

An aerial photograph of San Francisco, showing the dense urban landscape with numerous buildings and the prominent Transamerica Pyramid in the background. The image is overlaid with a semi-transparent blue filter.

SAN FRANCISCO PLANNING 2015-16

ANNUAL

REPORT



San Francisco Planning

San Francisco Planning Department Annual
Report 2015-2016

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This Annual Report fulfills the requirement of San Francisco City Charter Section 4.103 for both the Planning Commission and the Historic Preservation Commission.

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MESSAGE FROM PLANNING DIRECTOR JOHN RAHAIM

San Francisco. Rich with history, culture, physical beauty, and opportunity, it is not without its significant challenges; the most pressing being a lack of affordable housing for all income levels.

However, while finding ways to build new housing in San Francisco - and the region - is essential, it's not only about increasing the number of available units. A shortage of housing does more than lead to escalated costs. The realities of displacement and gentrification diminish the character and stability of neighborhoods, and contribute to some of the worst commutes in the nation. We must also address issues such as more efficient public transit, homelessness, families leaving the City at an alarming rate, and the need for more open space. Yet while everyone agrees that we need to do more, progress has been stifled due to endless dispute over what 'doing more' means. We must temper the ongoing conflicts over land use policies, particularly housing production. Agreeing to compromise in the best interest of those who live here, and those who want to live here, is crucial to meeting our housing demands and remaining an equitable city.

In order to stabilize and grow our neighborhoods, putting a complete stop to development or allowing unbridled growth is too simplistic and impractical. I'm encouraged by the recent steps we've taken forward, like the Accessory Dwelling Unit program and the 100 Percent Affordable Housing Bonus Program ordinance. The partnership and balance proposed in the Mission Action Plan 2020, featured in this Report, is complex and requires commitment. Yet I believe it will serve as a model moving forward as we continue to encounter similar challenges.

As Planning Director, I have the honor and responsibility to work toward and implement new strategies to ensure San Francisco remains a place for everyone. Just as we did not find ourselves in this predicament overnight, getting ourselves out of it will not happen overnight. But I'm confident that it will happen.

As we reflect back on our work in this Annual Report, it's important to look forward to the steps we will take working with the Mayor, Board of Supervisors, and the Planning Commission. It is with enthusiasm and optimism that I look forward to creating real change in the coming year.

John Rahaim
Director of Planning
San Francisco Planning Department



MESSAGE FROM PLANNING COMMISSION PRESIDENT RODNEY FONG

As President of the Planning Commission, it is my honor to present the San Francisco Planning Department's Annual Report for 2015-2016.

San Francisco has long been known as a hub for extraordinary innovation. Many regions in the country look to recreate our programs and policies that have led to groundbreaking solutions. And as we've proven this past year, San Francisco continues that tradition.

Rather than wait for state action, the Planning Commission adopted a resolution making San Francisco the first county to move forward with state-proposed guidelines that modernize the way we measure the transportation impacts of new development. This accomplishment was part of a larger effort known as the Transportation Sustainability Program, a multi-agency effort co-led by San Francisco Planning to improve and expand upon San Francisco's transportation system to help accommodate new growth.

The Board of Supervisors passed two pieces of legislation authored by Supervisor Scott Wiener, in close coordination with San Francisco Planning, the Department of the Environment, and SPUR, requiring most new construction projects to incorporate between 15 and 30 percent of roof space as solar, green roofs, or a blend of both, making San Francisco the first major city in the country to implement this regulation.

The Mission Action Plan 2020 (MAP2020) is a first-of-its-kind approach to community planning. As a collaborative process between community advocates and City staff to identify solutions for the people and businesses being displaced by the rapid changes in the Mission, I believe MAP2020 will be recognized as an exemplary model for addressing communities in crisis.

These efforts, and many others, are only possible because of the people of San Francisco who dedicate themselves wholeheartedly to making the City the special place that it is. I am proud of San Francisco and of the Planning Department staff, and I'm proud to be a part of the progress we've made.

Rodney Fong
President
San Francisco Planning Commission



MESSAGE FROM HISTORIC PRESERVATION COMMISSION PRESIDENT ANDREW WOLFRAM

This has been an exceptional fiscal year – and I am thrilled that the work from San Francisco Historic Preservation Commission and San Francisco Planning's Preservation Team can now be enjoyed by residents and visitors throughout the City.

San Francisco is a city known for independent and historic small businesses. However, in just the past few years, we've lost many iconic businesses, such as landmark designated Marcus Books, The Lexington Club, and the Empress of China.

With the voter-approved local measure Proposition J in November 2015, the City of San Francisco established the Legacy Business Historic Preservation Fund. Through this Proposition, the Historic Preservation Commission's role in the Legacy Business is to provide an advisory recommendation to the Small Business Commission as to whether the small business has contributed to the neighborhood's history and/or the identity of a particular neighborhood or community.

While the program took some time and coordination to take off, the enthusiasm generated by Planning's Preservation Team left no doubt that they were committed to saving longstanding and valuable cultural businesses to the City's quality of life. Saving buildings and businesses remains our focus, and today more than 68 community-serving businesses in San Francisco are recognized by the Historic Preservation Commission as an official Legacy Business in the City.

The Commission and San Francisco Planning's Preservation Team also made significant progress in the City's Landmark Designation Work Program, recognizing many buildings that have contributed to our social, cultural and architectural history. This year, the Commission recommended approval of six individual landmarks, a record high for the Commission within a fiscal year. Congrats to the following designated landmarks: the Cowell House, Ingleside Presbyterian Church and the Great Cloud of Witnesses, Bourdette Building, the Alemany Emergency Hospital and Health Center, V.C. Morris Gift Shop, and the University Mound Old Ladies' Home.

I am proud and honored to serve this great city and pleased to share how the Historic Preservation Commission and the Preservation Staff at San Francisco Planning are working together to ensure that the best of our city's built environment continues to be protected and preserved.

Andrew Wolfram
President
San Francisco Historic Preservation Commission

SNAPSHOT

KEY MILESTONES
FOR 2015-16 FISCAL YEAR

INVESTMENT IN THE COMMUNITY

407

PLANNING COMMISSION HOURS

On a volunteer basis, commissioners advise....

33

HISTORIC PRESERVATION HOURS

On a volunteer basis, commissioners advise....

24

PAID
SUMMER
INTERNS

7

YOUTHWOR
K
INTERNS

2,094⁺

HOURS DEVOTED TO HELPING SAN FRANCISCO
THROUGH THE PERMITTING PROCESS AT THE PLANNING
INFORMATION CENTER

166

STAFF DEDICATED HOURS
OF VOLUNTEER SERVICE TO
SF REC & PARK

ACHIEVEMENTS & ACCOLADES

4

LOCAL & NATIONAL
AWARDS FOR PLANNING
& DESIGN EXCELLENCE

- Preservation Design Award from the California Preservation Foundation
- **Annie Plaza** awarded a Placemaking Award through SFBeautiful 2015
- **Castro Streetscape Improvement Project** was awarded the 2015 Caltrans Excellence in Transportation Award in the Community Enhancement category
- **The Civic Center Cultural Landscape Inventory** was selected for Preservation Design Award in the Cultural Resources category

LOCAL, STATE, AND
NATIONAL GRANTS

8

ALLOCATING

\$2,600,00+
IN FUNDING TO SUPPORT
PROJECT DEVELOPMENT

PERFORMANCE

IN PLANS & SERVICES

8,109

PROCESSED BUILDING
PERMITS *Existing & Alterations*

2,341

MISCELLANEOUS PERMITS

89

PRELIMINARY PROJECT
ASSESSMENT REQUESTS RECEIVED

223

CONDITIONAL USE
AUTHORIZATIONS

7

COMPLETED
PLANS AND
REPORTS

- 2014 Commerce & Industry Inventory Report
- 2015 Downtown Plan Monitoring Report
- 2015 Housing Inventory Report
- 2010-2014 Market & Octavia Plan Monitoring Report
- Accessory Dwelling Unit Handbook
- San Francisco Plazas Public Life Study Report
- Sea Level Rise Action Plan

1,200⁺

ENFORCEMENT
COMPLAINTS CLOSED

101

GENERAL PLAN REFERRALS

188

VARIANCES

11

PUBLISHED
ENVIRONMENTAL
I M P A C T
R E P O R T S

- Academy of Art University Project (*Draft*)
- Potrero Hope SF Master Plan (*Final*)
- Sunnydale-Velasco HOPE SF Master Plan (*Final*)
- 5M Project, 925-967 Mission Street (*Final*)
- Second Street Improvement Project (*Final*)
- Westside Recycled Water Project (*Final*)
- 1979 Mission Street Mixed-Use Project (*Draft*)
- 901 16th Street (*Final*)
- 1601 Mariposa Street Mixed Use Project (*Final*)
- 75 Howard Street Project (*Final*)
- Golden State Warriors Event Center & Mixed-Use Development at Mission Bay Blocks 29-32 (*Final*)

TRANSPORTATION





KEEPING PEOPLE MOVING AS OUR CITY GROWS



RAILYARD ALTERNATIVES & I-280 BOULEVARD FEASIBILITY STUDY (RAB)*

The Railyard Alternatives and I-280 Boulevard Feasibility Study (RAB) is a multi-agency program studying transportation and land use alternatives in the most rapidly growing areas of the City.

San Francisco has committed to significant transit and infrastructure investments in the South of Market, Mission Bay, and Showplace Square/Lower Potrero Hill neighborhoods. The Downtown Rail Extension (DTX), the electrification of Caltrain and High-Speed Rail service are planned around existing infrastructure that includes street-level commuter rail tracks, a half-mile long railyard and an elevated freeway. However, this infrastructure was built in a time when the area was primarily an industrial neighborhood. This presents a number of challenges that potentially divides these densifying neighborhoods, reduces connectivity and exacerbate congestion for public transit, cars, pedestrians and cyclists.

Rather than simply considering how to build each project independently in the existing circumstances, the City wants to coordinate these projects into a unified vision for the area.

BAYSHORE MULTI-MODAL FACILITY STUDY

Extensive growth in the bi-county, Bayshore area is placing significant pressure on regional and local transportation systems. To meet both current neighborhood needs as well as the expected increase in travel and commuting demand, several transportation improvements have been identified for the bi-county area; including Muni Forward service enhancements, US-101/Candlestick Point interchange, Caltrain Modernization and Geneva-Harney Bus Rapid Transit.

A multi-modal facility is one significant way to better connect these improvements and serve future transportation demand in the bi-county area. A facility will also support regional priorities of coordinating land use and transportation planning, as well as reducing greenhouse gas (GHG) emissions.

The Bayshore Multi-Modal Facility Location Study is analyzing alternative locations, conceptual designs, and implementation plans for such a facility in the Bayshore area based on consultant analysis, public agency input and community feedback.

SFMTA COMMUTER SHUTTLE PROGRAM

The number of privately operated shuttles in San Francisco has grown in recent years. Numerous employers, educational institutions, medical facilities, office buildings, and transportation management associations offer private shuttle service to their employees, students, and clients. Even some development projects are required to provide shuttle services as part of their conditions of approval. However, all of the shuttle activities were not regulated on the City's streets, and the lack of rules and guidelines for where and when the shuttles could operate resulted in confusion for shuttle operators and neighborhood residents, inconsistent enforcement, and real and perceived conflicts with other transportation modes.

In August 2014, SFMTA launched the Commuter Shuttle Program and created a network of shared stops for use by Muni and commuter shuttle buses that applied to participate, and restricted parking for some hours of the day in certain locations to create passenger loading (white) zones exclusively for the use of permitted commuter shuttles. However, the environmental impacts of the Program needed to be reviewed.

In October 2015, San Francisco Planning completed the Certificate of Determination Exemption from Environmental Review for the SFMTA Commuter Shuttle Program. The findings for the Commuter Shuttle Program would not result in any changes in land use, urban design or long-range views, cultural resources, biological resources, greenhouse gas emissions, wind, shadow, utilities and service systems, geology and soils, hydrology or water quality, mineral resources or agricultural and forest resources.

The RAB will evaluate whether these challenges can be addressed through a comprehensive, regional approach to building a future that integrates land use with local and regional transportation and builds a high-quality urban environment.

The RAB study is divided in two phases: Phase I, Technical Feasibility Assessment; and Phase II: Alternatives Development

RAB has a technical advisory committee (TAC) which includes representation from Metropolitan Transportation Commission, Caltrans, California High Speed Rail Authority, Caltrain, Transbay Joint Powers Authority, California State Transportation Agency, Federal Transit Administration, Federal Railroad Administration and various City and County Departments including: San Francisco Planning, San Francisco County Transportation Authority, San Francisco Port Authority, San Francisco Municipal Transportation Agency, San Francisco Department of Public Works, San Francisco Office of Community Investment and Infrastructure, San Francisco Office of Economic and Workforce Development, and San Francisco Mayor's Office.

* Now called Railyard Alignment & Benefits

TRANSPORTATION SUSTAINABILITY PROGRAM

The **TRANSPORTATION SUSTAINABILITY PROGRAM (TSP)** seeks to improve and expand upon San Francisco's transportation system to help accommodate new growth. It's a comprehensive reform of the way the City handles development so that the transportation network keeps pace with growth. It will improve how people get around the City, whether by foot, transit, bike or car. It will allow everyone to get where they are going in ways that are safer, more reliable and more environmentally friendly.

The **TRANSPORTATION SUSTAINABILITY PROGRAM** is comprised of three components:

- » Enhance Transportation to Support Growth (Invest)
- » Modernize Environmental Review (Align)
- » Encourage Sustainable Travel (Shift)



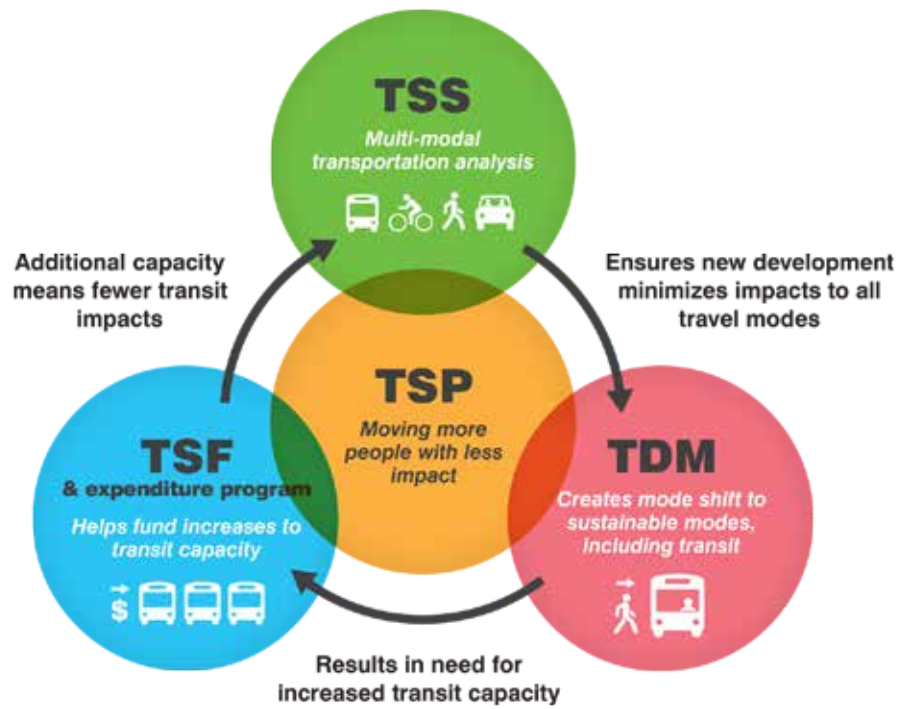
TRANSPORTATION SUSTAINABILITY FEE (INVEST)

Requires new development to invest more in our transportation system to help address the impacts of growth

To meet future demand, the City needs to invest \$10 billion in transportation infrastructure through 2030, including \$6.3 billion in new revenue. November 2014 funding measures dedicate a one-time investment of \$500 million to the city's transportation infrastructure (Prop A), and another \$300 million over the next 15 years (Prop B).

To help fill the City's transportation funding gap, the Transportation Sustainability Fee (TSF) replaces the Transportation Impact Development Fee, applying to more types of development to provide additional revenue. The TSF is projected to raise nearly \$1.2 billion for transportation improvements such as expanding the MUNI fleet, improving reliability on the busiest routes, retrofitting existing trains, investing in the electrification of Caltrain, and making streets safer for bicyclists and pedestrians, over the next 30 years.

New commercial developments, market-rate residential developments with more than 20 units, and certain large institutions will be required to pay the Transportation Sustainability Fee. Affordable housing developments, subsidized middle-income housing, market-rate housing with less than 20 units and most nonprofit developments are exempt from the fee. *Legislation establishing the Transportation Sustainability Fee was approved in August 2015.*



FEATURED PROJECT



CEQA REFORM (ALIGN)

Changes how the City analyzes impacts of new development on the transportation system under the California Environmental Quality Act (CEQA) so that it better aligns with the City's longstanding environmental policies.

Since the 1950's, analysis of transportation impacts was often determined solely by something called Level of Service (LOS). Developed largely for analyzing traffic capacity on highways as opposed to environmental effects, LOS is an outdated and flawed approach that was expensive to calculate, did little to benefit the environment, and promoted urban sprawl rather than smart infill growth.

The California Environmental Quality Act was enacted in 1970 in response to the growing awareness that environmental impacts must be carefully considered in order to avoid unanticipated environmental problems from planning efforts or development. CEQA does not directly regulate land use, but it requires local agencies to follow a specific protocol of analysis to identify the potential environmental impacts of a proposed project and to avoid or alleviate those impacts through development of project alternatives, mitigation measures, and monitoring.

The environmental review process provides decision-makers and the general public with an objective analysis of the immediate and long-range impacts of a proposed project on its surrounding physical environment. This includes both specific and cumulative effects. In California, environmental review has two purposes: to disclose the impacts of a project and to ensure public participation.

On Sept. 27, 2013, Gov. Jerry Brown signed Senate Bill 743 (Steinberg), directing the California Office of Planning and Research (OPR), the state's long-range planning and research agency, to update the CEQA



Guidelines to establish new transportation impact analysis criteria for determining the significance of transportation impacts that “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.”

OPR’s third document, the Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA, was published for public review and comment in January 2016.

The proposal replaces LOS with a measurement of vehicle miles traveled (VMT), which considers the amount and distance of automobile use generated by a project, rather than the congestion it creates at an intersection. It is an easily calculated, direct indicator of the effects of car use and recognizes the benefits of projects and development patterns that are designed to reduce it.

On March 3, 2016, Rather than wait for state action, the San Francisco Planning Commission adopted a resolution to immediately replace LOS with a vehicle miles traveled threshold for all CEQA environmental determinations. San Francisco was the first county to move forward with state-proposed guidelines that modernize the way we measure the transportation impacts of new development.

FEATURED PROJECT



TRANSPORTATION DEMAND MANAGEMENT (SHIFT)

Requires new developments to provide on-site amenities that prioritize sustainable alternatives to driving.

Transportation demand management (TDM) describes policies, programs, or resources that support and incentivize sustainable travel choices like walking, biking, taking transit, or carpooling. TDM is an important strategy to minimize traffic while ensuring that people can get where they need to go. TDM also delivers environmental benefits (lower emissions) and health benefits (reduced risk of injury and collision, increased active transportation).

The TDM Program is designed to work with developers to provide more on-site amenities that will encourage smarter travel options so people can get around more easily without a car. The overall goal of the TDM Program is to reduce the Vehicle Miles Traveled (VMT) associated with a development project.

A series of development-focused TDM measures are intended to “shift” more typical car-dependent travel practices by providing reliable alternatives, such as: delivery services, bicycle amenities, and subsidized transit passes, providing more sustainable transportation options for a building’s tenants, employees, residents, and visitors, which benefits not only the local neighborhood, but the City as a whole.

TDM legislation requirements apply to most new development projects, as well as some changes of use to existing property. Smaller residential projects (nine units or less) would not be subject to the legislation. Residential projects that are 100 percent affordable housing would be exempt.

Each project will incorporate TDM measures to help them meet an assigned vehicle miles traveled reduction target. To reach the target, projects will include various TDM measures that reduce vehicle miles traveled and support sustainable travel choices.

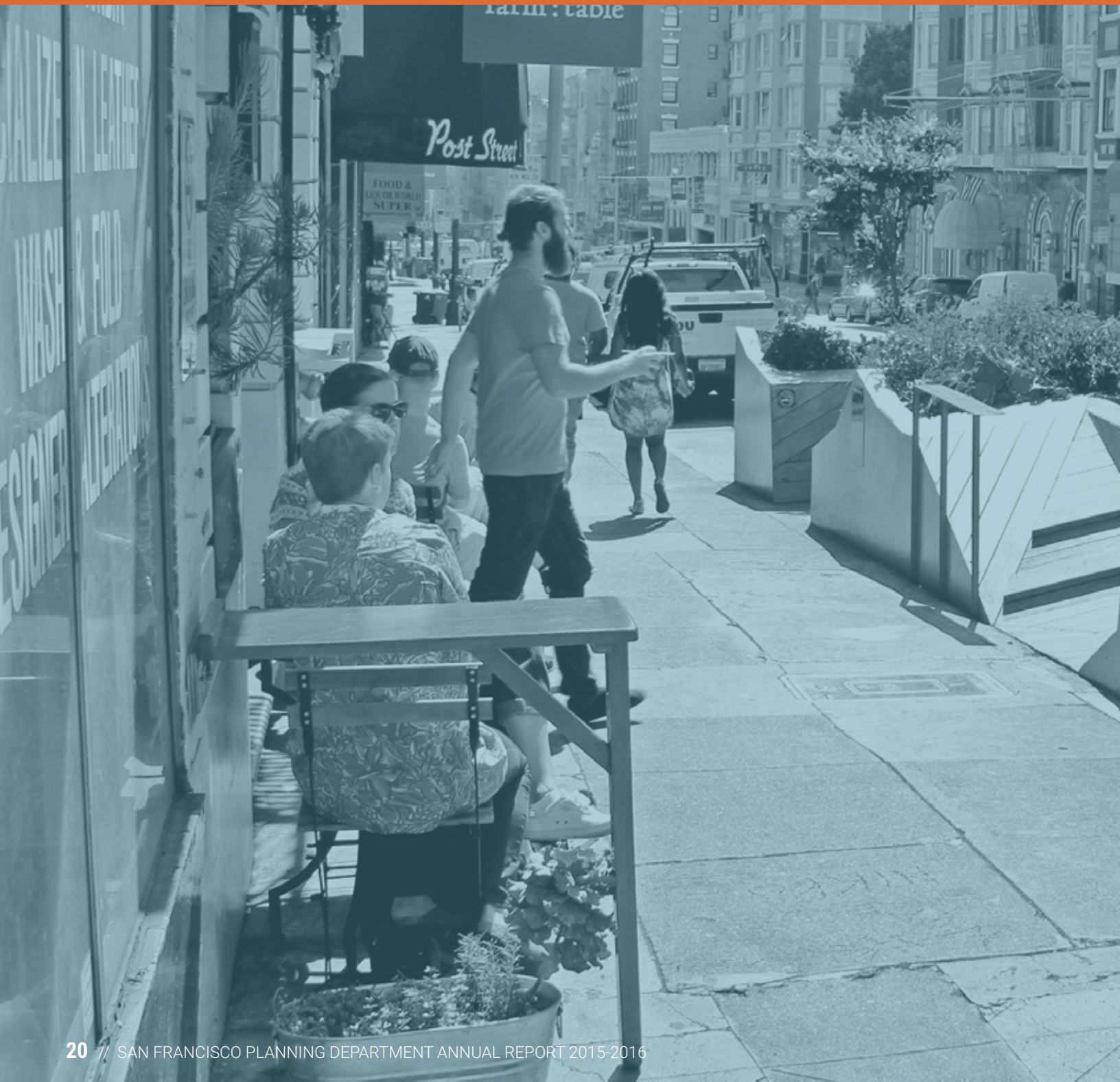
An online tool helps developers select various TDM measures that best fit their projects. Each item on the menu has a different point value based on its ability to reduce vehicle miles traveled. For example, providing showers and lockers as a benefit to biking commuters counts for 1 point, and reducing the amount of onsite parking carries one of the highest point totals (up to 11 points). Developers have a target number of points they have to reach, depending on the size and type of their development, and the part of the City that it’s in. Once measures have been accepted, the developer will submit their choices along with a TDM Plan Review application.

Planning will then work with other City staff to ensure the selected measures appropriately meet their targets. The selected TDM measures will comprise the TDM Plan for the development project, which the requirement for a TDM Plan will be adopted as a condition of project approval.

The Transportation Sustainability Program is a joint effort between the San Francisco Planning Department, the San Francisco County Transportation Authority, and the San Francisco Municipal Transportation Agency. *The San Francisco Board of Supervisors approved an ordinance amending the Planning Code to establish a Transportation Demand Management Program in February 2017.*



PUBLIC SPACES





CELEBRATING SAN FRANCISCO THROUGH OUR COMMON SPACES



LIVING ROOFS

In dense, urban cities our rooftops are valuable space that can be used more efficiently to benefit our environment and our communities. Rooftops are 30% of San Francisco's land area and an untapped resource. Living roofs, or green roofs, are one of a number of sustainable design approaches that take advantage of underutilized rooftop space. Living roofs have been shown to have many economic, social and environmental benefits, including improved stormwater management, reduced energy usage, habitat proliferation, and view enhancement. Examples of existing living roofs in San Francisco include the California Academy of Sciences in Golden Park and 50 United Nations Plaza. However, there had never been a coordinated City effort to distribute information about living roofs.

In October 2015, Planning released **THE LIVING ROOF MANUAL**, focusing on best practices, guidelines, techniques, and recommendations for designing and implementing living roofs that are climate-and needs-specific to San Francisco. In April 2016, the Board of Supervisors unanimously passed Supervisor Scott Wiener's legislation, developed in coordination with San Francisco Planning, the Department of the Environment, and SPUR, to require at least 15 percent of roof space in new developments be covered by solar panels, making San Francisco the first city in the country with a living roof requirement.

In October 2016, the Board of Supervisors unanimously approved Supervisor Wiener's legislation to allow, as an alternative to the solar requirement, that 30 percent of the roof space can be used to create a living roof. This new ordinance will provide flexibility for the building designer, owner, and developer to choose the best combination of solar photovoltaic, solar water heating and living roof systems to maximize benefits based on location and building program. With the myriad of benefits that these technologies provide, the legislation would encourage a higher and better utilization of valuable rooftop space.



PLAYLAND AT 43RD AVENUE

On May 7, 2016, Outer Sunset neighbors joined the City in the grand opening of **PLAYLAND AT 43RD AVENUE**. Formerly an underutilized 1.25-acre site at the Francis Scott Key Annex, Playland at 43rd Avenue is a pilot project funded by Pavement to Parks, an inter-agency program that seeks to test the possibilities of underused areas of land by quickly and inexpensively converting them into new public spaces for local communities throughout San Francisco. It offers a community garden, picnic and seating areas, a playground and exercise area for all ages, skate ramps, a revamped basketball court, a bicycle course, and an artist's courtyard for studios and community art classes. All designs and installations onsite are removable and temporary, allowing alternative public space and land use options in the future.

Identified as a temporary open space site in 2015, Playland at 43rd Avenue emerged after neighborhood discussions on land use opportunities in the Sunset from the City's Invest in Neighborhood Program. The Department held multiple community meetings throughout the year, allowing the Sunset District residents to transform the blank canvas into an amenity for the neighborhood.

The completion of Playland at 43rd Avenue was a collaborative effort with San Francisco Planning, SFUSD, Friends of Playland at 43rd Avenue, San Francisco Parks Alliance, Supervisor Katy Tang's Office and Outer Sunset community volunteers. Playland at 43rd Avenue was designed in collaboration with Perkins + Will and the Pavement to Parks team. The project will be managed by Friends of Playland at 43rd Avenue, a San Francisco Parks Alliance partner.



**LIVING
INNOVATION
ZONE (LIZ)**

THE MARKET STREET HUB PROJECT (THE HUB)

Did you know that from the 1880s through the 1950s, the intersection of Market, Valencia, Haight and Gough Streets was once known as "The Hub?" It got its name because of the location of where four streetcar lines met as they traveled across the City and eventually came to represent the surrounding neighborhood as well. The area's distinctive block pattern - created by the meeting of the Mission, South of Market, and North of Market street grids - lends additional meaning to this historic name. With major transportation projects and building planned or underway in the Hub, San Francisco Planning is considering making amendments to the 2008 Market and Octavia Area Plan that will better ensure that the area's growth supports the City's goals for housing, transportation, the public realm and the arts.

CENTRAL WATERFRONT/ DOGPATCH PUBLIC REALM PLAN

The Central Waterfront of San Francisco continues to grow, accommodating both new housing and neighborhood commercial services while maintaining many historic industrial marine functions. As more development is realized in the neighborhood, the Central Waterfront's public realm 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.

PAVEMENT TO PARKS

The popular Pavement to Parks program continues to grow in San Francisco. In addition to nine new parklets installed throughout the City, the program has established the Pavement to Parks Research Lab, a new think-tank intended to bring scholars and policymakers together to examine the impacts of experimental public spaces in San Francisco and beyond. Pavement to Parks is committed to ongoing analysis to assess the impacts of projects on neighborhoods, as well as the program on the City as a whole. A two-year Strategic Plan has also been developed to ensure the program can respond to increasing demand from communities for creating new public spaces.

Led by the Planning Department and the Mayor's Office of Civic Innovation, the Living Innovation Zone Program (LIZ) seeks to harness creativity by using City-owned assets, such as public spaces, and partnerships with leading organizations as catalysts for exploration, innovation and play. LIZs are installed for a maximum of two years, with a goal that they will be exchanged periodically to ensure a constantly engaging and dynamic Market Street for everyone. The fourth LIZ, Sound Commons, was installed in the heart of Civic Center's United Nations (UN) Plaza in June 2016.

Sound Commons is a series of interactive sound and music-based installations composed of four main elements that wind throughout the plaza's trees, consisting of wooden boardwalks punctuated by dynamic and durable 'sonic phenomena' such as mammoth chimes, xylophones, echo tubes and massive wooden pendulums. This is the second LIZ designed and constructed by the Exploratorium's Studio for Public Spaces.

The concept for this LIZ was shaped by community feedback from the organizations that program in the space (e.g. Heart of the City Farmer's Market) and fronting properties in the area. In an effort to transform and enliven one of San Francisco's most challenging public spaces and test out ideas that may be incorporated in the Civic Center Public Realm Plan and Better Market Street Plan, funds from a California State Housing-Related Parks Program grant funded this project.

PRESERVATION





PRESERVING THE UNIQUE SAN FRANCISCO CULTURE AND IDENTITY



**ROUSSEAUS'
BOULEVARD TRACT**

PRESERVATION ELEMENT

The preservation of historic resources is essential to maintaining the character of the City of San Francisco. The Department is currently creating a Preservation Element that will be added to the General Plan. The Preservation Element will establish a long-range vision for the protection of historic resources and that sets forth a series of goals, objectives, and policies to accomplish that vision over time. It will provide background information related to historic preservation and to outline a comprehensive set of objectives and policies for the preservation and enhancement of San Francisco's historic resources. Historic resources are often affected by development projects, and historic preservation is a strategy for conserving significant elements of the built environment while allowing for growth and change to occur. The Department plans to present a final policy document for adoption by the Board of Supervisors in 2017.

NEIGHBORHOOD COMMERCIAL BUILDINGS HISTORIC RESOURCE SURVEY

Conducted by San Francisco Planning in the Summers of 2014 and 2015, the Neighborhood Commercial Buildings Historic Context Statement was developed to provide a history of the development of storefronts and commercial districts in San Francisco from 1865-1965.

The historic context statement provides this narrative history of commercial development patterns, time periods of development, and the typical architectural styles of each period and key features that illustrate the style, which help San Francisco planners better understand which buildings should be considered historic resources, based on how many of these features they retain. The historic context statement also provides a framework that planners can use to evaluate the significance of other commercial buildings.

In 2013, San Francisco Planning identified the Rousseaus' Boulevard Tract homes bounded by 36th Avenue, Kirkham Street, 34th Avenue, and Lawton Street as a potential historic landmark district due to their exceptional and intact architectural character. In June 2016, San Francisco Planning took the next step to designate the Tract as an Article 10 landmark district. This included a follow-up survey to further identify the exterior building and landscape details that are so unique to this special neighborhood.

The Rousseaus' Boulevard Tract homes were built among the sand dunes of the Sunset District from 1932 - 1933 by brothers Oliver and Arthur Rousseau, who chose to live on 36th Avenue until 1937. The neighborhood quickly became home to a professionally diverse group of accountants, insurance agents and bank employees, mechanics, police officers, physicians and dentists, bakers, chemists and electricians, and salespeople.

The homes include whimsical and detailed characteristics that present a version of Storybook Style architecture unique to the Bay Area. This includes not only Tudor Revival homes, from which Storybook Style is commonly derived, but also Storybook versions of French and Mediterranean Revival, as well as Spanish Colonial Revival and its Churrigueresque and Monterey Revival subtypes.

A draft of the historic resource survey for the Rousseaus' Boulevard Tract will be available for public review Winter 2016/2017.

CIVIC CENTER CULTURAL LANDSCAPE INVENTORY

Fifteen blocks of San Francisco's Civic Center Historic District contain many prominent cultural and governmental buildings and open spaces located in the heart of the City. Nearly destroyed in the 1906 Earthquake, the City's Civic Center was rebuilt beginning in 1915, and became an important center of activity for the City. The Civic Center Historic District is associated with the Panama-Pacific International Exposition, the Beaux Arts Civic Center Plan, the formation of the United Nations, the United States peace treaty with Japan, and numerous national-level civic protests and social movements, such as those associated with the Vietnam War, the House Un-American Activities Committee, the White Night Riots, and the gay rights movement.

Over the course of two years, the City assessed and documented 1,644 individual historic landscape features that enhance the setting of the existing Civic Center Historic District. The survey information was consolidated into a Cultural Landscape Inventory, a document that will provide information about these historic landscape features and how they relate to important aspects of our shared history.

The Civic Center Cultural Landscape Inventory provides critical information necessary for future planning and design efforts within Civic Center by those who own, manage, and care about this unique historic place. The information presented will help inform planning decisions within the district and encourage consistent design treatments and maintenance of the Civic Center Historic District. Projects within Civic Center are managed and stewarded by various groups including: the San Francisco Planning Department, Recreation and Parks Department, Public Utilities Commission, Municipal Transportation Agency, Department of Public Works, and local partners.

The document was unanimously approved by the Historic Preservation Commission in September 2015. Most of the city's major government and cultural institutions are located in the Civic Center Historic District including City Hall, San Francisco Public Library, War Memorial Complex including the Veterans Building and Opera House, Exposition (Civic) Auditorium, United Nations Plaza, Asian Art Museum, Civic Center Plaza, San Francisco Superior Court, Supreme Court of California, Louise M. Davies Symphony Hall, Federal Building at United Nations Plaza, Edmund G. Brown State Office Building, Hiram W. Johnson State Office Building, the Nourse Theater and several educational institutions, including the University of California, Hastings College of the Law. Multimodal transportation networks that run through Civic Center are overseen by the City of San Francisco, State of California, Bay Area Rapid Transit, and San Francisco Municipal Transportation Agency.



Examples of the character-defining features identified in the **CIVIC CENTER CULTURAL LANDSCAPE INVENTORY** include:

- » London Plane trees, a tree recognized for its gray bark and large leaves, and the most prevalent and first tree species planted in the Civic Center in the 1910s.
- » The Pioneer Monument, the earliest known feature in the Civic Center Historic District, predating the loss and destruction of much of the district during the Great 1906 San Francisco Earthquake and Fire.
- » Fireboxes and fire hydrants that date back to the early 20th Century. In 1899, the citywide fire box system was established and a handful of boxes bearing an 1899 date, recognizable by their red posts with gold trim, remain in Civic Center.

ENVIRONMENTAL AND DEVELOPMENT REVIEW





GUIDING SUSTAINABLE CHANGE AND GROWTH



GOLDEN STATE WARRIORS EVENT CENTER AND MIXED-USE DEVELOPMENT AT MISSION BAY BLOCKS

In 2012, San Francisco began actively working with the Golden State Warriors to develop a state-of-the-art event center and mixed-use development project at Piers 30-32. In April 2014, the Warriors purchased an undeveloped 11-acre lot on Mission Bay Blocks 29-32. The project site falls within the Mission Bay South Redevelopment Plan Area, where the Mission Bay Final Subsequent Environmental Impact Report (Mission Bay FSEIR), certified in September 1998, is a program EIR under CEQA Guidelines 15168 and a redevelopment plan EIR under CEQA Guidelines 15180.

Prepared by San Francisco Planning, the Initial Study, consistent with CEQA Guidelines Sections 15063(b)(1)(C) and 15168(d)(1), provided documentation to determine which of the project's effects were adequately examined in the Mission Bay FSEIR and which topics warranted more detailed environmental analysis. The topics which required more detailed environmental analysis were those whereby implementation of the proposed project could result in either new significant effects or substantially more severe impacts than were previously identified in the Mission Bay FSEIR. For these topics, a focused environmental impact report (EIR) was prepared, also known as a Subsequent EIR (SEIR) per CEQA Guidelines Section 15162.

San Francisco Planning published the Draft SEIR, which found that implementation of the proposed project would lead to significant, unavoidable project-level and/or cumulative impacts related to transportation and circulation, noise, air quality, wind, and utilities and service systems.

Responses to public comment on the Draft SEIR were published in October 23, 2015, and the Final SEIR was certified and approved by OCII on November 3, 2015.

POTRERO HILL HOPE SF MASTER PLAN

The purpose of the Proposed Project is to revitalize the distressed Potrero Housing Development as part of the HOPE SF program and add additional affordable housing options in the City of San Francisco. It would demolish 620 public housing units and develop housing for a range of income levels for a total up to 1,700 new units on the Project site and would include, but not be limited to new vehicle connections, new pedestrian connections, a new street and block layout, new transit stops, and new water, wastewater, and stormwater infrastructure.

San Francisco Planning published the Draft EIR/EIS that discusses the purposes and need for the Proposed Project and identifies and evaluates three alternatives:

- » Alternative 1 – Reduced Development Alternative;
- » Alternative 2 – Housing Replacement Alternative; and
- » Alternative 3 – No Project Alternative.

The Draft EIR/EIS found that implementation of the proposed project would lead to significant unavoidable project-level and cumulative impacts related to air quality, noise, and transportation and circulation.

Responses to public comment on the Draft EIR/EIS were published in October 8, 2015, and the Final EIR/EIS was certified and approved by the San Francisco Planning Commission on October 22, 2015.

OCEANWIDE CENTER

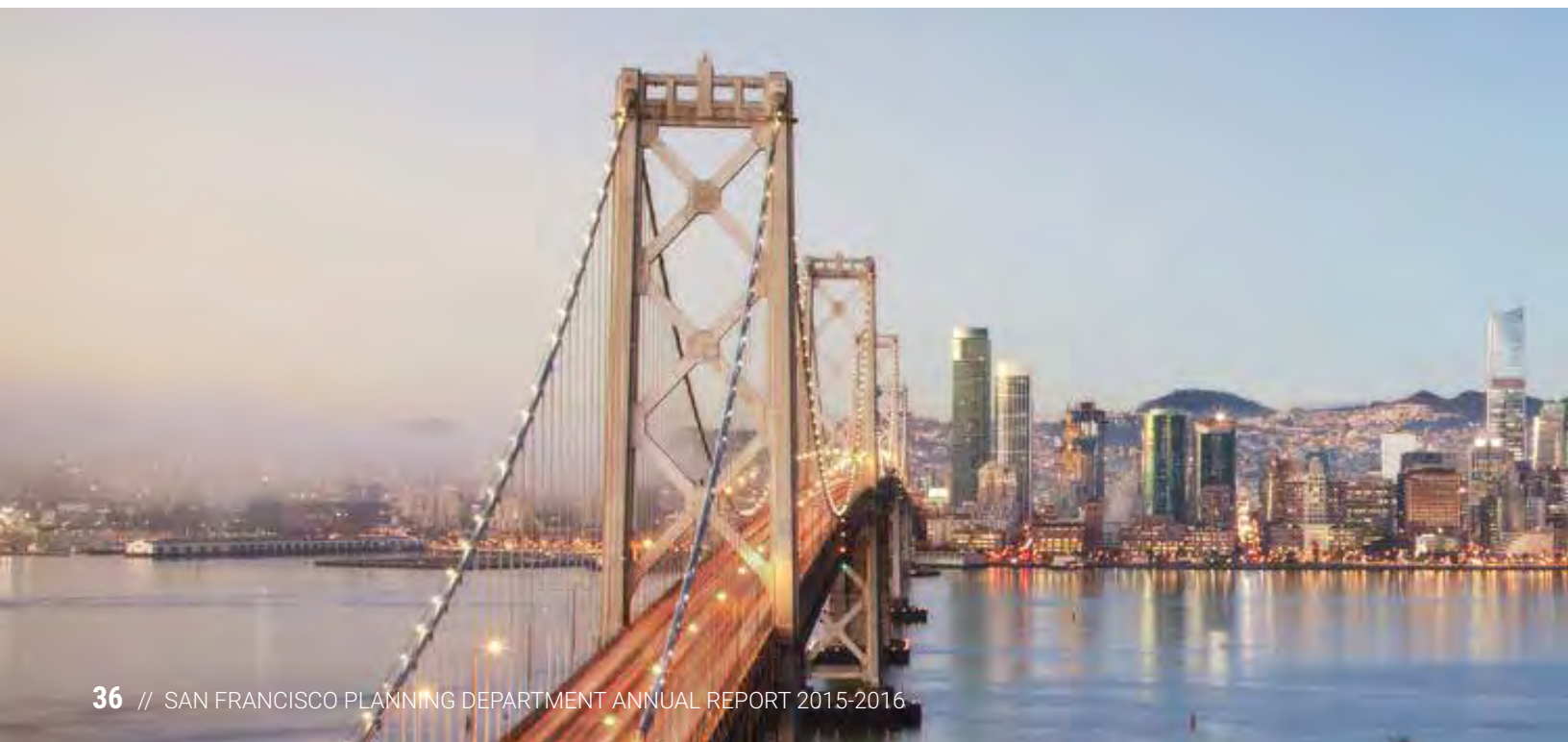
Located within the Transit Center District Plan area, the Oceanwide Center will demolish three commercial buildings and integrates eight parcels, which will fulfill the objectives of the Plan area to accommodate the following 2.1 million gross square feet in two towers:

- » The First Street Tower, with a maximum height of 910 feet, will include approximately 1.05 million gross square feet of new office space, 109 residential units and a 21,000 square foot Urban Room, which will serve as an indoor public open space at street level; and
- » The Mission Street Tower with a maximum height of 636 feet, will include a 169-room hotel, 156 residential units, and ground floor retail and lobbies for hotel and residential.

As part of the public benefits of the project, the pedestrian realm will provide a mix of activities and retail opportunities, including food service and café space, and seating for residents and employees who live and work within the project site, as well as students at the adjacent university, pedestrians and visitors to the area. The urban room will be the focal point of the project's interconnected publicly-accessible open space.

ENVIRONMENTAL REVIEW:

On April 1, 2016, the Planning Department, in a Community Plan Exemption certificate, determined that the proposed application did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The project was found consistent with the adopted zoning controls in the Transit Center District Plan and was encompassed within the analysis contained in the Transit Center District Plan Final EIR.





PLANNING COMMISSION ACTION:

On May 5, 2016, the San Francisco Planning Commission made the following recommendations to move the project forward with entitlements:

- » Adopted the findings under the California Environmental Quality Act;
- » Determined that the project complies with Planning Code Section 309, granting requests for exceptions as discussed under “Issues and Other Considerations”;
- » Adopted the findings that new shadows that the Project would cast on Union Square, Portsmouth Square Plaza, St. Mary’s Square, and Justin Herman Plaza would not be adverse to the use of those parks, and allocated net new shadow to the Project
- » Adopted the findings of consistency with the City’s General Plan and Priority Policies of Planning Code Section 101.1 for Street and Alley Vacations;
- » Allocated office square footage under the 2015-2016 Annual Office Development Limitation program pursuant to Sections 320 through 325 of the Planning Code; and
- » Authorized the request for Conditional Use to establish a 169-room tourist hotel.

In addition, the Zoning Administrator granted the Variances from bay window dimensional requirements, dwelling unit exposure for the Mission Street Tower, parking and loading egress and ingress, and number and size of parking and loading access points, and granted the height exception for the Mission Street Tower elevator mechanicals.



5M

Located at the nexus of the Downtown, SOMA, and Mid-Market areas, the 5M Project consists of multiple parcels measuring approximately four acres. It will demolish surface parking lots and five existing buildings, retain the Dempster, Camelline, Chronicle and portions of the Examiner buildings, and construct three new towers on the project site. The occupied building heights will range from approximately 200 feet to 450 feet and it will include:

- » Approximately 821,300 square feet of residential uses (approximately 690 units);
- » 807,600 square feet of office uses (including active office uses at or below the ground floor); and
- » 68,700 square feet of other active ground floor uses (a mix of retail establishments, recreational and arts facilities, restaurants, workshops, and educational uses).

As part of the development agreement for community benefits, the project will include:

- » 241 affordable housing units (87 onsite, 154 offsite);
- » Three large, publicly-accessible open spaces;
- » \$8.8 million in Transportation Infrastructure Development Fees and over \$3.4 million to pedestrian safety and streetscape improvements in the surrounding neighborhood;
- » 12,000 square feet of office space will be dedicated to arts, cultural and educational uses;
- » Funding dedicated for youth development and wrap-around services for students of Bessie Carmichael; and
- » Retention of the Chronicle Building and restoring The Dempster Building and The Camelline Building at 430 Natoma.





ENVIRONMENTAL REVIEW:

On October 15, 2014, the Department published a draft Environmental Impact Report (EIR) for public review. The draft EIR was initially available for public comment until December 1, 2014, and the comment period was subsequently extended to January 7, 2015. On November 20, 2015, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting to solicit comments regarding the draft EIR. On August 13, 2015, the Department published a Comments and Responses document, responding to comments made regarding the draft EIR prepared for the Project.

As part of the September 17, 2015 hearing, the Commission certified the final EIR for the project.

PLANNING COMMISSION ACTION:

On September 17, 2015, San Francisco Planning Commission recommended the following in order for the project to proceed:

- » Adopted findings under the California Environmental Quality Act, including findings rejecting alternatives as infeasible and adopting a Statement of Overriding Considerations and Mitigation, Monitoring, and Reporting Program;
- » Adopted Findings of Consistency with the General Plan and Priority Policies of Planning Code Section 101.1;
- » Approved jointly with the Recreation and Park Commission, an increase of the absolute cumulative shadow limit for Boeddeker Park;
- » Adopted findings that the net new shadow cast by the project on Boeddeker Park will not be adverse to the use of the park, and to allocate to the Project the absolute cumulative shadow limit for Boeddeker Park;
- » Recommended that the Board of Supervisors approve General Plan Amendments as described above;
- » Recommended that the Board of Supervisors approve the Planning Code Amendments and Zoning Map Amendments as described above;
- » Adopted the proposed Design for Development document for the project;
- » Recommended that the Board of Supervisors approve the Development Agreement for the Project;
- » Approved the Allocations of Office Space under the Annual Office Development Limitation Program for the “H-1” and “N-1” Sites, and
- » Approved the Conditional Use Authorizations under Sections 303 and the proposed 5M SUD for the “M-1”, “M-2”, “Examiner Building”, “N-1”, and “H-1” Sites.

RESILIENCY AND SUSTAINABILITY

An aerial photograph of San Francisco, showing a dense urban grid, a coastline with a beach, and hills in the background. A large orange graphic element, consisting of a solid block and two parallel diagonal lines, is positioned in the top left corner. The title text is overlaid in the center-right of the image.

GUIDING A LANDSCAPE THAT PERFORMS NOW AND IN THE FUTURE

SEA LEVEL RISE ACTION PLAN

Proactive, thoughtful adaptation planning will help San Francisco minimize risks and meet the challenges posed by rising seas.

The shoreline of the San Francisco Bay comprises approximately one third of the total California coastline. The wonder and beauty of our Bayshore and Pacific Coast waterfronts are major contributory factors to making this a vibrant and extraordinary city and region in which to live.

Sea level rise may be a slow moving threat to our city but it demands our action now. Climate change is accelerating the rate at which oceans are rising and our lower-lying shoreline areas are increasingly exposed to flood waters. Over the next several decades, these hazards will increase in frequency and extent.

The Sea Level Rise Action Plan is a call to action for City departments and stakeholders to work together to make San Francisco a more resilient city in the face of rising sea levels due to climate change.

Over the coming decades, the impacts of sea level rise and the increasing frequency and intensity of storms mean that areas currently unaffected could begin to experience periodic coastal and/or urban flooding. With preliminary estimates of approximately \$75 billion in assets that are vulnerable to sea level rise and extreme storms, it is essential to make informed decisions about how to balance the cost of post-disaster relief with the cost of up-front adaptation.

In March 2015, Mayor Lee assembled the Sea Level Rise Coordinating Committee, an interagency task force co-chaired by San Francisco Planning and San Francisco Public Works to develop a comprehensive understanding of the threat of sea level rise and to create a decisive plan of action. The Sea Level Rise Action Plan is the Committee's first task, providing a critical path forward to further understand and address the threat of sea level rise and what it means for our waterfront, economy, residents, and visitors.

The Sea Level Rise Action Plan is the first step towards the development of the Citywide Sea Level Rise Adaptation Plan, which will incorporate the adaptation strategies identified in the Action Plan and set a planning framework to prioritize investments while protecting economic and environmental value. The Adaptation Plan will also identify potential funding sources, governance structures, and implementation timelines.

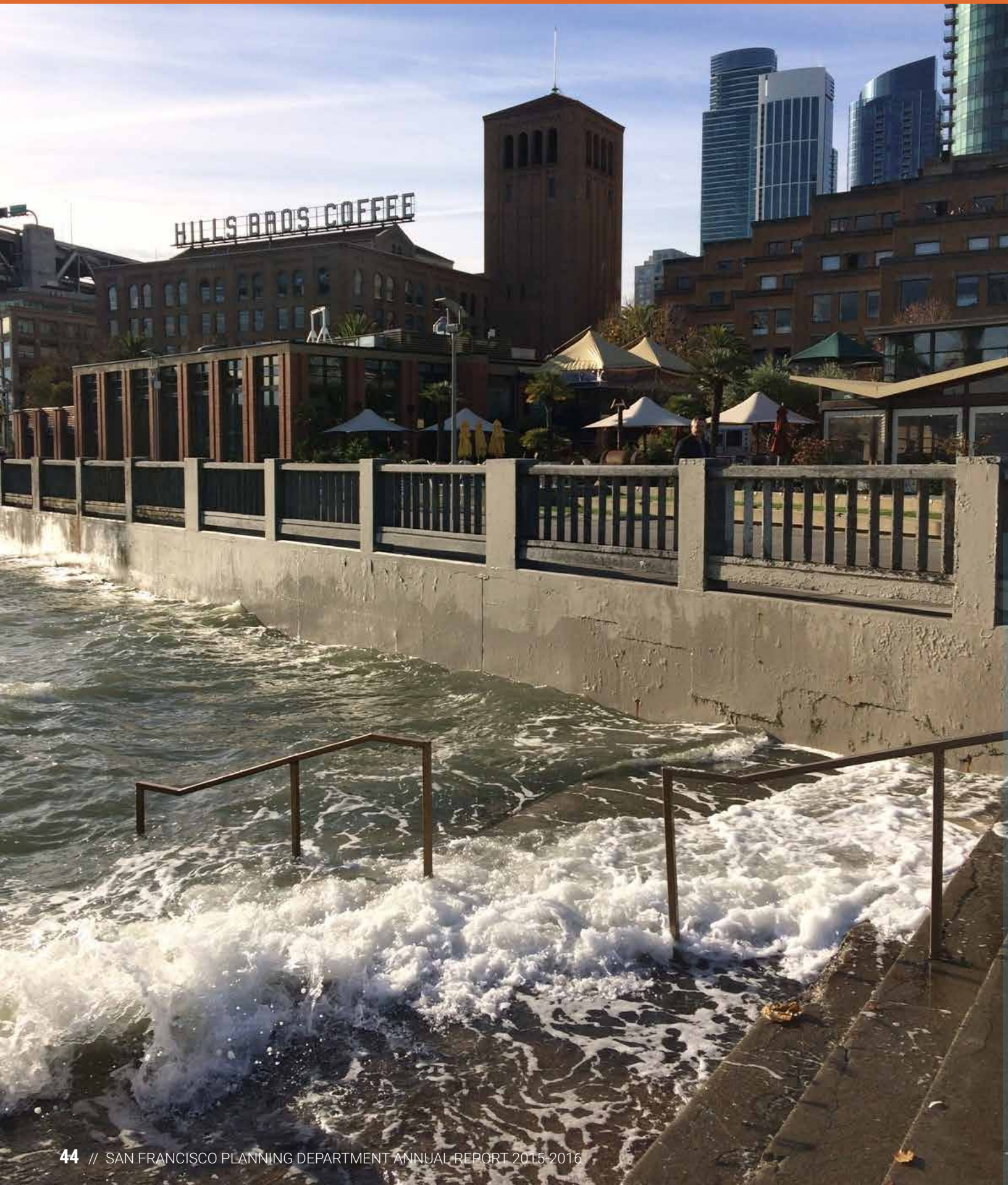
The Sea Level Rise Committee is working across the Bay Area to form strategic partnerships with local and regional stakeholders to participate in the adaptation planning and implementation process. Part of the resiliency efforts are to promote an increased understanding of the shared responsibilities between public, private, and community interests throughout the region in adapting to sea level rise, and how a collaboration with a variety of stakeholders can provide the combined resources required to make necessary investments for the protection and adaptation of our coastlines.




The **SEA LEVEL RISE ACTION PLAN** completes four strategic tasks:

- » Establishes an overarching vision, goals, and a set of guiding principles for sea level rise planning;
- » Summarizes current climate science, relevant policies and regulations, and vulnerability and risk assessments conducted to date;
- » Identifies data gaps and establishes a framework for further assessment, adaptation planning, and implementation; and
- » Provides the foundation and guidance to develop a citywide Sea Level Rise Adaptation Plan

FEATURED PROJECT





Given the complexity and significance of sea level rise and waterfront planning to the residents and businesses in San Francisco, the Plan places a high priority on a robust community engagement effort. The City will coordinate and leverage existing citywide and local community engagement opportunities to increase the public's understanding of the potential effects of sea level rise on their homes and local businesses.

San Francisco is committed to engaging the public in this planning, as well as fostering communication and cooperation between City Departments and neighboring jurisdictions. Sea level rise and resiliency thinking will be coordinated and integrated into subsequent planning and implementation processes as standard practice.

The Sea Level Rise Action Plan was released March 10, 2016. The Citywide Sea Level Rise Adaptation Plan is expected to be completed by Summer 2019.

The Sea Level Rise Action Plan is funded by San Francisco Planning in conjunction with the Rockefeller Foundation's 100 Resilient Cities Initiative.



COMMUNITY PLANNING

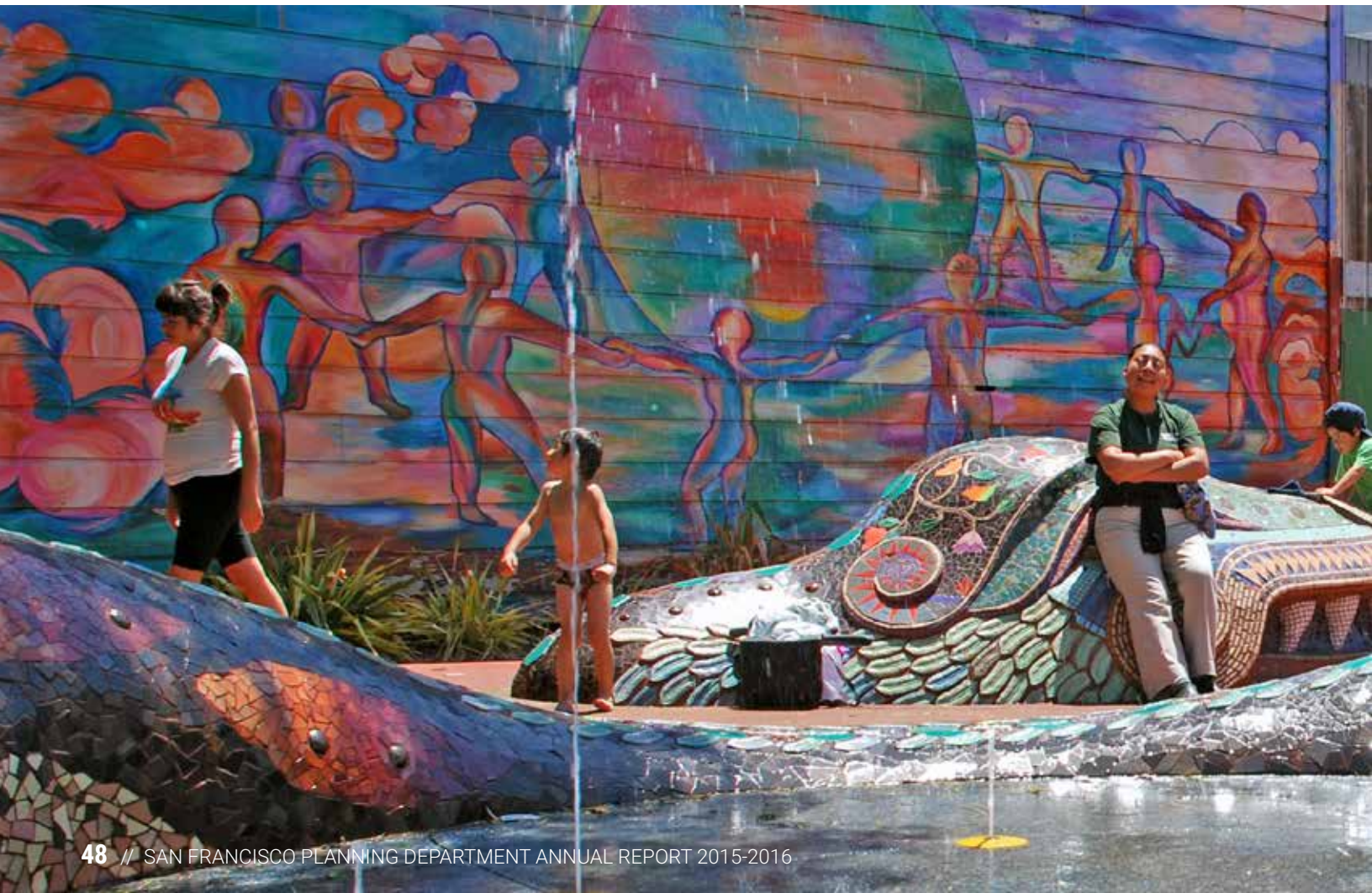




ENSURING STRONG AND HEALTHY NEIGHBOHOODS

MISSION ACTION PLAN 2020

The **MISSION ACTION PLAN 2020 (MAP2020)** is a comprehensive action plan to preserve the Mission District as a Latino cultural and commercial core, as well as a neighborhood of choice for the most vulnerable households. It seeks to retain low to moderate income residents and community-serving businesses (including PDR), artists, and nonprofits in order to strengthen and preserve the socioeconomic diversity of the Mission neighborhood.






FEATURED PROJECT



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

MAP2020 began in 2014 as community advocates, including the Mission Economic Development Agency (MEDA), Dolores Street Community Services/Mission SRO Collaborative, SF Tenant Unions, Cultural Action Network— and long-time neighborhood activists from Plaza 16, Pacific Felt Factory, and the Calle 24 Latino Cultural District, demanded that City government take a proactive role in maintaining the diversity of the neighborhood. This led to a series of planning meetings with the community and City staff to identify potential solutions to the problems facing the residents and businesses being displaced by changes in the Mission.

The Mission Action Plan 2020 is a collaboration between several City agencies and non-profit organizations, including but not limited to: Office of Mayor Edwin M. Lee, Office of former Supervisor David Campos, Mission Housing Development Corporation, Mayor's Office of Housing and Community Development (MOHCD), Office and Economic and Workforce Development (OEWD), Cultural Action Network (CAN), and Mission Economic Development Agency (MEDA). The Draft Phase One Report was released in November 2016 for public review and went before the Planning Commission for endorsement in January 2017.



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

- » Maintain the socio-economic diversity of the neighborhood by stabilizing the low and moderate income households at 65 percent of the total households;
- » Protect tenants at risk of eviction and preserve existing housing, particularly rent-controlled apartments and single-room occupancy hotels;
- » Increase the proportion of affordable units, compared to market rate units, planned and under construction to balance the housing mix;
- » Stem the loss of and promote community businesses, cultural resources, and social services serving low to moderate income households;
- » Increase economic security by strengthening educational and economic pathways and job opportunities for low to moderate income individuals and families, especially those without a college education; and
- » Retain and promote Production, Distribution and Repair (PDR) and other high-paying jobs for entry level and limited skilled workers.
- » MAP2020 Phase One focuses on the development of the Plan and launching the first round of programmatic services to help the most vulnerable households and businesses in addition to a preview of the next phase of work. Phase Two will focus on addressing the role of the current market-rate housing pipeline, the Area Median Income (AMI) target levels for affordable housing, planning for long-term housing solutions, analyzing how transit and other city projects affect at-risk communities, and the relevance of earlier neighborhood Plans.

An aerial photograph of the Central SOMA district in San Francisco. The image shows a dense urban landscape with a mix of low-rise and mid-rise buildings. A prominent highway, likely the San Francisco-Oakland Bay Bridge, runs diagonally through the center of the frame. The surrounding area is filled with various types of commercial and residential structures. In the background, the city gives way to rolling hills under a clear sky.

CENTRAL
SOMA
PLAN



San Francisco
Planning

CENTRAL SOMA

PLAN & IMPLEMENTATION STRATEGY

The Central SoMa Plan supports transit-oriented growth, particularly workplace growth, in the vicinity of 4th Street's new Central Subway between Townsend and Market streets. It seeks to shape the area's urban form, recognizing both City and neighborhood perspectives while maintaining the area's economic and physical diversity. The Plan addresses such issues as land use, building size and heights, transportation, the public realm (including sidewalks and open space), preservation of historic buildings and environmental sustainability. Final EIR and Plan Adoption anticipated in Winter 2017.

BALBOA RESERVOIR

The Balboa Site Study is a multi-agency partnership to study the western portion of the Balboa Reservoir site located off of Ocean and Phelan Avenues and west of CCSF's multi-use building and parking lot to address some of the City's most pressing issues: affordable housing, transportation access, and neighborhood sustainability and resiliency. As one of the first sites identified under the City's Public Land for Housing Program, the Balboa Site Study, through public participation and input led by San Francisco Planning staff, partner City agencies and a Community Advisory Committee (CAC), will help determine how this proposed development can best serve the need for housing, including up to 50% affordable housing, while providing infrastructure and other amenities specific to the neighborhood's needs. Expected Request for Proposal issued: Winter 2017.

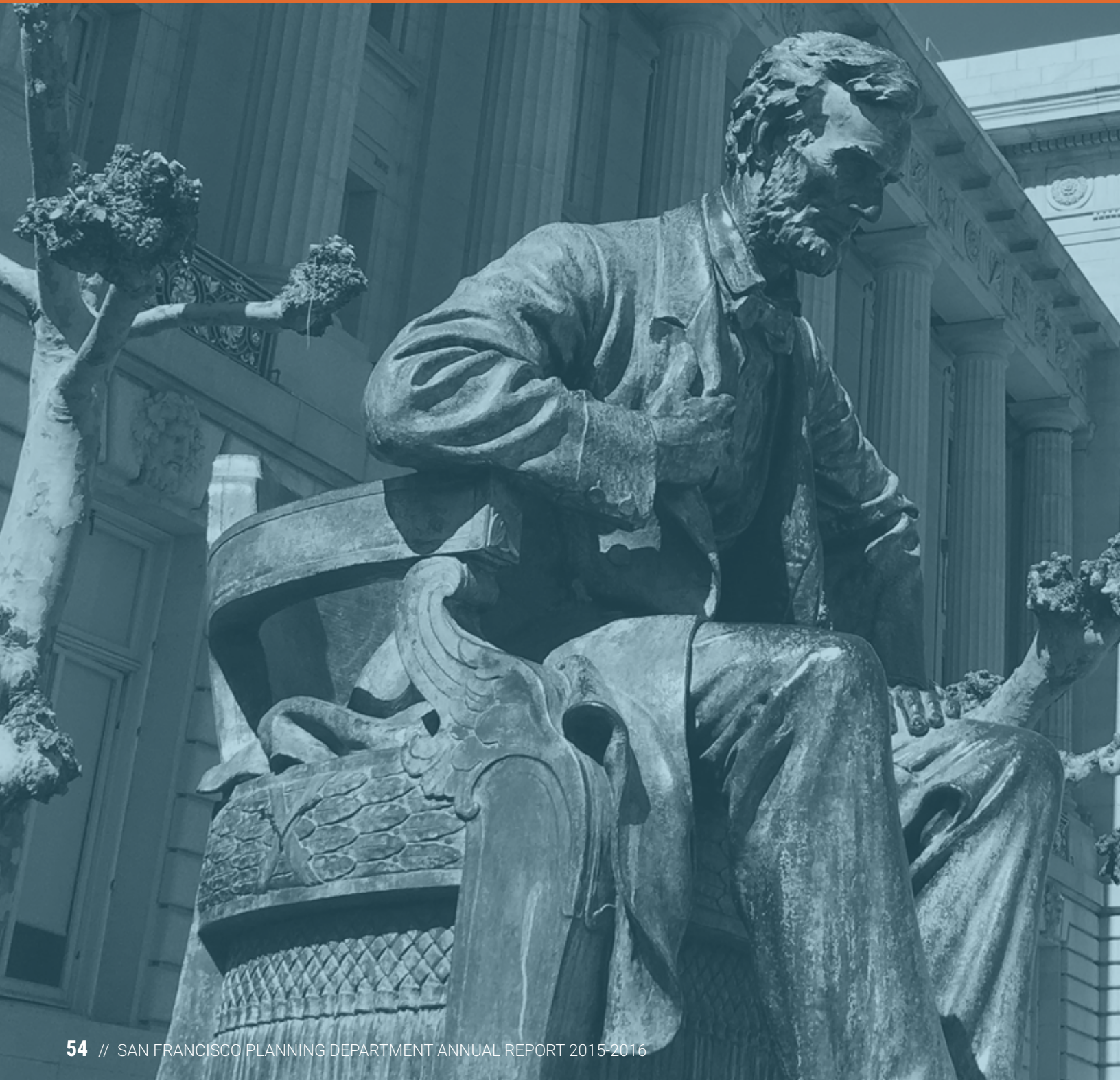
INVEST IN NEIGHBORHOODS



Invest in Neighborhoods is a multi-agency partnership to strengthen and revitalize neighborhood commercial districts around San Francisco. The initiative, led by the Office of Economic and Workforce Development (OEWD) currently being piloted in 25 commercial districts, aims to strengthen existing business, improve physical conditions, increase quality of life, and increase community capacity. Invest in Neighborhoods will leverage City programs and resources in order to respond to the specific needs and opportunities in each district.

RICHMOND DISTRICT STRATEGY

The Richmond District Strategy is a collaborative effort between Supervisor Mar's Office and San Francisco Planning. The Strategy seeks to provide a comprehensive understanding of the District's current trends, needs, and opportunities in order to ensure a sustainable and high quality of life for the Richmond District now and in the future. From October 2015 to January 2016, members of the Richmond neighborhood participated in a Community Needs Assessment Survey, answering questions on topics such as housing, transportation, open space, and local businesses. Results of the survey were published in 2016.

LEGISLATION AND POLICY






ENSURING A CONSISTENT AND MODERN CODE

ACCESSORY DWELLING UNITS [ADUs]

San Francisco is looking to expand more options for residents as housing demands continue to increase. One practical infill strategy is building new homes in existing residential buildings within their building envelope - also known as **ACCESSORY DWELLING UNITS**, or ADUs. More commonly known as secondary units, in-law apartments, or granny flats, ADUs are independent residential units added to an existing building using underutilized space within a lot: usually a garage, rear yard, or an attic.



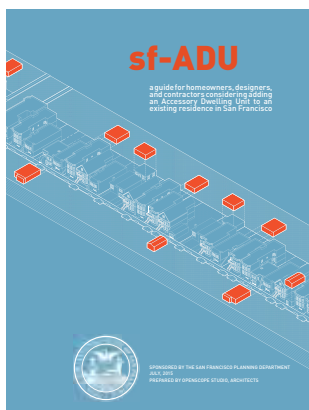


Much of the City's existing housing stock already has the capacity to legally include an ADU. In fact, there are currently over 37,000 parcels that can legally add at least one unit to an existing residential building, as long as density limits allow the addition. In September 2015, Mayor Ed Lee signed two pieces of legislation authored by former Supervisor Julie Christensen (D3) and Supervisor Scott Wiener (D8) to allow property owners to add one or more ADUs in buildings throughout Districts 3 and 8, respectively, providing they meet the General Controls.

The General Controls for ADUs under the New Programs in Supervisorial Districts 3 and 8 (effective October 18, 2015):

- » ADUs must be within the existing building envelope.
- » New ADUs cannot take space from an existing residential unit
- » ADUs would be rent controlled if existing building is subject to rent control
- » ADUs can get administrative waivers from certain planning code regulations such as open space, rear yard, parking, and exposure requirements from the Zoning Administrator.
- » The number of new ADUs added varies

As of September 4, 2016, the City of San Francisco's Accessory Dwelling Unit program is available for use Citywide. This program reduces some Planning Code requirements to make it possible for property owners to add these new units to their buildings.



The San Francisco Planning Department and OpenScope Studio developed a handbook to serve as a guide for homeowners and contractors when adding a unit to an existing residential building. It helps define the various physical forms for ADUs; multiple City Codes which regulate adding ADUs; and when such investment is financially feasible or beneficial to small property owners.

Mayor Ed Lee signing legislation authored by Supervisors Christensen and Wiener



AFFORDABLE HOUSING BONUS PROGRAM

The Affordable Housing Bonus Program (AHBP) is an optional program for market rate and publicly funded projects that provide more affordable housing for very low, low, moderate, and middle-income households. The AHBP was developed to go above and beyond the State Density Bonus requirements by incentivizing and supporting permanently affordable middle-income housing, while protecting the character of San Francisco's neighborhoods.

The proposed Affordable Housing Bonus Program implements the 2014 Housing Element, builds on the City's Inclusionary Housing Ordinance, and helps the City meet the housing goals mandated in Proposition K.

The proposed Program offered several options aimed at increasing the overall number of affordable housing units built in the City, including:

- » State Program
- » Local Program of 30% Permanently Affordable
- » Local Program of 100% Permanently Affordable

Although the Planning Commission considered the full program with the various options, the Commission recommended action on the 100% AHBP, which provided zoning incentives to 100% affordable projects, which are generally built with public subsidies. On June 30, 2016, San Francisco Planning Commission adopted the 100% Affordable Housing Bonus Program ordinance, finding that the proposed ordinance conforms with the City's General Plan.



CODE REORGANIZATION PROJECT

Initiated in 2013, the Code Reorganization Project seeks to restructure the Planning Code so that it's easier to read, understand, and use.

The first task was to streamline the use definitions in the Planning Code by consolidating them into one section of the Code (Section 102). We also reorganized Article 2, which includes Residential (RH, RM, and RC), Downtown (C-3), and Industrial (PDR, and M) zoning districts, by creating Zoning Control Tables similar to the ones already used in our Neighborhood Commercial Districts. The major benefit to Zoning Control Tables is that they allow users to obtain building standards and use controls for a particular zoning district in one easy-to-use chart.

Having successfully completed Phase 1 with significant community support, the Department is working on Phase 2 of the project. This phase of the project will focus on Article 7 of the Planning Code, which addresses controls for Neighborhood Commercial Districts. Phase 2 will delete the definitions in Article 7 (Planning Code Section 790) so that Neighborhood Commercial Districts will use the same consolidated definitions created in Phase 1, and update the format of the Zoning Control Tables. The final phase, Phase 3, will do the same thing for Article 8 of the Planning Code (Mixed Use Districts), and will be initiated once Article 7 is complete.

One of the benefits of the new zoning control tables is that they will account for every use in the Code. This will allow users to easily find out what uses are allowed in a particular zoning district in one chart, rather than having to rely on interpretations by the Zoning Administrator or complex cross-referencing. It will also allow for greater customization by removing use groupings that limit how certain uses can be regulated.

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NOTE: + New staff who joined the Department FY 2015-16
- Staff who left the Department FY 2015-16

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