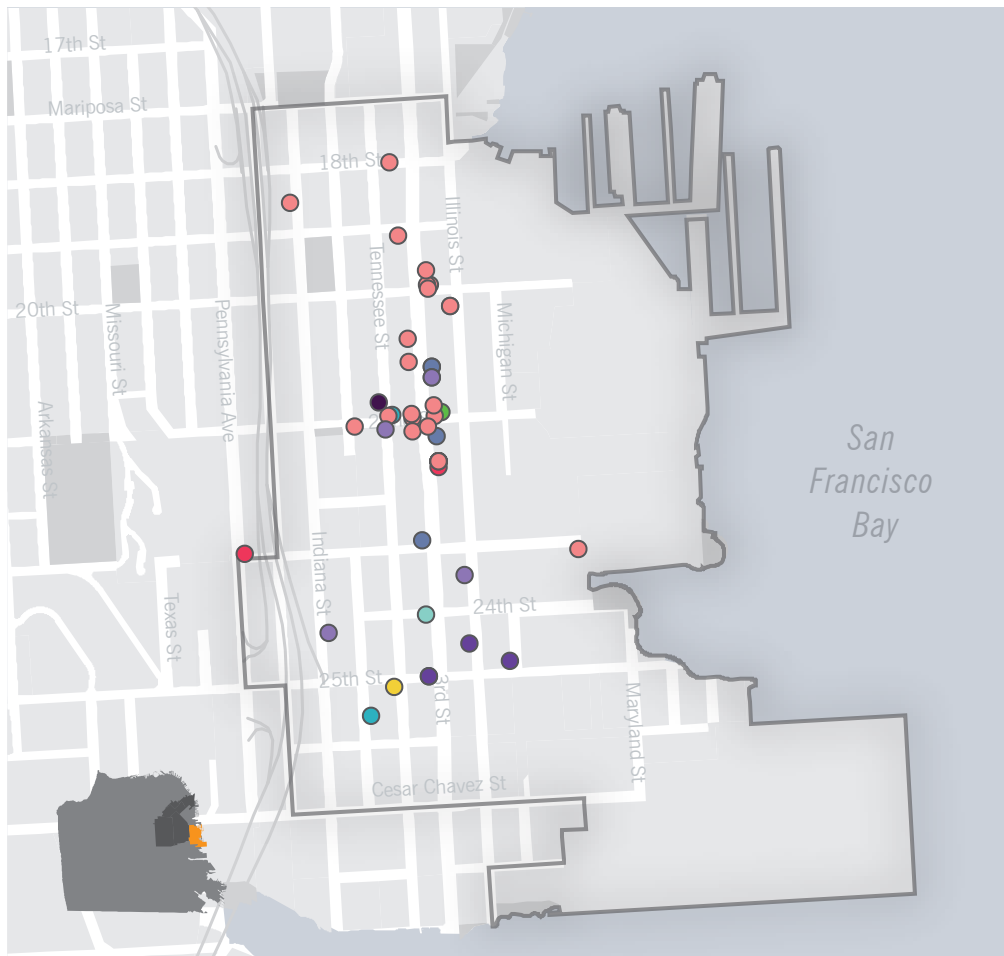
TABLE 5.5.1
Neighborhood Serving Establishments, Central Waterfront

Type	Establishments	Employment
Full-Service Restaurants	8	183
Snack and Nonalcoholic Beverage Bars	5	58
All Other Specialty Food Stores	3	42
Limited-Service Restaurants	4	42
Drinking Places (Alcoholic Beverages)	4	29
Sporting Goods Stores	1	26
Cafeterias, Grill Buffets, and Buffets	1	26
General Automotive Repair	3	19
Electronics Stores	3	17
Gasoline Stations with Convenience Stores	1	15
Pet Care (except Veterinary) Services	1	12
Retail Bakeries	2	11
Fitness and Recreational Sports Centers	1	11
Family Clothing Stores	1	8
Beauty Salons	2	8
Baked Goods Stores	1	7
Civic and Social Organizations	1	6
Nail Salons	1	5
Florists	1	2
Beer, Wine, and Liquor Stores	1	2
Fruit and Vegetable Markets	1	1
Used Merchandise Stores	1	1
Total	47	528

Source: California Employment Development Department

MAP 9

Neighborhood Serving Businesses in the Central Waterfront



- | | |
|---|--|
| ● 311 - Food Manufacturing | ● 522 - Credit Intermediation |
| ● 443 - Electronics and Appliance | ● 532 - Rental and Leasing Services |
| ● 445 - Food and Beverage | ● 611 - Educational Services |
| ● 446 - Health and Personal Care | ● 624 - Social Assistance |
| ● 447 - Gas Stations | ● 713 - Amusement, Gambling and Recreation |
| ● 448 - Clothing and Accessories | ● 722 - Food Services and Drinking Places |
| ● 451 - Sporting goods, Hobby, Musical Instrument and Books | ● 811 - Repair and Maintenance |
| ● 452 - General Merchandise | ● 812 - Personal and Laundry Services |
| ● 453 - Miscellaneous | ● 813 - Religious and Civic Organizations |
| ● 519 - Other Information | |
- Note: Based on 3-digit NAICS code occupation

6. Implementation of Proposed Programming

Along with establishing fees, and providing a programmatic framework of projects, the EN approvals included amendments to the City's Administrative Code establishing a process to choose infrastructure projects for implementation on an ongoing basis.

6.1 Eastern Neighborhoods Citizens Advisory Committee

The Eastern Neighborhoods Citizens Advisory Committee (EN CAC) started meeting on a monthly basis in October 2009. The CAC is comprised of 19 members of the public appointed by the Board of Supervisors or the Mayor. The CAC focuses on implementation of the Eastern Neighborhoods Implementation Program and priority projects. Together with the Infrastructure Plan Implementation Committee (IPIC), discussed below, the CAC determine how revenue from impact fees are spent. The CAC also plays a key role in reviewing and advising on the Five-Year Monitoring Reports.

The EN CAC has held monthly public meetings since October, 2009. For more information on the EN CAC, go to <http://encac.sfplanning.org>.

6.2 Eastern Neighborhoods Community Facilities and Infrastructure Fee and Fund

The Eastern Neighborhoods Community Facilities and Infrastructure Fee include three tiers of fees that are based on the amount of additional development enabled by the 2009 Eastern Neighborhoods rezoning. In general, Tier 1 fees are charged in areas where new zoning provided less than 10 feet of additional height. Tier 2 fees are for those areas that included between 10 and 20 feet of additional height, and Tier 3 fees are for areas that included for 20 feet or more of additional height. Fees are adjusted every year based on inflation of construction costs.

Table 6.2.1 shows the original fees (2009) and the fees as they exist today (2016).

TABLE 6.2.1

Eastern Neighborhoods Infrastructure Impact Fees per Square Foot, 2009 and 2016

	Original Fee		2016 Fee	
	Residential	"Non-Residential"	Residential	"Non-Residential"
Tier 1	\$8.00	\$6.00	\$10.19	\$7.65
Tier 2	\$12.00	\$10.00	\$15.29	\$12.74
Tier 3	\$16.00	\$14.00	\$20.39	\$17.84

Source: San Francisco Planning Department

The fees established above are proportionally divided into five funding categories as determined by the needs assessment, nexus studies, and feasibilities studies, including housing, transportation/transit, complete streets, recreation and open space, and child care. In the Mission District NCT and MUR (Mixed-Use Residential) Districts, 75% of fees collected from residential development is set aside for affordable housing for the two respective Plan Areas. The first \$10,000,000 collected are targeted to affordable housing preservation and rehabilitation. To date, the City has collected more than \$48 million in impact fees, as shown on Table 6.2.2.

TABLE 6.2.2**Eastern Neighborhoods Infrastructure Impact Fees
Collected to Date**

Category	Collected
HOUSING	\$4,742,000
TRANSPORTATION / TRANSIT	\$16,936,000
COMPLETE STREETS	\$6,733,000
RECREATION AND OPEN SPACE	\$17,518,000
CHILDCARE	\$2,416,000
Total	\$48,345,000

Source: San Francisco Planning Department

Note: Amount collected includes in-kind improvements

Over the 2016–2020 period, the City is projected to collect \$145 million from the Eastern Neighborhoods impact fee program, as shown on [Table 6.2.3](#).

TABLE 6.2.3**Eastern Neighborhoods Infrastructure Impact Fees
Projected, 2016–2020**

Category	Collected
HOUSING	\$26,411,000
TRANSPORTATION / TRANSIT	\$30,302,000
COMPLETE STREETS	\$38,542,000
RECREATION AND OPEN SPACE	\$43,912,000
CHILDCARE	\$5,931,000
Total	\$145,098,000

Source: San Francisco Planning Department

TABLE 6.2.4**Eastern Neighborhoods Infrastructure Impact Fees
Collected, 2011–15**

Area	Revenue	Projects
East SoMa	\$14,635,000	39
Western SoMa	\$6,940,000	11
Mission	\$5,357,000	43
Central Waterfront	\$10,034,000	19
Showplace/ Potrero	\$11,384,000	26
TOTAL	\$48,350,000	138

Source: San Francisco Planning Department

6.3 Infrastructure Plan Implementation Committee Process

The IPIC’s purpose is to bring together City agencies to collectively implement the community improvement plans for specific areas of the City including the Eastern Neighborhoods Plan Areas. The IPIC is instrumental in creating a yearly expenditure plan for impact fee revenue and in creating a bi-annual “mini” Capital Plan for the Eastern Neighborhoods. The annual Expenditure Plan is specific to projects that are funded by impact fees. The bi-annual Eastern Neighborhoods Capital Plan also includes infrastructure projects that are funded by other sources, and projects where funding has not been identified.

6.4 Eastern Neighborhood MOU

In 2009, the Planning Department entered into a Memorandum of Understanding with San Francisco Public Works, SFMTA, Rec and Park, and MOHCD to assure commitment to implementing the EN Plans. A key component of the agreement was the establishment of a list of priority projects:

- » Folsom Street
- » 16th Street
- » Townsend Street
- » Pedestrian Crossing at Manalo Draves Park
- » 17th and Folsom Street Park
- » Showplace Square Open Space

6.5 First Source Hiring

The First Source Hiring Program was first adopted in 1998 and modified in 2006. The intent of First Source is to connect low-income San Francisco residents with entry-level jobs that are generated by the City’s investment in contracts or public works; or by business activity that requires approval by the City’s Planning Department or permits by the Department of Building Inspection. CityBuild works in partnership with Planning Department and DBI to coordinate execution of First Source Affidavits and MOUs.

CityBuild is a program of the Office of Economic and Workforce Development and is the First Source Hiring Administrator. In accordance with

Chapter 83: First Source Hiring Program, developers must submit a First Source Affidavit to the Planning Department prior to planning approval. In order to receive construction permit from DBI, developers must enter into a First Source Hiring MOU with CityBuild. Developers and contractors agree to work in good faith to employ 50% of its entry-level new hiring opportunities through the CityBuild First Source Hiring process.

Projects that qualify under First Source include:

- » any activity that requires discretionary action by the City Planning Commission related to a commercial activity over 25,000 square feet including conditional use authorization;
- » any building permit applications for a residential project over 10 units;
- » City issued public construction contracts in excess of \$350,000;
- » City contracts for goods and services in excess of \$50,000;
- » leases of City property; and
- » grants and loans issued by City departments in excess of \$50,000.

Since 2011 CityBuild has managed 442 placements in 72 First Source private projects in the three zip codes encompassing the Eastern Neighborhoods Plan Areas (94107, 94110, 94103), not including projects in Mission Bay, approved under the former Redevelopment Agency. They have also placed 771 residents from the three-zip code area in projects throughout the city.

In 2011, the City also implemented a first of its kind, the Local Hire Policy for Construction on publicly funded construction projects. This policy sets forth a mandatory hiring requirement of local residents per trade for construction work hours. This policy superseded the First Source Hiring Program on public construction contracts. Since 2011, a cumulative 37% of the overall 6.2 million work hours have been worked by local residents and 58% of 840,000 apprentice work hours performed by local residents.

7. Ongoing Planning Efforts

The Central Waterfront of San Francisco continues to grow, accommodating both new housing and neighborhood commercial services, while maintaining many historic industrial maritime functions. As more development is realized in the neighborhood, the public realm of the Central Waterfront should receive appropriate improvements that better serve residents and employees.

The *Central Waterfront / Dogpatch Public Realm Plan* will set the framework for public space improvements in the neighborhood, guiding the investment of impact fees and other sources in the streetscapes and parks which tie the area together.¹⁷ Through a robust community engagement process, the plan will finalize a prioritized list of streetscape, open space, and other public realm projects. Working with neighborhood residents, businesses, and property owners, the plan will produce detailed design for the highest priority projects, with conceptual designs for the remaining projects. Finally, the Plan will provide robust cost estimates for each of the projects. As of July 2016, the *Public Realm Plan* is engaging with residents and neighborhood groups to gather feedback regarding streetscape design opportunities in the corridor through public workshops.

Additionally, the 22nd Street Green Connections Project (in conjunction with the *Public Realm Plan*) will continue to host community meetings to address long-range design decisions to create “living streets.” A series of public workshops will gather input regarding streets, sidewalks, and mobility in the Dogpatch neighborhood. Funding for the 22nd Street project was confirmed by the end of 2015 and next steps involving design, contracting and construction is expected to commence over the next couple of years.¹⁸

In October 2015, University of California San Francisco (UCSF) acquired three new properties at 566, 590 and 600 Minnesota Street in the

¹⁷ Central Waterfront/Dogpatch Public Realm Plan. See <http://sf-planning.org/central-waterfront-dogpatch-public-realm-plan>

¹⁸ 22nd Street Green Connection Streetscape Project. See http://default.sfpplanning.org/Citywide/Dogpatch_CtrlWaterfront/2016.02.10_DNWP_GBD_22nd_St_GREEN_CONXN.pdf

Dogpatch neighborhood.¹⁹ These three properties, formerly warehouses, are zoned UMU and located within the Life Science and Medical Special Use District, with the intent to support medical office and life science (biotechnology) uses. Due to the location's proximity to the UCSF Mission Bay campus, these recently acquired properties are currently evaluated as potential affording housing sites for graduate students and trainees and could accommodate up to 610 units, which will support up to 810 residents.²⁰ In addition to student housing, neighborhood serving commercial uses, transportation demand management strategies and pedestrian improvements are being explored as part of the development plan. Additional properties—including 2130 Third Street and 777 Mariposa Street—were also acquired as part of UCSF's development plan in the Dogpatch area. The building at 2130 Third Street is intended for office, clinical and research space pediatric and adolescent mental health services while the eventual use for the building at 777 Mariposa Street has not been declared yet. As of writing, UCSF is currently in community engagement phase and has not formally filed applications for building permits.

19 UCSF Acquires 3 New Properties for Potential Student Housing. See <https://www.ucsf.edu/news/2015/10/136651/ucsf-acquires-3-new-properties-potential-student-housing>

20 Proposed Minnesota Street Housing Development. See <https://www.ucsf.edu/cgr/cgr-projects/proposed-minnesota-street-housing-development>



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Don Bragg, Marcia Contreras, John Elberling,

Keith Goldstein, Oscar Grande, Bruce Kin Huie,

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Cyndy Comerford, Julie Leadbetter

The Planning Department would also like to acknowledge the efforts of community organizations and the thousands of community members who have worked with us over the years to develop the Eastern Neighborhoods Community Plans.

For Information on the Eastern Neighborhoods Area Plans, visit:

<http://easternneighborhoods.sfplanning.org>

EAST SOMA PLAN MONITORING REPORT 2011–2015





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EAST SOMA PLAN MONITORING REPORT

2011–2015

San Francisco Planning Department
September 2016



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1. Introduction: East Soma Plan

San Francisco's Eastern Bayfront neighborhoods have historically been the home of the city's industrial economy and have accommodated diverse communities ranging from families who have lived in the area for generations to more recent immigrants from Latin America and Asia. The combination of a vibrant and innovative industrial economy with the rich cultural infusion of old and new residents is central to San Francisco's character. Among many of the components that contributed to the economic and cultural character of the eastern part of the San Francisco were the wide availability of lands suitable for industrial activities (whether or not they were zoned for such) and the affordability of these neighborhoods' housing stock, relative to other parts of the city. Industrial properties continue to be valuable assets to the city's economy as they provide space for innovative local businesses; large, flexible floorplans for a wide range of tenants; and living wage career opportunities to residents without advanced degrees.

Over the past few decades, and particularly during the series of "booms" in high technology industries since in the 1990s, the Eastern Bayfront neighborhoods have experienced waves of pressure on its industrial lands and affordable housing stock. Due to their proximity to downtown San Francisco and easy access (via US-101, I-280, and Caltrain) to Silicon Valley, industrially-zoned properties in the Eastern Bayshore, particularly in neighborhoods like South of Market (SoMa), Mission, Showplace Square, and Central Waterfront became highly desirable to office users who were able to outbid traditional production, distribution, and repair (PDR) businesses for those spaces. The predominant industrial zoning designations in these neighborhoods until the late 2000s—C-M, M-1, and M-2—allowed for a broad range of uses, which enabled owners to sell or lease properties to non-PDR businesses as well as developing them into "live-work" lofts that served primarily as a residential use.

Moreover, the residential areas in these neighborhoods are well-served by public transportation (including two BART stops in the Mission), have

vibrant cultural amenities, and feature many attractive older buildings. These neighborhood assets and new employment opportunities have served as strong magnets for high wage earners and market rate housing developers, creating a strong influx of new, more affluent residents. Beginning in the late 1990s, the City, residents, community activists, and business owners recognized the need for a comprehensive, community-based planning process to resolve these conflicts and stabilize the neighborhoods into the future. The Eastern Neighborhoods community planning process was launched in 2001 to determine how much of San Francisco's remaining industrial lands should be preserved and how much could appropriately be transitioned to other uses.

The planning process recognized the need to produce housing opportunities for residents of all income levels, which requires not just the development of new units at market rates, but also opportunities for low and moderate income families. In 2008, four new area plans for the Mission, East SoMa, Showplace Square/Potrero Hill, and Central Waterfront neighborhoods were adopted. Respecting the Western SoMa community's request for more time to complete their planning process, the area plan for that neighborhood was undertaken in parallel and completed in 2013. The resulting area plans contained holistic visions for affordable housing, transportation, parks and open space, urban design, and community facilities.

The Eastern Neighborhoods Plans represent the City's and community's pursuit of two key policy goals:

- 1) Ensuring a stable future for PDR businesses in the city by preserving lands suitable to these activities and minimizing conflicts with other land uses; and
- 2) Providing a significant amount of new housing affordable to low, moderate and middle income families and individuals, along with "complete neighborhoods" that provide appropriate amenities for the existing and new residents.

The boundaries of the *East SoMa Plan* area are shown in [Map 1](#). Unless otherwise noted, this report will refer to the East SoMa Plan Area (as the area shown on [Map 1](#)) and East SoMa neighborhood interchangeably.

East SoMa has always been a mixed-use neighborhood, with small-scale residential areas like South Park nestled in among industrial uses. The neighborhood's proximity to downtown San Francisco and its historic stock of large industrial buildings made it an ideal candidate for redevelopment, and indeed the neighborhood saw significant change in the 1990s: first with the development of thousands of live-work units, and then as demand for office space swept through the neighborhood during the "dot com boom." In response to the rapid changes taking place in neighborhood, the East SoMa Area Plan set out to continue to allow housing and job growth, but shape that growth in a way that met the needs of existing and future residents by ensuring a mix of uses, neighborhood amenities, and affordable housing. In addition to the Eastern Neighborhoods-wide objectives, the following community-driven goals were developed specifically for East SoMa:

- » encourage an appropriate mix of uses in East SoMa
- » retain and promote businesses and organizations that contribute to the diversity of the neighborhood
- » encourage more neighborhood-serving businesses
- » attract jobs for local residents
- » encourage a mix of incomes in renter- and owner-occupied households
- » increase affordable household opportunities
- » improve the character of streets and encourage pedestrian safety
- » improve community facilities and enhance open space
- » offer a variety of transportation options.

MAP 1**East SoMa Plan Area Boundaries**

1.1 Summary of Ordinance and Monitoring Requirements

The ordinances that enacted the Eastern Neighborhoods Area Plans (including Western SoMa), adopted by the Board of Supervisors, include a requirement that the Planning Department produce five-year reports monitoring residential and commercial developments in those neighborhoods, as well as impact fees generated and public and private investments in community benefits and infrastructure.¹ The first set of monitoring reports for Mission, East SoMa, Showplace Square/Potrero Hill, and Central Waterfront were published in 2011, covering the period from January 1, 2006 through December 31, 2010.

The ordinances require the monitoring reports to track all development activity occurring within Plan Area boundaries during the five-year period, as well as the pipeline projecting future development. Some of this development activity was considered under the Eastern Neighborhoods Environmental Impact Report (EN PEIR), certified by the Board of Supervisors in 2008; and Western SoMa EIR, certified in 2012. However, a few of the developments that have been completed during this period and some of the proposed projects in the pipeline did not (or will not) receive their environmental clearance through these two EIRs, primarily for these four reasons:

1. The developments were entitled prior to the adoption of the Plans, under zoning designations that were subsequently changed by the Plans.
2. Under the Eastern Neighborhoods Amnesty Program that expired in 2013, legalization of conversions from PDR to office space that took place prior to Plan adoption was allowed.
3. Some large-scale developments and Plan Areas that are within or overlap Project Area boundaries (such as Central SoMa and Pier 70) will undergo separate environmental review processes.

4. Certain smaller projects did not rely on the rezoning under the Eastern Neighborhoods PEIR and are therefore not included.

This report analyzes all development activity within the Eastern Neighborhoods, whether or not projects rely on the EN PEIR. For a list of projects relying on the EN PEIR, please refer to [Appendix D](#).

The *East SoMa Area Plan Monitoring Report 2011-2015* is part of the set of Eastern Neighborhoods monitoring reports covering the period from January 1, 2011 to December 31, 2015. Because Western SoMa was adopted in 2013, no monitoring reports have been produced for that Area Plan. However, due to its geographic proximity and overlapping policy goals with the other Eastern Neighborhoods Planning Department staff, in consultation with the CAC, has shifted the reporting timeline such that the Western SoMa Area Plan Monitoring Report 2011-2015 will be the first five-year report and set the calendar so that future monitoring reports are conducted alongside the other Eastern neighborhoods. Subsequent time series monitoring reports for the Mission area and other Eastern Neighborhoods (including Western SoMa) will be released in years ending in 1 and 6.

While the previous Monitoring Report covered only the small amount of development activities in the years immediately preceding and following the adoption of the *East SoMa Plan* in 2008, this report contains information and analysis about a period of intense market development and political activity in East SoMa. The time series report relies primarily on the *Housing Inventory*, the *Commerce and Industry Inventory*, and the *Pipeline Quarterly Report*, all of which are published by the Planning Department. Additional data sources include: the California Employment and Development Department (EDD), the U.S. Census Bureau's American Community Survey, the San Francisco Municipal Transportation Agency (SFMTA), Co-Star Realty information, Dun and Bradstreet business data, CBRE and NAI-BT Commercial real estate reports, and information gathered from the Department of Building Inspection, the offices of the Treasurer and Tax Collector, the Controller, and the Assessor-Recorder.

¹ Unless otherwise noted, this report will refer to the Eastern Neighborhoods Area Plans, or just Area Plans, as encompassing the Mission, East SoMa, Central Waterfront, Showplace Square/Potrero Hill as well as Western SoMa. References to Plan Areas (or to the names of the individual areas) will describe the areas within the boundaries outline, by the individual plans.

2. Commercial Activity and Job Creation

East SoMa has long been a mixed-use neighborhood, with commercial and residential uses located side-by-side. Though the nature of commercial uses present in the neighborhood have changed over time, especially in recent years, the East SoMa Plan generally supports a mix of uses, including new affordable and market rate housing, offices and retail. Because of East SoMa's proximity to the city center, the Plan did not strongly protect area PDR businesses, anticipating that a number of establishments would remain, while a variety of new uses would add to the unique mix of activities in the area.

East SoMa largely lacks the type of neighborhood commercial districts found in San Francisco's more traditional residential neighborhoods. One notable exception is the SoMa Neighborhood Commercial Transit (NCT) district along 6th Street and parts of Folsom Street. Instead, neighborhood serving businesses are scattered throughout, with

clusters along 2nd Street, 4th Street adjacent to the Caltrain station, and near the AT&T Ballpark.

2.1 Commercial Space Inventory

Table 2.1.1 is an inventory of non-residential space in East SoMa as of 2015. Generally the mix of non-commercial uses in East SoMa mirrors that of the city overall. Over half of the commercial space in East SoMa area is used for offices, not surprising given the neighborhood's location adjacent to downtown. A further 18% of commercial building space is devoted to PDR and light industrial uses, while 14% contains retail uses. Relative to the city as a whole, CIE, Medical and Visitor/Lodging uses are underrepresented in East SoMa.

FIGURE 2.1
AT&T Park



Source: SF Planning, Paolo Ikezoe

TABLE 2.1.1**Commercial Building Space Square Footage, East SoMa and San Francisco, 2015**

Non-Residential Land Use	East SoMa		Citywide		East SoMa as % of San Francisco
	Square Feet	%	Square Feet	%	
Cultural, Institutional, Educational	716,755	10%	29,898,514	13%	2%
Medical	228,042	3%	17,468,039	7%	1%
Office	3,923,974	54%	107,978,954	45%	4%
PDR / Light Industrial	1,335,278	18%	42,299,526	18%	3%
Retail	1,060,381	14%	36,265,832	15%	3%
Visitor / Lodging	69,954	1%	4,053,422	2%	2%
Total	7,334,384	100%	237,964,287	100%	3%

Source: San Francisco Planning Department Land Use Database (March 23, 2016)

TABLE 2.1.2**Net Change in Commercial Space, East SoMa, 2011–2015**

Year	Cultural, Institutional, Educational	Medical	Office	PDR / Light Industrial	Retail	Visitor / Lodging	Total Commercial Sq Ft
2011	–	–	–	(2,500)	–	–	(2,500)
2012	–	–	–	(82,995)	(1,785)	–	(84,780)
2013	–	–	48,411	(53,836)	–	–	(5,425)
2014	–	–	179,799	(186,227)	(25,725)	–	(32,153)
2015	–	–	377,210	(113,215)	9,193	–	273,188
Total	–	–	605,420	(438,773)	(18,317)	–	148,330

Source: San Francisco Planning Department

Note: Includes all developments in the Plan Area during reporting period, including those that did not receive CEQA clearance under Eastern Neighborhoods EIR

TABLE 2.1.3**Net Change in Commercial Space, San Francisco 2011–2015**

Year Completed	Cultural, Institutional, Educational	Medical	Office	PDR / Light Industrial	Retail	Visitor / Lodging	Total Commercial Sq Ft
2011	10,477	0	40,019	(18,075)	16,854	0	49,275
2012	(52,937)	0	24,373	(164,116)	32,445	0	(160,235)
2013	66,417	0	335,914	(236,473)	5,941	(69,856)	101,943
2014	446,803	1,815,700	603,997	(422,157)	11,875	63,286	2,519,504
2015	(21,456)	20,000	460,508	(183,775)	65,419	0	340,696
Total	449,304	1,835,700	1,464,811	(1,024,596)	132,534	(6,570)	2,851,183

Source: San Francisco Planning Department

Note: Includes all developments in the Plan Area during reporting period, including those that did not receive CEQA clearance under Eastern Neighborhoods EIR

Table 2.1.2 shows commercial and other non-residential development activity in the East SoMa Plan area between January 1, 2011 and December 31, 2015 while Table 2.1.3 shows corresponding figures for San Francisco. These tables count newly developed projects (on vacant properties or redevelopment of existing properties) as well as conversions from one use to another. East SoMa gained roughly 605,000 square feet of office space from 2011 to 2015, while losing almost 439,000 square feet of PDR space and just over 18,000 square feet of retail space.

Three large office projects accounted for roughly two-thirds of the 605,000 net new square feet of office space developed in East Soma from 2011 to 2015: 333 Brannan Street, an approximately 176,000 sf office building which replaced a surface parking lot and two industrial buildings totaling 13,740 square feet of PDR space; the

adjacent 345 Brannan Street, approximately 103,000-square foot office building which replaced a surface parking lot; and 665 3rd Street, an adaptive reuse project which converted approximately 120,000 square foot of PDR space to office. A more detailed discussion of the projects involving PDR loss follows in section 2.3.

Map 2 shows the location of the larger-scale non-residential developments. (Appendix B, table B-2 for detailed information.)

FIGURE 2.2

665 Third Street (2016, After conversion to office use)



Source: SF Planning, Paolo Ikezoe

FIGURE 2.3

333 and 345 Brannan Street (2011, Before Construction)



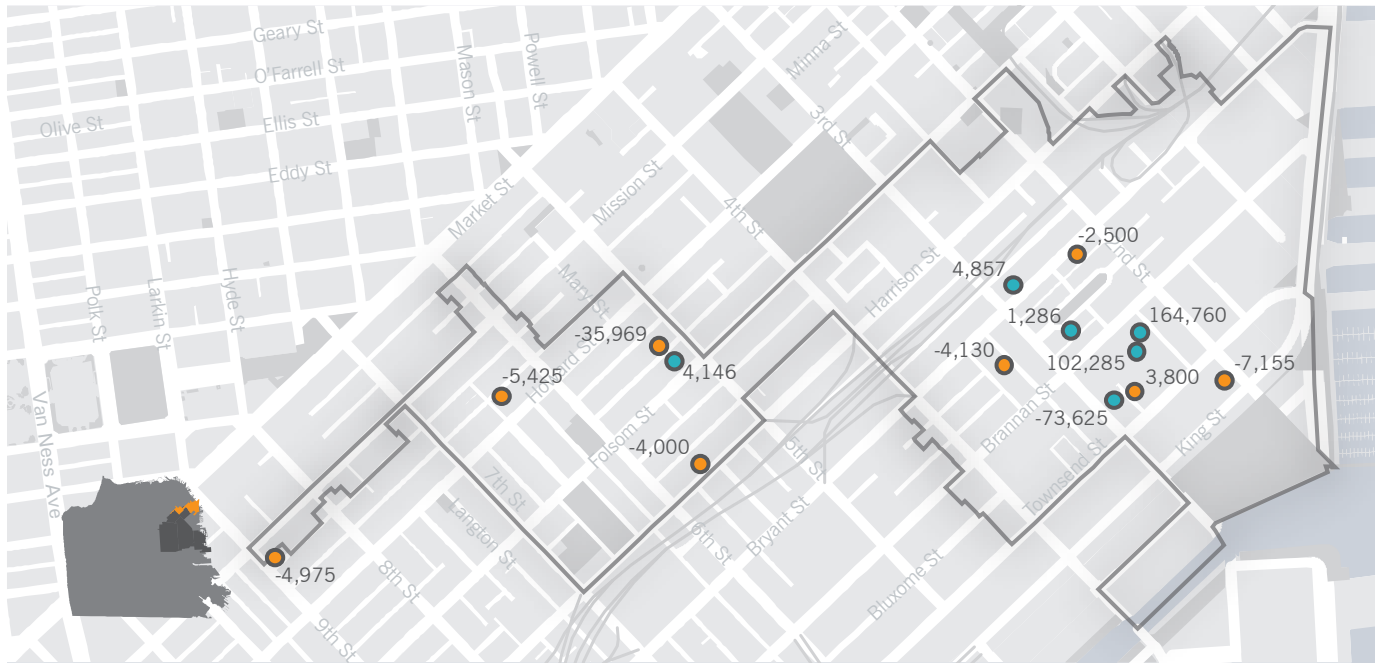
Source: [Google Street View](#)

FIGURE 2.4

333 and 345 Brannan Street (2016, After Construction)



Source: SF Planning, Paolo Ikezoe

MAP 2**Completed Projects Causing Net Change in Commercial Space, East SoMa 2011–2015**

- Net loss of commercial space
- Net gain of commercial space

2.2 Commercial Development Pipeline

It is important to interpret the pipeline numbers as two separate subcategories, shown in [Table 2.2.1](#) as “Under Review” and “Entitled.” Projects “Under Review” are those that have filed application with the Planning and/or Building Departments and have to clear several hurdles, including environmental (CEQA) review, and may require conditional use permits or variances. Therefore, these projects should be considered more speculative. On the other hand, “Entitled” projects are those that have received Planning Department approvals and are considered much more certain, although some may take years to finally complete their construction and receive certificates of occupancy.

The overall commercial development pipeline in East SoMa shows a slight shift compared to what took place during the reporting period of 2011-15 ([Table 2.2.1](#)). East SoMa will continue to see PDR space converted to other uses; more to residential uses than in previous years, but also to office uses. For the first time since the Eastern Neighborhoods Plans were adopted, East SoMa will see a significant amount of Visitor/Lodging space constructed.

Entitled projects include 270 Brannan Street, an approximately 172,000 square foot office project, and several mixed-use residential buildings that will add small ground floor retail spaces. Entitled projects that propose to convert PDR to other uses are mostly small spaces (up to about 7,000 square feet) that will be redeveloped as residential or mixed-use residential buildings. One exception is 340 Bryant Street, which will convert approximately 45,000 square feet of PDR space to office space.

The projects in the pipeline that have not yet been entitled show a net gain of 240,000 square feet of non-residential uses in East SoMa in the near future. If all of these developments are completed, the Planning Department expects losses of about 120,000 square feet of PDR space, 104,000 sf of retail space and 16,600 sf of CIE space, but net gains of 380,000 sf of office space and 101,000 sf of visitor/lodging space. The large loss in retail is somewhat surprising, given recent trends, and is

largely attributable to two projects: 135 and 144 Townsend Street, which both propose to replace large retail and storage buildings with office space.

[Table 2.2.2](#) shows the commercial development pipeline for San Francisco for comparison. The development pipeline in the East SoMa represents less than 2% of the citywide pipeline. [Map 3](#) shows the locations of the larger proposed commercial developments in the plan area. (See [Appendix C, Table C-2](#) for detailed information.)

TABLE 2.2.1**Commercial and Other Non-Residential Development Pipeline, East SoMa Q4 2015**

Development Status	Cultural, Educational, Institutional	Medical	Office	PDR/Light Industrial	Retail	Visitor/Lodging	Total Commercial Sq Ft
Under Construction	–	–	164,150	(19,530)	10,552	22,545	177,717
Planning Entitled	1,600	–	45,306	(58,585)	14,511	–	2,832
Planning Approved	–	–	(5,045)	(6,610)	14,511	–	2,856
Building Permit Filed	1,600	–	–	–	–	–	1,600
Building Permit Approved/Issued/Reinstated	–	–	50,351	(51,975)	–	–	(1,624)
Under Review	(16,622)	–	379,532	(119,972)	(104,190)	101,232	239,980
Planning Filed	–	–	346,918	(112,442)	(143,940)	101,232	191,768
Building Permit Filed	(16,622)	–	32,614	(7,530)	39,750	–	48,212
Total	(15,022)	–	588,988	(198,087)	(79,127)	123,777	420,529

Source: San Francisco Planning Department

Note: Includes all developments in the pipeline as of December 31, 2015, including those that did not (or will not) receive CEQA clearance under Eastern Neighborhoods EIR

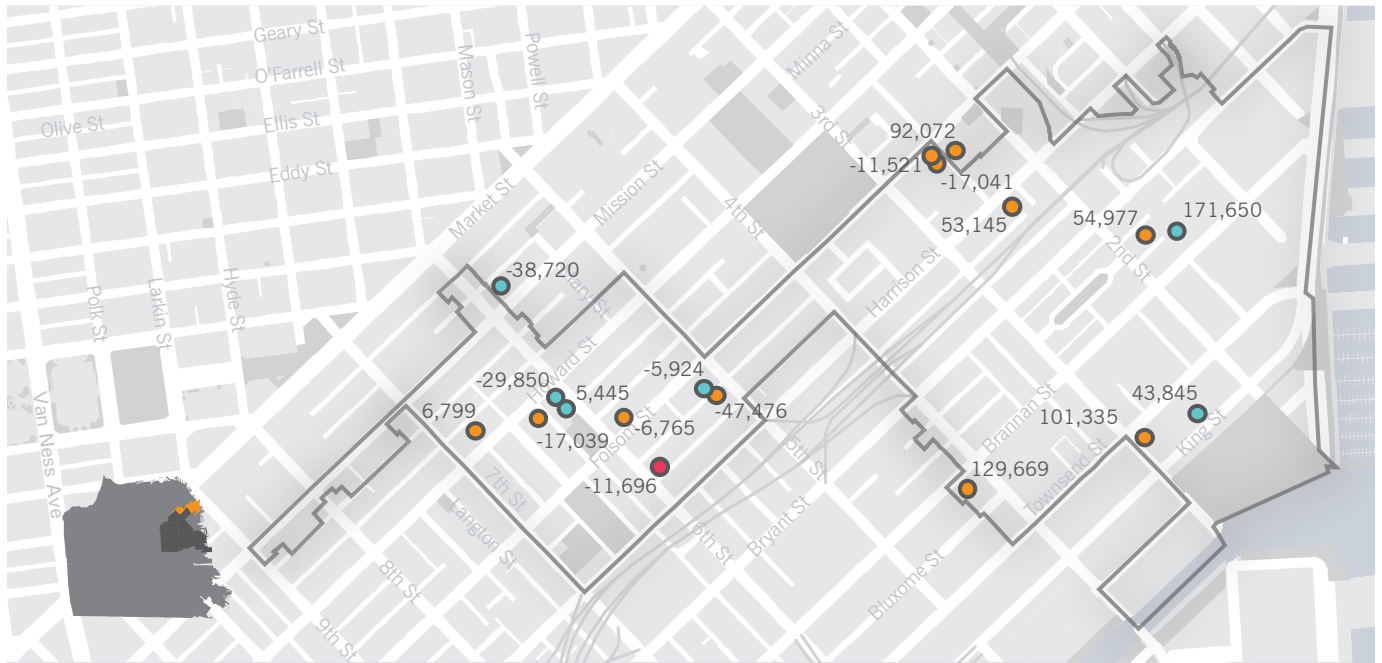
TABLE 2.2.2**Commercial and Other Non-Residential Development Pipeline, San Francisco Q4 2015**

Development Status	Cultural, Educational, Institutional	Medical	Office	PDR/Light Industrial	Retail	Visitor/Lodging	Total Commercial Sq Ft
Under Construction	1,098,708	(58,871)	3,894,055	(290,327)	491,366	(189,563)	4,945,368
Planning Entitled	312,600	20,665	5,576,249	332,662	1,268,623	519,906	8,030,705
Planning Approved	1,942	4,665	4,571,993	311,417	1,084,828	458,554	6,433,399
Building Permit Filed	4,343	-	(36,555)	(33,939)	806	-	(65,345)
Building Permit Approved/Issued/Reinstated	306,315	16,000	1,040,811	55,184	182,989	61,352	1,662,651
Under Review	1,042,013	1,875	7,459,214	(1,046,009)	1,594,639	418,557	9,470,289
Planning Filed	1,084,228	1,875	5,955,541	(994,050)	1,552,310	200,747	7,800,651
Building Permit Filed	(42,215)	-	1,503,673	(51,959)	42,329	217,810	1,669,638
Total	2,453,321	(36,331)	16,929,518	(1,003,674)	3,354,628	748,900	22,446,362

Source: San Francisco Planning Department

MAP 3

Commercial and Other Non-Residential Development Pipeline, East SoMa Q4 2015



- Entitled
- Under Construction
- Under Review

Note: Only includes projects that will add or remove 5,000 net square feet.

2.3 Changes in PDR Uses

As discussed above, East SoMa (and the Eastern Neighborhoods more broadly), have experienced economic changes that have made many areas highly attractive to residential and office development. These types of uses are generally able to afford higher land costs than industrial uses, and therefore can outbid PDR businesses for industrially-zoned land. Prior to the adoption of the Eastern Neighborhoods Area Plans, the primary industrial zoning designations – M-1, M-2, and C-M – permitted a broad range of uses, which led to the conversion of a significant amount of PDR space to other activities. The Eastern Neighborhoods planning process involved long deliberations over where to focus efforts on preserving PDR activities, ultimately deciding that East SoMa, with its close proximity to downtown and the waterfront, was no longer an ideal location for PDR activities. This is reflected in the

zoning districts that were created for East SoMa, which generally encourage a mix of uses and do not restrict residential development, unlike the PDR districts created in the Mission, Showplace Square/Potrero Hill, and Central Waterfront.

Of the 1.3 million square feet in PDR space in East SoMa in 2015, roughly three quarters was scattered throughout zoning districts not specifically geared towards industrial uses, such as neighborhood commercial (NC) zones. Roughly 339,000 square feet (25%) were located in the SoMa Service Light Industrial (SLI) zoning district, which is the only zoning category in the East SoMa plan area that encourages PDR uses over others. According to Co-Star data, asking lease rates for PDR space in the Eastern Neighborhoods are currently \$22 and vacancy rates are 4.2%.²

² Data provided by the City of San Francisco's Real Estate Division.

TABLE 2.3.1

Square Footage of PDR Space by Zoning District Type, East SoMa and Eastern Neighborhoods, 2015

Zoning District Type	Number of Cases			
	East SoMa	%	Eastern Neighborhoods	%
PDR Protection (1)	338,907	25%	3,465,888	38%
Mixed Use (2)	865,840	65%	3,098,198	34%
Other (3)	130,531	10%	2,669,555	29%
TOTAL	1,335,278	100%	9,233,641	100%

1. Districts that primarily allow PDR activities and restrict most other uses. In Central Waterfront, Mission, and Showplace Square/Potrero Hill, these districts include PDR-1 and PDR-2. In East SoMa and West SoMa, they are the SLI and SALI districts, respectively.

2. Transitional districts that allow industrial uses mixed with non-PDR activities such as housing, office, and retail, often with additional requirements on affordability and PDR replacement, includes UMU in Central Waterfront, Mission, and Showplace Square/Potrero Hill; MUG, MUO, and MUR in East SoMa; and WMUG and WMUO in Western SoMa.

3. Various districts designated for non-industrial uses like residential, neighborhood commercial, and the like.

Source: San Francisco Planning Department Land Use Database, March 2016

Since the adoption of the East SoMa Area Plan, PDR space has continued to be converted to other uses in the neighborhood, as [Tables 2.1.2 and 2.2.1](#) on pages 10 and 15 illustrate. A detailed investigation of the conversion of PDR space in East SoMa shows that the vast majority of such conversions have been to office space, and that PDR loss occurred throughout the neighborhood.

The bulk of PDR space lost in the Plan Area over the reporting period was replaced by office projects, either in conversions of existing PDR buildings, or demolition of smaller PDR buildings

and replacement with new construction. Between 2011 and 2015, two projects in East SoMa replaced PDR space with residential mixed-use projects: 260 5th Street (MUR), which demolished an approximately 36,000 square foot retail use to construct a 182-unit mixed-use residential project, of which 15% of units are affordable to families earning less than 55% AMI; and 166-178 Townsend Street (SLI), which combined adaptive reuse of an existing industrial building with new construction for 94 residential units, of which 19 (20%) are affordable to households earning up to 55% of AMI.

TABLE 2.3.2
Projects Converting PDR Space in East SoMa, 2011–2015

Project	Zoning	Net PDR	Net Office	Net Retail	Net Units	Affordable Units	Percent Affordable
665 03RD ST	SLI	(123,700)	123,700	–	–	N/A	N/A
166 TOWNSEND ST	SLI	(75,340)	–	1,715	66		0%
460–462 BRYANT ST	MUO	(59,475)	59,475	–	–	N/A	N/A
275 BRANNAN ST	MUO	(48,411)	48,411	–	–	N/A	N/A
260 05TH ST	MUR	(41,250)	–	5,281	179	27	15%
660 03RD ST	SLI	(40,000)	40,000	–	–	N/A	N/A
938 HOWARD ST	MUR	(25,430)	25,430	–	–	N/A	N/A
111 TOWNSEND ST	MUO	(22,884)	16,786	6,098	–	N/A	N/A
500 2ND ST	MUO	(13,883)	13,883	–	–	N/A	N/A
333 BRANNAN ST	MUO	(13,740)	175,450	3,050	–	N/A	N/A

Source: San Francisco Planning Department

Note: Only developments with ten or more units are subject to the City's inclusionary housing requirements.

TABLE 2.3.3
Enforcement Cases for Illegal PDR Conversions, East SoMa, 2015

Case Type	Number of Cases		
	East SoMa	Eastern Neighborhoods	Citywide
Closed - Violation	0	6	7
Closed - No Violation	1	9	9
Under Review	1	4	4
Pending Review	4	23	24
TOTAL	6	42	44

Source: San Francisco Planning Department

FIGURE 2.5**260 5th Street (2016, After Construction)**Source: [Google Street View](#)**FIGURE 2.6****260 5th Street (2009, Before Construction)**Source: [Google Street View](#)

FIGURE 2.7

166–178 Townsend St (2016, After Construction)



Source: [Google Street View](#)

FIGURE 2.8

166–178 Townsend St (2009, Before Construction)



Source: [Google Street View](#)

As mentioned in previous sections, all of the 198,000 square feet of PDR space anticipated to be lost in pipeline projects in the coming years will be replaced by mixed-use residential or office buildings, with other commercial uses (primarily retail) occupying the ground floor.

2.3.1 PDR Protection Policies and Enforcement

Illegal conversions from Production, Distribution and Repair (PDR) uses have more recently become an issue in the Eastern Neighborhood Plan areas that the City has sought to resolve. In 2015, the Planning Department has received about 44 complaints of alleged violation for illegal conversions from PDR to Office use in the city (Table 2.3.2). Forty-two of these cases were found in the Eastern Neighborhoods, including six located in the East SoMa Plan Area (Table 2.3.3). Owners were issued notices of violation and office tenants were compelled to vacate the properties, as shown in Appendix E.

Most of these complaints describe large warehouses converting into office uses. Many of these office tenants are hybrid uses where PDR also takes place, but may not be the principal use of the space. If an office use is confirmed to be in operation, Planning encourages the company to alter their business practice to fit within the PDR zoning categories or vacate the property. The table in Appendix E shows the enforcement cases that were found to be in violation of the code and were closed. Generally, the complaints filed with the Planning Department are regarding the conversion of PDR uses to office space not permitted within these zoning districts. However, some complaints that are filed are either not valid, meaning that the tenant is either a PDR complying business or the space was legally converted to office space prior to the Eastern Neighborhoods rezoning. For these enforcement cases, there is no longer a path to legalization to office use; additionally, many of these office conversions are not recent, and they did not take advantage of the Eastern Neighborhoods Legitimization Program. The program was an amnesty program that established a limited-time opportunity whereby existing uses that have operated without the benefit of required permits

may seek those permits. However, this program expired in 2013.

In investigating the alleged violations, the Planning Department discovered that the building permit histories often included interior tenant improvements without Planning Department review. These permits do not authorize a change of use to office. To prevent future unauthorized conversion of PDR space the Planning Department worked proactively with the Department of Building Inspection (DBI). Over the course of 2015, Planning worked with DBI during project intakes to better understand the routing criteria and how to ensure Planning review. Both departments' IT divisions worked together to create a flag in the Permit Tracking System (PTS) to alert project intake coordinators of potential illegal conversions. This is a pilot program that can be expanded at a later date to include other Zoning Districts if necessary. Planning and DBI continue to work together to monitor this process and plan to meet regularly to discuss additional steps to prevent future conversions.

Planning also works collaboratively with the Mayor's Office of Economic Workforce and Development (OEWD). When Planning receives inquiries or complaints related to either vacant spaces in PDR zones or possible unauthorized spaces, Planning informs the property owner about PDR complying uses and refers them to OEWD. OEWD currently has a list of PDR complying businesses that are looking to lease spaces within San Francisco. Additionally, a training for real estate brokers was conducted in 2015. The purpose of the voluntary training was to help explain what PDR is and what resources Planning has available for them to utilize prior to leasing a property. The training also outlined the enforcement process, including the process for requesting a Letter of Determination for appropriate use of PDR space. Future trainings will be held based on interest.

2.4 Employment

The East SoMa Plan Area added employment across all land use types tracked by the Planning Department between 2011 and 2015, following a trend that has taken place in San Francisco and the Bay Area. This growth in employment reflects

a rebound in the regional economy following the “Great Recession” of the previous decade, but also the robust growth in high technology sectors and related industries in recent years.³ Altogether, employment in East SoMa grew from roughly 18,900 jobs in 2010 to almost 33,700 in 2015, with a related increase from 2,000 to 2,200 total establishments, according to the California Employment and Development Department (EDD). Overall, employment in East SoMa grew by 78% from 2010 to 2015. The subsections below discuss the job growth in East SoMa by land use category.

2.4.1 Office Jobs

San Francisco is a regional employment hub, with the largest concentration of office jobs in the Bay Area including financial, legal, and other specialized business services. According to the state Employment Development Department (EDD), there were about 293,000 office jobs in San Francisco at the end of June 2015 (Q2). There were about 18,170 office jobs in the East SoMa Plan area, about 54% of total jobs in the area. This represents about 6% of all citywide office

jobs. Office jobs represent a higher proportion of employment in the East SoMa Plan Area than citywide (see Table 2.4.1). Office jobs have almost doubled in East SoMa from 2010 to 2015.

2.4.2 Retail Jobs

San Francisco is also a regional shopping destination and 20% of all city jobs are in retail/entertainment (see Table 2.4.1). There were about 7,800 retail jobs in the East SoMa Plan area, about 23% of total jobs in the area. This represents almost 6% of all citywide retail jobs.

2.4.3 PDR Jobs

Although no longer a center for industry, 13% of San Francisco jobs are in production, distribution, or repair (PDR) related businesses. These light industrial businesses contribute to the city’s economy by providing stable and relatively well-paying jobs for the many San Franciscans without a four-year college degree and by supporting various sectors of the city’s economy. There were almost 5,700 PDR jobs in the East SoMa Plan area. A much higher proportion of jobs in East SoMa are in the PDR sectors (17%) compared to citywide (13%). Despite the loss of hundreds of thousands of square feet of PDR space in East SoMa, PDR jobs actually grew (5,700 in 2015

³ See annual San Francisco Planning Department Commerce & Industry Inventory, 2008- 2015.

TABLE 2.4.1
Employment, East SoMa and San Francisco, Q2 2015

Landuse	East SoMa				San Francisco			
	Establishments	%	Jobs	%	Establishments	%	Jobs	%
Cultural, Institutional, Educational	36	2%	271	1%	2,010	3%	73,182	11%
Medical	843	38%	1,332	4%	21,833	37%	60,214	9%
Office	709	32%	18,166	54%	15,628	27%	293,014	44%
PDR / Light Industrial	224	10%	5,684	17%	5,280	9%	88,135	13%
Retail	230	10%	7,806	23%	8,241	14%	130,550	20%
Visitor / Lodging	14	1%	156	0%	311	1%	16,688	2%
Other	157	7%	288	1%	4,961	9%	6,953	1%
Total	2,213	100%	33,702	100%	58,264	100%	668,736	100%

Source: California Employment Development Department

vs. 5,300 in 2010) in absolute terms, though they have declined as a proportion of all jobs in the Plan Area. As shown in [Appendix F](#), which details changes in PDR jobs by subcategories, employment increased in the ‘Other Manufacturing’ (142%), Wholesale (99%) and Transportation and Warehousing (103%) occupations and decreased by 9% in Printing and Publishing occupations in East SoMa between 2011 and 2015.

2.4.4 Employment and Commercial Space Trends

Over the past five years, East SoMa has seen impressive employment growth – 15,000 new jobs, almost 80% growth – despite only adding approximately 148,000 square footage of commercial space. Many of these new jobs are likely located in commercial space that was vacant at the end of the recession of the previous decade, leading to lower vacancy rates.⁴ Another trend that has been underway that may explain the gain in employment without a parallel increase in commercial space is an overall densification of employment (in other words, allowing more jobs to be accommodated within a given amount of space). With the increasing cost of land in locations close to city centers and accessible by transportation infrastructure (as is the case with the Eastern Neighborhoods), real estate researchers have tracked an overall densification of employment across several sectors throughout the country.⁵ This kind of densification can be caused by employees who work from home for some or all days of the week (and therefore may share office space with colleagues) or firms that accommodate more employees within a given amount of space.

East SoMa, like the city overall, has seen significant employment growth since 2010, adding jobs in all sectors. Retail and office jobs have grown particularly quickly in East SoMa, by 156% and 97% respectively.

⁴ Although data to show vacancy rates for the East SoMa Plan Area is not available, commercial real estate brokerage firms like Cushman & Wakefield show that vacancy rates for different types of land uses decreased substantially in San Francisco between 2011 and 2015 across different sectors. See Cushman & Wakefield San Francisco Office Snapshot Q4 2015 and Retail Snapshot Q4 2015.

⁵ See 2013 US Workplace Survey by Gensler.

2.4.5 Sales Taxes

Since the Eastern Neighborhood Area Plans were adopted, the City has also seen sharp increases in collections of sales and property taxes. In East SoMa, sales tax collections fluctuated from year to year, but have fallen overall between 2011 and 2014, from \$4.3 million to \$3.2 million (see [Table 2.4.2](#)). By comparison, sales tax collections citywide increased year over year during this period. Property tax collection also increased substantially in the Eastern Neighborhoods. In East SoMa, the city collected roughly \$47 million in property taxes in 2008, the year before the plan was adopted. By 2015, property taxes in East SoMa increased by 35% to \$63 million, as shown on [Table 2.4.3](#).

3. Housing

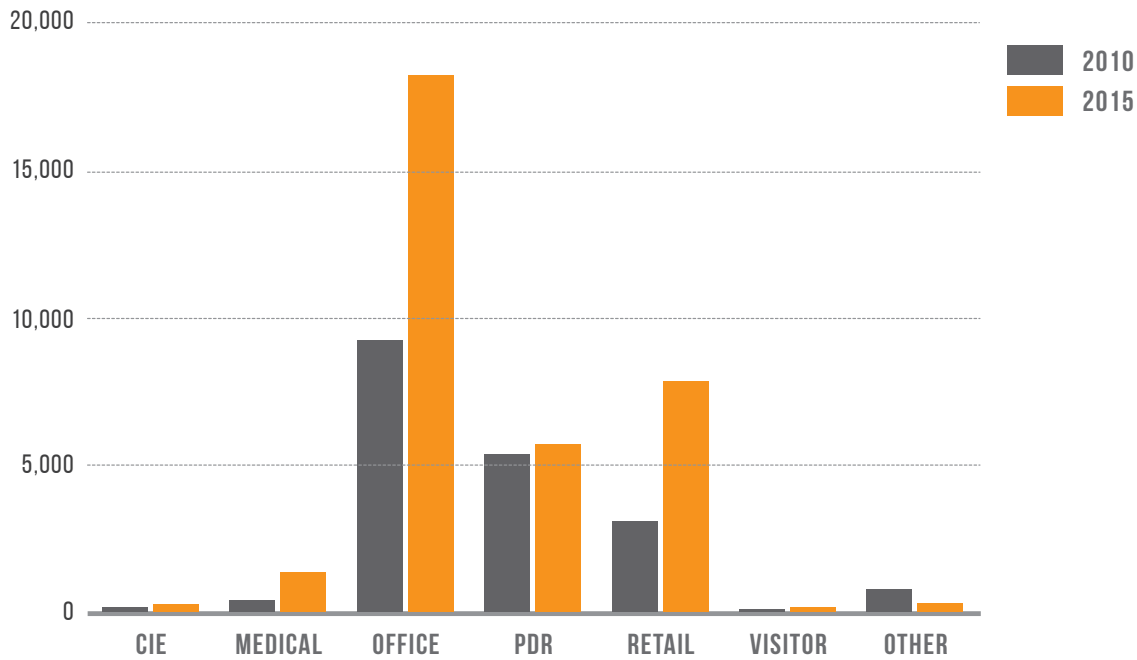
The provision of adequate housing to residents of all incomes has long been a challenge in San Francisco. Over the past five years, however, San Francisco epitomized the housing affordability crisis afflicting America’s cities and coastal communities throughout California. As discussed in the previous section, the Bay Area, city, and East SoMa neighborhood have all seen robust employment growth since the “Great Recession” triggered by the financial crisis in 2007. During this period, the city has added housing units much more slowly than new employees. As a result, a growing and more affluent labor force has driven up the costs of housing, making it increasingly difficult for low and moderate income households to remain in San Francisco.

In the past five years, neighborhoods adjacent to East SoMa (Rincon Hill and Downtown) have seen the construction of thousands of housing units, leading the city in housing production at a time of unprecedented demand for new housing. East SoMa itself has seen relatively less housing construction. The Eastern Neighborhoods Programmatic Environmental Impact Report’s preferred project estimated up to 2,887 additional units could be developed as a result of the rezoning associated with the *East SoMa Plan*.⁶ The Plan

⁶ Eastern Neighborhoods Rezoning and Area Plans Environmental Impact Report (2008).

FIGURE 2.9

Jobs by Land Use, East SoMa, Q3 2010 and 2015

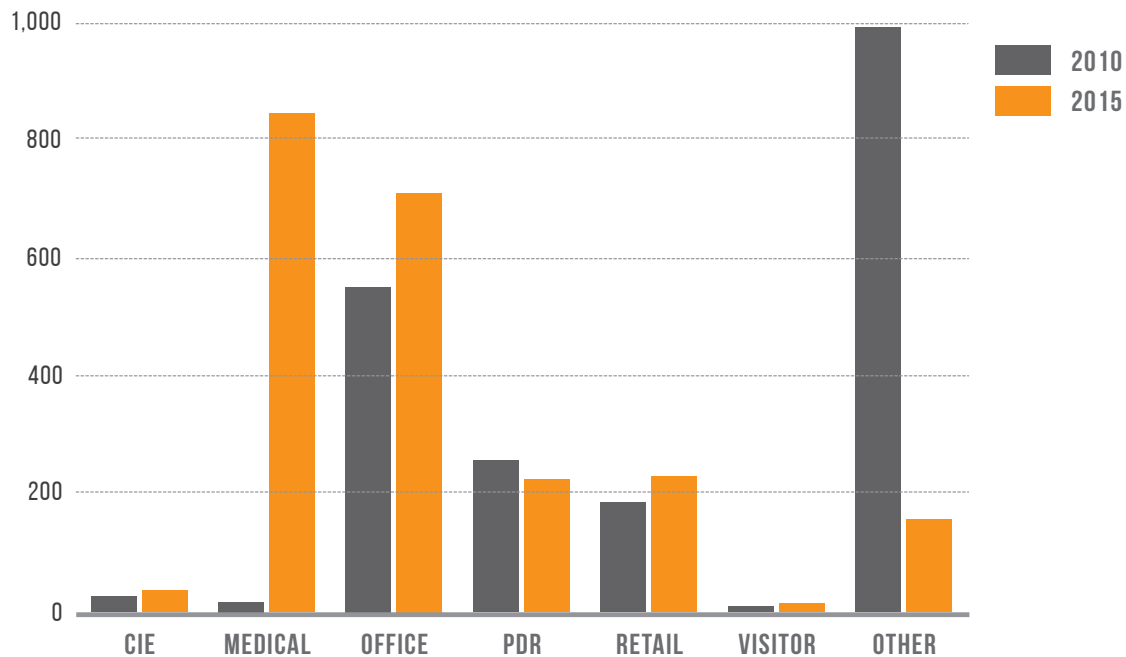


Source: California Employment Development Department

Note: Starting in 2013, the Bureau of Labor Statistics reclassified In-Home Supportive Services (roughly 20,000 jobs citywide) from the Private Household category (classified as "Other") to other classifications, most of which are captured in this report under "Medical".

FIGURE 2.10

Establishment by Land Use, East SoMa, Q3 2010 and 2015



Source: California Employment Development Department

Note: Starting in 2013, the Bureau of Labor Statistics reclassified In-Home Supportive Services (roughly 20,000 jobs citywide) from the Private Household category (classified as "Other") to other classifications, most of which are captured in this report under "Medical".

TABLE 2.4.2**Sales Taxes Collected in East SoMa, 2011–2015**

Year	East SoMa	% change from previous year	San Francisco	% change from previous year
2011	\$4,289,377	–	\$75,198,021	–
2012	\$3,654,214	-14.8%	\$80,709,201	7.3%
2013	\$3,159,675	-13.5%	\$84,261,806	4.4%
2014	\$3,225,587	2.1%	\$89,605,413	6.3%
2015	\$3,212,647	-0.4%	\$94,546,142	5.5%
TOTAL	\$17,541,500		\$424,320,583	

Source: San Francisco Controller's Office.

TABLE 2.4.3**Property Taxes Collected in the Eastern Neighborhoods, 2008 and 2015**

Area	2008	2015
Central Waterfront	\$5,704,111	\$10,338,391
East SoMa	\$46,831,664	\$63,172,434
Mission	\$37,908,346	\$58,957,413
Showplace Square/Potrero Hill	\$29,446,594	\$47,803,586
Western SoMa	\$17,146,718	\$24,348,243
Total	\$137,037,433	\$204,620,067

Source: SF Assessor's Office for 2008 data (assessed values times tax rate of 1.163%) and Tax Collector's Office for 2015.

also recognizes the value of the existing housing stock and calls for its preservation, particularly given that much of it is under rent control. Dwelling unit mergers are strongly discouraged and housing demolitions are allowed only on condition of adequate unit replacement.

3.1 Housing Inventory and New Housing Production

According to the 2010 Census, there were almost 8,550 units in the *East SoMa Plan* boundaries in April 2010; this represents 2% of the citywide total. [Table 3.1.1](#) shows that approximately 730 new units were built in the past five years in East SoMa. [Table 3.1.2](#) shows the citywide figures for comparison. Almost 8% of the net increase in the city's housing stock in the last five years was in the East SoMa area. [Map 4](#) shows the location of recent housing construction. Additional details about these new development projects can be found in [Appendix B](#), [Table B-7](#).

East SoMa led the Eastern Neighborhoods plan areas in housing production between 2011 and 2015, with 11 projects and a total of 726 housing units. The three largest projects by far were 900 Folsom Street, a 282 unit building with 40 BMRs (14%) constructed on a surface parking lot ([Figure 3.1](#)), 260 5th Street, a 182 unit building with 27 BMRs (15%) which replaced a small PDR building and surface parking lot ([Figure 2.5](#)), and 166-178 Townsend Street, a partial conversion and partial new-construction project which produced a 94 unit building with 19 BMRs (20%) ([Figure 2.7](#)). Included in the 726 new housing units produced in East SoMa over the period are 69 permanently affordable units in two 100% affordable housing projects: at 1049 Howard Street (25 units), 374 5th Street (44 units) ([Figure 3.2](#)).

TABLE 3.1.1**New Housing Production, East SoMa, 2011–2015**

Calendar Year	Units Completed from New Construction	Units Demolished	Units Gained or Lost from Alterations	Net Change in Number of Units
2011	–	–	5	5
2012	25	–	123	148
2013	36	–	48	84
2014	486	–	–	486
2015	4	2	1	3
TOTAL	551	2	177	726

Source: San Francisco Planning Department

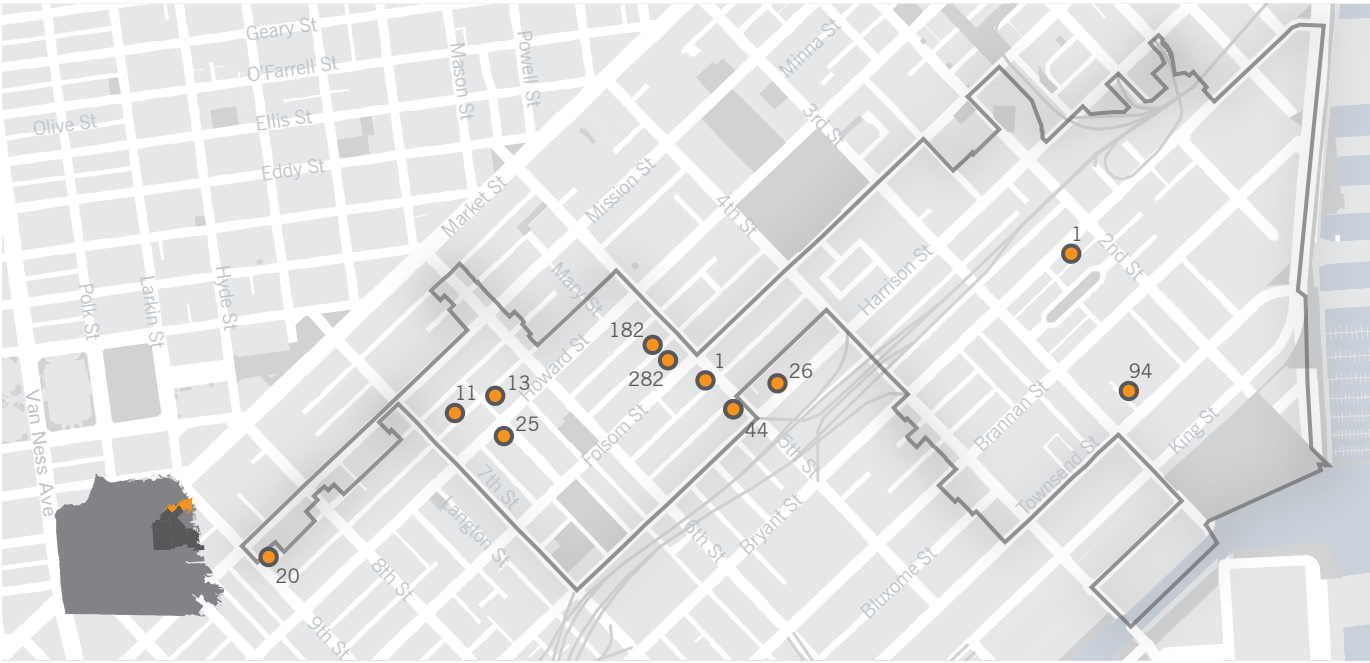
Note: Includes all developments in the Plan Area during reporting period, including those that did not receive CEQA clearance under Eastern Neighborhoods EIR.

TABLE 3.1.2**New Housing Production, San Francisco, 2011–2015**

Calendar Year	Units Completed from New Construction	Units Demolished	Units Gained or Lost from Alterations	Net Change in Number of Units
2011	348	84	5	269
2012	796	127	650	1,319
2013	2,330	429	59	1,960
2014	3,455	95	156	3,516
2015	2,472	25	507	2,954
TOTAL	9,401	760	1,377	10,018

Source: San Francisco Planning Department

MAP 4
New Housing Production East SoMa 2011–2015



● Net Units

Note: Projects that added 5 or more net new units.

FIGURE 3.1
900 Folsom Street



Source: SF Planning, Paolo Ikezoe



Source: SF Planning, Paolo Ikezoe

FIGURE 3.2
374 5th Street



Source: SF Planning, Paolo Ikezoe

3.2 Housing Development Pipeline

As discussed above in the Commercial Activity chapter, the pipeline should be analyzed along two different categories: projects that have submitted planning and building applications (under review) and projects that have received entitlements and are either awaiting or are under construction. The latter (particularly those under construction) are considered much more likely to add residential or commercial capacity to the city's building stock in the short-to-medium term, while under review projects may require clearance from environmental review, variances to planning code restrictions, and discretionary review. In general, the Planning Department estimates that projects that are currently under construction can take up to two years to be ready for occupancy, entitled projects can take between two and seven years, while projects under review can take as many as ten years, if they are indeed approved.

At the end of 2015, there were about 1,380 units in 48 projects in the housing development pipeline for East SoMa (Table 3.2.1). The pipeline for East SoMa accounts for 4% of the total number of projects in the city but less than 2% of the number of units, which suggests that new projects are of a smaller scale than housing developments in the pipeline for San Francisco as a whole.

Table 3.2.1 shows that over 320 units in 11 projects are under construction and will likely be completed within the next two years. A further 550 units in 15 projects have received Planning Department entitlements and could see completion within the next two to seven years. The remaining 45% of units in the residential development pipeline in East SoMa are in the early stages of the process and are expected to be completed in the next five to ten years.

TABLE 3.2.1
Housing Development Pipeline, East SoMa, and San Francisco, Q4 2015

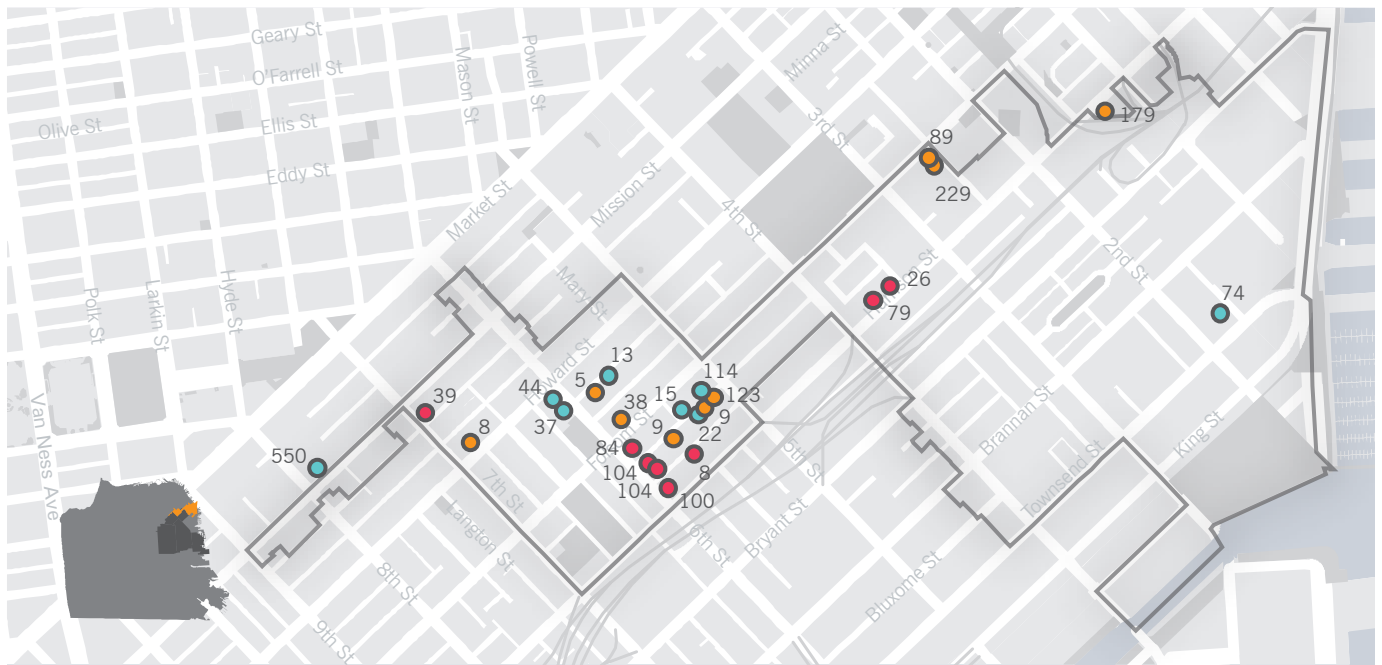
Development Status	East SoMa			San Francisco		
	No. of Units	No. of Affordable Units	No. of Projects	No. of Units	No. of Affordable Units	No. of Projects
Construction	320	90	11	8,816	979	232
Planning Entitled	551	31	16	31,546	6,141	353
Planning Approved	538	31	8	27,617	12	80
Building Permit Filed	2	–	3	1,529	73	36
Building Permit Approved/ Issued/ Reinstated	11	–	5	2,400	6,056	237
Under Review	510	64	21	21,752	1,797	708
Planning Filed	458	60	14	17,575	1,574	206
Building Permit Filed	52	4	7	4,177	223	502
Total	1,381	185	48	62,114	8,917	1,293

Source: San Francisco Planning Department

Note: Includes all residential developments in the pipeline as of December 31, 2015, including those that did not (or will not) receive CEQA clearance under Eastern Neighborhoods EIR.

The current housing pipeline in East SoMa is slightly more robust than it was at the end of 2010, shown in the previous Monitoring Report. In that year, only three projects (with a total of 40 units) were under construction, 13 projects with 754 units were entitled, and 13 projects with 474 units were under review. As of the end of 2015, East SoMa has more units in more projects in all stages of the pipeline than there were in 2010.

Map 5 shows the location of these proposed housing projects by development status. Table C-7 in Appendix C provides a detailed list of these housing pipeline projects.

MAP 5**Housing Development Pipeline by Development Status, East SoMa, Q4 2015**

● Entitled

● Under Construction

● Under Review

Note: Only includes residential developments with 5 or more units.

3.3 Affordable Housing in East SoMa

San Francisco and the East SoMa Plan Area have a number of policies in place to facilitate the development of affordable housing. This section describes some of these policies and shows the extent to which affordable housing was built in the Plan Area over the past five years.

3.3.1 Affordable Housing Efforts: Citywide, Eastern Neighborhoods and East SoMa

The City of San Francisco has a number of programs to provide housing opportunities to families whose incomes prevent them from accessing market-rate housing. The San Francisco Housing Authority (SFHA) maintains dozens of properties throughout the City aimed at extremely low (30% of AMI), very low (50% of AMI) and low (80% of AMI) income households. Four of these properties are located within the Eastern Neighborhoods boundaries: two in the Mission, located at 390 Valencia Street and 3138 Kamille Court; and two in Potrero Hill, located at 911 Missouri Street and 1095 Connecticut Street (Potrero Annex).

The City has also launched a partnership between the SFHA, the Mayor's Office of Housing and Community Development (MOHCD), community organizations, real estate developers, and philanthropies to redevelop some of the more dilapidated public housing sites into vibrant mixed-income communities with a central goal of keeping existing residents in their neighborhoods. One of the Hope SF projects, Potrero Terrace/Annex, is located in the Eastern Neighborhoods (Showplace Square/Potrero Hill). MOHCD also maintains a number of funding programs to provide capital financing for affordable housing developments targeting households earning between 30 and 60% of AMI, low-income seniors, and other special needs groups. In most cases, MOHCD funding is leveraged to access outside sources of funding, such as Federal Low Income Housing Tax Credits, allocated by the State.

One of the most powerful tools to promote affordable housing development in San Francisco is the inclusionary housing program outlined in Section 415 of the Planning Code. This program

requires that developments of 10 or more units of market rate housing must include 12% of the units to families earning below 55% of AMI (for rental units) or 90% of AMI (for ownership units). Developers can opt to build the units "off-site" (in a different building), within a 1-mile radius from the original development, as long as units are sold to households earning less than 70% of AMI. In this case, the requirement is increased to 20% of the total number of units in the sponsoring projects. The income and rent limits for housing units managed by the Mayor's Office of Housing are included in [Appendix G](#).

The Mayor, Board of Supervisors, Planning Department, and Mayor's Office of Housing have recently passed or introduced legislation to further expand the supply of affordable housing throughout the City. The City currently has legislation to encourage the development of accessory dwelling units (ADUs) within existing residential buildings in supervisor districts 3 and 8. These ordinances remove obstacles to the development of ADUs, including density limits and parking requirements, in order to incentivize a housing type that has been identified as a valuable option for middle-class households that do not require a lot of space.⁷ A proposal to expand a similar policy to the rest of the City is currently under discussion.

Another policy that has the potential to add thousands of units of affordable housing to the city's stock is the Affordable Housing Bonus Program (AHBP), which is currently under review by the City. The program would allow developers in certain areas to build an additional two stories above what is allowed by their height limit district, in exchange for providing additional affordable housing, with a special focus on middle-income families that currently cannot access housing through the market. With the exception of 100% affordable projects, the Bonus Program would not apply to parcels in the Eastern Neighborhoods, as most do not currently have density restrictions. The program is intended to expand housing development options outside of the Eastern Neighborhoods, where housing development has been

7 Wegmann, Jake, and Karen Chapple. "Hidden density in single-family neighborhoods: backyard cottages as an equitable smart growth strategy." *Journal of Urbanism: International Research on Placemaking and Urban Sustainability* 7.3 (2014): 307-329.

limited in recent decades. For more information on the AHBP, visit www.sf-planning.org/AHBP.

In addition to the Citywide programs described above, the Eastern Neighborhoods Area Plans also placed a high priority on the production and protection of affordable housing, and created policies to expand access to housing opportunities to low and moderate-income families. In addition to the Citywide inclusionary program described above, which applies throughout the Eastern Neighborhoods, market-rate housing developments in the Urban Mixed Use (UMU) district are required to restrict between 14.4% and 17.6% of their units to families at or below 55% of AMI for rental and 90% of AMI for ownership, depending on the amount of “upzoning” given to the property by the Plans. If these units are provided off-site, the requirement ranges from 23% to 27%. In the UMU and Mission NCT district, developers also have the option of dedicating land to the City that can be developed as 100% affordable projects.

Developers also have the option of paying a fee in lieu of developing the units themselves, which the City can use to finance the development of 100% affordable projects. Funds collected through these “in-lieu fees” are managed by the Mayor’s Office of Housing and Community Development and can be spent anywhere in the city. However, 75% of fees collected in the Mission NCT and East SoMa MUR

districts are required to be spent within those districts. The Plans also require bedroom mixes in its mixed use districts to encourage 2- and 3-bedroom units that are suitable to families, including the units sold or leased at below-market rates. Lastly, in order to reduce the costs and incentivize housing production, the Plans removed density controls and parking requirements in many of its zoning districts, particularly those well-served by public transit and pedestrian and bike infrastructure.

3.4 New Affordable Housing Production, 2011–2015

As discussed in this report’s introduction, expanding access to affordable housing opportunities was a high priority for the communities in the Eastern Neighborhoods during the planning process, and it has only gained more urgency in recent years.

As [Table 3.4.1](#) shows, 158 affordable units were built in East SoMa during the 2011-15 five-year monitoring period, which is a 38% increase over the previous five years (2006-2010). The 160 units built between 2011 and 2015 make up 22% of the 707 newly constructed units built in East SoMa (shown on [Table 3.1.1](#)), almost double the inclusionary housing minimum of 12%. East SoMa saw two 100% affordable housing projects completed between 2011 and 2015, and the

FIGURE 3.3

1049 Howard Street, a 100% affordable housing project



Source: SF Planning, Paolo Ikezoe

two largest mixed-income residential projects completed during the period in East SoMa both provided around 15% of units on-site as BMRs. Fifty-nine inclusionary units built in East SoMa during the period were rental units targeted to low-income households (55% of AMI), and an additional 30 inclusionary units were ownership units targeted towards households making up to 90% of AMI. (Appendix B Table B-7)

The two 100% affordable housing projects in East SoMa were 1049 Howard Street, which opened in 2012; and 374 5th Street, which opened in 2013.

Several residential projects elected to pay an in-lieu fee rather than provide affordable units on-site, as is allowed under the City's inclusionary program. These fees raised \$11.5 million for the City's housing development program managed by MOHCD. New affordable units are estimated to cost roughly \$550,000 in construction costs (not including land), towards which MOHCD contributes about \$250,000, requiring the developer to raise the rest from Federal, State, and other

sources. Therefore, it is estimated that the "in-lieu fees" collected in East SoMa in this period, if successfully leveraged into additional external funding and used to build projects on publicly controlled land, could yield an additional 46 units.⁸

The inclusionary housing production in East SoMa accounts for 10% of the citywide production (853 units, as shown in Table 3.4.2 between 2011 and 2015). Roughly 4% of the 1,600 publicly subsidized affordable units constructed in San Francisco during the period were located in East SoMa.

Looking into the future, East SoMa has 121 affordable entitled units in the pipeline, including 90 that are already under construction. Citywide, there are roughly 7,120 entitled affordable units in the pipeline.

⁸ The development costs of affordable housing units are rough estimates based on recent projects that have received assistance from MOHCD.

TABLE 3.4.1
Affordable Housing Production, East SoMa, 2011–2015

Calendar Year	Public Subsidy	Inclusionary	Secondary Units	Total
2011	–	–	1	1
2012	25	21	–	46
2013	44	1	–	45
2014		67	–	67
2015	–	–	1	1
TOTAL	69	89	2	160

Source: San Francisco Planning Department and Mayor's Office of Housing and Community Development

Note: Secondary units are considered "naturally affordable" and are not income restricted like units produced through the inclusionary housing program or through public subsidies.

TABLE 3.4.2**Affordable Housing Production, San Francisco, 2011–2015**

Calendar Year	Public Subsidy	Inclusionary	Secondary Units	Total
2011	141	4	60	205
2012	377	98	38	513
2013	464	216	30	710
2014	449	249	57	755
2015	213	286	53	552
TOTAL	1,644	853	238	2,735

Source: San Francisco Planning Department and Mayor's Office of Housing and Community Development

Note: Secondary units are considered "naturally affordable" and are not income restricted like units produced through the inclusionary housing program or through public subsidies.

TABLE 3.4.3**Housing Developments Opting for Affordable Housing "In-lieu" Fee, East SoMa, 2011–2015**

ADDRESS	YEAR	TOTAL FEE AMOUNT
246 RITCH ST	2012	\$739,207
468 CLEMENTINA ST	2013	\$491,808
119 07TH ST	2015	\$2,440,158
237 SHIPLEY ST	2015	\$838,732
923 FOLSOM ST	2015	\$7,001,838
GRAND TOTAL		\$11,511,743

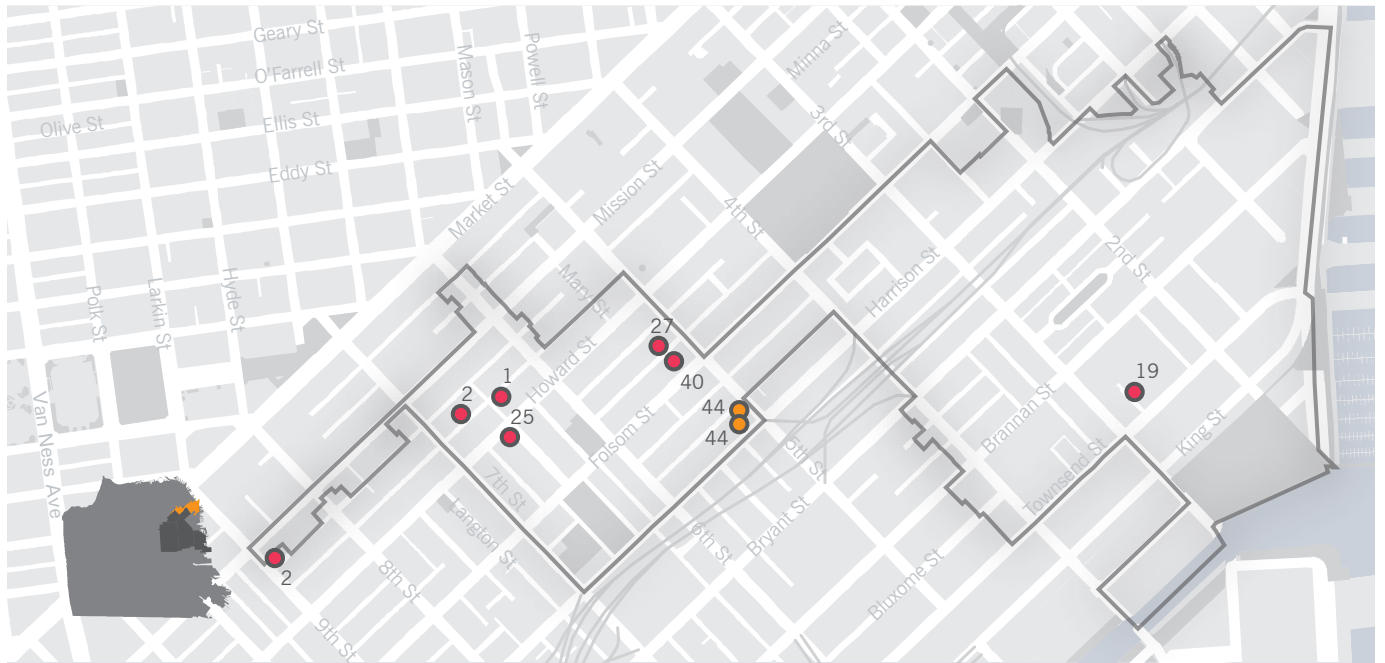
Source: Department of Building Inspection

FIGURE 3.4**923 Folsom Street, under construction**

Source: SF Planning, Paolo Ikezoe

MAP 6

New Affordable Housing, East SoMa, 2011–2015



- Market-rate Project with Inclusionary Housing
- 100% Affordable Project

3.5 Housing Stock Preservation

A key component in promoting neighborhood affordability and stability is to preserve the existing stock of housing. New housing development in San Francisco is costly and preserving homes can prevent displacement of vulnerable households. The East SoMa Plan supports the preservation of the area's existing housing stock and prohibits residential demolition unless this project ensures sufficient replacement of housing units. Restrictions on demolitions also help to preserve affordable and rent-controlled housing and historic resources.

A neighborhood's housing stock can also change without physical changes to the building structure. Conversions of rental housing to condominiums can turn housing that is rent controlled and potentially accessible to moderate income households to housing that can be occupied by a narrower set of residents, namely, those with access to down payment funds and enough earning power to purchase a home. Lastly, rental units can be "lost" to evictions of various types, from owners moving in to units formerly occupied by tenants to the use of the Ellis Act provisions in which landlords who wish to no longer rent their property can evict tenants.

One important priority of the Plan's housing stock preservation efforts is to maintain the existing stock of single room occupancy (SRO) hotels, which often serve as a relatively affordable option for low income households. [Appendix H](#) includes a list of SRO properties and number of residential units.

The following subsections document the trends in these various types of changes to the housing stock in the East SoMa Plan Area and San Francisco between 2011 and 2015 and comparing the most recent five years with the preceding five-year period.

3.5.1 Units lost to alteration or demolition

In this most recent reporting period, only two units were demolished or lost through alteration in East SoMa ([Table 3.5.1](#)), less than 0.3% of units demolished citywide. In the previous reporting period, seven units were lost to demolition or alteration. [Table 3.5.2](#) shows San Francisco figures for comparison. Illegal units removed also result in loss of housing; corrections to official records, on the other hand, are adjustments to the housing count.

TABLE 3.5.1

Units Lost, East SoMa, 2011–2015

Calendar Year	Units Lost Through Alterations by Type of Loss					Units Demolished	Total Units Lost
	Illegal Units Removed	Units Merged into Larger Units	Correction to Official Records	Units Converted	Total Alterations		
2011	0	0	0	0	0	0	0
2012	0	0	0	0	0	0	0
2013	0	0	0	0	0	0	0
2014	0	0	0	0	0	0	0
2015	0	0	0	0	0	2	2
TOTAL	0	0	0	0	0	2	2

Source: San Francisco Planning Department

TABLE 3.5.2**Units Lost, San Francisco, 2011–2015**

Calendar Year	Units Lost Through Alterations by Type of Loss					Units Demolished	Total Units Lost
	Illegal Units Removed	Units Merged into Larger Units	Correction to Official Records	Units Converted	Total Alterations		
2011	39	22	1	3	65	84	149
2012	2	23	1	1	27	127	154
2013	70	38	2	0	110	427	537
2014	24	20	1	0	45	95	140
2015	100	12	1	3	116	25	141
TOTAL	235	115	6	7	363	758	1,121

Source: San Francisco Planning Department

TABLE 3.5.3**Evictions, East SoMa, 2011–2015**

Year	East SoMa			San Francisco			East SoMa as % of Citywide Total		
	Owner Move In	Ellis Act Withdrawal	Other	Owner Move In	Ellis Act Withdrawal	Other	Owner Move In	Ellis Act Withdrawal	Other
2011	0	0	7	123	54	1102	0%	0%	1%
2012	0	0	21	172	99	1343	0%	0%	2%
2013	1	0	11	275	229	1368	0%	0%	1%
2014	0	0	20	315	101	1550	0%	0%	1%
2015	2	0	18	425	142	1518	0%	0%	1%
Totals	3	–	77	1,310	625	6,881	0%	0%	1%

Source: San Francisco Rent Board

Note: Evictions classified under “Other” include “at fault” evictions such as breach of contract or failure to pay rent.

3.5.2 Condo Conversions

Condo conversions increase San Francisco’s homeownership rate, estimated to be at about 37% in 2014. However, condo conversions also mean a reduction in the city’s rental stock. In 2014, an estimated 78% of households in East and West SoMa were renters. According to the American Community Survey, there was no change in the owner/renter split in East SoMa or in San Francisco between 2009 and 2014.⁹

In the last five years, no units in East SoMa were converted to condominiums.

⁹ San Francisco Neighborhood Profiles, American Community Survey 2010–2014. San Francisco Planning Department 2016. According to the Census, there are roughly 19,000 renter-occupied units in East SoMa.

3.5.3 Evictions

Another indicator of change in the existing housing stock, are owner move-in and Ellis Act evictions. These evictions effectively remove units from the rental housing stock and are, in most cases, precursors to condo conversions.

Table 3.5.3 shows that in the last five years in East SoMa, there were owner move-in evictions in three units and no units were withdrawn from the rental stock under the Ellis Act. Owner move-in and Ellis Act evictions in East SoMa are extremely rare, compared to other areas of the city. Other types of evictions, noted in Table 3.5.2, include evictions due to breach of rental contracts or non-payment of rent; this could also include evictions

to perform capital improvements or substantial rehabilitation.

3.6 Jobs Housing Linkage Program (JHLP)

Prompted by the *Downtown Plan* in 1985, the City determined that large office development, by increasing employment, attracts new residents and therefore increases demand for housing. In response, the Office Affordable Housing Production Program (OAHPP) was established in 1985 to require large office developments to contribute to a fund to increase the amount of affordable housing. In 2001, the OAHPP was re-named the Jobs-Housing Linkage Program (JHLP) and revised to require all commercial projects with a net addition of 25,000 gross square feet or more to contribute to the fund. Between fiscal year 2011–12 and 2015–16, commercial developments in the East SoMa Plan Area generated roughly \$15,200,000 to be used for affordable housing development by the city.

TABLE 3.6.1
Jobs Housing Linkage Fees Collected, East SoMa,
FY 2011–12–2015–16

Fiscal Year	Revenue
2011–12	\$–
2012–13	\$2,037,266
2013–14	\$7,407,153
2014–15	\$5,430,135
2015–16	\$345,646
Total	\$15,220,199

*Department of Building Inspection as of 6/1/16

4. Accessibility and Transportation

The East SoMa Plan Area is characterized by a multitude of mobility options and its residents access employment and other destinations through a variety of transport modes. A much lower share of commuters in the East SoMa travel to work by car than the rest of San Francisco (27% to 44%, respectively), a comparison that is true for people who drive alone as well as those who carpool. As [Table 4.1.1](#) shows, the most popular means of commuting among East SoMa residents is on foot; 37% of residents (compared to just 10% citywide) walk to work, not surprising given East SoMa's proximity to the largest concentration of jobs in the Bay Area in downtown San Francisco. Other non-auto commute modes also play an important role, including transit at 24% and biking at 4%. Approximately 6% of East SoMa residents work from home. In order to maintain this characteristic and move towards lower dependency on private automobiles, the East SoMa Area Plan's objectives related to transportation all favor continued investments in public transit and improving pedestrian and bicycle infrastructure rather than facilitating auto ownership, circulation, and parking.

TABLE 4.1.1**Commute Mode Split, East SoMa and San Francisco, 2011–2015**

Transport Mode	East SoMa		San Francisco		East SoMa as % of San Francisco
	No of Commuters	%	No of Commuters	%	
Car	2,926	27%	199,470	44%	1%
Drove Alone	2,601	24%	165,151	36%	0%
Carpooled	325	3%	34,319	8%	1%
Transit	2,538	24%	150,222	33%	1%
Bike	384	4%	17,356	4%	1%
Walk	3,909	37%	46,810	10%	1%
Other	194	2%	10,579	2%	0%
Worked at Home	690	6%	32,233	7%	1%
Total	10,641	100%	456,670	100%	1%

Source: 2014 American Community Survey 5-year estimate

4.1 Eastern Neighborhoods TRIPS Program

The Eastern Neighborhoods Transportation Implementation Planning Study (EN TRIPS) Report assessed the overall transportation needs for the Eastern Neighborhoods and proposed a set of discreet projects that could best address these needs in the most efficient and cost beneficial manner. EN Trips identified three major projects for prioritization:

- (1) Complete streets treatment for a Howard Street / Folsom Street couplet running between 5nd and 11th Street
- (2) Complete streets and transit prioritization improvements for a 7th Street and 8th Street couplet running between Market and Harrison Street in East SoMa
- (3) Complete streets and transit prioritization improvements for 16th Street (22-Fillmore) running between Church Street and 7th Street.

Other broader improvements were also discussed including street grid and connectivity improvements through the northeast Mission and Showplace Square, bicycle route improvements throughout particularly along 17th Street, and mid-block signalizations and crossings in South of Market.

4.2 Pedestrian and Bicycle Improvements

The *East SoMa Plan* calls for the creation of a network of “Green Connector” streets with wider sidewalks and landscaping improvements that connects open spaces and improves area walkability. The Plan proposes to enhance Folsom Street to connect the emerging Transbay and Rincon Hill areas, East and West SoMa, and the Mission District. Additional street improvements are proposed for lightly used alleyways with a more mixed-use or commercial character.

In January 2011, San Francisco’s Better Streets Plan, adopted by the Board of Supervisors in December 2010, went into effect. The plan contains design guidelines for pedestrian and streetscape improvements and describes streetscape requirements for new development. Major themes and ideas include distinctive, unified streetscape design, space for public life, enhanced pedestrian safety, universal design and accessibility, and creative use of parking lanes. The Better Streets Plan only describes a vision for ideal streets and seeks to balance the needs of all street users and street types. Detailed implementation strategies are developed based on specific project proposals.

In 2014, San Francisco adopted Vision Zero, a commitment to eliminating traffic-related fatalities by 2024. The City has identified capital project to improve street safety, which will build on existing pedestrian, bicycle, and transit-rider safety programs. The first round will include 245 projects, including several in East SoMa, shown on [Table 4.2.1](#). Second Street and 6th Street will receive the most significant improvements, with traffic calming, bike lanes and other streetscape improvements currently in design or under construction.

5. Community Improvements

The Eastern Neighborhoods Plan included Public Benefits a framework for delivering infrastructure and other public benefits. The public benefits framework was described in the Eastern Neighborhoods “Implementation Document,” which was provided to the public, the Planning Commission, and the Board of Supervisors at the time of the original Eastern Neighborhoods approvals. This Implementation Document described infrastructure and other public benefits needed to keep up with development, established key funding mechanisms for the infrastructure, and provided a broader strategy for funding and maintaining newly needed infrastructure. Below is a description of how the public benefit policies were originally derived and expected to be updated. [Map 7](#) shows the location of community improvements underway or completed in the East SoMa Plan Area between 2011 and 2015.

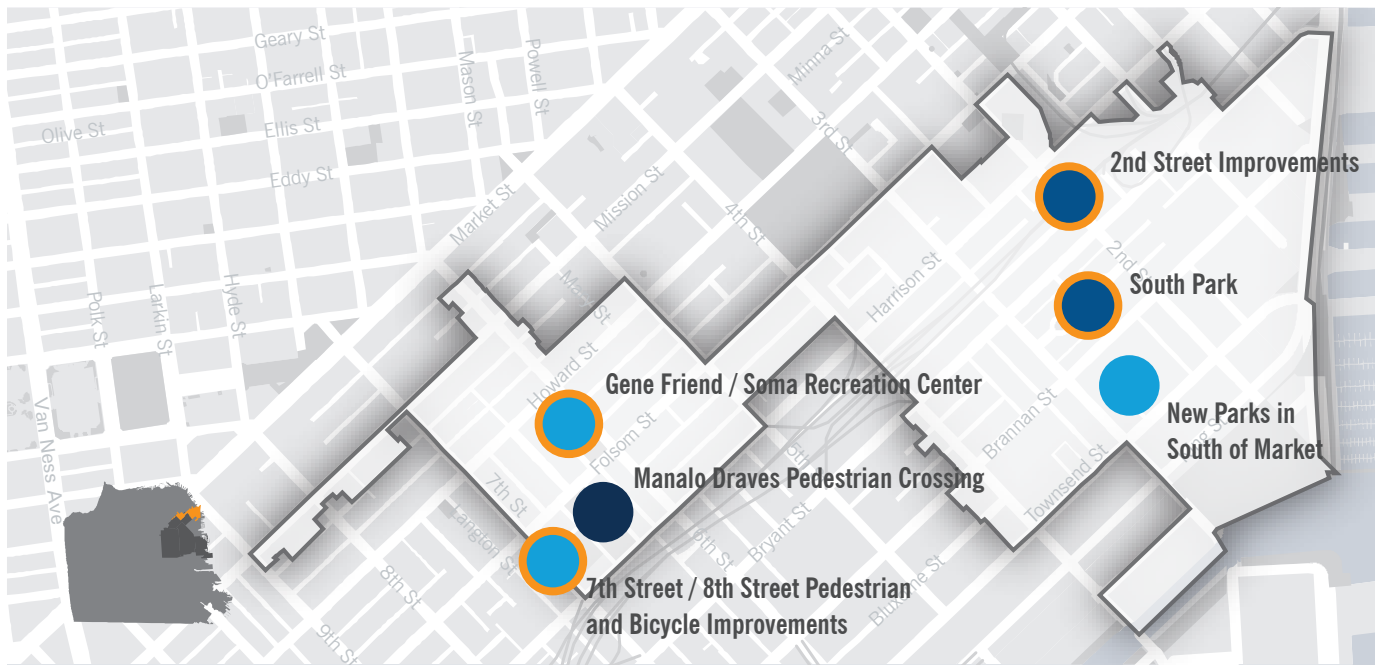
TABLE 4.2.1.
Vision Zero Projects in East SoMa Plan Area

Project Name	Start Date (EST)	Current Phase	Total Budget (EST)
Folsom and Essex Protected Bikeway	Winter 2013-14	Construction	\$174,000
Embarcadero Enhancement Project	Summer 2014	Design	\$4,710,000
Market and Mission Road Diet Treatments	Winter 2014-15	Design	\$198,000
2nd Street Improvement Project Early Implementation	Summer 2015	Construction	\$160,000
2nd Street Improvement Project Early Implementation	Fall 2016	Construction	\$15,620,000
5th Street Green Backed Sharrows	Spring 2015	Construction	\$93,000
Howard Streetscape Project	Summer 2014	Design	\$2,135,000
6th Street & Minna Street New Signal	Winter 2014-15	Completed	\$350,000
6th Street Improvements Project	Winter 2014-15	Design	\$3,992,000
Pedestrian Countdown Signal 3 Signals	Spring 2015	Design	\$2,500,000
6th Street & Howard Street	Winter 2014-15	Completed	\$26,000
HSIP New Signals	Winter 2014-15	Design	\$1,125,000

Source: San Francisco Municipal Transportation Agency

MAP 7

Community Improvements in East SoMa, 2011–2015



Project Status

-  Complete
-  Construction / Near Construction
-  Planned
-  Conceptual

Project Size

-  Major
-  Community

5.1 Need, Nexus and Feasibility

To determine how much additional infrastructure and services would be required to serve new development, the Planning Department conducted a needs assessment that looked at recreation and open space facilities and maintenance, schools, community facilities including child care, neighborhood serving businesses, and affordable housing.

A significant part of the Eastern Neighborhoods Plans was the establishment of the Eastern Neighborhoods Community Impact Fee and Fund. Nexus studies were conducted as part of the original Eastern Neighborhoods effort, and then again as part of a Citywide Nexus and Levels-of-Service study described below. Both studies translated need created by development into an infrastructure cost per square foot of new development. This cost per square foot determines the maximum development impact fee that can be legally charged. After establishing the absolute maximum fee that can be charged legally, the City then tests what maximum fee can be charged without making development infeasible. In most instances, fees are ultimately established at lower than the legally justified amount determined by the nexus. Because fees are usually set lower than what could be legally justified, it is understood that impact fees cannot address all needs created by new development.

Need for transportation was studied separately under EN Trips and then later under the Transportation Sustainability Program. Each infrastructure or service need was analyzed by studying the General Plan, departmental databases, and facility plans, and with consultation of City agencies charged with providing the infrastructure or need.

As part of a required periodic update, in 2015, the Planning Department published a Citywide Needs Assessment that created levels-of-service metrics for new parks and open space, rehabilitated parks and open space, child care, bicycle facilities, and pedestrian facilities (“San Francisco Infrastructure Level of Service Analysis”).

Separate from the Citywide Nexus published in 2015, MTA and the Planning Department also produced a Needs Assessment and Nexus Study to analyze the need for additional transit services, along with complete streets. This effort was to provide justification for instituting a new Transportation Sustainability Fee (TSF) to replace the existing Transit Development Impact Fee (TDIF). In the analysis, the derived need for transit from new development is described providing the same amount transit service (measured by transit service hours) relative to amount of demand (measured by number of auto plus transit trips).

Between the original Needs Assessment, and the Level-of-Service Analysis, and the TSF Study the City has established the metrics below that establishes what is needed to maintain acceptable infrastructure and services in the Eastern Neighborhoods and throughout the City. These metrics of facilities and service needs are included in [Appendix I](#).

5.2 Recreation, Parks, and Open Space

The *East SoMa Plan* also calls for the provision of new recreation and park facilities and maintenance of existing resources. East SoMa’s historically industrial nature has resulted in relatively few neighborhood open spaces, and many areas lack adequate access to places to recreate and relax. The Plan specifically calls for the Planning Department to work with the Recreation and Parks Department (RPD) to identify a site in East SoMa for a new public park. While efforts to secure land for a new open space continue, RPD is currently undertaking a major renovation project on South Park, in the heart of East SoMa. Scheduled for completion in Fall of 2016, the multi-million dollar renovation will include upgrades to the park’s infrastructure, including new paths, irrigation, drainage, site lighting, site furnishings, 24 mature trees and landscaping.

Another facility renovation planned for East SoMa, still in planning phase, is the Gene Friend Recreation Center. Located on the corner of 6th and Folsom Streets, the facility includes an interior gymnasium and fitness center as well as

FIGURE 5.1

Design renderings of South Park renovation (currently underway)



Source: San Francisco Recreation & Parks.

an outdoor lawn and play area for children. RPD is partnering with the Trust for Public Land to undertake a major renovation and refurbishment of the facility, one of the few serving all of SoMa.

5.3 Community Facilities and Services

As a significant amount of new housing development is expected in East SoMa, new residents will increase the need to add new community facilities and to maintain and expand existing ones. Community facilities can include any type of service needed to meet the day-to-day needs of residents. These facilities include libraries, parks and open space, schools and child care. Community based organizations also provide many services to area residents including health, human services, and cultural centers. Section 5.3 describes efforts to increase and improve the supply of recreation and park space in East SoMa. Section 6 discusses the process of implementation of the community

benefits program, including the collection and management of the impact fees program.

Map 8 shows existing community facilities in East SoMa. Community based organizations currently provide a wide range of services at over 20 sites throughout East SoMa, ranging from clinics and legal aid, to job and language skills training centers and immigration assistance.

MAP 8**Community Facilities in East SoMa**

- Hospitals
- Libraries
- Community Based Organizations
- Child Care Facilities
- Schools
- Fire Stations
- Churches

5.4 Historic Preservation

A number of Planning Code amendments have been implemented in support of the Historic Preservation Policies within the Eastern Neighborhoods Plan Areas. These sections of the Planning Code provide for flexibility in permitted uses, thus encouraging the preservation and adaptive reuse of historic resources. The most effective incentive to date is the application of Section 803.9 of the Planning Code within the South of Market Plan area. Approximately 10 historic properties have agreed to on-going maintenance and rehabilitation plans in order to preserve these significant buildings.

5.4.1 Commercial Uses in Certain Mixed-Use Districts

Within certain Mixed-Use Districts, the Planning Code principally or conditionally permits various commercial uses that otherwise are not permitted. The approval path for these commercial uses varies depending on the (1) zoning district, (2) historic status, and (3) proposed use. The table in [Appendix K](#) illustrates Planning Code Section 803.9. Depending on the proposed use, approval may be received from either the Zoning Administrator (ZA) or with Conditional Use Authorization from the Planning Commission. Depending on the zoning district, the historic status may either be: Article 10 Landmark (A10), Contributing Resources to Article 10 Landmark Districts (A10D), Article 11 Category I, II, III and IV (A11), Listed in or determined eligible for National Register (NR), or Listed in or determined eligible for California Register (CR).

For use of this Planning Code section, the Historic Preservation Commission must provide a recommendation on whether the proposed use would enhance the feasibility of preserving the historic property. Economic feasibility is not a factor in determining application of the code provision. The incentive acknowledges that older buildings generally require more upkeep due to their age, antiquated building systems, and require intervention to adapt to contemporary uses. The property owner commits to preserving and maintaining the building, restoring deteriorated or missing features,

providing educational opportunities for the public regarding the history of the building and the district, and the like. As a result the owner is granted flexibility in the use of the property.

Department staff, along with advice from the Historic Preservation Commission, considers the overall historic preservation public benefit in preserving the subject property. Whether the rehabilitation and maintenance plan will enhance the feasibility of preserving the building is determined on a case-by-case basis. Typically, the Historic Preservation Maintenance Plan (HPMP) from the Project Sponsor will outline a short- and long-term maintenance and repair program. These plans vary in content based on the character-defining features of the property and its overall condition. Maintenance and repair programs may include elements, like a window rehabilitation program, sign program, interpretative exhibit, among others.

5.5 Neighborhood Serving Establishments

Neighborhood serving businesses represent a diversity of activities beyond typical land use categories such as retail. This section defines neighborhood serving as those activities of an everyday nature associated with a high “purchase” frequency (see [Appendix L](#) for a list of business categories used). Grocery stores, auto shops and gasoline stations, banks and schools which frequently host other activities, among many other uses, can be considered “neighborhood serving.”

By this definition, East SoMa is home to 145 neighborhood serving businesses and establishments employing roughly 3,400 people. Since 2010, East SoMa has gained almost 630 full-service restaurant jobs, though the number of restaurant establishments has remained roughly the same. In general, places to eat and drink are the most common neighborhood serving establishments in the plan area. East SoMa’s relative lack of typical neighborhood commercial strips is evident in the few retail and personal service establishments present throughout the neighborhood.

As shown in [Table 5.5.1](#), the top 10 neighborhood serving establishments in East SoMa include

eating places (full- and limited-service restaurants, bakeries, etc.), bars, grocery stores, banks, and auto repair shops. These businesses are spread throughout the Plan Area, as shown on [Map 9](#).

TABLE 5.5.1**Neighborhood Serving Establishments, East SoMa**

Type	Establishments	Employment
Full-Service Restaurants	37	1,494
Drinking Places (Alcoholic Beverages)	14	350
Snack and Nonalcoholic Beverage Bars	9	237
Limited-Service Restaurants	19	233
Supermarkets and Other Grocery (except Convenience) Stores	5	225
Commercial Banking	4	178
General Automotive Repair	12	115
Children's and Infants' Clothing Stores	1	80
Elementary and Secondary Schools	1	59
Shoe Stores	1	43
Beauty Salons	3	43
Cosmetics, Beauty Supplies, and Perfume Stores	3	43
Pharmacies and Drug Stores	3	42
Video Tape and Disc Rental	2	33
Women's Clothing Stores	1	29
Convenience Stores	2	28
Gasoline Stations with Convenience Stores	3	24
Fitness and Recreational Sports Centers	5	22
Pet Care (except Veterinary) Services	4	20
Sporting Goods Stores	1	12
Clothing Accessories Stores	2	10
Pet and Pet Supplies Stores	1	7
Automotive Exhaust System Repair	1	5
Cafeterias, Grill Buffets, and Buffets	1	4
Other Personal and Household Goods Repair and Maintenance	1	4
Electronics Stores	4	4
Child Day Care Services	1	2
Car Washes	1	2
Religious Organizations	1	1
Retail Bakeries	1	–
Other Automotive Mechanical and Electrical Repair and Maintenance	1	–
Total	145	3,349

Source: California Employment Development Department

MAP 9

Neighborhood Serving Businesses in East SoMa



- | | |
|---|--|
| ● 311 - Food Manufacturing | ● 522 - Credit Intermediation |
| ● 443 - Electronics and Appliance | ● 532 - Rental and Leasing Services |
| ● 445 - Food and Beverage | ● 611 - Educational Services |
| ● 446 - Health and Personal Care | ● 624 - Social Assistance |
| ● 447 - Gas Stations | ● 713 - Amusement, Gambling and Recreation |
| ● 448 - Clothing and Accessories | ● 722 - Food Services and Drinking Places |
| ● 451 - Sporting goods, Hobby, Musical Instrument and Books | ● 811 - Repair and Maintenance |
| ● 452 - General Merchandise | ● 812 - Personal and Laundry Services |
| ● 453 - Miscellaneous | ● 813 - Religious and Civic Organizations |
| ● 519 - Other Information | |

6. Implementation of Proposed Programming

Along with establishing fees and providing a programmatic framework of projects, the EN approvals included amendments to the City's Administrative Code establishing a process to choose infrastructure projects for implementation on an ongoing basis.

6.1 Eastern Neighborhoods Citizens Advisory Committee

The Eastern Neighborhoods Citizens Advisory Committee (EN CAC) started meeting on a monthly basis in October 2009. The CAC is comprised of 19 members of the public appointed by the Board of Supervisors or the Mayor. The CAC focuses on implementation of the Eastern Neighborhoods Implementation Program and priority projects. Together with the IPIC, discussed below, the CAC determine how revenue from impact fees are spent. The CAC also plays a key role in reviewing and advising on the Five-Year Monitoring Reports.

The EN CAC has held monthly public meetings since October 2009. For more information on the EN CAC, go to <http://encac.sfplanning.org>.

6.2 Eastern Neighborhoods Community Facilities and Infrastructure Fee and Fund

The Eastern Neighborhoods Community Facilities and Infrastructure Fee includes three tiers of fees that are based on the amount of additional development enabled by the 2009 Eastern Neighborhoods rezoning. In general, Tier 1 fees are charged in areas where new zoning provided less than 10 feet of additional height. Tier 2 fees are for those areas that included between 10 and 20 feet of additional height, and Tier 3 fees are for areas that included for 20 feet or more of additional height. Fees are adjusted every year based on inflation of construction costs.

Below is a chart of the original fees (2009) and the fees as they exist today.

TABLE 6.2.1

Eastern Neighborhoods Infrastructure Impact Fees per Square Foot, 2009 and 2016

	Original Fee		2016 Fee	
	Residential	"Non-Residential"	Residential	"Non-Residential"
Tier 1	\$8.00	\$6.00	\$10.19	\$7.65
Tier 2	\$12.00	\$10.00	\$15.29	\$12.74
Tier 3	\$16.00	\$14.00	\$20.39	\$17.84

Source: San Francisco Planning Department

The fees established above are proportionally divided into five funding categories as determined by the needs assessment, nexus studies, and feasibility studies, including housing, transportation/transit, complete streets, recreation and open space, and child care. In the Mission District NCT and MUR (Mixed-Use Residential) Districts, 75% of fees collected from residential development is set aside for affordable housing for the two respective Plan Areas. The first \$10,000,000 collected are targeted to affordable housing preservation and rehabilitation. To date, the City has collected more than \$48 million in impact fees, as shown on [Table 6.2.2](#).

TABLE 6.2.2**Eastern Neighborhoods Infrastructure Impact Fees
Collected to Date**

Category	Collected
HOUSING	\$4,742,000
TRANSPORTATION / TRANSIT	\$16,936,000
COMPLETE STREETS	\$6,733,000
RECREATION AND OPEN SPACE	\$17,518,000
CHILDCARE	\$2,416,000
Total	\$48,345,000

Source: San Francisco Planning Department

Note: Amount collected includes in-kind improvements

TABLE 6.2.3**Eastern Neighborhoods Infrastructure Impact Fees
Projected, 2016–2020**

Category	Collected
HOUSING	\$26,411,000
TRANSPORTATION / TRANSIT	\$30,302,000
COMPLETE STREETS	\$38,542,000
RECREATION AND OPEN SPACE	\$43,912,000
CHILDCARE	\$5,931,000
Total	\$145,098,000

Source: San Francisco Planning Department

Over the 2016-2020 period, the City is projected to collect \$140 million from the Eastern Neighborhoods impact fee program, as shown on [Table 6.2.3](#).

As shown in [Table 6.2.4](#), approximately \$14.6 million were collected from 39 projects in the East SoMa Plan Area between 2011 and 2015. Overall, roughly \$48.4 million has been collected in all of the Eastern Neighborhoods, including Western SoMa.

TABLE 6.2.4**Eastern Neighborhoods Infrastructure Impact Fees
Collected, 2011–2015**

Area	Revenue	Projects
East SoMa	\$14,635,000	39
Western SoMa	\$6,940,000	11
Mission	\$5,357,000	43
Central Waterfront	\$10,034,000	19
Showplace/Potrero	\$11,384,000	26
TOTAL	\$48,350,000	138

Source: San Francisco Planning Department

6.3 IPIC Process

The Infrastructure Plan Implementation Committee was established in Article 36 of the San Francisco Administrative Code. The IPIC's purpose is to bring together City agencies to collectively implement the community improvement plans for specific areas of the City including the Eastern Neighborhood Plan Areas. The IPIC is instrumental in creating a yearly expenditure plan for impact fee revenue and in creating a bi-annual "mini" Capital Plan for the Eastern Neighborhoods. The annual Expenditure Plan is specific to projects that are funded by impact fees. The bi-annual Eastern Neighborhoods Capital Plan also includes infrastructure projects that are funded by other sources, and projects where funding has not been identified.

6.4 Eastern Neighborhood MOU

In 2009, the Planning Department entered into a Memorandum of Understanding with SF Public Works, SFMTA, Rec and Park, and MOHCD to assure commitment to implementing the EN Plans. A key component of the agreement was the establishment of a list of priority projects:

- » Folsom Street
- » 16th Street
- » Townsend Street
- » Pedestrian Crossing at Manalo Draves Park
- » 17th and Folsom Street Park
- » Showplace Square Open Space

6.5 First Source Hiring

The First Source Hiring Program was first adopted in 1998 and modified in 2006. The intent of First Source is to connect low-income San Francisco residents with entry-level jobs that are generated by the City's investment in contracts or public works or by business activity that requires approval by the City's Planning Department or permits by the Department of Building Inspection. CityBuild works in partnership with Planning Department and DBI to coordinate execution of First Source Affidavits and MOUs.

CityBuild is a program of the Office of Economic and Workforce Development and is the First Source Hiring Administrator. In accordance with Chapter 83: First Source Hiring Program, developers must submit a First Source Affidavit to the Planning Department prior to planning approval. In order to receive construction permit from DBI, developers must enter into a First Source Hiring MOU with CityBuild. Developers and contractors agree to work in good faith to employ 50% of its entry-level new hiring opportunities through the CityBuild First Source Hiring process.

Projects that qualify under First Source include:

- » any activity that requires discretionary action by the City Planning Commission related to a commercial activity over 25,000 square feet including conditional use authorization;
- » any building permit applications for a residential project over 10 units;
- » City issued public construction contracts in excess of \$350,000;
- » City contracts for goods and services in excess of \$50,000;
- » leases of City property;
- » grants and loans issued by City departments in excess of \$50,000.

Since 2011, CityBuild has managed 442 placements in 72 First Source private projects in the three zip codes encompassing the Eastern Neighborhoods Plan Areas (94107, 94110, 94103), not including projects in Mission Bay, approved under the former Redevelopment Agency. They have also placed 771 residents from the three-zip code area in projects throughout the city.

In 2011, the City also implemented a first of its kind, the Local Hire Policy for Construction on publicly funded construction projects. This policy sets forth a mandatory hiring requirement of local residents per trade for construction work hours. This policy superseded the First Source Hiring Program on public construction contracts. Since 2011, a cumulative 37% of the overall 6.2 million work hours have been worked by local residents and 58% of 840,000 apprentice work hours performed by local residents.

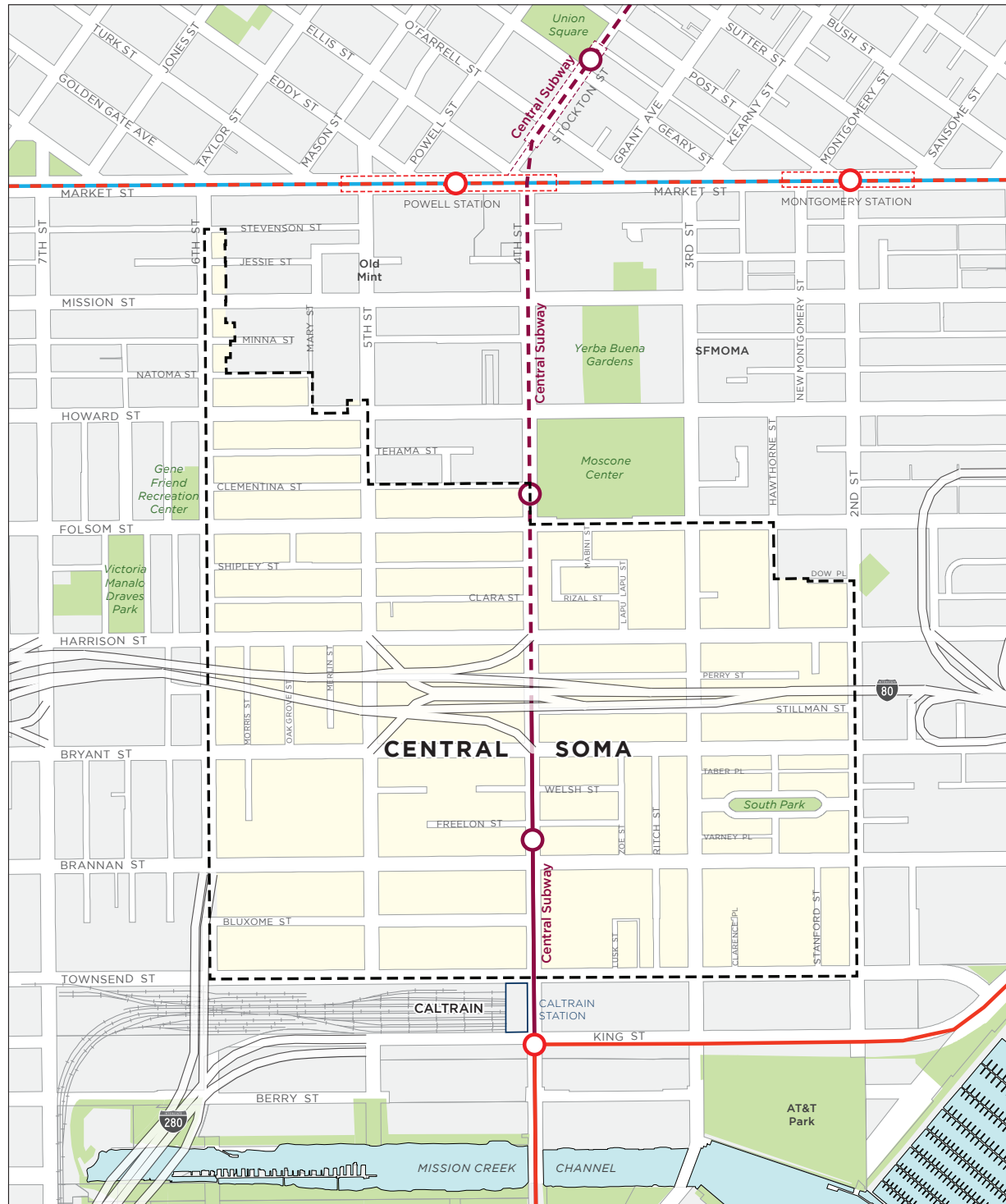
7. Ongoing Planning Efforts

The *Central SOMA Plan* (currently underway) continues many of the goals of the East SoMa Plan, and proposes changes to land use and development controls in that area of overlap.

At the time of the *East SoMa Plan*'s adoption in 2009, consensus had not been reached on how to prepare the neighborhood for the arrival of the Central Subway, a 1.7 mile transit investment connecting the Caltrain station to Chinatown. The East SoMa Plan did not include rezoning of the industrial-protection Service Light Industrial (SLI) district in the area, and explicitly deferred land use change in the SLI to a subsequent, more focused, planning process that takes into account a comprehensive study of the City's growth needs, as well as the transportation opportunity represented by the Central Subway. The Central Subway is expected to move 76,000 daily riders through the corridor by 2030, with a peak hourly capacity of almost 5,000 riders in each direction. Stations will include new underground facilities in Chinatown, at Union Square/Market Street, and at Moscone Center/Folsom Street, with a new above-ground station at Brannan Street at Fourth Street. In addition to the subway, other transportation improvements are planned to address SoMa circulation needs including the Downtown Rail Extension which will extend Caltrain underground through the study area to the Transbay Transit Center, MUNI improvements such as transit-only lanes along Mission Street, and anticipated improvements to the Bicycle Network such as new cycle lanes along 2nd and 5th Streets. For more information on the *Central SoMa Plan*, visit <http://sfplanning.org/central-soma-plan>.

FIGURE 7.1

The Central SOMA Plan Area



Source: San Francisco Planning, Central SoMa Draft Plan.



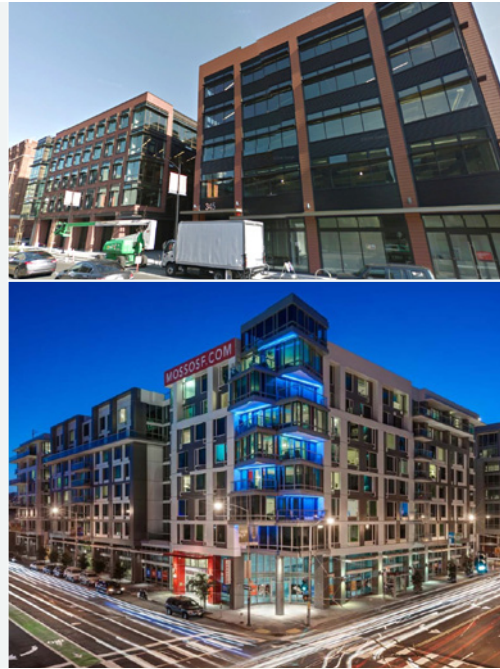
2,000 Feet

- - - Central Subway
under construction, expected to open in 2019
- - - BART/Muni Metro Subway
- Muni Metro (Surface)

FIGURE 7.2

Growth potential under the Central SOMA Plan

New potential for up to
45,000 new jobs
7,800 new housing units



Source: San Francisco Planning, Central SoMa Draft Plan.

FIGURE 7.3

The Central Subway station at Folsom and Fourth Streets, currently under construction



Source: SF Planning, Paolo Ikezoe



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Citizens Advisory Committee of the Eastern Neighborhoods Plan

Current Members:

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Don Bragg, Marcia Contreras, John Elberling,

Keith Goldstein, Oscar Grande, Bruce Kin Huie,

Henry Karnilowitz, Toby Levy, Robert Lopez,

Fernando Martí, Dan Murphy, Kristian Ongoco,

Abbie Wertheim

Previous Members:

Alisa Shen, Arthur Reis, Maureen Sedonaen, Kate Sofis,

Cyndy Comerford, Julie Leadbetter

The Planning Department would also like to acknowledge the efforts of community organizations and the thousands of community members who have worked with us over the years to develop the Eastern Neighborhoods Community Plans.

For Information on the Eastern Neighborhoods Area Plans, visit:

<http://easternneighborhoods.sfplanning.org>

MISSION AREA PLAN MONITORING REPORT 2011–2015





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Front Cover: Mission Street at 25th Street looking south

MISSION AREA PLAN MONITORING REPORT

2011–2015

San Francisco Planning Department
September 2016



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1. Introduction: Mission Area Plan

San Francisco's Eastern Bayfront neighborhoods have historically been the home of the city's industrial economy and have accommodated diverse communities ranging from families who have lived in the area for generations to more recent immigrants from Latin America and Asia. The combination of a vibrant and innovative industrial economy with the rich cultural infusion of old and new residents is central to San Francisco's character. Among many of the components that contributed to the economic and cultural character of the eastern part of the San Francisco were the wide availability of lands suitable for industrial activities (whether or not they were zoned for such) and the affordability of these neighborhoods' housing stock, relative to other parts of the city. Industrial properties continue to be valuable assets to the city's economy as they provide space for innovative local businesses; large, flexible floorplans for a wide range of tenants; and living wage career opportunities to residents without advanced degrees.

Over the past few decades, and particularly during the series of "booms" in high technology industries since in the 1990s, the Eastern Bayfront neighborhoods have experienced waves of pressure on its industrial lands and affordable housing stock. Due to their proximity to downtown San Francisco and easy access (via US-101, I-280, and Caltrain) to Silicon Valley, industrially-zoned properties in the Eastern Bayshore, particularly in neighborhoods like South of Market (SoMa), Mission, Showplace Square, and Central Waterfront became highly desirable to office users who were able to outbid traditional production, distribution, and repair (PDR) businesses for those spaces. The predominant industrial zoning designations in these neighborhoods until the late 2000s—C-M, M-1, and M-2—allowed for a broad range of uses, which enabled owners to sell or lease properties to non-PDR businesses as well as to develop them into "live-work" lofts serving primarily as a residential use.

Moreover, much of the Eastern Neighborhoods is well-served by public transportation, have vibrant cultural amenities, and feature many attractive

older buildings. These neighborhood assets and employment opportunities have served as magnets for high wage earners and housing developers, creating an influx of new, more affluent residents.

Beginning in the late 1990s, the City, residents, community activists, and business owners recognized the need for a comprehensive, community-based planning process to resolve these conflicts and stabilize the neighborhoods into the future. The Eastern Neighborhoods community planning process was launched in 2001 to determine how much of San Francisco's remaining industrial lands should be preserved and how much could appropriately be transitioned to other uses. The planning process also recognized the need to produce housing opportunities for residents of all income levels, which requires not just the development of new units at market rates, but also opportunities for low and moderate income families.

In 2008, four new area plans for the Mission, East SoMa, Showplace Square/Potrero Hill, and Central Waterfront neighborhoods were adopted. Respecting the Western SoMa community's request for more time to complete their planning process, the area plan for that neighborhood was undertaken in parallel and completed in 2013. The resulting area plans contained holistic visions for affordable housing, transportation, parks and open space, urban design, and community facilities.

The Eastern Neighborhoods Plans represent the City's and community's pursuit of two key policy goals:

- 1) Ensuring a stable future for PDR businesses in the city by preserving lands suitable to these activities and minimizing conflicts with other land uses; and
- 2) Providing a significant amount of new housing affordable to low, moderate and middle income families and individuals, along with "complete neighborhoods" that provide appropriate amenities for the existing and new residents.

The challenges that motivated the Eastern Neighborhoods community planning process

MAP 1

Mission Area Plan Area Boundaries



were evident in the Mission when the plans were adopted and continue to be relevant today. The boundaries of the Mission Area Plan Area, shown in [Map 1](#), run along Duboce/13th to the north, Potrero Avenue to the east, Guerrero Street to the west, and Cesar Chavez Street to the south.¹

The Mission is highly dense with neighborhood amenities, including a variety of shops and restaurants, an architecturally rich and varied housing stock, vibrant cultural resources, and excellent transit access. Traditionally a reservoir of affordable housing relatively accessible to recent immigrants and artists, housing affordability in the Mission has significantly declined in the past decade as demand has rapidly outpaced new housing supply and due to statewide restrictions on tenant protection laws (such as the Ellis Act), which allows landlords to evict residents from rent controlled apartments. Despite inclusionary housing requirements that mandate that a certain percentage of new units be affordable to low and moderate income households, new housing has been largely unaffordable to existing residents.

Mission residents and business owners highlighted a number of policy goals, in addition to the Eastern Neighborhoods-wide objectives, that should be considered for the Area Plan:

- » Preserve diversity and vitality of the Mission
- » Increase the amount of affordable housing
- » Preserve and enhance the existing Production, Distribution and Repair businesses
- » Preserve and enhance the unique character of the Mission's distinct commercial areas
- » Promote alternative means of transportation to reduce traffic and auto use
- » Improve and develop additional community facilities and open space
- » Minimize displacement

1.1 Summary of Ordinance and Monitoring Requirements

The ordinances that enacted the Eastern Neighborhoods Area Plans (including Western SoMa), adopted by the Board of Supervisors, include a requirement that the Planning Department produce five year reports monitoring residential and commercial developments in those neighborhoods, as well as impact fees generated and public and private investments in community benefits and infrastructure.² [Appendix A](#) includes the language in the Administrative Code mandating the Monitoring Reports. The first set of monitoring reports for Mission, East SoMa, Showplace Square/Potrero Hill, and Central Waterfront were published in 2011, covering the period from January 1, 2006 through December 31, 2010.

The ordinances require the monitoring reports to track all development activity occurring within Plan Area boundaries during the five-year period, as well as the pipeline projecting future development as of the end of the reporting period. Some of this development activity was considered under the Eastern Neighborhoods Environmental Impact Report (EN PEIR), certified in 2008; and Western SoMa EIR, certified in 2012. However, a few of the developments that have been completed during this period and some of the proposed projects in the pipeline did not (or will not) receive their environmental clearance through these two EIRs, for these four reasons:

- 1) The developments were entitled prior to the adoption of the Plans, under zoning designations that were subsequently changed by the Plans.
- 2) Under the Eastern Neighborhoods Amnesty Program that expired in 2013, legalization of conversions from PDR to office space that took place prior to Plan adoption was allowed.
- 3) Some large-scale developments and Plan Areas that are within or overlap Project Area boundaries (such as Central SoMa and Pier 70) will undergo separate environmental review processes.

¹ Unless otherwise noted, this report will refer to the Mission Area Plan Area, Mission neighborhood, and "the Mission" interchangeably, as the area shown on Map 1. Other official and community definitions of the boundaries of the Mission neighborhood exist. Where those are used within this report, they will be specifically referenced.

² Unless otherwise noted, this report will refer to the Eastern Neighborhoods Area Plans, or just Area Plans, as encompassing the Mission, East SoMa, Central Waterfront, Showplace Square/Potrero Hill as well as Western SoMa. References to Plan Areas (or to the names of the individual areas) will describe the areas within the boundaries outlined by the individual plans.

- 4) Certain smaller projects did not rely on the rezoning under the EIRs and are therefore excluded.

This report analyzes all development activity within the Eastern Neighborhoods, whether or not projects rely on the EN PEIR. For a list of projects relying on the EN PEIR, please refer to [Appendix D](#).

The *Mission Area Plan Monitoring Report 2011-2015* is part of the set of Eastern Neighborhoods monitoring reports covering the period from January 1, 2011 to December 31, 2015. Because Western SoMa was adopted in 2013, no monitoring reports have been produced for that Area Plan. However, due to its geographic proximity and overlapping policy goals with the other Eastern Neighborhoods, Planning Department staff, in consultation with the CAC, has shifted the reporting timeline such that the Western SoMa Area Plan Monitoring Report 2011-2015 will be the first five-year report and set the calendar so that future monitoring reports are conducted alongside the other Eastern Neighborhoods. Subsequent time series monitoring reports for the Mission area and other Eastern Neighborhoods (including Western SoMa) will be released in years ending in 1 and 6.

While the previous Monitoring Report covered only the small amount of development activities in the years immediately preceding and following the adoption of the *Mission Area Plan* in 2008, this report contains information and analysis about a period of intense market development and political activity in the Mission. This report relies primarily on the *Housing Inventory*, the *Commerce and Industry Inventory*, and the *Pipeline Quarterly Report*, all of which are published by the Planning Department. Additional data sources include: the California Employment and Development Department (EDD), the U.S. Census Bureau's American Community Survey, the San Francisco Municipal Transportation Agency (SFMTA), Co-Star Realty information, Dun and Bradstreet business data, CBRE and NAI-BT Commercial real estate reports, and information gathered from the Department of Building Inspection, the offices of the Treasurer and Tax Collector, the Controller, and the Assessor-Recorder.

2. Commercial Activity and Job Creation

One of the defining characteristics of the Mission neighborhood is its remarkable mix of uses and diversity of businesses, including manufacturing, restaurants and bars, a broad range of retail activities, institutional and educational uses, hospitals, and more. The neighborhood commercial corridors along Mission, Valencia, and 24th Streets support a variety of retail activities including shops and services, housing, and small offices, which serve their immediate neighborhood and also residents from throughout the city and region. Indeed, these commercial corridors have become part of San Francisco's tourism circuit, attracting visitors from around the world.³

The primarily residential portions of the Mission, which occupy the blocks on the southeast and western edges of the neighborhood, are also peppered with neighborhood serving businesses including corner stores, dry cleaning services, restaurants, cafes, and bars. Lastly, the Mission is home to a thriving collection of PDR businesses. The Northeast Mission Industrial Zone (NEMIZ) clusters many of these industrial activities and spaces, but a variety of smaller PDR businesses (such as auto repair garages, light manufacturing work, and the like) are scattered throughout the neighborhood. This mix of uses is an important source of employment opportunities for neighborhood, city and Bay Area residents; contributing to the overall vitality and culture of the Mission.

2.1 Commercial Space Inventory

[Table 2.1.1](#) illustrates the mix of non-residential space in the Mission as of 2015. The table reflects the balanced mix of uses described above, as office, retail, and PDR activities each occupy roughly a quarter of the commercial space in the neighborhood. Cultural, institutional, and educational and medical uses make up roughly another 20% of non-residential buildings and tourist hotels take up about another 1%. The table

³ For example, a recent New York Times feature highlighting 18 San Francisco attractions to visit on a 36-hour stay in the city included 6 sites within the Mission Area Plan Area and another 3 within 2 blocks of its boundaries. See http://www.nytimes.com/2015/11/01/travel/what-to-do-in-36-hours-in-san-francisco.html?_r=0

FIGURE 2.0.1**Produce Market on Mission Street**

Photo by SF Planning, Pedro Peterson

also shows the importance of the Mission in the San Francisco's stock of industrial lands. Though the neighborhood only accounts for 5% of the City's overall commercial space, its share of PDR space is much higher, at 8%. However, as will be

discussed in the sections below, in recent decades PDR space has been subject to intense pressures from uses that are able to pay higher land rents, such as office and market-rate residential.

TABLE 2.1.1**Commercial Building Space Square Footage, Mission and San Francisco, 2015**

Non-Residential Land Use	Mission		Citywide		Mission as % of San Francisco
	Square Feet	%	Square Feet	%	
Cultural, Institution, Educational	1,760,105	15%	29,898,514	13%	6%
Medical	698,877	6%	17,468,039	7%	4%
Office	3,079,231	27%	107,978,954	45%	3%
PDR / Light Industrial	2,896,338	25%	36,265,832	15%	8%
Retail	3,022,780	26%	42,299,526	18%	7%
Visitor / Lodging	92,560	1%	4,053,422	2%	2%
Total	11,549,891	100%	237,964,287	100%	5%

Source: San Francisco Planning Department Land Use Database, March 2016.

Table 2.1.2 shows commercial and other non-residential development activity in the Mission Area Plan area between January 1, 2011 and December 31, 2015 while Table 2.1.3 shows corresponding figures for San Francisco. These tables count newly developed projects (on vacant properties or redevelopment of existing properties) as well as conversions from one use to another. Between 2011 and 2015, 206,000 square feet of PDR land was converted to other uses, especially housing, equivalent to roughly 6% of PDR space in the Mission.

Two properties account for more than 75% of the PDR conversion during this period. In 2012, the Planning Department legitimized a conversion of roughly 95,000 square feet of PDR to office at 1550 Bryant; the actual conversion occurred prior to the enactment of Eastern Neighborhoods without the benefit of a permit. The legitimization program (see section 2.3.1), which was enacted

concurrently with Eastern Neighborhoods, enabled the space to be legally permitted as office. Another property at Mission Street and 15th Street, a vacant and non-functioning former printing shop, accounted for another 63,000 square feet of PDR conversion. This project was approved prior to adoption of the Mission Area Plan, but completed construction in 2013. The building was demolished to build a 194-unit residential building, shown in Photo 2.1.1, which includes 40 affordable units (21% of the total). The property is zoned neighborhood commercial transit (NCT) and urban mixed-use (UMU), designations created by the Eastern Neighborhoods Area Plans specifically to transition struggling industrial properties in transit-rich corridors to dense residential uses. Table 2.1.2 also shows the loss of 25,000 square feet of institutional space in 2015, which took place because the San Francisco SPCA demolished a building on their campus to convert into a dog park in order to better meet their animal

FIGURE 2.1.1
1880 Mission Street



Photo by SF Planning, Pedro Peterson

rescue activities. The table also shows a modest gain of office and retail space during the reporting period. One illustrative project is the development at 1501 15th Street, which redeveloped a vacant lot of a former gas station into a mixed-use building with 40 residential units (7 of them below market rate) and roughly 8,000 square feet of ground floor commercial space.

For comparison purposes, [Table 2.1.3](#) shows the commercial development activity throughout San Francisco. Overall, while the Mission saw a decrease of roughly 68,000 square feet, the city gained 2.8 million square feet, mostly serving office and medical uses. The Mission accounted for about 20% of the city's loss of PDR and

slightly more than 7% of citywide office development between 2011 and 2015.

[Map 2](#) shows the location of the larger-scale non-residential developments. (See [Appendix B](#) for detailed information about completed developments.)

TABLE 2.1.2

Net Change in Commercial Space Built, Mission 2011–2015

Year Completed	Cultural, Institutional, Educational	Medical	Office	PDR / Light Industrial	Retail	Visitor / Lodging	Total Commercial Sq Ft
2011	–	–	–	(10,800)	–	–	(10,800)
2012	–	–	108,400	(98,326)	4,320	–	14,394
2013	–	–	–	(70,762)	–	–	(70,762)
2014	–	15,200	–	(26,423)	(3,696)	–	(14,919)
2015	(25,211)	–	–	–	39,495	–	14,284
Total	(25,211)	15,200	108,400	(206,311)	40,119	–	(67,803)

Source: San Francisco Planning Department.

Note: Includes all developments in the Plan Area during reporting period, including those that did not receive CEQA clearance under Eastern Neighborhoods EIR.

TABLE 2.1.3

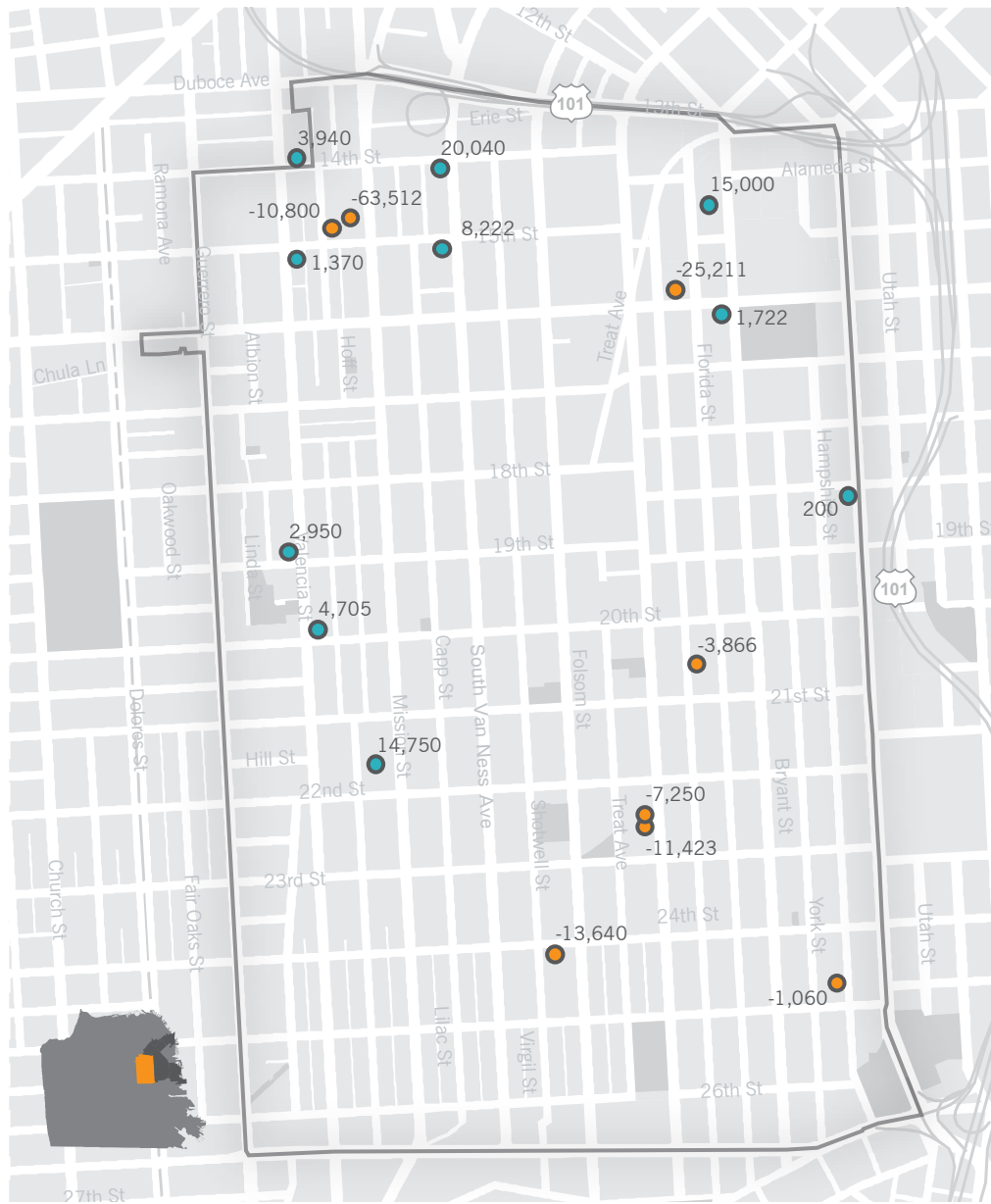
Net Change in Commercial Space, San Francisco 2011–2015

Year Completed	Cultural, Institutional, Educational	Medical	Office	PDR / Light Industrial	Retail	Visitor / Lodging	Total Commercial Sq Ft
2011	10,477	0	40,019	(18,075)	16,854	0	49,275
2012	(52,937)	0	24,373	(164,116)	32,445	0	(160,235)
2013	66,417	0	335,914	(236,473)	5,941	(69,856)	101,943
2014	446,803	1,815,700	603,997	(422,157)	11,875	63,286	2,519,504
2015	(21,456)	20,000	460,508	(183,775)	65,419	0	340,696
Total	449,304	1,835,700	1,464,811	(1,024,596)	132,534	(6,570)	2,851,183

Source: San Francisco Planning Department.

MAP 2

Completed Projects Causing Net Change in Commercial Space, Mission 2011–2015



- Net loss of commercial space
- Net gain of commercial space

2.2 Commercial Development Pipeline

The development pipeline is best understood as two separate subcategories, shown in [Table 2.2.1](#) as “Under Review” and “Entitled”. Entitled projects are those that have received Planning Department approvals and are under construction or awaiting financing or other hurdles to break ground. Such projects can be expected to be completed with some confidence, although some of them may take years to finally complete their construction and receive certificates of occupancy. Projects that are under review projects are those that have filed application with the Planning and/or Building Departments, but have not been approved. These projects have to clear several hurdles, including environmental (CEQA) review, and may require conditional use permits or variances. Therefore, under review projects should be considered more speculative.

The commercial development pipeline in the Mission shows a continuation of the trends that have taken place during the reporting period of 2011-15 ([Table 2.2.1](#)). The Mission will continue to see some of its PDR space converted to other uses,

particularly residential, as well as the development of some office, medical, and institutional space. However, the City continues to enforce PDR protection policies in specially designated zones in the Mission, such as PDR-1 and PDR-2.

The projects in the pipeline that have received entitlements show a slight net gain (5,000 square feet) of non-residential uses in the Mission in the near future. If all of these developments are completed, the Planning Department expects a loss of about 360,500 square feet of PDR space and concomitant gain of roughly 175,000 square feet in other commercial space, including institutional, medical, office and retail uses. Entitled projects that propose to convert PDR to other uses are mostly small spaces (up to about 6,000 square feet) that will be redeveloped as residential or mixed-use residential buildings. One representative project is at 346 Potrero Avenue, currently under construction, where 3,000 square feet of PDR has been converted to a mixed use building with approximately 1,600 square feet of ground floor retail and 70 residential units, 11 of which are affordable.

TABLE 2.2.1

Commercial and Other Non-Residential Development Pipeline, Mission Q4 2015

Development Status	Cultural, Educational, Institutional	Medical	Office	PDR/Light Industrial	Retail	Visitor/Lodging	Total Commercial Sq Ft
Under Construction	–	–	–	(12,461)	7,396	–	(5,065)
Planning Entitled	3,957	16,000	4,672	(18,607)	4,682	–	10,704
Planning Approved	2,757	–	–	(2,914)	–	–	(157)
Building Permit Filed	–	–	–	(1,939)	844	–	(1,095)
Building Permit Approved/ Issued/ Reinstated	1,200	16,000	4,672	(13,754)	3,838	–	11,956
Under Review	282,932	–	160,591	(329,490)	51,672	–	169,219
Planning Filed	282,932	–	159,388	(303,697)	55,186	–	182,933
Building Permit Filed	–	–	1,203	(25,793)	10,876	–	13,714
Total	286,889	16,000	165,263	(360,558)	67,264	–	174,858

Source: San Francisco Planning Department

Note: Includes all developments in the pipeline as of December 31, 2015, including those that did not (or will not) receive CEQA clearance under Eastern Neighborhoods EIR.

One example of a project that is currently under review, the “Armory Building” at 1800 Mission, has requested to convert roughly 120,000 square feet of PDR space into office use. Another large-scale project currently under review would build 176,000 square feet of non-profit service delivery office space at 1850 Bryant Street. If all projects that are under review come to fruition, the Mission will see roughly 360,000 square feet of PDR transition to other uses.

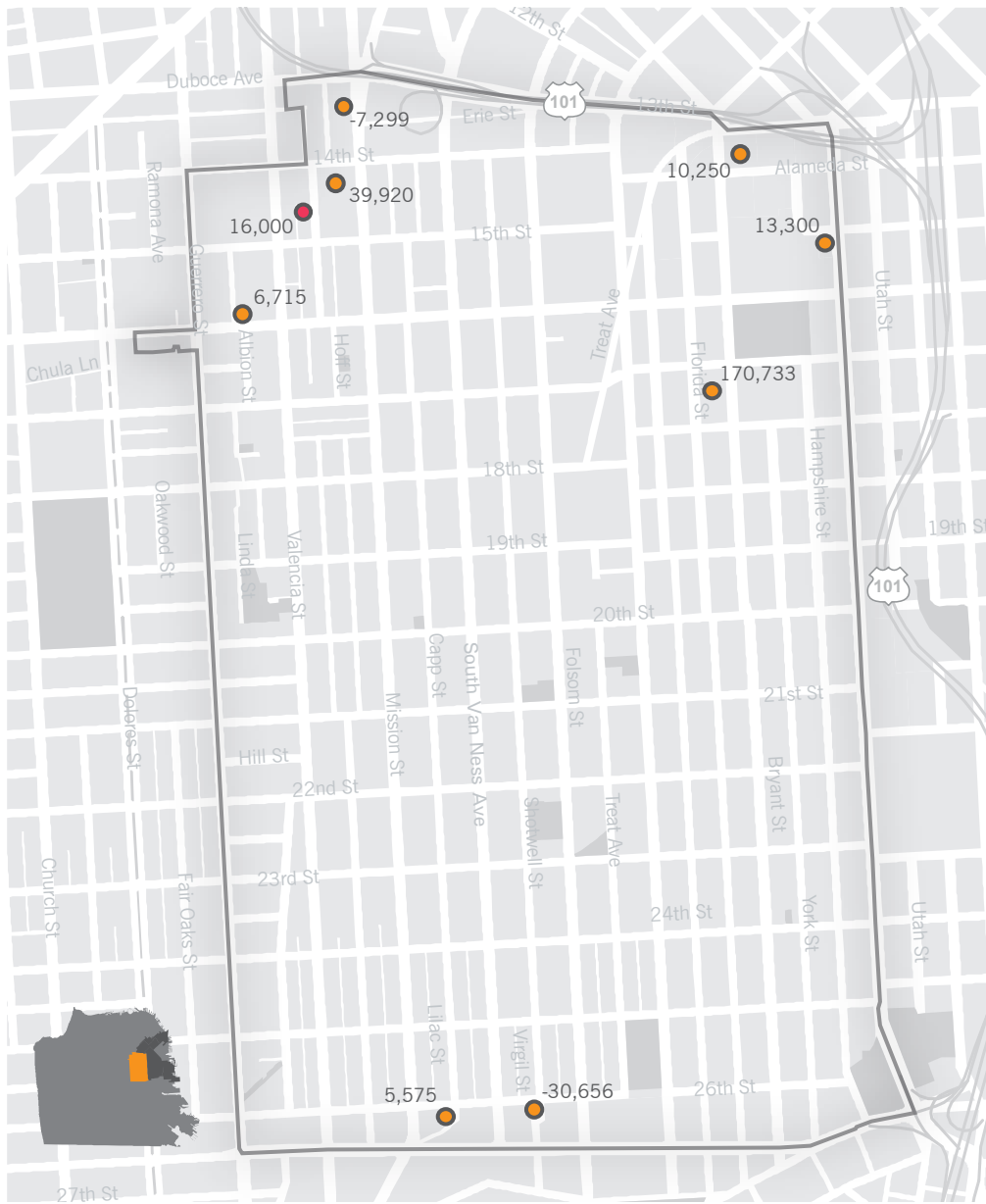
Table 2.2.2 shows the commercial development pipeline for San Francisco for comparison. The development pipeline in the Mission represents less than 1% of the citywide pipeline. Map 3 shows the locations of the larger proposed commercial developments in the plan area. (See Appendix C for detailed information about pipeline projects.)

TABLE 2.2.2

Commercial and Other Non-Residential Development Pipeline, San Francisco Q4 2010

Development Status	Cultural, Educational, Institutional	Medical	Office	PDR/Light Industrial	Retail	Visitor/Lodging	Total Commercial Sq Ft
Under Construction	1,098,708	(58,871)	3,894,055	(290,327)	491,366	(189,563)	4,945,368
Planning Entitled	312,600	20,665	5,576,249	332,662	1,268,623	519,906	8,030,705
Planning Approved	1,942	4,665	4,571,993	311,417	1,084,828	458,554	6,433,399
Building Permit Filed	4,343	–	(36,555)	(33,939)	806	–	(65,345)
Building Permit Approved/Issued/Reinstated	306,315	16,000	1,040,811	55,184	182,989	61,352	1,662,651
Under Review	1,042,013	1,875	7,459,214	(1,046,009)	1,594,639	418,557	9,470,289
Planning Filed	1,084,228	1,875	5,955,541	(994,050)	1,552,310	200,747	7,800,651
Building Permit Filed	(42,215)	–	1,503,673	(51,959)	42,329	217,810	1,669,638
Total	2,453,321	(36,331)	16,929,518	(1,003,674)	3,354,628	748,900	22,446,362

Source: San Francisco Planning Department

MAP 3**Commercial and Other Non-Residential Development Pipeline, Mission Q4 2015**

- Entitled
- Under Construction
- Under Review

Note: Only includes projects that will add or remove 5,000 net square feet.

2.3 Changes in PDR Uses

As discussed above, the Mission (and the Eastern Neighborhoods more broadly), have experienced economic changes that have made many areas highly attractive to residential and office development. These types of uses are generally able to afford higher land costs, and therefore can outbid PDR businesses for parcels that are not specifically zoned for industrial use. Prior to the adoption of the Eastern Neighborhoods Area Plans, the primary industrial zoning designations – M-1, M-2, and C-M – permitted a broad range of uses, which led to the conversion of a significant amount of PDR space to other activities. Of the 2.9 million square feet in PDR space in the Mission in 2015, more than half was scattered throughout zoning districts not specifically geared towards industrial uses, such as neighborhood commercial (NC) zones. Roughly 770,000 (26%) were located in PDR protection districts (PDR-1 and PDR-2) and 20% were in the mixed use UMU district. By comparison, the split between PDR space in PDR protection, mixed use, and other districts in the Eastern Neighborhoods is 38%, 34%, and 29%, respectively. According to Co-Star data, asking lease rates for PDR space in the Eastern Neighborhoods are currently \$22 per square foot (NNN) and vacancy rates are 4.4%.⁴

Since the adoption of the Mission Area Plan, PDR space has continued to be converted to other uses in the neighborhood, as [Tables 2.1.2](#) and [2.2.1](#) illustrate. A detailed investigation of the conversion of PDR space in the Mission shows that such conversions have occurred largely outside of the zoning districts created specifically to protect PDR uses (in the case of the Mission, PDR-1 and PDR-2). The only project that recorded a loss of PDR space in a PDR protection zone during this period, 1550 Bryant, involved the legitimization of office conversion undertaken prior to adoption of the plan under an amnesty program that expired in 2013 (discussed in subsection 2.3.1, below). In addition to the project at 1880 Mission, detailed above, other completed projects in the Mission that have converted PDR space have done so in order to build new housing, either with a higher percentage of inclusionary units than required by the City's inclusionary housing ordinance or by paying in-lieu fees, as shown in [Table 2.3.2](#). These projects have all been built in either the transitional UMU district or in districts like NCT and RH-3, which were not intended as PDR protection areas under the Mission Area Plan. The Planning Department has also undertaken some legislative action to strengthen PDR zoning and enable to location, expansion, and operation of PDR businesses. In addition to some “clean

⁴ Data provided by the City of San Francisco's Real Estate Division.

TABLE 2.3.1

Square Footage of PDR Space by Zoning District Type, Mission and Eastern Neighborhoods, 2015

Zoning District Type	Number of Cases			
	Mission	%	Eastern Neighborhoods	%
PDR Protection (1)	767,087	26%	3,465,888	38%
Mixed Use (2)	582,510	20%	3,098,198	34%
Other (3)	1,546,741	53%	2,669,555	29%
TOTAL	2,896,338	100%	9,233,641	100%

1. Districts that primarily allow PDR activities and restrict most other uses. In Central Waterfront, Mission, and Showplace Square/Potrero Hill, these districts include PDR-1 and PDR-2. In East SoMa and West SoMa, they are the SLI and SALI districts, respectively.

2. Transitional districts that allow industrial uses mixed with non-PDR activities such as housing, office, and retail, often with additional requirements on affordability and PDR replacement. Includes UMU in Central Waterfront, Mission, and Showplace Square/Potrero Hill; MUG, MUO, and MUR in East SoMa; and WMUG and WMUO in Western SoMa.

3. Various districts designated for non-industrial uses like residential, neighborhood commercial, and the like.

Source: San Francisco Planning Department Land Use Database, March 2016

TABLE 2.3.2**Projects Converting PDR Space in Mission Area Plan Area, 2011–2015**

Project	Zoning	Net PDR	Net Office	Net Retail	Net Units	Affordable Units	Percent Affordable
1550 Bryant Street	PDR-1-G	(93,400)	108,400	0	0	0	N/A
1880 Mission Street	NCT/UMU	(63,512)	0	0	194	40	21%
2652 Harrison Street	UMU	(7,250)	0	0	20	Fee payment	N/A
2660 Harrison Street	UMU	(11,423)	0	11,423	3	Below threshold	N/A
3135 24th Street	NCT	(15,000)	0	1,360	9	Below threshold	N/A
1280 Hampshire Street	RH-3	(1,060)	0	0	3	Below threshold	N/A

Source: San Francisco Planning Department

Note: Only developments with ten or more units are subject to the City's inclusionary housing requirements.

up” language making it easier for PDR businesses to receive permits and share retail spaces, the Department also created a program to allow more office development in certain parcels as a way to subsidize more development of PDR space. Recognizing the financial difficulties of developing new industrial buildings in large “soft site” lots, this program gives developers the ability to construct office space in parcels zoned PDR-1 and PDR-2, located north of 20th Street. The parcels must be at least 20,000 square feet as long as existing buildings are not developed to more than 0.3 floor-to-area (FAR) ratio. At least 33% of the space in the new developments must be dedicated to PDR uses. To date, only one development at 100 Hooper Street in the Showplace Square/ Potrero Hill Plan Area has taken advantage of this program.

PDR Protection Policies and Enforcement

Illegal conversions from Production, Distribution and Repair (PDR) uses have more recently become an issue in the Eastern Neighborhood Plan areas that the City has sought to resolve. In 2015, the Planning Department received about 44 complaints of alleged violation for illegal conversions of PDR space. Most of these cases (42) are in the Eastern Neighborhoods, 20 of which are in the Mission Area Plan Area. Of these cases, six were found to not be in violation of PDR protection rules, 11 are under or pending review, and three have been found to be in violation. The three cases are on Alabama Street between 16th and Mariposa Streets on parcels zoned PDR-1-G. Owners were issued notices of violation and office tenants were compelled to vacate the properties, as shown in [Appendix E](#).

TABLE 2.3.3**Enforcement Cases for Illegal PDR Conversions, Mission, 2015**

Case Type	Number of Cases		
	Mission	Eastern Neighborhoods	Citywide
Closed - Violation	3	6	7
Closed - No Violation	6	9	9
Under Review	1	4	4
Pending Review	10	23	24
TOTAL	20	42	44

Source: San Francisco Planning Department

Most of these complaints describe large warehouses converting into office uses. Many of these office tenants are hybrid uses where PDR also takes place, but may not be the principal use of the space. If an office use is confirmed to be in operation, Planning encourages the company to alter their business practice to fit within the PDR zoning categories or vacate the property. The table in [Appendix E](#) shows the enforcement cases that were closed and that were actually found to be in violation of the code. Generally, the complaints filed with the Planning Department are regarding the conversion of PDR uses to office space, not permitted within these zoning districts. However, some complaints that are filed are either not valid, meaning that the tenant is either a PDR complying business or the space was legally converted to office space, prior to the Eastern Neighborhoods rezoning. For these enforcement cases, there is no longer a path to legalization to office use; additionally, many of these office conversions are not recent, and they did not take advantage of the Eastern Neighborhoods Legitimization Program. The program was an amnesty program that established a limited-time opportunity whereby existing uses that have operated without the benefit of required permits may seek those permits. However, this program expired in 2013.

In investigating the alleged violations, the Planning Department discovered that the building permit histories often included interior tenant improvements without Planning Department review. These permits do not authorize a change of use to office. To prevent future unauthorized conversion of PDR space the Planning Department worked proactively with the Department of Building Inspection (DBI). Over the course of 2015, Planning worked with DBI during project intakes to better understand the routing criteria and how to ensure Planning review. Both departments' IT divisions worked together to create a flag in the Permit Tracking System (PTS) to alert project intake coordinators of potential illegal conversions. This is a pilot program that can be expanded at a later date to include other zoning districts if necessary. Planning and DBI continue to work together to monitor this process and plan to meet regularly to discuss additional steps to prevent future conversions.

Planning also works collaboratively with the Mayor's Office of Economic Workforce and Development (OEWD). When Planning receives inquiries or complaints related to either vacant spaces in PDR zones or possible unauthorized spaces, Planning informs the property owner about PDR complying uses and refers them to OEWD. OEWD currently has a list of PDR complying businesses that are looking to lease spaces within San Francisco. Additionally, a training session for real estate brokers was conducted in 2015. The purpose of the voluntary training was to help explain what PDR is and what resources Planning has available for them to utilize prior to leasing a property. The training also outlined the enforcement process, including the process for requesting a Letter of Determination. Future trainings will be held based on interest.

2.4 Employment

The Mission Area Plan Area added employment across all land use types tracked by the Planning Department between 2011 and 2015, following a trend that has taken place in San Francisco and the Bay Area. This growth in employment reflects a rebound in the regional economy following the "Great Recession" of the previous decade, but also the robust growth in high technology sectors and related industries in recent years.⁵ Altogether, employment in the Mission grew from roughly 18,000 jobs in 2010 to almost 24,000 with a related increase from 2,700 to 3,000 establishments, according to the California Employment and Development Department (EDD). The next subsections discuss job growth in the Mission by land use category.

2.4.1 Office Jobs

The largest increase in jobs in the Mission between 2010 and 2015 was in office occupations. According to EDD, the neighborhood experienced an almost 70% increase in office jobs in those 5 years. However, the number of office establishments only increased by about 25%, indicating a shift towards office firms with a

⁵ See annual San Francisco Planning Department Commerce & Industry Inventory, 2008 – 2015.

TABLE 2.4.1**Employment, Mission and San Francisco, Q2 2015**

Landuse	Mission				San Francisco			
	Establishments	%	Jobs	%	Establishments	%	Jobs	%
Cultural, Institutional, Educational	119	4%	17,454	45%	2,010	3%	73,182	11%
Medical	1,223	41%	2,409	6%	21,833	37%	60,214	9%
Office	511	17%	6,344	16%	15,628	27%	293,014	44%
PDR / Light Industrial	349	12%	3,723	10%	5,280	9%	88,135	13%
Retail	605	20%	8,802	23%	8,241	14%	130,550	20%
Visitor / Lodging	10	0%	41	0%	311	1%	16,688	2%
Other	187	6%	254	1%	4,961	9%	6,953	1%
Total	3,004	100%	39,027	100%	58,264	100%	668,736	100%

Source: California Employment Development Department

larger number of employees or occupying formerly vacant space. In 2015 the Mission held about 3% of all of the City's office jobs and 2% of its establishments (see [Chart 2.4.1](#)).

2.4.2 Retail Jobs

As discussed above, the Mission has also emerged as an important retail destination in San Francisco, with the restaurants, cafes, bars, and shops in the main commercial corridors (particularly Mission, Valencia, 16th, and 24th Streets) attracting visitors from throughout the City, region, and beyond. The number of retail jobs in the Mission increased by 24% between 2010 and 2015 to about 8,800 in more than 600 establishments. The neighborhood represents 7% of the city's retail jobs and establishments.

2.4.3 PDR Jobs

PDR continues to play a critical role in the City's economy, providing quality jobs to employees with a broad range of educational backgrounds, supporting local businesses up- and downstream (for example, many of the city's top restaurants source products from local PDR businesses), and infusing the region with innovative products. Though the trends in loss of PDR space have been widely documented, the City and the Mission both added

PDR jobs since 2010. The Mission experienced a 7% increase in PDR employment (to 3,700 jobs) between 2010 and 2015 and 9% increase in number of firms (to 350). Within the three-digit NAICS classifications that make up the Planning Department's definition of PDR, employment increased across several occupational categories, including "other manufacturing", "film and sound recording", and "printing and publishing" occupations and decreased in "construction", "apparel manufacturing" and "transportation and warehousing" occupations, as shown in Appendix F.

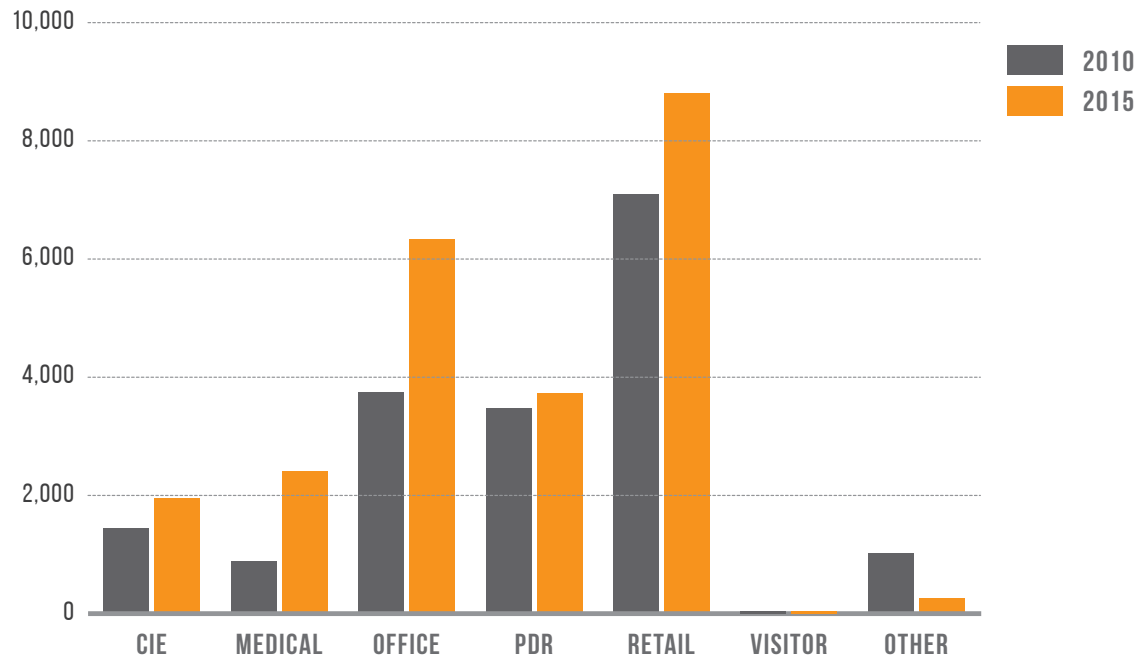
As with other occupations, these increases likely reflect a recovery from the recession as well as the emergence of "maker" businesses and production of customized and high-end consumer products, such as the firm shown in [Photo 2.4.1](#). The success of the Plan in curbing large-scale conversion of PDR space has likely played a key role in ensuring that these re-emergent industrial activities are able to locate within San Francisco. The Mission has roughly 4% of the PDR jobs and 7% of the establishments within the City.

2.4.4 Employment and Commercial Space Trends

Over the past five years, the Mission has added a substantial number of jobs, more than 30%

FIGURE 2.4.1

Jobs by Land Use, Mission, Q3 2010 and 2015

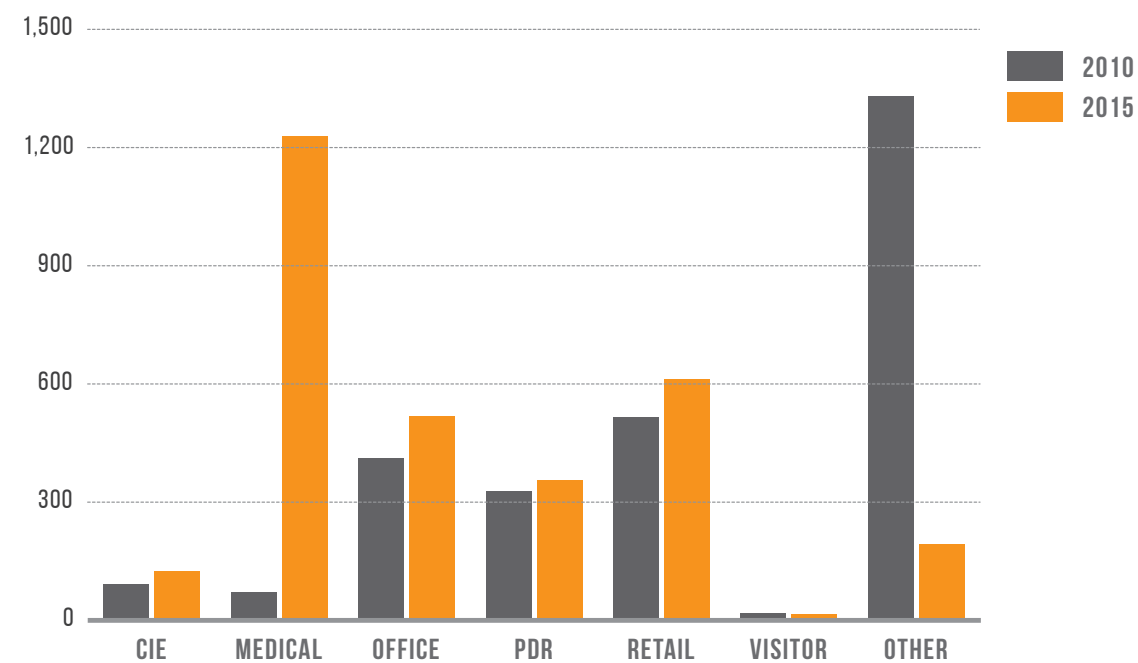


Source: California Employment Development Department

Note: Starting in 2013, the Bureau of Labor Statistics reclassified In-Home Supportive Services (roughly 20,000 jobs citywide) from the Private Household category (classified as "Other") to other classifications, most of which are captured in this report under "Medical".

FIGURE 2.4.2

Establishment by Land Use, Mission, Q3 2010 and 2015



Source: California Employment Development Department

Note: Starting in 2013, the Bureau of Labor Statistics reclassified In-Home Supportive Services (roughly 20,000 jobs citywide) from the Private Household category (classified as "Other") to other classifications, most of which are captured in this report under "Medical".

growth, even as its commercial space square footage increased by a small amount (4,000 square feet). In part, many of these new jobs are likely located in commercial space that was vacant at the end of the recession of the previous decade, leading to lower vacancy rates.⁶ Another trend that has been underway that may explain the gain in employment without a parallel increase in commercial space is an overall densification of employment (in other words, allowing more jobs to be accommodated within a given amount of space). With the increasing cost of land in locations close to city centers and accessible by transportation infrastructure (as is the case with the Eastern Neighborhoods), real estate researchers have tracked an overall densification of employment across several sectors throughout the country.⁷ This kind of densification can be caused by employees who work from home for some or all

days of the week (and therefore may share office space with colleagues) or firms that accommodate more employees within a given amount of space.

2.4.5 Sales and Property Taxes

Since the Eastern Neighborhood Area Plans were adopted, the City has also seen sharp increases in collections of sales and property taxes. In the Mission, sales tax collections increased every year from 2011 to 2014, going from \$4.5 million to \$6.2 million in five years, an increase of almost 40%. By comparison, sales tax collections citywide increased by 26% during this period. Property tax collection also increased substantially in the Eastern Neighborhoods. In the Mission, the city collected roughly \$38 million in property taxes in 2008, the year before the plan was adopted. By 2015, property taxes in the Mission increased by 56% to \$59 million, as shown on [Table 2.4.3](#).

⁶ Although data to show vacancy rates for the Mission Area Plan Area is not available, commercial real estate brokerage firms like Cushman & Wakefield show that vacancy rates for different types of land uses decreased substantially in San Francisco between 2011 and 2015 across different sectors. See Cushman & Wakefield San Francisco Office Snapshot Q4 2015 and Retail Snapshot Q4 2015.

⁷ See Gensler. 2013. *US Workplace Survey Key Findings*.

FIGURE 2.4.3

Dandelion Chocolate, 2600 16th Street



Photo by SF Planning, Pedro Peterson

TABLE 2.4.2**Sales Taxes Collected in Mission Area Plan Area, 2011–2015**

Year	Mission	% change from previous year	San Francisco	% change from previous year
2011	\$4,486,667	–	\$75,198,021	–
2012	\$4,913,267	9.5%	\$80,709,201	7.3%
2013	\$5,292,732	7.7%	\$84,261,806	4.4%
2014	\$5,598,902	5.8%	\$89,605,413	6.3%
2015	\$6,227,719	11.2%	\$94,546,142	5.5%
TOTAL	\$26,519,287		\$424,320,583	

Source: San Francisco Controller's Office.

TABLE 2.4.3**Property Taxes Collected in the Eastern Neighborhoods, 2008 and 2015**

Area	2008	2015
Mission	\$37,908,346	\$58,957,413
Central Waterfront	\$5,704,111	\$10,338,391
East SoMa	\$46,831,664	\$63,172,434
Showplace Square/Potrero Hill	\$29,446,594	\$47,803,586
Western SoMa	\$17,146,718	\$24,348,243
Total	\$137,037,433	\$204,620,067

Source: SF Assessor's Office for 2008 data (assessed values times tax rate of 1.163%) and Tax Collector's Office for 2015.

3. Housing

The provision of adequate housing to residents of all incomes has long been a challenge in San Francisco. Over the past five years, however, San Francisco epitomized the housing affordability crisis afflicting American cities and coastal communities throughout California. As discussed in the previous section, the Bay Area, city, and Mission neighborhood have all seen robust employment growth since the “Great Recession” triggered by the financial crisis in 2007. During this period, the city has added housing units much more slowly than new employees. As a result, a growing and more affluent labor force has driven up the costs of housing, making it increasingly difficult for low and moderate income families to remain in San Francisco.

In the past five years, the Mission has been a focal point of struggles over housing as well as efforts by the City to ensure that its residents can

continue to live there. One of the main goals of the *Mission Area Plan* is to increase the production of housing affordable to a wide-range of incomes. The environmental analysis conducted for the EN EIR estimated that between 800 and 2,000 additional units could be developed as a result of the rezoning associated with the *Mission Area Plan*.⁸ The Plan also recognizes the value of the existing housing stock and calls for its preservation, particularly given that much of it is under rent control. Dwelling unit mergers are strongly discouraged and housing demolitions are allowed only on condition of adequate unit replacement.

⁸ Eastern Neighborhoods Rezoning and Area Plans Environmental Impact Report (2005).

3.1 Housing Inventory and New Housing Production

The Planning Department's latest housing inventory, using US Census and permit data, shows that the Mission has roughly 25,000 housing units as of the end of 2015; this represents 6.6% of the citywide total.⁹ Table 3.1.1 shows a net gain of approximately 564 units in the past five years in the Mission, compared with 861 net units added between 2006 and 2010. Of the new units produced, 76 were conversions from non-residential uses and the rest were completed from new construction.

During the first two years of the reporting period, 2011 and 2012, the construction sector was still recovering from the slow-down of the recession, and only 47 new units were built. Between 2013 and 2015, however, the Mission added 518 new units, or 173 units per year. This yearly average

is almost identical to the average between 2006 and 2010, when the Mission added 164 units per year. Table 3.1.2 shows the citywide figures for comparison. Nearly 6% of the net increase in the City's housing stock in the last five years was in the Mission area.

Map 4 shows the location of recent housing construction. The vast majority of new units added during the 2011-2015 reporting period are located north of 16th Street and west of Mission Street. All of the new residential development in the southern portion of the Mission during this period has been in projects adding one or two net units. Additional details about these new development projects can be found in Appendix B.

9 2015 San Francisco Housing Inventory.

TABLE 3.1.1
New Housing Production, Mission, 2011–2015

Calendar Year	Units Completed from New Construction	Units Demolished	Units Gained or Lost from Alterations	Net Change in Number of Units
2011	–	14	(1)	(15)
2012	47	–	11	58
2013	242	1	16	257
2014	75	1	2	76
2015	140	–	48	188
TOTAL	504	16	76	564

Source: San Francisco Planning Department

Note: Includes all developments in the Plan Area during reporting period, including those that did not receive CEQA clearance under Eastern Neighborhoods EIR.

TABLE 3.1.2
New Housing Production, San Francisco, 2011–2015

Calendar Year	Units Completed from New Construction	Units Demolished	Units Gained or Lost from Alterations	Net Change in Number of Units
2011	348	84	5	269
2012	796	127	650	1,319
2013	2,330	429	59	1,960
2014	3,455	95	156	3,516
2015	2,472	25	507	2,954
TOTAL	9,401	760	1,377	10,018

Source: San Francisco Planning Department

New Housing Production Mission 2011–2015



Note: Projects that added 5 or more net new units.

3.2 Housing Development Pipeline

As discussed above in the Commercial Activity chapter, the pipeline should be analyzed along two different categories: projects that have submitted planning and building applications (under review) and projects that have received entitlements and are either awaiting or are under construction. The latter (particularly those under construction) are considered much more likely to add residential or commercial capacity to the city's building stock in the short-to-medium term, while under review projects may require clearance from environmental review, variances to planning code restrictions, and discretionary review. In general, the Planning Department estimates that projects that are currently under construction can take up to two years to be ready for occupancy, entitled projects can take between two and seven years, while projects under review can take as many as ten years, if they are indeed approved.

The pipeline for new housing development in the Mission as of the end of 2015 is 1,855 units, of

which 1,467 are under review. Roughly 400 units are entitled, of which half are currently under construction, as shown on [Table 3.2.1](#). The pipeline for the Mission accounts for 9% of the total number of projects in the City, though only 3% of the number of units, which suggests that new projects are of a smaller scale than housing developments in the pipeline for San Francisco as a whole.

The current housing pipeline is much more robust than it was at the end of 2010, shown in the previous Monitoring Report. In that year, only seven projects (with a total of nine units) were under construction, 25 projects with 422 units were entitled, and 53 projects with 585 units were under review. As of the end of 2015, twice as many projects were under review for more than three times the number of units, reflecting a much stronger market and willingness by developers to build new housing.

[Map 5](#) shows the location of these proposed housing projects by development status. By-and-large,

TABLE 3.2.1
Housing Development Pipeline, Mission, and San Francisco, Q4 2015

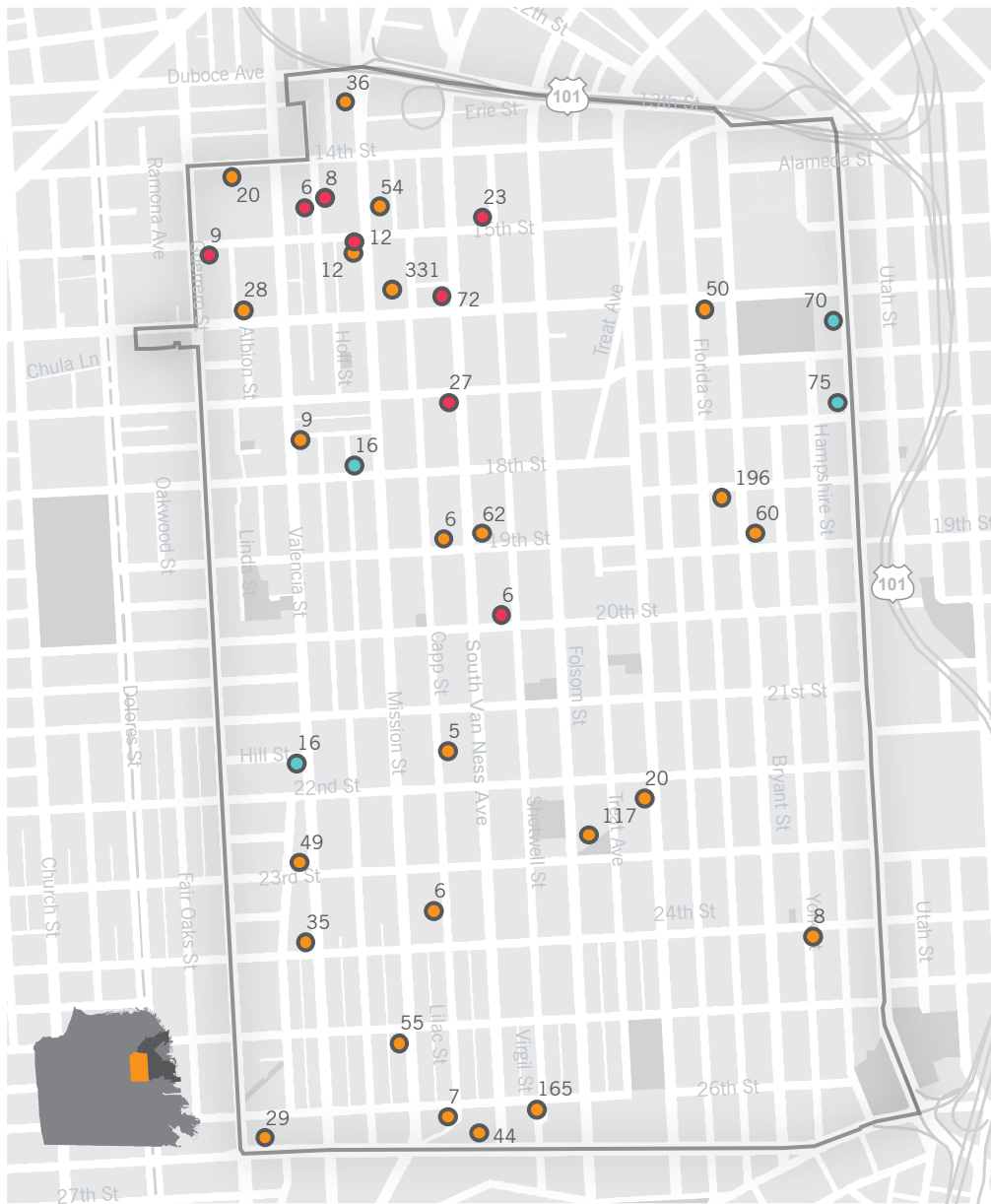
Development Status	Mission			San Francisco		
	No. of Units	No. of Affordable Units	No. of Projects	No. of Units	No. of Affordable Units	No. of Projects
Construction	200	22	17	8,816	979	232
Planning Entitled	188	18	29	31,546	6,141	353
Planning Approved	14	–	5	27,617	12	80
Building Permit Filed	16	–	5	1,529	73	36
Building Permit Approved/ Issued/ Reinstated	158	18	19	2,400	6,056	237
Under Review	1,467	43	65	21,752	1,797	708
Planning Filed	909	37	25	17,575	1,574	206
Building Permit Filed	558	6	40	4,177	223	502
Total	1,855	83	111	62,114	8,917	1,293

Source: San Francisco Planning Department

Note: Includes all residential developments in the pipeline as of December 31, 2015, including those that did not (or will not) receive CEQA clearance under Eastern Neighborhoods EIR.

MAP 5

Housing Development Pipeline by Development Status, Mission, Q4 2015



- Entitled
- Under Construction
- Under Review

Note: Only includes residential developments with 5 or more units.

projects that are entitled and under construction are located north of 20th Street. The southern portion of the Mission Area Plan Area has a number of proposed projects that are currently under review, although only one project is under construction, at 1050 Valencia Street. [Appendix C](#) provides a detailed list of these housing pipeline projects.

3.3 Affordable Housing in the Mission

San Francisco and the Mission Area Plan Area have a number of policies in place to facilitate the development of affordable housing. This section describes some of these policies and discusses affordable housing development in the Plan Area over the past five years.

3.3.1 Affordable Housing Efforts: Citywide, Eastern Neighborhoods, and Mission

The City of San Francisco has a number of programs to provide housing opportunities to families whose incomes prevent them from accessing market-rate housing. The San Francisco Housing Authority (SFHA) maintains dozens of properties throughout the City aimed at extremely low (30% of AMI), very low (50% of AMI) and low (80% of AMI) income households. Households living in SFHA-managed properties pay no more than 30% of their income on rent, and the average household earns roughly \$15,000. Four of these properties are located within the Eastern Neighborhoods boundaries: two in the Mission and two in Potrero Hill.

The City has also launched HOPE SF, a partnership between the SFHA, the Mayor's Office of Housing and Community Development (MOHCD), community organizations, real estate developers, and philanthropies to redevelop some of the more dilapidated public housing sites into vibrant mixed-income communities with a central goal of keeping existing residents in their neighborhoods. One of the HOPE SF projects, Potrero Terrace/Annex is located in the Eastern Neighborhoods (Showplace Square/Potrero Hill). MOHCD also maintains a number of funding programs to provide capital financing for affordable housing developments targeting households earning between 30

and 60% of AMI, low-income seniors, and other special needs groups. In most cases, MOHCD funding is leveraged to access outside sources of funding, such as Federal Low Income Housing Tax Credits, allocated by the State.

One of the most powerful tools to promote affordable housing development in San Francisco is the inclusionary housing program specified in Section 415 of the Planning Code. This program requires that developments of 10 or more units of market rate housing must restrict 12% of the units to families earning below 55% of AMI (for rental units) or 90% of AMI (for ownership units). Developers can opt to build the units "off-site" (in a different building), within a 1-mile radius from the original development, as long as units are sold to households earning less than 70% of AMI. In this case, the requirement is increased to 20% of the total number of units in the two projects. Proposition C, approved by San Francisco voters in June 2016, increases the minimum inclusionary housing requirement to 25% on projects larger than 25 units. The Board of Supervisors may change this amount periodically based on feasibility studies by the Controller's Office. The income and rent limits for housing units managed by the Mayor's Office of Housing are included in [Appendix G](#).

The Mayor, Board of Supervisors, Planning Department, and Mayor's Office of Housing have recently passed or introduced legislation to further expand the supply of affordable housing throughout the City. The Board recently adopted an ordinance to encourage accessory dwelling units (ADUs) throughout the City, expanding on previous legislation allowing such units in Supervisor Districts 3 and 8. These ordinances remove obstacles to the development of ADUs, including density limits and parking requirements, in order to incentivize a housing type that has been identified as a valuable option for middle-class households that do not require a lot of space.¹⁰

Another policy that has the potential to add thousands of units of affordable housing to the city's stock is the Affordable Housing Bonus

¹⁰ Wegmann, Jake, and Karen Chapple. "Hidden density in single-family neighborhoods: backyard cottages as an equitable smart growth strategy." *Journal of Urbanism: International Research on Placemaking and Urban Sustainability* 7.3 (2014): 307-329.

Program, which is currently under review by the City. The Board recently approved the portion of the program that allows developers to build up to three stories above existing height limits in 100% affordable projects. Another component of the program that is under consideration would allow developers in certain areas to build up to an additional two stories of market rate housing above what is allowed by their height limit district, in exchange for providing additional affordable housing, with a special focus on middle-income households. With the exception of 100% affordable projects, the local Bonus Program would not apply to parcels in the Eastern Neighborhoods, as most do not currently have density restrictions. The program is intended to expand housing development options outside of the Eastern Neighborhoods, where housing development has been limited in recent decades.

In addition to the Citywide programs described above, the Eastern Neighborhoods Area Plans also placed a high priority on the production and protection of affordable housing, and created policies to expand access to housing opportunities to low and moderate-income families. For example, market-rate housing developments in the Urban Mixed Use (UMU) district are required to restrict between 14.4 and 17.6% of their units to families at or below 55% of AMI for rental and 90% of AMI for ownership, depending on the amount of “upzoning” given to the property by the Plans. If these units are provided off-site, the requirement ranges from 23 to 27%. In the UMU and Mission NCT district, developers also have the option of dedicating land to the City that can be developed as 100% affordable projects.

Developers also have the option of paying a fee in lieu of developing the units themselves, which the City can use to finance the development of 100% affordable projects. Funds collected through these “in-lieu fees” are managed by the Mayor’s Office of Housing and Community Development and can be spent anywhere in the City. However, 75% of fees collected in the Mission NCT and East SoMa MUR districts are required to be spent within those districts themselves. The Plans also require bedroom mixes in its mixed use districts to encourage 2- and 3-bedroom units that are suit-

able to families, including the units sold or leased at below-market rates. Lastly, in order to reduce the costs and incentivize housing production, the Plans removed density controls and parking requirements in many of its zoning districts, particularly those well-served by public transit and pedestrian and bike infrastructure.

3.4 New Affordable Housing Production, 2011–2015

As discussed in this report’s introduction, expanding access to affordable housing opportunities was a high priority for the communities in the Eastern Neighborhoods during the planning process, and it has only gained more urgency in recent years. The Mission in particular has been a symbol of the pressures of exploding housing costs on neighborhood stability and character.

As [Table 3.4.1](#) shows, 56 income-restricted affordable units were built during the 2011-15 five-year monitoring period, compared to 446 developed over the previous five years (2006-2010). The main difference between the two periods is that no publicly subsidized developments were built in the Mission in the most recent five-year stretch, while two large, fully affordable projects were built in 2006 and 2009 (Valencia Gardens and 601 Alabama, respectively) with a total of 411 units.

The 56 units built between 2011 and 2015 make up 11% of the 504 newly constructed units built in the Mission (shown on [Table 3.1.1](#)), slightly lower than the inclusionary housing minimum of 12%. The percentage is lower than the minimum because seven projects (shown on [Table 3.4.3](#)) chose to pay a fee to the City in lieu of building the units on-site. These fees raised \$7.3 million for the City’s housing development program managed by MOHCD. New affordable units are estimated to cost roughly \$550,000 in construction costs (not including land), towards which MOHCD contributes about \$250,000, requiring the developer to raise the rest from Federal, State, and other sources. Therefore, it is estimated that the “in-lieu fees” collected in the Mission in this period, if successfully leveraged into additional external funding and used to build projects on

publicly controlled land, could yield an additional 30 units.¹¹ Moreover, projects with fewer than 10 units are exempt from the inclusionary housing requirement.

Out of the 56 inclusionary units, 40 were rental units targeted to low-income households (55% of AMI) at the 194-unit development at 1880 Mission Street. The rest were ownership units restricted to moderate-income households (90% AMI). An additional 20 secondary or “granny” units, which are not restricted by income, but are

generally considered “more affordable by design to moderate-income households were added in the Plan Area. [Appendix B](#) lists the affordable housing developments completed between 2011 and 2015.

The inclusionary housing production in the Mission accounts for 7% of the citywide production (853 units, as shown in table 3.4.2 between 2011 and 2015). Because no publicly subsidized developments were completed in this period, the Mission only built 2% of the city’s income-restricted units (2,497) during the period.

¹¹ The development costs of affordable housing units are rough estimates based on recent projects that have received assistance from MOHCD.

TABLE 3.4.1

Affordable Housing Production, Mission, 2011–2015

Calendar Year	Public Subsidy	Inclusionary	Secondary Units	Total
2011	–	–	5	5
2012	–	2	2	4
2013	–	40	3	43
2014	–	8	3	11
2015	–	6	7	13
TOTAL	–	56	20	76

Source: San Francisco Planning Department and Mayor’s Office of Housing and Community Development

Note: Secondary units are considered “naturally affordable” and are not income restricted like units produced through the inclusionary housing program or through public subsidies.

TABLE 3.4.2

Affordable Housing Production, San Francisco, 2011–2015

Calendar Year	Public Subsidy	Inclusionary	Secondary Units	Total
2011	141	4	60	205
2012	377	98	38	513
2013	464	216	30	710
2014	449	249	57	755
2015	213	286	53	552
TOTAL	1,644	853	238	2,735

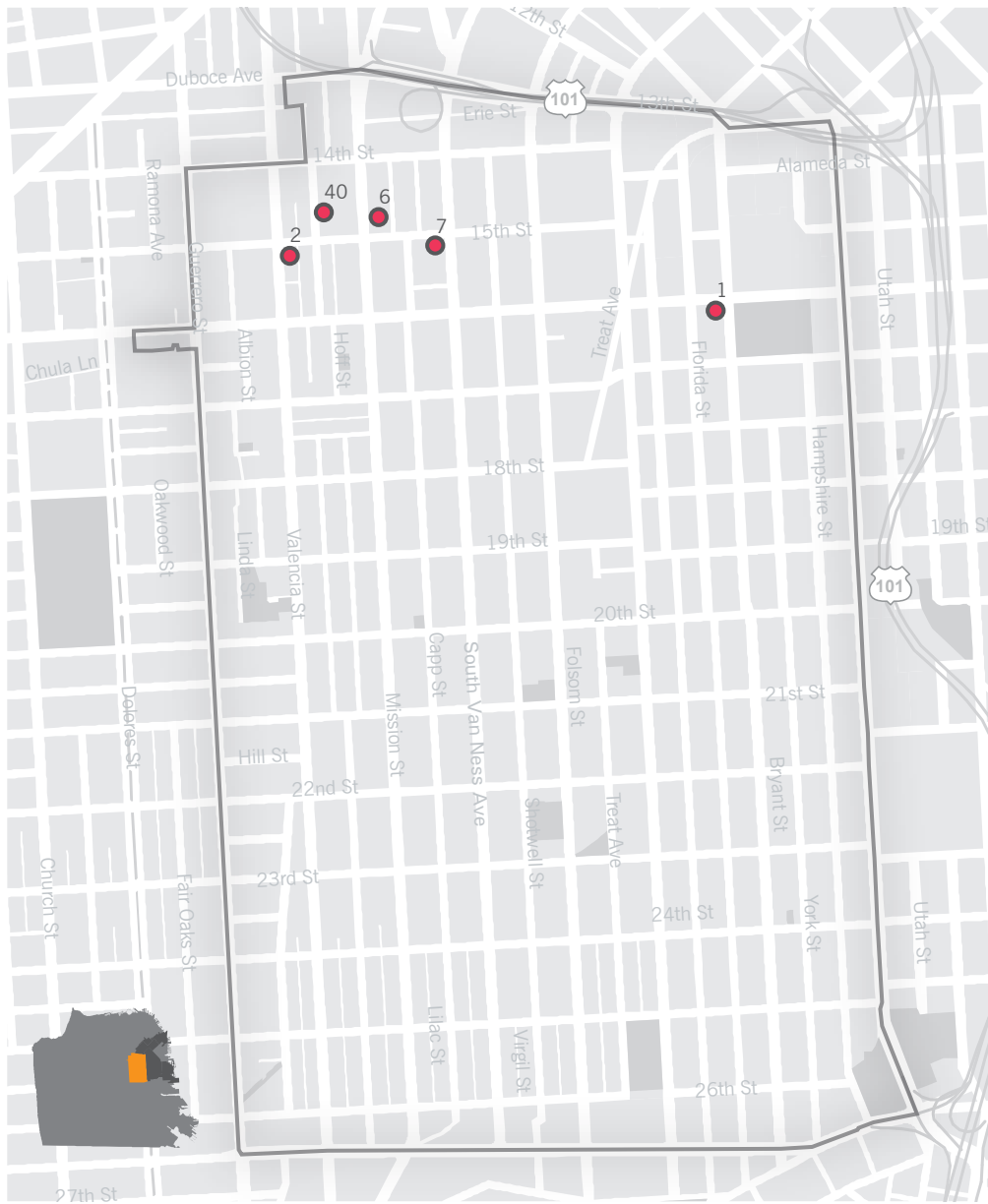
Source: San Francisco Planning Department and Mayor’s Office of Housing and Community Development

Note: Secondary units are considered “naturally affordable” and are not income restricted like units produced through the inclusionary housing program or through public subsidies.

TABLE 3.4.3**Housing Developments Opting for Affordable Housing “In-lieu” Fee, Mission, 2011–2015**

ADDRESS	YEAR	TOTAL FEE AMOUNT
3500 19TH ST	2012	\$1,119,972
3418 26TH ST	2012	\$685,574
2652 HARRISON ST	2012	\$975,904
899 VALENCIA ST	2013	\$1,119,260
1050 VALENCIA ST	2013	\$756,939
3420 18TH ST	2015	\$1,001,589
1450 15TH ST	2015	\$1,654,354
GRAND TOTAL		\$7,313,592

Source: Department of Building Inspection

MAP 6**New Affordable Housing, Mission, 2011–2015**

● Market-rate Project with Inclusionary Housing

3.5 Housing Stock Preservation

A key component in promoting neighborhood affordability and stability is to preserve the existing stock of housing. New housing development in San Francisco is costly and preserving homes can prevent displacement of families and disruption in tight-knit communities such as the Mission. The *Mission Area Plan* supports the preservation of the area's existing housing stock and prohibits residential demolition unless this project ensures sufficient replacement of housing units. Restrictions on demolitions also help to preserve affordable and rent-controlled housing and historic resources.

A neighborhood's housing stock can also change without physical changes to the building structure. Conversions of rental housing to condominiums can turn housing that is rent controlled and potentially accessible to those of low to moderate income households to housing that can be occupied by a narrower set of residents, namely, those with access to down payment funds and enough earning power to purchase a home. Lastly, rental units can be "lost" to evictions of various types, from owners moving in to units formerly occupied by tenants to the use of the Ellis Act provisions in which landlords can claim to be going out of the rental business in order to force residents to vacate

their homes.

One important priority of the Plan's housing stock preservation efforts is to maintain the existing stock of single room occupancy (SRO) hotels, which often serve as a relatively affordable option for low income households. [Appendix H](#) includes a list of SRO properties and number of residential units.

The following subsections document the trends in these various types of changes to the housing stock in the Mission Area Plan Area and San Francisco between 2011 and 2015 and comparing the most recent five years with the preceding 5-year period.

3.5.1 Units lost to alteration or demolition

In this most recent reporting period, 30 units were demolished or lost through alteration in the Mission ([Table 3.5.1](#)) or less than 3% of units demolished citywide. In the previous reporting period, 15 units were lost to demolition or alteration. [Table 3.5.2](#) shows San Francisco figures for comparison. Illegal units removed also result in loss of housing; corrections to official records, on the other hand, are adjustments to the housing count.

TABLE 3.5.1
Units Lost, Mission, 2011–2015

Calendar Year	Units Lost Through Alterations by Type of Loss					Units Demolished	Total Units Lost
	Illegal Units Removed	Units Merged into Larger Units	Correction to Official Records	Units Converted	Total Alterations		
2011	–	7	–	–	7	14	21
2012	–	–	–	–	–	–	–
2013	–	–	–	–	–	1	1
2014	3	–	–	–	3	1	4
2015	4	–	–	–	4	–	4
TOTAL	7	7	–	–	14	16	30

Source: San Francisco Planning Department

TABLE 3.5.2**Units Lost, San Francisco, 2011–2015**

Calendar Year	Units Lost Through Alterations by Type of Loss					Units Demolished	Total Units Lost
	Illegal Units Removed	Units Merged into Larger Units	Correction to Official Records	Units Converted	Total Alterations		
2011	39	22	1	3	65	84	149
2012	2	23	1	1	27	127	154
2013	70	38	2	–	110	427	537
2014	24	20	1	–	45	95	140
2015	100	12	1	3	116	25	141
TOTAL	235	115	6	7	363	758	1,121

Source: San Francisco Planning Department

3.5.2 Condo Conversions

Condo conversions increase San Francisco's homeownership rate, estimated to be at about 37% in 2014. However, condo conversions also mean a reduction in the City's rental stock. In 2014, an estimated 76% of households in the Mission were renters. According to the American Community Survey, there was no change in the owner/renter split in the Mission or in San Francisco between 2009 and 2014. Almost 8% of San Francisco's rental units are in the Mission as of 2014, the same figure as in 2009.¹²

Table 3.5.3 shows that in the last five years, 284 units in 105 buildings in the Mission were converted to condominiums, compared to 307 units in 133 buildings between 2006 and 2010. In all, approximately 0.6% of all rental units in the Mission were converted to condominiums between 2011 and 2015. This represents 11% of all condo conversions citywide.

¹² San Francisco Neighborhood Profiles, American Community Survey 2010-2014. San Francisco Planning Department 2016. According to the Census, there are roughly 19,000 renter-occupied units in the Mission. The neighborhood boundaries for the Mission in the Neighborhood Profiles do not match perfectly with the Plan Area boundaries, though they are very close. Therefore, these percentages should be read as approximations.

TABLE 3.5.3**Condo Conversion, Mission, 2011–2015**

Year	Mission		San Francisco		Mission as % of Citywide Total	
	No of Bldgs	No of Units	No of Bldgs	No of Units	No of Bldgs	No of Units
2011	23	55	200	472	12%	12%
2012	18	43	201	488	9%	9%
2013	17	42	147	369	12%	11%
2014	29	81	239	727	12%	11%
2015	18	63	149	500	12%	13%
Totals	105	284	936	2,556	11%	11%

Source: DPW Bureau of Street Use and Mapping

3.5.3 Evictions

Evictions by owners that choose to move in to their occupied rental units or use the Ellis Act provisions to withdraw their units from the rental market also cause changes to the housing stock. These evictions effectively remove units from the rental housing stock and are, in most cases, precursors to condo conversions.

Table 3.5.4 shows that owner move-ins led to evictions in 103 units (compared to 73 units between 2006 and 2010). The annual trend from 2011 and 2014 (between 13 and 22) was similar to the annual evictions for the previous 5-year reporting period, but these types of evictions surged to 35 in 2015. Similarly, Ellis Act withdrawals led to 113 evictions during the most recent reporting period (compared to 71 in the

previous period). Owner move-in evictions in the Mission accounted for 8% of the citywide total while the Plan Area accounted for 18% of Ellis Act evictions in San Francisco between 2011 and 2015.

During these five years, an estimated 1% of rental units in the Mission experienced owner move-in and Ellis Act evictions. However, this number may not capture buy-outs or evictions carried out illegally without noticing the San Francisco Rent Board. Other types of evictions, also tabulated in Table 3.5.4, include evictions due to breach of rental contracts or non-payment of rent; this could also include evictions to perform capital improvements or substantial rehabilitation.

TABLE 3.5.4
Evictions, Mission, 2011–2015

Year	Mission			San Francisco			Mission as % of Citywide Total		
	Owner Move In	Ellis Act Withdrawal	Other	Owner Move In	Ellis Act Withdrawal	Other	Owner Move In	Ellis Act Withdrawal	Other
2011	13	4	64	123	54	1102	11%	7%	6%
2012	19	23	74	172	99	1343	11%	23%	6%
2013	22	51	95	275	229	1368	8%	22%	7%
2014	14	16	120	315	101	1550	4%	16%	8%
2015	35	19	100	425	142	1518	8%	13%	7%
Totals	103	113	453	1,310	625	6,881	8%	18%	7%

Source: San Francisco Rent Board

Note: Evictions classified under "Other" include "at fault" evictions such as breach of contract or failure to pay rent.

3.6 Jobs Housing Linkage Program (JHLP)

Prompted by the *Downtown Plan* in 1985, the City determined that large office development, by increasing employment, attracts new residents and therefore increases demand for housing. In response, the Office of Affordable Housing Production Program (OAHPP) was established in 1985 to require large office developments to contribute to a fund to increase the amount of affordable housing. In 2001, the OAHPP was re-named the Jobs-Housing Linkage Program (JHLP) and revised to require all commercial projects with a net addition of 25,000 gross square feet or more to contribute to the fund. Between fiscal year 2011-12 and 2015-16, commercial developments in the Mission Area Plan Area generated roughly \$900,000 to be used for affordable housing development by the city.

TABLE 3.6.1

Jobs Housing Linkage Fees Collected, Mission, FY 2011/12–2015/16

Fiscal Year	Revenue
2011–12	\$–
2012–13	\$893,542
2013–14	\$–
2014–15	\$6,205
2015–16	\$–
Total	\$899,747

*Department of Building Inspection as of 6/1/16

TABLE 4.1.1

Commute Mode Split, Mission and San Francisco

Transport Mode	Mission		San Francisco		Mission as % of San Francisco
	No of Commuters	%	No of Commuters	%	
Car	9,057	29%	199,470	44%	5%
Drove Alone	7,809	25%	165,151	36%	5%
Carpooled	1,248	4%	34,319	8%	4%
Transit	12,942	41%	150,222	33%	9%
Bike	2,852	9%	17,356	4%	16%
Walk	3,532	11%	46,810	10%	8%
Other	844	3%	10,579	2%	8%
Worked at Home	2,410	8%	32,233	7%	7%
Total	31,637	100%	456,670	100%	7%

Source: 2014 American Community Survey 5-year estimate

4. Accessibility and Transportation

The Mission Area Plan Area is characterized by a multitude of mobility options and its residents access employment and other destinations through a variety of transport modes. A much lower share of commuters in the Mission travel to work by car than the rest of San Francisco (29% to 44%, respectively), a comparison that is true for people who drive alone as well as those who carpool. As [Table 4.1.1](#) shows, the most widely used commute mode in the Mission is public transit, which is used by 41% of residents (compared to 33% citywide), and other alternative commute modes also play an important role, including biking at 9% (more than twice the citywide share), walking at 11%, and working at home at 8%. In order to maintain this characteristic and move towards lower dependency on private automobiles, the Mission Area Plan's objectives related to transportation all favor continued investments in public transit and improving pedestrian and bicycle infrastructure rather than facilitating auto ownership, circulation, and parking.

4.1 Eastern Neighborhoods TRIPS Program

The Eastern Neighborhoods Transportation Implementation Planning Study (EN TRIPS) Report assessed the overall transportation needs for the Eastern Neighborhoods and proposed a set of discreet projects that could best address these needs in the most efficient and cost beneficial manner. EN Trips identified three major projects for prioritization:

- (1) Complete streets treatment for a Howard Street / Folsom Street couplet running between 5th and 11th Street
- (2) Complete streets and transit prioritization improvements for a 7th Street and 8th Street couplet running between Market and Harrison Street in East Soma
- (3) Complete streets and transit prioritization improvements for 16th Street (22-Fillmore) running between Church Street and 7th Street.

Other broader improvements were also discussed including street grid and connectivity improvements through the northeast Mission and Showplace Square, bicycle route improvements throughout particularly along 17th Street, and mid-block signalizations and crossings in South of Market.

4.2 Pedestrian and Bicycle Improvements

The *Mission Area Plan* calls for the creation of a network of “Green Connector” streets with wider sidewalks and landscaping improvements that connects open spaces and improves area walkability. The Plan proposes improvements in the vicinity of 16th Street, in the center of the Mission around 20th Street and through the southern part of the Mission including Cesar Chavez Street. Additionally north-south connections are suggested for Potrero Avenue and Folsom Streets. Numerous pedestrian improvements have also been proposed in the *Mission Public Realm Plan*.

The Mission District Streetscape Plan furthered the Mission Area Plan and EN Implementation Docu-

ment by identifying general district-wide strategies for improving streets and by providing conceptual designs for 28 discreet projects. The Plan looked to create identifiable plazas and gateways, improve alley and small streets, provide traffic calming in the predominately residential neighborhoods, re-envision the Districts throughways, and mixed-use (i.e. light industrial) streets; and further enliven the commercial corridors at key locations. Several of the Mission District Streetscape Plan projects have been implemented including, but not limited to, the Mission District Folsom Street road diet improvements, Bryant Street streetscaping, and the Bartlett Street Streetscape Improvement Project.

In January 2011, San Francisco’s *Better Streets Plan*, adopted by the Board of Supervisors in December 2010, went into effect. The plan contains design guidelines for pedestrian and streetscape improvements and describes streetscape requirements for new development. Major themes and ideas include distinctive, unified streetscape design, space for public life, enhanced pedestrian safety, universal design and accessibility, and creative use of parking lanes. The *Better Streets Plan* only describes a vision for ideal streets and seeks to balance the needs of all street users and street types. Detailed implementation strategies will be developed in the future.

In 2014, San Francisco adopted Vision Zero, a commitment to eliminating traffic-related fatalities by 2024. The City has identified capital projects to improve street safety, which will build on existing pedestrian, bicycle, and transit-rider safety programs. The first round will include 245 projects, including several in the Mission, shown on [Table 4.2.1](#). Pedestrian safety improvements such as new crosswalks and “daylighting” (increasing the visibility of pedestrian crossings) will be constructed along Mission Street between 18th and 23rd Streets. Additionally, a variety of multimodal improvements, such as daylighting and vehicle turn restriction, are being implemented at the intersection of Valencia Street and Duboce Avenue. A new traffic signal has also recently been installed at the intersection of 16th and Capp Streets.

Lastly, the southwest Bart plaza was reconstructed in 2014 to emphasize flexible open space over the previous cluttered configuration; elements include removed fencing, new paving, landscaping and street furniture.

TABLE 4.2.1.

Vision Zero Projects in Mission Area Plan Area

Project Name	Start Date (EST)	Completion Date (EST)	Current Phase	Total Budget (EST)
16th Street at Capp Street – New Traffic Signal	Winter 2013/2014	Fall 2016	Complete	\$350,000
Cesar Chavez SR2S Project	Spring 2014	Winter 2016/17	Design	\$385,000
Valencia St./Duboce Ave Multimodal Improvements	Winter 2014/2015	Summer 2015	Design	\$5,000,000
11th St./13th St./Bryant St. Bicycle and Pedestrian Spot Improvements	Winter 2014/2015	Fall 2015	Design	\$150,000
Potrero Ave., from Division to Cesar Chavez Streetscape Project	Winter 2014/2015	Winter 2017/18	Design	\$4,100,000
Mission Street, from 18th to 23rd (Pedestrian Safety Intersection Improvements)	Winter 2014/2015	Summer 2015	Design	\$86,000
Pedestrian Countdown Signal (3 Signals)	Spring 2015	Winter 2016/17	Design	\$417,000

Source: San Francisco Municipal Transportation Agency

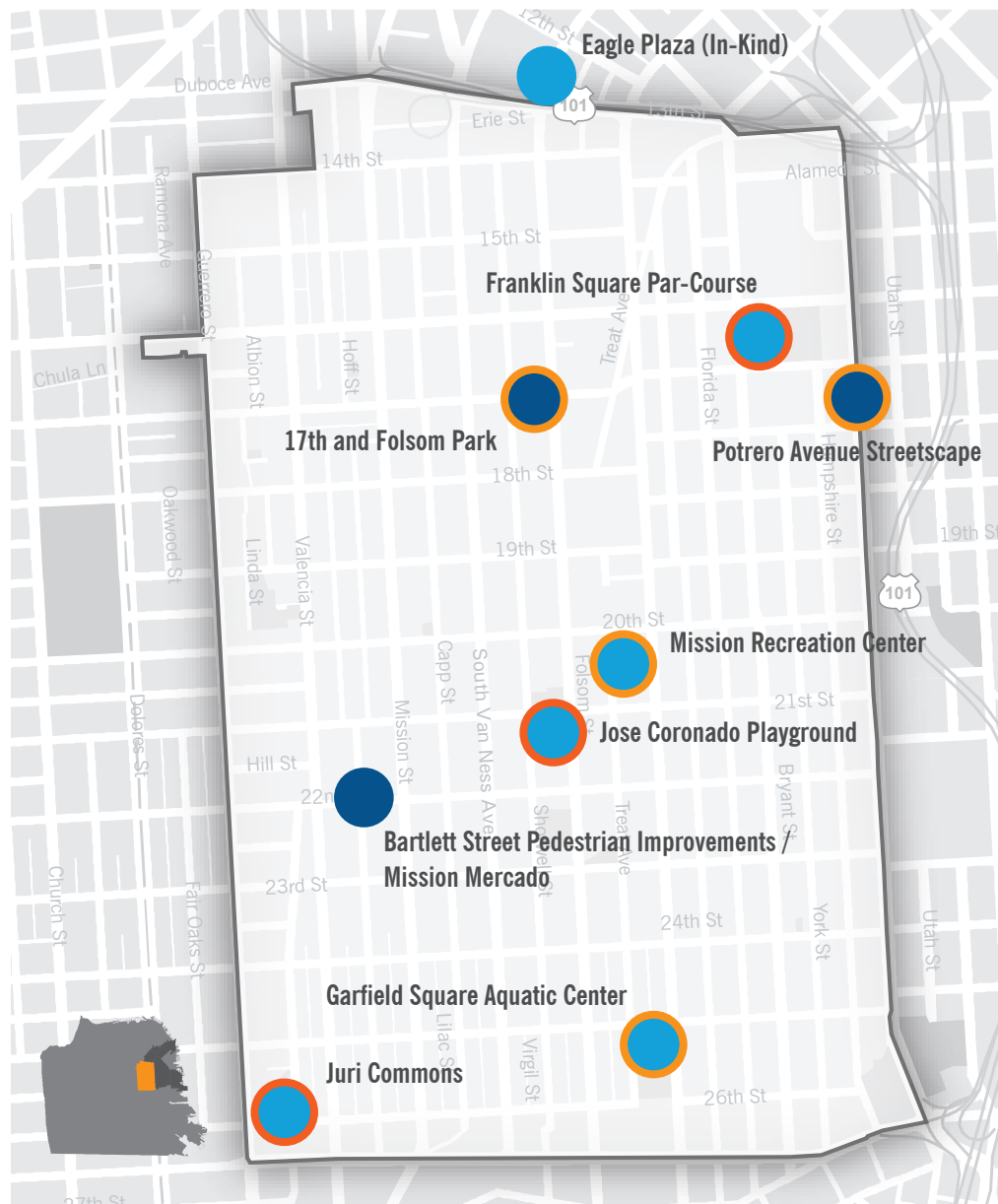
5. Community Improvements

The Eastern Neighborhoods Plan included Public Benefits a framework for delivering infrastructure and other public benefits. The public benefits framework was described in the Eastern Neighborhoods “Implementation Document”, which was provided to the public, the Planning Commission, and the Board of Supervisors at the time of the original Eastern Neighborhoods approvals. This Implementation Document described infrastructure and other public benefits needed to keep up with development, established key funding mechanisms for the infrastructure, and provided a broader strategy for funding and maintaining newly needed infrastructure. Below is a descrip-

tion of how the public benefit policies were originally derived and expected to be updated. [Map 7](#) shows the location of community improvements underway or completed in the Mission Area Plan Area between 2011 and 2015.

MAP 7

Community Improvements in the Mission, 2011–2015



Project Status

- Complete
- Construction / Near Construction
- Planned

Project Size

- Major
- Community

5.1 Need, Nexus and Feasibility

To determine how much additional infrastructure and services would be required to serve new development, the Planning Department conducted a needs assessment that looked at recreation and open space facilities and maintenance, schools, community facilities including child care, neighborhood serving businesses, and affordable housing.

A significant part of the Eastern Neighborhoods Plans was the establishment of the Eastern Neighborhoods Community Impact Fee and Fund. Nexus Studies were conducted as part of the original Eastern Neighborhoods effort, and then again as part of a Citywide Nexus and Levels-of-Service study described below. Both studies translated need created by development into an infrastructure cost per square foot of new development. This cost per square foot determines the maximum development impact fee that can be legally charged. After establishing the absolute maximum fee that can be charged legally, the City then tests what maximum fee can be charged without making development infeasible. In most instances, fees are ultimately established at lower than the legally justified amount determined by the nexus. Because fees are usually set lower than what could be legally justified, it is understood that impact fees cannot address all needs created by new development.

Need for transportation was studied separately under EN Trips and then later under the Transportation Sustainability Program. Each infrastructure or service need was analyzed by studying the General Plan, departmental databases, and facility plans, and with consultation of City agencies charged with providing the infrastructure or need. As part of a required periodic update, in 2015, the Planning Department published a Citywide Needs Assessment that created levels-of-service metrics for new parks and open space, rehabilitated parks and open space, child care, bicycle facilities, and pedestrian facilities (“San Francisco Infrastructure Level of Service Analysis”).

Separate from the Citywide Nexus published in 2015, MTA and the Planning Department also

produced a Needs Assessment and Nexus Study to analyze the need for additional transit services, along with complete streets. This effort was to provide justification for instituting a new Transportation Sustainability Fee (TSF) to replace the existing Transit Development Impact Fee (TDIF). In the analysis, the derived need for transit from new development is described providing the same amount transit service (measured by transit service hours) relative to amount of demand (measured by number of auto plus transit trips).

Between the original Needs Assessment, and the Level-of-Service Analysis, and the TSF Study the City has established metrics that establish what is needed to maintain acceptable infrastructure and services in the Eastern Neighborhoods and throughout the City. These metrics of facilities and service needs are included in [Appendix J](#).

5.2 Recreation, Parks, and Open Space

The *Mission Area Plan* also calls for the provision of new recreation and park facilities and maintenance of existing resources. Some portions of the Mission historically have been predominantly industrial, and not within walking distance of an existing park and many areas lack adequate places to recreate and relax. Moreover, the Mission has a concentration of family households with children (27% of Mission households), which is higher than most neighborhoods in the city. Specifically, the *Plan* identifies a need for 4.3 acres of new open space to serve both existing and new residents, workers and visitors. The Plan proposes to provide this new open space by creating at least one substantial new park in the Mission.

A parcel at 2080 Folsom Street (at 17th Street) owned by the San Francisco Public Utilities Commission was identified as a suitable site for a new park in an underserved area of the Mission. After a series of community meetings in 2010, three design alternatives were merged into one design. The new 0.8 acre park, shown in figure 5.2.1, will include a children's play area, demonstration garden, outdoor amphitheater and seating, among other amenities. The project is under construction and is expected to be completed by winter 2017.

FIGURE 5.2.1

Rendering of Park at 17th and Folsom Streets and Adjacent New Housing Development



Source: San Francisco Recreation & Parks.

Another facility planned for the Plan Area, still in conceptual phase, is the Mission Recreation Center. Located on a through block facing both Harrison Street and Treat Avenue between 20th and 21st Street, the facility includes an interior gymnasium and fitness center, along with an outdoor playground located in an interior courtyard. Recreation and Park staff is planning for a major renovation and reconfiguration of the facility that could include relocating the play equipment so that it is visible from the public right-of-way and adding additional courts to the building.

Lastly, Garfield Pool is scheduled to be rehabilitated through the 2012 Park Bond. Recreation and Park staff plan to further enhance the facility

to a higher capacity Aquatics Center, which, besides refurbishing the pool, would also include adding amenities such a multi-purpose room and a slide. Other possible improvements could include a redesign of the pool structure. Design for the pool rehabilitation is expected to be complete by late 2016 with construction bid award and the construction planned to begin in 2017.

5.3 Community Facilities and Services

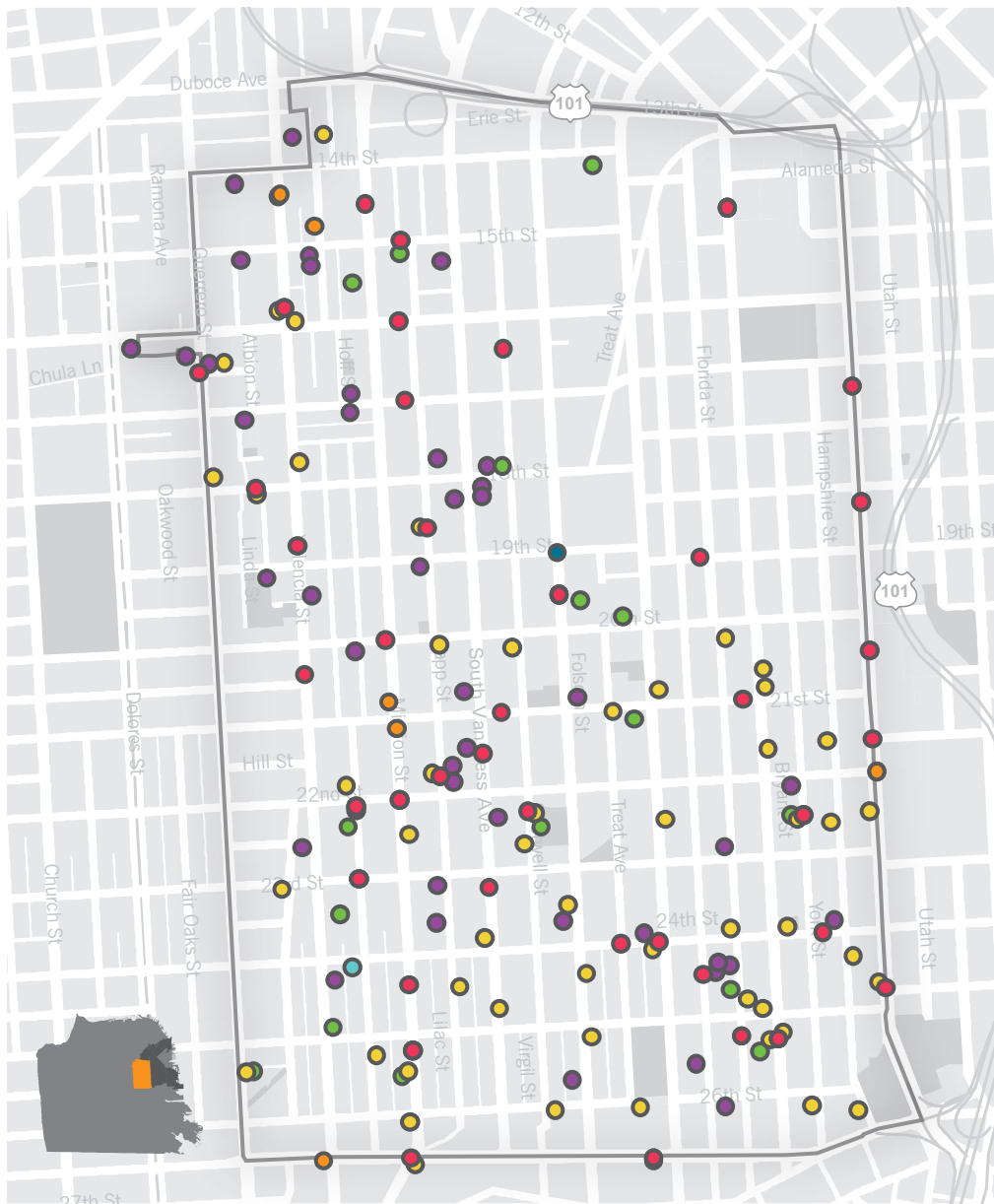
As a significant amount of new housing development is expected in the Mission, new residents will increase the need to add new community facilities and to maintain and expand existing ones. Community facilities can include any type

of service needed to meet the day-to-day needs of residents. These facilities include libraries, parks and open space, schools and child care. Community based organizations also provide many services to area residents including health, human services, and cultural centers. Section 5.3 describes efforts to increase and improve the supply of recreation and park space in the Mission. Section 6, below, discusses the process of implementation of the community benefits program, including the collection and management of the impact fees program.

Map 8 shows existing community facilities in the Mission. Community based organizations currently provide a wide range of services at over 50 sites throughout the Mission, ranging from clinics and legal aid, to job and language skills training centers and immigration assistance. Cultural and arts centers are also prominent in the Mission.

MAP 8

Community Facilities in the Mission



- Hospitals
- Libraries
- Community Based Organizations
- Child Care Facilities
- Schools
- Fire Stations
- Churches

5.4 Historic Preservation

A number of Planning Code amendments have been implemented in support of the Historic Preservation Policies within the Eastern Neighborhoods Plan Areas. These sections of the Planning Code provide for flexibility in permitted uses, thus encouraging the preservation and adaptive reuse of historic resources. The most effective incentive to date is the application of Section 803.9 of the Planning Code within the East and Western SoMa Plan Areas. Approximately 10 historic properties have agreed to on-going maintenance and rehabilitation plans in order to preserve these significant buildings.

5.4.1 Commercial Uses in Certain Mixed-Use Districts

Within Certain Mixed-Use Districts, the Planning Code principally or conditionally permits various commercial uses that otherwise are not permitted. The approval path for these commercial uses varies depending on the (1) zoning district, (2) historic status, and (3) proposed use. The table in [Appendix K](#) shows Planning Code Section 803.9. Depending on the proposed use, approval may be received from either the Zoning Administrator (ZA) or with Conditional Use Authorization from the Planning Commission. Depending on the zoning district, the historic status may either be: Article 10 Landmark (A10), Contributing Resources to Article 10 Landmark Districts (A10D), Article 11 Category I, II, III and IV (A11), Listed in or determined eligible for National Register (NR), or Listed in or determined eligible for California Register (CR).

For use of this Planning Code section, the Historic Preservation Commission must provide a recommendation on whether the proposed use would enhance the feasibility of preserving the historic property. Economic feasibility is not a factor in determining application of the code provision. The incentive acknowledges that older buildings generally require more upkeep due to their age, antiquated building systems, and require intervention to adapt to contemporary uses. The property owner commits to preserving and maintaining the building, restoring deteriorated or missing features,

providing educational opportunities for the public regarding the history of the building and the district, and the like. As a result the owner is granted flexibility in the use of the property.

Department staff, along with advice from the Historic Preservation Commission, considers the overall historic preservation public benefit in preserving the subject property. Whether the rehabilitation and maintenance plan will enhance the feasibility of preserving the building is determined on a case-by-case basis. Typically, the Historic Preservation Maintenance Plan (HPMP) from the Project Sponsor will outline a short- and long-term maintenance and repair program. These plans vary in content based on the character-defining features of the property and its overall condition. Maintenance and repair programs may include elements, like a window rehabilitation program, sign program, interpretative exhibit, among others.

5.5 Neighborhood Serving Establishments

Neighborhood serving businesses represent a diversity of activities beyond typical land use categories such as retail. This section defines neighborhood serving as those activities of an everyday nature associated with a high “purchase” frequency (see [Appendix L](#) for a list of business categories used). Grocery stores, auto shops and gasoline stations, banks and schools which frequently host other activities, among many other uses, can be considered “neighborhood serving.”

By this definition, the Mission is home to almost 600 neighborhood serving businesses and establishments employing over 8,000 people. Although these tend to be smaller businesses frequented by local residents and workers, some also serve a larger market (such as popular restaurants). As shown in Table 4.5.1, the top 10 neighborhood serving establishments in the Mission include eating places (full- and limited-service restaurants, bakeries, etc.), schools, grocery stores, bars, and pharmacies. These businesses are typically along the Mission, Valencia, and 24th Street neighborhood commercial districts, as shown on [Map 9](#).

TABLE 5.5.1**Neighborhood Serving Establishments, Mission**

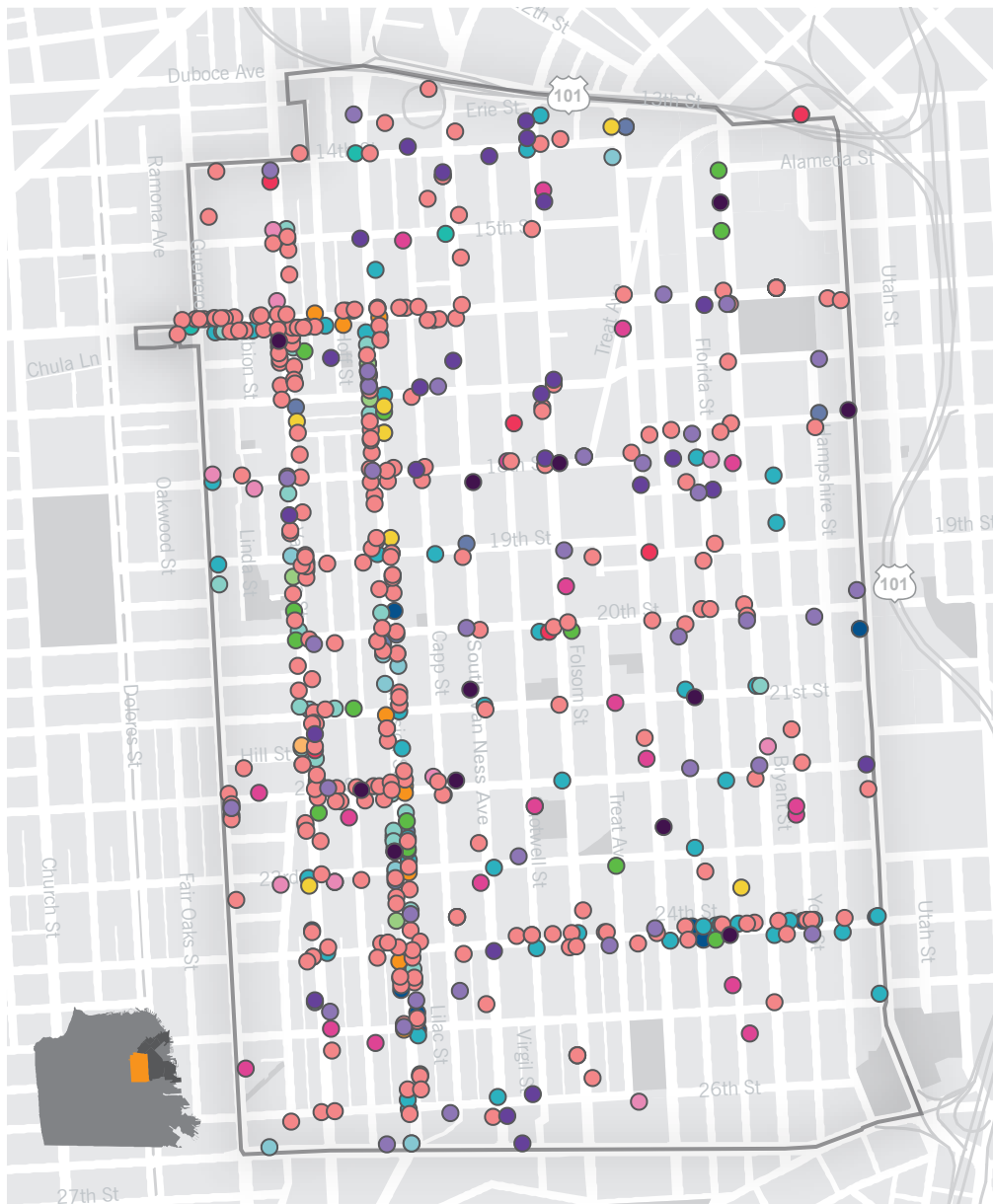
Type	Establishments	Employment
Full-Service Restaurants	155	2,581
Snack and Nonalcoholic Beverage Bars	31	908
Limited-Service Restaurants	62	884
Supermarkets and Other Grocery (except Convenience) Stores	36	521
Elementary and Secondary Schools	20	516
Drinking Places (Alcoholic Beverages)	36	388
Electronics Stores	13	246
Retail Bakeries	12	143
Commercial Banking	7	139
Pharmacies and Drug Stores	10	129
Sporting Goods Stores	7	125
Junior Colleges	2	110
Used Merchandise Stores	6	96
All Other Specialty Food Stores	3	87
Fitness and Recreational Sports Centers	5	85
Discount Department Stores	1	76
Civic and Social Organizations	9	64
Drycleaning and Laundry Services (except Coin-Operated)	7	61
General Automotive Repair	20	57
Pet Care (except Veterinary) Services	10	52
Women's Clothing Stores	9	50
Nail Salons	8	48
Office Supplies and Stationery Stores	2	48
Child Day Care Services	10	47
Shoe Stores	5	41
Savings Institutions	4	40
Book Stores	5	39
Men's Clothing Stores	6	38
All Other General Merchandise Stores	6	38
Religious Organizations	5	34
Family Clothing Stores	3	34
Beauty Salons	9	34
Pet and Pet Supplies Stores	3	32
Barber Shops	1	30
Gasoline Stations with Convenience Stores	3	28
Clothing Accessories Stores	5	26
Meat Markets	6	24
Beer, Wine, and Liquor Stores	6	20
Sewing, Needlework, and Piece Goods Stores	2	19
Fruit and Vegetable Markets	4	12

Type	Establishments	Employment
Cosmetics, Beauty Supplies, and Perfume Stores	3	12
Food (Health) Supplement Stores	1	9
Other Automotive Mechanical and Electrical Repair and Maintenance	3	9
Convenience Stores	4	8
Hobby, Toy, and Game Stores	1	8
Other Clothing Stores	3	8
Coin-Operated Laundries and Drycleaners	3	6
Cafeterias, Grill Buffets, and Buffets	1	5
Video Tape and Disc Rental	1	2
Other Personal and Household Goods Repair and Maintenance	2	2
Automotive Transmission Repair	1	1
Libraries and Archives	1	1
TOTAL	578	8,018

Source: California Employment Development Department

MAP 9

Neighborhood Serving Businesses in the Mission



- | | |
|---|--|
| ● 311 - Food Manufacturing | ● 522 - Credit Intermediation |
| ● 443 - Electronics and Appliance | ● 532 - Rental and Leasing Services |
| ● 445 - Food and Beverage | ● 611 - Educational Services |
| ● 446 - Health and Personal Care | ● 624 - Social Assistance |
| ● 447 - Gas Stations | ● 713 - Amusement, Gambling and Recreation |
| ● 448 - Clothing and Accessories | ● 722 - Food Services and Drinking Places |
| ● 451 - Sporting goods, Hobby, Musical Instrument and Books | ● 811 - Repair and Maintenance |
| ● 452 - General Merchandise | ● 812 - Personal and Laundry Services |
| ● 453 - Miscellaneous | ● 813 - Religious and Civic Organizations |
| ● 519 - Other Information | |

Note: Based on 3-digit NAICS code occupation

6. Implementation of Proposed Programming

Along with establishing fees, and providing a programmatic framework of projects, the EN approvals included amendments to the City's Administrative Code establishing a process to choose infrastructure projects for implementation on an ongoing basis.

6.1 Eastern Neighborhoods Citizens Advisory Committee

The Eastern Neighborhoods Citizens Advisory Committee (EN CAC) started meeting on a monthly basis in October 2009. The CAC is comprised of 19 members of the public appointed by the Board of Supervisors or the Mayor. The CAC focuses on implementation of the Eastern Neighborhoods Implementation Program and priority projects. Together with the IPIC, discussed below, the CAC determine how revenue from impact fees are spent. The CAC also plays a key role in reviewing and advising on the Five-Year Monitoring Reports.

The EN CAC has held monthly public meetings since October, 2009. For more information on the EN CAC, go to <http://encac.sfplanning.org>.

6.2 Eastern Neighborhoods Community Facilities and Infrastructure Fee and Fund

The Eastern Neighborhoods Community Facilities and Infrastructure Fee includes three tiers of fees that are based on the amount of additional development enabled by the 2009 Eastern Neighborhoods rezoning. In general, Tier 1 fees are charged in areas where new zoning provided less than 10 feet of additional height. Tier 2 fees are for those areas that included between 10 and 20 feet of additional height, and Tier 3 fees are for areas that included for 20 feet or more of additional height. Fees are adjusted every year based on inflation of construction costs.

Below is a chart of the original fees (2009) and the fees as they exist today.

TABLE 6.2.1

Eastern Neighborhoods Infrastructure Impact Fees per Square Foot, 2009 and 2016

	Original Fee		2016 Fee	
	Residential	"Non-Residential"	Residential	"Non-Residential"
Tier 1	\$8.00	\$6.00	\$10.19	\$7.65
Tier 2	\$12.00	\$10.00	\$15.29	\$12.74
Tier 3	\$16.00	\$14.00	\$20.39	\$17.84

Source: San Francisco Planning Department

The fees established above are proportionally divided into five funding categories as determined by the needs assessment, nexus studies, and feasibility studies, including housing, transportation/transit, complete streets, recreation and open space, and child care. In the Mission District NCT and MUR (Mixed-Use Residential) Districts, 75% of fees collected from residential development is set aside for affordable housing for the two respective Plan Areas. The first \$10,000,000 collected are targeted to affordable housing preservation and rehabilitation. To date, the City has collected more than \$48 million in impact fees, as shown on [Table 6.2.2](#).

TABLE 6.2.2**Eastern Neighborhoods Infrastructure Impact Fees
Collected to Date**

Category	Collected
HOUSING	\$4,740,000
TRANSPORTATION / TRANSIT	\$16,940,000
COMPLETE STREETS	\$6,730,000
RECREATION AND OPEN SPACE	\$17,520,000
CHILDCARE	\$2,420,000
Total	\$48,350,000

Source: San Francisco Planning Department

Note: Amount collected includes in-kind improvements.

Over the 2016-2020 period, the City is projected to collect \$145 million from the Eastern Neighborhoods impact fee program, as shown on [Table 6.2.3](#).

TABLE 6.2.3**Eastern Neighborhoods Infrastructure Impact Fees
Projected, 2016–2020**

Category	Collected
HOUSING	\$26,411,000
TRANSPORTATION / TRANSIT	\$30,302,000
COMPLETE STREETS	\$38,542,000
RECREATION AND OPEN SPACE	\$43,912,000
CHILDCARE	\$5,931,000
Total	\$145,098,000

As shown in [Table 5.2.1](#), approximately \$5.4 million have been collected from 58 projects in the Mission Area Plan Area to date. Overall, roughly \$48.4 million has been collected in all of the Eastern Neighborhoods, including Western SoMa.

TABLE 6.2.4**Eastern Neighborhoods Infrastructure Impact Fees
Collected, 2011–2015**

Area	Revenue	Projects
Mission	\$5,357,000	58
East SoMa	\$14,635,000	35
Western SoMa	\$6,940,000	15
Central Waterfront	\$10,034,000	19
Showplace/ Potrero	\$11,384,000	23
TOTAL	\$48,350,000	150

6.3 IPIC Process

The Infrastructure Plan Implementation Committee was established in Administrative Code Chapter 36, Section 36.3; the IPIC's purpose is to bring together City agencies to collectively implement the community improvement plans for specific areas of the City including the Eastern Neighborhood Plan Areas. The IPIC is instrumental in creating a yearly expenditure plan for impact fee revenue and in creating a bi-annual "mini" Capital Plan for the Eastern Neighborhoods. The annual Expenditure Plan is specific to projects that are funded by impact fees. The bi-annual Eastern Neighborhoods Capital Plan also includes infrastructure projects that are funded by other sources, and projects where funding has not been identified.

6.4 Eastern Neighborhood MOU

In 2009, the Planning Department entered into a Memorandum of Understanding with SF Public Works, SFMTA, Rec and Park, and MOHCD to assure commitment to implementing the EN Plans. A key component of the agreement was the establishment of a list of priority projects:

- » Folsom Street
- » 16th Street
- » Townsend Street
- » Pedestrian Crossing at Manalo Draves Park
- » 17th and Folsom Street Park
- » Showplace Square Open Space

6.5 First Source Hiring

The First Source Hiring Program was first adopted in 1998 and modified in 2006. The intent of First Source is to connect low-income San Francisco residents with entry-level jobs that are generated by the City's investment in contracts or public works; or by business activity that requires approval by the City's Planning Department or permits by the Department of Building Inspection. CityBuild works in partnership with Planning Department and DBI to coordinate execution of First Source Affidavits and MOUs.

CityBuild is a program of the Office of Economic and Workforce Development and is the First Source Hiring Administrator. In accordance to Chapter 83: First Source Hiring Program, developers must submit a First Source Affidavit to the Planning Department prior to planning approval. In order to receive construction permit from DBI, developers must enter into a First Source Hiring MOU with CityBuild. Developers and contractors agree to work in good faith to employ 50% of its entry-level new hiring opportunities through the CityBuild First Source Hiring process.

Projects that qualify under First Source include:

- » any activity that requires discretionary action by the City Planning Commission related to a commercial activity over 25,000 square feet including conditional use authorization;
- » any building permit applications for a residential project over 10 units;
- » City issued public construction contracts in excess of \$350,000;
- » City contracts for goods and services in excess of \$50,000;
- » leases of City property;
- » grants and loans issued by City departments in excess of \$50,000.

Since 2011 CityBuild has managed 442 placements in 72 First Source private projects in the three zip codes encompassing the Eastern Neighborhoods Plan Areas (94107, 94110, 94103), not including projects in Mission Bay, approved under the former Redevelopment Agency. They have also placed 771 residents from the three-zip code area in projects throughout the city.

In 2011, the City also implemented a first of its kind, the Local Hire Policy for Construction on publicly funded construction projects. This policy sets forth a mandatory hiring requirement of local residents per trade for construction work hours. This policy superseded the First Source Hiring Program on public construction contracts. Since 2011, a cumulative 37% of the overall 6.2 million work hours have been worked by local residents and 58% of 840,000 apprentice work hours performed by local residents.

7. Ongoing Planning Efforts

As this report has shown, market pressures and evictions affecting the neighborhood intensified in the Mission District over the six years that followed the adoption of the Eastern Neighborhoods Area Plans and the recovery from the Great Recession. This has necessitated a focused effort to help protect and alleviate the impact on those most affected by the affordability crisis. As a result, the Mission Action Plan 2020 (MAP2020) was launched in early 2015 to take a closer look at the pressures affecting the neighborhood and generate a set of solutions for implementation to help stabilize housing, arts, nonprofits, and businesses.

MAP2020 will also set targets and define solutions for neighborhood sustainability for 2020 and beyond. The solutions may encompass land use and zoning, financing, and identification of opportunity sites and programs; monitoring mechanisms will also be put into place. This first phase of MAP 2020 - solutions development - will be completed by end of Summer 2016. Implementation of certain measures is already underway, with additional implementation (writing legislation, launching new studies, ramping up programs, etc.) scheduled to commence this fiscal year (FY2016) now that a MAP2020 budget has been approved by the Mayor and the Board.

To date, the MAP 2020 collaboration includes a broad range of non-profit and advocacy groups as well as public agencies including the Dolores Street Community (DSCS), the Cultural Action Network (CAN), the Mission Economic Development Agency (MEDA), Calle 24, Pacific Felt Factory, members of the Plaza 16 coalition, the

Planning Department, the Mayor's Office of Housing and Community Development (MOHCD), the Office of Economic and Workforce Development (OEWD), the Health Services Agency (HSA), Department of Building Inspection (DBI), and the Fire Department. The Mayor's Office and District Supervisor Campos have also supported this effort.

These stakeholders are collaborating through working groups co-led by a both City and community leads. A robust community outreach and engagement process has incorporated focus groups and individual presentations to organizations and coalitions such as: tenants' rights organizations, SRO tenants, Mission Girls, PODER, United to Save the Mission, real estate developers, SPUR, San Francisco Housing Action Coalition (SFHAC), San Francisco Bay Area Renters Federation (SFBARF), and others, with the goal of informing and including relevant stakeholders affected by and/or responsible for potential solutions.

Topic-specific working groups have collectively drafted short, medium, and long term strategies, including tenant protections and housing access, housing preservation, housing production, economic development, community planning, SRO acquisition and/or master leasing, and homelessness. The Plan will be presented to the Planning Commission, for endorsement in early Fall 2016.



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Don Bragg, Marcia Contreras, John Elberling,

Keith Goldstein, Oscar Grande, Bruce Kin Huie,

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Cyndy Comerford, Julie Leadbetter

The Planning Department would also like to acknowledge the efforts of community organizations and the thousands of community members who have worked with us over the years to develop the Eastern Neighborhoods Community Plans.

For Information on the Eastern Neighborhoods Area Plans, visit:

<http://easternneighborhoods.sfplanning.org>

SHOWPLACE SQUARE/ POTRERO HILL AREA PLAN MONITORING REPORT 2011–2015





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SHOWPLACE SQUARE/POTRERO HILL AREA PLAN MONITORING REPORT

2011–2015

San Francisco Planning Department
September 2016



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1. Introduction: Showplace Square/Potrero Hill Area Plan¹

San Francisco's Eastern Bayfront neighborhoods have historically been the home of the city's industrial economy and have accommodated diverse communities ranging from families who have lived in the area for generations to more recent immigrants from Latin America and Asia. The combination of a vibrant and innovative industrial economy with the rich cultural infusion of old and new residents is central to San Francisco's character. Among many of the components that contributed to the economic and cultural character of the eastern part of the San Francisco was the wide availability of lands suitable for industrial activities (whether or not they were zoned for such) and the affordability of these neighborhoods' housing stock, relative to other parts of the city. Industrial properties continue to be valuable assets to the city's economy as they provide space for innovative local businesses; large, flexible floorplans for a wide range of tenants; and living wage career opportunities to residents without advanced degrees.

Over the past few decades, and particularly during the series of “booms” in high technology industries since the 1990s, the Eastern Bayfront neighborhoods have experienced waves of pressure on its industrial lands and affordable housing stock. Due to their proximity to downtown San Francisco and easy access (via US-101, I-280, and Caltrain) to Silicon Valley, industrially-zoned properties in the Eastern Bayshore, particularly in neighborhoods like South of Market (SoMa), Mission, Showplace Square, and Central Waterfront became highly desirable to office users who were able to outbid traditional production, distribution, and repair (PDR) businesses for those spaces. The predominant industrial zoning designations in these neighborhoods until the late 2000s—C-M, M-1, and M-2—allowed for a broad range of uses, which enabled owners to sell or lease properties to non-PDR businesses as well as developing them into “live-work” lofts that served primarily as a residential use.

Moreover, most of the residential areas in these neighborhoods are well-served by public transportation (including two BART stops in the Mission), have vibrant cultural amenities, and feature many attractive older buildings. These neighborhood assets and new employment opportunities have served as strong magnets for high wage earners and market rate housing developers, creating a strong influx of new, more affluent residents.

Beginning in the late 1990s, the City, residents, community activists, and business owners recognized the need for a comprehensive, community-based planning process to resolve these conflicts and stabilize the neighborhoods into the future. The Eastern Neighborhoods community planning process was launched in 2001 to determine how much of San Francisco's remaining industrial lands should be preserved and how much could appropriately be transitioned to other uses.

The planning process recognized the need to produce housing opportunities for residents of all income levels, which requires not just the development of new units at market rates, but also opportunities for low and moderate income families. In 2008, four new area plans for the Mission, East SoMa, Showplace Square/Potrero Hill, and Central Waterfront neighborhoods were adopted. Respecting the Western SoMa's community's request for more time to complete their planning process, the area plan for that neighborhood was undertaken in parallel and completed in 2013. The resulting area plans contained holistic visions for affordable housing, transportation, parks and open space, urban design, and community facilities.

The Eastern Neighborhoods Plans represent the City's and community's pursuit of two key policy goals:

- 1) Ensuring a stable future for PDR businesses in the city by preserving lands suitable to these activities and minimizing conflicts with other land uses; and
- 2) Providing a significant amount of new housing affordable to low, moderate and middle income families and individuals, along with “complete neighborhoods” that provide

¹ Unless otherwise noted, this report will refer to the Showplace Square/Potrero Hill Area Plan, Showplace Square/Potrero Hill neighborhood, and “Showplace Square/Potrero Hill” interchangeably, as the area shown on [Map 1](#).

appropriate amenities for the existing and new residents.

The vitality and strength of Showplace Square/Potrero Hill as a mixed use neighborhood requires appropriate spaces for a range of land uses. The *Showplace Square/Potrero Hill Plan* calls for the following: a) build on the existing character of the area and stabilize it as a place for living and working; b) retain Showplace Square's role as an important location for PDR activities; c) strengthen and expand Showplace Square/Potrero Hill as a residential, mixed-use neighborhood; and d) ensure the provision of a comprehensive package of public benefits as part of rezoning.

Map 1 shows the *Showplace Square/Potrero Hill Area Plan* boundaries as generally along Potrero Avenue to the west, Bryant and 7th Streets to the north, Highway 280 to the east, and 26th Street to the south. While the area is itself diverse, Showplace Square is a center for commerce with an important furniture and interior design center that serves a national market. A number of light industrial production, distribution and repair (PDR) businesses continue to operate in Showplace Square. By contrast, Potrero Hill south of Mariposa Street is largely residential.

MAP 1**Showplace Square/Potrero Hill Area Plan Boundaries**

1.1 Summary of Ordinance and Monitoring Requirements

The ordinances that enacted the Eastern Neighborhoods Area Plans², including Showplace Square/Potrero Hill, adopted by the Board of Supervisors, include a requirement that the Planning Department produce five-year reports monitoring residential and commercial developments in those neighborhoods, as well as impact fees generated and public and private investments in community benefits and infrastructure. The first set of monitoring reports for Mission, East SoMa, Showplace Square/Potrero Hill, and Central Waterfront were published in 2011, covering the period from January 1, 2006 through December 31, 2010.

The ordinances require the monitoring reports to track all development activity occurring within Area Plans boundaries during the five-year period, as well as the pipeline projecting future development as of the end of the reporting period. Some of this development activity was considered under the Eastern Neighborhoods Environmental Impact Report (EN PEIR), certified in 2008 approved by the Board of Supervisors in 2004; and Western SoMa EIR, approved in 2008 certified in 2012. However, a few of the developments that have been completed during this period and some of the proposed projects in the pipeline did not (or will not) receive their environmental clearance through these two EIRs, primarily for these four reasons:

- 1) The developments were entitled prior to the adoption of the Plans, under zoning designations that were subsequently changed by the Plans.
- 2) Under the Eastern Neighborhoods Amnesty Program that expired in 2013, legalization of conversions from PDR to office space that took place prior to Plan adoption was allowed.
- 3) Some large-scale developments and Areas Plans that are within or overlap Project Area boundaries (such as Central SoMa and Pier

70) will undergo separate environmental review processes.

- 4) Certain smaller projects are exempt from extensive environmental review due to their limited size and impact did not rely on the rezoning under the EIRs and are therefore excluded.

This report analyzes all development activity within the Eastern Neighborhoods, whether or not projects “tiered off” the EN EIR through a Community Plan Exemption (CPE) relying on the EN PEIR. For a list of projects that received their entitlements through a CPE relying on the EN PEIR, please refer to [Appendix D](#).

The *Showplace Square/Potrero Hill Area Plan Monitoring Report 2011-2015* is part of the set of Eastern Neighborhoods monitoring reports covering the period from January 1, 2011 to December 31, 2015. Because the Western SoMa Community Plan was adopted in 2013, no monitoring reports have been produced for that Area Plan. However, due to its geographic proximity and overlapping policy goals with the other Eastern Neighborhoods, Planning Department staff in consultation with the CAC, has shifted the reporting timeline such that the *Showplace Square/Potrero Hill Area Plan Monitoring Report 2011-2015* will be the first five-year report and set the calendar so that future monitoring reports are conducted alongside the other Eastern Neighborhoods. Subsequent time series monitoring reports for Showplace Square/Potrero Hill and other Eastern Neighborhoods will be released in years ending in 1 and 6.

While the previous Monitoring Reports covered only the small amount of development activities in the years immediately preceding and following the adoption of the *Eastern Neighborhood Plans* in 2008, this report contains information and analysis about a period of intense market development in Showplace Square/Potrero Hill. This report relies primarily on the *Housing Inventory*, the *Commerce and Industry Inventory*, and the *Pipeline Quarterly Report*, all of which are published by the Planning Department. Additional data sources include: the California Employment and Development Department (EDD), the U.S.

² Unless otherwise noted, this report will refer to the Eastern Neighborhoods Area Plans, or just Area Plans, as encompassing the Mission Area Plan, East SoMa Area Plan, Central Waterfront Area Plan, Showplace Square/Potrero Hill Area Plan as well as Western SoMa Community Plan. References to Plan areas (or to the names of the individual areas) will describe the areas within the boundaries outline by the individual plans.

Census Bureau’s American Community Survey, the San Francisco Municipal Transportation Agency (SFMTA), Co-Star Realty information, Dun and Bradstreet business data, CBRE and NAI-BT Commercial real estate reports, and information gathered from the Department of Building Inspection, the offices of the Treasurer and Tax Collector, the Controller, and the Assessor-Recorder.

2. Commercial Space & Employment

The *Showplace Square/Potrero Hill Plan* supports small and moderate size retail establishments in neighborhood commercial areas, including 18th and 20th Streets, while allowing larger retail in the new Urban Mixed Use districts only when part of a mixed-use development. The PDR district contains controls that protect PDR businesses, especially design related establishments, by prohibiting new residential development and limiting new office and retail. The Plan also allows for “Knowledge Sector” PDR businesses in the PDR district generally north of 17th Street, as well as the Urban Mixed Use District.

FIGURE 2.0.1
300 De Haro Street



Source: SF Planning, Audrey Harris

2.1 Commercial Space Inventory

Table 2.1.1 below is an inventory of non-residential space in Showplace Square/Potrero Hill as of 2015. The table reflects the mix of uses, noting that office and PDR activities each occupy a little over a third of the commercial space in the neighborhood. Cultural, institutional and educational, medical and retail uses together make up another third of non-residential buildings. The table also shows the importance of Showplace Square/Potrero Hill in San Francisco’s stock of industrial and office lands. Though the neighborhood only accounts for 3% of the city’s overall commercial space, its share of PDR space is much higher, at 6%. However, as will be discussed in the sections below, in recent decades PDR space has been subject to intense pressures from uses that are able to pay higher land rents, such as office and market-rate residential.

Table 2.1.2 below shows commercial and other non-residential development activity in Showplace Square/Potrero Hill between January 1, 2011 and December 31, 2015 while **Table 2.1.3** shows

TABLE 2.1.1**Commercial Building Space Square Footage, Showplace Square/Potrero Hill and San Francisco, 2015**

Non-Residential Land Use	Showplace Square/ Potrero Hill		Citywide		Showplace Square/Potrero Hill as % of San Francisco
	Area	%	Area	%	
Cultural, Institution, Educational	684,895	11%	29,898,514	13%	2%
Medical	352,229	6%	17,468,039	7%	2%
Office	2,087,455	34%	107,978,954	45%	2%
PDR / Light Industrial	2,032,761	34%	36,265,832	15%	6%
Retail	899,825	15%	42,299,526	18%	2%
Visitor / Lodging	2,770	0%	4,053,422	2%	0%
Total	6,059,935	100%	237,964,287	100%	3%

Source: San Francisco Planning Department Land Use Database (March 23, 2016)

FIGURE 2.1.1**888 Brannan Street**

Source: SF Planning, Audrey Harris

corresponding figures for San Francisco. These tables count newly developed projects (on vacant properties or redevelopment of existing properties) as well as conversions from one use to another. Between 2011 and 2015, a significant amount of PDR land, nearly 163,764 square feet, was converted to other uses, especially office.

The property at 808 Brannan Street, converted its previously existing PDR space into new offices in 2013, complete with conference areas, breakrooms and additional restrooms. The year 2014 included a similar case with the conversion of 113,753 square feet of PDR space into office space. The property located at 888 Brannan, shown in [Figure 2.1.1](#), completed the PDR to office space conversion with an additional loss in retail space (2,603 square feet). The Planning Department designated this property a historical resource as part of the Showplace Square/Northeast Mission Historic Resource Survey and made

office use principally permitted without vertical controls. In both cases, the properties were located in the UMU zoning districts, districts that are intended to promote a vibrant mix of uses while maintaining the characteristics of this formerly industrially-zoned area. [Table 2.1.2](#) also shows the considerable gain in cultural, institutional and educational space (419,070 square feet) with the completion of SF General Hospital, located at 1001 Potrero Avenue.

Non-residential development in Showplace Square/Potrero Hill made up about 15% of the citywide total commercial projects completed in the last five years, similar to its share of citywide development between 2006 and 2010. [Map 2](#) shows the location of the latest completed projects. [Appendix Table B-4](#) provides details on these recently completed commercial projects in Showplace Square/Potrero Hill.

TABLE 2.1.2

Net Change in Commercial Space, Showplace Square/Potrero Hill, 2011–2015

Year Completed	Cultural, Institutional, Educational	Medical	Office	PDR / Light Industrial	Retail	Visitor / Lodging	Total Commercial Sq Ft
2011	–	–	–	–	0	–	–
2012	–	–	–	–	0	–	–
2013			43,881	(43,881)			–
2014	419,070	–	157,634	(163,764)	2603	–	415,543
2015							–
Total	419,070	–	201,515	(207,645)	2,603	–	415,543

Source: San Francisco Planning Department

Note: Includes all developments in the Plan Area during reporting period, including those that did not receive CEQA clearance under Eastern Neighborhoods EIR.

TABLE 2.1.3

Net Change in Commercial Space, San Francisco, 2011–2015

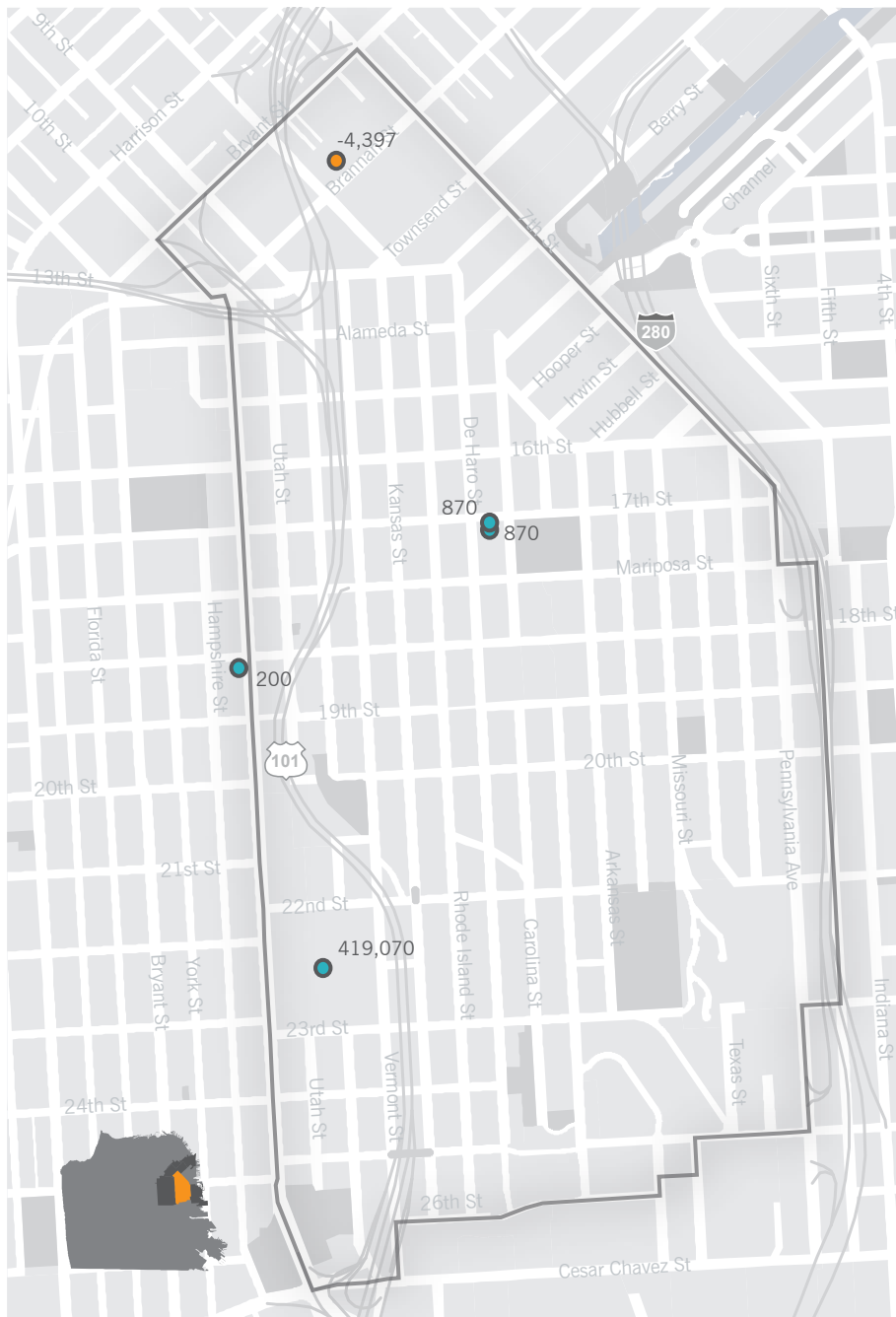
Year Completed	Cultural, Institutional, Educational	Medical	Office	PDR / Light Industrial	Retail	Visitor / Lodging	Total Commercial Sq Ft
2011	10,477	0	40,019	(18,075)	16,854	0	49,275
2012	(52,937)	0	24,373	(164,116)	32,445	0	(160,235)
2013	66,417	0	335,914	(236,473)	5,941	(69,856)	101,943
2014	446,803	1,815,700	603,997	(422,157)	11,875	63,286	2,519,504
2015	(21,456)	20,000	460,508	(183,775)	65,419	0	340,696
Total	449,304	1,835,700	1,464,811	(1,024,596)	132,534	(6,570)	2,851,183

Source: San Francisco Planning Department

Note: Includes all developments in the Plan Area during reporting period, including those that did not receive CEQA clearance under Eastern Neighborhoods EIR.

MAP 2

Completed Projects Causing Net Change in Commercial Space, Showplace Square/Potrero Hill, 2011–2015



- Net loss of commercial space
- Net gain of commercial space

2.2 Commercial Development Pipeline

The commercial development pipeline in Showplace Square/Potrero Hill shows a continuation of the trends that have taken place during the reporting period of 2011-15 ([Table 2.2.1](#)). Showplace Square/Potrero Hill will continue to see some of its PDR space converted to other uses, such as residential, retail and some office space. It is important to interpret the pipeline numbers as two separate subcategories, shown in [Table 2.2.1](#) as “Under Review” and “Entitled.” Under review projects are those that have filed an application with the Planning and/or Building Departments and have to receive necessary approvals and permits, including environmental (CEQA) review. Projects under review are just in the beginnings of the various permitting phases that projects must endure before it is finally completed. Therefore, these projects should be considered more speculative. On the other hand, entitled projects are those that have received Planning Department approvals and are considered much more certain, although many of them may take years to finally complete their construction and receive certificates of occupancy.

Projects that are under review total a net 168,513 loss in square footage of commercial space, mostly resulting from the conversion of PDR and office space to residential uses. Conversion of PDR space accounts for most of the loss of commercial space (211,816 square feet). Live Potrero Hill located at 1200 17th Street, has requested to convert roughly 105,000 square feet of PDR space into residential and retail space. Another large-scale project currently under review would result in the loss of about 62,700 square feet of PDR space and 8,000 square feet of office space to build 299 dwelling units at 1601-1677 Mariposa Street, also known as 485 Carolina. If all of these projects come to fruition, Showplace Square/Potrero Hill will see the lost PDR space transition mostly into mixed-use residential buildings (see [Appendix Table C-4](#)).

The projects in the pipeline that have been entitled show about a 418,999 square footage gain of non-residential uses in Showplace Square/Potrero Hill in the near future. If all of these developments are completed, the Planning Department expects

about a 73,600 square footage gain in office space and a loss of about 58,700 square feet of PDR space. There will also be a modest gain in retail space (2,208 square feet) with the potential completion of 1512 20th Street and 140 Pennsylvania Avenue. The largest single entitled project is the new construction of 100 Hooper Street, a design and manufacturing organic incubator for consumer products, with a strong design and technical component (142,784 square feet of PDR and 284,471 square feet of office/cultural, institutional and educational space³), as further explained in Section 2.3.

[Table 2.2.2](#) shows the commercial development pipeline for San Francisco for comparison. The development pipeline in Showplace Square/Potrero Hill represents less than one percent of the citywide pipeline. However, at 319,656 square feet, the amount of net PDR loss in Showplace Square/Potrero Hill represents about 40% of the loss across the Eastern Neighborhoods and 27% of the loss citywide. It should be noted that two-thirds of the loss in PDR in the pipeline are attributable to projects that have not yet received entitlements. [Map 3](#) shows the locations of the larger proposed commercial developments in the plan area. (See [Appendix Table C-4](#) for detailed information.)

³ Calculated as 284,471 square feet of office space only in [Table 2.2.1](#) and [Appendix Table C-5](#)

TABLE 2.2.1**Commercial and Other Non-Residential Development Pipeline, Showplace Square/Potrero Hill, Q4 2015**

Development Status	Total Commercial Sq Ft	Cultural, Educational, Institutional	Medical	Office	PDR/Light Industrial	Retail	Visitor/Lodging
Under Construction	(131,584)	–	–	–	(166,549)	34,420	545
Planning Entitled	418,999	284,471	–	73,611	58,709	2,208	–
Planning Approved	–	–	–	72,600	(72,600)	–	–
Building Permit Filed	–	–	–	–	–	–	–
Building Permit Approved/Issued/Reinstated	418,999	284,471	–	1,011	131,309	2,208	–
Under Review	(168,513)	35,695	–	(28,070)	(211,816)	35,678	–
Planning Filed	(148,314)	35,695	–	(28,070)	(188,467)	32,528	–
Building Permit Filed	(20,199)	–	–	–	(23,349)	3,150	–
Total	118,902	320,166	–	45,541	(319,656)	72,306	545

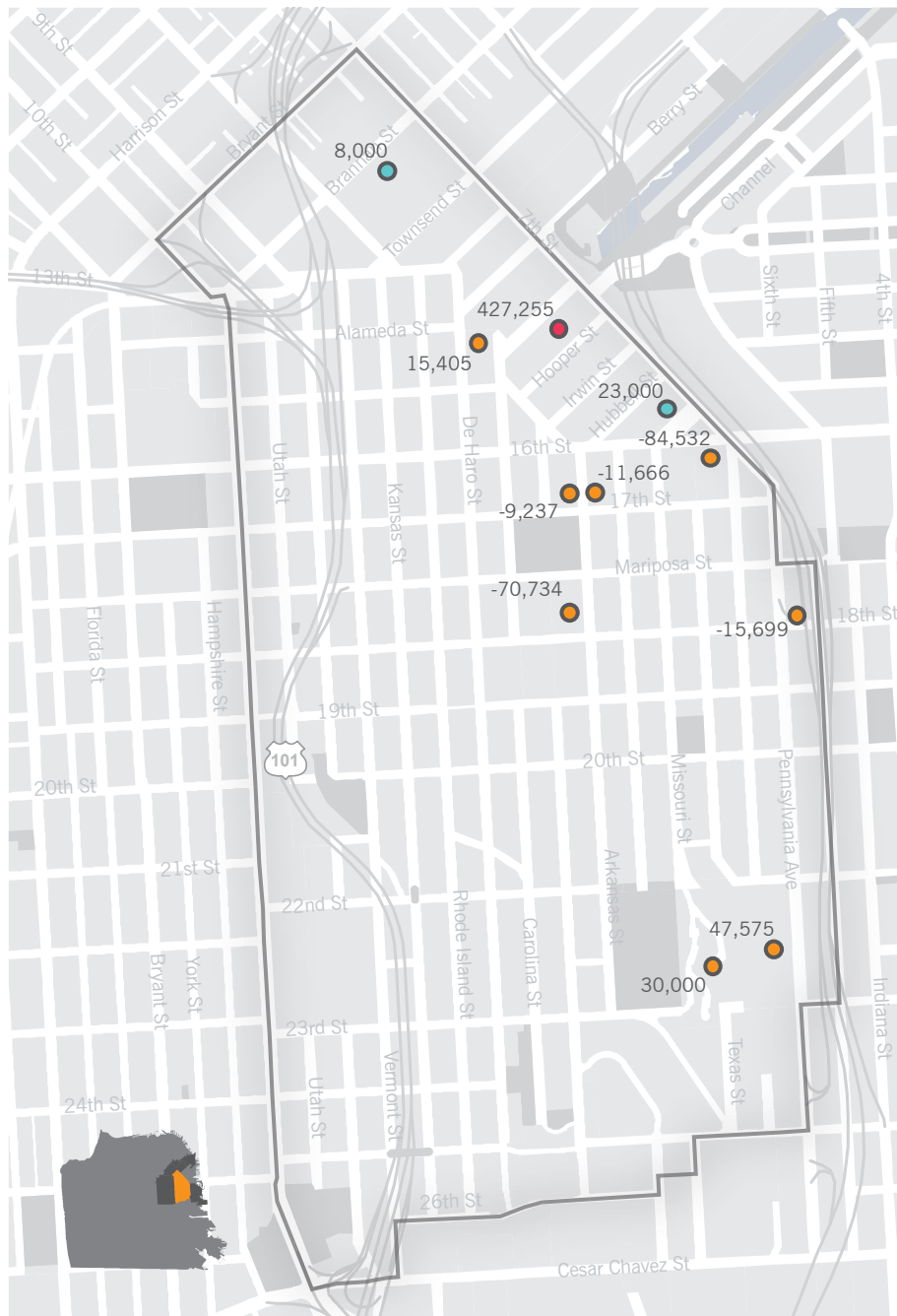
Source: San Francisco Planning Department

Note: Includes all developments in the pipeline as of December 31, 2015, including those that did not (or will not) receive CEQA clearance under Eastern Neighborhoods EIR

TABLE 2.2.2**Commercial and Other Non-Residential Development Pipeline, San Francisco, Q4 2015**

Development Status	Total Commercial Sq Ft	Cultural, Educational, Institutional	Medical	Office	PDR/Light Industrial	Retail	Visitor/Lodging
Under Construction	1,098,708	(58,871)	3,894,055	(290,327)	491,366	(189,563)	4,945,368
Planning Entitled	312,600	20,665	5,576,249	332,662	1,268,623	519,906	8,030,705
Planning Approved	1,942	4,665	4,571,993	311,417	1,084,828	458,554	6,433,399
Building Permit Filed	4,343	-	(36,555)	(33,939)	806	-	(65,345)
Building Permit Approved/Issued/Reinstated	306,315	16,000	1,040,811	55,184	182,989	61,352	1,662,651
Under Review	1,042,013	1,875	7,459,214	(1,046,009)	1,594,639	418,557	9,470,289
Planning Filed	1,084,228	1,875	5,955,541	(994,050)	1,552,310	200,747	7,800,651
Building Permit Filed	(42,215)	-	1,503,673	(51,959)	42,329	217,810	1,669,638
Total	2,453,321	(36,331)	16,929,518	(1,003,674)	3,354,628	748,900	22,446,362

Source: San Francisco Planning Department

MAP 3**Commercial and Other Non-Residential Development Pipeline, Showplace Square/Potrero Hill, Q4 2015**

- Entitled
- Under Construction
- Under Review

Note: Only includes projects that will add or remove 5,000 net square feet.

2.3 Changes in PDR Uses

As discussed above, Showplace Square/Potrero Hill (and the Eastern Neighborhoods more broadly), has experienced economic changes that have made many areas highly attractive to residential and office development and resulted in the loss of PDR space. Residential and office uses are generally better able to afford higher land costs than industrial uses, and therefore can outbid PDR businesses for industrially-zoned land. Prior to the adoption of the Eastern Neighborhoods Area Plans, the primary industrial zoning designations – M-1, M-2, and C-M – permitted a broad range of uses, which led to the conversion of a significant amount of PDR space to other activities.

Of the approximate 2 million square feet in PDR space in Showplace Square/Potrero Hill in 2015, just below 20% was scattered throughout zoning districts not specifically geared towards industrial uses, such as neighborhood commercial (NC) zones. Roughly 914,120 (45%) were located in PDR protection districts (PDR-1 and PDR-2) and 37% were in the mixed use UMU district. By comparison, in the Eastern Neighborhoods, the split between PDR space in PDR protection, mixed use, and other districts is 38%, 34%, and 29%, respectively. According to Co-Star data, asking

lease rates for PDR space in the Eastern Neighborhoods are currently \$22 (NNN) and vacancy rates are 4.4%.⁴

Since the adoption of the *Showplace Square/Potrero Hill Area Plan*, PDR space has continued to be converted to other uses in the neighborhood, as [Tables 2.1.2](#) and [2.2.1](#) illustrate.

An investigation of the conversion of PDR space in Showplace Square/Potrero Hill shows that such conversion had occurred primarily within UMU zoning, and largely outside of the zoning districts created specifically to protect PDR uses (in the case of Showplace Square/Potrero Hill, PDR-1 and PDR-2), as detailed in [Table 2.3.2](#). In addition to the project at 808 Brannan Street, detailed above, another project is the conversion of PDR space located at 888 Brannan Street into office space. These projects have been built in the UMU district, created under the Area Plan as a “transitional” zoning designation that allows for a mixture of uses, including light industrial, office, and residential (with higher affordability standards).

The Planning Department has also undertaken some legislative action to strengthen PDR zoning

⁴ Data provided by the City of San Francisco's Real Estate Division.

TABLE 2.3.1

Square Footage of PDR Space by Zoning District Type, Showplace Square/Potrero Hill and Eastern Neighborhoods, 2015

Zoning District Type	Number of Cases			
	Showplace/Potrero	%	Eastern Neighborhoods	%
PDR Protection (1)	914,119	45%	3,465,888	38%
Mixed Use (2)	754,101	37%	3,098,198	34%
Other (3)	377,264	18%	2,669,555	29%
TOTAL	2,045,484	100%	9,233,641	100%

1. Districts that primarily allow PDR activities and restrict most other uses. In Central Waterfront, Mission, and Showplace Square/Potrero Hill, these districts include PDR-1 and PDR-2. In East SoMa and West SoMa, they are the SLI and SALI districts, respectively.

2. Transitional districts that allow industrial uses mixed with non-PDR activities such as housing, office, and retail, often with additional requirements on affordability and PDR replacement. Includes UMU in Central Waterfront, Mission, and Showplace Square/Potrero Hill; MUG, MUO, and MUR in East SoMa; and WMUG and WMUO in Western SoMa.

3. Various districts designated for non-industrial uses like residential, neighborhood commercial, and the like.

Source: San Francisco Planning Department Land Use Database, March 2016

TABLE 2.3.2**Projects Converting PDR Space in Square Footage of PDR Space by Zoning District Type, 2011–2015**

Project	Zoning	Net PDR	Net Office	Net Retail	Net Units	Affordable Units	Percent Affordable
850-870 BRANNAN ST (AKA 888 BRANNAN ST)	UMU	-113,753	113,753	-4,397	0	Below threshold	0%
808 BRANNAN ST	UMU	-43,881	43,881	0	0	Below threshold	0%
1717 17TH ST & 310 CAROLINA ST	UMU	-6,130	0	7,000	2	Below threshold	0%
Total		(163,764)	157,634	2,603	2		0%

Source: San Francisco Planning Department

Note: Only developments with ten or more units are subject to the City's inclusionary housing requirements.

and enable to location, expansion, and operation of PDR businesses. In addition to making it easier for PDR businesses to receive permits and share retail spaces, the Department created a program called the Office/PDR Cross-Subsidy Program in June 2014 to allow more office development in certain parcels as a way to subsidize more development of PDR space (Planning Code section 210.3.c). Recognizing the financial difficulties of developing new industrial buildings in large “soft site” lots, this program gives developers the ability to construct office space in parcels zoned PDR-1 and PDR-2, located north of 20th Street. The parcels must be at least 20,000 square feet as long as existing buildings are not developed to more than 0.3 floor-to-area (FAR) ratio. At least 33% of the space in the new developments must be dedicated to PDR uses. To date, only one development located at 100 Hooper Street has taken advantage of this program.

Located adjacent to the California College of the Arts campus and the Arts and Design Education Special Use District (see Section 7: On-going Efforts), 100 Hooper is set to be a creative mixed-use commercial campus that will present a unique opportunity to leverage the economies of office space and PDR space in the city's main design district. In addition to strict controls on the ratio of office space to PDR space as mentioned in the Planning Code condition of approvals, the project sponsors had to provide a description of the kind of non-PDR businesses intended for the site and a plan for how they will co-exist with the PDR businesses and any strategies required to achieve

that balance. In collaboration with PlaceMade, an SFMade focused initiative on partnering with the city and with private sector developers to create industrial space, a PDR Business Plan was developed that outlines strategies for providing flexible PDR space typology mix; designing office spaces attractive to design-related technology and engineering firms that seek to be co-located with PDR companies; engaging strategic partners at all phases of development and in ongoing operations; and focusing on access and pathways to PDR-related jobs at the project site. The Plan also contains a detailed workforce and hiring strategy program for potentially generating 450 PDR-related jobs and information about how the office space will work to subsidize the development of the PDR space.

FIGURE 2.3.1

Rendering of 100 Hooper Street



Source: PFAU LONG ARCHITECTURE

2.3.1 PDR Enforcement

Illegal conversions from Production, Distribution and Repair (PDR) uses have more recently become an issue in the Eastern Neighborhood Area Plans that the City has sought to resolve. In 2015, the Planning Department has received about 44 alleged complaints of violation for illegal conversions from PDR to Office space. Forty-two of these cases were found in the Eastern Neighborhoods. Out of the 42 total alleged complaints, nine of the cases were not found to be in violation and six were found to be in violation. In Showplace Square/Potrero Hill, no illegal conversions from PDR uses were identified. The remaining cases are still pending review.

In many of the cases, office tenants are hybrid uses where PDR also takes place, but may not be the principal use of the space. If an office use is confirmed to be in operation, Planning encourages the company to alter their business practice to fit within the PDR zoning categories or vacate the property. Generally, the complaints filed with the

Planning Department are regarding the conversion of PDR uses to office space, not permitted within these zoning districts. However, some complaints that are filed are either not valid, meaning that the tenant is either a PDR complying business or the space was legally converted to office space, prior to the Eastern Neighborhoods rezoning. For these enforcement cases, there is no longer a path to legalization; additionally, many of these office conversions are not recent, and they did not take advantage of the Eastern Neighborhoods Legitimization Program. The program was an amnesty program that established a limited-time opportunity whereby existing uses that have operated without the benefit of required permits may seek those permits. However, this program expired in 2013.

In investigating the alleged violations, the Planning Department discovered that the building permit histories often included interior tenant improvements without Planning Department review. These permits do not authorize a change of use to office. To prevent future unauthorized conversions

of PDR space the Planning Department worked proactively with the Department of Building Inspection (DBI). Over the course of 2015, Planning worked with DBI during project intakes to better understand the routing criteria and how to ensure Planning review. Both departments' IT divisions worked together to create a flag in the Permit Tracking System (PTS) to alert project intake coordinators of potential illegal conversions. This is a pilot program that can be expanded at a later date to include other Zoning Districts if necessary. Planning and DBI continue to work together to monitor this process and plan to meet regularly to discuss additional steps to prevent future conversions.

Planning works collaboratively with the Mayor's Office of Economic Workforce and Development (OEWD). When Planning receives inquiries or complaints related to either vacant spaces in PDR zones or possible unauthorized spaces, requiring a PDR tenant. Planning informs the property owner about PDR complying uses and refers them to OEWD. OEWD currently has a list of PDR complying businesses that are looking to lease spaces within San Francisco. Additionally, a training for real estate brokers was conducted in 2015. The purpose of the voluntary training was to help explain what PDR is and what resources Planning

has available for them to utilize prior to leasing a property. The training also outlined the enforcement process, including the process for requesting a Letter of Determination for appropriate use of PDR space. Future trainings will occur based on interest.

2.4 Employment

Showplace Square/Potrero Hill added employment across all land use types tracked by the Planning Department between 2011 and 2015, following a trend that has taken place in San Francisco and the Bay Area. This growth in employment reflects a rebound in the regional economy following the "Great Recession" of the previous decade, but also the robust growth in high technology sectors and related industries in recent years.⁵ Altogether, employment in Showplace Square/Potrero Hill grew from roughly 13,000 jobs in 2010 to almost 16,000 in 2015 with a related increase from 1,045 to 1,090 total establishments, according to the California Employment and Development Department (EDD). The subsections below discuss the job growth in Showplace Square/Potrero Hill by land use category.

⁵ See annual San Francisco Planning Department Commerce & Industry Inventory, 2008–2015.

TABLE 2.4.1

Employment, Showplace Square/Potrero Hill and San Francisco, Q2 2015

Landuse	Showplace Square/Potrero Hill				San Francisco			
	Establishments	%	Jobs	%	Establishments	%	Jobs	%
Cultural, Institutional, Educational	41	4%	1,294	8%	2,010	3%	73,182	11%
Medical	157	14%	529	3%	21,833	37%	60,214	9%
Office	337	31%	6,754	42%	15,628	27%	293,014	44%
PDR / Light Industrial	242	22%	4,380	28%	5,280	9%	88,135	13%
Retail	202	19%	2,792	18%	8,241	14%	130,550	20%
Visitor / Lodging	1	0%	1	0%	311	1%	16,688	2%
Other	110	10%	148	1%	4,961	9%	6,953	1%
Total	1,090	100%	15,899	100%	58,264	100%	668,736	100%

Source: California Employment Development Department

2.4.1 Office Jobs

The largest increase in jobs in Showplace Square/Potrero Hill between 2010 and 2015 was in cultural, institutional and educational occupations. According to EDD, the neighborhood experienced a 50% increase in cultural, institutional and educational jobs in those 5 years. Second to cultural, institutional and educational occupations was office occupation. The neighborhood experienced a 40% increase in office jobs in the last 5 years. However, the number of cultural, institutional and educational and office establishments only increased by about 28% and 18% (respectively), indicating a shift towards cultural, institutional and educational, and office workplaces with a larger number of employees or occupying formerly vacant space. In 2015, Showplace Square/Potrero Hill held about 2% of all of the city's office jobs and establishments (see [Table 2.4.1](#)).

2.4.2 Retail Jobs

San Francisco is also a regional shopping destination and 20% of all jobs are in retail/entertainment (see [Figure 2.4.1](#)). There were about 2,800 retail jobs in Showplace Square/Potrero Hill, about 18% of total jobs in the area; this also represented 2% of all citywide retail jobs.

2.4.3 PDR/Light Industrial Jobs

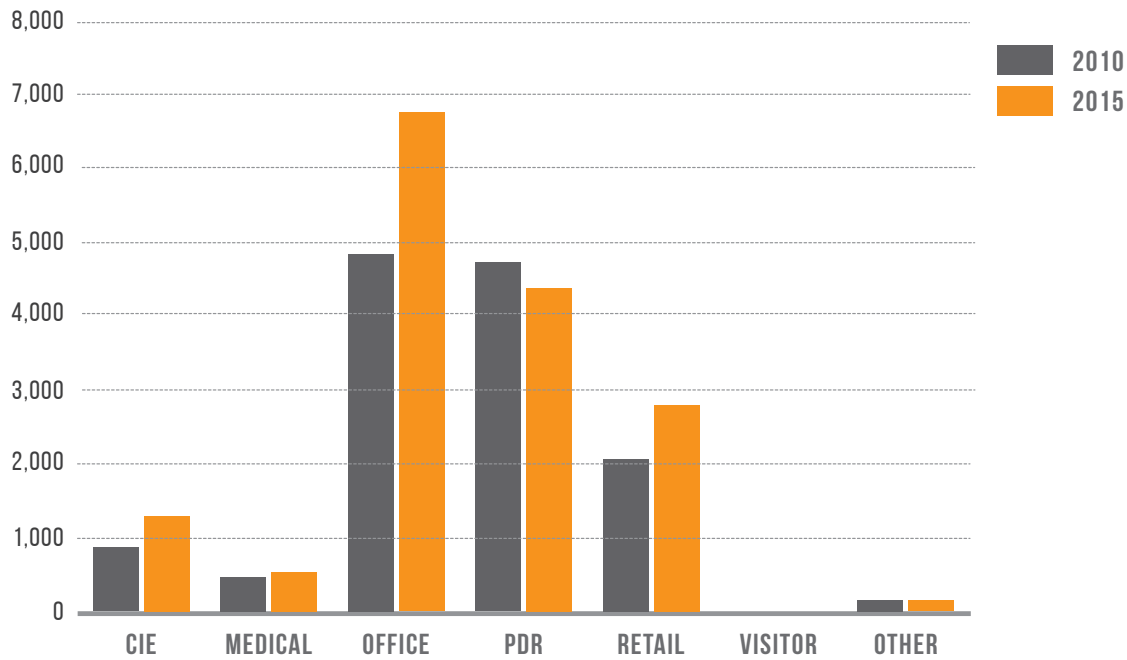
Although no longer a center for industry, 13% of San Francisco jobs are in light industrial production, distribution, or repair (PDR) businesses. These businesses contribute to the city's economy by providing stable and well-paying jobs for the 49% of San Franciscans without a four-year college degree (29% only have a high school diploma or less) and by supporting various sectors of the economy. Of all of the job categories represented in [Chart 2.4.1](#), PDR jobs were the only category where there was a loss of jobs between 2010 and 2015. In 2010 there were 4,529 PDR jobs in Showplace Square/Potrero Hill. In 2015 there were 4,380 PDR jobs in Showplace Square/Potrero Hill, about a 3% decrease from 2010. The 2015 figures represent about 28% of total jobs in the area or less than 1% of all citywide PDR jobs, as shown in [Appendix F](#).

2.4.4 Employment and Commercial Space Trends

As discussed in the previous section, there are approximately 118,902 net square feet in the commercial development pipeline in Showplace Square/Potrero Hill. In part, many of these new jobs are likely located in commercial space that was vacant at the end of the recession of the previous decade, leading to lower vacancy rates. Another trend that has been underway that may explain the gain in employment without a parallel increase in commercial space is an overall densification of employment (in other words, allowing more jobs to be accommodated within a given amount of space). With the increasing cost of land in locations close to city centers and accessible by transportation infrastructure (as is the case with the Eastern Neighborhoods), real estate researchers have tracked an overall densification of employment across several sectors throughout the country. This kind of densification can be caused by employees who work from home for some or all days of the week (and therefore may share office space with colleagues) or firms that accommodate more employees within a given amount of space.

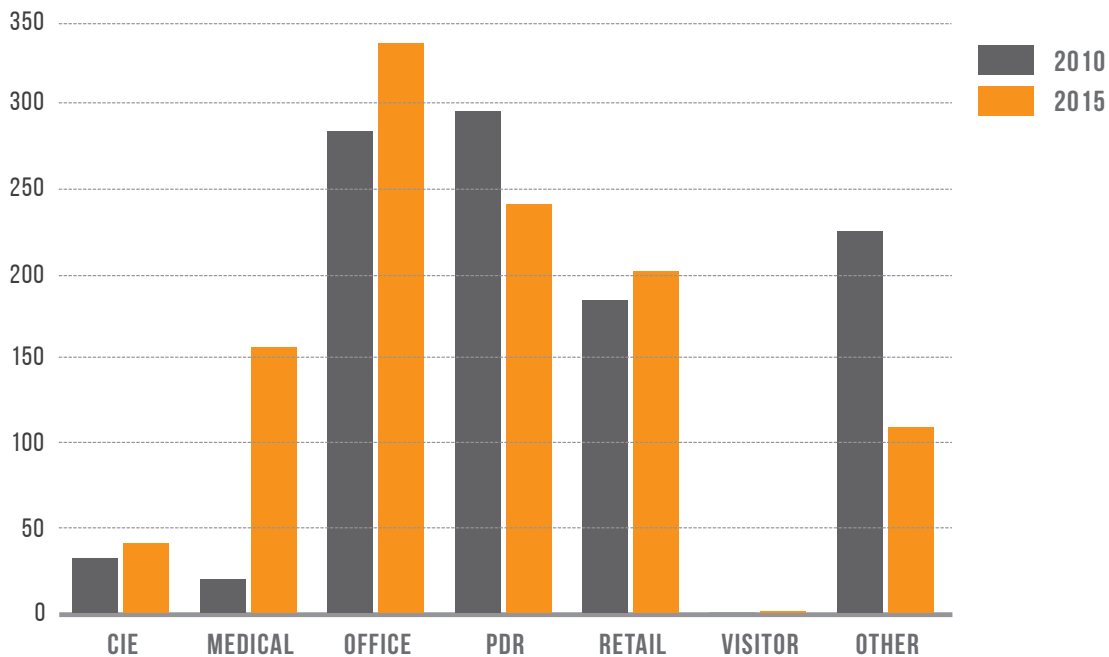
2.4.5 Sales and Property Taxes

Since the Eastern Neighborhood Area Plans were adopted, the City has also seen sharp increases in collections of sales and property taxes. In Showplace Square/Potrero Hill, sales tax collections increased every year from 2011 to 2014, going from about \$3 million to \$3.7 million in four years, an increase of 22%. By comparison, sales tax collections citywide increased by 21% during this period. Property tax collection also increased substantially in the Eastern Neighborhoods. In Showplace Square/Potrero Hill, the city collected roughly \$29.5 million in property taxes in 2008, the year before the plan was adopted. By 2015, property taxes in Showplace Square/Potrero Hill increased by 62% to \$47.8 million, as shown on [Table 2.4.3](#).

FIGURE 2.4.1**Jobs by Land Use, Showplace Square/Potrero Hill, Q3 2010 and 2015**

Source: California Employment Development Department

Note: Starting in 2013, the Bureau of Labor Statistics reclassified In-Home Supportive Services (roughly 20,000 jobs citywide) from the Private Household category (classified as "Other") to other classifications, most of which are captured in this report under "Medical".

FIGURE 2.4.2**Establishment by Land Use, Showplace Square/Potrero Hill, Q3 2010 and 2015**

Source: California Employment Development Department

Note: Starting in 2013, the Bureau of Labor Statistics reclassified In-Home Supportive Services (roughly 20,000 jobs citywide) from the Private Household category (classified as "Other") to other classifications, most of which are captured in this report under "Medical".

TABLE 2.4.2**Sales Taxes Collected in Showplace Square/Potrero Hill, 2011–2015**

Year	Showplace Square/ Potrero Hill	% change from previous year	San Francisco	% change from previous year
2011	\$3,023,617	–	\$75,198,021	–
2012	\$3,417,790	13.0%	\$80,709,201	7.3%
2013	\$3,484,255	1.9%	\$84,261,806	4.4%
2014	\$3,713,883	6.6%	\$89,605,413	6.3%
2015	N/A	–	\$94,546,142	5.5%
TOTAL	\$18,555,430		\$424,320,583	

Source: San Francisco Controller's Office.

TABLE 2.4.3**Property Taxes Collected in the Eastern Neighborhoods, 2008 and 2015**

Area	2008	2015
Central Waterfront	\$5,704,111	\$10,338,391
East SoMa	\$46,831,664	\$63,172,434
Mission	\$37,908,346	\$58,957,413
Showplace Square/Potrero Hill	\$29,446,594	\$47,803,586
Western SoMa	\$17,146,718	\$24,348,243
Total	\$137,037,433	\$204,620,067

Source: SF Assessor's Office for 2008 data (assessed values times tax rate of 1.163%) and Tax Collector's Office for 2015.

3. Housing

The provision of adequate housing to residents of all incomes has long been a challenge in San Francisco. Over the past five years, however, San Francisco epitomized the housing affordability crisis afflicting American cities and coastal communities throughout California. As discussed in the previous section, the Bay Area, city, and Eastern Neighborhoods have all seen robust employment growth since the “Great Recession” triggered by the financial crisis in 2007. During this period, the city has added housing units much more slowly than new employees. As a result, a growing and more affluent labor force has driven up the costs of housing, making it increasingly difficult for low and moderate income families to remain in San Francisco.

The *Showplace Square/Potrero Hill Plan* calls for housing affordable to a wide range of incomes that enhance the mixed-use character of the area. The

Plan also encourages housing compatible with the lower density dwellings on Potrero Hill, in scales and densities that reflect the area’s finer-grained fabric. The Plan envisioned that as many as 2,700 additional units can be accommodated within the plan boundaries. The *Showplace Square/Potrero Hill Plan* also recognizes the value of sound, existing housing stock and call for its preservation. Dwelling unit mergers are strongly discouraged and housing demolitions are allowed only on condition of adequate unit replacement.

3.1 Housing Inventory and New Housing Production

According to the 2010 Census, there were almost 6,400 units in the *Showplace Square/Potrero Hill Area Plan* boundaries in April 2010; this represents less than 2% of the citywide total.

Table 3.1.1 shows that 58 net new units were built in the past five years in Showplace Square/Potrero Hill, compared with approximately 643

units built between 2006 and 2010. Of the net new units produced, 2 were conversions from non-residential uses and the rest were completed from new construction or alterations. During the first two years of the reporting period, 2011 and 2012, the construction sector was still recovering from the slow-down of the recession, and only 3 net units were built. Between 2013 and 2015, however, Showplace Square/Potrero added 55 new units, or about 18 units per year. [Table 3.1.2](#) shows the citywide figures for comparison. About 1% of the net increase in the City's housing stock in the last five years was in Showplace Square/Potrero Hill. [Map 4](#) shows the location of recent housing construction. Additional details about these new development projects can be found in [Appendix Table B-9](#).

3.2 Housing Development Pipeline

As discussed above in the Commercial Activity chapter, the pipeline should be analyzed along two different categories: projects that have submitted planning and building applications (under review) and projects that have received entitlements and are either awaiting or are under construction. The latter (particularly those under construction) are considered much more likely to add residential or commercial capacity to the city's building stock in the short-to-medium term, while under review projects may require clearance from environmental review, variances to planning code restrictions, and discretionary review. In general, the Planning Department estimates that projects that are currently under construction can take up

TABLE 3.1.1

New Housing Production, Showplace Square/Potrero Hill, 2011–2015

Calendar Year	Units Completed from New Construction	Units Demolished	Units Gained or Lost from Alterations	Net Change in Number of Units
2011	5	2	3	6
2012	–	2	(1)	(3)
2013	–	(1)	1	2
2014	20	–	7	27
2015	27	1	–	26
TOTAL	52	4	10	58

Source: San Francisco Planning Department

Note: Includes all developments in the Plan area during reporting period, including those that did not receive CEQA clearance under Eastern Neighborhoods EIR.

TABLE 3.1.2

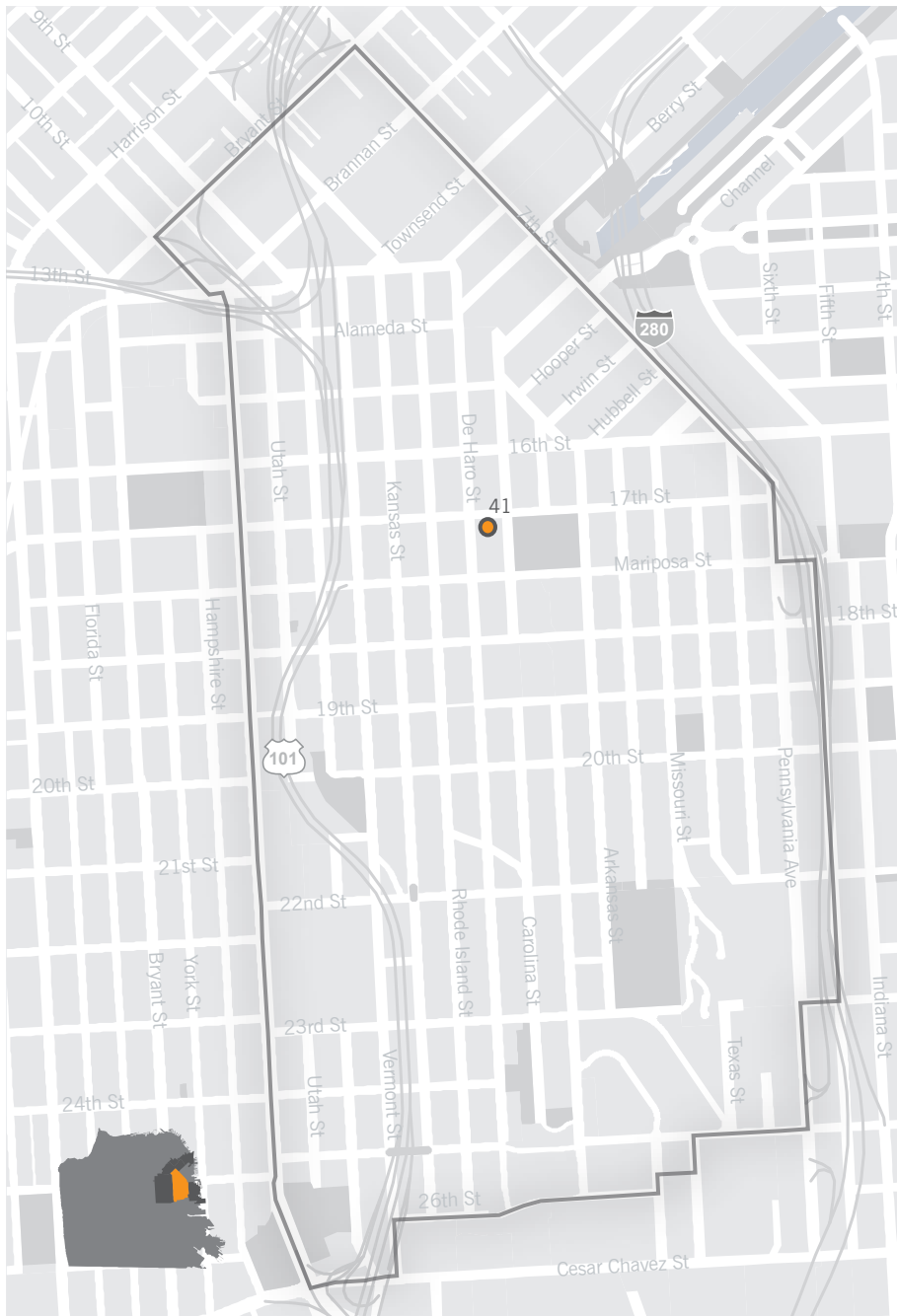
New Housing Production, San Francisco, 2011–2015

Calendar Year	Units Completed from New Construction	Units Demolished	Units Gained or Lost from Alterations	Net Change in Number of Units
2011	348	84	5	269
2012	796	127	650	1,319
2013	2,330	429	59	1,960
2014	3,455	95	156	3,516
2015	2,472	25	507	2,954
TOTAL	9,401	760	1,377	10,018

Source: San Francisco Planning Department

MAP 4

New Housing Production Showplace Square/Potrero Hill, 2011–2015



● Net Units

Note: Projects that added 5 or more net new units.

to two years to be ready for occupancy, entitled projects can take between two and seven years, while projects under review can take as many as ten years, if they are indeed approved.

The pipeline for new housing development in Showplace Square/Potrero as of the end of 2015 is 4,511 units, of which 2,645 are under review. Sixty-five units are entitled and 1,801 are currently under construction, as shown on [Table 3.2.1](#). The pipeline for the Showplace Square/Potrero accounts for 3% of the total number of projects in the city and 7% of the number of units, which suggests that new projects are of a slightly bigger scale than housing developments in the pipeline for San Francisco as a whole.

The current housing pipeline is much more robust than it was at the end of 2010, shown in the previous Monitoring Report. In that year, only 9 projects (with a total of nine units) were under construction, 11 projects with 81 units were entitled, and 8 projects with 1,651 units were under review. As of the end of 2015, four times as many projects were under review for more than two times the number of units, reflecting a much stronger market and willingness by developers to build new housing.

[Map 5](#) shows the location of these proposed housing projects by development status. [Appendix Table C-9](#) provides a detailed list of these housing pipeline projects.

TABLE 3.2.1

Housing Development Pipeline, Showplace Square/Potrero Hill and San Francisco, Q4 2015

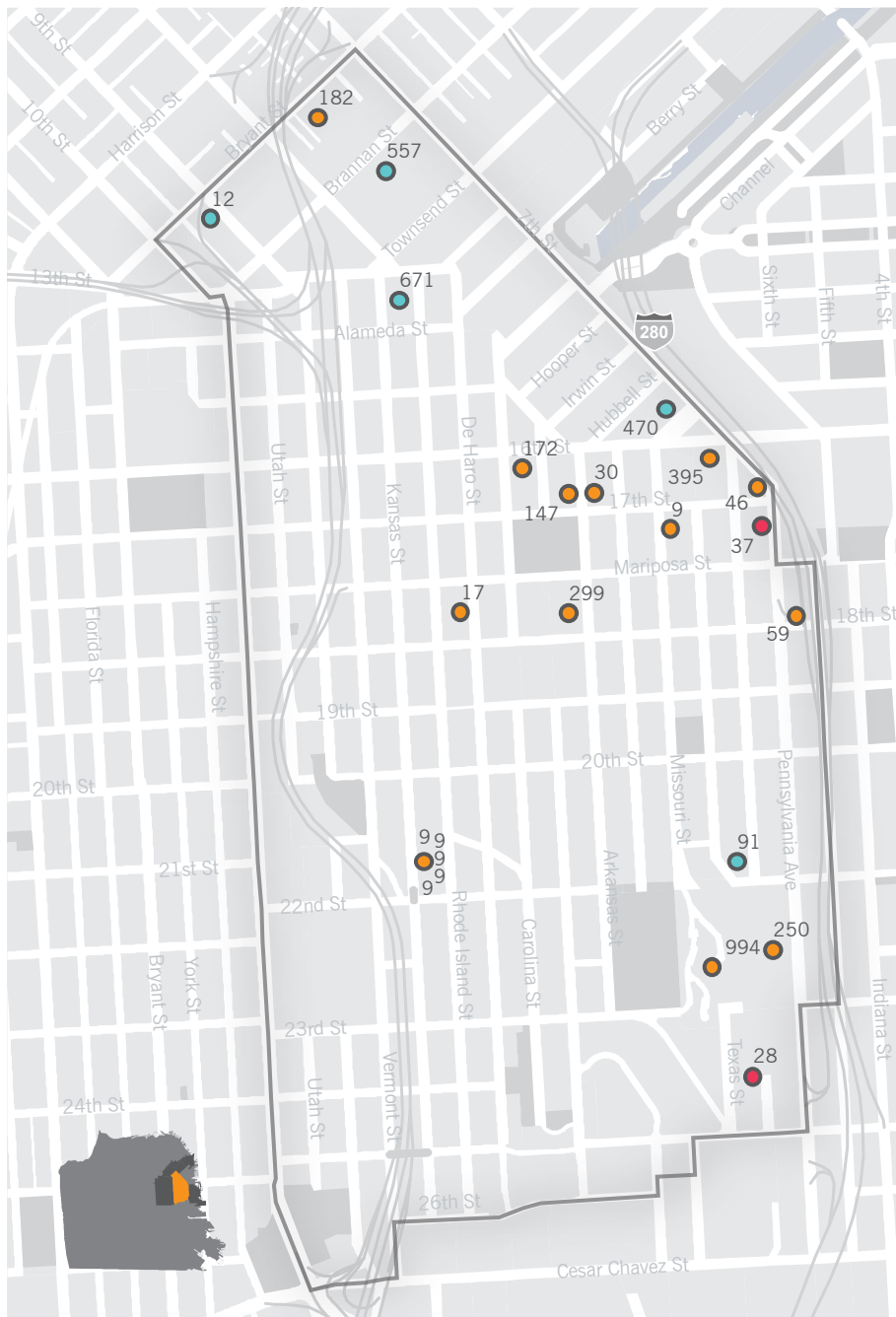
Development Status	Showplace Square/Potrero Hill		San Francisco	
	No. of Units	No. of Projects	No. of Units	No. of Projects
Construction	1,808	9	8,816	232
Planning Entitled	84	18	31,546	353
Planning Approved	2	3	27,617	80
Building Permit Filed	–	–	1,529	36
Building Permit Approved/ Issued/ Reinstated	82	15	2,400	237
Under Review	2,634	34	21,752	708
Planning Filed	2,537	16	17,575	206
Building Permit Filed	97	18	4,177	502
Total	4,526	61	62,114	1,293

Source: San Francisco Planning Department

Note: Includes all residential developments in the pipeline as of December 31, 2015, including those that did not (or will not) receive CEQA clearance under Eastern Neighborhoods EIR.

MAP 5

Housing Development Pipeline by Development Status, Showplace Square/Potrero Hill, Q4 2015



- Entitled
- Under Construction
- Under Review

Note: Only includes residential developments with 5 or more units.

3.3 Affordable Housing in Showplace Square/Potrero Hill

San Francisco and Showplace Square/Potrero Hill have a number of policies in place to facilitate the development of affordable housing. This section describes some of these policies and shows the extent to which affordable housing was built in the Plan area over the past five years.

3.3.1 New Affordable Housing Production

The City of San Francisco has a number of programs to provide housing opportunities to families whose incomes prevent them from accessing market-rate housing. The San Francisco Housing Authority (SFHA) maintains dozens of properties throughout the City aimed at extremely low (30% of AMI), very low (50% of AMI) and low (80% of AMI) income households. Households living in SFHA-managed properties pay no more than 30% of their income on rent, and the average household earns roughly \$15,000. Four of these properties are located within the Eastern Neighborhoods boundaries: two in the Mission, located at 390 Valencia Street and 3138 Kamille Court; and two in Potrero Hill, located at 911 Missouri Street and 1095 Connecticut Street (Potrero Annex).

The City has also launched HOPE SF, a partnership between the SFHA, the Mayor's Office of Housing and Community Development (MOHCD), community organizations, real estate developers, and philanthropies to redevelop some of the more dilapidated public housing sites into vibrant mixed-income communities with a central goal of keeping existing residents in their neighborhoods. One of the HOPE SF projects, Potrero Terrace/Annex is located in the Eastern Neighborhoods (Showplace Square/Potrero Hill). MOHCD also maintains a number of funding programs to provide capital financing for affordable housing developments targeting households earning between 30 and 60% of AMI, low-income seniors, and other special needs groups. In most cases, MOHCD funding is leveraged to access outside sources of funding, such as Federal Low Income Housing Tax Credits, allocated by the State.

One of the most powerful tools to promote affordable housing development in San Francisco is

the inclusionary housing program specified in Section 415 of the Planning Code. This program requires that developments of 10 or more units of market rate housing must restrict 12% of the units to families earning below 55% of AMI (for rental units) or 90% of AMI (for ownership units). Developers can opt to build the units "off-site" (in a different building), within a 1-mile radius from the original development, as long as units are sold to households earning less than 70% of AMI. In this case, the requirement is increased to 20% of the total number of units in the two projects. The income and rent limits for housing units managed by the Mayor's Office of Housing are included in [Appendix G](#).

The Mayor, Board of Supervisors, Planning Department, and Mayor's Office of Housing have recently passed or introduced legislation to further expand the supply of affordable housing throughout the City. The City currently has legislation to encourage the development of accessory dwelling units (ADUs) within existing residential buildings in Supervisor Districts 3 and 8. These ordinances remove obstacles to the development of ADUs, including density limits and parking requirements, in order to incentivize a housing type that has been identified as a valuable option for middle-class households that do not require a lot of space. A proposal to expand a similar policy to the rest of the City is currently under discussion.

Another policy that has the potential to add thousands of units of affordable housing to the city's stock is the Affordable Housing Bonus Program, which is currently under review by the City. As one of the legislative options, the program would allow developers in certain areas to build an additional two stories above what is allowed by their height limit district, in exchange for providing additional affordable housing, with a special focus on middle-income households. With the exception of 100% affordable projects, the Bonus Program would not apply to parcels in the Eastern Neighborhoods, as most do not currently have density restrictions. The program is intended to expand housing development options outside of the Eastern Neighborhoods, where housing development has been limited in recent decades.

In addition to the Citywide programs described above, the Eastern Neighborhoods Area Plans also placed a high priority on the production and protection of affordable housing, and created policies to expand access to housing opportunities to low and moderate-income families. For example, market-rate housing developments in the Urban Mixed Use (UMU) district are required to restrict between 14.4 and 17.6% of their units to families at or below 55% of AMI for rental and 90% of AMI for ownership, depending on the amount of “upzoning” given to the property by the Plans. If these units are provided off-site, the requirement ranges from 23 to 27%. In the UMU and Mission NCT district, developers also have the option of dedicating land to the City that can be developed as 100% affordable projects.

Developers also have the option of paying a fee in lieu of developing the units themselves, which the City can use to finance the development of 100% affordable projects. Funds collected through these “in-lieu fees” are managed by the Mayor’s Office of Housing and Community Development and can be spent anywhere in the City. However, 75% of fees collected in the Mission NCT and East SoMa MUR districts are required to be spent within those districts themselves. The Plans also require bedroom mixes in its mixed use districts to encourage 2- and 3-bedroom units that are suitable to families, including the units sold or leased at below-market rates. Lastly, in order to reduce the costs and incentivize housing production, the Plans removed density controls and parking

requirements in many of its zoning districts, particularly those well-served by public transit and pedestrian and bike infrastructure.

3.4 Net New Affordable Housing Production

As discussed in this report’s introduction, expanding access to affordable housing opportunities was a high priority for the communities in the Eastern Neighborhoods during the planning process, and it has only gained more urgency in recent years. Showplace Square/Potrero Hill, along with the other Eastern Neighborhood Area Plans has been a symbol of the pressures of exploding housing costs on neighborhood stability and character. As [Table 3.4.1](#) shows, only seven affordable units were built during the 2011-15 five-year monitoring period. About half of these units (3) were built within a quarter-mile of Jackson Park. Five of the total seven units are considered to be only “naturally affordable.” Typically, these are smaller units and are sometimes referred to as “granny units” and are affordable to households with moderate incomes (80-120% AMI), however, these units are not income-restricted. The two inclusionary units built between 2011 and 2015, as a part of the construction of 1717 17th Street with 20 units, make up about 3% of the 58 net new units built in Showplace Square/Potrero Hill (shown in [Table 3.1.1](#)), lower than the inclusionary housing minimum of 12%. The two units were made affordable to moderate households (80-120% AMI).

TABLE 3.4.1
Net New Affordable Housing Production, Showplace Square/Potrero Hill, 2011–2015

Calendar Year	Public Subsidy	Inclusionary	Secondary Units	Total
2011	–	–	1	1
2012	–	–	–	–
2013	–	–	1	1
2014	–	2	3	5
2015	–	–	–	–
TOTAL	–	2	5	7

Source: San Francisco Planning Department and Mayor’s Office of Housing and Community Development

Note: Secondary units are considered “naturally affordable” and are not income restricted like units produced through the inclusionary housing program or through public subsidies.

The percentage is lower than the minimum because three projects, including 1717 17th Street (shown on Table 3.4.3), chose to pay a fee to the City equivalent to 20% of the total number of units rather than building the units on-site. This fee raised nearly \$1.3 million for the City's housing development program managed by MOHCD. New affordable units are estimated to cost roughly \$550,000 in construction costs (not including land), towards which MOHCD contributes about \$250,000, requiring the developer to raise the rest from Federal, State, and other sources. Therefore, it is estimated that the "in-lieu fees" collected in Showplace Square/Potrero Hill in this period, if successfully leveraged into additional external funding and used to build projects on publicly controlled land, could yield an additional two to three units.⁶ Moreover, projects with fewer than

10 units are exempt from the inclusionary housing requirement.

The inclusionary housing production in Showplace Square/Potrero Hill accounts for less than 1% of the citywide production (853 units, as shown in Table 3.4.2 between 2011 and 2015). Because no publicly subsidized developments were completed in this period, Showplace Square/Potrero Hill only built 0.3% of the city's affordable units (2,735) during the period. Looking into the future, Showplace Square/Potrero Hill has 168 affordable entitled units in the pipeline, including 160 that are already under construction, compared to the 7,120 citywide entitled units (2%).

⁶ The development costs of affordable housing units are rough estimates based on recent projects that have received assistance from MOHCD.

TABLE 3.4.2

Net New Affordable Housing Production, San Francisco, 2011–2015

Calendar Year	Public Subsidy	Inclusionary	Secondary Units	Total
2011	141	4	60	205
2012	377	98	38	513
2013	464	216	30	710
2014	449	249	57	755
2015	213	286	53	552
TOTAL	1,644	853	238	2,735

Source: San Francisco Planning Department and Mayor's Office of Housing and Community Development

Note: Secondary units are considered "naturally affordable" and are not income restricted like units produced through the inclusionary housing program or through public subsidies.

TABLE 3.4.3

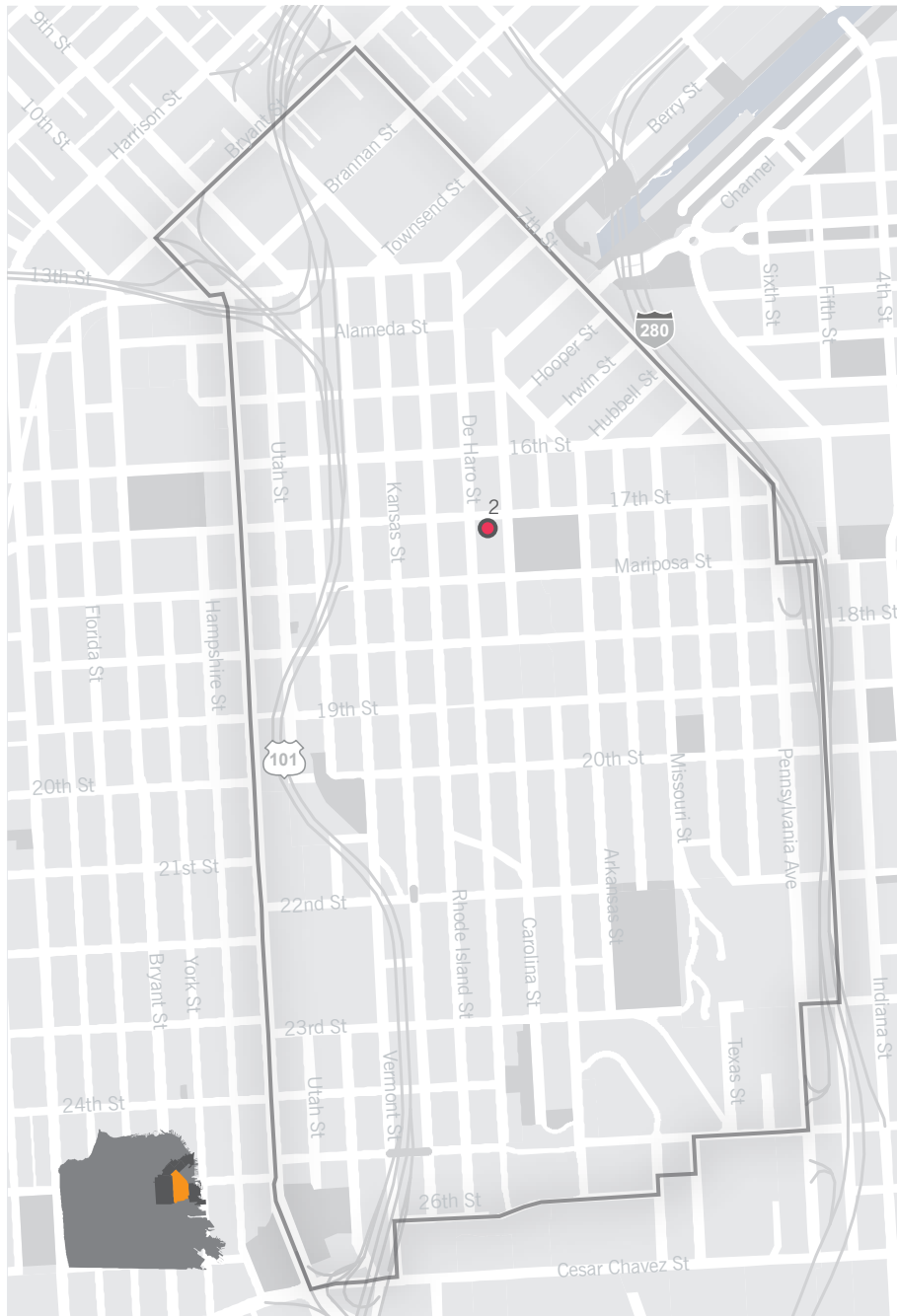
Housing Developments Opting for Affordable Housing "In-lieu" Fee, Showplace Square/Potrero Hill, 2011–2015

ADDRESS	YEAR	TOTAL FEE AMOUNT
1717 17TH ST	2012	\$174,697
310 CAROLINA ST	2013	\$1,119,205
520 9TH ST	2015	\$589,802
GRAND TOTAL		\$1,293,902

Source: San Francisco Mayor's Office of Housing

MAP 6

New Affordable Housing, Showplace Square/Potrero Hill, 2011–2015



● Market-rate Project with Inclusionary Housing

3.5 Housing Stock Preservation

The *Showplace Square/Potrero Hill Plan* supports the preservation of the area's existing housing stock and prohibits residential demolitions unless these would result in sufficient replacement of housing units. Demolitions are also restricted to ensure the preservation of affordable housing and historic resources.

A neighborhood's housing stock can also change without physical changes to the building structure. Conversions of rental housing to condominiums can turn housing that is rent controlled and potentially accessible to moderate income households to housing that can be occupied by a narrower set of residents, namely, those with access to down payment funds and enough earning power to purchase a home. Lastly, rental units can be "lost" to evictions of various types, from owners moving in to units formerly occupied by tenants to the use of the Ellis Act provisions in which landlords who wish to no longer rent their property can evict tenants.

One important priority of the Plan's housing stock preservation efforts is to maintain the existing stock of single room occupancy (SRO) hotels, which often serve as a relatively affordable option

for low income households. [Appendix H](#) includes a list of SRO properties and number of residential units.

The following subsections document the trends in these various types of changes to the housing stock in Showplace Square/Potrero Hill and San Francisco between 2011 and 2015 and comparing the most recent five years with the preceding 5-year period.

3.5.1 Units Lost to Alteration or Demolition

In this most recent reporting period, seven units were lost in Showplace Square/Potrero Hill ([Table 3.5.1](#)) or about 0.6% of units lost citywide. All of the units lost in Showplace Square/Potrero Hill were lost due to one correction to official records and six due to demolitions. [Table 3.5.2](#) shows San Francisco figures for comparison.

3.5.2 Condominium Conversions

The type of housing opportunities determines the type of people who live in the neighborhood. For example, single-family homes tend to support families and/or larger households, which are typically homeowners, while flats or apartments tend to be occupied by a single-person or smaller

TABLE 3.5.1

Units Lost, Showplace Square/Potrero Hill, 2011–2015

Calendar Year	Units Lost Through Alterations by Type of Loss					Units Demolished	Total Units Lost
	Illegal Units Removed	Units Merged into Larger Units	Correction to Official Records	Units Converted	Total Alterations		
2011	–	–	–	–	–	2	2
2012	–	–	–	–	–	2	2
2013	–	–	1	–	1	1	2
2014	–	–	–	–	–	–	–
2015	–	–	–	–	–	1	1
TOTAL	–	–	1	–	1	6	7

Source: San Francisco Planning Department

TABLE 3.5.2**Units Lost, San Francisco, 2011–2015**

Calendar Year	Units Lost Through Alterations by Type of Loss					Units Demolished	Total Units Lost
	Illegal Units Removed	Units Merged into Larger Units	Correction to Official Records	Units Converted	Total Alterations		
2011	39	22	1	3	65	84	149
2012	2	23	1	1	27	127	154
2013	70	38	2	0	110	427	537
2014	24	20	1	0	45	95	140
2015	100	12	1	3	116	25	141
TOTAL	235	115	6	7	363	758	1,121

Source: San Francisco Planning Department

households, which are largely renters; group housing and assisted living quarter are housing types available for the elderly and people who have disabilities.

Condo conversions increase San Francisco's homeownership rate, estimated to be at about 37% in 2014, about the same in 2010. However, condo conversions also mean a reduction in the city's rental stock. Compared to the rest of the city's share of renters (67%), Showplace Square/Potrero Hill has a comparable share of renters. In 2014, an estimated 74% of households in Showplace Square/Potrero Hill were renters. Almost 7% of San Francisco's rental units are in Showplace

Square/Potrero Hill as of 2014, about the same figure as in 2010.⁷

Table 3.5.3 shows that in the last five years, 64 units in 25 buildings in Showplace Square/Potrero Hill were converted to condominiums. In all, approximately 3% of all rental units in Showplace Square/Potrero Hill were converted to condominiums between 2011 and 2015. This represents one percent of all condo conversions citywide.

⁷ The following 2010 census tracts were used to approximate the Showplace Square/Potrero Hill Area Plan boundaries: 178.02 and 180.00. According to the 2006-2010 American Community Survey, there are roughly 2,550 renter-occupied units in Showplace Square/Potrero Hill.

TABLE 3.5.3**Condo Conversion, Showplace Square/Potrero Hill, 2011–2015**

Year	Showplace Square/Potrero Hill		San Francisco		Showplace Square/Potrero Hill as % of Citywide Total	
	No of Bldgs	No of Units	No of Bldgs	No of Units	No of Bldgs	No of Units
2011	3	7	200	472	2%	1%
2012	8	18	201	488	4%	4%
2013	2	5	147	369	1%	1%
2014	7	18	239	727	3%	2%
2015	5	16	149	500	3%	3%
Totals	25	64	936	2,556	3%	3%

Source: San Francisco Department of Public Works

3.5.3 Evictions

Evictions by owners that choose to move in to their occupied rental units or use the Ellis Act provisions to withdraw their units from the rental market also cause changes to the housing stock. These evictions effectively remove units from the rental housing stock and are, in most cases, precursors to condo conversions.

Table 3.5.4 shows that owner move-ins led to evictions in 39 units. Similarly, Ellis Act withdrawals led to 17 evictions during the most recent reporting period. Owner move-in evictions and Ellis Act evictions in Showplace Square/Potrero Hill accounted for 3% each of the citywide total between 2011 and 2015. Other types of evictions, also tabulated in Table 3.5.4, include evictions due to breach of rental contracts or non-payment of rent; this could also include evictions to perform capital improvements or substantial rehabilitation.

3.6 Jobs Housing Linkage Fee Program (JHLP)

Prompted by the *Downtown Plan* in 1985, the City determined that large office development, by increasing employment, attracts new residents and therefore increases demand for housing. In response, the Office Affordable Housing Production Program (OAHPP) was established in 1985 to require large office developments to contribute to a fund to increase the amount of affordable housing. In 2001, the OAHPP was re-named the Jobs-Housing Linkage Program (JHLP) and revised to require all commercial projects with a net addition of 25,000 gross square feet or more to contribute to the fund. Between fiscal year 2011/12 and 2015/16, commercial developments in Showplace Square/Potrero Hill generated roughly \$478,500 to be used for affordable housing development by the city, as shown in Table 3.6.1. Based on the MOHCD estimate of \$550,000 (not including the cost of land) required to build one affordable

TABLE 3.5.4

Evictions, Showplace Square/Potrero Hill, 2011–2015

Year	Showplace Square/Potrero Hill			San Francisco			Showplace Square/Potrero Hill as % of Citywide Total		
	Owner Move In	Ellis Act Withdrawal	Other	Owner Move In	Ellis Act Withdrawal	Other	Owner Move In	Ellis Act Withdrawal	Other
2011	4	4	16	123	54	1102	3%	7%	1%
2012	8	2	13	172	99	1343	5%	2%	1%
2013	7	1	15	275	229	1368	3%	0%	1%
2014	9	5	16	315	101	1550	3%	5%	1%
2015	11	5	12	425	142	1518	3%	4%	1%
Totals	39	17	72	1,310	625	6,881	3%	3%	1%

Source: San Francisco Rent Board

Note: Evictions classified under "Other" include "at fault" evictions such as breach of contract or failure to pay rent.

TABLE 3.6.1

Jobs Housing Linkage Fees Collected, Showplace Square/Potrero Hill, FY 2011/12–2015/16

Fiscal Year	Revenue
2011–12	\$–
2012–13	\$414,222
2013–14	\$–
2014–15	\$64,287
2015–16	\$–
Total	\$478,509

Source: Department of Building Inspection as of 6/1/16

housing unit, the fees collected in the 2014-2015 fiscal year could potentially contribute to one affordable unit.

4. Accessibility and Transportation

As the only arterial that runs in the east-west direction and connects the North Mission, Showplace Square, and Mission Bay, the 16th Street corridor is the focus of a number of competing demands. At present, car use remains the predominant mode of travel to work for employed residents of Showplace Square and Potrero Hill (Table 4.1.1). The 2010-2014 American Community Survey estimated that 47% of Showplace Square/Potrero Hill residents commuted by car, while 24% used transit. About 8% walked to work and 8% reported biking. The number of people working from home was estimated at 9%.

Compared to the city as a whole, Showplace Square/Potrero Hill commuters travelled by car more and less by transit. Citywide, 44% of commuters travel by car and 33% by transit; 10% walked to work, 4% biked, and 2% commuted by other means; only 7% however worked from home.

4.1 Transportation Improvements – EN Trips

The Eastern Neighborhoods Transportation Implementation Planning Study (EN TRIPS) Report assessed the overall transportation needs for the Eastern Neighborhoods and proposed a set of discreet projects that could best address these needs in the most efficient and cost beneficial manner. EN Trips identified three major projects for prioritization:

- 1) Complete streets treatment for a Howard Street / Folsom Street couplet running between 5th and 11th Street
- 2) Complete streets and transit prioritization improvements for a 7th Street and 8th Street couplet running between Market and Harrison Street in East Soma
- 3) Complete streets and transit prioritization improvements for 16th Street (22-Fillmore) running between Church Street and 7th Street.

Other broader improvements were also discussed including street grid and connectivity improvements through the northeast Mission and Showplace Square, bicycle route improvements

TABLE 4.1.1

Commute Mode Split, Showplace Square/Potrero Hill and San Francisco, 2011–2015

Transport Mode	Showplace Square/Potrero Hill		San Francisco		Showplace Square/Potrero Hill as % of San Francisco
	No of Commuters	%	No of Commuters	%	
Car	4,234	47%	199,470	44%	2%
Drove Alone	3,675	41%	165,151	36%	2%
Carpooled	559	6%	34,319	8%	2%
Transit	2,132	24%	150,222	33%	1%
Bike	752	8%	17,356	4%	4%
Walk	703	8%	46,810	10%	2%
Other	306	3%	10,579	2%	3%
Worked at Home	843	9%	32,233	7%	3%
Total	8,970	100%	456,670	100%	2%

Source: 2014 American Community Survey 5-year estimate

throughout particularly along 17th Street, and mid-block signalizations and crossings in South of Market.

4.2 Pedestrian and Bicycle Improvements

The Potrero Hill Neighborhood Transportation Plan (Potrero NTP) developed a community-based transportation plan for the southern Potrero Hill neighborhood of San Francisco, identifying multi-modal transportation priorities at the neighborhood scale and working with stakeholders to prioritize near and mid-term improvements. A central component of the Potrero Hill Neighborhood Transportation Plan addresses traffic calming and pedestrian realm improvements. The preliminary design for these improvements focused on five priority intersections in the Potrero Terrace and Annex site. Selected in part because they rely on the Walking School Bus routes to Daniel Webster and Starr King Elementary Schools, these five intersections are critical to safe pedestrian circulation on the site. Preliminary design calls for bulb outs and other traffic calming measures that will improve safety while reclaiming significant street space for pedestrian use.

In January 2011, San Francisco's *Better Streets Plan*, adopted by the Board of Supervisors in December 2010, went into effect. The plan contains design guidelines for pedestrian

and streetscape improvements and describes streetscape requirements for new development. Major themes and ideas include distinctive, unified streetscape design, space for public life, enhanced pedestrian safety, universal design and accessibility, and creative use of parking lanes. The *Better Streets Plan* only describes a vision for ideal streets and seeks to balance the needs of all street users and street types. Detailed implementation strategies will be developed in the future based on specific project proposals.

In 2014, San Francisco adopted Vision Zero, a commitment to eliminating traffic-related fatalities by 2024. The City has identified capital projects to improve street safety, which will build on existing pedestrian, bicycle, and transit-rider safety programs. The first round will include 245 projects, including several in Showplace Square/Potrero Hill, shown on [Table 4.2.1](#). One major set of projects is the streetscape & transit enhancements to Potrero Avenue from Division to Cesar Chavez. The goal is to provide a more pedestrian-friendly and multimodal street. Bicycle and pedestrian safety improvements such as cycle tracks, or other bicycle facilities, widened sidewalks, additional crossings, bus and corner bulbouts and new streetscape landscaping will be constructed along the two streets between 2nd and 13th Streets. This project is also a "Priority Project" for Eastern Neighborhood implementation.

TABLE 4.2.1.

Vision Zero Projects in Showplace Square/Potrero Hill

Project Name	Start Date (EST)	Completion Date (EST)	Current Phase	Total Budget (EST)
Bicycle and pedestrian improvements (Division St. at 9th)	Winter 2014/15	Summer 2015	DESIGN	\$300,000
Bicycle intersection treatments (Division St. at 8th/Townsend)	Winter 2014/15	Fall 2015	DESIGN	\$200,000
Streetscape & Transit enhancements (Potrero Ave. from Division to Cesar Chavez)	Winter 2014/15	Winter 2015/16	DESIGN	\$4,100,000
Pedestrian Safety Improvements	Winter 2014/15	Winter 2015/16	DESIGN	TBD
Division St., 8th and 9th Bike & Ped Spot Improvements	Winter 2014/15	Winter 2015/16	DESIGN	\$300,000

Source: San Francisco Municipal Transportation Agency



5. Community Improvements

The Eastern Neighborhoods Plan included Public Benefits a framework for delivering infrastructure and other public benefits. The public benefits framework was described in the Eastern Neighborhoods “Implementation Document”, which was provided to the public, the Planning Commission, and the Board of Supervisors at the time of the original Eastern Neighborhoods approvals. This Implementation Document described infrastructure and other public benefits needed to keep up with development, established key funding mechanisms for the infrastructure, and provided a broader strategy for funding and maintaining newly needed infrastructure. Below is a description of how the public benefit policies were originally derived and expected to be updated. [Map 7](#) shows the location of community improvements underway or completed in Showplace Square/Potrero Hill between 2011 and 2015.

5.1 Need, Nexus and Feasibility

To determine how much additional infrastructure and services would be required to serve new development, the Planning Department conducted a needs assessment that looked at recreation and open space facilities and maintenance, schools, community facilities including child care, neighborhood serving businesses, and affordable housing.

A significant part of the Eastern Neighborhoods Plans was the establishment of the Eastern Neighborhoods Community Impact Fee and Fund. Nexus Studies were conducted as part of the original Eastern Neighborhoods effort, and then again as part of a Citywide Nexus and Levels-of-Service study described below. Both studies translated need created by development into an infrastructure cost per square foot of new development. This cost per square foot determines the maximum development impact fee that can be legally charged. After establishing the absolute maximum fee that can be charged legally, the City then tests what maximum fee can be charged without making development infeasible. In most instances, fees are ultimately established at lower than the legally justified amount determined by

the nexus. Because fees are usually set lower than what could be legally justified, it is understood that impact fees cannot address all needs created by new development.

Need for transportation was studied separately under EN Trips and then later under the Transportation Sustainability Program. Each infrastructure or service need was analyzed by studying the General Plan, departmental databases, and facility plans, and with consultation of City agencies charged with providing the infrastructure or need.

As part of a required periodic update, in 2015, the Planning Department published a Citywide Needs Assessment that created levels-of-service metrics for new parks and open space, rehabilitated parks and open space, child care, bicycle facilities, and pedestrian facilities (“San Francisco Infrastructure Level of Service Analysis”).

Separate from the Citywide Nexus published in 2015, MTA and the Planning Department also produced a Needs Assessment and Nexus Study to analyze the need for additional transit services, along with complete streets. This effort was to provide justification for instituting a new Transportation Sustainability Fee (TSF) to replace the existing Transit Development Impact Fee (TDIF). In the analysis, the derived need for transit from new development is described providing the same amount transit service (measured by transit service hours) relative to amount of demand (measured by number of auto plus transit trips).

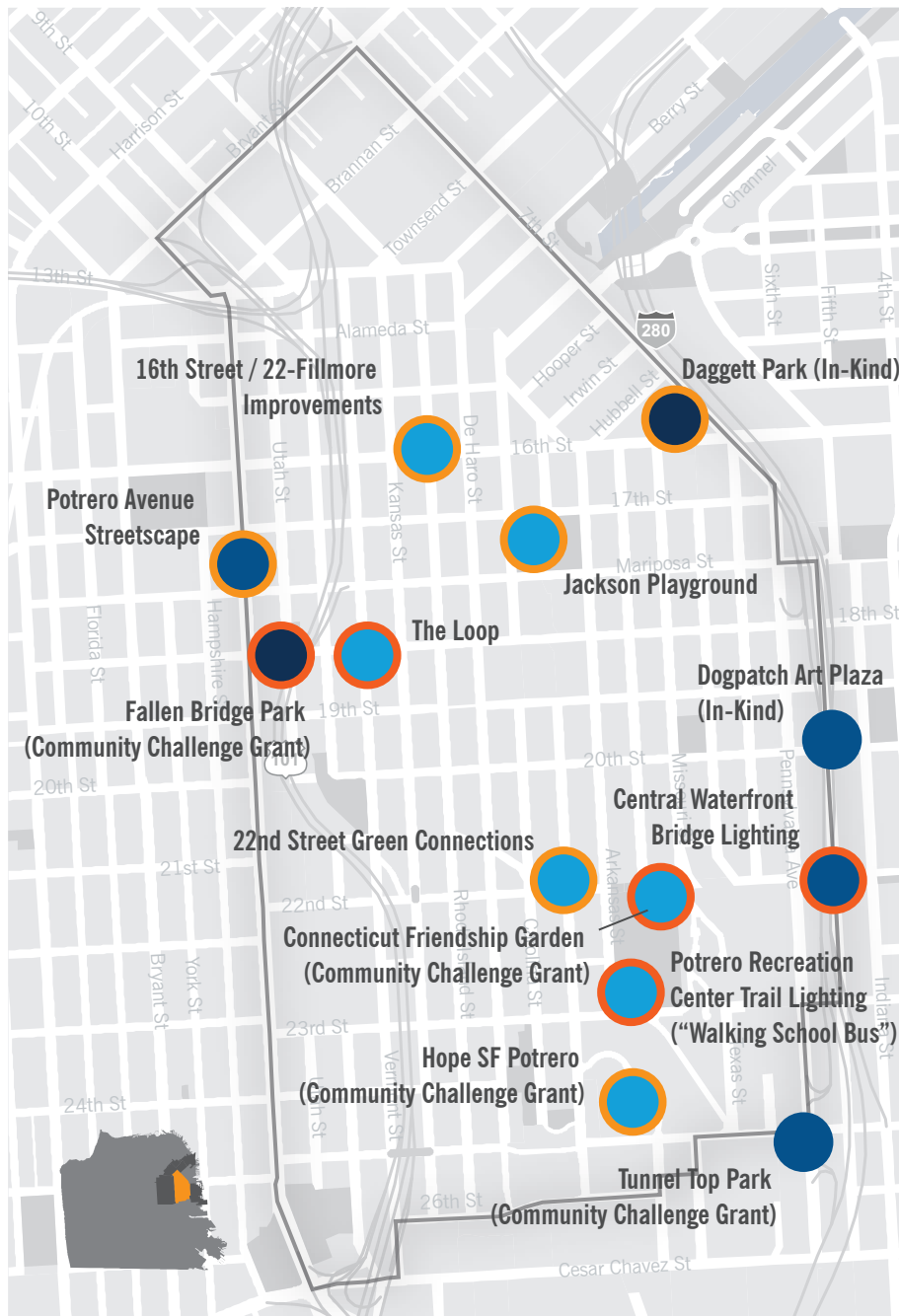
Between the original Needs Assessment, and the Level-of-Service Analysis, and the TSF Study the City has established metrics that establishes what is needed to maintain acceptable infrastructure and services in the Eastern Neighborhoods and throughout the City. These metrics of facilities and service needs are included in [Appendix I](#).

5.2 Recreation, Parks and Open Space

The *Showplace Square/Potrero Hill Area Plan* calls for the maintenance of existing, and provision of new, recreation and park facilities. Showplace Square’s history as an almost exclusively industrial area has meant that this area has comparatively

MAP 7

Community Improvements in Showplace Square/Potrero Hill, 2011–2015



little access to open space as compared with the rest of the city. The conversion of portions of this area for residential and mixed use development has created the need for additional open space to serve both existing and new residents, workers and visitors.

To implement these improvements, the *2010 Showplace Square Open Space Plan* was conducted between April and December of 2009. Ultimately eight opportunity sites for new open space were identified, along with conceptual designs and cost estimates for each. Potential improvements include:

- » Enlarging Jackson Playground to incorporate community serving activities. This could occur along the Arkansas and/or Carolina Street front-ages.
- » Green, pedestrian-friendly streets along Hooper St. and Wisconsin St.
- » A new park along the Daggett St. right-of-way.
- » A new plaza and other amenities at the “Norcal Triangle” Site at 7th and Berry Streets.
- » Enlarging and improving open space amenities at the Townsend Circle
- » A new park at the “Wolfe’s Cafe” site along the 8th Street right-of-way between Irwin and 16th Streets.

At the time of the adoption of Eastern Neighborhoods Plan, the only funding source for any of these potential improvements would come from the impact fee program designed to support public infrastructure. Moreover, it was estimated that this source alone will only be enough to construct one new open space in Showplace Square. Of the eight projects, Daggett is under construction, and a more specific scope for Jackson Playground is being developed, as described below.

Daggett Park. The park is located on the previous Daggett paper-street right-of-way at 16th Street and 7th Street. The 0.9 acre park, currently under construction is being constructed as part of an in-kind agreement of the Daggett Triangle Development. The park will feature a large unprogrammed lawn area, ample seating, architectural play features, dog run, drought-resistant trees and landscaping and other storm runoff features. The

park, initially conceived as part of the Showplace Square Open Space Plan, was prioritized for implementation by the EN CAC. In the Plan, it was noted that it was critical that at least one new substantial open space be provided and funded through the Eastern Neighborhood impact fee program to support public infrastructure. The park is currently under construction and is expected to be complete by Summer 2016.

Jackson Playground. Jackson Playground is generally bounded by 17th Street, Carolina Street, Mariposa Street and Arkansas Street within the Showplace Square / Potrero Hill neighborhood. It currently features a clubhouse, play equipment, picnic areas, tennis courts, basketball courts and two ball fields. The Showplace Square Open Space Plan envisioned extending the boundaries of the park into Carolina Street and Arkansas Street to enable additional usable space. San Francisco Recreation and Park with the Friends of Jackson Playground, Live Oak School and other stakeholders are currently working on conceptual ideas for park improvements including the possibility of extending the boundaries of the park into the right-of-way.

5.3 Community Facilities and Services

As a significant amount of new housing development is expected in Showplace Square/Potrero Hill, new residents will increase the need to add new community facilities and to maintain and expand existing ones. Community facilities can include any type of service needed to meet the day-to-day needs of residents. These facilities include libraries, parks and open space, schools and child care. Community based organizations also provide many services to area residents including health, human services, and cultural centers. Section 6, below, discusses the process of implementation of the community benefits program, including the collection and management of the impact fees program.

Map 8 shows over 50 of the existing community facilities in Showplace Square/Potrero Hill. Community based organizations currently provide a wide range of services at over 10 sites throughout Showplace Square/Potrero Hill, ranging from

FIGURE 5.2.1
Daggett Park Under Construction

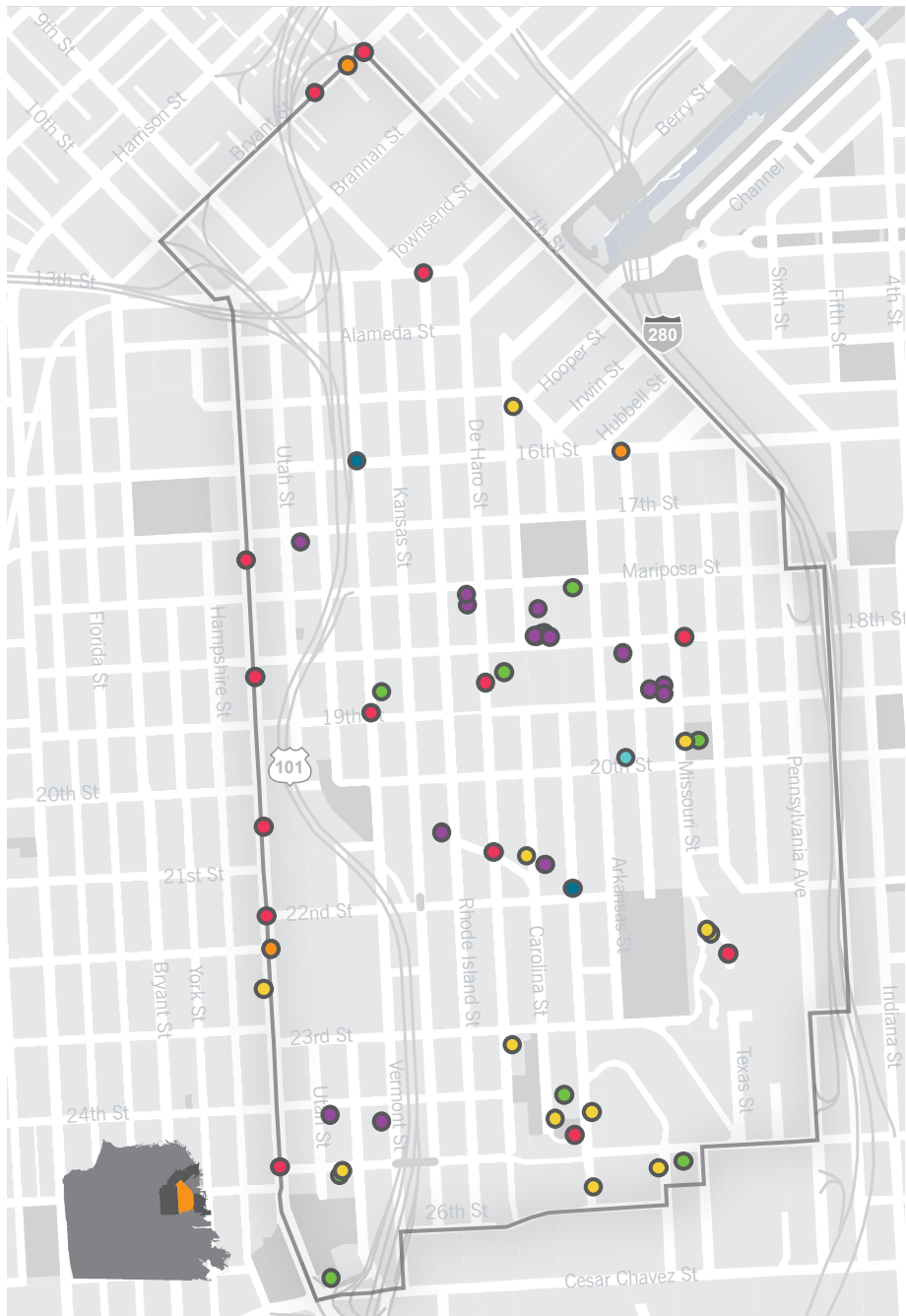


Source: CMG Archstone

FIGURE 5.2.2.
Jackson Park



Source: Golden Gate Mother's Group

MAP 8**Community Facilities in Showplace Square/Potrero Hill**

- Hospitals
- Libraries
- Community Based Organizations
- Child Care Facilities
- Schools
- Fire Stations
- Churches

cultural support services to places where families can find support services and early childhood education.

5.4 Historic Preservation

A number of Planning Code amendments have been implemented in support of the Historic Preservation Policies within the Eastern Neighborhoods Plan Areas. These sections of the Planning Code provide for flexibility in permitted uses, thus encouraging the preservation and adaptive reuse of historic resources. The most effective incentive to date is the application of Section 803.9 of the Planning Code within the East and Western SoMa Area Plans. Approximately 10 historic properties have agreed to on-going maintenance and rehabilitation plans in order to preserve these significant buildings. The following list names the Article 10 landmarks in Showplace Square/Potrero Hill:

- » Pacific Hardware and Steel Company located at 700-768 7th Street
- » Potrero Hill Neighborhood House located at 953 De Haro Street
- » The Kerrigan House located at 893 Wisconsin Street
- » #37 Engine and #9 Truck Firehouse located at 2501 25th Street

Showplace Square/Potrero Hill Area Plan also includes the Showplace Square Heavy Timber and Steel-frame Brick Warehouse and Factory Historic District as a California Register Historic District.

5.4.1 Commercial Uses in Certain Mixed-Use Districts

Within Certain Mixed-Use Districts, the Planning Code principally or conditionally permits various commercial uses that otherwise are not permitted. The approval path for these commercial uses varies depending on the (1) zoning district, (2) historic status, and (3) proposed use. The table in [Appendix K](#) illustrates Planning Code Section 803.9. Depending on the proposed use, approval may be received from either the Zoning Administrator (ZA) or with Conditional Use Authorization from the Planning Commission. Depending on

the zoning district, the historic status may either be: Article 10 Landmark (A10), Contributing Resources to Article 10 Landmark Districts (A10D), Article 11 Category I, II, III and IV (A11), Listed in or determined eligible for National Register (NR), or Listed in or determined eligible for California Register (CR).

For use of this Planning Code section, the Historic Preservation Commission must provide a recommendation on whether the proposed use would enhance the feasibility of preserving the historic property. Economic feasibility is not a factor in determining application of the code provision. The incentive acknowledges that older buildings generally require more upkeep due to their age, antiquated building systems, and require intervention to adapt to contemporary uses. The property owner commits to preserving and maintaining the building, restoring deteriorated or missing features, providing educational opportunities for the public regarding the history of the building and the district, and the like. As a result the owner is granted flexibility in the use of the property.

Department staff, along with advice from the Historic Preservation Commission, considers the overall historic preservation public benefit in preserving the subject property. Whether the rehabilitation and maintenance plan will enhance the feasibility of preserving the building is determined on a case-by-case basis. Typically, the Historic Preservation Maintenance Plan (HPMP) from the Project Sponsor will outline a short- and long-term maintenance and repair program. These plans vary in content based on the character-defining features of the property and its overall condition. Maintenance and repair programs may include elements, like a window rehabilitation program, sign program, interpretative exhibit, among others.

5.5 Neighborhood Serving Establishments

Neighborhood serving businesses represent a diversity of activities beyond typical land use categories such as retail. This section defines neighborhood serving as those activities of an everyday nature associated with a high “purchase” frequency (see [Appendix L](#) for a list of business categories used). Grocery stores, auto shops and gasoline stations, banks and schools that

TABLE 5.5.1**Neighborhood Serving Establishments in Showplace Square/Potrero Hill**

Type	Establishments	Employment
Supermarkets and Other Grocery (except Convenience) Stores	6	426
Full-Service Restaurants	23	392
Elementary and Secondary Schools	8	250
Snack and Nonalcoholic Beverage Bars	11	149
Limited-Service Restaurants	11	112
Fitness and Recreational Sports Centers	4	100
Sporting Goods Stores	3	99
Civic and Social Organizations	4	98
Child Day Care Services	11	89
Discount Department Stores	1	77
Cafeterias, Grill Buffets, and Buffets	3	66
Pharmacies and Drug Stores	2	49
Drinking Places (Alcoholic Beverages)	2	21
Nail Salons	3	20
Beauty Salons	5	18
Commercial Banking	3	14
Used Merchandise Stores	5	12
Pet Care (except Veterinary) Services	3	11
General Automotive Repair	2	8
Retail Bakeries	1	7
Book Stores	1	6
Religious Organizations	1	5
Beer, Wine, and Liquor Stores	1	5
Gasoline Stations with Convenience Stores	1	5
Clothing Accessories Stores	2	5
Convenience Stores	1	3
Women's Clothing Stores	1	3
Drycleaning and Laundry Services (except Coin-Operated)	1	3
Electronics Stores	1	2
Other Clothing Stores	2	2
Coin-Operated Laundries and Drycleaners	1	2
Libraries and Archives	1	1
Hobby, Toy, and Game Stores	1	1
All Other General Merchandise Stores	1	1
Total	127	2,062

Source: California Employment Development Department

MAP 9

Neighborhood Serving Businesses in Showplace Square/Potrero Hill





frequently host other activities, among many other uses, can be considered “neighborhood serving.” By this definition, Showplace Square/Potrero Hill is home to about 127 neighborhood serving businesses and establishments employing a little over 2,000 people.

As shown in [Table 5.5.1](#), the top 10 neighborhood serving establishments in Showplace Square/Potrero Hill include grocery store, eating places (full- and limited-service restaurants), schools, gyms, community organizations and various retail stores. These businesses are typically along 16th, 17th and generally in the northern half of the Plan area, as shown on [Map 9](#).

6. Implementation of Proposed Programming

Along with establishing fees, and providing a programmatic framework of projects, the EN approvals included amendments to the City’s Administrative Code establishing a process to choose infrastructure projects for implementation on an ongoing basis.

6.1 Eastern Neighborhoods Citizens Advisory Committee

The Eastern Neighborhoods Citizens Advisory Committee (EN CAC) started meeting on a monthly basis in October 2009. The CAC is

comprised of 19 members of the public appointed by the Board of Supervisors or the Mayor. The CAC focuses on implementation of the Eastern Neighborhoods Implementation Program and priority projects. Together with the IPIC, discussed below, the CAC determine how revenue from impact fees are spent. The CAC also plays a key role in reviewing and advising on the Five-Year Monitoring Reports.

The EN CAC has held monthly public meetings since October, 2009. For more information on the EN CAC, go to <http://encac.sfplanning.org>.

6.2 Eastern Neighborhoods Community Facilities and Infrastructure Fee and Fund

The Eastern Neighborhoods Community Facilities and Infrastructure Fee includes three tiers of fees that are based on the amount of additional development enabled by the 2009 Eastern Neighborhoods rezoning, later including the Western SoMa rezoning. In general, Tier 1 fees are charged in areas where new zoning provided less than 10 feet of additional height. Tier 2 fees are for those areas that included between 10 and 20 feet of additional height, and Tier 3 fees are for areas that included for 20 feet or more of additional height. Fees are adjusted every year based on inflation of construction costs.

Below is a chart of the original fees (2009) and the fees as they exist today.

TABLE 6.2.1
Eastern Neighborhoods Infrastructure Impact Fees per Square Foot, 2009 and 2016

	Original Fee		2016 Fee	
	Residential	"Non-Residential"	Residential	"Non-Residential"
Tier 1	\$8.00	\$6.00	\$10.19	\$7.65
Tier 2	\$12.00	\$10.00	\$15.29	\$12.74
Tier 3	\$16.00	\$14.00	\$20.39	\$17.84

Source: San Francisco Planning Department

The fees established above are proportionally divided into five funding categories as determined by the needs assessment, nexus studies, and feasibility studies, including housing, transportation/transit, complete streets, recreation and open space, and child care. In the Mission District NCT and MUR (Mixed-Use Residential) Districts, 75% of fees collected from residential development is set aside for affordable housing for the two respective Area Plans. The first \$10,000,000 collected are targeted to affordable housing preservation and rehabilitation. To date, the City has collected more than \$48 million in impact fees, as shown on [Table 6.2.2](#).

TABLE 6.2.2**Eastern Neighborhoods Infrastructure Impact Fees Collected to Date**

Category	Collected
HOUSING	\$4,742,000
TRANSPORTATION / TRANSIT	\$16,936,000
COMPLETE STREETS	\$6,733,000
RECREATION AND OPEN SPACE	\$17,518,000
CHILDCARE	\$2,416,000
Total	\$48,345,000

Source: San Francisco Planning Department

Note: Amount collected includes in-kind improvements

Over the 2016-2020 period, the City is projected to collect a little over \$145 million from the Eastern Neighborhoods impact fee program, as shown on Table 6.2.3.

TABLE 6.2.3**Eastern Neighborhoods Infrastructure Impact Fees Projected, 2016–2020**

Category	Collected
HOUSING	\$26,411,000
TRANSPORTATION / TRANSIT	\$30,302,000
COMPLETE STREETS	\$38,542,000
RECREATION AND OPEN SPACE	\$43,912,000
CHILDCARE	\$5,931,000
Total	\$145,098,000

Source: San Francisco Planning Department

As shown in Table 6.2.4, approximately \$11.4 million were collected from 26 projects in Showplace Square/Potrero Hill between 2011 and 2015. Overall, roughly \$48.4 million has been collected in all of the Eastern Neighborhoods.

TABLE 6.2.4**Eastern Neighborhoods Infrastructure Impact Fees Collected, 2011–2015**

Area	Revenue	Projects
East SoMa	\$14,635,000	39
Western SoMa	\$6,940,000	11
Mission	\$5,357,000	43
Central Waterfront	\$10,034,000	19
Showplace/Potrero	\$11,384,000	26
TOTAL	\$48,350,000	138

Source: San Francisco Planning Department

6.3 IPIC Process

The purpose of the Infrastructure Plan Implementation Committee (IPIC) is to bring together City agencies to collectively implement the community improvement plans for specific areas of the City including the Eastern Neighborhood Area Plans. Defined in Article 36 of the San Francisco Administrative Code, the IPIC is instrumental in creating a yearly expenditure plan for impact fee revenue and in creating a bi-annual “mini” Capital Plan for the Eastern Neighborhoods. The annual Expenditure Plan is specific to projects that are funded by impact fees. The bi-annual Eastern Neighborhoods Capital Plan also includes infrastructure projects that are funded by other sources, and projects where funding has not been identified.

6.4 Eastern Neighborhood MOU

In 2009, the Planning Department entered into a Memorandum of Understanding with SF Public Works, SFMTA, Rec and Park, and MOHCD to assure commitment to implementing the EN Plans. A key component of the agreement was the establishment of a list of priority projects:

- » Folsom Street
- » 16th Street
- » Townsend Street
- » Pedestrian Crossing at Manalo Draves Park
- » 17th and Folsom Street Park
- » Showplace Square Open Space

6.5 First Source Hiring Program

The First Source Hiring Program was first adopted in 1998 and modified in 2006. The intent of First Source is to connect low-income San Francisco residents with entry-level jobs that are generated by the City's investment in contracts or public works; or by business activity that requires approval by the City's Planning Department or permits by the Department of Building Inspection. CityBuild works in partnership with the Planning Department and DBI to coordinate execution of First Source Affidavits and MOUs.

CityBuild is a program of the Office of Economic and Workforce Development and is the First Source Hiring Administrator. In accordance with Chapter 83: First Source Hiring Program, developers must submit a First Source Affidavit to the Planning Department prior to planning approval. In order to receive construction permit from DBI, developers must enter into a First Source Hiring MOU with CityBuild. Developers and contractors agree to work in good faith to employ 50% of its entry-level new hiring opportunities through the CityBuild First Source Hiring process.

Projects that qualify under First Source include:

- » any activity that requires discretionary action by the City Planning Commission related to a commercial activity over 25,000 square feet including conditional use authorization;
- » any building permit applications for a residential project over 10 units;
- » City issued public construction contracts in excess of \$350,000;
- » City contracts for goods and services in excess of \$50,000;
- » leases of City property;
- » grants and loans issued by City departments in excess of \$50,000.

Since 2011 CityBuild has managed 442 placements in 72 First Source private projects in the three zip codes encompassing the Eastern Neighborhoods Area Plans (94107, 94110, 94103), not including projects in Mission Bay, approved under the former Redevelopment Agency. They have also placed 771 residents from the three-zip

code area in projects throughout the city. In 2011, the City also implemented a first of its kind, the Local Hire Policy for Construction on publicly funded construction projects. This policy sets forth a mandatory hiring requirement of local residents per trade for construction work hours. This policy superseded the First Source Hiring Program on public construction contracts. Since 2011, a cumulative 37% of the overall 6.2 million work hours have been worked by local residents and 58% of 840,000 apprentice work hours performed by local residents.

7. Ongoing Efforts

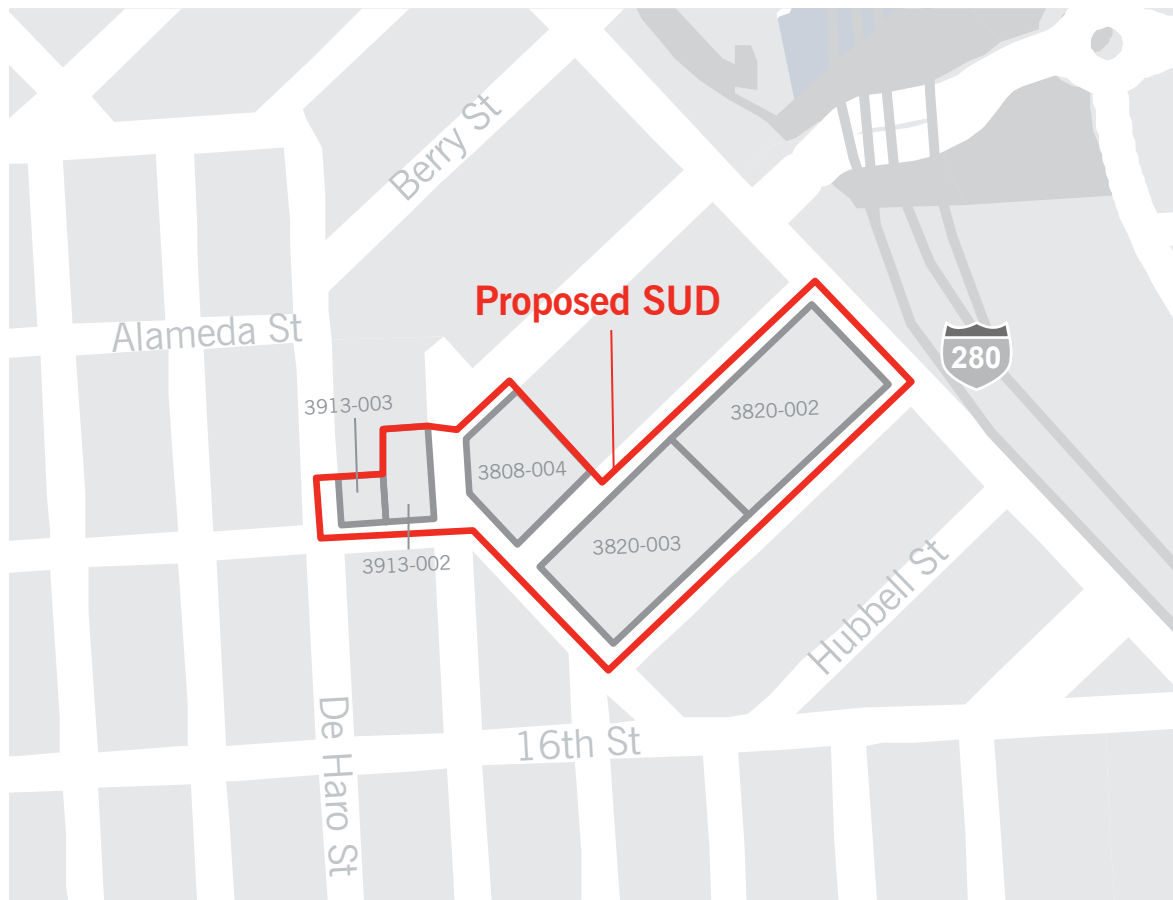
Showplace Square Open Space Plan. The *Showplace Square/Potrero Hill Area Plan* noted that a total of four acres of new space should be provided to accommodate expected growth. The 2010 Showplace Square Open Space Plan provided conceptual designs for eight possible open space projects including Daggett Park and the expansion and improvement of Jackson Square Playground. The purpose of the Open Space Plan was to identify potential open space opportunities and to identify and prioritize the most viable ones. Of the eight projects, Daggett is under construction, and a more specific scope for Jackson Playground is being developed.

Arts and Design Educational Special Use District. On November 22, 2011, Supervisor Malia Cohen introduced a proposed ordinance which would amend the San Francisco Planning Code to create the Art & Design Educational Special Use District (SUD). The SUD permits postsecondary educational institutions without use size limitations, to allow student housing and to allow the Zoning Administrator to authorize temporary structures without public hearing provided the structure is occupied by a use allowed by the SUD at 1111 8th Street, The California College of the Arts. The SUD area is bounded by the east side of De Haro Street, the northside of 151st Street, the east side of 8th Street, the north side of Irwin Street, the west side of 7th Street, the south side of Hooper Street and the south side of Channel Street ([Map 10](#)). The purpose of creating the Art & Design

Educational Special Use District is to facilitate the continued operation of the California College of the Arts and to provide a regulatory scheme for potential future expansion of the California College of the Arts. Adopted April 25, 2013, this SUD provides a regulatory scheme for potential and future phased expansion of the campus.

MAP 10

Arts and Design Educational Special Use District





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Edwin M. Lee

Board of Supervisors

London Breed, *President*

Eric Mar

Mark Farrell

Aaron Peskin

Katy Tang

Jane Kim

Norman Yee

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Audrey Harris, *Planner*

Adrienne Hyder, *Graphic Design/Cartography*

Paolo Ikezoe, *Planner*

Mathew Snyder, *Planner*

Michael Webster, *Cartography*

Citizens Advisory Committee of the Eastern Neighborhoods Plan

Current Members:

Chris Block, Walker Bass, Chirag Bhakta, Joe Boss,

Don Bragg, Marcia Contreras, John Elberling,

Keith Goldstein, Oscar Grande, Bruce Kin Huie,

Henry Karnilowitz, Toby Levy, Robert Lopez,

Fernando Martí, Dan Murphy, Kristian Ongoco,

Abbie Wertheim

Previous Members:

Alisa Shen, Arthur Reis, Maureen Sedonaen, Kate Sofis,

Cyndy Comerford, Julie Leadbetter

The Planning Department would also like to acknowledge the efforts of community organizations and the thousands of community members who have worked with us over the years to develop the Eastern Neighborhoods Community Plans.

For Information on the Eastern Neighborhoods Area Plans, visit:

<http://easternneighborhoods.sfplanning.org>

WESTERN SOMA PLAN MONITORING REPORT 2011–2015





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WESTERN SOMA PLAN MONITORING REPORT

2011–2015

San Francisco Planning Department
September 2016



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1. Introduction: Western SoMa Plan¹

San Francisco's Eastern Bayfront neighborhoods have historically been the home of the city's industrial economy and have accommodated diverse communities ranging from families who have lived in the area for generations to more recent immigrants from Latin America and Asia. The combination of a vibrant and innovative industrial economy with the rich cultural infusion of old and new residents is central to San Francisco's character. Among many of the components that contributed to the economic and cultural character of the eastern part of the San Francisco were the wide availability of lands suitable for industrial activities (whether or not they were zoned for such) and the affordability of these neighborhoods' housing stock, relative to other parts of the city. Industrial properties continue to be valuable assets to the city's economy as they provide space for innovative local businesses; large, flexible floorplans for a wide range of tenants; and living wage career opportunities to residents without advanced degrees.

Over the past few decades, and particularly during the series of "booms" in high technology industries since the 1990s, the Eastern Bayfront neighborhoods have experienced waves of pressure on its industrial lands and affordable housing stock. Due to their proximity to downtown San Francisco and easy access (via US-101, I-280, and Caltrain) to Silicon Valley, industrially-zoned properties in the Eastern Bayshore, particularly in neighborhoods like South of Market (SoMa), Mission, Showplace Square, and Central Waterfront became highly desirable to office users who were able to outbid traditional production, distribution, and repair (PDR) businesses for those spaces. The predominant industrial zoning designations in these neighborhoods until the late 2000s—C-M, M-1, and M-2—allowed for a broad range of uses, which enabled owners to sell or lease properties to non-PDR businesses as well as developing them into "live-work" lofts that served primarily as a residential use.

Moreover, most of the residential areas in these neighborhoods are well-served by public transpor-

tation (including two BART stops in the Mission), have vibrant cultural amenities, and feature many attractive older buildings. These neighborhood assets and new employment opportunities have served as strong magnets for high wage earners and market rate housing developers, creating a strong influx of new, more affluent residents.

Beginning in the late 1990s, the City, residents, community activists, and business owners recognized the need for a comprehensive, community-based planning process to resolve these conflicts and stabilize the neighborhoods into the future. The Eastern Neighborhoods community planning process was launched in 2001 to determine how much of San Francisco's remaining industrial lands should be preserved and how much could appropriately be transitioned to other uses.

The planning process recognized the need to produce housing opportunities for residents of all income levels, which requires not just the development of new units at market rates, but also opportunities for low and moderate income families. In 2008, four new area plans for the Mission, East SoMa, Showplace Square/Potrero Hill, and Central Waterfront neighborhoods were adopted. Respecting the Western SoMa community's request for more time to complete their planning process, the area plan for that neighborhood was undertaken in parallel and completed in 2013. The resulting area plans contained holistic visions for affordable housing, transportation, parks and open space, urban design, and community facilities.

The Eastern Neighborhoods Plans represent the City's and community's pursuit of two key policy goals:

- 1) Ensuring a stable future for PDR businesses in the city by preserving lands suitable to these activities and minimizing conflicts with other land uses; and
- 2) Providing a significant amount of new housing affordable to low, moderate and middle income families and individuals, along with "complete neighborhoods" that provide appropriate amenities for the existing and new residents.

¹ Unless otherwise noted, this report will refer to the Western SoMa Community Plan, Western SoMa Area Plan, and "Western SoMa" interchangeably, as the area shown on Map 1.

1.1 About the Western SoMa Community Plan

The challenges that motivated the Eastern Neighborhoods community planning process were evident in Western SoMa around the time the plans were adopted and continue to be relevant today. The Plan was a direct response to early detection of displacement of small businesses, population shifts, social instability and escalating conflicts between competing uses². As mentioned earlier in this report, the Western SoMa community requested more time to complete their planning process. In doing so, the department partnered with the Western SoMa Citizens Planning Task Force in an eight-year public planning process to create the *Western SoMa Community Plan*. Drafted in September 2008, updated in October 2011 and adopted in 2013, the plan is a comprehensive vision for shaping growth on the western side of the South of Market area.

Key objectives of the *Western SoMa Community Plan* include:

- » Reducing land use conflicts between industry, entertainment and other competing uses, such as office and housing;
- » Protecting existing residential uses on the alleys;
- » Retaining existing jobs in the area;
- » Improving the public realm for pedestrians and bicyclists; and
- » Encouraging diverse and affordable housing.

Achieving these objectives will help create a complete neighborhood with a high diversity of land uses.

The new plan supports and builds on the Eastern Neighborhoods Plans' vision for the traditionally industrial and mixed use areas in the eastern part of the City. It complements the Plans' patterns of land use, urban form, public space, circulation, and historic preservation, while making adjustments based on understanding of key issues through community outreach to the residents and

workers in the area. The planning process also included associated legislation to amend the General Plan, Administrative Code, Planning Code, and Zoning Map to implement the Plan over time. An Implementation Document was created to outline the Plan's Public Benefits Program, which addresses the specific public benefit needs of the area and explains the mechanisms to provide the necessary funding for those benefits.

As part of the project, the department completed the environmental impact report that analyzed the potential environmental effects associated with the *Western SoMa Community Plan* at a program level, and also analyzed impacts of the rezoning of adjacent parcels and the 350 Eighth Street project at a project-specific level. At the time, it would have allowed the demolition of a couple of buildings to accommodate about 634,000 square feet of mixed use in the old SLR zoning, now rezoned as WSoMa Mixed Use-General District (WMUG). The environmental impact report was certified and the Planning Commission adopted the Plan on December 6, 2012. On March 19, 2013, the Board of Supervisors adopted the *Western SoMa Community Plan* and its associated legislation amendments.

For more information on the *Western SoMa Community Plan*, visit: <http://westernsoma.sfplanning.org>.

Map 1 shows the *Western SoMa Community Plan* area boundaries. The plan area, also known as a special use district (SUD), can be described very broadly as progressing from non-residential uses on the Townsend Street high-tech corridor northwards, with diverse local and regional serving job-producing uses to the south side of Harrison Street and the elevated highway. North of Harrison Street, development goals call for an increasingly residential neighborhood character of smaller scale that embraces a "mix of uses" and new mixed-used development.

² *Western SoMa Community Plan*: Introduction: http://www.sf-planning.org/ftp/General_Plan/Western_SoMa_Area_Plan.pdf

MAP 1**Western SoMa Community Plan Area Boundaries**

1.2 Summary of Ordinance and Monitoring Requirements

The ordinances that enacted the Eastern Neighborhoods Area Plans³ – including Western SoMa – require the Planning Department to produce five-year reports monitoring residential and commercial developments in those neighborhoods, impact fees generated, and public and private investments in community benefits and infrastructure. The first set of monitoring reports for Mission Area Plan, East SoMa Area Plan, Showplace Square/Potrero Hill Area Plan, and Central Waterfront Area Plan were published in 2011, covering the period from January 1, 2006 through December 31, 2010.

The ordinances require the monitoring reports to track all development activity occurring within Area Plan boundaries during the five-year period, as well as the pipeline projecting future development as of the end of the reporting period. Some of this development activity was considered under the Eastern Neighborhoods Environmental Impact Report (EN PEIR), certified in 2008 approved by the Board of Supervisors in 2009; and Western SoMa EIR, approved in 2008 certified in 2012. However, a few of the developments that have been completed during this period and some of the proposed projects in the pipeline did not (or will not) receive their environmental clearance through these two EIRs, primarily for these four reasons:

- 1) The developments were entitled prior to the adoption of the Area Plans, under zoning designations that were subsequently changed by the Plans.
- 2) Under the Eastern Neighborhoods Amnesty Program that expired in 2013, legalization of conversions from PDR to office space that took place prior to Area Plans Plan adoption was allowed.
- 3) Some large-scale developments and Area Plans that are within or overlap Project Area boundaries (such as Central SoMa and Pier

70) will undergo separate environmental review processes.

- 4) Certain smaller projects are exempt from extensive environmental review due to their limited size and impact did not rely on the rezoning under the EIRs and are therefore excluded.

This report analyzes all development activity within the Eastern Neighborhoods, whether or not projects “tiered off” the EN EIR through a Community Plan Exemption (CPE) rely on the EN PEIR. For a list of projects that received their entitlements through a CPE relying on the EN PEIR, please refer to [Appendix D](#).

Because the *Western SoMa Community Plan* was adopted in 2013, no monitoring reports have been produced for that Plan area. However, due to its geographic proximity and overlapping policy goals with the other Eastern Neighborhoods, Planning Department staff, in consultation with the CAC, has shifted the reporting timeline such that the *Western SoMa Community Plan Monitoring Report 2011-2015* will be the first five-year report and set the calendar so that future monitoring reports are conducted alongside the other Eastern Neighborhoods. Subsequent time series monitoring reports for Western SoMa and other Eastern Neighborhoods will be released in years ending in 1 and 6.

While the initial Monitoring Reports covered only the small amount of development activities in the years immediately preceding and following the adoption of the *Eastern Neighborhood Area Plans* in 2008, this report contains information and analysis about a period of intense market development and pending zoning changes in Western SoMa and greater Central SoMa areas. This report relies primarily on the *Housing Inventory*, the *Commerce and Industry Inventory*, and the *Pipeline Quarterly Report*, all of which are published by the Planning Department. Additional data sources include: the California Employment and Development Department (EDD), the U.S. Census Bureau’s American Community Survey, the San Francisco Municipal Transportation Agency (SFMTA), Co-Star Realty information, Dun

3 Unless otherwise noted, this report will refer to the Eastern Neighborhoods Area Plans, or just Area Plans, as encompassing the Mission Area Plan, East SoMa Area Plan, Central Waterfront Area Plan, Showplace Square/Potrero Hill Area Plan as well as Western SoMa Community Plan. References to Plan areas (or to the names of the individual areas) will describe the areas within the boundaries outline by the individual plans.

and Bradstreet business data, CBRE and NAI-BT Commercial real estate reports, and information gathered from the Department of Building Inspection, the offices of the Treasurer and Tax Collector, the Controller, and the Assessor-Recorder.

2. Commercial Activity & Job Creation

One of the defining characteristics of the Western SoMa neighborhood is its remarkable mix of local and regional uses and diversity of businesses, including manufacturing and other PDR businesses, restaurants and bars, automotive repair shops, cultural, institutional and educational uses, and more. Folsom Street has become one of the main commercial corridors of Western SoMa, specifically between 7th and 10th streets (Folsom Street Neighborhood Commercial District). Northward of Townsend Street presents itself as a high-tech corridor, while the south side of Harrison Street focuses on the production of diverse local and regional serving jobs. North of Harrison Street embraces small scale mixing of uses with an increasingly residential-based neighborhood.

2.1 Commercial Space Inventory

Table 2.1.1 illustrates the mix of non-residential space in Western SoMa as of 2015. The table reflects the mix of uses as does Figure 2.0.1, noting that office and PDR activities each occupy over a third of the commercial space in the neighborhood each. Cultural, institutional and educational, medical and retail uses together make up another 27% of non-residential buildings and tourist hotels take up about another one percent. The table also shows the importance of Western SoMa in San Francisco's stock of industrial and office lands. Though the neighborhood only accounts for two percent of the City's overall commercial space, its share of PDR space is much higher, at five percent. However, as will be discussed in the sections below, in recent years a considerable amount of PDR space in Western SoMa has been converted to other uses, such as office and housing.

FIGURE 2.0.1

Example of Mixed-Uses: Basil Thai on Folsom Street



Source: SF Planning, Paolo Ikezoe

TABLE 2.1.1**Commercial Building Space Square Footage, Western SoMa and San Francisco, 2015**

Non-Residential Land Use	Western SoMa		Citywide		Western SoMa as % of San Francisco
	Square Feet	%	Square Feet	%	
Cultural, Institution, Educational	433,728	8%	29,898,514	13%	1%
Medical	149,084	3%	17,468,039	7%	1%
Office	2,143,216	38%	107,978,954	45%	2%
PDR / Light Industrial	1,910,828	34%	36,265,832	15%	5%
Retail	922,642	16%	42,299,526	18%	2%
Visitor / Lodging	65,401	1%	4,053,422	2%	2%
Total	5,624,899	100%	237,964,287	100%	2%

Source: San Francisco Planning Department Land Use Database (March 23, 2016)

Table 2.1.2 shows commercial and other non-residential development activity in Western SoMa between January 1, 2011 and December 31, 2015 while Table 2.1.3 shows corresponding figures for San Francisco. These tables count newly developed projects (on vacant properties or redevelopment of existing properties) as well as conversions from one use to another.

Between 2011 and 2015, almost 93,000 square feet of PDR land was converted to other uses, especially office and housing. In 2015, one property located at 410 Townsend Street was a direct subject of the *Western SoMa Community Plan* rezoning. The use of the building was changed from PDR to Office; and no actual work was done to require a permit. The property was zoned West SoMa Mixed Use-Office (WMUO), a designation created by the *Western SoMa Community Plan* to encourage office uses along with small-scale light industrial and arts activities, specifically to establish an explicit preference for 21st Century high tech and digital-media uses. Two projects that lost PDR space constructed new dwelling units, including the construction of new affordable dwelling units. In 2015, the existing 6,120 square feet of PDR space located at 870 Harrison Street was demolished for the new construction of 26 dwelling units, including four inclusionary affordable units (15% of the total), as shown in Figure 2.1.1. An existing building with 5,775 square feet of PDR space, located at 121 9th Street, was

demolished and replaced by a mixed-use 20 unit building, including two inclusionary units made affordable to households earning between 80 and 120% of the area median income.

Map 2 shows the location of the larger-scale non-residential developments (more than 5,000 square feet net loss or gain. (See Appendix Table B-5 for detailed information.)

FIGURE 2.1.1
870 Harrison Street

Source: SF Planning, Paolo Ikezoe

TABLE 2.1.2**Net Change in Commercial Space, Western SoMa, 2011–2015**

Year	Cultural, Institutional, Educational	Medical	Office	PDR / Light Industrial	Retail	Visitor / Lodging	Total Commercial Sq Ft
2011	–	–	–	(5,775)	800	–	(4,975)
2012	–	–	(11,600)	–	0	–	(11,600)
2013	–	–	(7,550)	(100)	–	(3,930)	(11,580)
2014	–	–	–	–	–	–	–
2015	–	–	90,826	(87,120)	(4,500)	–	(794)
Total	–	–	71,676	(92,995)	(3,700)	(3,930)	(28,949)

Source: San Francisco Planning Department

Note: Includes all developments in the Plan area during reporting period, including those that did not receive CEQA clearance under Eastern Neighborhoods EIR

TABLE 2.1.3**Net Change in Commercial Space, San Francisco, 2011–2015**

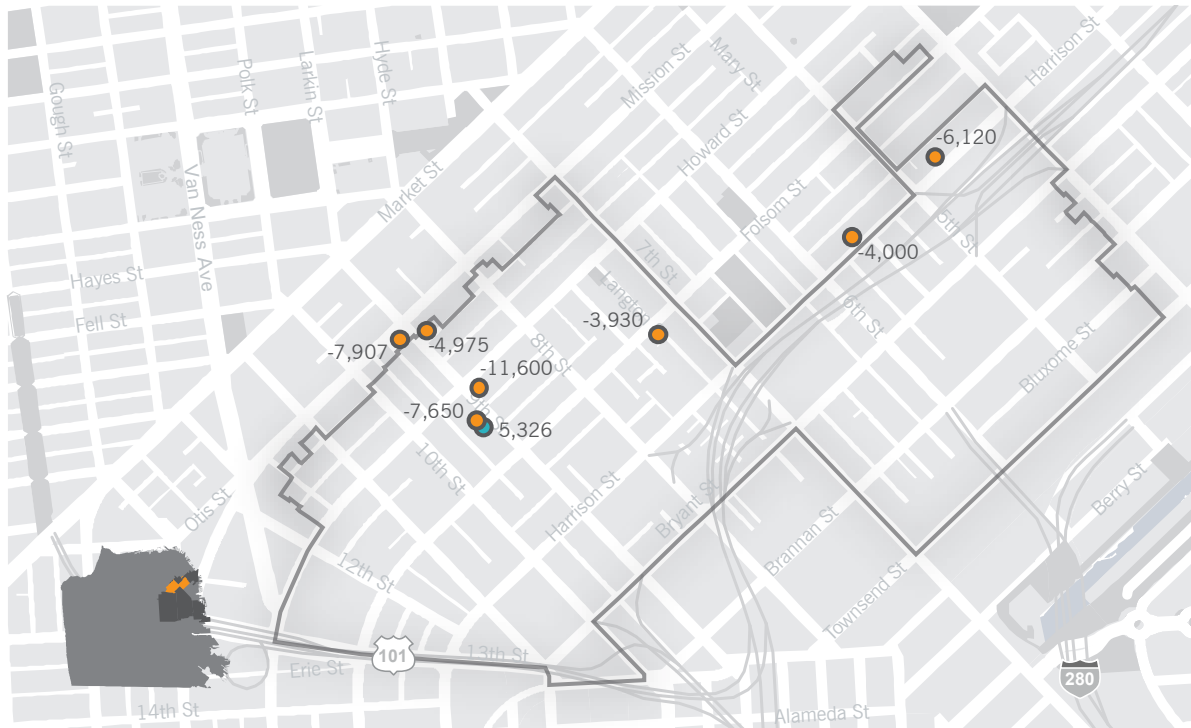
Year Completed	Cultural, Institutional, Educational	Medical	Office	PDR / Light Industrial	Retail	Visitor / Lodging	Total Commercial Sq Ft
2011	10,477	0	40,019	(18,075)	16,854	0	49,275
2012	(52,937)	0	24,373	(164,116)	32,445	0	(160,235)
2013	66,417	0	335,914	(236,473)	5,941	(69,856)	101,943
2014	446,803	1,815,700	603,997	(422,157)	11,875	63,286	2,519,504
2015	(21,456)	20,000	460,508	(183,775)	65,419	0	340,696
Total	449,304	1,835,700	1,464,811	(1,024,596)	132,534	(6,570)	2,851,183

Source: San Francisco Planning Department

Note: Includes all developments in the Plan area during reporting period, including those that did not receive CEQA clearance under Eastern Neighborhoods EIR

MAP 2

Completed Projects Causing Net Change in Commercial Space, Western SoMa, 2011–2015



- Net loss of commercial space
- Net gain of commercial space

2.2 Commercial Development Pipeline

The commercial development pipeline in Western SoMa shows a different view of development than that occurring during the reporting period of 2011-15 ([Table 2.2.1](#)). Western SoMa will still see development of a significant amount of PDR space, as well as the development of some retail, cultural, institutional and educational, and visitor space; and larger amounts of office space.

It is important to note that the pipeline numbers include two separate subcategories, shown in [Table 2.2.1](#) as “Planning Entitled” and “Under Review.” Projects under review are those that have filed an application with the Planning and/or Building Departments and have yet to receive necessary approvals and permits, including environmental (CEQA) review. Projects under review are just in the beginnings of the various permitting phases that projects must endure before it is finally completed. Therefore, these projects should be considered more speculative. On the other hand, entitled projects are those that have received Planning Department approvals and are considered much more certain, although many of them may take years to finally complete their construction and receive certificates of occupancy.

Projects that are under review in Western SoMa total about a net gain of 2.2 million in square footage of commercial space. A majority of this gain will potentially come in the form of office space. The biggest loss in square footage will be in PDR space. One example of a project that is currently under review, 598 Brannan Street, has requested to convert roughly 30,300 square feet of PDR space into office use. Adjacent to this site is the San Francisco Flower Mart, located at 630-698 Brannan Street, that will potentially see a loss of 15,000 square feet of PDR space to be replaced by about 15 million square feet of office space and about 30,000 square feet of retail space. If all of these projects under review come to fruition, Western SoMa will see roughly 116,600 square feet of PDR transition to other uses.

The projects in the pipeline that have been entitled show about an 823,000 square footage gain of non-residential uses in Western SoMa in

the near future. If all of these developments are completed, the Planning Department expects about an 809,300 square footage gain in office space and a loss of about 38,000 square feet of PDR space. There will also be a modest gain in cultural, institutional and educational and retail space, as well as a net gain in visitor space with the potential development of 690 5th Street located in the designated area that supports 21st Century high tech industry. Entitled projects that propose to convert PDR to other uses are mostly medium-sized spaces (up to about 28,000 square feet) that will be redeveloped as predominantly office buildings. The largest single entitled project is a proposed 526,807 square foot office building that will be developed at 610-620 Brannan Street.

[Table 2.2.2](#) shows the commercial development pipeline for San Francisco for comparison. The development pipeline in Western SoMa represents about 13% that of the citywide pipeline. [Map 3](#) shows the locations of the larger proposed commercial developments in the Plan area. (See [Appendix Table C-5](#) for detailed information.)

TABLE 2.2.1**Commercial and Other Non-Residential Development Pipeline, Western SoMa, Q4 2015**

Development Status	Cultural, Educational, Institutional	Medical	Office	PDR/Light Industrial	Retail	Visitor/Lodging	Total Commercial Sq Ft
Under Construction	–	–	33,000	(23,946)	53,000	–	62,054
Planning Entitled	3,800	–	809,299	(37,988)	6,739	41,000	822,850
Planning Approved	–	–	809,299	(37,988)	2,073	41,000	814,384
Building Permit Filed	–	–	–	–	–	–	–
Building Permit Approved/Issued/Reinstated	3,800	–	–	–	4,666	–	8,466
Under Review	59,070	–	2,203,723	(48,832)	22,725	–	2,236,686
Planning Filed	59,070	–	2,201,698	(48,832)	32,583	–	2,244,519
Building Permit Filed	–	–	2,025	–	(9,858)	–	(7,833)
Total	62,870	–	3,046,022	(110,766)	82,464	41,000	3,121,590

Source: San Francisco Planning Department

Note: Includes all developments in the pipeline as of December 31, 2015, including those that did not (or will not) receive CEQA clearance under Eastern Neighborhoods EIR

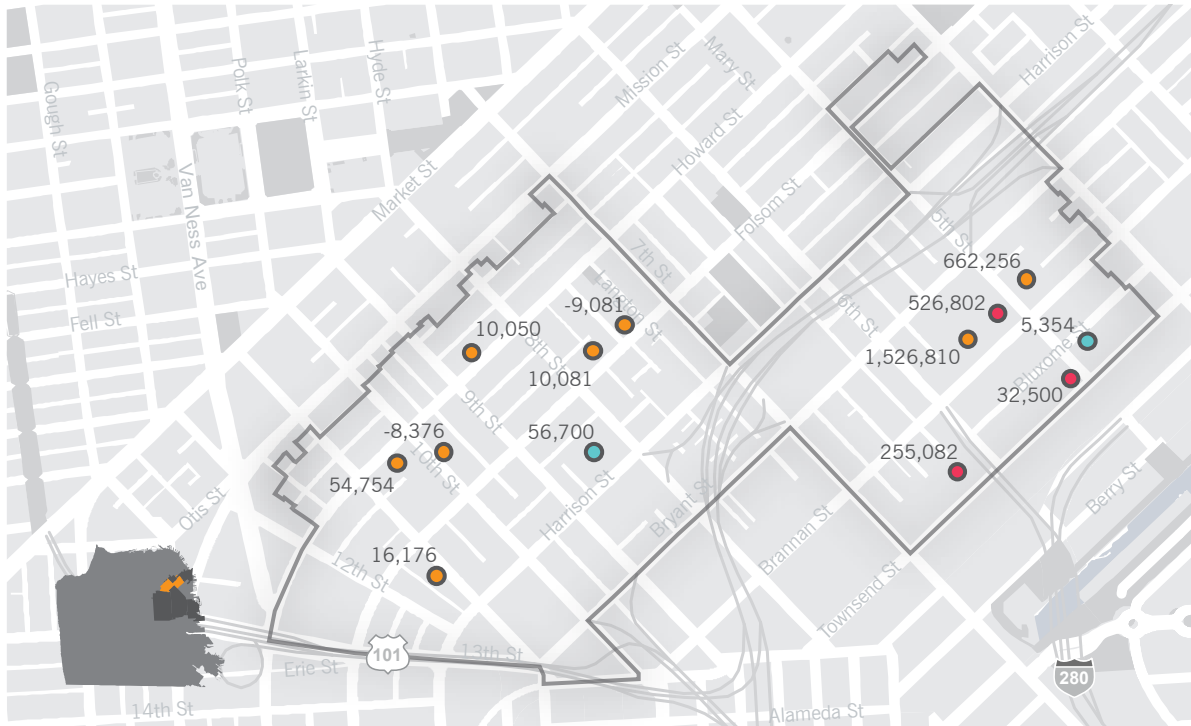
TABLE 2.2.2**Commercial and Other Non-Residential Development Pipeline, San Francisco Q4, 2015**

Development Status	Cultural, Educational, Institutional	Medical	Office	PDR/Light Industrial	Retail	Visitor/Lodging	Total Commercial Sq Ft
Under Construction	1,098,708	(58,871)	3,894,055	(290,327)	491,366	(189,563)	4,945,368
Planning Entitled	312,600	20,665	5,576,249	332,662	1,268,623	519,906	8,030,705
Planning Approved	1,942	4,665	4,571,993	311,417	1,084,828	458,554	6,433,399
Building Permit Filed	4,343	–	(36,555)	(33,939)	806	–	(65,345)
Building Permit Approved/Issued/Reinstated	306,315	16,000	1,040,811	55,184	182,989	61,352	1,662,651
Under Review	1,042,013	1,875	7,459,214	(1,046,009)	1,594,639	418,557	9,470,289
Planning Filed	1,084,228	1,875	5,955,541	(994,050)	1,552,310	200,747	7,800,651
Building Permit Filed	(42,215)	–	1,503,673	(51,959)	42,329	217,810	1,669,638
Total	2,453,321	(36,331)	16,929,518	(1,003,674)	3,354,628	748,900	22,446,362

Source: San Francisco Planning Department

MAP 3

Commercial and Other Non-Residential Development Pipeline, Western SoMa, Q4 2015



- Entitled
- Under Construction
- Under Review

Note: Only includes projects that will add or remove 5,000 net square feet.

2.3 Changes in PDR Uses

As discussed above, Western SoMa (and the Eastern Neighborhoods more broadly), have experienced economic changes that have made many areas highly attractive to residential and office development. These types of uses are generally able to afford higher land costs than industrial uses, and therefore can outbid PDR businesses for industrially-zoned land. According to Co-Star data, asking lease rates for PDR space in the Eastern Neighborhoods are currently \$22 (NNN) and vacancy rates are 4.4%.⁴

Prior to the adoption of the Eastern Neighborhoods Area Plans, the primary industrial zoning designations – M-1, M-2, and C-M – permitted a broad range of uses, which led to the conversion of a significant amount of PDR space to other activities. Of the 1.9 million square feet in PDR space in Western SoMa in 2015, almost 30% was scattered throughout zoning districts not specifically geared towards industrial uses, such as neighborhood commercial (NC) zones. Roughly 715,430 (37%) were located in PDR protection districts (PDR-1 and PDR-2) and 35% were in the mixed use UMU district. By comparison, in the Eastern Neighborhoods, the split between PDR space in PDR protection, mixed use, and other districts is 38%, 34%, and 29%, respectively.

⁴ Data provided by the City of San Francisco's Real Estate Division.

TABLE 2.3.1

Square Footage of PDR Space by Zoning District Type, Western SoMa and Eastern Neighborhoods, 2015

Zoning District Type	Number of Cases			
	Western SoMa	%	Eastern Neighborhoods	%
PDR Protection (1)	715,432	37%	3,465,888	38%
Mixed Use (2)	660,254	35%	3,098,198	34%
Other (3)	535,142	28%	2,669,555	29%
TOTAL	1,910,828	100%	9,233,641	100%

1. Districts that primarily allow PDR activities and restrict most other uses. In Central Waterfront, Mission, and Showplace Square/Potrero Hill, these districts include PDR-1 and PDR-2. In East SoMa and West SoMa, they are the SLI and SALI districts, respectively.

2. Transitional districts that allow industrial uses mixed with non-PDR activities such as housing, office, and retail, often with additional requirements on affordability and PDR replacement. Includes UMU in Central Waterfront, Mission, and Showplace Square/Potrero Hill; MUG, MUO, and MUR in East SoMa; and WMUG and WMUO in Western SoMa.

3. Various districts designated for non-industrial uses like residential, neighborhood commercial, and the like.

Source: San Francisco Planning Department Land Use Database, March 2016

Since the adoption of the *Western SoMa Community Plan*, PDR space has continued to be converted to other uses in the neighborhood, as [Tables 2.1.2](#) and [2.2.1](#) illustrate.

A detailed investigation of the conversion of PDR space in Western SoMa, however, shows that such conversions have occurred largely outside of the zoning districts created specifically to protect PDR uses (in the case of Western SoMa, SALI). In addition to the project at 410 Townsend Street, detailed above, other completed projects in Western SoMa that have converted PDR space have largely done so in order to build new housing, either with a higher percentage of inclusionary units than required by the Plan area or by paying in-lieu fees, as shown in [Table 2.3.2](#).

The Planning Department has also undertaken some legislative action to strengthen PDR zoning and enable location, expansion, and operation of PDR businesses. In addition to making it easier for PDR businesses to receive permits and share retail spaces, the Department created a program called the Office/PDR Cross-Subsidy Program in June 2014 to allow more office development on certain parcels as a way to subsidize more development of PDR space (Planning Code section 210.3.c). Recognizing the financial difficulties of developing new industrial buildings in large “soft site” lots, this program gives developers the ability to construct office space in parcels zoned PDR-1 and

PDR-2, located north of 20th Street. The parcels must be at least 20,000 square feet as long as existing buildings are not developed to more than 0.3 floor-to-area (FAR) ratio. At least 33% of the space in the new developments must be dedicated to PDR uses. To date, only one development located at 100 Hooper Street has taken advantage of this program.

2.3.1 PDR Enforcement

Illegal conversions of Production, Distribution and Repair (PDR) uses have recently become an issue in the Eastern Neighborhood Area Plans that the City has sought to resolve (see [Table 2.3.3](#)). In 2015, the Planning Department has received about 44 complaints of alleged violation for illegal conversions from PDR to Office space. Forty-two of these cases were found in the Eastern Neighborhoods. Out of the 42 complaints in the Eastern Neighborhoods, nine of the cases were not found to be in violation and six were found to be in violation. The remaining cases were pending review. In Western SoMa there was only one illegal conversion from PDR to office space on a parcel zoned SALI, where office is not permitted per the Planning Code. Owners were issued notices of violation and office tenants were compelled to vacate the properties. [Appendix E](#) shows the enforcement cases that were closed and that were actually found to be in violation of the code.

TABLE 2.3.2
Projects Converting PDR Space in Western SoMa, 2011–2015

Project	Zoning	Net PDR	Net Office	Net Retail	Net Units	Affordable Units	Percent Affordable
410 TOWNSEND ST	WMUO	-76,000	76000	0	0	Below threshold	
870 HARRISON ST	WMUG	-6,120	0	0	26	4	15%
121 09TH ST	RCD	-5,775	0	800	20	20	100%
248–252 09TH ST	RCD	-5,000	14826	-4,500	15		
234 09TH ST	RCD	-100	-7,550	0	1	Below threshold	
Total		(92,995)	83,276	(3,700)	62	24	39%

Source: San Francisco Planning Department

Note: Only developments with ten or more units are subject to the City's inclusionary housing requirements.

TABLE 2.3.3**Enforcement Cases for Illegal PDR Conversions, Western SoMa, 2015**

Case Type	Number of Cases		
	Western SoMa	Eastern Neighborhoods	Citywide
Closed - Violation	1	6	7
Closed - No Violation	1	9	9
Under Review	2	4	4
Pending Review	3	23	24
TOTAL	7	42	44

Source: San Francisco Planning Department

Many of the case office tenants are hybrid uses where PDR also takes place, but may not be the principal use of the space. If an office use is confirmed to be in operation, Planning encourages the company to alter their business practice to fit within the PDR zoning categories or vacate the property. Generally, the complaints filed with the Planning Department are regarding the conversion of PDR uses to office space, which are not permitted within these zoning districts. However, some filed complaints are either not valid, meaning that the tenant is either a PDR complying business, or the space was legally converted to office space prior to the Eastern Neighborhoods rezoning. For these enforcement cases, there is no longer a path to legalization. In addition, many of these office conversions are not recent, and they did not take advantage of the Eastern Neighborhoods Legitimization Program – an amnesty program that established a limited-time opportunity whereby existing uses that have operated without the benefit of required permits may seek those permits. However, this program expired in 2013.

When these alleged violations were investigated, the Planning Department discovered that the building permit histories often included interior tenant improvements without Planning Department review. These permits do not authorize a change of use to office. To prevent future unauthorized conversions of PDR space the Planning Department worked with the Department of Building Inspection (DBI) and developed a few changes in permit review. Over the course of 2015, Planning worked with DBI during project intakes to better understand the routing criteria and how to ensure Planning review. Both depart-

ments' IT divisions worked together to create a flag in the Permit Tracking System (PTS) to alert project intake coordinators of potential illegal conversions. This is a pilot program that can be expanded at a later date to include other Zoning Districts if necessary. Planning and DBI continue to work together to monitor this process and plan to meet regularly to discuss additional steps to prevent future conversions.

Planning also works collaboratively on this land use violation with the Mayor's Office of Economic Workforce and Development (OEWD). When Planning receives inquiries or complaints related to either vacant spaces in PDR zones requiring a PDR tenant or possible unauthorized spaces. Planning informs the property owner about PDR complying uses and refers them to OEWD. OEWD currently has a list of PDR complying businesses that are looking to lease spaces within San Francisco. Additionally, training for real estate brokers was conducted in 2015. The purpose of the voluntary training was to help explain what PDR is and what resources Planning has available for them to utilize prior to leasing a property. The training also outlined the enforcement process, including the process for requesting a Letter of Determination for appropriate use of PDR space. Future trainings will be scheduled based on interest.

2.4 Employment

The *Western SoMa Community Plan* area added employment across all land use types tracked by the Planning Department between 2011 and 2015, following a trend that has taken place in

San Francisco and the Bay Area. This growth in employment reflects a rebound in the regional economy following the “Great Recession” of the previous decade, but also the robust growth in high technology sectors and related industries in recent years.⁵ Altogether, employment in Western SoMa grew from roughly 15,470 jobs in 2010 to almost 23,740 in 2015 with a related increase from 1,006 to 1,234, respectively in total establishments, according to the California Employment and Development Department (EDD). The subsections below discuss job growth in Western SoMa by land use category and [Figures 2.4.1](#) and [2.4.2](#) show total jobs and establishments, respectively by land use category.

2.4.1 Office Jobs

The largest increase in jobs in Western SoMa between 2010 and 2015 was in office occupations. According to EDD, the neighborhood experienced an almost 72% increase in office jobs in those five years. However, the number of office establishments only increased by about 43%, indicating a shift towards office firms with a larger number of employees or occupying formerly vacant space. In 2015, Western SoMa held about

5% of all of the City’s office jobs and 2% of its establishments ([Table 2.4.1](#)).

2.4.2 Retail Jobs

As discussed above, Western SoMa has also emerged as a retail destination in San Francisco, with the restaurants, bars, regional shopping and grocery stores in the main commercial corridors (particularly throughout the Folsom Street Commercial District and Regional Commercial District zoned areas along 9th and 10th streets) attracting visitors from throughout the City, region, and beyond. The number of retail jobs in Western SoMa increased by 42% between 2010 and 2015 to about 4,330 jobs in almost 230 establishments. The neighborhood represents 3% of the city’s retail jobs and establishments.

2.4.3 PDR Jobs

PDR continues to play a critical role in the City’s economy, providing quality jobs to employees with a broad range of educational backgrounds, supporting local businesses (for example, many of the city’s top restaurants source products from local PDR businesses), and infusing the region with innovative products. Though the trends in loss of PDR space have been widely documented,

⁵ See annual San Francisco Planning Department Commerce & Industry Inventory, 2008- 2015.

TABLE 2.4.1
Employment, Western SoMa and San Francisco, Q2 2015

Landuse	Western SoMa				San Francisco			
	Establishments	%	Jobs	%	Establishments	%	Jobs	%
Cultural, Institutional, Educational	30	2%	512	2%	2,010	3%	73,182	11%
Medical	263	21%	1,142	5%	21,833	37%	60,214	9%
Office	363	29%	13,194	56%	15,628	27%	293,014	44%
PDR / Light Industrial	268	22%	4,198	18%	5,280	9%	88,135	13%
Retail	226	18%	4,327	18%	8,241	14%	130,550	20%
Visitor / Lodging	7	1%	195	1%	311	1%	16,688	2%
Other	77	6%	168	1%	4,961	9%	6,953	1%
Total	1,234	100%	23,736	100%	58,264	100%	668,736	100%

Source: California Employment Development Department

the City and Western SoMa both added PDR jobs since 2010. Western SoMa experienced a 34% increase in PDR employment (to almost 4,200 jobs) between 2010 and 2015 and 6% decrease in number of firms (to 268) indicating larger firms. Western SoMa has roughly 5% of the PDR jobs and 5% of the establishments in the City, as shown in [Appendix F](#).

2.4.4 Employment and Commercial Space Trends

Over the past five years, Western SoMa has added a substantial number of jobs, more than 50% growth, even as its commercial space square footage increased by a small amount (about 8,270 square feet). In part, many of these new jobs are likely located in commercial space that was vacant at the end of the recession of the previous decade, leading to lower vacancy rates.⁶ Another trend that has been underway that may explain the gain in employment without a parallel increase in commercial space is an overall densification of employment (in other words, allowing more jobs to be accommodated within a given amount of space). With the increasing cost of land in locations close to city centers and accessible by transportation infrastructure (as is the case with the Eastern Neighborhoods), real estate researchers have tracked an overall densification of employment across several sectors throughout the country.⁷ This kind of densification can be caused by employees who work from home for some or all days of the week (and therefore may share office space with colleagues) or firms that accommodate more employees within a given amount of space.

2.4.5 Sales and Property Taxes

Since the Eastern Neighborhood Area Plans were adopted, the City has also seen sharp increases in collections of sales and property taxes. In Western SoMa, sales tax collections increased every year from 2011 to 2015, going from \$3.9 million to \$5.1 million in four years, an increase of 29% (see [Table 2.4.2](#)). By comparison, sales

tax collections citywide increased by 26% during this period. Property tax collection also increased substantially in the Eastern Neighborhoods. In Western SoMa, the city collected roughly \$17 million in property taxes in 2008, the year before the Plan was adopted. By 2015, property taxes in Western SoMa increased by 42% to \$24 million, as shown on [Table 2.4.3](#).

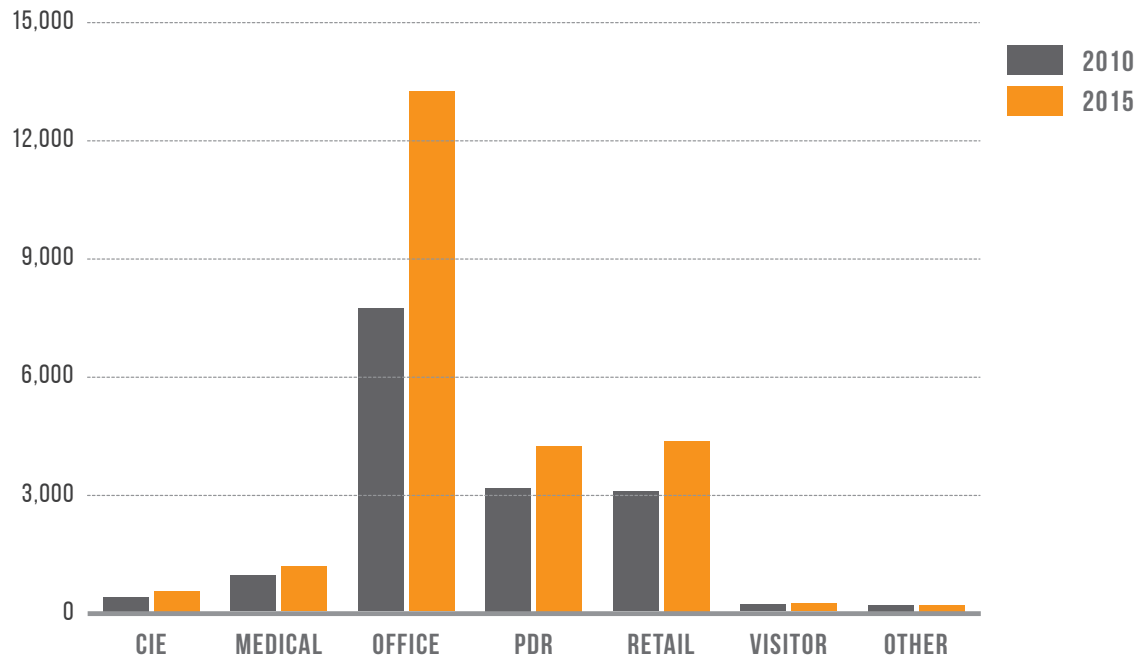
3. Housing

The provision of adequate housing to residents of all incomes has long been a challenge in San Francisco. Over the past five years, however, San Francisco epitomized the housing affordability crisis afflicting American cities and coastal communities throughout California. As discussed in the previous section, the Bay Area, city, and Eastern Neighborhoods have all seen robust employment growth since the “Great Recession” triggered by the financial crisis in 2007. During this period, the city has added housing units much more slowly than new employees. As a result, a growing and more affluent labor force has driven up the costs of housing, making it increasingly difficult for low and moderate income families to remain in San Francisco.

In the past five years, the Western SoMa has been a focal point of preserving neighborhood resources and housing as well as efforts by the City to ensure that its residents can continue to live there. One of the main goals of the *Western SoMa Community Plan* is to encourage diverse and affordable housing. The Plan also recognizes the value of the existing housing stock and calls for its preservation. The Plan’s Task Force called on the Planning Department’s staff and consultants to conduct a unique housing opportunities site analysis (“Western SoMa Housing Strategic Analysis Memo”) with a goal of identifying development sites in the zoning districts for formal Residential Enclave (RED) zoning in the West SoMa SUD. Under the SUD, if new housing is to be built, it has to be an integral part of the existing neighborhoods. This means that housing production should support the existing neighborhood pattern, residential services and amenities. Dwelling unit mergers and residential conversions of rent-controlled units are strongly

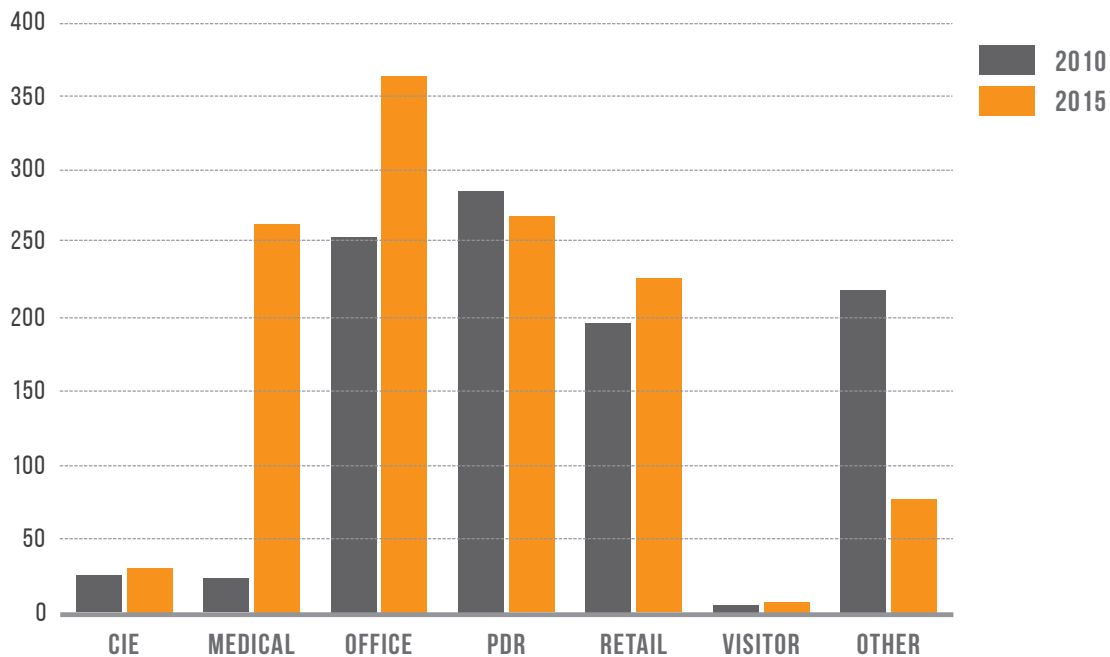
⁶ Although data to show vacancy rates for the *Western SoMa Community Plan* area is not available, commercial real estate brokerage firms like Cushman & Wakefield show that vacancy rates for different types of land uses decreased substantially in San Francisco between 2011 and 2015 across different sectors. See Cushman & Wakefield San Francisco Office Snapshot Q4 2015 and Retail Snapshot Q4 2015.

⁷ See 2013 US Workplace Survey by Gensler.

FIGURE 2.4.1**Jobs by Land Use, Western SoMa, Q3 2010 and 2015**

Source: California Employment Development Department

Note: Starting in 2013, the Bureau of Labor Statistics reclassified In-Home Supportive Services (roughly 20,000 jobs citywide) from the Private Household category (classified as "Other") to other classifications, most of which are captured in this report under "Medical".

FIGURE 2.4.2**Establishment by Land Use, Western SoMa, Q3 2010 and 2015**

Source: California Employment Development Department

Note: Starting in 2013, the Bureau of Labor Statistics reclassified In-Home Supportive Services (roughly 20,000 jobs citywide) from the Private Household category (classified as "Other") to other classifications, most of which are captured in this report under "Medical".

TABLE 2.4.2**Sales Taxes Collected in Western SoMa, 2011–2015**

Year	Western SoMa	% change from previous year	San Francisco	% change from previous year
2011	\$3,980,308	–	\$75,198,021	–
2012	\$4,316,833	8.5%	\$80,709,201	7.3%
2013	\$4,585,269	6.2%	\$84,261,806	4.4%
2014	\$4,892,336	6.7%	\$89,605,413	6.3%
2015	\$5,140,165	5.1%	\$94,546,142	5.5%
TOTAL	\$22,914,911		\$424,320,583	

Source: San Francisco Controller's Office.

TABLE 2.4.3**Property Taxes Collected in the Eastern Neighborhoods, 2008 and 2015**

Area	2008	2015
Central Waterfront	\$5,704,111	\$10,338,391
East SoMa	\$46,831,664	\$63,172,434
Mission	\$37,908,346	\$58,957,413
Showplace Square/Potrero Hill	\$29,446,594	\$47,803,586
Western SoMa	\$17,146,718	\$24,348,243
Total	\$137,037,433	\$204,620,067

Source: SF Assessor's Office for 2008 data (assessed values times tax rate of 1.163%) and Tax Collector's Office for 2015.

discouraged and housing demolitions are allowed only on condition of adequate unit replacement.

3.1 Housing Inventory and New Housing Production

The Planning Department's latest housing inventory, using US Census and permit data, shows that all of South of Market has roughly 11,380 housing units as of the end of 2015; this represents 3% of the citywide total.⁸ Table 3.1.1 shows that 76 net new units were built in the past five years in Western SoMa, compared with approximately 497 units built between 2006 and 2010. Of the net new units produced, 14 were conversions from non-residential uses and the rest were completed from new construction. During the first two years of the reporting period, 2011 and 2012, the construction sector was still recovering from the slow-down of the recession, and only 28

net units were built. Between 2013 and 2015, however, Western SoMa added 48 new units, or about 16 units per year. Table 3.1.2 shows the citywide figures for comparison. About one percent of the net increase in the City's housing stock in the last five years was in the Western SoMa. Map 4 shows the location of recent housing construction. Additional details about these new development projects can be found in Appendix Table B-10.

⁸ 2015 San Francisco Housing Inventory.

TABLE 3.1.1**New Housing Production, Western SoMa, 2011–2015**

Calendar Year	Units Completed from New Construction	Units Demolished	Units Gained or Lost from Alterations	Net Change in Number of Units
2011	24	–	–	24
2012	–	–	4	4
2013	–	–	(12)	(12)
2014	–	–	5	5
2015	41	–	14	55
TOTAL	65	–	11	76

Source: San Francisco Planning Department

Note: Includes all developments in the Plan area during reporting period, including those that did not receive CEQA clearance under Eastern Neighborhoods EIR.

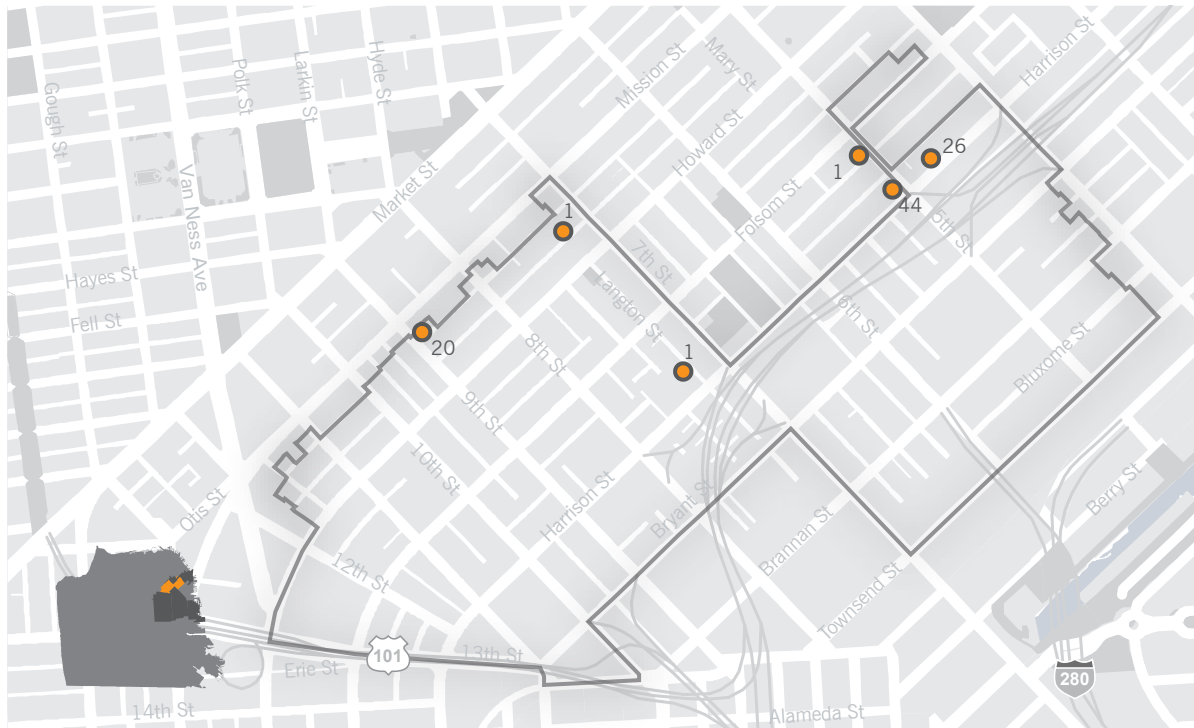
TABLE 3.1.2**New Housing Production, San Francisco, 2011–2015**

Calendar Year	Units Completed from New Construction	Units Demolished	Units Gained or Lost from Alterations	Net Change in Number of Units
2011	348	84	5	269
2012	796	127	650	1,319
2013	2,330	429	59	1,960
2014	3,455	95	156	3,516
2015	2,472	25	507	2,954
TOTAL	9,401	760	1,377	10,018

Source: San Francisco Planning Department

MAP 4

New Housing Production Western SoMa 2011–2015



● Net Units

Note: Projects that added 5 or more net new units.

3.2 Housing Development Pipeline

As discussed above in the Commercial Activity chapter, the pipeline should be analyzed along two different categories: projects that have submitted planning and building applications (under review) and projects that have received entitlements and are either awaiting or are under construction. The latter (particularly those under construction) are considered much more likely to add residential or commercial capacity to the city's building stock in the short-to-medium term, while projects under review may require clearance from environmental review, variances to planning code restrictions, and discretionary review. In general, the Planning Department estimates that projects that are currently under construction can take up to two years to be ready for occupancy, entitled projects can take between two and seven years,

while projects under review can take as many as ten years, if they are indeed approved.

The pipeline for new housing development in the Western SoMa as of the end of 2015 is 1,288 units, of which 872 are under review. Roughly 416 units are under construction as shown on [Table 3.2.1](#). The pipeline for the Western SoMa accounts for one percent of the total number of projects in the City, though only two percent of the number of units, which suggests that new projects are of a smaller scale than housing developments in the pipeline for San Francisco as a whole.

[Map 5](#) shows the location of these proposed housing projects by development status. [Appendix Table C-10](#) provides a detailed list of these housing pipeline projects.

TABLE 3.2.1

Housing Development Pipeline, Western SoMa and San Francisco, Q4 2015

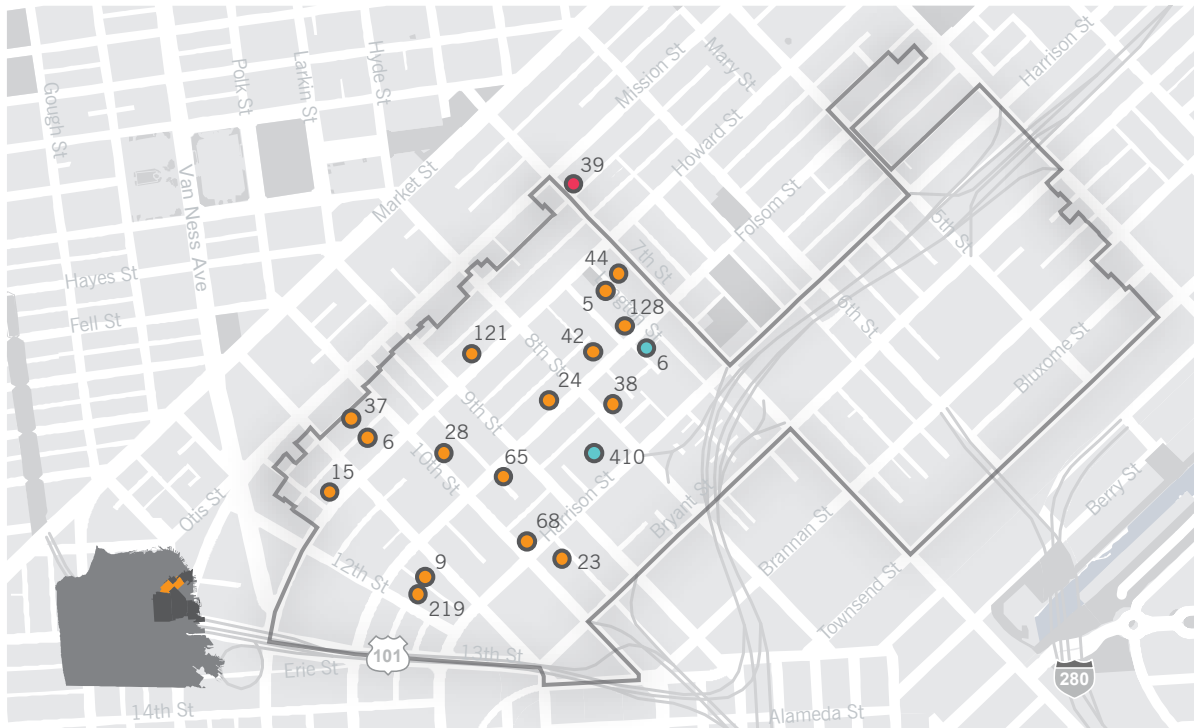
Development Status	Western SoMa			San Francisco		
	No. of Units	No. of Affordable Units	No. of Projects	No. of Units	No. of Affordable Units	No. of Projects
Construction	416	62	2	8,816	979	232
Planning Entitled	–	–	–	31,546	6,141	353
Planning Approved	–	–	–	27,617	12	80
Building Permit Filed	–	–	–	1,529	73	36
Building Permit Approved/ Issued/ Reinstated	–	–	–	2,400	6,056	237
Under Review	872	36	16	21,752	1,797	708
Planning Filed	726	36	10	17,575	1,574	206
Building Permit Filed	146	2	6	4,177	223	502
Total	1,288	98	18	62,114	8,917	1,293

Source: San Francisco Planning Department

Note: Includes all residential developments in the pipeline as of December 31, 2015, including those that did not (or will not) receive CEQA clearance under Eastern Neighborhoods EIR.

MAP 5

Housing Development Pipeline by Development Status, Western SoMa, Q4 2015



- Entitled
- Under Construction
- Under Review

Note: Only includes residential developments with 5 or more units.

3.3 Affordable Housing in Western SoMa

San Francisco and the Western SoMa Area Plan have a number of policies in place to facilitate the development of affordable housing. This section describes some of these policies and shows the extent to which affordable housing was built in the Plan area over the past five years.

3.3.1 Affordable Housing Efforts: Citywide, Eastern Neighborhoods, and Western SoMa

The City of San Francisco has a number of programs to provide housing opportunities to families whose incomes prevent them from accessing market-rate housing. The San Francisco Housing Authority (SFHA) maintains dozens of properties throughout the City aimed at extremely low (30% of AMI), very low (50% of AMI) and low (80% of AMI) income households. Households living in SFHA-managed properties pay no more than 30% of their income on rent, and the average household earns roughly \$15,000. Four of these properties are located within the Eastern Neighborhoods boundaries: two in the Mission, located at 390 Valencia Street and 3138 Kamille Court; and two in Potrero Hill, located at 911 Missouri Street and 1095 Connecticut Street (Potrero Annex).

The City has also launched a partnership between the SFHA, the Mayor's Office of Housing and Community Development (MOHCD), community organizations, real estate developers, and philanthropies to redevelop some of the more dilapidated public housing sites into vibrant mixed-income communities with a central goal of keeping existing residents in their neighborhoods. One of the Hope SF projects, Potrero Terrace/Annex is located in the Eastern Neighborhoods (Showplace Square/Potrero Hill). MOHCD also maintains a number of funding programs to provide capital financing for affordable housing developments targeting households earning between 30% and 60% of AMI, low-income seniors, and other special needs groups. In most cases, MOHCD funding is leveraged to access outside sources of funding, such as Federal Low Income Housing Tax Credits, allocated by the State.

One of the tools to promote affordable housing development in San Francisco is the inclusionary housing program specified in Section 415 of the Planning Code. This program requires that developments of 10 or more units of market rate housing must reserve 12% of the units to families earning below 55% of AMI (for rental units) or 90% of AMI (for ownership units). Developers can opt to build the units "off-site" (in a different building), within a 1-mile radius from the original development, as long as units are sold to households earning less than 70% of AMI. In this case, the requirement is increased to 20% of the total number of units in the sponsoring project. The income and rent limits for housing units managed by the Mayor's Office of Housing are included in [Appendix G](#).

The Mayor, Board of Supervisors, Planning Department, and Mayor's Office of Housing have recently passed or introduced legislation to further expand the supply of affordable housing throughout the City. The City currently has legislation to encourage the development of accessory dwelling units (ADUs) within existing residential buildings in Supervisor Districts 3 and 8. These ordinances remove obstacles to the development of ADUs, including density limits and parking requirements, in order to incentivize a housing type that has been identified as a valuable option for middle-class households that do not require a lot of space.⁹ A proposal to expand a similar policy to the rest of the City is currently under discussion.

Another policy that has the potential to add thousands of units of affordable housing to the city's stock is the Affordable Housing Bonus Program, which is currently under review by the City. As one of the legislative options, the program would allow developers in certain areas to build an additional two stories above what is allowed by their height limit district, in exchange for providing additional affordable housing, with a special focus on middle-income families that currently cannot access housing through the market. With

9 Wegmann, Jake, and Karen Chapple. "Hidden density in single-family neighborhoods: backyard cottages as an equitable smart growth strategy." *Journal of Urbanism: International Research on Placemaking and Urban Sustainability* 7.3 (2014): 307-329.

the exception of 100% affordable projects, the Bonus Program would not apply to parcels in the Eastern Neighborhoods, as most do not currently have density restrictions. The program is intended to expand housing development options outside of the Eastern Neighborhoods, where housing development has been limited in recent decades.

In addition to the Citywide programs described above, the Eastern Neighborhoods Area Plans also placed a high priority on the production and protection of affordable housing, and created policies to expand access to housing opportunities to low and moderate-income families. Project sponsors in the certain parts of the Eastern Neighborhoods Area Plans may also apply for the alternative of dedicating land for affordable housing. However, this does not apply to the Western SoMa Area Plan. Most units sold under the Inclusionary Program sell for 90% of Area Median Income (AMI) and most rental units rent for 55% of AMI. Developers also have the option of paying a fee in lieu of developing the units themselves, which the City can use to finance the development of 100% affordable projects. Funds collected through these “in-lieu fees” are managed by the Mayor’s Office of Housing and Community Development and can be spent anywhere in the City. The Plan also requires bedroom mixes in its mixed use districts to encourage 2- and 3-bedroom units that are suitable to families, including the units sold or leased at below-market rates. Lastly, in order to reduce the costs and incentivize housing production, the Plan removed density controls and parking requirements in many of its zoning districts, particularly those well-served by public transit and pedestrian and bike infrastructure.

3.4 Net New Affordable Housing Production

As discussed in this report’s introduction, expanding access to affordable housing opportunities was a high priority for the communities in the Eastern Neighborhoods during the planning process, and it has only gained more urgency in recent years. Western SoMa, along with the other Eastern Neighborhood Area Plans has been a symbol of the pressures of exploding housing costs on neighborhood stability and character.

As [Table 3.4.1](#) shows, only six affordable units were built during the 2011-15 five-year monitoring period. The six units built between 2011 and 2015 make up eight percent of the 76 net new units built in Western SoMa (shown previously in [Table 3.1.1](#)), lower than the inclusionary housing minimum of 12%. The percentage is lower than the minimum because one project (shown on [Table 3.4.3](#)) chose to pay a fee to the City equivalent to 20% of the total number of units rather than building the units on-site. This fee raised \$917,881 for the City’s housing development program managed by MOHCD. New affordable units are estimated to cost roughly \$550,000 in construction costs (not including land), towards which MOHCD contributes about \$250,000, requiring the developer to raise the rest from Federal, State, and other sources. Therefore, it is estimated that the “in-lieu fees” collected in Western SoMa in this period, if successfully leveraged into additional external funding and used to build projects on publicly controlled land, could yield an additional three to four units.¹⁰ Moreover, projects with fewer than 10 units are exempt from the inclusionary housing requirement, which may skew the percentage below the minimum. Out of the 24 affordable units, 20 were paid for by public subsidies and were made affordable to moderate households (80-120% AMI) located at 121 9th Street and 4 inclusionary units were made affordable to moderate households as a part of the 26 dwelling units constructed at 870 Harrison Street.

The inclusionary housing production in Western SoMa accounts for about one percent of the citywide production (853 units, as shown in [Table 3.4.2](#) between 2011 and 2015). Because no publicly subsidized developments were completed in this period, Western SoMa only built 0.22% of the city’s affordable units (2,735) during the period. Looking into the future, Western SoMa has 62 affordable entitled units in the pipeline, all of which that are already under construction, compared to the 7,120 citywide entitled units (less than 1%).

¹⁰ The development costs of affordable housing units are rough estimates based on recent projects that have received assistance from MOHCD.

TABLE 3.4.1**Affordable Housing Production, Western SoMa, 2011–2015**

Calendar Year	Public Subsidy	Inclusionary	Secondary Units	Total
2011	–	2		2
2012	–	–	1	1
2013	–	–		–
2014	–	–	1	1
2015	–	4		4
TOTAL	–	6	2	8

Source: San Francisco Planning Department and Mayor's Office of Housing and Community Development

Note: Secondary units are considered "naturally affordable" and are not income restricted like units produced through the inclusionary housing program or through public subsidies.

TABLE 3.4.2**Affordable Housing Production, San Francisco, 2011–2015**

Calendar Year	Public Subsidy	Inclusionary	Secondary Units	Total
2011	141	4	60	205
2012	377	98	38	513
2013	464	216	30	710
2014	449	249	57	755
2015	213	286	53	552
TOTAL	1,644	853	238	2,735

Source: San Francisco Planning Department and Mayor's Office of Housing and Community Development

Note: Secondary units are considered "naturally affordable" and are not income restricted like units produced through the inclusionary housing program or through public subsidies.

TABLE 3.4.3**Housing Developments Opting for Affordable Housing "In-lieu" Fee, Western SoMa, 2011–2015**

ADDRESS	YEAR	TOTAL FEE AMOUNT
248 09TH ST	2014	\$917,881
GRAND TOTAL		\$917,881

Source: Department of Building Inspection

MAP 6

New Affordable Housing, Western SoMa, 2011–2015



● Market-rate Project with Inclusionary Housing

3.5 Housing Stock Preservation

A key component in promoting neighborhood affordability and stability is to preserve the existing stock of housing. New housing development in San Francisco is costly and preserving homes can prevent displacement of existing residents and workers in Western SoMa. The *Western SoMa Area Plan* supports the preservation of the area's existing housing stock and prohibits residential demolition unless this project ensures sufficient replacement of housing units. Restrictions on demolitions also help to preserve affordable, rent-controlled housing and historic resources.

A neighborhood's housing stock can also change without physical changes to the building structure. Conversions of rental housing to condominiums can turn housing that is rent controlled and potentially accessible to moderate income households to housing that can be occupied by a narrower set of residents, namely, those with access to down payment funds and enough earning power to purchase a home. Lastly, rental units can be "lost" to evictions of various types, from owners moving in to units formerly occupied by tenants to the use of the Ellis Act provisions in which landlords who wish to no longer rent their property can evict tenants.

One important priority of the Plan's housing stock preservation efforts is to maintain the existing stock of single room occupancy (SRO) hotels, which typically serve as a relatively affordable option for low income households. [Appendix H](#) includes a list of SRO properties and number of residential units. There are four SRO hotels in Western SoMa, which provide a total of 107 units. The following subsections document the trends in these various types of changes to the housing stock in the *Western SoMa Area Plan* and San Francisco between 2011 and 2015 and comparing the most recent five years with the preceding 5-year period.

3.5.1 Units Lost to Alteration or Demolition

In this most recent reporting period, 14 units were lost in Western SoMa ([Table 3.5.1](#)) or about 1% of units lost citywide. All of the units lost in Western SoMa were lost due to an alteration and none due to demolitions. Thirteen were lost to units merging into larger units and one was a correction to official records. [Table 3.5.2](#) shows San Francisco figures for comparison. Illegal units removed also result in loss of housing; corrections to official records, on the other hand, are adjustments to the housing count.

TABLE 3.5.1

Units Lost, Western SoMa, 2011–2015

Calendar Year	Units Lost Through Alterations by Type of Loss					Units Demolished	Total Units Lost
	Illegal Units Removed	Units Merged into Larger Units	Correction to Official Records	Units Converted	Total Alterations		
2011	–	–	–	–	–	–	–
2012	–	–	–	–	–	–	–
2013	–	13	1	–	14	–	14
2014	–	–	–	–	–	–	–
2015	–	–	–	–	–	–	–
TOTAL	–	13	1	–	14	–	14

Source: San Francisco Planning Department

TABLE 3.5.2**Units Lost, San Francisco, 2011–2015**

Calendar Year	Units Lost Through Alterations by Type of Loss					Units Demolished	Total Units Lost
	Illegal Units Removed	Units Merged into Larger Units	Correction to Official Records	Units Converted	Total Alterations		
2011	39	22	1	3	65	84	149
2012	2	23	1	1	27	127	154
2013	70	38	2	-	110	427	537
2014	24	20	1	-	45	95	140
2015	100	12	1	3	116	25	141
TOTAL	235	115	6	7	363	758	1,121

Source: San Francisco Planning Department

TABLE 3.5.3**Condo Conversion, Western SoMa, 2011–2015**

Year	Western SoMa		San Francisco		Western SoMa as % of Citywide Total	
	No of Bldgs	No of Units	No of Bldgs	No of Units	No of Bldgs	No of Units
2011	–	–	200	472	0%	0%
2012	5	17	201	488	2%	3%
2013	–	–	147	369	0%	0%
2014	1	2	239	727	0%	0%
2015	2	9	149	500	1%	2%
Totals	8	28	936	2,556	1%	1%

Source: DPW Bureau of Street Use and Mapping

3.5.2 Condominium Conversions

Condo conversions increase San Francisco's homeownership rate, estimated to be at about 37% in 2014. However, condo conversions also mean a reduction in the city's rental stock. Compared to the rest of the city's share of renters (67%), the Western SoMa area has a comparable share of renters. In 2014, an estimated 74% of households in Western SoMa were renters. Almost 7% of San Francisco's rental units are in Western SoMa as of 2014, about the same figure as in 2010.¹¹

Table 3.5.3 shows that in the last five years, 28 units in eight buildings in Western SoMa were

converted to condominiums. In all, approximately 1% of all rental units in Western SoMa were converted to condominiums between 2011 and 2015. This represents one percent of all condo conversions citywide.

3.5.3 Evictions

Evictions by owners that choose to move in to their occupied rental units or use the Ellis Act provisions to withdraw their units from the rental market also cause changes to the housing stock. These evictions effectively remove units from the rental housing stock and are, in most cases, precursors to condo conversions.

Table 3.5.4 shows that owner move-ins led to evictions in four units. Similarly, Ellis Act withdrawals led to 12 evictions during the most

¹¹ The following 2010 census tracts were used to approximate the Western SoMa Area Plan boundaries: 178.02 and 180.00. According to the 2006-2010 American Community Survey, there are roughly 2,550 renter-occupied units in Western SoMa.

TABLE 3.5.4**Evictions, Western SoMa, 2011–2015**

Year	Western SoMa			San Francisco			Western SoMa as % of Citywide Total		
	Owner Move In	Ellis Act Withdrawal	Other	Owner Move In	Ellis Act Withdrawal	Other	Owner Move In	Ellis Act Withdrawal	Other
2011	0	0	16	123	54	1102	0%	0%	1%
2012	1	0	5	172	99	1343	1%	0%	0%
2013	0	9	20	275	229	1368	0%	4%	1%
2014	2	3	26	315	101	1550	1%	3%	2%
2015	1	0	23	425	142	1518	0%	0%	2%
Totals	4	12	90	1,310	625	6,881	0.3%	2%	1%

Source: San Francisco Rent Board

Note: Evictions classified under “Other” include “at fault” evictions such as breach of contract or failure to pay rent.

TABLE 3.6.1**Jobs Housing Linkage Fees Collected, Western SoMa, FY 2011/12–2015/16**

Fiscal Year	Revenue
2011–12	\$–
2012–13	\$893,542
2013–14	\$–
2014–15	\$6,205
2015–16	\$–
Total	\$899,747

*Department of Building Inspection as of 6/1/16

recent reporting period. Owner move-in evictions in Western SoMa accounted for 0.3% of the citywide total while the Plan area accounted for about two percent of Ellis Act evictions in San Francisco between 2011 and 2015. During these five years, an estimated 2.3% of rental units in Western SoMa experienced owner move-in and Ellis Act evictions. Other types of evictions, also tabulated in [Table 3.5.4](#), include evictions due to breach of rental contracts or non-payment of rent; this could also include evictions to perform capital improvements or substantial rehabilitation.

3.6 Jobs Housing Linkage Fee Program (JHLP)

Prompted by the *Downtown Plan* in 1985, the City determined that large office development, by increasing employment, attracts new residents and therefore increases demand for housing. In response, the Office Affordable Housing Produc-

tion Program (OAHPP) was established in 1985 to require large office developments to contribute to a fund to increase the amount of affordable housing. In 2001, the OAHPP was re-named the Jobs-Housing Linkage Program (JHLP) and revised to require all commercial projects with a net addition of 25,000 gross square feet or more to contribute to the fund. Between fiscal year 2011/12 and 2015/16, commercial developments in Western SoMa generated roughly \$1.3 million to be used for affordable housing development by the city, as shown in [Table 3.6.1](#). Based on the MOHCD estimate of \$550,000 (not including the cost of land) required to build one affordable housing unit, the fees collected in the 2014-2015 fiscal year could potentially create about two to three affordable units.

4. Accessibility and Transportation

The *Western SoMa Community Plan* area is characterized by a multitude of mobility options and its resident's access to employment and other destinations through a variety of transport modes. Since the construction of the Central Freeway in the 1950s, the transportation system has been heavily oriented toward auto-related facilities and activities, however, the *Western SoMa Community Plan* has policies to move away from that trend and is doing so. A little over a third of commuters in Western SoMa travel to work by car, similar to the rest of San Francisco (36% to 44%, respectively). As [Table 4.1.1](#) shows, another widely used commute mode in Western SoMa is public transit, which is used by another 36% of residents (compared to 33% citywide), and other alternative commute modes also play an important role, including biking at seven percent walking at 11%, and working at home at 10%. In order to maintain this characteristic and move towards lower dependency on private automobiles, the *Western SoMa Community Plan's* objectives related to transportation all favor continued investments to tie land use intensities and local travel patterns together. While Western SoMa has streets connecting the city to major on and off ramps to the Central Freeway, hosting regional traffic, most of the residents and workforce takes public transit or walks to and from where they need to go.

4.1 Transportation Improvements – EN Trips

The Eastern Neighborhoods Transportation Implementation Planning Study (EN TRIPS) Report assessed the overall transportation needs for the Eastern Neighborhoods and proposed a set of discreet projects that could best address these needs in the most efficient and cost beneficial manner. EN Trips identified three major projects for prioritization:

- 1) Complete streets treatment for a Howard Street / Folsom Street couplet running between 5th and 11th Street
- 2) Complete streets and transit prioritization improvements for a 7th Street and 8th Street couplet running between Market and Harrison Street in East Soma
- 3) Complete streets and transit prioritization improvements for 16th Street (22-Fillmore) running between Church Street and 7th Street.

Other broader improvements were also discussed including street grid and connectivity improvements through the northeast Mission and Showplace Square, bicycle route improvements throughout particularly along 17th Street, and mid-block signalizations and crossings in South of Market.

TABLE 4.1.1

Commute Mode Split, Western SoMa and San Francisco, 2011–2015

Transport Mode	Western SoMa		San Francisco		Western SoMa as % of San Francisco
	No of Commuters	%	No of Commuters	%	
Car	999	36%	199,470	44%	1%
Drove Alone	689	25%	165,151	36%	0%
Carpooled	310	11%	34,319	8%	1%
Transit	1,004	36%	150,222	33%	1%
Bike	189	7%	17,356	4%	1%
Walk	303	11%	46,810	10%	1%
Other	9	0%	10,579	2%	0%
Worked at Home	289	10%	32,233	7%	1%
Total	2,793	100%	456,670	100%	1%

Source: 2014 American Community Survey 5-year estimate

4.2 Pedestrian and Bicycle Improvements

Western SoMa is faced with difficult challenges that require the need to address the travel needs of its residents and businesses, while maintaining and improving the area as a desirable place to live. With the Central Freeway and Highway 101 cutting through the area and the heavy auto-oriented traffic behavior in the surrounding streets, the *Western SoMa Community Plan* calls for the preservation and improvements to the existing alleys that provide an escape from the long and wide street network, and neighborhood-serving streets. The alleys serve as a safer and more direct route to destinations and improve area walkability and bike-ability. The Plan proposes improvements in the vicinity of and along Folsom Street. The Plan calls for low cost, demand management measures that reduce automobile independence and promotes transit, bicycling and walking. In general, the Plan calls for improved connectivity and safety for pedestrians and bicyclists; and seamless pass through of automobiles and goods through the area to and from the freeway.

In March 2012, the *Western SoMa Neighborhood Transportation Plan (NTP)* was completed and adopted. In support of the implementation of the NTP, the San Francisco County Transportation Authority (SFCTA) conducted a NTP process. The NTP sought to move selected improvement ideas from the *Western SoMa Community Plan* to implementation-ready status by providing cost estimates, conceptual designs, and other relevant project development work. Using a technical assessment and input from the community, the Study developed conceptual designs for improvements to three of Western SoMa's alleys for traffic calming and streetscape improvements, including mid-block crossings of the numbered streets, including Minna and Natoma between 7th and 9th Streets, and Ringold between 8th and 9th Streets (shown below in [Figures 4.2.1 & 4.2.2](#)).

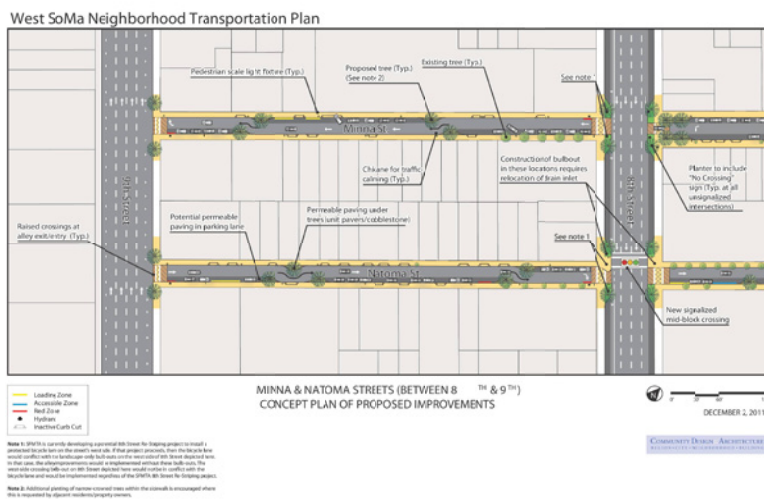
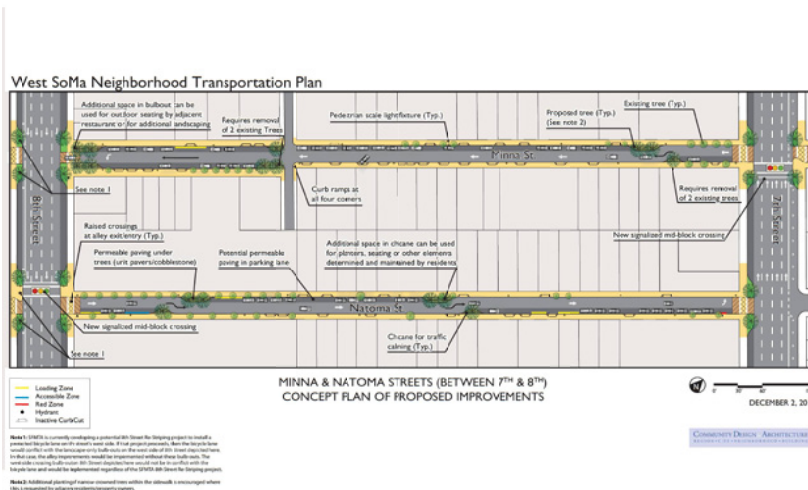
In January 2011, San Francisco's *Better Streets Plan*, adopted by the Board of Supervisors in December 2010, went into effect. The Plan contains design guidelines for pedestrian and streetscape improvements and describes streetscape requirements for new development.

Major themes and ideas include distinctive, unified streetscape design, space for public life, enhanced pedestrian safety, universal design and accessibility, and creative use of parking lanes. The *Better Streets Plan* only describes a vision for ideal streets and seeks to balance the needs of all street users and street types. Detailed implementation strategies will be developed in the future based on specific project proposals.

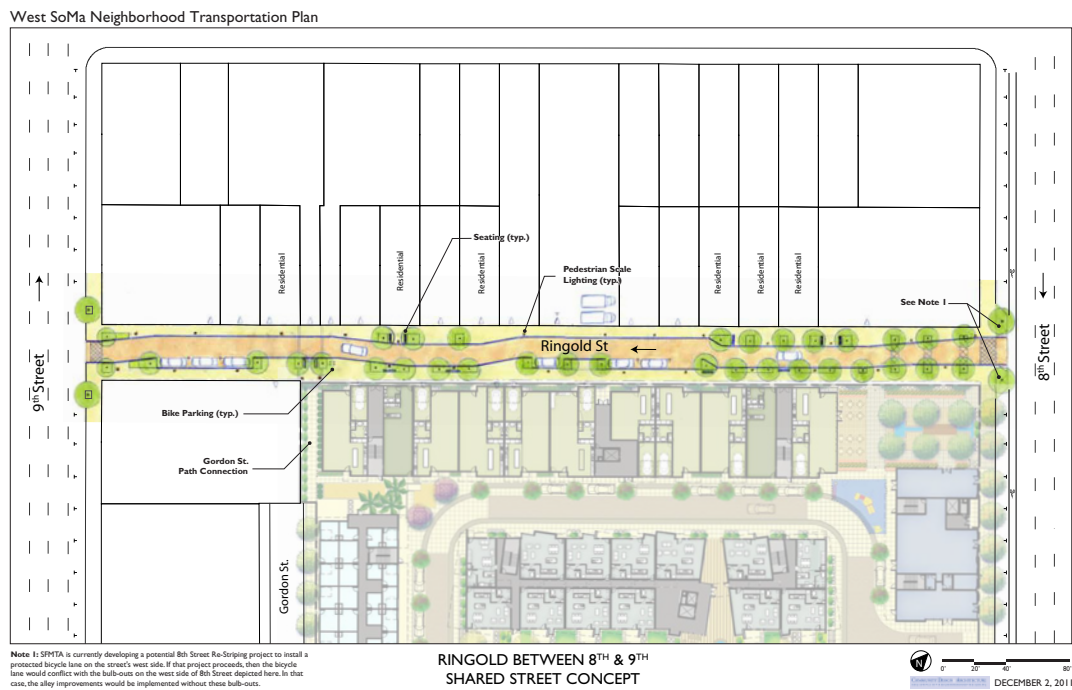
In 2014, San Francisco adopted Vision Zero, a commitment to eliminating traffic-related fatalities by 2024. The City has identified capital projects to improve street safety, which will build on existing pedestrian, bicycle, and transit-rider safety programs. The first round will include 245 projects, including several in Western SoMa, shown on [Table 4.2.1](#). One major project is the Folsom Street/Howard Street Streetscape Project. The goal is to provide a more pedestrian-friendly and multimodal street. Bicycle and pedestrian safety improvements such as cycle tracks, or other bicycle facilities, widened sidewalks, additional crossings, bus and corner bulbouts and new streetscape landscaping will be constructed along the two streets between 2nd and 13th Streets. This project is also a "Priority Project" for Eastern Neighborhood implementation.

FIGURE 4.2.1

West SoMa Transportation Plan Traffic Calming and Streetscape Improvements: Minna & Natoma



Source: San Francisco County Transportation Authority

FIGURE 4.2.2**West SoMa Transportation Plan Traffic Calming and Streetscape Improvements: Ringold**

Source: San Francisco County Transportation Authority

TABLE 4.2.1**Vision Zero Projects in Western SoMa**

Project Name	Start Date (EST)	Completion Date (EST)	Current Phase	Total Budget (EST)
Bicycle and pedestrian intersection spot improvements (11th St./13th St./ Bryant St.)	Winter 2014/15	Fall 2015	DESIGN	\$150,000
8th/Natoma New Signal	Spring 2014	Fall 2015	CONST	\$365,000
Howard Streetscape Project	Summer 2014	Spring 2019	DESIGN	\$2,135,000
Bessie Carmichael Elementary School	Winter 2014/15	Fall 2017	DESIGN	\$792,000
Howard Street Pilot	Winter 2014/15	Winter 2015/16	DESIGN	\$300,000
7th Street Streetscape	TBD	TBD	CONST	\$1,411,000
8th Street Streetscape	TBD	TBD	CONST	\$1,436,000

Source: San Francisco Municipal Transportation Agency

5. Community Improvements

The Eastern Neighborhoods Area Plans included Public Benefits a framework for delivering infrastructure and other public benefits. The public benefits framework was described in the Eastern Neighborhoods “Implementation Document,” which was provided to the public, the Planning Commission, and the Board of Supervisors at the time of the original Eastern Neighborhoods approvals. This Implementation Document described infrastructure and other public benefits needed to keep up with development, established key funding mechanisms for the infrastructure, and provided a broader strategy for funding and maintaining newly needed infrastructure. Below is a description of how the public benefit policies were originally derived and expected to be updated. [Map 7](#) shows the location of community improvements underway or completed in Western SoMa between 2011 and 2015.

5.1 Need, Nexus and Feasibility

To determine how much additional infrastructure and services would be required to serve new development, the Planning Department conducted a needs assessment that looked at recreation and open space facilities and maintenance, schools, community facilities including child care, neighborhood serving businesses, and affordable housing.

A significant part of the Eastern Neighborhoods Area Plans was the establishment of the Eastern Neighborhoods Community Impact Fee and Fund. Nexus Studies were conducted as part of the original Eastern Neighborhoods effort, and then again as part of a Citywide Nexus and Levels-of-Service study described below. Both studies translated need created by development into an infrastructure cost per square foot of new development. This cost per square foot determines the maximum development impact fee that can be legally charged. After establishing the absolute maximum fee that can be charged legally, the City then tests what maximum fee can be charged without making development infeasible. In most instances, fees are ultimately established at lower than the legally justified amount determined by

the nexus. Because fees are usually set lower than what could be legally justified, it is understood that impact fees cannot address all needs created by new development.

Need for transportation was studied separately under EN Trips and then later under the Transportation Sustainability Program. Each infrastructure or service need was analyzed by studying the General Plan, departmental databases, and facility plans, and with consultation of City agencies charged with providing the infrastructure or need.

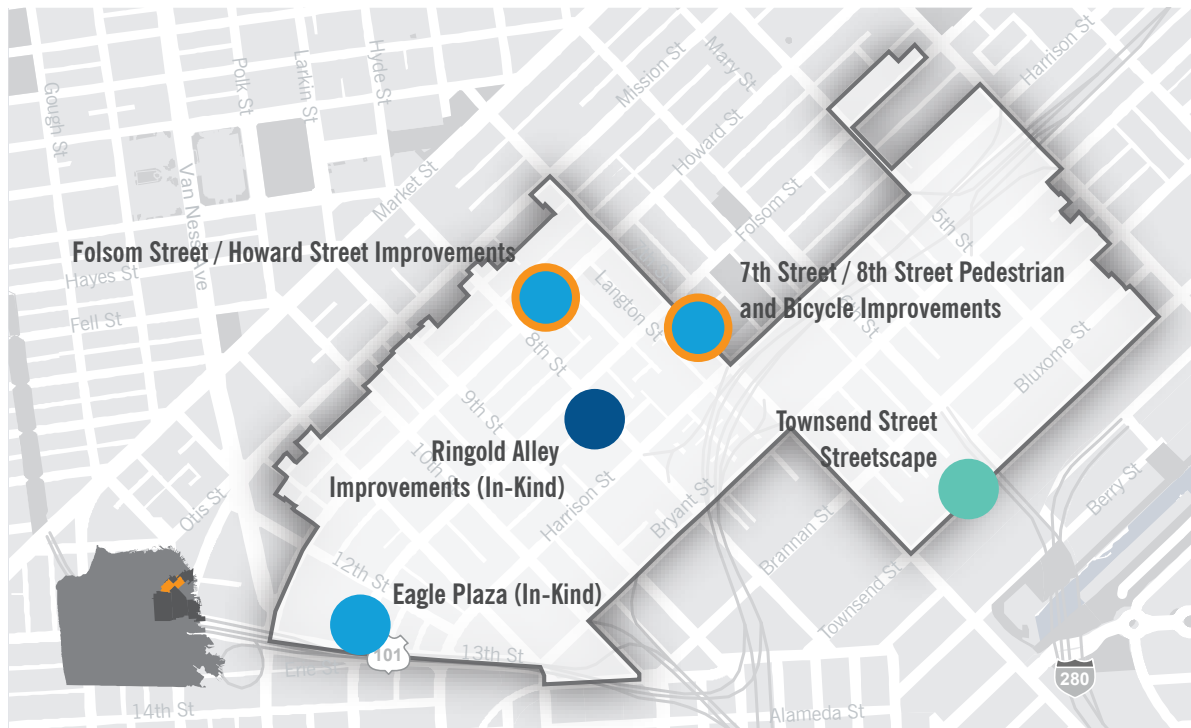
As part of a required periodic update, in 2015, the Planning Department published a Citywide Needs Assessment that created levels-of-service metrics for new parks and open space, rehabilitated parks and open space, child care, bicycle facilities, and pedestrian facilities (“San Francisco Infrastructure Level of Service Analysis”).

Separate from the Citywide Nexus published in 2015, MTA and the Planning Department also produced a Needs Assessment and Nexus Study to analyze the need for additional transit services, along with complete streets. This effort was to provide justification for instituting a new Transportation Sustainability Fee (TSF) to replace the existing Transit Development Impact Fee (TDIF). In the analysis, the derived need for transit from new development is described providing the same amount transit service (measured by transit service hours) relative to amount of demand (measured by number of auto plus transit trips).

Between the original Needs Assessment, and the Level-of-Service Analysis, and the TSF Study the City has established metrics that establishes what is needed to maintain acceptable infrastructure and services in the Eastern Neighborhoods and throughout the City. These metrics of facilities and service needs are included in [Appendix I](#).

MAP 7

Community Improvements in Western SoMa, 2011–2015



Project Status

- Complete
- Construction / Near Construction
- Planned
- Conceptual

Project Size

- Major
- Community

5.2 Recreation, Parks and Open Space

The *Western SoMa Community Plan's* open space section calls for the emphasis of the following:

- » Identify new park sites based on public health and environmental recommendations and specific needs and conditions of the neighborhood
- » Prioritize the public realm improvements
- » Enhance community diversity and pedestrian accessibility, safety, pedestrian connections to transit and improved streetscapes
- » Maintain and develop enhanced at grade yard patterns
- » Promote new sustainable and ecological open space, encouraging innovative ways to provide publicly accessible open space, including public open space in private parcels, public gardens, and public roofs
- » Measure the impact of development in the neighborhood and make development pay for open space.

At the time of the Plan's adoption, the City had about 5.5 acres of open space per 1,000 resi-

dents; in Western SoMa this ratio was much less. Only 0.23 acres of public parks and 8,363 residents were found to be in Western SoMa. While significant open spaces exist in close proximity to Western SoMa, such as at Victoria Manolo Draves Park and at Civic Center Plaza, the ratio of 0.027 acres per 1,000 residents conveys the need for more park space in Western SoMa. The need for developing new recreational open space in Western SoMa is an imperative for existing and future neighborhood residents, workers and visitors. Expected to be completed in 2018, Eagle Plaza is proposed to be constructed within the 12th Street right-of-way between Bernice Street and Harrison Street. As an in-kind improvement for the development project at 1532 Harrison Street this plaza will be constructed within the same time frame as the project (see [Figure 5.2.1](#)). The plaza will feature a single-surface shared public way treatment for the sidewalk and roadway portions of the right-of-way with a single lane of travel reconfigured for in a curvilinear pattern to slow traffic and define to distinct zones for the plaza. The open space will feature custom made planters, seating, and a green knoll, among other features.

FIGURE 5.2.1

1532 Harrison Street plans for Eagle Plaza



Source: Hoodline

5.3 Community Facilities and Services

As a significant amount of new housing development is expected in Western SoMa, new residents will increase the need to add new community facilities and to maintain and expand existing ones. Community facilities can include any type of service needed to meet the day-to-day needs of residents. These facilities include libraries, parks and open space, schools and child care. Community based organizations also provide many services to area residents including health, human services, and cultural centers. Section 6, below, discusses the process of implementation of the community benefits program, including the collection and management of the impact fees program. [Map 8](#) shows over 20 of the existing community facilities in Western SoMa. Community based organizations currently provide a wide range of services at about 5 sites throughout Western SoMa, ranging from places where homeless men and women can find shelter, food and support services on a daily basis to places where families can find support services and early childhood education.

5.4 Historic Preservation

A number of Planning Code amendments have been implemented in support of the Historic Preservation Policies within the Eastern Neighborhoods Area Plans. These sections of the Planning Code provide for flexibility in permitted uses, thus encouraging the preservation and adaptive reuse of historic resources. The most effective incentive to date is the application of Section 803.9 of the Planning Code within the East and Western SoMa Area Plans. Approximately 10 historic properties have agreed to on-going maintenance and rehabilitation plans in order to preserve these significant buildings. The following list names the Article 10 landmarks in Western SoMa:

- » Jackson Brewing Company Complex located at Folsom and 11th ([Figure 5.4.1](#))
- » Lick Baths located at 156 10th Street
- » St. Joseph's Church located at 1401 Howard Street

Western SoMa Community Plan area also includes Western SOMA Light Industrial and Residential Historic District and Bluxome Townsend Historic District as California Register Historic Districts.

5.4.1 Commercial Uses in Certain Mixed-Use Districts

Within Certain Mixed-Use Districts, the Planning Code principally or conditionally permits various commercial uses that otherwise are not be permitted. The approval path for these commercial uses varies depending on the (1) zoning district, (2) historic status, and (3) proposed use. The table in [Appendix K](#) illustrates Planning Code Section 803.9. Depending on the proposed use, approval may be received from either the Zoning Administrator (ZA) or with Conditional Use Authorization from the Planning Commission. Depending on the zoning district, the historic status may either be: Article 10 Landmark (A10), Contributing

FIGURE 5.4.1
Jackson Brewing Company Complex



Source: SF Planning, Paolo Ikezoe

MAP 8

Community Facilities in Western SoMa



Resources to Article 10 Landmark Districts (A10D), Article 11 Category I, II, III and IV (A11), Listed in or determined eligible for National Register (NR), or Listed in or determined eligible for California Register (CR).

For use of this Planning Code section, the Historic Preservation Commission must provide a recommendation on whether the proposed use would enhance the feasibility of preserving the historic property. Economic feasibility is not a factor in determining application of the code provision. The incentive acknowledges that older buildings generally require more upkeep due to their age, antiquated building systems, and require intervention to adapt to contemporary uses. The property owner commits to preserving and maintaining the building, restoring deteriorated or missing features, providing educational opportunities for the public regarding the history of the building and the district, and the like. As a result the owner is granted flexibility in the use of the property.

Department staff, along with advice from the Historic Preservation Commission, considers the overall historic preservation public benefit in preserving the subject property. Whether the rehabilitation and maintenance plan will enhance the feasibility of preserving the building is determined on a case-by-case basis. Typically, the Historic Preservation Maintenance Plan (HPMP) from the Project Sponsor will outline a short- and long-term maintenance and repair program. These plans vary in content based on the character-defining features of the property and its overall condition. Maintenance and repair programs may include elements, like a window rehabilitation program, sign program, interpretative exhibit, among others.

5.5 Neighborhood Serving Establishments

Neighborhood serving businesses represent a diversity of activities beyond typical land use categories such as retail. This section defines neighborhood serving as those activities of an everyday nature associated with a high “purchase” frequency (see [Appendix L](#) for a list of business categories used). Grocery stores, auto shops and gasoline stations, banks and schools that frequently host other activities, among many other

uses, can be considered “neighborhood serving.” By this definition, Western SoMa is home to about 175 neighborhood serving businesses and establishments employing almost 3,000 people. As shown in [Table 5.5.1](#), the top 10 neighborhood serving establishments in Western SoMa include eating places (full- and limited-service restaurants), bars, schools, grocery stores, gasoline stations, automotive repair shops, gyms and family clothing stores. These businesses are typically along Folsom, Harrison and Bryant Streets as shown on [Map 9](#).

6. Implementation of Proposed Programming

Along with establishing fees, and providing a programmatic framework of projects, the EN approvals included amendments to the City’s Administrative Code establishing a process to choose infrastructure projects for implementation on an ongoing basis.

6.1 Eastern Neighborhoods Citizens Advisory Committee

The Eastern Neighborhoods Citizens Advisory Committee (EN CAC) started meeting on a monthly basis in October 2009. The CAC is comprised of 19 members of the public appointed by the Board of Supervisors or the Mayor. The CAC focuses on implementation of the Eastern Neighborhoods Implementation Program and priority projects. Together with the IPIC, discussed below, the CAC determine how revenue from impact fees are spent. The CAC also plays a key role in reviewing and advising on the Five-Year Monitoring Reports.

The EN CAC has held monthly public meetings since October 2009. For more information on the EN CAC, go to <http://encac.sfplanning.org>.

6.2 Eastern Neighborhoods Community Facilities and Infrastructure Fee & Fund

The Eastern Neighborhoods Community Facilities and Infrastructure Fee includes three tiers of fees

TABLE 5.5.1**Neighborhood Serving Establishments in Western SoMa**

Type	Establishments	Employment
Full-Service Restaurants	32	633
Limited-Service Restaurants	19	469
Drinking Places (Alcoholic Beverages)	19	309
Elementary and Secondary Schools	1	224
Gasoline Stations with Convenience Stores	4	168
Supermarkets and Other Grocery (except Convenience) Stores	4	165
Snack and Nonalcoholic Beverage Bars	9	149
General Automotive Repair	22	126
Family Clothing Stores	4	108
Fitness and Recreational Sports Centers	4	104
Child Day Care Services	3	84
Sporting Goods Stores	6	74
Electronics Stores	7	65
Beer, Wine, and Liquor Stores	3	62
Other Clothing Stores	2	50
Florists	5	31
Civic and Social Organizations	3	27
Cosmetics, Beauty Supplies, and Perfume Stores	1	26
Other Personal and Household Goods Repair and Maintenance	2	16
Used Merchandise Stores	4	13
Food (Health) Supplement Stores	1	10
Nail Salons	2	9
Shoe Stores	2	8
Automotive Transmission Repair	1	8
Automotive Exhaust System Repair	1	6
Beauty Salons	3	6
Car Washes	1	5
Pet Care (except Veterinary) Services	1	5
Commercial Banking	1	3
Sewing, Needlework, and Piece Goods Stores	2	3
Retail Bakeries	1	2
Convenience Stores	1	2
Other Automotive Mechanical and Electrical Repair and Maintenance	1	2
Discount Department Stores	1	1
Coin-Operated Laundries and Drycleaners	1	1
Drycleaning and Laundry Services (except Coin-Operated)	1	1
TOTAL	175	2,975

Source: California Employment Development Department

MAP 9**Neighborhood Serving Businesses in Western SoMa**

- | | |
|---|--|
| ● 311 - Food Manufacturing | ● 522 - Credit Intermediation |
| ● 443 - Electronics and Appliance | ● 532 - Rental and Leasing Services |
| ● 445 - Food and Beverage | ● 611 - Educational Services |
| ● 446 - Health and Personal Care | ● 624 - Social Assistance |
| ● 447 - Gas Stations | ● 713 - Amusement, Gambling and Recreation |
| ● 448 - Clothing and Accessories | ● 722 - Food Services and Drinking Places |
| ● 451 - Sporting goods, Hobby, Musical Instrument and Books | ● 811 - Repair and Maintenance |
| ● 452 - General Merchandise | ● 812 - Personal and Laundry Services |
| ● 453 - Miscellaneous | ● 813 - Religious and Civic Organizations |
| ● 519 - Other Information | |

TABLE 6.2.1**Eastern Neighborhoods Infrastructure Impact Fees per Square Foot, 2009 and 2016**

	Original Fee		2016 Fee	
	Residential	"Non-Residential"	Residential	"Non-Residential"
Tier 1	\$8.00	\$6.00	\$10.19	\$7.65
Tier 2	\$12.00	\$10.00	\$15.29	\$12.74
Tier 3	\$16.00	\$14.00	\$20.39	\$17.84

Source: San Francisco Planning Department

The fees established above are proportionally divided into five funding categories as determined by the needs assessment, nexus studies, and feasibility studies, including housing, transportation/transit, complete streets, recreation and open space, and child care. In the Mission District NCT and MUR (Mixed-Use Residential) Districts, 75% of fees collected from residential development is set aside for affordable housing for the two respective Area Plans. The first \$10,000,000 collected are targeted to affordable housing preservation and rehabilitation. To date, the City has collected more than \$48 million in impact fees, as shown on [Table 6.2.2](#).

that are based on the amount of additional development enabled by the 2009 Eastern Neighborhoods rezoning, later including the *Western SoMa Community Plan* rezoning. In general, Tier 1 fees are charged in areas where new zoning provided less than 10 feet of additional height. Tier 2 fees are for those areas that included between 10 and 20 feet of additional height, and Tier 3 fees are for areas that included for 20 feet or more of additional height. Fees are adjusted every year based on inflation of construction costs.

[Table 6.2.1](#) is a chart of the original fees (2009) and the fees as they exist today.

The fees established above are proportionally divided into five funding categories as determined by the needs assessment, nexus studies, and feasibility studies, including housing, transportation/transit, complete streets, recreation and open space, and child care. The first \$10,000,000 collected are targeted to affordable housing preservation and rehabilitation. To date, the City has collected nearly \$48.4 million in impact fees, as shown on [Table 6.2.2](#).

TABLE 6.2.2**Eastern Neighborhoods Infrastructure Impact Fees Collected to Date**

Category	Collected
HOUSING	\$4,740,000
TRANSPORTATION / TRANSIT	\$16,940,000
COMPLETE STREETS	\$6,730,000
RECREATION AND OPEN SPACE	\$17,520,000
CHILDCARE	\$2,420,000
Total	\$48,350,000

Source: San Francisco Planning Department

Note: Amount collected includes in-kind improvements.

Over the 2016-2020 period, the City is projected to collect a little over \$145 million from the Eastern Neighborhoods impact fee program, as shown on [Table 6.2.3](#).

TABLE 6.2.3
Eastern Neighborhoods Infrastructure Impact Fees
Projected, 2016–2020

Category	Collected
HOUSING	\$26,411,000
TRANSPORTATION / TRANSIT	\$30,302,000
COMPLETE STREETS	\$38,542,000
RECREATION AND OPEN SPACE	\$43,912,000
CHILDCARE	\$5,931,000
Total	\$145,098,000

Source: San Francisco Planning Department

As shown in Table 6.2.4, approximately \$6.94 million were collected from 15 projects in Western SoMa between 2011 and 2015. Overall, roughly \$48.4 million has been collected in all of the Eastern Neighborhoods.

TABLE 6.2.4
Eastern Neighborhoods Infrastructure Impact Fees
Collected, 2011–2015

Area	Revenue	Projects
Mission	\$5,357,000	58
East SoMa	\$14,635,000	35
Western SoMa	\$6,940,000	15
Central Waterfront	\$10,034,000	19
Showplace/Potrero	\$11,384,000	23
TOTAL	\$48,350,000	150

Source: San Francisco Planning Department

6.3 IPIC Process

The purpose of the Infrastructure Plan Implementation Committee (IPIC) is to bring together City agencies to collectively implement the community improvement plans for specific areas of the City including the Eastern Neighborhood Area Plans. Defined in Article 36 of the San Francisco Administrative Code, the IPIC is instrumental in creating a yearly expenditure plan for impact fee revenue and in creating a bi-annual “mini” Capital Plan for the Eastern Neighborhoods. The annual Expenditure Plan is specific to projects that are funded by impact fees. The bi-annual Eastern Neighborhoods

Capital Plan also includes infrastructure projects that are funded by other sources, and projects where funding has not been identified.

6.4 Eastern Neighborhood MOU

In 2009, the Planning Department entered into a Memorandum of Understanding with SF Public Works, SFMTA, Rec and Park, and MOHCD to assure commitment to implementing the Eastern Neighborhood Area Plans. A key component of the agreement was the establishment of a list of priority projects:

- » Folsom Street
- » 16th Street
- » Townsend Street
- » Pedestrian Crossing at Manalo Draves Park
- » 17th and Folsom Street Park
- » Showplace Square Open Space

6.5 First Source Hiring Program

The First Source Hiring Program was first adopted in 1998 and modified in 2006. The intent of First Source is to connect low-income San Francisco residents with entry-level jobs that are generated by the City’s investment in contracts or public works; or by business activity that requires approval by the City’s Planning Department or permits by the Department of Building Inspection. CityBuild works in partnership with the Planning Department and DBI to coordinate execution of First Source Affidavits and MOUs.

CityBuild is a program of the Office of Economic and Workforce Development and is the First Source Hiring Administrator. In accordance with Chapter 83: First Source Hiring Program, developers must submit a First Source Affidavit to the Planning Department prior to planning approval. In order to receive construction permit from DBI, developers must enter into a First Source Hiring MOU with CityBuild. Developers and contractors agree to work in good faith to employ 50% of its entry-level new hiring opportunities through the CityBuild First Source Hiring process.

Projects that qualify under First Source include:

- » any activity that requires discretionary action by the City Planning Commission related to a commercial activity over 25,000 square feet including conditional use authorization;
- » any building permit applications for a residential project over 10 units;
- » City issued public construction contracts in excess of \$350,000;
- » City contracts for goods and services in excess of \$50,000;
- » leases of City property;
- » grants and loans issued by City departments in excess of \$50,000.

Since 2011, CityBuild has managed 442 placements in 72 First Source private projects in the three zip codes encompassing the Eastern Neighborhoods Area Plans (94107, 94110 and 94103); this does not include projects in Mission Bay which were approved under the former Redevelopment Agency. They have also placed 771 residents from the three-zip code area in projects throughout the city.

In 2011, the City also implemented a first of its kind, the Local Hire Policy for Construction on publicly funded construction projects. This policy sets forth a mandatory hiring requirement of local residents per trade for construction work hours. This policy superseded the First Source Hiring Program on public construction contracts. Since 2011, a cumulative 37% of the overall 6.2 million work hours have been worked by local

residents and 58% of 840,000 apprentice work hours performed by local residents.

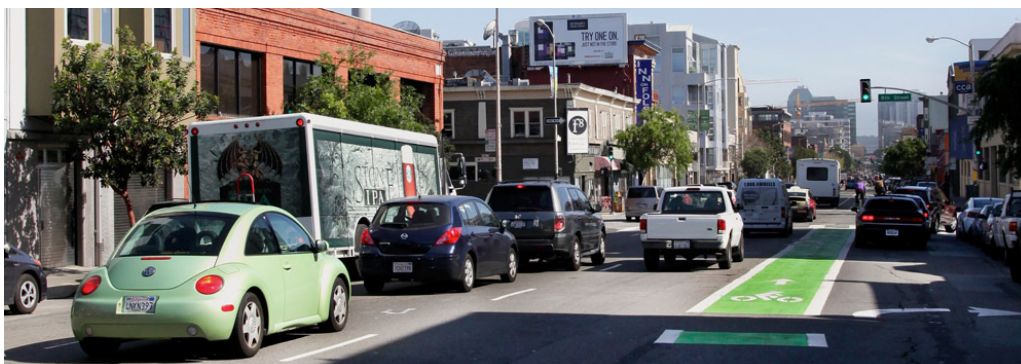
7. Ongoing Efforts

Folsom Street / Howard Street Streetscape Project. The Folsom Street / Howard Street Improvement Project (Figure 7.1.1) envisions the transformation of Folsom Street to a more pedestrian-friendly, multimodal street. Howard Street would be improved at the same time as a couplet to Folsom. Improvements would be between 2nd and 13th Street and could include cycle tracks, or other bicycle facility, widened sidewalks, additional crossings, bus and corner bulbouts and new streetscape landscaping. Two configurations are currently being considered: one which would change both streets into two-way boulevards; the other would maintain them as one way streets but include inventions that would calm traffic and make them more friendly to pedestrians and bicyclists. The Folsom Street Improvements Project is a “Priority Project” for EN implementation. The project is currently partially funded. Environmental clearance is expected winter 2016-2017. Community engagement is planned for 2017 with MTA and other approvals expected in 2018; construction is expected to commence in 2019.

7th Street / 8th Street Streetscape Project. The 7th and 8th Street Streetscape Project is being implemented in two phases. The scope includes the portions of 7th and 8th Streets between Mar-

FIGURE 7.1.1

Progress photo of Folsom Street/Howard Street Streetscape Project



Source: SF Bike

ket and Harrison Streets. The initial phase, which included restriping to include buffered bike lanes, has been complete. The second phase, which could include corner bulb-outs, bus bulb-outs, widened sidewalks, among other interventions, is currently undergoing conceptual design.

6th Street Improvement Project. The project looks to construct robust pedestrian safety and aesthetic improvements to this high injury corridor between Market Street and Bryant Street. The central component of this project is a suite of proposed pedestrian safety and streetscape improvements on 6th Street from Market Street to Bryant Street including pedestrian safety bulb-outs, raised crosswalks, landscaping, and streetscape improvements. On 6th Street between Market Street and Howard Street, sidewalks on both sides of the street will be widened and corner bulb-outs will shorten crossing distances for pedestrians. The two lanes of vehicle traffic in each direction on 6th Street between Market Street and Bryant Street will be reduced to one lane in each direction. On 6th Street between Folsom Street and Bryant Street, the Project will remove peak-hour towaway lanes that restrict parking from 7-9AM and 3-7PM and restore full-time parking lanes (source: <https://www.sfmta.com/projects-planning/projects/6th-street-improvement-project>). Environmental review is expected to be complete fall 2017, with detailed design complete by summer 2018. Construction is expected to begin spring 2019.

SoMa Alleys. The Soma Alleys project was completed in two phases. The first phase included traffic calming and pedestrian improvements on Harriet Street (Folsom Street to Howard Street), Moss Street (Folsom Street to Howard Street), Russ Street (Folsom Street-Howard Street), Natoma Street (6th Street to 7th Street), Minna Street (6th Street to 7th Street). The second phase included Minna and Natoma Streets from 6th to Mary St; Tehama, Clementina, Shipley and Clara Streets from 6th to 5th Streets with traffic calming and pedestrian improvements.

Victoria Manolo Draves Mid-Block Crossing. The Pedestrian signal between 6th and 7th Street at Victoria Manalo Draves Park has been completed.

Vision Zero / Pedestrian Improvements- Vision Zero Streetscape Improvements. As part of the City's Vision Zero effort, MTA and DPW will develop pedestrian-safety improvements along the City's high-injury network that were identified through WalkFirst. This project implements pedestrian safety improvements at the following eleven intersections: Howard and 6th; Mission and 6th, 7th, 9th, 13th, 14th, 16th, 18th, 19th, 22nd; and South Van Ness and 16th. Proposed improvements include three painted safety zones, seven temporary medians, four turn prohibitions, one protected left turn pocket, four leading pedestrian intervals, three daylighting locations, seven signal timing changes, and seven locations with reduced lane widths.

Eagle Plaza. Eagle Plaza is proposed to be constructed within the 12th Street right-of-way between Bernice Street and Harrison Street. As an in-kind improvement for the development project at 1532 Harrison Street, this plaza will be constructed within the same time frame as the project. The plaza will feature a single-surface shared public way treatment for the sidewalk and roadway portions of the right-of-way with a single lane of travel reconfigured for in a curvilinear pattern to slow traffic and define to distinct zones for the plaza. The open space will feature custom made planters, seating, and a green knoll, among other features. Construction is expected to begin in 2016 with completion expected in 2018.



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Citizens Advisory Committee of the Eastern Neighborhoods Plan

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Don Bragg, Marcia Contreras, John Elberling,

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Previous Members:

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Cyndy Comerford, Julie Leadbetter

The Planning Department would also like to acknowledge the efforts of community organizations and the thousands of community members who have worked with us over the years to develop the Eastern Neighborhoods Community Plans.

For Information on the Eastern Neighborhoods Area Plans, visit:

<http://easternneighborhoods.sfplanning.org>

APPENDICES:
EASTERN NEIGHBORHOODS
MONITORING REPORTS
2011–2015

Appendix A

Administrative Code Section 10E.2 (“Eastern Neighborhoods Area Plans Monitoring Program”) as amended by Board of Supervisors Ordinance 44-13 (2/25/2013) to add the Western South of Market Area Plan to the Monitoring Program

SEC. 10E.2.(b) REPORTING REQUIREMENTS.

(1) **Report.** By July 1st two years after Plan adoption, and on July 1st every five years thereafter, the Planning Department shall prepare a report detailing development activity, housing construction, and infrastructure improvements in the Eastern Neighborhoods Plan Area. The information shall be presented to the Board of Supervisors, Planning Commission, the Citizens Advisory Committee, and Mayor, and shall also include recommendations for measures deemed appropriate to deal with the impacts of neighborhood growth.

(2) **Time Period and Due Date.** Reporting shall be presented by July 1st two years after Plan adoption to address the time period since Plan adoption; and by July 1st during each required year thereafter to address the five calendar years immediately preceding.

(3) **Data Source.** The Planning Department shall assemble data for the purpose of providing the reports. City records shall be used wherever possible. Outside sources shall be used when data from such sources are reliable, readily available and necessary in order to supplement City records. When data is not available for the exact boundaries of the Plan Area, a similar geography will be used and noted.

(4) **Eastern Neighborhoods Implementation Matrix.** The report shall review progress toward each implementation measure specified in each Plan's Implementation Matrix. Copies of these matrices are on file with the Clerk of the Board of Supervisors in File No. 081155 and are incorporated herein by reference. It shall evaluate the actions of each responsible agency/ies according to the timeline specified in the Implementation Matrix, and recommend amendments to imple-

mentation measures where relevant. All departments responsible for implementation measures shall cooperate and furnish information relating to their responsibilities as stated in the matrices.

(5) **Development Activity.** The report shall detail all development activity in the Plan Area over the Monitoring Period, including additions and deletions of residential and commercial space, and shall include unit size and bedroom count of units constructed, retail space and employment generated, conversions and other development statistics. The monitoring program shall include the following categories of information:

(A) Office Space. Amount of office space constructed in preceding years and related employment.

(B) Visitor and Hotel Space. Amount of hotel rooms constructed in preceding years and related employment.

(C) Retail Space. Amount of retail space constructed in preceding years and related employment.

(D) Business Formation and Relocation. An estimate of the rate of the establishment of new businesses and business and employment relocation trends and patterns within the City and the Bay Area.

(E) Housing. An estimate of the number of housing units newly constructed, demolished, or converted to other uses.

(6) **Public Benefit.** The report shall detail the construction of any improvements or infrastructure as described in the Eastern Neighborhoods Public Benefits Program, a copy of which is on file with the Clerk of the Board of Supervisors in File No. 081155 and is incorporated herein by reference. The report shall include the following categories of information:

(A) Inclusionary Housing Program. A summary of the number and income mix of units constructed or assisted through this program, an analysis of units constructed within each alternative, including new alternatives established for the Eastern Neighborhoods UMU districts.

(B) Jobs/Housing Linkage Program. A summary of the operation of the Jobs/Housing Linkage Program (formerly the Office Affordable Hous-

ing Production Program) and the Housing Affordability Fund, identifying the number and income mix of units constructed or assisted with these monies.

(C) Streetscape, Transportation, and Public Realm. A detailed description of any transportation serving infrastructure completed in the preceding five years, including transit, pedestrian, bike, traffic and other modes of transportation.

(D) Open Space and Recreational Facilities. A summary of new parks, trails, public rights-of-way, recreational facilities or activity space completed to serve the purposes of recreation in the preceding five years, as well as any improvements to parks or recreational facilities.

(E) Community Facilities. An assessment of the existing service capacity of community services and facilities, and of any new services or facilities joining the neighborhood in the past five years. This shall include a review of child care, library services and any other categories deemed relevant, such as health care centers, human services, and cultural centers.

(F) Neighborhood Serving Businesses. An assessment of neighborhood serving businesses in the area, including their establishment, displacement, and economic health.

(7) **Fees and Revenues.** The report shall monitor expenditure of all implemented fees, including the Eastern Neighborhoods Impact Fee and all Citywide fees, and tax revenue, as listed below. It shall report on studies and implementation strategies for additional fees and programming.

(A) Impact Fee. A summary of the collected funds from the Eastern Neighborhoods Impact Fee collected from development, and a detailed accounting of its expenditure over that same period.

(B) Fiscal Revenues. An estimate of the net increment of revenues by type (property tax, business taxes, hotel and sales taxes) from all uses.

(C) Fee Adjustments.

(i) The Planning Department shall review the amount of the Eastern Neighborhoods fee against any increases in construction costs, according to changes published in the Construction Cost Index published by Engineering News Record, or according to another similar cost index should there

be improvements to be funded through the Eastern Neighborhoods Impact Fee as listed in the Eastern Neighborhoods Program.

(ii) The Planning Department shall review the level of the Eastern Neighborhoods housing requirements and fees to ensure they are not so high as to prevent needed housing or commercial development.

(8) **Agency Responsibilities.** All implementing agencies identified in the Eastern Neighborhoods Implementation Matrix shall be responsible for:

(A) Reporting to the Planning Department, for incorporation into the Monitoring report, on action undertaken in the previous reporting period to complete the implementation actions under their jurisdiction, as referenced in the Eastern Neighborhoods Implementation Matrix.

(B) Providing an analysis of the actions to be completed in the next reporting period, for incorporation into the Monitoring report, including a description of the integrated approach that will be used to complete those tasks.

(i) To the extent the Agencies identified in the Implementation Matrix are outside the jurisdiction of this Board, this Board hereby urges such Agencies to participate in this process.

(9) **Budget Implications.** In cooperation with the Annual Progress reports required by Administrative Code Chapter 36.4, and prior to the annual budget process, the Board shall receive a presentation by the Interagency Planning and Implementation Committee and its member agencies to describe how each agency's proposed annual budget advances the Plans' objectives, including specific projects called for by this section. The Board of Supervisors shall give particular consideration to proposed agency budgets that meet the implementation responsibilities as assigned by the City's General Plan, including the Eastern Neighborhoods Implementation Matrix. Budget proposals that do not include items to meet these implementation responsibilities shall respond to Board inquiries as to why inclusion was not possible.

Appendix B

APPENDIX TABLE B-1

Commercial Development Projects Completed, Central Waterfront, 2011–2015

Year	Address	Mixed Use No. of Units	Total Net Sq Ft	Net CIE	Net Medical	Net Office	Net PDR	Net Retail	Net Visitor
2011	1011 TENNESSEE ST	2	0	0	0	0	0	0	0
2012	2235 03RD ST	196	5339	0	0	0	0	5339	0
2013	616 20TH ST	16	-1000	0	0	0	0	-1000	0
2014	25050 03RD ST	0	0	0	0	0	-2400	2400	0
2014	1301 INDIANA ST	71	-9800	0	0	0	-14800	5000	0
2014	740 ILLINOIS ST AND 2121 03RD ST	106	-8500	0	0	0	-8500	0	0
2014	851 TENNESSEE ST	0	2709	0	0	0	0	2709	0
2015	1179 TENNESSEE ST	8	0	0	0	0	0	0	0
2015	610 20TH ST	0	3000	3000	0	0	0	0	0
		399	-8252	3000	0	0	-25700	14448	0

APPENDIX TABLE B-2

Commercial Development Projects Completed, East SoMa, 2011–2015

Year	Address	Mixed Use No. of Units	Total Net Sq Ft	Net CIE	Net Medical	Net Office	Net PDR	Net Retail	Net Visitor
2011	425 BRYANT ST	1	-2500	0	0	0	-2500	0	0
2012	166 TOWNSEND ST	66	-73625	0	0	0	-75340	1715	0
2012	1049 HOWARD STREET	25	0	0	0	0	0	0	0
2012	960 HARRISON ST	4	-4000	0	0	0	0	-4000	0
2012	750 02ND ST	14	-7155	0	0	0	-7655	500	0
2012	105 HARRISON ST	308	0	0	0	0	0	0	0
2013	42 HARRIET ST	23	0	0	0	0	0	0	0
2013	537 NATOMA ST	14	-5425	0	0	0	-5425	0	0
2013	275 BRANNAN ST	0	0	0	0	48411	-48411	0	0
2014	500 2ND ST	0	0	0	0	13883	-13883	0	0
2014	111 TOWNSEND ST	0	0	0	0	16786	-22884	6098	0
2014	900 FOLSOM ST	269	4146	0	0	0	0	4146	0
2014	260 05TH ST	179	-35969	0	0	0	0	-35969	0
2014	938 HOWARD ST	0	0	0	0	25430	-25430	0	0
2014	665 03RD ST	0	3800	0	0	123700	-119900	0	0
2014	246 RITCH ST	19	-4130	0	0	0	-4130	0	0
2014	374 5TH ST	47	0	0	0	0	0	0	0
2015	482 BRYANT ST	0	4857	0	0	0	0	4857	0
2015	460 - 462 BRYANT ST	0	0	0	0	59475	-59475	0	0
2015	147 SOUTH PARK AV	1	1286	0	0	0	0	1286	0
2015	12 SHERMAN ST	3	0	0	0	0	0	0	0
2015	333 BRANNAN ST	0	164760	0	0	175450	-13740	3050	0
2015	345 BRANNAN ST	0	102285	0	0	102285	0	0	0
2015	660 03RD ST	0	0	0	0	40000	-40000	0	0
		973	148330	0	0	605420	-438773	-18317	0

APPENDIX TABLE B-3

Commercial Development Projects Completed, Mission, 2011–2015

Year	Address	Mixed Use No. of Units	Total Net Sq Ft	Net CIE	Net Medical	Net Office	Net PDR	Net Retail	Net Visitor
2011	769 TREAT AV	1	0	0	0	0	0	0	0
2011	37 WOODWARD ST	-6	0	0	0	0	0	0	0
2011	1650 15TH ST	0	-10800	0	0	0	-10800	0	0
2011	19 CAPP ST	1	0	0	0	0	0	0	0
2012	411 VALENCIA ST	16	1370	0	0	0	0	1370	0
2012	1376 FLORIDA ST	1	0	0	0	0	0	0	0
2012	179 SAN CARLOS ST	3	0	0	0	0	0	0	0
2012	277 SAN CARLOS ST	2	0	0	0	0	0	0	0
2012	1280 HAMPSHIRE ST	3	-1060	0	0	0	-1060	0	0
2012	3500 19TH ST	17	2950	0	0	0	0	2950	0
2012	1550 BRYANT ST	0	15000	0	0	108400	-93400	0	0
2012	857 ALABAMA ST	2	-3866	0	0	0	-3866	0	0
2013	915 FLORIDA ST	1	0	0	0	0	0	0	0
2013	817 YORK ST	1	0	0	0	0	0	0	0
2013	3120 23RD ST	1	0	0	0	0	0	0	0
2013	2652 HARRISON ST	20	-7250	0	0	0	-7250	0	0
2013	1880 MISSION ST	194	-63512	0	0	0	-63512	0	0
2013	1731 15TH ST	25	0	0	0	0	0	0	0
2013	1340 NATOMA ST	2	0	0	0	0	0	0	0
2014	626 POTRERO AV	0	200	0	15200	0	0	-15000	0
2014	2923 HARRISON ST	1	0	0	0	0	0	0	0
2014	2660 HARRISON ST	3	-11423	0	0	0	-11423	0	0
2014	2401 16TH ST	12	1722	0	0	0	0	1722	0
2014	1432 YORK ST	1	0	0	0	0	0	0	0
2014	263 LEXINGTON ST	1	0	0	0	0	0	0	0
2014	3135 24TH ST	9	-13640	0	0	0	-15000	1360	0
2014	3418 26TH ST	11	0	0	0	0	0	0	0
2014	1501 15TH ST	40	8222	0	0	0	0	8222	0
2015	949 HAMPSHIRE ST	1	0	0	0	0	0	0	0
2015	1340 ALABAMA ST	1	0	0	0	0	0	0	0
2015	748 TREAT AV	2	0	0	0	0	0	0	0
2015	2938 23RD ST	1	0	0	0	0	0	0	0
2015	39 SAN CARLOS ST	3	0	0	0	0	0	0	0
2015	1069 CAPP ST	2	0	0	0	0	0	0	0
2015	899 VALENCIA ST	18	4705	0	0	0	0	4705	0
2015	300 SOUTH VAN NESS AVE	0	20040	0	0	0	0	20040	0
2015	2986 22ND ST	2	0	0	0	0	0	0	0
2015	1875 MISSION ST	39	0	0	0	0	0	0	0
2015	2500 16TH ST	0	-25211	-25211	0	0	0	0	0
2015	2558 MISSION ST	114	14750	0	0	0	0	14750	0
2015	141 ALBION ST	3	0	0	0	0	0	0	0
2015	500 CAPP ST	1	0	0	0	0	0	0	0
2015	858 FLORIDA ST	1	0	0	0	0	0	0	0
		550	-67803	-25211	15200	108400	-206311	40119	0

APPENDIX TABLE B-4

Commercial Development Projects Completed, Showplace Square/Potrero Hill, 2011–2015

Year	Address	Mixed Use No. of Units	Total Net Sq Ft	Net CIE	Net Medical	Net Office	Net PDR	Net Retail	Net Visitor
2011	1200 19TH ST	1	0	0	0	0	0	0	0
2011	1030–38 MISSISSIPPI ST	2	0	0	0	0	0	0	0
2011	542 KANSAS ST	1	0	0	0	0	0	0	0
2011	791 SAN BRUNO AV	1	0	0	0	0	0	0	0
2012	1028 WISCONSIN ST	1	0	0	0	0	0	0	0
2012	341 MISSISSIPPI ST	-1	0	0	0	0	0	0	0
2012	466 MISSOURI ST	1	0	0	0	0	0	0	0
2013	808 BRANNAN ST	0	0	0	0	43881	-43881	0	0
2013	1022 RHODE ISLAND ST	1	0	0	0	0	0	0	0
2014	850–870 BRANNAN ST (AKA 888 BRANNAN ST)	0	-4397	0	0	113753	-113753	-4397	0
2014	1368 UTAH ST	1	0	0	0	0	0	0	0
2014	1001 POTRERO AV	0	419070	419070	0	0	0	0	0
2014	1717 17TH ST & 310 CAROLINA ST	41	870	0	0	0	-6130	7000	0
2015	455 POTRERO AV	2	0	0	0	0	0	0	0
2015	838 KANSAS ST	1	0	0	0	0	0	0	0
2015	251 ARKANSAS ST	2	0	0	0	0	0	0	0
		54	415543	419070	0	157634	-163764	2603	0

APPENDIX TABLE B-5

Commercial Development Projects Completed, Western SoMa, 2011–2015

Year	Address	Mixed Use No. of Units	Total Net Sq Ft	Net CIE	Net Medical	Net Office	Net PDR	Net Retail	Net Visitor
2011	121 09TH ST	20	-4975	0	0	0	-5775	800	0
2011	149 DORE STREET	4	0	0	0	0	0	0	0
2012	209 09TH ST	3	-11600	0	0	-11600	0	0	0
2013	234 09TH ST	1	-7650	0	0	-7550	-100	0	0
2013	1123 FOLSOM ST	2	-3930	0	0	0	0	0	-3930
2014	230 11TH ST	5	0	0	0	0	0	0	0
2015	870 HARRISON ST	26	-6120	0	0	0	-6120	0	0
2015	639 NATOMA ST	1	0	0	0	0	0	0	0
2015	56 RINGOLD ST	2	0	0	0	0	0	0	0
2015	248–252 09TH ST	15	5326	0	0	14826	-5000	-4500	0
2015	410 TOWNSEND ST	0	0	0	0	76000	-76000	0	0
2015	140 09TH ST	10	0	0	0	0	0	0	0
		89	-28949	0	0	71676	-92995	-3700	-3930

APPENDIX TABLE B-6**Major Residential Development Projects Completed, Central Waterfront, 2011–2015**

Year	Project Name/ Address	Total Units	Affordable Units	Unit Mix	Tenure Type	Initial Sales Price or Rental Price
2012	2225 3rd Street	196	39	Studio: 33 One Bedroom: 81 Two Bedroom: 81	Rental	From \$2,801
2012	1301 Indiana Street	32	4	One Bedroom: 1 Two Bedroom: 14 Three Bedroom: 17	Ownership	From \$569,000 From \$649,000 From \$729,000
2013	616 20th Street	16	2	One Bedroom Two Bedroom	Ownership	N/A
2014	2121 3rd Street	105	18	Studio: 12 One Bedroom: 45 Two Bedroom: 42 Three Bedroom: 6	Rental	From \$2,700–\$2,900 From \$3,200–\$3,800 From \$3,900–\$4,900 From \$5,200–\$5,600
2014	1275 Indiana Street	39	5	One Bedroom: 2 Two Bedroom: 28 Three Bedroom: 9	Ownership	From \$999,000–\$1.4M From \$1.295M–\$1.5M
Total		388	68			

APPENDIX TABLE B-7**Major Residential Development Projects Completed, East SoMa, 2011–2015**

Year	Project Name/ Address	Total Units	Affordable Units	Unit Mix	Tenure Type	Initial Sales Price or Rental Price
2012	178 TOWNSEND ST	94	19	Studio: 9 One Bedroom: 35 Two Bedroom: 30 Three Bedroom: 1	Rental	N/A
2012	1049 HOWARD ST	25	25	N/A	Rental	N/A
2012	750 SECOND ST	14	Fee payment	Two Bedroom: 8 Three Bedroom: 5	Ownership	N/A
2012	574 NATOMA ST	11	2	N/A	Ownership	N/A
2013	374 05TH ST	44	44	Studio: 44	Rental	From \$1,300
2013	48 HARRIET ST	23	–	N/A	Rental	N/A
2013	537 NATOMA ST	13	1	One Bedroom Two Bedroom	Ownership	N/A
2014	900 FOLSOM ST	282	40	Studio: 27 One Bedroom: 131 Two Bedroom: 111	Rental	From \$3,045–\$3,400 From \$3,390–\$6,214 From \$4,396–\$7,242
2014	260 05TH ST	182	27	Studio: 35 One Bedroom: 65 Two Bedroom: 80 Three Bedroom: 1	Ownership	From \$500,000– \$1,200,000
2014	246 RITCH ST	19	Fee payment	One Bedroom: 19	Rental	From \$2,895–\$3,400
Total		707	158			

APPENDIX TABLE B-8

Major Residential Development Projects Completed, Mission, 2011–2015

Year	Project Name/ Address	Total Units	Affordable Units	Unit Mix	Tenure Type	Initial Sales Price or Rental Price
2012	3500 19th Street	17	Fee payment	One Bedroom: 5 Two Bedroom: 12	Ownership	N/A
2012	411 Valenica Street	16	2	One Bedroom: 8 Two Bedroom: 8	Ownership	From \$495,000 From \$695,000
2013	1880 Mission Street	202	40	Studio: 28 One Bedroom: 118 Two Bedroom: 45 Three Bedroom: 14	Rental	From \$2,800 From \$3,250 From \$4,375 From \$5,000
2013	2625 Harrison Street	20	Fee payment	One Bedroom: 11 Two Bedroom: 9	Rental	From \$ 3,100 From \$ 4,195
2013	3500 19th Street	17	Fee payment	One Bedroom: 1 Two Bedroom: 12	N/A	N/A
2014	400 South Van Ness	40	7	Studio: 8 One Bedroom: 8 Two Bedroom: 24	Ownership	From \$1,000,000 to \$3,000,000
2014	2421 16th Street	12	1	Two Bedroom:	Ownership	From \$1,000,000
2014	3418 26th Street	11	Fee payment	One Bedroom: Two Bedroom:	Ownership	From \$700,000
2015	2558 Mission Street	114	Land Dedication	One Bedroom: 63 Two Bedroom: 51	Ownership	From \$628K–\$1.2M
2015	1875 Mission Street	39	6	Studio: 10 One Bedroom: 14 Two Bedroom: 15	Ownership	\$675,000 From \$745,000–\$905,000 From \$865,000–\$1.25M
2015	899 Valencia Street	18	Fee payment	N/A	Ownership	N/A
Total		506	56			

APPENDIX TABLE B-9

Major Residential Development Projects Completed, Showplace Square/Potrero Hill, 2011–2015

Year	Project Name/ Address	Total Units	Affordable Units	Unit Mix	Tenure Type	Initial Sales Price or Rental Price
2014	1717 17th Street	20	2	One Bedroom: 10 Two Bedroom: 10	Ownership	From \$1,000,000
2015	310 Carolina Street	21	-	N/A	Ownership	N/A
Total		41	2			

APPENDIX TABLE B-10

Major Residential Development Projects Completed, Western SoMa, 2011–2015

Year	Project Name/ Address	Total Units	Affordable Units	Unit Mix	Tenure Type	Initial Sales Price or Rental Price
2011	121 9th Street	20	2	One Bedroom Two Bedroom Three Bedroom	Rental / Ownership "	\$399,000–\$524,000
2015	870 Harrison Street	26	4	N/A	Ownership	N/A
2015	252 9th Street	15	–	One Bedroom: 8 Two Bedroom: 7	Ownership	From \$739,000 From \$799,000
2015	140 9th Street	10	Below Threshold	N/A	Ownership	N/A
Total		71	6			

Appendix C

APPENDIX TABLE C-1

Commercial Development Pipeline, Central Waterfront, 2011–2015

Entitlement Status	Address	Mixed Use No. of Units	Total Net Sq Ft	Net CIE	Net Medical	Net Office	Net PDR	Net Retail	Net Visitor
Entitled/unbuilt	2290 03RD ST	71	-2,342	0	0	0	0	-2,342	0
Entitled/unbuilt	815 TENNESSEE ST	69	-32,000	0	0	0	-32,000	0	0
Under Construction	1201–1225 TENNESSEE STREET	259	-63,076	0	0	0	-65,336	2,260	0
Under Construction	1275 MINNESOTA ST	0	7,782	0	0	0	5,501	2,281	0
Under Construction	2051 03RD ST	93	-15,041	0	0	0	-15,041	0	0
Under Construction	2538 03RD ST	1	-2,051	0	0	0	-2,051	0	0
Under Construction	650 INDIANA ST	111	-11,100	0	0	0	0	-11,100	0
Entitled/unbuilt	1100 CESAR CHAVEZ ST	0	1,694	0	0	4,206	-2,512	0	0
Entitled/unbuilt	888 TENNESSEE ST	112	-34,736	0	0	0	-38,520	3,784	0
Entitled Sub-Total		716	-150,870	0	0	4,206	-149,959	-5,117	0
Not entitled	1133 TENNESSEE ST	1	0	0	0	0	0	0	0
Not entitled	2171 03RD ST	109	-31,976	0	0	0	-35,274	3,298	0
Not entitled	2420 03RD ST	9	475	0	0	0	0	475	0
Not entitled	1228 25TH ST	0	13,940	0	0	0	11,475	2,465	0
Not entitled	2092 03RD ST / 600 18TH ST	19	-280	0	0	-1,350	0	1,070	0
Not entitled	2146 3RD ST	6	-2,265	0	0	0	0	-2,265	0
Not entitled	2230 3RD ST	37	-3,201	0	0	0	0	-3,201	0
Not entitled	550 INDIANA ST	17	-151,372	0	0	0	0	-151,372	0
Not entitled	595 MARIPOSA ST	20	0	0	0	0	0	0	0
Not entitled	603 TENNESSEE ST	24	-6,000	0	0	0	-6,000	0	0
Not entitled	777 TENNESSEE ST	59	-11,424	0	0	0	-11,424	0	0
Not entitled	800 INDIANA ST	326	-78,240	0	0	0	-78,240	0	0
Not entitled	851 TENNESSEE ST	0	2,709	0	0	0	0	2,709	0
Not entitled	901 TENNESSEE ST	44	-9,000	0	0	0	-9,000	0	0
Not entitled	950 TENNESSEE ST	108	-31,663	0	0	-7,896	-23,767	0	0
Not entitled	PIER 70 - FOREST CITY	1,100	1,274,650	0	0	1,102,250	-295,600	468,000	0
Not entitled	PIER 70 - ORTON	1	277,873	0	0	63,582	200,061	14,231	0
Under Review Sub-Total		1,880	1,244,226	0	0	1,156,586	-247,770	335,410	0
Total		2,596	1,093,356	0	0	1,160,792	-397,729	330,293	0

APPENDIX TABLE C-2

Commercial Development Pipeline, East SoMa, 2011–2015

Entitlement Status	Address	Mixed Use No. of Units	Total Net Sq Ft	Net CIE	Net Medical	Net Office	Net PDR	Net Retail	Net Visitor
Entitled/unbuilt	101 TOWNSEND ST	0	1,600	1,600	0	0	0	0	0
Entitled/unbuilt	534–536 NATOMA ST	1	0	0	0	0	0	0	0
Entitled/unbuilt	268 CLARA ST.	1	0	0	0	0	0	0	0
Entitled/unbuilt	532 NATOMA ST	1	0	0	0	0	0	0	0
Entitled/unbuilt	340 BRYANT ST	0	0	0	0	45,545	-45,545	0	0
Entitled/unbuilt	136 SOUTH PARK AV	1	2,431	0	0	3,861	-1,430	0	0
Entitled/unbuilt	259 CLARA ST	8	-4,055	0	0	945	-5,000	0	0
Entitled/unbuilt	457 TEHAMA ST	1	0	0	0	0	0	0	0
Under Construction	49 MOSS ST	1	-5,000	0	0	0	-5,000	0	0
Under Construction	468 CLEMENTINA ST	13	-7,000	0	0	0	-7,000	0	0
Under Construction	923 FOLSOM ST	114	-5,924	0	0	-7,500	0	1,576	0
Under Construction	270 BRANNAN ST	0	171,650	0	0	171,650	0	0	0
Under Construction	236–238 SHIPLEY ST / 77 FALMOUTH ST	15	1,569	0	0	0	0	1,569	0
Under Construction	482 BRYANT ST	0	4,857	0	0	0	0	4,857	0
Under Construction	200–214 06TH ST	44	-29,850	0	0	0	0	2,550	-32,400
Under Construction	226 06TH ST	37	5,445	0	0	0	0	0	5,445
Under Construction	233–237 SHIPLEY ST	22	-1,875	0	0	0	-1,875	0	0
Under Construction	72 TOWNSEND ST	74	0	0	0	0	0	0	0
Under Construction	144 KING ST	0	43,845	0	0	0	-5,655	0	49,500
Entitled/unbuilt	119 07TH ST	39	1,974	0	0	0	0	1,974	0
Entitled/unbuilt	768 HARRISON ST	26	2,948	0	0	7,351	-5,000	597	0
Entitled/unbuilt	272 CLARA ST	2	0	0	0	0	0	0	0
Entitled/unbuilt	301 06TH ST	84	3,700	0	0	0	0	3,700	0
Entitled/unbuilt	377 06TH ST	100	4,875	0	0	0	-1,610	6,485	0
Entitled/unbuilt	345 06TH ST	104	3,090	0	0	0	0	3,090	0
Entitled/unbuilt	363 06TH ST	104	-11,696	0	0	-12,396	0	700	0
Entitled/unbuilt	750 HARRISON ST	79	-2,035	0	0	0	0	-2,035	0
Entitled Sub-Total		871	180,549	1,600	0	209,456	-78,115	25,063	22,545
Not entitled	481 TEHAMA ST	5	0	0	0	0	0	0	0
Not entitled	246 SHIPLEY ST	0	0	0	0	0	0	0	0
Not entitled	225 SHIPLEY ST	9	0	0	0	0	0	0	0
Not entitled	980 FOLSOM ST	38	-6,765	0	0	0	-7,530	765	0
Not entitled	77 & 85 FEDERAL ST	0	54,977	0	0	32,614	0	22,363	0
Not entitled	9 FREELON ST	0	0	0	0	0	0	0	0
Not entitled	300 04TH ST	0	0	-16,622	0	0	0	16,622	0
Not entitled	135 TOWNSEND ST	0	-485	0	0	49,995	0	-50,480	0
Not entitled	655 FOLSOM ST	89	-11,521	0	0	0	0	-11,521	0
Not entitled	5TH ST / CLARA ST / SHIPLEY ST	123	-47,476	0	0	0	-18,000	-29,476	0
Not entitled	909–921 HOWARD ST & 206 05TH ST	0	0	0	0	0	0	0	0

Entitlement Status	Address	Mixed Use No. of Units	Total Net Sq Ft	Net CIE	Net Medical	Net Office	Net PDR	Net Retail	Net Visitor
Not entitled	265 SHIPLEY ST	9	0	0	0	0	0	0	0
Not entitled	667 FOLSOM ST, 120 HAWTHORNE ST, 126 HAWTHORNE ST	229	-17,041	0	0	-21,914	-4,000	8,873	0
Not entitled	501 BRANNAN ST	0	129,669	0	0	128,946	0	723	0
Not entitled	1125 MISSION ST	0	0	0	0	35,842	-35,842	0	0
Not entitled	645 HARRISON ST	0	53,145	0	0	98,964	-45,819	0	0
Not entitled	701 03RD ST	0	101,335	0	0	0	0	284	101,051
Not entitled	1025 HOWARD ST	0	-17,039	0	0	0	0	-17,220	181
Not entitled	1076 HOWARD ST	0	6,799	0	0	15,580	-8,781	0	0
Not entitled	144 TOWNSEND ST	0	-2,817	0	0	39,505	0	-42,322	0
Not entitled	1082 HOWARD ST	8	-2,801	0	0	0	0	-2,801	0
Under Review Sub-Total		510	239,980	-16,622	0	379,532	-119,972	-104,190	101,232
Total		1,381	420,529	-15,022	0	588,988	-198,087	-79,127	123,777

APPENDIX TABLE C-3**Commercial Development Pipeline, Mission, 2011–2015**

Entitlement Status	Address	Mixed Use No. of Units	Total Net Sq Ft	Net CIE	Net Medical	Net Office	Net PDR	Net Retail	Net Visitor
Entitled/unbuilt	1936 FOLSOM ST	1	0	0	0	0	0	0	0
Entitled/unbuilt	720 YORK ST	1	0	0	0	0	0	0	0
Entitled/unbuilt	3360 20TH ST	6	-4,750	0	0	0	-4,750	0	0
Entitled/unbuilt	1318 HAMPSHIRE ST	1	0	0	0	0	0	0	0
Entitled/unbuilt	1150 SOUTH VAN NESS AV	1	0	0	0	0	0	0	0
Entitled/unbuilt	25 ALVARADO ST	1	0	0	0	0	0	0	0
Entitled/unbuilt	144 LEXINGTON ST	1	0	0	0	0	0	0	0
Entitled/unbuilt	80 SYCAMORE ST	1	0	0	0	0	0	0	0
Entitled/unbuilt	1900 MISSION ST	12	-1,095	0	0	0	-1,939	844	0
Entitled/unbuilt	355 CAPP ST	1	0	0	0	0	0	0	0
Entitled/unbuilt	2495 HARRISON ST	1	-200	1,200	0	0	0	-1,400	0
Entitled/unbuilt	777 VALENCIA ST	3	1,738	0	0	683	0	1,055	0
Entitled/unbuilt	787 TREAT AV	1	0	0	0	0	0	0	0
Entitled/unbuilt	1181 VALENCIA ST	1	0	0	0	0	0	0	0
Entitled/unbuilt	2525 MISSION ST	0	4,999	0	0	4,999	0	0	0
Entitled/unbuilt	811 CAPP ST	1	0	0	0	0	0	0	0
Entitled/unbuilt	1785 15TH ST	9	-780	0	0	0	-780	0	0
Entitled/unbuilt	600 SOUTH VAN NESS AV	27	3,060	0	0	0	0	3,060	0
Entitled/unbuilt	1330 HAMPSHIRE ST	1	0	0	0	0	0	0	0
Entitled/unbuilt	80 JULIAN AV	6	16,000	0	16,000	0	0	0	0
Entitled/unbuilt	2881 MISSION ST	2	-1,010	0	0	-1,010	0	0	0
Entitled/unbuilt	490 SOUTH VAN NESS AV	72	1,123	0	0	0	0	1,123	0
Entitled/unbuilt	161 SAN CARLOS ST	1	0	0	0	0	0	0	0

Entitlement Status	Address	Mixed Use No. of Units	Total Net Sq Ft	Net CIE	Net Medical	Net Office	Net PDR	Net Retail	Net Visitor
Entitled/unbuilt	1450 15TH ST	23	-8,224	0	0	0	-8,224	0	0
Under Construction	1076 HAMPSHIRE ST	2	-920	0	0	0	-920	0	0
Under Construction	2374 FOLSOM ST	2	0	0	0	0	0	0	0
Under Construction	2830 22ND ST	1	0	0	0	0	0	0	0
Under Construction	930 SHOTWELL ST	2	0	0	0	0	0	0	0
Under Construction	857 ALABAMA ST	2	-3,866	0	0	0	-3,866	0	0
Under Construction	1196 HAMPSHIRE ST	1	0	0	0	0	0	0	0
Under Construction	35 LEXINGTON ST	1	0	0	0	0	0	0	0
Under Construction	1340 ALABAMA ST	1	0	0	0	0	0	0	0
Under Construction	3249 17TH ST	2	1,996	0	0	0	0	1,996	0
Under Construction	353 SAN JOSE AV	3	0	0	0	0	0	0	0
Under Construction	1302 YORK ST	1	0	0	0	0	0	0	0
Under Construction	685 FLORIDA ST	4	0	0	0	0	0	0	0
Under Construction	480 POTRERO AV	75	970	0	0	0	0	970	0
Under Construction	346 POTRERO AV	70	-1,400	0	0	0	-3,000	1,600	0
Under Construction	2356 BRYANT ST	1	0	0	0	0	0	0	0
Under Construction	1050 VALENCIA ST	16	1,830	0	0	0	0	1,830	0
Under Construction	3420 18TH ST	16	-3,675	0	0	0	-4,675	1,000	0
Entitled/unbuilt	3527 18TH ST	2	0	0	0	0	0	0	0
Entitled/unbuilt	1125 HAMPSHIRE ST	1	0	0	0	0	0	0	0
Entitled/unbuilt	811 TREAT AV	2	0	0	0	0	0	0	0
Entitled/unbuilt	658-666 SHOTWELL ST	1	2,757	2,757	0	0	0	0	0
Entitled/unbuilt	49 JULIAN AV	8	-2,914	0	0	0	-2,914	0	0
Entitled Sub-Total		388	5,639	3,957	16,000	4,672	-31,068	12,078	0
Not entitled	3324 19TH ST	6	0	0	0	0	0	0	0
Not entitled	449 14TH ST	20	0	0	0	0	0	0	0
Not entitled	854 CAPP ST	6	0	0	0	0	0	0	0
Not entitled	8 RONDEL PL	2	0	0	0	0	0	0	0
Not entitled	657 CAPP ST	5	0	0	0	0	0	0	0
Not entitled	657 VALENCIA ST	4	0	0	0	0	0	0	0
Not entitled	2782 FOLSOM ST	4	0	0	0	0	0	0	0
Not entitled	44 WOODWARD ST	3	0	0	0	0	0	0	0
Not entitled	2829 25TH ST	4	0	0	0	0	0	0	0
Not entitled	953 TREAT AV	4	0	0	0	0	0	0	0
Not entitled	2944 21ST ST	2	0	0	0	0	0	0	0
Not entitled	3312 17TH ST	2	0	0	0	0	0	0	0
Not entitled	315 SOUTH VAN NESS AV	4	0	0	0	0	0	0	0
Not entitled	2830 24TH ST	3	0	0	0	0	0	0	0
Not entitled	2621 HARRISON ST	2	0	0	0	0	0	0	0
Not entitled	33 DEARBORN ST	3	0	0	0	0	0	0	0
Not entitled	1100 POTRERO AV	3	0	0	0	0	0	0	0
Not entitled	835 SOUTH VAN NESS AV	3	0	0	0	0	0	0	0
Not entitled	1152 POTRERO AV	2	0	0	0	0	0	0	0

Entitlement Status	Address	Mixed Use No. of Units	Total Net Sq Ft	Net CIE	Net Medical	Net Office	Net PDR	Net Retail	Net Visitor
Not entitled	1278-1298 VALENCIA ST	35	1,737	0	0	0	-2,000	3,737	0
Not entitled	1979 MISSION ST	331	-2,558	0	0	0	0	-2,558	0
Not entitled	2435-2445 16TH ST	50	-2,601	0	0	0	-10,000	7,399	0
Not entitled	659 GUERRERO ST	1	0	0	0	0	0	0	0
Not entitled	333 SAN CARLOS ST	1	0	0	0	0	0	0	0
Not entitled	3314 CESAR CHAVEZ ST	44	-14,553	0	0	-2,500	-13,793	1,740	0
Not entitled	1511 15TH ST	0	747	0	0	3,703	0	-2,956	0
Not entitled	3040 24TH ST	1	0	0	0	0	0	0	0
Not entitled	267 SAN CARLOS ST	1	0	0	0	0	0	0	0
Not entitled	824 FLORIDA ST	1	0	0	0	0	0	0	0
Not entitled	1274 HAMPSHIRE ST	1	0	0	0	0	0	0	0
Not entitled	1342 YORK ST	1	0	0	0	0	0	0	0
Not entitled	1110 YORK ST	1	0	0	0	0	0	0	0
Not entitled	3252 19TH ST	1	0	0	0	0	0	0	0
Not entitled	943 YORK ST	1	0	0	0	0	0	0	0
Not entitled	2877 FOLSOM ST	1	0	0	0	0	0	0	0
Not entitled	13 LUCKY ST	1	0	0	0	0	0	0	0
Not entitled	2138 FOLSOM ST	1	0	0	0	0	0	0	0
Not entitled	963 ALABAMA ST	1	0	0	0	0	0	0	0
Not entitled	1 HORACE ST	1	0	0	0	0	0	0	0
Not entitled	2855 FOLSOM ST	1	0	0	0	0	0	0	0
Not entitled	2675 FOLSOM ST	117	-22,411	0	0	0	-22,411	0	0
Not entitled	2750 19TH ST	60	-3,463	0	0	0	-10,934	7,471	0
Not entitled	793 SOUTH VAN NESS AV	62	4,577	0	0	0	0	4,577	0
Not entitled	645 VALENCIA ST	9	-4,382	0	0	0	0	-4,382	0
Not entitled	1924 MISSION ST	12	1,139	0	0	0	-1,176	2,315	0
Not entitled	3140 16TH ST	28	6,715	0	0	0	0	6,715	0
Not entitled	1198 VALENCIA ST	49	4,610	0	0	0	-440	5,050	0
Not entitled	1726-1730 MISSION ST	36	-7,299	0	0	0	-8,199	900	0
Not entitled	2799 24TH ST	8	-269	0	0	0	0	-269	0
Not entitled	200 POTRERO AV	0	13,300	30,034	0	0	-16,734	0	0
Not entitled	2600 HARRISON ST	20	7,506	0	0	0	7,506	0	0
Not entitled	1515 SOUTH VAN NESS AV	165	-30,656	0	0	0	0	-30,656	0
Not entitled	2070 BRYANT ST	196	-43,073	0	0	0	-44,160	1,087	0
Not entitled	1401-1419 BRYANT ST	0	10,250	44,600	0	0	-34,350	0	0
Not entitled	3357 26TH ST	7	5,575	0	0	0	0	5,575	0
Not entitled	1798 BRYANT ST	0	34,239	35,904	0	-5,179	0	3,514	0
Not entitled	1801 AND 1863 MISSION ST	54	3,235	0	0	0	0	3,235	0
Not entitled	1800 MISSION ST	0	39,920	0	0	119,600	-119,600	39,920	0
Not entitled	2441 MISSION ST	0	371	0	0	-432	0	803	0
Not entitled	1850 BRYANT ST	0	170,733	172,394	0	-4,600	0	2,939	0
Not entitled	2525 16TH ST	0	0	0	0	49,999	-49,999	0	0
Not entitled	1528 15TH ST	1	-1,142	0	0	0	0	-1,142	0

Entitlement Status	Address	Mixed Use No. of Units	Total Net Sq Ft	Net CIE	Net Medical	Net Office	Net PDR	Net Retail	Net Visitor
Not entitled	2643 FOLSOM ST	1	0	0	0	0	0	0	0
Not entitled	3620 CESAR CHAVEZ ST	29	-2,528	0	0	0	-3,200	672	0
Not entitled	2918 MISSION ST	55	-500	0	0	0	0	-500	0
Under Review Sub-Total		1,467	169,219	282,932	0	160,591	-329,490	55,186	0
Total		1,855	174,858	286,889	16,000	165,263	-360,558	67,264	0

APPENDIX TABLE C-4

Commercial Development Pipeline, Showplace Square/Potrero Hill, 2011–2015

Entitlement Status	Address	Mixed Use No. of Units	Total Net Sq Ft	Net CIE	Net Medical	Net Office	Net PDR	Net Retail	Net Visitor
Entitled/unbuilt	1321 DE HARO ST	2	0	0	0	0	0	0	0
Entitled/unbuilt	1004 MISSISSIPPI ST	28	0	0	0	0	0	0	0
Entitled/unbuilt	1115 POTRERO AV	1	0	0	0	0	0	0	0
Entitled/unbuilt	1036 MISSISSIPPI ST	2	0	0	0	0	0	0	0
Entitled/unbuilt	140 PENNSYLVANIA AV	37	-11,018	0	0	0	-11,475	457	0
Entitled/unbuilt	1512 20TH ST	0	2,762	0	0	1,011	0	1,751	0
Entitled/unbuilt	910 CAROLINA ST	2	0	0	0	0	0	0	0
Entitled/unbuilt	1914 20TH ST	2	0	0	0	0	0	0	0
Entitled/unbuilt	1451 MARIPOSA ST	1	0	0	0	0	0	0	0
Entitled/unbuilt	100 HOOPER ST	0	340,723	0	0	284,471	56,252	0	0
Entitled/unbuilt	526 UTAH ST	1	0	0	0	0	0	0	0
Entitled/unbuilt	1510 25TH ST	1	0	0	0	0	0	0	0
Entitled/unbuilt	896 DE HARO ST	2	0	0	0	0	0	0	0
Entitled/unbuilt	1087 MISSISSIPPI ST	1	0	0	0	0	0	0	0
Entitled/unbuilt	333 PENNSYLVANIA AV	2	0	0	0	0	0	0	0
Under Construction	801 BRANNAN ST	557	8,000	0	0	0	0	8,000	0
Under Construction	1000 16TH ST	470	23,000	0	0	0	8,000	15,000	0
Under Construction	746 CAROLINA ST	2	0	0	0	0	0	0	0
Under Construction	2207 25TH ST	1	0	0	0	0	0	0	0
Under Construction	946 RHODE ISLAND ST	3	0	0	0	0	0	0	0
Under Construction	520 09TH ST	12	0	0	0	0	0	0	0
Under Construction	645 TEXAS ST	91	-29,455	0	0	0	-10,000	-20,000	545
Under Construction	238 MISSOURI ST	1	0	0	0	0	0	0	0
Under Construction	1 HENRY ADAMS ST	671	-133,129	0	0	0	-164,549	31,420	0
Entitled/unbuilt	1036 WISCONSIN ST	1	0	0	0	0	0	0	0
Entitled/unbuilt	605 MISSISSIPPI ST	1	0	0	0	0	0	0	0
Entitled/unbuilt	601 TOWNSEND ST	0	0	0	0	72,600	-72,600	0	0
Entitled Sub-Total		1,892	200,883	0	0	358,082	-194,372	36,628	545
Not entitled	131 MISSOURI ST	9	-4,500	0	0	0	-4,500	0	0
Not entitled	534 TEXAS ST	2	0	0	0	0	0	0	0
Not entitled	1016 DE HARO ST	2	0	0	0	0	0	0	0
Not entitled	749 WISCONSIN ST	1	0	0	0	0	0	0	0

Entitlement Status	Address	Mixed Use No. of Units	Total Net Sq Ft	Net CIE	Net Medical	Net Office	Net PDR	Net Retail	Net Visitor
Not entitled	1076 RHODE ISLAND ST	1	0	0	0	0	0	0	0
Not entitled	153 ARKANSAS ST	2	0	0	0	0	0	0	0
Not entitled	923-939 KANSAS ST	9	0	0	0	0	0	0	0
Not entitled	201 MISSOURI ST	2	0	0	0	0	0	0	0
Not entitled	1123 CAROLINA ST	1	0	0	0	0	0	0	0
Not entitled	1058 MISSISSIPPI ST	2	0	0	0	0	0	0	0
Not entitled	979 BRYANT ST	0	0	0	0	0	-3,150	3,150	0
Not entitled	249 PENNSYLVANIA AV	59	-15,699	0	0	0	-15,699	0	0
Not entitled	891 CAROLINA ST	1	0	0	0	0	0	0	0
Not entitled	502 07TH ST	16	-3,870	0	0	0	-3,870	0	0
Not entitled	2018 19TH ST	1	0	0	0	0	0	0	0
Not entitled	1331 SAN BRUNO AV	1	0	0	0	0	0	0	0
Not entitled	1019 KANSAS ST	1	0	0	0	0	0	0	0
Not entitled	1239 17TH ST	3	0	0	0	0	0	0	0
Not entitled	88 ARKANSAS ST	147	-9,237	0	0	-2,870	-9,485	3,118	0
Not entitled	975 BRYANT ST	182	-30,010	0	0	0	0	-30,010	0
Not entitled	75 ARKANSAS ST	30	-11,666	0	0	0	-19,250	7,584	0
Not entitled	580 DE HARO ST	3	0	0	0	0	0	0	0
Not entitled	1395 22ND ST	250	47,575	0	0	0	47,575	0	0
Not entitled	1301 16TH STREET	172	-27,968	0	0	0	-34,836	6,868	0
Not entitled	1601-1677 MARIPOSA STREET / 485 CAROLINA	299	-70,734	0	0	-8,000	-62,734	0	0
Not entitled	1200 17TH ST	395	-84,532	0	0	-4,500	-105,000	24,968	0
Not entitled	1210 UTAH ST	2	0	0	0	0	0	0	0
Not entitled	2 HENRY ADAMS ST	0	0	0	0	0	0	0	0
Not entitled	1501 MARIPOSA	0	0	22,700	0	-22,700	0	0	0
Not entitled	155 DE HARO ST	0	15,405	0	0	0	15,405	0	0
Not entitled	1240 & 1250 17TH ST	0	0	12,995	0	0	-12,995	0	0
Not entitled	540 DE HARO ST	17	-7,147	0	0	0	-7,147	0	0
Not entitled	98 PENNSYLVANIA AV	46	0	0	0	0	0	0	0
Not entitled	HOPE SF POTRERO	994	30,000	0	0	10,000	0	20,000	0
Under Review Sub-Total		2,650	-172,383	35,695	0	-28,070	-215,686	35,678	0
Total		4,542	28,500	35,695	0	330,012	-410,058	72,306	545

APPENDIX TABLE C-5

Commercial Development Pipeline, Western SoMa, 2011–2015

Entitlement Status	Address	Mixed Use No. of Units	Total Net Sq Ft	Net CIE	Net Medical	Net Office	Net PDR	Net Retail	Net Visitor
Entitled/unbuilt	721 CLEMENTINA ST	1	0	0	0	0	0	0	0
Entitled/unbuilt	615 MINNA	1	0	0	0	0	0	0	0
Entitled/unbuilt	1401 HOWARD ST	0	3,800	3,800	0	0	0	0	0
Entitled/unbuilt	603 7TH STREET	0	4,666	0	0	0	0	4,666	0
Entitled/unbuilt	854 FOLSOM ST	1	0	0	0	0	0	0	0
Under Construction	350 08TH ST	410	56,700	0	0	0	3,700	53,000	0
Under Construction	85 BLUXOME ST	0	5,354	0	0	33,000	-27,646	0	0
Under Construction	5 HALLAM ST	6	0	0	0	0	0	0	0
Entitled/unbuilt	610–620 BRANNAN ST	0	526,802	0	0	526,807	-17,533	17,528	0
Entitled/unbuilt	690 05TH ST	0	32,500	0	0	-13,500	0	5,000	41,000
Entitled/unbuilt	510 TOWNSEND ST	0	255,082	0	0	295,992	-20,455	-20,455	0
Entitled/unbuilt	35–41 LAFAYETTE ST	4	0	0	0	0	0	0	0
Entitled Sub-Total		423	884,904	3,800	0	842,299	-61,934	59,739	41,000
Not entitled	1228 FOLSOM ST	24	0	0	0	0	0	0	0
Not entitled	1455 FOLSOM ST	0	0	0	0	0	0	0	0
Not entitled	1117 HOWARD ST	1	0	0	0	0	0	0	0
Not entitled	735 BRYANT ST	0	0	0	0	0	0	0	0
Not entitled	716 CLEMENTINA ST	2	0	0	0	0	0	0	0
Not entitled	767 TEHAMA ST	3	0	0	0	0	0	0	0
Not entitled	405 10TH ST	0	0	0	0	0	0	0	0
Not entitled	44 MCLEA CT	0	2,025	0	0	2,025	0	0	0
Not entitled	466 TOWNSEND ST	0	0	0	0	0	0	0	0
Not entitled	34 LANGTON ST	5	0	0	0	0	0	0	0
Not entitled	949 NATOMA ST	6	0	0	0	0	0	0	0
Not entitled	1394 HARRISON ST	68	0	0	0	0	0	0	0
Not entitled	1532 HOWARD ST	15	-1,482	0	0	0	0	-1,482	0
Not entitled	241 10TH ST	28	-8,376	0	0	0	0	-8,376	0
Not entitled	1695 FOLSOM ST	4	0	0	0	0	0	0	0
Not entitled	630–698 BRANNAN ST	0	1,526,810	0	0	1,512,260	-15,000	29,550	0
Not entitled	630 NATOMA ST	3	-2,620	0	0	-2,620	0	0	0
Not entitled	33 NORFOLK ST	9	0	0	0	0	0	0	0
Not entitled	280 07TH ST	2	3,892	0	0	-183	0	4,075	0
Not entitled	222 DORE ST	23	0	0	0	0	0	0	0
Not entitled	32 HERON ST	1	-2,120	0	0	-2,187	0	67	0
Not entitled	215–217 DORE ST	1	0	0	0	0	0	0	0
Not entitled	618 NATOMA ST	1	0	0	0	0	0	0	0
Not entitled	221 11TH ST	0	0	4,316	0	-4,316	0	0	0
Not entitled	915–935 MINNA ST	37	0	0	0	0	0	0	0
Not entitled	598 BRANNAN ST	0	662,256	0	0	692,568	-30,312	0	0
Not entitled	250 10TH ST	0	54,754	54,754	0	0	0	0	0
Not entitled	333 12TH ST	219	-21,630	0	0	-21,630	0	0	0

Entitlement Status	Address	Mixed Use No. of Units	Total Net Sq Ft	Net CIE	Net Medical	Net Office	Net PDR	Net Retail	Net Visitor
Not entitled	1140 FOLSOM ST	128	-9,081	0	0	0	0	-9,081	0
Not entitled	1298 HOWARD ST	121	10,050	0	0	10,050	0	0	0
Not entitled	1335 FOLSOM ST	65	-5,700	0	0	0	-5,700	0	0
Not entitled	230 07TH ST	44	415	0	0	0	0	415	0
Not entitled	1174-1178 FOLSOM ST	42	10,081	0	0	3,493	2,180	4,408	0
Not entitled	349 08TH ST	38	1,236	0	0	0	0	1,236	0
Not entitled	340 11TH ST	0	16,176	0	0	14,263	0	1,913	0
Under Review Sub-Total		890	2,236,686	59,070	0	2,203,723	-48,832	22,725	0
Total		1,313	3,121,590	62,870	0	3,046,022	-110,766	82,464	41,000

APPENDIX TABLE C-6**Major Residential Development Pipeline, Central Waterfront, 2011-2015**

Entitlement Status	Address	Mixed Use No. of Units	Mixed Use
Entitled/Unbuilt	2290 03RD ST	71	MU
Entitled/Unbuilt	815 TENNESSEE ST	69	
Entitled/Unbuilt	650 INDIANA ST	111	
Under Construction	650 INDIANA ST	111	
Under Construction	1201-1225 TENNESSEE STREET	259	MU
Under Construction	2051 03RD ST	93	
Entitled/Unbuilt	888 TENNESSEE ST	112	MU
Entitled Sub-Total		826	
Not Entitled	2420 03RD ST	9	MU
Not Entitled	2171 03RD ST	109	MU
Not Entitled	2230 3RD ST	37	MU
Not Entitled	603 TENNESSEE ST	24	
Not Entitled	777 TENNESSEE ST	59	
Not Entitled	550 INDIANA ST	17	
Not Entitled	800 INDIANA ST	326	
Not Entitled	PIER 70 WATERFRONT SITE - FOREST CITY	1100	MU
Not Entitled	2146 3RD ST	6	
Not Entitled	901 TENNESSEE ST	44	
Not Entitled	2092 03RD ST / 600 18TH ST	19	MU
Not Entitled	595 MARIPOSA ST	20	
Not Entitled	950 TENNESSEE ST	108	
Under Review Sub-Total		1,878	
Total		2,704	

APPENDIX TABLE C-7

Major Residential Development Pipeline, East SoMa, 2011–2015

Entitlement Status	Address	Mixed Use No. of Units	Mixed Use
Entitled/Unbuilt	259 CLARA ST	8	MU
Under Construction	923 FOLSOM ST	114	MU
Under Construction	468 CLEMENTINA ST	13	
Under Construction	233–237 SHIPLEY ST	22	
Under Construction	200–214 06TH ST	44	MU
Under Construction	72 TOWNSEND ST	74	
Under Construction	236–238 SHIPLEY ST / 77 FALMOUTH ST	15	MU
Under Construction	226 06TH ST	37	MU
Entitled/Unbuilt	768 HARRISON ST	26	MU
Entitled/Unbuilt	377 06TH ST	100	MU
Entitled/Unbuilt	345 06TH ST	104	MU
Entitled/Unbuilt	363 06TH ST	104	MU
Entitled/Unbuilt	301 06TH ST	84	MU
Entitled/Unbuilt	750 HARRISON ST	79	
Entitled/Unbuilt	119 07TH ST	39	MU
Entitled Sub-Total		863	
Not Entitled	481 TEHAMA ST	5	
Not Entitled	225 SHIPLEY ST	9	
Not Entitled	980 FOLSOM ST	38	MU
Not Entitled	655 FOLSOM ST	89	MU
Not Entitled	667 FOLSOM ST, 120 HAWTHORNE ST, 126 HAWTHORNE ST	229	MU
Not Entitled	1082 HOWARD ST	8	
Not Entitled	265 SHIPLEY ST	9	
Not Entitled	5TH ST / CLARA ST / SHIPLEY ST	123	MU
Under Review Sub-Total		510	
Total		1,373	

APPENDIX TABLE C-8

Major Residential Development Pipeline, Mission, 2011–2015

Entitlement Status	Address	Mixed Use No. of Units	Mixed Use
Entitled/Unbuilt	3360 20TH ST	6	
Entitled/Unbuilt	1900 MISSION ST	12	MU
Entitled/Unbuilt	1450 15TH ST	23	
Entitled/Unbuilt	600 SOUTH VAN NESS AV	27	MU
Entitled/Unbuilt	1785 15TH ST	9	
Entitled/Unbuilt	80 JULIAN AV	6	MU
Entitled/Unbuilt	490 SOUTH VAN NESS AV	72	MU
Under Construction	346 POTRERO AV	70	MU
Under Construction	480 POTRERO AV	75	
Under Construction	1050 VALENCIA ST	16	MU

Entitlement Status	Address	Mixed Use No. of Units	Mixed Use
Under Construction	3420 18TH ST	16	
Entitled/Unbuilt	49 JULIAN AV	8	
Entitled Sub-Total		340	
Not Entitled	854 CAPP ST	6	
Not Entitled	657 CAPP ST	5	
Not Entitled	3324 19TH ST	6	
Not Entitled	449 14TH ST	20	
Not Entitled	2435–2445 16TH ST	50	MU
Not Entitled	1278–1298 VALENCIA ST	35	MU
Not Entitled	1979 MISSION ST	331	
Not Entitled	3314 CESAR CHAVEZ ST	44	
Not Entitled	2600 HARRISON ST	20	
Not Entitled	3140 16TH ST	28	MU
Not Entitled	1726–1730 MISSION ST	36	MU
Not Entitled	1198 VALENCIA ST	49	MU
Not Entitled	1924 MISSION ST	12	MU
Not Entitled	3357 26TH ST	7	MU
Not Entitled	793 SOUTH VAN NESS AV	62	MU
Not Entitled	2918 MISSION ST	55	MU
Not Entitled	2750 19TH ST	60	
Not Entitled	2675 FOLSOM ST	117	
Not Entitled	2799 24TH ST	8	MU
Not Entitled	1515 SOUTH VAN NESS AV	165	MU
Not Entitled	2070 BRYANT ST	196	
Not Entitled	1801 AND 1863 MISSION ST	54	MU
Not Entitled	3620 CESAR CHAVEZ ST	29	MU
Not Entitled	645 VALENCIA ST	9	MU
Under Review Sub-Total		1,404	
Total		1,744	

APPENDIX TABLE C-9

Major Residential Development Pipeline, Showplace Square/Potrero Hill, 2011–2015

Entitlement Status	Address	Mixed Use No. of Units	Mixed Use
Entitled/Unbuilt	1004 MISSISSIPPI ST	28	
Entitled/Unbuilt	140 PENNSYLVANIA AV	37	
Under Construction	801 BRANNAN ST	557	MU
Under Construction	520 09TH ST	12	
Under Construction	1 HENRY ADAMS ST	671	
Under Construction	1000 16TH ST	470	MU
Under Construction	645 TEXAS ST	91	
Entitled Sub-Total		1,866	
Not Entitled	923–939 KANSAS ST	9	

Entitlement Status	Address	Mixed Use No. of Units	Mixed Use
Not Entitled	249 PENNSYLVANIA AV	59	MU
Not Entitled	131 MISSOURI ST	9	
Not Entitled	925 KANSAS ST	9	
Not Entitled	929 KANSAS ST	9	
Not Entitled	935 KANSAS ST	9	
Not Entitled	931 KANSAS ST	9	
Not Entitled	540 DE HARO ST	17	
Not Entitled	1395 22ND ST	250	MU
Not Entitled	88 ARKANSAS ST	147	MU
Not Entitled	HOPE SF POTRERO	994	MU
Not Entitled	98 PENNSYLVANIA AV	46	
Not Entitled	502 07TH ST	16	MU
Not Entitled	975 BRYANT ST	182	
Not Entitled	1200 17TH ST	395	MU
Not Entitled	1601–1677 MARIPOSA STREET / 485 CAROLINA	299	MU
Not Entitled	1301 16TH STREET	172	
Not Entitled	75 ARKANSAS ST	30	MU
Under Review Sub-Total		2,661	
Total		4,527	

APPENDIX TABLE C-10

Major Residential Development Pipeline, Western SoMa, 2011–2015

Entitlement Status	Address	Mixed Use No. of Units	Mixed Use
Under Construction	350 08TH ST	410	MU
Under Construction	5 HALLAM ST	6	
Entitled Sub-Total		416	
Not Entitled	241 10TH ST	28	MU
Not Entitled	1532 HOWARD ST	15	
Not Entitled	949 NATOMA ST	6	
Not Entitled	1228 FOLSOM ST	24	
Not Entitled	34 LANGTON ST	5	
Not Entitled	1394 HARRISON ST	68	
Not Entitled	1140 FOLSOM ST	128	MU
Not Entitled	915–935 MINNA ST	37	
Not Entitled	1298 HOWARD ST	121	MU
Not Entitled	1335 FOLSOM ST	65	
Not Entitled	230 07TH ST	44	MU
Not Entitled	33 NORFOLK ST	9	
Not Entitled	1174–1178 FOLSOM ST	42	MU
Not Entitled	349 08TH ST	38	MU
Not Entitled	222 DORE ST	23	
Not Entitled	333 12TH ST	219	
Under Review Sub-Total		872	
Total		1,288	

Appendix D

APPENDIX TABLE D-1

Housing Units and Square Footage of Commercial Space Entitled or Under Review Pursuant to EN PEIR as of July 7, 2016

	Central Waterfront			East SoMa		
	Housing Units	PDR SqFt	Other Comm. SqFt	Housing Units	PDR SqFt	Other Comm. SqFt
Complete	0	0	0	504	-358,461	646,191
Under Construction*	352	-80,377	2,260	201	-13,875	136,821
Entitled/unbuilt**	793	30,877	68,155	327	-37,452	165,974
Not entitled***	384	-61,066	-155,276	747	-34,530	82,577
Grand Total	1,529	-110,567	-84,862	1,779	-444,318	1,031,563

	Mission			Showplace Square/Potrero Hill		
	Housing Units	PDR SqFt	Other Comm. SqFt	Housing Units	PDR SqFt	Other Comm. SqFt
Complete	227	0	50,157	654	-131,858	131,813
Under Construction*	236	-16,679	8,460	783	-179,049	11,965
Entitled/unbuilt**	127	-440	22,173	147	133,299	284,719
Not entitled***	1,526	-261,995	412,583	1,519	-256,612	337,148
Grand Total	2,116	-279,114	493,373	3,103	434,220	765,645

	Eastern Neighborhoods		
	Housing Units	PDR SqFt	Other Comm. SqFt
Complete	1,385	-490,319	828,161
Under Construction*	1,572	-289,980	159,506
Entitled/unbuilt**	1,394	126,284	541,021
Not entitled***	4,176	-614,203	677,032
Grand Total	8,527	-1,268,219	2,205,720

*According to Current Planning staff, projects that are under construction can take up to 2 years until they are completed and ready for occupancy.

** Projects that have received their Planning Department entitlements can between 2-7 years until they are completed and ready for occupancy.

*** Projects that are under review by the Planning Department, and discretionary power by the Planning Commission has not been exercised. Time to completion and occupancy is uncertain.

APPENDIX TABLE D-2

Amount of Development Estimated by EN PEIR and Percentage of Development Completed, Entitled, or Under Review as of July 7, 2016

	Central Waterfront EIR Projections			East SoMa EIR Projections		
	Housing Units*	PDR SqFt**	Other Comm. SqFt**	Housing Units*	PDR SqFt**	Other Comm. SqFt**
Total units/square footage	2,020	142,477	74,071	2,887	-765,187	1,486,638
As % of EIR projections						
Completes (A)	0%	0%	0%	17%	47%	43%
Under Construction (B)	17%	-56%	3%	7%	2%	9%
Entitled/Unbuilt (C)	39%	22%	92%	11%	5%	11%
Total Entitled (A+B+C)	57%	-35%	95%	36%	54%	64%
Not Entitled	19%	-43%	-210%	26%	5%	6%
Grand Total	76%	-78%	-115%	62%	58%	69%

	Mission EIR Projections			Showplace Square/Potrero Hill EIR Projections		
	Housing Units*	PDR SqFt**	Other Comm. SqFt**	Housing Units*	PDR SqFt**	Other Comm. SqFt**
Total units/square footage	1,696	-1,954,380	2,204,689	3,180	-961,916	1,580,321
As % of EIR projections						
Completes (A)	13%	0%	2%	21%	14%	8%
Under Construction (B)	14%	1%	0%	25%	19%	1%
Entitled/Unbuilt (C)	7%	0%	1%	5%	-14%	18%
Total Entitled (A+B+C)	35%	1%	4%	50%	18%	27%
Not Entitled	90%	13%	19%	48%	27%	21%
Grand Total	125%	14%	22%	98%	45%	48%

	Eastern Neighborhoods EIR Projections		
	Housing Units*	PDR SqFt**	Other Comm. SqFt**
Total units/square footage	9,785	-3,539,006	5,345,718
As % of EIR projections			
Completes (A)	14%	14%	15%
Under Construction (B)	16%	8%	3%
Entitled/Unbuilt (C)	14%	-4%	10%
Total Entitled (A+B+C)	44%	18%	29%
Not Entitled	43%	17%	13%
Grand Total	87%	36%	41%

Note: EN PEIR projected development to 2025 from a 2000 baseline, as the environmental review process was launched in 2002. The Area Plans and their policy instruments did not go into effect until 2009, which is when the Planning Department began to entitle projects pursuant to the EN PEIR.

* As defined by the "Preferred Project" Alternative.

** Average of PEIR Options B and C. The PEIR does not specify an amount of PDR loss and non-residential development in its "Preferred Project" Alternative. The average of Options B and C is used here as a reasonable estimate of non-residential development.

Appendix E

APPENDIX TABLE E-1

Abated Illegal Conversions from PDR, Mission, 2015

Address	Status	Closed Date	Description	Zoning	Entitlement
ALABAMA ST, 94110	Closed - Abated	11/9/2015	Conversion from PDR to office	PDR-1-G	Office use is not permitted in the PDR-1-G Zoning District. Office use must cease all operations.
ALABAMA ST, 94110	Closed - Abated	12/10/2015	Alleged loss of PDR space	PDR-1-G	Office use is not permitted in the PDR-1-G Zoning District. Office use must cease all operations.
ALABAMA ST, 94110	Closed - Abated	7/20/2015	Conversion of industrial space to headquarters for tech start up. No permit for conversion to professional/business offices and not permitted in PDR 1-G zoning district	PDR-1-G	Office use is not permitted in the PDR-1-G Zoning District. Office use must cease all operations.

APPENDIX TABLE E-2

Abated Illegal Conversions from PDR, Western SoMa, 2015

Address	Closed Date	Description	Zoning	Entitlement
BRYANT ST 94107	5/12/2015	Conversion of building use from PDR to Office without approval, in district that does not permit office.	SALI	Office use is not permitted in the SALI Zoning District

APPENDIX TABLE E-3

Abated Illegal Conversions from PDR, Central Waterfront, 2015

Address	Enforcement Result	Case Closed Date	Description	Zoning	Entitlement
03RD ST, 94107	Closed - Abated	12/10/2015	Illegal change of use to office	UMU	All work done without permits
19TH ST, 94107	Closed	4/13/2015	Alleged conversion of PDR to Office use.	UMU	Office use not permitted on ground floor of UMU Zoning District. Office permitted on upper floors if building is registered for office.

Appendix F

APPENDIX TABLE F-1

Changes in PDR Employment by 3-digit NAICS Code

Occupation	3-digit NAICS	East SOMA			Western SOMA		
		2010	2015	% change	2010	2015	% change
Construction	236–238	919	984	7%	946	1,329	40%
Food Manufacturing	311, 312	14	30	117%	27	37	34%
Apparel Manufacturing	313–315	25	9	-64%	140	116	-17%
Other Manufacturing	316, 321, 322, 324–327, 331–335, 337	184	446	142%	161	150	-7%
Printing and Publishing	323, 511	2,466	2,247	-9%	152	346	127%
Repair Service	336	10	4	-60%	0	0	NA
Transp. Equipment, Building Supplies	339, 444	16	89	445%	48	145	203%
Wholesale	423–425	218	435	99%	648	820	27%
Transportation and Warehousing	481, 483–488, 491–493	265	537	103%	265	312	18%
Film & Sound Recording	512	200	148	-26%	154	190	23%
Information	515, 517	765	545	-29%	277	504	82%
Utilities	221, 562	15	20	30%	35	6	-84%
Repair and Maintenance	811	0	189	NA	0	244	NA
ALL PDR JOBS		5,098	5,684	11%	2,854	4,198	47%

Occupation	3-digit NAICS	Mission			Showplace Square/Potrero Hill		
		2010	2015	% change	2010	2015	% change
Construction	236–238	854	622	-27%	541	638	18%
Food Manufacturing	311, 312	226	333	47%	94	228	141%
Apparel Manufacturing	313–315	253	203	-20%	103	16	-84%
Other Manufacturing	316, 321, 322, 324–327, 331–335, 337	217	440	103%	623	564	-10%
Printing and Publishing	323, 511	125	214	72%	169	235	39%
Repair Service	336	0	27	NA	138	0	-100%
Transp. Equipment, Building Supplies	339, 444	72	124	72%	26	98	271%
Wholesale	423–425	281	390	39%	1,357	1,189	-12%
Transportation and Warehousing	481, 483–488, 491–493	243	198	-19%	1,083	1,017	-6%
Film & Sound Recording	512	153	342	123%	16	36	122%
Information	515, 517	591	598	1%	155	140	-10%
Utilities	221, 562	0	10	NA	222	204	-8%
Repair and Maintenance	811	0	291	NA	0	15	NA
ALL PDR JOBS		3,015	3,791	26%	4,529	4,381	-3%

Occupation	3-digit NAICS	Central Waterfront			Eastern Neighborhoods		
		2010	2015	% change	2010	2015	% change
Construction	236–238	767	950	24%	4,028	4,523	12%
Food Manufacturing	311, 312	89	127	42%	451	753	67%
Apparel Manufacturing	313–315	75	17	-77%	597	361	-39%
Other Manufacturing	316, 321, 322, 324–327, 331–335, 337	131	132	1%	1,316	1,731	32%
Printing and Publishing	323, 511	256	121	-53%	3,168	3,164	0%
Repair Service	336	6	12	106%	153	42	-72%
Transp. Equipment, Building Supplies	339, 444	93	68	-28%	256	523	104%
Wholesale	423–425	380	446	17%	2,884	3,281	14%
Transportation and Warehousing	481, 483–488, 491–493	301	184	-39%	2,157	2,248	4%
Film & Sound Recording	512	50	81	63%	573	797	39%
Information	515, 517	55	214	287%	1,843	2,002	9%
Utilities	221, 562	0	147	NA	272	387	42%
Repair and Maintenance	811	0	26	NA	0	765	NA
ALL PDR JOBS		2,203	2,524	15%	17,698	20,577	16%

Appendix G

2016
MAXIMUM INCOME BY HOUSEHOLD SIZE
 derived from the
Unadjusted Area Median Income (AMI)
 for HUD Metro Fair Market Rent Area (HMFA) that contains San Francisco

Income Definition	1 Person	2 Person	3 Person	4 Person	5 Person	6 Person	7 Person	8 Person	9 Person
20% OF MEDIAN	\$15,100	\$17,250	\$19,400	\$21,550	\$23,250	\$25,000	\$26,700	\$28,450	\$29,300
25% OF MEDIAN	\$18,850	\$21,550	\$24,250	\$26,950	\$29,100	\$31,250	\$33,400	\$35,550	\$36,600
30% OF MEDIAN	\$22,600	\$25,850	\$29,100	\$32,300	\$34,900	\$37,500	\$40,050	\$42,650	\$43,950
40% OF MEDIAN	\$30,150	\$34,450	\$38,800	\$43,100	\$46,500	\$50,000	\$53,400	\$56,850	\$58,600
50% OF MEDIAN	\$37,700	\$43,100	\$48,500	\$53,850	\$58,150	\$62,500	\$66,800	\$71,100	\$73,250
55% OF MEDIAN	\$41,450	\$47,400	\$53,300	\$59,250	\$63,950	\$68,700	\$73,450	\$78,200	\$80,550
60% OF MEDIAN	\$45,250	\$51,700	\$58,150	\$64,600	\$69,800	\$74,950	\$80,150	\$85,300	\$87,850
70% OF MEDIAN	\$52,800	\$60,300	\$67,850	\$75,400	\$81,400	\$87,450	\$93,500	\$99,500	\$102,500
72% OF MEDIAN	\$54,300	\$62,050	\$69,800	\$77,550	\$83,750	\$89,950	\$96,150	\$102,350	\$105,450
75% OF MEDIAN	\$56,550	\$64,600	\$72,700	\$80,800	\$87,250	\$93,700	\$100,150	\$106,600	\$109,850
80% OF MEDIAN	\$60,300	\$68,900	\$77,550	\$86,150	\$93,050	\$99,950	\$106,850	\$113,700	\$117,150
90% OF MEDIAN	\$67,850	\$77,550	\$87,250	\$96,950	\$104,650	\$112,450	\$120,200	\$127,950	\$131,800
100% OF MEDIAN	\$75,400	\$86,150	\$96,950	\$107,700	\$116,300	\$124,950	\$133,550	\$142,150	\$146,450
110% OF MEDIAN	\$82,950	\$94,750	\$106,650	\$118,450	\$127,950	\$137,450	\$146,900	\$156,350	\$161,100
120% OF MEDIAN	\$90,500	\$103,400	\$116,350	\$129,250	\$139,550	\$149,950	\$160,250	\$170,600	\$175,750
135% OF MEDIAN	\$101,800	\$116,300	\$130,900	\$145,400	\$157,000	\$168,700	\$180,300	\$191,900	\$197,700
140% OF MEDIAN	\$105,550	\$120,600	\$135,750	\$150,800	\$162,800	\$174,950	\$186,950	\$199,000	\$205,050
150% OF MEDIAN	\$113,100	\$129,250	\$145,450	\$161,550	\$174,450	\$187,450	\$200,350	\$213,250	\$219,700
175% OF MEDIAN	\$131,950	\$150,750	\$169,650	\$188,500	\$203,550	\$218,650	\$233,700	\$248,750	\$256,300
200% OF MEDIAN	\$150,800	\$172,300	\$193,900	\$215,400	\$232,600	\$249,900	\$267,100	\$284,300	\$292,900

San Francisco Mayor's Office of Housing and Community Development

Notes:

1. Source: U.S. Dept. of Housing and Urban Development, published March 28, 2016.
2. Figures derived by SF MOH from HUD's 2016 Median Family Income for a 4 person HouseHold for San Francisco ('HMFA'), unadjusted for high housing costs, and are rounded to the nearest \$50.
3. Additional information on HUD's defined income limits can be found at: <http://www.huduser.org/portal/datasets/il.html>

Effective Date: 3/28/2016

2016
MAXIMUM MONTHLY RENT BY UNIT TYPE
 With and Without Utilities - for MOH singlefamily programs
 derived from the
Unadjusted Area Median Income (AMI)
 for HUD Metro Fair Market Rent Area (HMFA) that contains San Francisco
Published by the San Francisco Mayor's Office of Housing and Community Development

*As published by the San Francisco Housing
 Authority on 12/1/2015

20% OF MEDIAN

With Utilities
 Without Utilities

25% OF MEDIAN

With Utilities
 Without Utilities

30% OF MEDIAN

With Utilities
 Without Utilities

40% OF MEDIAN

With Utilities
 Without Utilities

50% OF MEDIAN

With Utilities
 Without Utilities

55% OF MEDIAN

With Utilities
 Without Utilities

60% OF MEDIAN

With Utilities
 Without Utilities

70% OF MEDIAN

With Utilities
 Without Utilities

72% OF MEDIAN

With Utilities
 Without Utilities

75% OF MEDIAN

With Utilities
 Without Utilities

80% OF MEDIAN

With Utilities
 Without Utilities

90% OF MEDIAN

With Utilities
 Without Utilities

100% OF MEDIAN

With Utilities
 Without Utilities

110% OF MEDIAN

With Utilities
 Without Utilities

120% OF MEDIAN

With Utilities
 Without Utilities

135% OF MEDIAN

With Utilities
 Without Utilities

140% OF MEDIAN

With Utilities
 Without Utilities

150% OF MEDIAN

With Utilities
 Without Utilities

SRO	STUDIO	1 BDRM	2 BDRM	3 BDRM	4 BDRM	5 BDRM
\$45	\$45	\$52	\$69	\$90	\$111	\$134
\$283	\$378	\$431	\$485	\$539	\$581	\$625
\$238	\$333	\$379	\$416	\$449	\$470	\$491
\$353	\$471	\$539	\$606	\$674	\$728	\$781
\$308	\$426	\$487	\$537	\$584	\$617	\$647
\$424	\$565	\$646	\$728	\$808	\$873	\$938
\$379	\$520	\$594	\$659	\$718	\$762	\$804
\$565	\$754	\$861	\$970	\$1,078	\$1,163	\$1,250
\$520	\$709	\$809	\$901	\$988	\$1,052	\$1,116
\$707	\$943	\$1,078	\$1,213	\$1,346	\$1,454	\$1,563
\$662	\$898	\$1,026	\$1,144	\$1,256	\$1,343	\$1,429
\$777	\$1,036	\$1,185	\$1,333	\$1,481	\$1,599	\$1,718
\$732	\$991	\$1,133	\$1,264	\$1,391	\$1,488	\$1,584
\$848	\$1,131	\$1,293	\$1,454	\$1,615	\$1,745	\$1,874
\$803	\$1,086	\$1,241	\$1,385	\$1,525	\$1,634	\$1,740
\$990	\$1,320	\$1,508	\$1,696	\$1,885	\$2,035	\$2,186
\$945	\$1,275	\$1,456	\$1,627	\$1,795	\$1,924	\$2,052
\$1,018	\$1,358	\$1,551	\$1,745	\$1,939	\$2,094	\$2,249
\$973	\$1,313	\$1,499	\$1,676	\$1,849	\$1,983	\$2,115
\$1,060	\$1,414	\$1,615	\$1,818	\$2,020	\$2,181	\$2,343
\$1,015	\$1,369	\$1,563	\$1,749	\$1,930	\$2,070	\$2,209
\$1,131	\$1,508	\$1,723	\$1,939	\$2,154	\$2,326	\$2,499
\$1,086	\$1,463	\$1,671	\$1,870	\$2,064	\$2,215	\$2,365
\$1,272	\$1,696	\$1,939	\$2,181	\$2,424	\$2,616	\$2,811
\$1,227	\$1,651	\$1,887	\$2,112	\$2,334	\$2,505	\$2,677
\$1,414	\$1,885	\$2,154	\$2,424	\$2,693	\$2,908	\$3,124
\$1,369	\$1,840	\$2,102	\$2,355	\$2,603	\$2,797	\$2,990
\$1,555	\$2,074	\$2,369	\$2,666	\$2,961	\$3,199	\$3,436
\$1,510	\$2,029	\$2,317	\$2,597	\$2,871	\$3,088	\$3,302
\$1,697	\$2,263	\$2,585	\$2,909	\$3,231	\$3,489	\$3,749
\$1,652	\$2,218	\$2,533	\$2,840	\$3,141	\$3,378	\$3,615
\$1,909	\$2,545	\$2,908	\$3,273	\$3,635	\$3,925	\$4,218
\$1,864	\$2,500	\$2,856	\$3,204	\$3,545	\$3,814	\$4,084
\$1,979	\$2,639	\$3,015	\$3,394	\$3,770	\$4,070	\$4,374
\$1,934	\$2,594	\$2,963	\$3,325	\$3,680	\$3,959	\$4,240
\$2,121	\$2,828	\$3,231	\$3,636	\$4,039	\$4,361	\$4,686
\$2,076	\$2,783	\$3,179	\$3,567	\$3,949	\$4,250	\$4,552

Appendix H

APPENDIX TABLE H-1

Single Room Occupancy Hotels and number of residential units, Mission

Address	Residential Units
1941 MISSION ST	39
3562 20TH ST	22
37 WOODWARD ST	59
422 VALENCIA ST	80
3048 16TH ST	87
179 JULIAN AV	27
30 SYCAMORE ST	24
1906 MISSION ST	28
520 SOUTH VAN NESS	188
2135 MISSION ST	46
215 14TH ST	13
3032 16TH ST	18
405 VALENCIA ST	47
447 VALENCIA ST	42
3143 16TH ST	20
2791 16TH ST	86
3161 16TH ST	54
504 VALENCIA ST	63
528 VALENCIA ST	49
3444 18TH ST	14
2030 MISSION ST	13
2032 MISSION ST	18
2042 MISSION ST	12
2056 MISSION ST	20
2072 MISSION ST	16
2084 MISSION ST	50
2284 MISSION ST	10
2126 MISSION ST	40
2176 MISSION ST	43
559 VALENCIA ST	63
663 VALENCIA ST	40
2370 MISSION ST	12
1041 VALENCIA ST	12
2522 MISSION ST	9
2361 MISSION ST	64
3061 16TH ST	20
3491 20TH ST	41
2477 MISSION ST	15
868 VALENCIA ST	24
2438 MISSION ST	5

Address	Residential Units
3270 21ST ST	11
2697 MISSION ST	14
2766 MISSION ST	31
2901 MARIPOSA ST	46
1462 VALENCIA ST	7
3550 CESAR CHAVEZ	49
3414 25TH ST	20

APPENDIX TABLE H-2**Single Room Occupancy Hotels and number of residential units, Western SoMa**

Address	Residential Units
251 09TH ST	16
205 09TH ST	32
42 WASHBURN	24
1554 HOWARD ST	35

APPENDIX TABLE H-3**Single Room Occupancy Hotels and number of residential units, Central Waterfront**

Address	Residential Units
732 22ND ST	31
2342 03RD ST	18

APPENDIX TABLE H-4**Single Room Occupancy Hotels and number of residential units, East SoMa**

Address	Residential Units
1040 FOLSOM ST	38
172 06TH ST	10
170 06TH ST	25
152 06TH ST	15
136 06TH ST	12
106 06TH ST	100
102 06TH ST	14
226 06TH ST	11
1011 HOWARD ST	55
1095 MISSION ST	14
42 06TH ST	21
34 06TH	120
88 6TH ST	180
74 06TH ST	167
68 06TH ST	29
48 06TH ST	41

APPENDIX TABLE H-5**Single Room Occupancy Hotels and number of residential units, Central Waterfront**

Address	Residential Units
1312 UTAH ST	16

Appendix I

APPENDIX TABLE I-1

Need Factor Rates per Original Eastern Neighborhoods Needs Assessment / Nexus Study and Citywide Levels-of-Service Analysis / Nexus Study

Improvement	Need Factor	Need - Unit	No of People	Need Factor per person	Reference
Community Facility					
Police (Equipment)	0.77	squad cars	1,000	0.00077	Original EN Needs Assessment
Public Health Centers	0.06	centers	1,000	0.00006	Original EN Needs Assessment
Recreation and Open Space					
Multi-Use Fields	2.25	fields	10,000	0.00023	Original EN Nexus Study
Tennis Courts	2	courts	10,000	0.0002	Original EN Nexus Study
Outdoor basket ball court	2	courts	10,000	0.0002	Original EN Nexus Study
Walkway and bikeway trails	0.17	miles of Blue Greenway			Original EN Nexus Study
Open Space - new parks citywide	55	acres	147,201	0.00037	Citywide Nexus Study (2015)
Open Space - rehabilitation	511	acres	147,201	0.00347	Citywide Nexus Study (2015)
Childcare					
Childcare - for Toddlers Attributable to Residential Growth	393.12	spaces	51,866	0.00758	Citywide Nexus Study (2015)
Childcare for Pre-Schoolers Attributable to Residential Growth	1,551.00	spaces	51,866	0.0299	Citywide Nexus Study (2015)
Complete Streets / Transportation					
Transportation - Sidewalks	88	sf of sidewalk	1	88	Citywide Nexus Study (2015)
Transportation - Bike - Premium Bike Network	13	miles	1,211,217	0.00001	Citywide Nexus Study (2015)
Transportation - Bike - Intersection Improvements	13	intersections	1,211,217	0.00001	Citywide Nexus Study (2015)
Transportation - Bike - Bike Parking Spaces	5,333.00	spaces	1,211,217	0.0044	Citywide Nexus Study (2015)
Transportation - Bike - Bike Sharing	667	bike share stations	1,211,217	0.00055	Citywide Nexus Study (2015)
Transit					
Transit Utilization		no more than 85% crowding			Citywide Level-of-Service Analysis (2015)
Transit Travel Time		average of 33.6 minutes per transit trip			Citywide Level-of-Service Analysis (2015)
Transit Service Hours	1.3	revenue transit service hours	1,000 motorized trips generated by development		Transportation Sustainable Fee (TSF) Nexus Study

APPENDIX TABLE I-2

Need Created by EN Development (both Completes and Pipeline) per LOS Benchmarks of Citywide Level-of Service and Nexus Analysis

Plan Area	Number of Units (a)	No of People (2.3 / unit per Citywide Nexus Assumption)	Need - Open Space New (acres)	Need - Childcare Spots for Toddlers (spaces)	Need - Childcare Spots for Pre-Schoolers (spaces)	Childcare Total	Complete Streets (sidewalk sf)
factor (per new person)			0.00037	0.00758	0.0299		88
Mission Completes and Pipeline	2,359	5,473	2.02	41.48	163.64	205.12	481,613
Pipeline	1,855	4,304	1.59	32.62	128.68	161.30	378,717
Complete	504	1,169	0.43	8.86	34.96	43.82	102,897
Central Waterfront Completes and Pipeline	2,781	6,452	2.39	48.91	192.91	241.82	567,769
Pipeline	2,578	5,981	2.21	45.34	178.83	224.17	526,324
Complete	203	471	0.17	3.57	14.08	17.65	41,444
East SoMa Completes and Pipeline	1,932	4,482	1.66	33.98	134.02	167.99	394,437
Pipeline	1,381	3,204	1.19	24.29	95.80	120.08	281,945
Complete	551	1,278	0.47	9.69	38.22	47.91	112,492
Western SoMa Completes and Pipeline	1,378	3,197	1.18	24.23	95.59	119.82	281,332
Pipeline	1,313	3,046	1.13	23.09	91.08	114.17	268,062
Complete	65	151	0.06	1.14	4.51	5.65	13,270
Showplace/Potrero Completes and Pipeline	4,578	10,621	3.93	80.51	317.57	398.07	934,644
Pipeline	4,526	10,500	3.89	79.59	313.96	393.55	924,028
Complete	52	121	0.04	0.91	3.61	4.52	10,616
EN Completes and Pipeline	13,028	30,225	11.18	229.11	903.73	1,132.83	2,659,796
EN Pipeline	11,653	27,035	10.00	204.92	808.35	1,013.27	2,379,076
Complete	1,375	3,190	1.18	24.18	95.38	119.56	280,720

This table takes the Levels of Service (LOS) rates for new open space, and child care, as provided in the Citywide Levels of Service Analysis (2015), and the Citywide Nexus Study (2015) and applies them to the the number of units complete and within the application pipeline for each of the Eastern Neighborhoods Plan Areas. The result is the amount of improvement that would be needed to meet the target levels of service based on agency directives (Citywide Levels of Service Analysis, p. 1).

(a) This number is inclusive of all known projects (complete and in the pipeline) whether or not the project was specifically enabled by EN legislation and covered by the EN EIR (i.e. projects such as Hope SF and Pier 70 are included in these numbers).

APPENDIX TABLE I-3**Comparison of Need Created (per Citywide Nexus) and Need Addressed (Public Improvements Complete or to be Complete)**

Completes (2011–2015)					
Number of Units	No of People (Citywide Nexus Assumption)	Need - Open Space New (acres)	Need - Child Care Slots (both Toddler and Pre-School)	Transit	Complete Streets
NEED CREATED					
1,375	3,190	1.18 acres	120		
NEED ADDRESSED					
		2 acres of new parks completed or soon to be completed (.84 acres Daggett Park and 1.2 acres Brannan Street Wharf)	62 slots created (Potrero Kids Child Care)	Transit improvements implemented so far include service increases on the 14-Mission, 49-Mission, 22-Fillmore (16th Street), 9/9R-San Bruno (11th Street and Potrero Ave), 10 Townsend (Soma, Potrero Hill), new 55 (16th Street) bus line.	Streetscape projects completed to date include: Cesar Chavez Streetscape Project, Folsom Street (Mission) Road Diet, Bryant Street (Mission), Soma Alleys (roughly 12 blocks), Bartlett Street. Bike improvements completed to date include the following streets: Howard/Folsom, 7th/8th, 13th, and Cesar Chavez East.

Pipeline (assumed complete within six years)					
Number of Units	No of People (Citywide Nexus Assumption)	Need - Open Space New (acres)	Need - Child Care Slots (both Toddler and Pre-School)	Transit	Complete Streets
NEED CREATED					
11,653 (a)	27,035	10.00	1,013		
NEED ADDRESSED					
		The following new open spaces are expected to be complete within the next six years: 17th and Folsom Park (2017), Crane Cove Park Phase I (2017), Dogpatch Art Plaza (2018), Eagle Plaza, the Loop (17th Street and 101), new park in Soma.	\$4.2M is expected to be raised through impact fees in the EN for childcare (roughly enough for 160 slots per Citywide Nexus (p. 22)).	Transit improvements in the next six years are expected to include: 16th Street Transit Improvement / 22-Fillmore, T-Third service increases, T-Third Loop, CalTrain electrification, streetscape improvements (including transit improvements) on Folsom and Howard, new 11-Downtown Connector (Folsom, Harrison), increase frequencies on the 48 Quintara (24th Street-Mission, Potrero Hill), new 58-24th Street bus line (24th Street Mission, Potrero, Dogpatch). In addition, new routes through Potrero Hill and Central Waterfront are also being explored by MTA.	Streetscape projects expected to be completed within the next six years include: 16th Street, 2nd Street, 4th / I-80 ped improvements, 6th Street, 7th / 8th Streets, 22nd Street (Central Waterfront), other Central Waterfront street segments TBD. Bike improvements expected to be completed in the six years could include 5th Street, 11th Street, Indiana Street, Shotwell Street, 22nd Street (Mission).

(a) This includes all development within EN boundaries including those subject to their own EIRs and infrastructure implementation plans (i.e. Pier 70, Hope SF)

List of public improvements here do not include improvements that will be provided as part of Pier 70, Hope SF, and Central Soma Plans, as these Plans have not yet been completed and phasing of public improvements associated with them have not been established.

Appendix J

APPENDIX TABLE J-1

Eastern Neighborhoods List of Capital Projects

Plan Area	"ENMR Category"	"IPIC Category"	"Capital Plan Sub-Category"	Project Title	Scope	Status
Central Waterfront	Major	Complete Streets	Green Connections	22nd Street (Pennsylvania to Illinois)	Streetscaping, including but not limited street trees, landscaping, and pedestrian lighting.	Planned: fully funded, final design underway.
Central Waterfront	Community Based Project	Complete Streets	Green Connections	CalTrain bridge lighting	Lighting of CalTrain bridges with artistic lighting.	Planned - fully funded.
Central Waterfront		Complete Streets	Green Connections	Blue Greenway (24th to Cove)		Planned
Central Waterfront		Complete Streets	Green Connections	Blue Greenway (Illinois)		Planned
Central Waterfront	Community Based Project	Open Space		Angel Alley Improvements (CCG Recipient)	Creation of a community gather space at Tennessee and 22nd Street	Complete
Central Waterfront	Community Based Project	Open Space		Tunnel Top Park (CCG Recipient)	Creation of a mini-park at 25th and Pennsylvania Streets.	Phase I Complete; Phase II to begin summer 2016
Central Waterfront		Open Space	Open Space New	New Park(s) Central Waterfront	Placeholder for one or more new parks, open space, or recreational facility for the Central Waterfront.	Planning underway. Not fully funded. Plan expected to be completed by summer 2016.
Central Waterfront		Open Space	Open Space New	Dogpatch Art Plaza	Located at the dead-end portion of 19th Street, the plaza envisions a pedestrian space of 8,000 sf designed to accommodate special events and rotating art exhibits, bulb-outs, café and other movable seating and bleacher seating.	Planned and underway: to be under construction soon.
Central Waterfront		Open Space	Open Space Rehab	Rehab: Central Waterfront	Though not yet scoped out, funds have been set aside to establish new parks and/or improve Esprit Park.	Planning underway. Not fully funded.
Central Waterfront		Open Space	Open Space Rehab	Warm Water Cove Park	Improvement to and expansion of Warm Water Cover Park.	Planning underway as part of the Dogpatch Public Realm Plan
Central Waterfront and Showplace Square / Potrero	Community Based Project	Complete Streets		Dogpatch and Potrero Sidewalk Landscaping (CCG Recipient)	Installation of sidewalk landscaping in the Dogpatch and Potrero Hill neighborhoods.	Complete
Central Waterfront and Showplace Square / Potrero		Complete Streets	Green Connections	22nd Street Steps (Missouri to Texas)	Stairs and open space landscaping, along 22nd Street alignment between Texas and Missouri.	Planned: fully funded; to be constructed by adjacent Project Sponsor.
Central Waterfront and Showplace Square / Potrero		Complete Streets	Green Connections	22nd Street (Pennsylvania to Texas)	One block of landscaping between Pennsylvania (where the Green Connections project will end) and the 22nd Street stair.	Conceptual - not currently funded.
East Soma		Complete Streets	Streetscape Projects	6th Street Streetscape	Pedestrian safety improvements on 6th Street from Market to Howard Streets. Project could sidewalk widening on both sides of 6th Street, vehicle travel lane reduction, "flex" zone and textured median with raised refuges, pedestrian scale lighting, new street furnishings and tree grates as well as signal retiming.	Planned and underway: community engagement currently underway.
East Soma		Complete Streets	Vision Zero	6th and Minna (traffic signal)	6th and Minna (traffic signal)	Complete

Plan Area	"ENMR Category"	"IPIC Category"	"Capital Plan Sub-Category"	Project Title	Scope	Status
East Soma		Complete Streets	Vision Zero	King St (Bike lanes between 2nd/3rd)	King St (Bike lanes between 2nd/3rd)	Planned - not complete.
East Soma		Complete Streets	Streetscape Projects	SoMa Alleyways Phase II	Alley improvements that include raised crosswalks, stamped asphalt, traffic calming, chicanes, street trees, among other features. Minna and Natoma Streets, from 6th Street to Mary Street; Tehama, Clementina, Shipley, and Clara streets, from 6th Street to 5th Street	Complete
East Soma	Major	Open Space	Open Space Rehab	South Park Rehabilitation	Park features are proposed to include a variety of different programmatic spaces, including a children's play area, a large open meadow, plazas of varying scales, and a variety of areas designed for sitting and/or picnicking to increase park capacity.	Planned and underway: under construction.
East Soma		Complete Streets	Vision Zero	5th Street (green backed sharrows)	Green back sharrows from Market to Townsend on 5th St.	Complete
East Soma		Complete Streets	Streetscape Projects	2nd Street Streetscape	Includes sidewalk widening, curbside bikeways with floating parking and bus boarding islands, vehicle lane reduction and traffic signal modifications	Planned and underway: fully funded; construction expected fall 2016.
East Soma (adjacent)		Open Space	Open Space New	Brannan Street Warf		Complete
East Soma and Western Soma	Major	Complete Streets	Streetscape Projects	7th Street Streetscape	Includes streetscape improvements on Seventh Street between Market and Harrison Streets. Elements include: Reducing the amount of traffic lanes from four to three; the addition of a buffer separated bike lane or "cycle track"; corner bulbs and bus bulbs at intersections reducing pedestrian crossing distances and improving muni service; additional signals at selected midblock intersections or alleyways; sidewalk widening and landscaping; and, raised crosswalks at all alleyways.	Planned: (update coming soon)
East Soma and Western Soma	Major	Complete Streets	Major Projects	Folsom Streetscape	Includes streetscape improvements on Folsom Street between Fifth Street and 11th Street. Improvements include: the addition of an improved separated bi-directional bike lane "cycle track" with a buffer using either parking or raised traffic islands; corner bulbs and bus bulbs at intersections reducing pedestrian crossing distances and improving muni service; additional signals at midblock locations or alleyways; and, raised crosswalks at alleyways.	Planned - Partially Funded, EIR to be complete by winter 2016-17. Community engagement and design planned for 2017, approvals 2018, construction 2019 or after.
East Soma and Western Soma	Major	Complete Streets	Major Projects	Howard Streetscape	Streetscape improvements on Folsom Street between Fifth Street and 11th Street and start construction. Improvements include: The current four lane one way street will be converted to one eastbound and two westbound traffic lanes and a planted median; the existing Howard Street bike lane will be removed and a two-way "cycle track" will be built on Folsom Street; corner bulbs and bus bulbs at intersections - reducing pedestrian crossing distances and improving muni service; additional signals at midblock locations or alleyways; and, raised crosswalks at alleyways.	Planned - Partially Funded, EIR to be complete by winter 2016-17. Community engagement and design planned for 2017, approvals 2018, construction 2019 or after.

Plan Area	"ENMR Category"	"IPIC Category"	"Capital Plan Sub-Category"	Project Title	Scope	Status
East Soma and Western Soma		Complete Streets	Streetscape Projects	SoMa Alleyways (Minna, Shipley, Clara, Natoma, Clementina)	Alley improvements that include raised crosswalks, stamped asphalt, traffic calming, chicanes, street trees, among other features.	Complete
East Soma and Western Soma		Complete Streets	Streetscape Projects	7th and 8th Street Restriping	Remove one travel lane on 7th Street between Harrison and Market Streets and study the operation of the new lane configuration. The lane reduction will help inform the environmental review for the preferred design of the ENTRIPS 7th Street Streetscape.	Complete
East Soma and Western Soma		Open Space	Open Space New	New Park(s) Soma	Placeholder for one or more new parks, open space, or recreational facility for the South of Market.	Planned and underway, Rec and Park actively seeking acquisition; not fully funded.
East Soma and Western Soma		Open Space	Open Space Rehab	Gene Friend/SOMA Recreation Center Reconstruction	Plans for the rehabilitation of Gene Friend currently include demolishing the existing structure and rebuilding a larger, more flexible and attractive facility.	Planned and underway: completed initial phase of community engagement; currently in planning phase.
Mission		Complete Streets	Streetscape Projects	Bartlett Street / Mission Mercado	Streetscape improvements to make the street segment double as a plaza. Interventions include widened sidewalks, raised shared surface, new street trees and landscaping, and pergola structures.	Planned and underway: under construction.
Mission		Complete Streets	Streetscape Projects	Potrero Ave.	Repaving and utility upgrades from Alameda to 25th Street. Bus bulbs, ped and bike improvements throughout. Focused streetscaping between 21st and 25th including median, widened sidewalks and pedestrian lighting.	Planned and underway: currently under construction.
Mission		Complete Streets	Streetscape Projects	Mission District Traffic Calming	In Mission Streetscape Plan (Hampshire, Shotwell, 20, 26)	Conceptual - not currently funded.
Mission		Complete Streets	Vision Zero	16th and Capp (traffic signal)	16th and Capp (traffic signal)	Complete
Mission	Major	Open Space	Open Space Rehab	Mission Rec Center	The project is currently being scoped with the goal of completely rebuilding the enclosed Recreation Center.	Planned: seed funding provided through IPIC; planning to begin mid 2016.
Mission	Major	Open Space	Open Space New	17th and Folsom Street Park	A new park at 17th and Folsom that will include a children's play area, demonstration garden, outdoor amphitheater and seating, among other amenities.	Planned and underway: under construction.
Mission	Community Based Project	Open Space	Open Space Rehab	Franklin Square	The smaller near-term project is to install a exercise course at the park.	Planned: athletic course project fully funded; beginning design with construction 2016.
Mission	Community Based Project	Open Space	Open Space Rehab	Jose Coronado Playground	The project could include playing field resurfacing and new fencing.	Planned: - additional scoping expected.
Mission	Community Based Project	Open Space	Open Space Rehab	Juri Commons (Playground)	This smaller near-term project looks to reconstruct the playground at this small park.	Planned, fully funded.
Mission	Community Based Project	Open Space		Fallen Bridge Park (CCG Recipient)	Further improvement of Fallen Bridge Park, a community-created park, located at the base of the I-101 pedestrian bridge on its west side.	Complete

Plan Area	"ENMR Category"	"IPIC Category"	"Capital Plan Sub-Category"	Project Title	Scope	Status
Mission		Open Space	Open Space Rehab	Garfield Square Aquatics Center	This project includes enhancing the facility to a higher capacity Aquatics Center, which, besides refurbishing the pool, would also include adding additional amenities such as a multi-purpose room and a slide.	Planned and underway: currently completing community engagement for final design.
Mission	Major	Transit	Major Projects	Mission Street (Muni Forward) - Mission		Planned and underway. Frequency increase in 2015. Construction scheduled for 2016.
Mission and Showplace Square / Potrero	Major	Transit	Major Projects	16th Street Multimodal Corridor Project		Planned and underway: fully funded, phased implementation to begin soon; hard construction to begin 2018.
Mission and Showplace Square / Potrero		Complete Streets	Streetscape Projects	Cesar Chavez (Hairball short term improvements)		Conceptual - not currently funded.
Mission and Western Soma		Complete Streets	Vision Zero	11th/13th/Bryant (bicycle intersection improvements)	11th/13th/Bryant (bicycle intersection improvements)	Planned.
Showplace Square / Potrero	Community Based Projects	Complete Streets		Hope SF Potrero Street Safety improvements	[need to check]	Planned and underway.
Showplace Square / Potrero		Complete Streets	Green Connections	22nd Street Steps (Arkansas to Missouri)	Stairs along the north side of Potrero Recreation center along the 22nd Street right-of-way and alignment.	Conceptual - not currently funded.
Showplace Square / Potrero		Complete Streets	Green Connections	17th Street (phased with Loop OS)	Streetscape improvements to activate the portion of 17th Street that crosses under the 101.	Planned; funding being sought.
Showplace Square / Potrero		Complete Streets	Green Connections	17th Street Green Street	Green connection streetscape interventions along 17th Street within Showplace Square.	Conceptual - not currently funded.
Showplace Square / Potrero		Complete Streets	Green Connections	Wisconsin @ Jackson Playground	Green connection streetscape interventions Wisconsin Street between Jackson Playground and 16th Street.	Conceptual - not currently funded.
Showplace Square / Potrero		Complete Streets	Streetscape Projects	Cesar Chavez (East)		Conceptual - not currently funded.
Showplace Square / Potrero	Major	Open Space	Open Space Rehab	Jackson Playground	Scope for the rehabilitation of Jackson Playground is currently being developed between Rec and Park, Friends of Jackson Playground, Live Oak School and other interested parties.	Planned: Planning underway. Funding actively being sought.
Showplace Square / Potrero	Major	Open Space	Open Space New	Daggett Park	A new park on the former Daggett right-of-way.	Near Complete.
Showplace Square / Potrero	Community Based Project	Open Space		Connecticut Friendship Garden Outdoor Classroom (CCG Recipient)	Creation of a community outdoor classroom at the Connecticut Street Friendship Garden immediately adjacent to Potrero Recreation Center.	Planned and underway.
Showplace Square / Potrero		Open Space	Open Space New	The Loop	A series of open space and streetscape interventions at the intersections of 17th Street and Highway 101 that would activate and enliven the underutilized space along and under the freeway.	Conceptual; actively seeking funding.
Showplace Square / Potrero		Open Space	Open Space New	Irwin Plaza	Plaza improvements at the intersection of 16th Street and Irwin.	Conceptual - not currently funded.

Plan Area	"ENMR Category"	"IPIC Category"	"Capital Plan Sub-Category"	Project Title	Scope	Status
Showplace Square / Potrero	Major	Transit	Transit	New bus routing in Showplace/ Potrero and Central Waterfront.		Community consultation underway.
Western Soma	Major	Complete Streets	Streetscape Projects	8th Street Streetscape	Streetscape improvements on Eighth Street between Market and Harrison Streets. Elements include: The addition of an improved buffer separated bike lane "cycle track" using either parking or raised traffic islands; corner bulbs and bus bulbs at intersections reducing pedestrian crossing distances and improving muni service; additional signals at midblock intersections or alleyways; sidewalk widening and landscaping; and, raised crosswalks at alleyways.	Planned: (update coming soon)
Western Soma		Complete Streets	Streetscape Projects	Ringold Alley	Streetscape improvements that include enhanced lighting, landscaping, paving, furnishings, and undergrounding utility lines.	Planned and underway. Construction to begin soon.
Western Soma		Complete Streets	Streetscape Projects	Western SOMA Gateway Treatments at highway off-ramps		Conceptual - not currently funded.
Western Soma		Open Space	Open Space New	12th Street Greening (Eagle Plaza adjacent)	Possible improvements between Folsom and Betrice that would include a "living streets" treatment that would include widened sidewalks, landscaping and some programmed uses.	Conceptual - not yet officially proposed
Western Soma		Open Space	Open Space New	12th Street Greening (Eagle Plaza)	Eagle Plaza envisions are share surface treatment between Betrice and Harrison, with a single south bound travel lanes, plaza plantings, seating, lighting and other amenities to allow the space to be used for both active and passive recreational use and for events.	Planned and underway through in-kind.
Western Soma and Showplace Square / Potrero		Complete Streets	Streetscape Projects	7th Street from Townsend to 16th Street	Conceptual placeholder for extending streetscaping and complete streets treatment for southern portion of 7th Street.	Conceptual - not currently funded. Awaiting RAB.
Throughout		Complete Streets	Green Connections	GC Segments: Basic Signage and Wayfinding	General low-level low-cost interventions for all portions of identified "Green Connections" within Eastern Neighborhoods.	General placeholder
Throughout		Complete Streets	Streetscape Projects	Infill Street Tree Planting		General placeholder
Throughout		Complete Streets	Streetscape Projects	EN Streetscape Improvements through 2025		general placeholder
Throughout		Complete Streets	Vision Zero	Walk First Long-Term, Comprehensive Improvements	All WalkFirst Phase 2 improvements in Eastern Neighborhoods.	Conceptual - not currently funded.
Throughout	Community Based Project	Open Space	Open Space - Other	Community Challenge Grant Projects		Ongoing. Third funding cycle recently opened.

Appendix K

APPENDIX TABLE K-1

Provisions in the Planning Code to Encourage Adaptive Reuse of Historic Properties in Commercial Districts

Planning Code Section	Zoning District	Historic Status (A10, A10D, A11, NR or CR)	Proposed Use	Approval Authority (ZA or Planning Commission)
803.9(a)	SoMa Mixed Use Districts	A10, A10D or A11	Principal Uses in SSO District <25,000 sf	ZA
803.9(a)	SoMa Mixed Use Districts	A10, A10D or A11	Principal Uses in SSO District >25,000 sf	Planning Commission
803.9(b)(1)	SPD, MUG, MUO, and MUR	A10, A10D or CR	All Uses	ZA
803.9(b)(2)	RED and RED-MX	A10, A10D, A11 and Extended Preservation District, NR (Individual Only) or CR (Individual Only)	Office or Retail Use	ZA
803.9(b)(3)	WMUG	A10, A10D, A11 and Extended Preservation District, NR (Individual Only) or CR (Individual Only)	Office Use	ZA
803.9(b)(c)	UMU	A10, A10D or CR	All Uses	ZA

Appendix L

APPENDIX TABLE L-1

List of Neighborhood Serving Business Codes

NAICS	Label
311811	Retail Bakeries
445110	Supermarkets and Other Grocery (except Convenience) Stores
445120	Convenience Stores
445210	Meat Markets
445220	Fish and Seafood Markets
445230	Fruit and Vegetable Markets
445291	Baked Goods Stores
445299	All Other Specialty Food Stores
445310	Beer, Wine, and Liquor Stores
446110	Pharmacies and Drug Stores
446120	Cosmetics, Beauty Supplies, and Perfume Stores
446191	Food (Health) Supplement Stores
447110	Gasoline Stations with Convenience Stores
447190	Other Gasoline Stations
448110	Men's Clothing Stores
448120	Women's Clothing Stores
448130	Children's and Infants' Clothing Stores
448140	Family Clothing Stores
448150	Clothing Accessories Stores
448190	Other Clothing Stores
448210	Shoe Stores
451110	Sporting Goods Stores
451120	Hobby, Toy, and Game Stores
451130	Sewing, Needlework, and Piece Goods Stores
451211	Book Stores
451212	News Dealers and Newsstands
451220	Prerecorded Tape, Compact Disc, and Record Stores
452112	Discount Department Stores
452990	All Other General Merchandise Stores
453110	Florists
453210	Office Supplies and Stationery Stores
453310	Used Merchandise Stores
453910	Pet and Pet Supplies Stores
519120	Libraries and Archives
522110	Commercial Banking
522120	Savings Institutions
532230	Video Tape and Disc Rental
611110	Elementary and Secondary Schools

NAICS	Label
611210	Junior Colleges
624410	Child Day Care Services
713940	Fitness and Recreational Sports Centers
722110	Full-Service Restaurants
722211	Limited-Service Restaurants
722212	Cafeterias, Grill Buffets, and Buffets
722213	Snack and Nonalcoholic Beverage Bars
722410	Drinking Places (Alcoholic Beverages)
811111	General Automotive Repair
811112	Automotive Exhaust System Repair
811113	Automotive Transmission Repair
811118	Other Automotive Mechanical and Electrical Repair and Maintenance
811192	Car Washes
811430	Footwear and Leather Goods Repair
811490	Other Personal and Household Goods Repair and Maintenance
812111	Barber Shops
812112	Beauty Salons
812113	Nail Salons
812310	Coin-Operated Laundries and Drycleaners
812320	Drycleaning and Laundry Services (except Coin-Operated)
812910	Pet Care (except Veterinary) Services
812922	One-Hour Photofinishing
813110	Religious Organizations
813410	Civic and Social Organizations

Appendix M

Implementation Matrix

Section 10E.2(b)(4) of San Francisco's Administrative Code requires that Planning Department staff maintain and report on an "Implementation Matrix" for the Eastern Neighborhoods Area Plans, reviewing progress towards a series of implementation measures. The matrix needs to evaluate the actions of responsible agencies towards meeting various policy action items. Section 5 of the individual Plan Area Monitoring Reports discuss the community benefits program and progress made towards several items on the Implementation Matrix. However, for organizational purposes, Planning Department staff has maintained and will present the matrix itself separately from these Monitoring Reports, though it can be found along with the Reports in the Eastern Neighborhoods website at <http://sf-planning.org/eastern-neighborhoods>.

It is incorporated herein by reference.



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Citizens Advisory Committee of the Eastern Neighborhoods Plan

Current Members:

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Don Bragg, Marcia Contreras, John Elberling,

Keith Goldstein, Oscar Grande, Bruce Kin Huie,

Henry Karnilowitz, Toby Levy, Robert Lopez,

Fernando Martí, Dan Murphy, Kristian Ongoco,

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Previous Members:

Alisa Shen, Arthur Reis, Maureen Sedonaen, Kate Sofis,

Cyndy Comerford, Julie Leadbetter

The Planning Department would also like to acknowledge the efforts of community organizations and the thousands of community members who have worked with us over the years to develop the Eastern Neighborhoods Community Plans.

For Information on the Eastern Neighborhoods Area Plans, visit:

<http://easternneighborhoods.sfplanning.org>