



SAN FRANCISCO PLANNING DEPARTMENT

Transit Center District Plan Initiation Packet Table of Contents

HEARING DATE: MAY 3, 2012

Case No.: **2007.0558MTZU**
*Transit Center District Plan –
Initiation of Amendments to the General Plan,
Planning Code and Zoning Maps*

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SAN FRANCISCO PLANNING DEPARTMENT

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SUMMARY

The San Francisco Planning Department is seeking to adopt and implement the Transit Center District Plan (“the Plan”). The result of a multi-year public and cooperative interagency planning process that began in 2007, the Plan is a comprehensive vision for shaping growth on the southern side of Downtown to respond to and support the construction of the new Transbay Transit Center project, including the Downtown Rail Extension. In addition to laying out policy recommendations to accommodate additional transit-oriented growth, sculpt the downtown skyline, improve streets and open spaces, and expand protection of historic resources, the Plan would result in the potential to generate over \$575 million for public infrastructure, particularly the Downtown Rail Extension project.

Adoption of the Plan will consist of numerous actions. These include adoption of amendments to the General Plan, Planning Code, and Zoning Map Amendments, approval of an Implementation Document, and recommendation of amendments to the Administrative Code. Together with actions related to certification of the Final Environmental Impact Report and adoption of CEQA Findings, these actions will constitute the Commission’s approval of the Transit Center District Plan and its implementing mechanisms.

Prior to scheduling a hearing for the Commission to consider approving the General Plan, Planning Code, and Zoning Map amendments, the Commission must act to “initiate” these amendments. The initiation action allows for the scheduling of a hearing to consider adoption of these amendments and for the Planning Department to provide the necessary public notification of the adoption hearing. If the Planning Commission approves the Resolutions of Intent on May 3, the Department would subsequently provide public notice for a public hearing on the proposed amendments on or after May 24, 2012. Consideration of the other items that will be before the Planning Commission as part of the adoption actions, specifically recommendation of amendments to the Administrative Code and approval of the

Program Implementation Document, do not require a formal initiation action by the Commission. Nevertheless, these proposed documents are included in this package for informational purposes.

PRELIMINARY STAFF RECOMMENDATION

Staff recommends adoption of the draft Resolutions of Intent to initiate proposed amendments to the General Plan, Planning Code, and Zoning Maps.

PLAN BACKGROUND

In 1985 the City adopted the Downtown Plan into the General Plan to guide growth in the Downtown area. Recognizing the potential for transit-oriented growth in the vicinity of the Transbay Terminal south of Market Street, the Downtown Plan called for concentrating the City's greatest densities and building heights in this area, as well as creating a system to transfer development rights from other parts of the downtown to this area.

Since the adoption of the Downtown Plan several major infrastructure changes have happened or are being undertaken. The Embarcadero Freeway was removed following the 1989 Loma Prieta earthquake, allowing for the renovation of the waterfront and rethinking of the southern side of the downtown. The City and region have embarked on a multi-billion dollar investment in improving and expanding transit infrastructure in the area through construction of a new Transbay Transit Center on the site of the former Transbay Terminal and an extension of intra-city rail from the current terminus near Mission Bay northward into the Transit Center. This is the single largest investment in public transit in San Francisco since the construction of BART and the Market Street Muni subway in the early 1970s. In 2005 the City adopted the Transbay Redevelopment Plan to direct funding toward the Transit Center project and direct the redevelopment of underutilized publicly-owned lands, primarily those that formerly housed the Embarcadero Freeway, into a new high-density residential neighborhood. Together with the Rincon Hill Plan, also adopted in 2005, this new urban neighborhood will become home to over 10,000 people.

In 2006 a Mayor's Interagency Working Group published a report calling for the City to undertake further land use studies around the Transit Center to investigate whether building densities and heights could be increased further in recognition of the transit investment and whether such growth could be leveraged to generate substantial new revenues to help fund the full Transit Center project, including the Downtown Rail Extension.

In 2007 the Planning Department initiated a public planning effort called the Transit Center District Plan, focused on the area roughly bounded by Market Street, Embarcadero, Folsom Street, and Hawthorne Street, whose five fundamental goals were to:

(1) Build on the General Plan's Urban Design Element and Downtown Plan, establishing controls, guidelines and standards to advance existing policies of livability, as well as those that protect the unique quality of place;

- (2) Capitalize on major transit investment with appropriate land use in the downtown core, with an eye toward long-term growth considerations;
- (3) Create a framework for a network of public streets and open spaces that support the transit system, and provides a wide variety of public amenities and a world-class pedestrian experience;
- (4) Generate financial support for the Transit Center project, district infrastructure, and other public improvements; and
- (5) Ensure that the Transit Center District is an example of comprehensive environmental sustainability in all regards.

The Planning Department held numerous public workshops and worked with consultants throughout 2008 and 2009, resulting in the publication of a Draft Transit Center District Plan in November 2009. In April 2012 the Planning Department published a Plan Addendum revising and clarifying aspects of the Draft Plan.

The Transit Center District Plan (“the Plan”) supports and builds on the Downtown Plan’s vision for the area around the Transbay Transit Center as the heart of the new downtown. The Plan enhances and augments the Downtown Plan’s patterns of land use, urban form, public space, circulation, and historic preservation, and makes adjustments to this specific sub-area based on today’s understanding of the issues and constraints facing the area, particularly in light of the Transit Center project. The Plan’s core recommendations include:

- Increasing allowable density and strategically increasing height limits in the Plan area to augment the transit-oriented growth capacity of the area while recognizing the importance of these buildings with respect to city form and their physical influence on both immediate and neighboring districts;
- Ensuring that major development sites incorporate commercial space in order to preserve the job growth capacity for the downtown;
- Enhancing the public realm and circulation system to accommodate growth and provide a world-class pedestrian experience, including widening sidewalks, providing dedicated transit lanes, augmenting the bicycle network, adding signalized mid-block crosswalks, and converting certain alleys into pedestrian plazas;
- Identifying and funding opportunities for new public open space and improved access to planned spaces, including at 2nd/Howard, Transbay Park, Mission Square, and City Park on the roof of the Transit Center, as well as providing additional funding for park improvements in the downtown outside of the Plan area;
- Enlarging the New Montgomery-2nd Street Conservation District and updating individual resource ratings based on a newly-adopted survey;

- Identifying opportunities to explore advanced district-level energy and water utility systems to improve environmental performance beyond individual buildings; and
- Adopting a funding program including two new key revenue mechanisms – impact fees and a Mello-Roos Community Facilities District – to ensure that new development contributes substantially toward the implementation of necessary public infrastructure, including the Transit Center/Downtown Extension project. Between the two mechanisms, the Plan would create the potential for over \$570 million of new revenue for key public improvements, notably over \$400 million for the Transit Center and Downtown Rail Extension.

PLAN ELEMENTS

Transit Center District Plan (Draft for Public Review, November 2009) and Draft Plan Addendum (April 2012)

Taken together, these two documents represent the “Draft Plan.” The November 2009 *Transit Center District Plan: Draft for Public Review* document includes the full narrative, background context, illustrations, and analytical discussion of the issues shaping the Plan, in addition to the full complement of the Plan’s policy proposals and descriptions of key proposed implementing controls and actions. The April 2012 Draft Plan Addendum describes substantive revisions or important clarifications to the November 2009 document. The November 2009 Draft Plan for Public Review is attached as Exhibit I and the April 2012 Addendum is attached as Exhibit II.

Note that the Planning Commission (and Board of Supervisors) will *not* take action on the Draft Plan document itself (including the Plan Addendum). After Plan adoption, the Draft Plan document will be finalized and live on as a full record of the background context of Plan, containing the fuller discussion and background analysis than is appropriate for incorporation into the General Plan, Planning Code or other ordinances. The full Plan document will be updated and reprinted after final Plan adoption.

Following are the key documents whose adoption or approval will constitute adoption of the Transit Center District Plan. The first three of these documents, the General Plan, Planning Code, and Zoning Map Amendments, are before the Commission for initiation, which would enable the scheduling of a hearing to consider their approval. Full case reports detailing these are included in this package. The latter two items do not require an initiation action, and will be brought before the Commission along with the first three for approval at that hearing; they are briefly described below.

(1) General Plan Amendments

The core policies and supporting discussion in the Draft Plan have been incorporated into a Sub-Area Plan proposed to be added to the Downtown Plan. The General Plan Amendments also include various map updates and text amendments to update several Elements of the General Plan to reflect the specifics of the Transit Center District Plan. The case report, draft ordinance, draft General Plan amendments (including Transit Center District Sub-Area Plan), and draft Resolution of Intent to Initiate are included in Exhibit III.

(2) Planning Code Amendments

The primary regulatory changes proposed in the Plan are reflected in proposed amendments to the Planning Code, include changes to controls related to land use, density, urban form, parking, historic preservation, parking, and open space. A key component of the proposed additions to the Planning Code is the addition of several Sections that would establish the two Plan Impact Fees (Open Space, Transportation & Street Improvements) as well as thresholds for participation in the Plan's Mello-Roos Community Facilities District. The case report, draft Planning Code amendments, and draft Resolution of Intent to Initiate are included in Exhibit IV. (Note that a draft ordinance containing these Planning Code amendments, approved as to form by the City Attorney, will be provided prior to the hearing on May 3.)

(3) Zoning Map Amendments

The Zoning Map amendments reclassify properties as necessary throughout the Plan area to enable application of the Plan's policies via the Planning Code controls. The amendments include changes to zoning districts, special use districts, height limits, bulk districts and preservation districts. The case report, draft Zoning Map ordinance, and draft Resolution of Intent to Initiate are included in Exhibit V.

(4) Administrative Code Amendments

Amendments to the City's Administrative Code would add the Transit Center District Plan to the list of adopted plans that are administered and monitored through certain established procedures and review bodies. Chapter 36 establishes the Interagency Plan Implementation Committee ("IPIC"), a body which tracks existing and projected Plan revenues, makes recommendations on expenditures of Plan revenues, and coordinates City agency work programs to forward implementation of the Plan's improvement projects. Proposed amendments to Chapter 36 would add the Plan to the list of plans for which the IPIC currently oversees implementation, including the Eastern Neighborhoods and Market & Octavia Plans (among others). The IPIC bases its recommendations on the Plan's Program Implementation Document. The proposed amendments also add the Transbay Joint Powers Authority (TJPA) and BART to the list of public agencies invited to participate in the IPIC, which is chaired by the Planning Director. Chapter 10E establishes monitoring programs for various adopted plans, including the Downtown Plan. Reporting on outcomes and implementation of the Transit Center District Plan, adopted as a Sub-Area Plan of the Downtown Plan, would be explicitly incorporated into the existing monitoring program for the Downtown Plan required by Chapter 10E. The draft amendments to the Administrative Code are included in Exhibit VI.

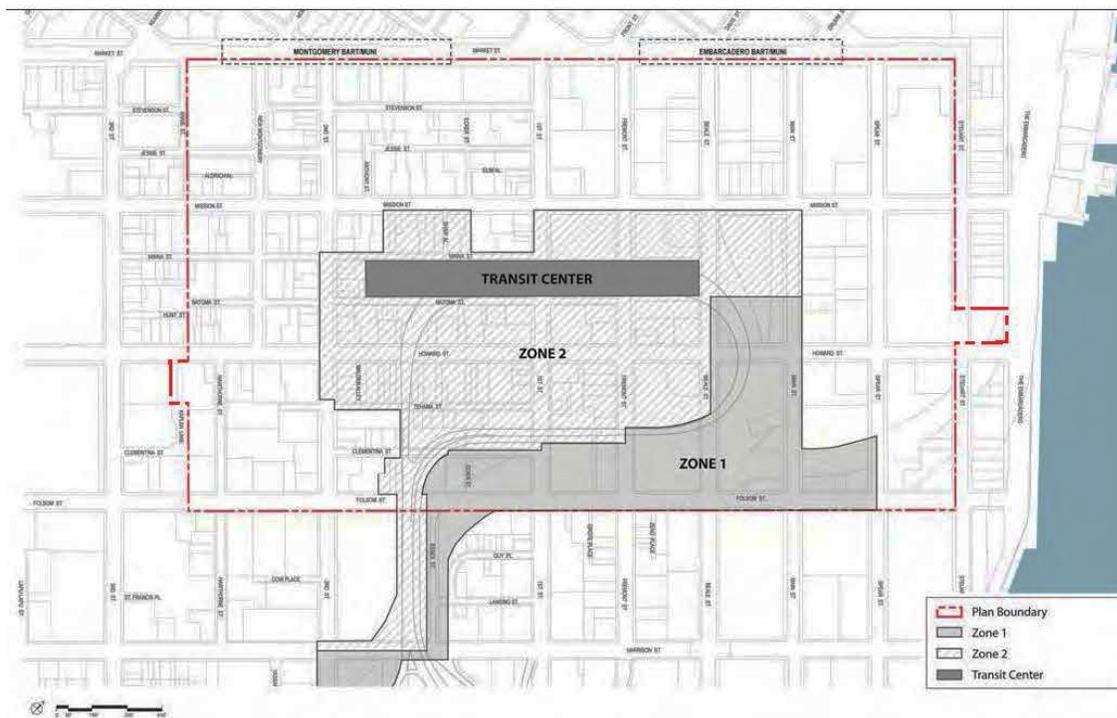
(5) Program Implementation Document

The inventory of public improvements and the comprehensive funding program to implement these improvements are described in the Transit Center District Plan Program Implementation Document. While the specific Impact Fees and Mello-Roos requirement would be established in the Planning Code, the Implementation Document summarizes the expected revenues from these and other non-Plan revenue sources and establishes a Funding Program that proposes allocations of expected revenues to the various public improvements. The Board of Supervisors will administer expenditures from the Plan revenues with recommendation by the IPIC based on the Plan's Implementation Document. Adjustments, re-

allocations and prioritization of improvements will have to be made over time by the Board and IPIC based on the readiness of improvements for funding and actual revenues, consistent with the allocations expressed in the Implementation Document's Funding Program. The draft Program Implementation Document is included in Exhibit VII.

PLAN AREA

The Transit Center District Plan Area consists of approximately 145 acres centered on the Transbay Transit Center, situated between the Northern Financial District, Rincon Hill, Yerba Buena Center and the Bay. The boundaries of the District are roughly Market Street on the north, Embarcadero on the east, Folsom Street on the south, and Hawthorne Street to the west. While these boundaries overlap with those of the Transbay Redevelopment Project Area, this Plan will not affect the adopted land use or development controls for Zone 1 of the Redevelopment Area and is consistent with the overall goals of the Transbay Redevelopment Plan.



ENVIRONMENTAL REVIEW

The Department published the Draft Environmental Impact Report on September 28, 2011. The Planning Commission will consider certification of the Final Environmental Impact Report on the Transit Center District Plan and adoption of CEQA findings at a hearing on or after May 24, 2012 prior to considering action on related General Plan, Planning Code and Zoning Map Amendments and other Plan items.

FINAL SUPPLEMENT TO THE TRANSIT CENTER DISTRICT PLAN



San Francisco Planning Department
April 2012

PROPOSED PLAN REFINEMENTS

This document describes substantive revisions or important clarifications to the *Transit Center District Plan: Draft for Public Review* (November 2009). Taken together, they represent the “Draft Plan” that is the basis for the General Plan, Planning Code, Zoning Map, and Administrative Code Amendments and Program Implementation Document that will constitute the formal adoption of and regulatory framework for implementing the Plan.

New text appears in underlined italics. Text to be removed is shown with a ~~striketrough~~. The complete document including these refinements will be reprinted following adoption of the Plan by the Board of Supervisors.

Note that the Planning Commission and Board of Supervisors will not take action on the Draft Plan document (including these refinements). Rather, these bodies will adopt the Plan by adopting the proposed General Plan Amendments and implementing Planning Code, Zoning Map, and Administrative Code Amendments. This Draft Plan documents the full narrative context, illustrative intent, and process for the Plan and will live on as a full record of the background context of Plan, containing more full discussion and analysis than is appropriate for adoption into the General Plan. The key aspects of the Draft Plan are distilled into a proposed for adoption into the General Plan as “sub-area plan” of the Downtown Plan. That proposed sub-area plan contains the majority of the objectives, policies and supporting discussion from the Draft Plan document (as reflected here), but excludes some background discussion, specific Planning Code proposals, and graphics, and reflects minor non-substantive text edits. Note that the majority of the Funding Public Improvements chapter of the Draft Plan that discusses funding mechanisms and implementation has been relocated to a new document entitled the *Transit Center District Plan Program Implementation Document*.

INTRODUCTION

Plan Area Boundary Map (page 3)

The Plan boundary has been amended to include the following parcels (block/lot #s):

- 3715/011
- 3715/013 (188 Embarcadero)
- 3735/039 (667 Howard St)
- 3735/040 (663-665 Howard St)

These changes are proposed in order to include all adjoining parcels to the Plan area currently zoned C-3-O (SD).



CHAPTER 1: LAND USE

Add the following Proposed Controls under Policy 1.1 (pg 18)

Proposed Controls:

Rezone block/lot number 3715/013 (188 Embarcadero from C-3-O(SD) to C-3-O

This parcel should be rezoned to bring it into zoning conformity with the rest of the block.

Rezone block/lot number 3715/011 (City property) from C-3-O(SD) to P.

This parcel is a publicly owned parcel and should be rezoned to reflect its public use.

Amend Planning Code to eliminate the conditional use (CU) requirement for residential densities greater than 1 unit per 125 sf lot area. This action is consistent with recent planning efforts that allow maximum residential densities in close proximity to high levels of transit service.

Amend Proposed Control under Policy 1.3 (pg 19)

Proposed Control:

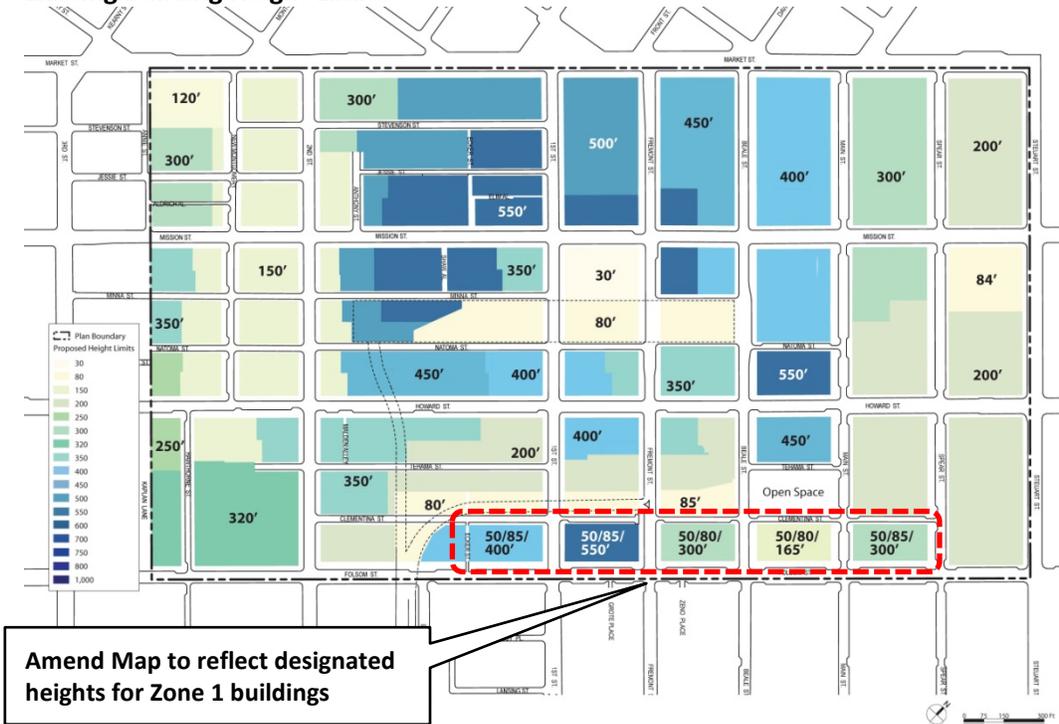
On development sites larger than 15,000 square feet within a proscribed sub-area of the C-3-O (SD) district, new construction greater than 6:1 FAR would be required to have at least ~~three~~ two square feet of commercial space for every one square foot of residential space, ~~hotel, or cultural space.~~

CHAPTER 2: URBAN FORM

Existing & Proposed Building Height Limits Maps (pg 25)

These maps have been amended with the changes described below.

Existing Building Height Limits



Proposed Building Height Limits



Add footnote to Proposed Height Limit Map:

Height limits shown at 600 feet or taller are intended to indicate total building height as described further in Policy 2.7 and are not intended to allow for the ten percent tower height extensions allowed per Planning Code Section 263.9 for the "S" bulk district. Height limits shown at lower than 600 feet are intended to remain in the "S" bulk district.

Add the following language under Policy 2.1 (pg 25)

Based on visual simulations of urban form alternatives, a Transit Tower height of 1,000 to 1,200 feet (to the tip of the building's tallest element) is appropriate and desirable. However, shadow analysis indicates that at a height above 1,000 feet, the Transit Tower would have a more substantial impact on the main seating and gathering areas in the Embarcadero Plazas at lunchtime during the winter months. (See the sidebar titled "Sunlight on Public Spaces" for more discussion). Building elements (e.g. mechanical penthouses) above 1,000 feet height should be set back considerably from the building's façade or limited in bulk and enclosure such that they would not cast additional significant shadows based on the sun angles at this time of year.

The creation of a new crown to the skyline adjacent to the Transit Center is an important objective of the Plan. If the Transit Tower is built ultimately to a height of less than 900 feet or otherwise reasonably judged after a period of time unlikely to be built, the Planning Commission and Board of Supervisors should consider rezoning one of the key sites near the corner of 1st and Mission Streets to a height of 1,000 feet.

Add the following language under Policy 2.8.(pg 32)

For the purposes of this Plan, towers are divided vertically into two main components: the Lower Tower (generally defined as the lower 2/3 of the tower) and Upper Tower (the upper 1/3 of the tower). For buildings taller than ~~550~~ 650 feet, no bulk controls are proposed for the Lower Tower. Buildings of 650 feet in height or less would follow the existing code requirements for height and the S-bulk district. The opportunity sites within the Plan Area are generally small and constrained, thus limiting floorplate sizes available for buildings in this District, making it unnecessary to establish a floorplate limit. However, adherence to tower separation rules is critical and exceptions to them must be limited to the instances outlined below. Since tenants today often desire flexible floorplates at lower levels, this policy will help to accommodate contemporary building needs, as well as to encourage potential employers to locate in the Transit District. To reduce bulk at the highest levels, a 25 percent floorplate reduction is required for the Upper Tower portion of tall buildings.

Add the following as Policy 2.7 with corresponding supporting language(renumber subsequent policies):

Policy 2.7

Establish controls for building elements extending above maximum height limits to incorporate design considerations and reduce shadow impacts.

The typical height limit rules that apply to buildings in the S bulk districts which allow tower extensions and that govern architectural elements at the tops of buildings should not apply to buildings taller than 550 feet. Instead, a new bulk district, S-2, with specific rules should be crafted to apply to such tall buildings to reflect their central and iconic positions on the skyline in order to enhance their appearance while minimizing potential visual and shadow impacts.

Proposed Controls:

In any S-2 Bulk District for any building which exceeds 550 feet in height, unoccupied building features including mechanical and elevator penthouses, enclosed and unenclosed rooftop screening, and unenclosed architectural features not containing occupied space that extend above the height limit, only as permitted by the Planning Commission according to the procedures of Section 309 and meeting all of the following criteria:

(i) such elements are demonstrated to not add more than insignificant amounts of additional shadow compared to the same building without such additional elements on any public open spaces as deemed acceptable by the Planning Commission; and

(ii) such elements are limited to a maximum additional height equivalent to 7.5% of the height of the building to the roof of the highest occupied floor, except that in the case of a building in the 1,000-foot height district such elements are not limited in height, and any building regardless of building height or height district may feature a single spire or flagpole with a diagonal in cross-section of less than 18 feet and up to 50 feet in height in addition to elements allowed according to this subsection (M); and

(iii) such elements are designed as integral components of the building design, enhance both the overall silhouette of the building and the City skyline as viewed from distant public vantage points by producing an elegant and unique building top, and achieve overall design excellence.

Add the following supporting language to Policy 2.12 (pg 36):

In this unique circumstance, vacating Malden would aid in the positive transition of this block in light of the rail alignment. Consequently, at an appropriate point following completion of arrangements with the TJPA to secure the necessary property for the rail alignment and submittal of a building proposal, vacation of Malden should be

considered consistent with the General Plan vacation policies along with demolition of the subject buildings along Second Street. *If the extent of the rail alignment necessitates taking more of the parcels along 2nd Street than is currently planned, a major development would be unlikely on these sites and the rationale for vacating Malden Alley may not be justifiable.*

Amend Policy 2.14 (pg 37) to read as follows:

Require a building setback of ~~ten~~ 12.5 feet on the following frontage:

- South side of Mission Street between First and Fremont Streets (Transit Tower) to accommodate new roadway configuration for Mission Street on this block that includes a transit boarding island.

CHAPTER 3: PUBLIC REALM

Add Policy 3.4 to read as follows (renumber subsequent policies to reflect this addition):

Policy 3.4

Amend the Downtown Streetscape Plan to reflect sidewalk width and streetscape changes proposed in the Transit Center District Plan.

Open Space Network Map (pg 56)

This map have been corrected to reflect the full extent of Oscar Park.



CHAPTER 4: MOVING ABOUT

Amend Policy 4.36 (pg 78) to read:

~~Maintain flexibility on key streets in order to expand the Bike Network in the future.~~
Expand the bike network in the Plan Area with dedicated bicycle facilities.

Amend Policy 4.36 (pg 78) to read:

~~*Expand the Bicycle Network in the area.*~~ ~~Maintain flexibility on key streets in order to expand the Bike Network in the future.~~

~~The design of the following streets should maintain flexibility to consider bicycle improvements in the future:~~

Create dedicated bicycle facilities on the following streets:

- Fremont Street (northbound)
- Beale Street (southbound)
- Main Street (northbound)

Amend Policy 4.62

Maintain off-street loading facility requirements for all major new development, *but recognize that there are substantial efficiencies for large projects.*

Proposed Control: Amend Planning Code Section 155.2 to establish a maximum number of required loading spaces for large commercial buildings of six loading docks.

Currently loading requirements infinitely scale upward with the size the project. Substantial experience in San Francisco and other major cities with large projects (i.e. larger than 600,000 gross square feet) has demonstrated that demand for loading docks does not increase proportionally with the size of the building. Experience has shown the maximum demand for loading docks for buildings well in excess of 1 million square feet to be six spaces, as substantial efficiencies are gained in servicing large buildings.

Streets for Future Consideration of Bicycle Improvements Map (page 79)

The map has been amended to identify Plan proposed bike lanes and identify the proposed Class I bike path under the bus ramps.



CHAPTER 5: HISTORIC PRESERVATION

Amend proposed controls under Policy 5.7 (pg 100) as follows:

Proposed Control:

Based on the District Plan proposal to rezone all of the Plan Area to C-3-O(SD) with a base FAR of 6:1, modify the TDR rules in the Planning Code for the Plan area to require that development purchase TDR for all gross square footage between 6:1 and 9:1 FAR. *For development projects that have been entitled prior to January 1, 2012 and purchased TDR prior to 2012 (as certified in a recorded transfer to that property by the Planning Department) in anticipation of needing it for entitlement based on prior TDR rules, allow use of those TDR units and provide partial waiver of new impact fees.*

Proposed Control:

Modify the TDR rules for the C-3-O(SD) to enable eligible historic properties to sell TDR equivalent between the existing square footage of the lot and 9:1 FAR, rather than just to base FAR 6:1.

Amend Policy 5.8 (pg 100) as follows:

Policy 5.8

Pursue expansion of the supply of available TDR to meet expected demand or provide flexibility for development in satisfaction of the TDR requirement by providing an in-lieu mechanism that directly benefits the preservation, rehabilitation, maintenance and public education of historic resources in the downtown.

Proposed Control:

Establish a Downtown Historic Preservation and Rehabilitation Fund and a TDR In-Lieu Fee, whose proceeds would be deposited in the Fund. Give project sponsors the option to pay into this Fund in lieu of purchasing TDR. The price of the fee shall be set at such a rate that it is more than the historical average market price for TDR, such that purchasing TDR continues to be the preferred option.

In order to ensure sufficient TDR continue to be available and to achieve the goals of the TDR program, the City should continue to investigate opportunities to expand the potential supply of TDR through designation of eligible buildings within and outside of the C-3, including publicly-owned historic properties that require substantial rehabilitation.

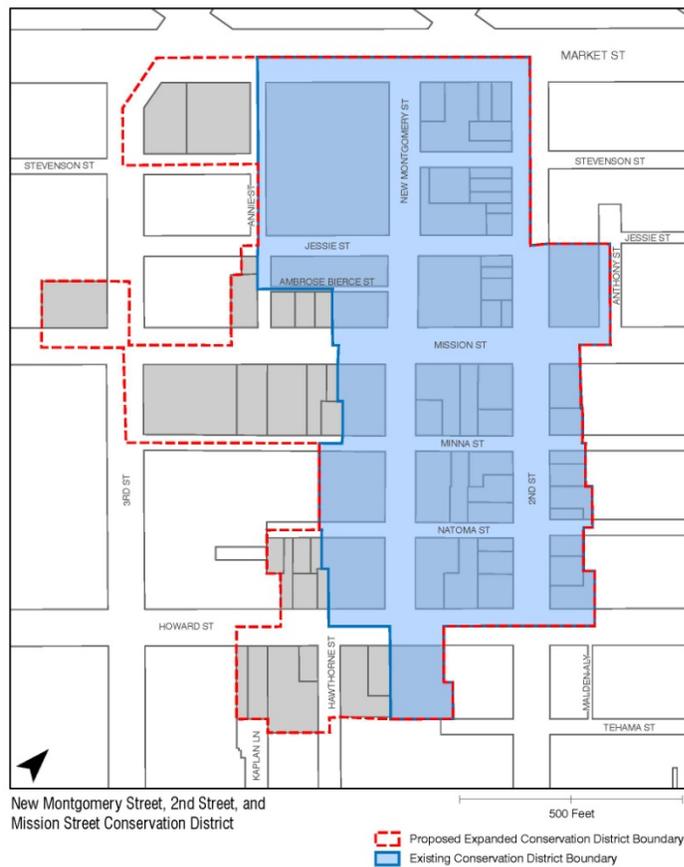
A secondary approach after, or in tandem with, pursuing the expansion of supply would be the creation of an in-lieu TDR credit where project sponsors pay into a historic preservation fund. In partnership with the Historic Preservation Commission, rules should be developed and established regarding the use and management of the Fund created by purchases of such credits. The rules should reinforce that the Fund program should be used by the Planning Department solely for the partial reimbursement of rehabilitation or restoration work completed by qualified property owners of historic resources within the City of San Francisco.

The uses for such a Fund should be established by the Planning Commission and Historic Preservation Commission. Potential uses could include should allow the City to reimburse financial support to eligible property owners for preservation and rehabilitation work (windows, exterior repairs, etc.) to buildings within the C-3 Districts and that have already sold their TDR (thus encouraging historic buildings to be preserved by selling TDR, thereby removing future development rights and pressure to demolish the buildings). Eligible buildings should be deemed to be (1) a designated landmark building or a contributory building within a designated historic district per Article 10 of the Planning Code, (2) a Category I-IV building identified within Article 11 of the Planning Code, or (3) a building listed on the California Register of Historical Resources by the State Office of Historic Preservation within the City of San Francisco.

The funds should be Board appropriated in an interest earning account that carries forward its own balance. Eligible restoration or rehabilitation work should be limited only to the exterior of an historic resource, including: the reconstruction of a missing cornice; terra cotta repair and replacement, the reconstruction of missing features based on physical or documented evidence; façade cleaning, paint removal, the removal of incompatible non-historic alterations; the removal of incompatible non-historic windows with new windows that match the historic material, profile, and configuration. Additional projects eligible for use of the Fund should include public signage and similar informational programs related to historic preservation within the C-3, purchasing TDR or conservation easements from historic properties that have not yet sold TDR. Ineligible work should include new additions, new garage openings, loading docks, painting, all seismic retrofit work, roof repair or replacement. All work should comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 C.F.R. § 67.7 (2001) and be subject to the review and approval requirements of Planning Code Articles 10 and 11.

Potential Historic District Expansion Map (page 95)

The map has been amended to reflect a revised boundary for the Proposed New Montgomery-Mission-Second Street Conservation District. The proposed Article 11 Category ratings as shown on the map on page 95 (and as listed in Appendix A) of the Draft Plan has been amended per the table shown at the end of this document.



CHAPTER 6: DISTRICT SUSTAINABILITY

The District Sustainability chapter has been updated to reflect changes to the City’s sustainability regulations, goals and standards since publication of the 2009 draft Plan. Edits are contained in the updated Plan document. Specific policy changes to the chapter are identified below.

Amend the following policies to read as follows:

Policy 6.1

Create efficient, shared district-scale energy, ~~heating and cooling~~ systems in the district.

Policy 6.5

Identify and protect either suitable public sites or major development sites within the Plan Area for locating renewable or CHP generation facilities.

Policy 6.15

Pursue a variety of potential sources of non-potable water, including municipally-supplied recycled water and district-based ~~greywater~~ graywater, black water, stormwater, and building de-watering foundation drainage water.

Delete Policy 6.13 and supporting text. Renumber policies accordingly:

Policy 6.13

All major buildings in the Plan Area should exceed the minimum credits required by the SF Green Building Ordinance under the Energy and Water categories of the LEED schemes.

In order for new development within the Transit Center District to help achieve pivotal goals relating to carbon dioxide emission reduction, to help address California's water shortages, and to position the Plan Area as an exemplar of sustainable development, it is important that energy and water efficiency are prioritized when developers are considering how to achieve the required LEED certification.

Policy 6.19

All new and large redevelopment projects in the city should adhere to the following hierarchical approach to maximize resources and minimize use of potable water:

- Reduce demands by installing efficient water fixtures and behaviors;
- ~~Design sites to reduce the total amounts of stormwater generated on site; through the use of alternative surfaces and collection and treatment devices green stormwater infrastructure (Low Impact Design techniques);~~
- Identify all on-site sources (rainwater, cooling tower blow down, fog, ~~greywater~~ graywater, blackwater, stormwater, and foundation drainage ~~diverted sump water~~);
- Install appropriate on-site collection, treatment, storage and conveyance systems for ~~non-potable needs~~ toilet flushing and, irrigation and additional identified nonpotable applications;
- Meet all other ~~unmet~~ surplus non-potable demands using district non-potable water or municipal recycled water; and
- Meet all other ~~unmet~~ remaining demands using potable water.

CHAPTER 7: FUNDING

Update Table 7-1: Transit Center District Public Improvements and Implementation Costs (pg 121) with the following:

Under "Transit and Other Transportation," add the item for Muni and Golden Gate Transit Transit Delay Mitigation (Vehicle Purchase) (\$3,000,000)

Under "Transit and Other Transportation," identify sub-project categories for Transit Center Project including Phase I: Transit Center including Train Box; Phase 2: Downtown Rail Extension (DTX).

Under "Open Space," change project title "Improvements to Portsmouth Square, St. Mary's Squares" to "Improvements to other downtown open spaces."

Delete Policy 7.4 (pg 122) and renumber subsequent policies:

Policy 7.4

Encourage the inclusion of a deed covenant in contractual development agreements for new development requiring the project sponsor to contribute to the cost of public improvements as properties are resold over time.

Delete the following supporting text under Policy 7.8 (pg 122):

The adoption and implementation of these funding mechanisms will occur in the future. The analysis presented in this chapter is preliminary and solely for planning purposes. Any specific impact fee amounts suggested in this draft plan were selected merely for the purpose of demonstrating the potential revenue from such fees based on hypothetical fee levels and the levels of development in the Plan Area and for assessing feasibility. The nexus studies to provide a justification for any such fees and the amounts of the fees are currently in process. Any fees proposed for adoption in the future will be fully supported by appropriate nexus studies. Such fees will not exceed the amount shown in the studies to be the maximum cost of offsetting the impact on the demand for infrastructure and services attributable to the new development in the Plan Area that is assessed the fees.

Add Policy 7.9:

Policy 7.9

Create a Transit Center District Plan Program Implementation Document that outlines the Funding Program and guides future decision making in allocating revenues to public improvements.

Remove Pages 123 -135 from the Transit Center District Plan to put into new Program Implementation Document. Create reference to “Program Implementation Document” in Funding chapter.

Appendix B: Historic Resources Ratings

Appendix B: Historic Resources Ratings (pages B-1 –B-3)

The table has been updated to reflect properties proposed for reclassification and inclusion in the New Montgomery, 2nd Street and Mission Street Conservation District. The full table is included at the end of this document.

Block/Lot	Address	Street	Article 10 Designation	Existing Article 11 Category	Proposed Article 11 Category
3708003	38	1ST		V	V
3736006	234	1ST	Proposed Article 10 Designation	I	I
3707002	20	2ND		IV	IV
3707004	36	2ND		IV	IV
3707005	42	2ND		IV	IV
3707006	48	2ND		IV	IV
3707007	52	2ND		IV	IV
3708096	55	2ND		III	III
3707008	60	2ND		IV	IV
3707009	70	2ND		IV	IV
3708019	71	2ND		I	I
3707010	76	2ND		IV	IV
3707011	84	2ND		V	V
3707012	90	2ND	Proposed Article 10 Designation	IV	IV

3721089	101	2ND		V	V
3722002	120	2ND		IV	IV
3721071	121	2ND		I	I
3722003	132	2ND		I	I
3721051	133	2ND		IV	IV
3721050	141	2ND		I	I
3722004	144	2ND		IV	IV
3721049	149	2ND		IV	IV
3722005	156	2ND		IV	IV
3721048	163	2ND		IV	IV
3722016	168	2ND		IV	IV
3721025	171	2ND		IV	IV
3721023	181	2ND		V	V
3722019	182	2ND		IV	IV
3735055	240	2ND	Proposed Article 10 Designation		III
3706001	26	3RD		III	III
3706002	28	3RD			V
3706003	32	3RD		V	V
3706093	86	3RD			I
3722257	125	3RD			IV
3711019	77	BEALE		I	I
3736023	566	FOLSOM			V
3736025	572	FOLSOM			III
3735008	606	FOLSOM	Proposed Article 10 Designation		III
3735009	608	FOLSOM			III
3735015	690	FOLSOM			V
3736156	530-534	FOLSOM		V	V
3719011	177	FREMONT		V	V
3719010	183	FREMONT			V
3719009	193	FREMONT		V	V
3740001	101	HOWARD		I	I
3719018	324	HOWARD		III	III
3736121	509	HOWARD		V	V
3721013	524	HOWARD		V	V
3736114	525	HOWARD			V
3736083	527	HOWARD		V	III
3721014	530	HOWARD			V
3736112	531	HOWARD		V	III
3721016	546	HOWARD		V	V
3736110	547	HOWARD		V	V
3736086	555	HOWARD			V
3736107	557	HOWARD			V
3721019	562	HOWARD			V
3721020	568	HOWARD		V	V
3736102	571	HOWARD			V
3736100	577	HOWARD		V	III
3736099	583	HOWARD		III	III
3736098	589	HOWARD		V	III
3722020	606	HOWARD			IV
3735005	625	HOWARD		II	II

3735050	633	HOWARD		V	V
3722023		HOWARD			V
3735047	645	HOWARD			V
3722024	648	HOWARD			V
3735042	651	HOWARD		V	IV
3735041	657	HOWARD		III	III
3722012	658	HOWARD		V	V
3722026	660	HOWARD		V	V
3735040	663	HOWARD		V	V
3735039	667	HOWARD		III	IV
3722027	15	HUNT		V	V
3708022	16	JESSIE		I	I
3708032	96	JESSIE		III	III
3707032	163	JESSIE			IV
3713006	1	MARKET		I	I
3708059	595	MARKET		V	V
3707001	601	MARKET		IV	IV
3707002A	609	MARKET		IV	IV
3707061	625	MARKET		IV	IV
3707051	685	MARKET		I	I
3707057	691	MARKET		I	I
3721052	83	MINNA		V	V
3722058	142	MINNA			V
3710017	350	MISSION			V
3709008	440	MISSION			III
3708010	512	MISSION		V	V
3708011	516	MISSION		V	V
3721082	545	MISSION		III	III
3721120	555	MISSION		V	V
3722001	601	MISSION		IV	IV
3707013	602	MISSION		V	IV
3722076	611	MISSION		V	IV
3722073	617	MISSION		IV	IV
3722070	641	MISSION		V	IV
3707018	646	MISSION		V	V
3722069	647	MISSION		I	I
3707019	652	MISSION		V	V
3722068	657	MISSION			IV
3707020	658	MISSION		I	I
3722067	663	MISSION		V	IV
3707021	666	MISSION		V	IV
3721122	531-535	MISSION		V	V
3721015	55	NATOMA		V	V
3721029	77	NATOMA		V	V
3721108	83	NATOMA		V	V
3721109	85	NATOMA		V	V
3721047	90	NATOMA		V	V
3722006	116	NATOMA		I	I
3722014	145	NATOMA			I
3722013	147	NATOMA		I	I
3722011	161	NATOMA		V	IV

3707052	2	NEW MONTGOMERY	18	II	II
3707062	33	NEW MONTGOMERY		V	V
3707035	39	NEW MONTGOMERY	163	I	I
3707033	74	NEW MONTGOMERY		I	I
3707014	77	NEW MONTGOMERY		I	I
3722071	100	NEW MONTGOMERY		I	I
3722072	111	NEW MONTGOMERY	107	IV	IV
3722007	137	NEW MONTGOMERY		IV	IV
3722022	170	NEW MONTGOMERY		IV	IV
3722080	134-140	NEW MONTGOMERY		I	I
3708039	53	STEVENSON		V	V
3708038	55	STEVENSON		V	V
3708031	79	STEVENSON			III
3707044	111	STEVENSON		I	I
3736079	19	TEHAMA			V
3736111	38	TEHAMA			V
3736091	72	TEHAMA		III	III
3736092	74	TEHAMA			III
3736093	78	TEHAMA		V	III
3736094	90	TEHAMA			III



SAN FRANCISCO PLANNING DEPARTMENT

Exhibit II-1: Initiation of General Plan Amendments Case Report HEARING DATE: MAY 3, 2012

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Case No.: **2007.0558MTZU**
*Transit Center District Plan –
Amendments to General Plan*

Staff Contact: Joshua Switzky - (415) 575-6815
joshua.switzky@sfgov.org

Reviewed By: David Alumbaugh – (415) 558-6601
david.alumbaugh@sfgov.org

Recommendation: **Approval**

DESCRIPTION

The Planning Department proposes amending the General Plan of the City and County of San Francisco in order to adopt and implement the Transit Center District Plan. The Plan supports the General Plan's vision of concentrating housing and jobs around the city's greatest concentration of public transit service in the Downtown. The Plan balances increased density in the heart of Downtown with the principles of good place-making that are essential to maintaining and enhancing the distinctive qualities of Downtown San Francisco. Pursuant to Planning Code Sec. 340, proposed amendments to the General Plan can be initiated by a Resolution of Intention by the Planning Commission. If the Planning Commission approves the Resolution of Intent on May 3, the Department would subsequently provide public notice for a hearing as required by Planning Code Sec. 306.3, and schedule a public hearing on the proposed amendments to the General Plan for May 24, 2012.

PRELIMINARY STAFF RECOMMENDATION

Staff recommends adoption of the draft Resolution of Intent to initiate proposed amendments to the General Plan.

PLAN BACKGROUND

In 1985 the City adopted the Downtown Plan into the General Plan to guide growth in the Downtown area. Recognizing the potential for transit-oriented growth in the vicinity of the Transbay Terminal south of Market Street, the Downtown Plan called for concentrating the City's greatest densities and building heights in this area, as well as creating a system to transfer development rights from other parts of the downtown to this area.

Since the adoption of the Downtown Plan several major infrastructure changes have happened or are being undertaken. The Embarcadero Freeway was removed following the 1989 Loma Prieta earthquake, allowing for the renovation of the waterfront and rethinking of the southern side of the downtown. The City and region have embarked on a multi-billion dollar investment in improving and expanding transit infrastructure, further enhancing the transit accessibility of the area, through construction of a new Transbay Transit Center on the site of the former Transbay Terminal and an extension of intra-city rail from the current terminus at 4th&king into the Transit Center. This is the single largest investment in public transit in San Francisco since the construction of BART in the early 1970s. In 2005 the City adopted the Transbay Redevelopment Plan to direct funding toward the Transit Center project and direct the redevelopment of underutilized publicly-owned lands, primarily those that formerly housed the Embarcadero Freeway, into a new high-density residential neighborhood.

In 2006 a Mayor's Interagency Working Group published a report calling for the City to investigate further land use studies around the Transit Center as to whether building densities and heights could be increased further in recognition of the transit investment and as to whether such growth could be leveraged to generate substantial new revenues to help fund the full Transit Center project, including the Downtown Rail Extension.

In 2007 the Planning Department initiated a public planning effort called the Transit Center District Plan, focused on the area roughly bounded by Market Street, Embarcadero, Folsom Street, and Hawthorne Street, whose five fundamental goals were to:

- (1) Build on the General Plan's Urban Design Element and Downtown Plan, establishing controls, guidelines and standards to advance existing policies of livability, as well as those that protect the unique quality of place;
- (2) Capitalize on major transit investment with appropriate land use in the downtown core, with an eye toward long-term growth considerations;
- (3) Create a framework for a network of public streets and open spaces that support the transit system, and provides a wide variety of public amenities and a world-class pedestrian experience;
- (4) Generate financial support for the Transit Center project, district infrastructure, and other public improvements; and
- (5) Ensure that the Transit Center District is an example of comprehensive environmental sustainability in all regards.

The Planning Department held numerous public workshops and worked with consultants throughout 2008 and 2009, resulting in the publication of a Draft Transit Center District Plan in November 2009. In April 2012 the Planning Department published a Plan Addendum revising and clarifying aspects of the Draft Plan.

The Transit Center District Plan ("the Plan") supports and builds on the Downtown Plan's vision for the area around the Transbay Transit Center as the heart of the new downtown. The Plan enhances and augments the Downtown Plan's patterns of land use, urban form, public space, circulation, and historic preservation, and makes adjustments to this specific sub-area based on today's understanding of the

issues and constraints facing the area, particularly in light of the Transit Center project. The Plan's core recommendations include:

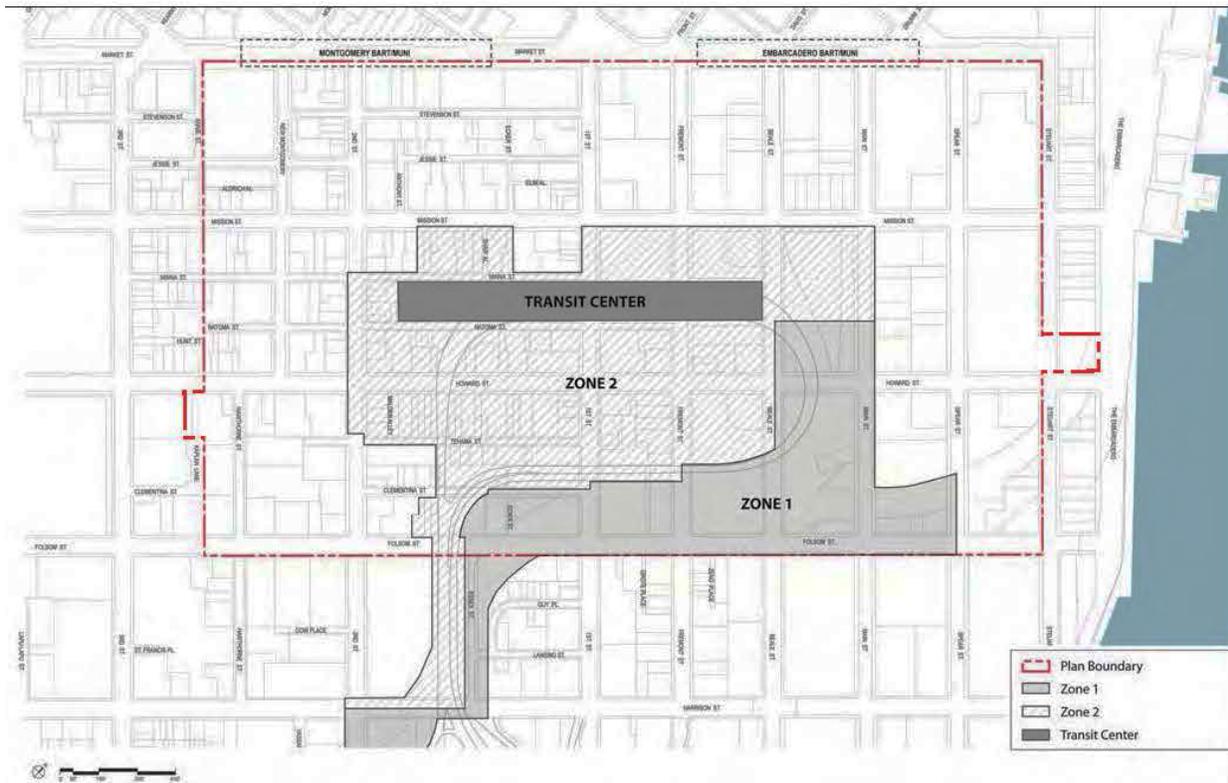
- Increasing allowable density and strategic increases to height limits in the Plan area to increase the transit-oriented growth capacity of the area while recognizing the importance of these buildings with respect to city form and impacts to the immediate and neighboring districts;
- Ensuring that major development sites incorporate commercial space in order to preserve the job growth capacity for the downtown;
- Enhancing the public realm and circulation system to accommodate growth and provide a world-class pedestrian experience, including widening sidewalks, providing dedicated transit lanes, augmenting the bicycle network, adding signalized mid-block crosswalks, and converting certain alleys into pedestrian plazas;
- Identifying and funding opportunities for new public open space and improved access to planned spaces, including at 2nd/Howard, Transbay Park, Mission Square and City Park on the roof of the Transit Center, as well as providing additional funding for park improvements in the downtown outside of the Plan area;
- Enlarging the New Montgomery-2nd Street Conservation District and updating individual resource ratings based on a newly-adopted survey;
- Identifying opportunities to explore advanced district-level energy and water utility systems to improve environmental performance beyond individual buildings; and
- Adopting a funding program including two new key revenue mechanisms – impact fees and a Mello-Roos Community Facilities District – to ensure that new development contributes substantially toward the implementation of necessary public infrastructure, including the Transit Center/Downtown Extension project.

The San Francisco Planning Department is seeking to adopt and implement the Transit Center District Plan. The core policies and supporting discussion in the Plan have been incorporated into a Sub-Area Plan proposed to be added to the Downtown Plan. The Sub-Area Plan, together with the General Plan, Planning Code, Zoning Map Amendments, and Implementation Document provide a comprehensive set of policies and implementation programming to realize the vision of the Plan. The Implementation Document outlines public improvements, funding mechanisms and interagency coordination the City must pursue to implement the Plan.

Policies envisioned for the Sub-Area Plan are consistent with the existing General Plan. However, a number of amendments to the General Plan are required to further achieve and clarify the vision and goals of the Transit Center District Plan, to reflect its concepts throughout the General Plan, and generally to update the General Plan to changed physical, social and economic conditions in this area.

PLAN AREA

The Transit Center District Plan Area consists of approximately 145 acres centered on the Transbay Transit Center, situated between the Northern Financial District, Rincon Hill, Yerba Buena Center and the Bay. The boundaries of the District are roughly Market Street on the north, Embarcadero on the east, Folsom Street on the south, and Hawthorne Street to the west. While these boundaries overlap with those of the Transbay Redevelopment Project Area, this Plan will not affect the adopted land use or development controls for Zone 1 of the Redevelopment Area and is consistent with the overall goals of the Transbay Redevelopment Plan.



Transit Center District Plan Area

GENERAL PLAN AMENDMENTS SUMMARY

Following is a brief discussion of the proposed General Plan amendments necessary to implement the Plan. The amendments include the addition of a new Sub-Area Plan to the Downtown Plan along with related text and map amendments various Elements of the General Plan. To avoid duplicating all of the proposed text here, short summaries are given. Detailed information on the complete additions and revisions are in the attached and the draft Board Ordinance.

New Sub-Area Plan:

The key aspects of the Draft Plan are distilled into a proposed “Sub-Area plan” of the Downtown Plan. That proposed Sub-Area plan contains the majority of the objectives, policies and supporting discussion from the Draft Plan document, but excludes some background discussion, specific Planning Code proposals, and graphics, and reflects minor non-substantive text edits of the Draft Plan.

General Plan Text Amendments:

To ensure that the policy direction specific to this area as reflected in the new Sub-Area Plan is fully consistent across all parts the General Plan, the Department proposes minor amendments to language contained in the Downtown Plan, General Plan Elements (including Commerce & Industry, Urban Design, Recreation & Open Space, and Transportation) and Land Use Index.

General Plan Map Amendments:

Several maps within the General Plan are proposed for amendment to reflect the details of the Sub-Area Plan. These include maps in the Downtown Plan, General Plan Elements (including Commerce & Industry, Urban Design, Recreation & Open Space, and Transportation) and Land Use Index.

ENVIRONMENTAL REVIEW

The Department published the Draft Environmental Impact Report on September 28, 2011. The Planning Commission will consider certification of the Final Environmental Impact Report on the Transit Center District Plan and adoption of CEQA findings at a hearing on or after May 24, 2012 prior to considering action on related General Plan, Planning Code and Zoning Map Amendments and other Plan items.

RELATED ACTIONS

In conjunction with the new Sub-Area Plan and General Plan amendments, the Department is proposing initiation of amendments to the Planning Code and Zoning Maps to implement the Sub-Area Plan and the proposed General Plan amendments. These proposed actions are discussed in separate Staff Reports.

ATTACHMENTS

- Exhibit II-2 Draft Resolution of Intention to Initiate General Plan Amendments
- Exhibit II-3 Draft Ordinance
- Exhibit II-4 Transit Center District Sub-Area Plan



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Draft Resolution HEARING DATE MAY 3, 2012

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Date: May 3, 2012
Case No.: **2007.0558MTZU**
*Transit Center District Plan –
General Plan Amendments*
Staff Contact: Joshua Switzky - (415) 575-6815
joshua.switzky@sfgov.org
Reviewed By: David Alumbaugh – (415) 558-6601
david.alumbaugh@sfgov.org
Recommendation: **Approval**

ADOPTING A RESOLUTION OF INTENTION TO INITIATE AMENDMENTS TO THE SAN FRANCISCO GENERAL PLAN TO INCORPORATE AMENDMENTS PURSUANT TO THE ADOPTION OF THE TRANSIT CENTER DISTRICT PLAN

WHEREAS, Section 4.105 of the Charter of the City and County of San Francisco mandates that the Planning Commission shall periodically recommend to the Board of Supervisors for approval or rejection of proposed amendments to the General Plan in response to changing physical, social, economic, environmental or legislative conditions.

In 1985 the City adopted the Downtown Plan into the General Plan to guide growth in the Downtown area. Recognizing the potential for transit-oriented growth in the vicinity of the Transbay Terminal south of Market Street, the Downtown Plan called for concentrating the City's greatest densities and building heights in this area, as well as creating a system to transfer development rights from other parts of the downtown to this area.

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In 2006 a Mayor's Interagency Working Group published a report calling for the City to investigate further land use studies around the Transit Center as to whether building densities and heights could be increased further in recognition of the transit investment and as to whether such growth could be leveraged to generate substantial new revenues to help fund the full Transit Center project, including the Downtown Rail Extension.

In 2007 the Planning Department initiated a public planning effort called the Transit Center District Plan, focused on the area roughly bounded by Market Street, Embarcadero, Folsom Street, and Hawthorne Street, whose five fundamental goals were to:

- (1) Build on the General Plan's Urban Design Element and Downtown Plan, establishing controls, guidelines and standards to advance existing policies of livability, as well as those that protect the unique quality of place;
- (2) Capitalize on major transit investment with appropriate land use in the downtown core, with an eye toward long-term growth considerations;
- (3) Create a framework for a network of public streets and open spaces that support the transit system, and provides a wide variety of public amenities and a world-class pedestrian experience;
- (4) Generate financial support for the Transit Center project, district infrastructure, and other public improvements; and
- (5) Ensure that the Transit Center District is an example of comprehensive environmental sustainability in all regards.

The Planning Department held numerous public workshops and worked with consultants throughout 2008 and 2009, resulting in the publication of a Draft Transit Center District Plan in November 2009. In April 2012 the Planning Department published a Plan Addendum revising and clarifying aspects of the Draft Plan.

The Transit Center District Plan ("the Plan") supports and builds on the Downtown Plan's vision for the area around the Transbay Transit Center as the heart of the new downtown. The Plan enhances and augments the Downtown Plan's patterns of land use, urban form, public space, circulation, and historic preservation, and makes adjustments to this specific sub-area based on today's understanding of the issues and constraints facing the area, particularly in light of the Transit Center project. The Plan's core recommendations include:

- Increasing allowable density and strategic increases to height limits in the Plan area to increase the transit-oriented growth capacity of the area while recognizing the importance of these buildings with respect to city form and impacts to the immediate and neighboring districts;
- Ensuring that major development sites incorporate commercial space in order to preserve the job growth capacity for the downtown;
- Enhancing the public realm and circulation system to accommodate growth and provide a world-class pedestrian experience, including widening sidewalks, providing dedicated transit lanes, augmenting the bicycle network, adding signalized mid-block crosswalks, and converting certain alleys into pedestrian plazas;

- Identifying and funding opportunities for new public open space and improved access to planned spaces, including at 2nd/Howard, Transbay Park, Mission Square and City Park on the roof of the Transit Center, as well as providing additional funding for park improvements in the downtown outside of the Plan area;
- Enlarging the New Montgomery-2nd Street Conservation District and updating individual resource ratings based on a newly-adopted survey;
- Identifying opportunities to explore advanced district-level energy and water utility systems to improve environmental performance beyond individual buildings; and
- Adopting a funding program including two new key revenue mechanisms – impact fees and a Mello-Roos Community Facilities District – to ensure that new development contributes substantially toward the implementation of necessary public infrastructure, including the Transit Center/Downtown Extension project.

The San Francisco Planning Department is seeking to adopt and implement the Transit Center District Plan. The core policies and supporting discussion in the Plan have been incorporated into a Sub-Area Plan proposed to be added to the Downtown Plan. The Sub-Area Plan, together with the General Plan, Planning Code, Zoning Map Amendments, and Implementation Document provide a comprehensive set of policies and implementation programming to realize the vision of the Plan. The Implementation Document outlines public improvements, funding mechanisms and interagency coordination the City must pursue to implement the Plan.

Policies envisioned for the Sub-Area Plan are consistent with the existing General Plan. However, a number of amendments to the General Plan are required to further achieve and clarify the vision and goals of the Transit Center District Plan, to reflect its concepts throughout the General Plan, and generally to update the General Plan to changed physical, social and economic conditions in this area. Proposed amendments to the General Plan, including the Sub-Area Plan, are attached hereto as Exhibits II-3 and 4. The City Attorney's Office has reviewed the draft ordinance and approved it as to form.

Staff recommends adoption of the draft resolution initiating amendments to the General Plan, which includes adding the Transit Center District Sub-Area Plan to the Downtown Plan, and making related amendments to various elements of the General Plan, including the Downtown Plan, Urban Design Element, Recreation and Open Space Element, Commerce and Industry Element, and Transportation Element.

NOW, THEREFORE, BE IT RESOLVED, That pursuant to Planning Code Section 340(c), the Planning Commission Adopts a Resolution of Intention to Initiate amendments to the General Plan, as contained in the draft General Plan amendment ordinance, approved as to form by the City Attorney in Exhibits II-3 and 4.

AND BE IT FURTHER RESOLVED, That pursuant to Planning Code Section 306.3, the Planning Commission authorizes the Department to provide appropriate notice for a public hearing to consider the

Resolution _____
_____, 2012

CASE NO. 2007.0558MTZU
Initiation of General Plan Amendments
Related to the Transit Center District Plan

above referenced General Plan amendments contained in an ordinance approved as to form by the City Attorney hereto attached as Exhibit II-3 and 4 to be considered at a publicly noticed hearing on or after May 3, 2012.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on _____, 2012.

Linda D. Avery
Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED:

1 [Transit Center District Plan - General Plan Amendments]

2

3 **Ordinance 1) amending the San Francisco General Plan by adding the Transit Center**
4 **District Sub-Area Plan to the Downtown Plan and making various amendments to the**
5 **Downtown Plan, Urban Design Element, Commerce and Industry Element, Recreation**
6 **and Open Space Element, and Transportation Element as part of the establishment of**
7 **the Transit Center District Plan; 2) making environmental findings and findings of**
8 **consistency with the General Plan as proposed for amendment and Planning Code**
9 **Section 101.1.**

10 NOTE: Additions are *single-underline italics Times New Roman*;
11 deletions are ~~*strike-through italics Times New Roman*~~.
12 Board amendment additions are double-underlined;
Board amendment deletions are ~~strikethrough normal~~.

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

14 Section 1. Findings.

15 (a) California Environmental Quality Act Findings.

16 (1) The Planning Department has determined that the actions contemplated in this
17 Ordinance comply with the California Environmental Quality Act (Public Resources Code
18 Sections 21000 et seq.). A copy of said determination is on file with the Clerk of the Board of
19 Supervisors in File No. _____ and is incorporated herein by reference.

20 (2) On _____, 2012 by Resolution No. _____, the Planning
21 Commission conducted a duly noticed public hearing and adopted findings pursuant to the
22 California Environmental Quality Act for the Transit Center District Plan and related approvals.
23 A copy of Planning Commission Resolution No. _____ is on file with the Clerk of the
24 Board of Supervisors in File No. _____. The Board of Supervisors hereby adopts
25 the Planning Commission's environmental findings as its own.

1 (b) General Plan Consistency and Other Findings.

2 (1) The Transit Center District Plan provides a policy framework focused on the
3 downtown area surrounding the Transbay Transit Center. Given the significance of its
4 policies and close relationship to the Downtown Plan, the Transit Center District Plan is
5 proposed for inclusion as a new Sub-Area Plan of the Downtown Plan.

6 (2) Pursuant to San Francisco Planning Code Section 340, any proposed amendments
7 to the General Plan shall first be initiated by the Planning Commission. On
8 _____, 2012 by Resolution No. _____, the Commission conducted a
9 duly noticed public hearing to consider a Resolution of Intent to initiate General Plan
10 Amendments concerning the Transit Center District Plan. A copy of Planning Commission
11 Resolution No. _____ is on file with the Clerk of the Board of Supervisors in File No.
12 _____.

13 (3) Pursuant to San Francisco Charter Section 4.105 and Planning Code Section 340,
14 any amendments to the General Plan shall first be considered by the Planning Commission
15 and thereafter recommended for approval or rejection to the Board of Supervisors. On
16 _____, 2012 by Motion No. _____, the Commission conducted a duly
17 noticed public hearing on the General Plan Amendments, adopted the General Plan
18 Amendments and recommended them for approval to the Board of Supervisors. Said Motion
19 also included findings of conformity with the Priority Policies of Section 101.1 of the Planning
20 Code, consistency findings with the General Plan as it is proposed for amendment, and,
21 pursuant to Section 340 of the Planning Code, findings that this Ordinance will serve the
22 public necessity, convenience, and welfare. A copy of Planning Commission Motion No.
23 _____ is on file with the Clerk of the Board of Supervisors in File No.
24 _____ and incorporated herein by reference.

1 (4) The Board of Supervisors finds that this Ordinance is in conformity with the Priority
2 Policies of Section 101.1 of the Planning Code and, on balance, consistent with the General
3 Plan as it is proposed for amendment herein, and hereby adopts the findings set forth in
4 Planning Commission Motion No. _____ as its own and incorporates such findings
5 by reference as if fully set forth herein.

6 Section 2. The San Francisco General Plan is hereby amended by adding the Transit
7 Center District Sub-Area Plan to the Downtown Plan. A copy of the subject Sub-Area Plan is
8 on file with the Clerk of the Board of Supervisors in File No. _____ and is
9 incorporated herein by reference.

10 Section 3. The introduction; Policies 1.1, 6.2, 8.2, and 13.5; and various maps, figures,
11 and tables of the Downtown Plan of the San Francisco General Plan are hereby amended as
12 follows:

13 (a) The introduction to the Downtown Plan is amended as follows:

14 **Downtown Plan**

15 This is the area plan for Downtown San Francisco. It contains objectives and policies to
16 guide decisions affecting the downtown area. It also contains some of the background to the
17 objectives and policies and some of the key actions to implement them; they are described
18 more extensively in the separate publication of the Plan.

19 The Downtown Plan grows out of an awareness of the public concern in recent years
20 over the degree of change occurring downtown — and of the often conflicting civic objectives
21 between fostering a vital economy and retaining the urban patterns and structures which
22 collectively for the physical essence of San Francisco.

23 The Plan foresees a downtown known the world over as a center of ideas, services and
24 trade and as a place for stimulating experiences. In essence, downtown San Francisco should
25

1 encompass a compact mix of activities, historical values, and distinctive architecture and
2 urban forms that engender a special excitement reflective of a world city.

3 The Downtown Plan contains a Sub-Area plan for the area located around the Transbay Transit
4 Center. The Transit Center District Sub-Area Plan builds on the Downtown Plan to envision this area
5 as the heart of a growing downtown. The Sub-Area Plan seeks to enhance the Downtown Plan's
6 precepts, to build on its established patterns of land use, urban form, public space, and circulation.

7 (b) The supporting text under Policy 1.1 background discussion on office space is
8 amended as follows:

9 A wide variety of business activities are conducted in downtown office space.
10 Corporate headquarters, financial institutions, insurance companies, major utilities, business
11 and professional services occupy more than 42 million square feet in the primary office (C-3-
12 O) district. Wherever the Downtown Plan discusses the C-3-O district, this reference also includes the
13 C-3-O (SD) district, except as more specifically described in the Transit Center District Sub-Area Plan
14 or otherwise stated. Over 220,000 office workers are employed in a wide range of managerial,
15 professional, clerical, and less skilled occupations serving international, national, regional and
16 local markets. These activities include executive, administrative and information processing
17 functions. Rental rates for space in this district are among the highest in the region, reflecting
18 the desirability of this location.

19 (c) The following reference in the supporting text under Policy 6.1 is amended as
20 follows:

21 These clusters should be reinforced, each maintaining its predominant activity without
22 losing the essential urban qualities that a mix of uses provides. Major office towers can be
23 constructed on sites remaining in the financial core north and south of Market and in an
24 expanded area south of Market centered on the Transbay ~~Bus Terminal~~ Transit Center (see the
25 Transit Center District Sub-Area Plan). Concentrating office towers in these locations protects

1 the fine scale and rich mix of uses in Chinatown, Jackson Square, Kearny Street, Union
2 Square, Mid-Market, North of Market-Tenderloin, and the hotel-entertainment area near
3 Mason Street.

4 (d) The Key Implementing Actions under Policy 6.1, are amended to add the following:

5 **DOWNTOWN OFFICE SPECIAL DEVELOPMENT DISTRICT**

6 **(C-3-O SD DISTRICT)**

7 Maintain base FAR and eliminate maximum FAR limit. See Transit Center District Sub-Area
8 Plan for other specific controls that differ from C-3-O.

9 (e) Under Policy 8.2, the discussion of Open Space is amended as follows:

10 A new public open space will also be added as part of the Transbay Redevelopment,
11 between Main, Beale, Howard and Folsom Streets. This will help remedy an open space
12 deficiency located approximately midway between Yerba Buena Gardens and Rincon Point
13 Park. The Transbay Redevelopment Plan will further seek a public open space south of the
14 Transbay ~~Terminal~~ Transit Center in approximately the area bounded by Second, Mission,
15 First, and Howard Streets to fill a deficient area that would still remain. For further description
16 of open space proposals near the Transbay Transit Center, see the Transit Center District Sub-Area
17 Plan.

18 (f) A new policy is proposed in the Urban Form section of the Downtown Plan to
19 incorporate the height and skyline policy framework of the Transit Center District Sub-Area
20 Plan. This policy and supporting text is added as follows:

21 **Policy 13.5**

22 Create an elegant downtown skyline by crafting a distinct downtown hill form with the city's
23 tallest building – the Transbay Transit Tower - rising as its “crown.”

24 As the geographic epicenter of downtown and the front door of the Transbay Transit Center, the
25 Transit Tower should be the tallest building on the city's skyline. The Tower represents the City's

1 commitment to focusing growth around a sustainable transportation hub, as well as the apex of the
2 downtown skyline. See the Transit Center District Sub-Area Plan for further discussion.

3 (g) The following maps, figures, and table are amended as described below:

4 MAP 1, "Downtown Land Use and Density Plan"

5 - Add a boundary around the Transit Center District Plan area with a line that
6 leads to a reference that states "See the Transit Center District Sub-Area Plan."

7 - Amend Density* note to read: Unused FAR may be transferred from
8 preservation sites to development sites up to a maximum FAR of 18:1 in the C-3-O ~~and C-S-O~~
9 ~~(SD) districts~~ and up to one and half times the basic FAR in the C-3-R, C-3-G and C-3-S districts. See
10 Preservation of the Past Chapter. FAR may be transferred in the C-3-O (SD) district to exceed the base
11 FAR up to 9:1. Transfer of preservation sites is not required above 9:1. There is no maximum FAR in
12 the C-3-O(SD) district.

13 MAP 3, "Major Open Spaces"

14 - Add a boundary around the Transit Center District Plan area and a reference
15 that states "See the Transit Center District Sub-Area Plan."

16 MAP 4, "Downtown Conservation Districts"

17 - Rename New Montgomery-Second Conservation District to "New Montgomery-
18 Mission-Second Street Conservation District."

19 - Include revised boundary of the New Montgomery-Mission-Second Street
20 Conservation District.

21 - Add the following reference: "See the Transit Center District Sub-Area Plan for
22 revised boundary of New Montgomery-Mission-Second Street Conservation District."

23 MAP 5, "Proposed Height and Bulk Districts"

24 - Add a boundary around the Transit Center District Plan area and a reference
25 that states: "See the Transit Center District Sub-Area Plan."

1 MAP 7, "Proposed Pedestrian Network: Downtown District"

2 - Add the following note to the map: "Designate a portion of Natoma Street near
3 2nd Street as an exclusive pedestrian walkway per the Transit Center District Sub-Area Plan."

4 FIGURE 2, "Bulk Limits"

5 - Add following language: "See Transit Center District Sub-Area Plan for
6 buildings taller than indicated on this chart."

7 FIGURE 3, "Bulk Control, Upper Tower Volume Reduction"

8 - Add following language: "See Transit Center District Sub-Area Plan for
9 buildings taller than indicated on this chart."

10 FIGURE 4, "Separation Between Towers"

11 - Add following language: "See Transit Center District Sub-Area Plan for
12 buildings taller than indicated on this chart."

13 FIGURE 6, "Proposed downtown Pedestrian Network Improvements"

14 - Under "Specific Streetscape Plans," amend the table as follows:

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- Beale: *Second Level Street improvements. See Transit Center District Sub-Area Plan.*
 - First: *Transit stop improvements. See Transit Center District Sub-Area Plan.*
 - Fremont: *Transit stop improvements; pedestrian safety signage. See Transit Center District Sub-Area Plan.*
 - Mission: *Special Level Street improvements; sidewalk widening; corner bus bulbs; distinctive paving; transit stop improvements; pedestrian-oriented lighting; pedestrian signage. See Transit Center District Sub-Area Plan.*
 - New Montgomery: *Second Level Street improvements; sidewalk sitting areas and tree clusters; historical/informational signage. See Transit Center District Sub-Area Plan.*
 - Second: *Second Level Street improvements; sidewalk sitting areas and tree clusters; historical/informational signage. See Transit Center District Sub-Area Plan.*
 - Spear: *See Transit Center District Sub-Area Plan.*
 - Main: *See Transit Center District Sub-Area Plan.*
 - Howard: *See Transit Center District Sub-Area Plan.*
 - Folsom: *See Transit Center District Sub-Area Plan.*

- Under "Specific Alleyway Designs," add the following alleys:

- Shaw: Pedestrian-only walkthrough alley; see Transit Center District Sub-Area Plan.
- Natoma: Destination alley improvements; see Transit Center District Sub-Area Plan.

TABLE 1, "Guidelines for Open Space"

Amend table as shown below to include "Connections to Transbay Transit Center Rooftop Park."

Table 1 – Guidelines for Open Space

	<u>Connections to Transbay Transit Center Rooftop Park</u>
Description	<u>Publicly accessible horizontal connections (i.e. pedestrian bridge) from adjacent buildings and vertical connections from street level directly to the rooftop park on the Transbay Transit Center.</u>
Size	<u>Horizontal connections shall have a minimum clear walking path of 12 feet.</u>
Location	<u>Buildings surrounding Transbay Transit Center; and on ground level.</u>

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Access	<u>Public access. Vertical connections shall be clearly and prominently signed from a public sidewalk or public space.</u>
Seating*, Tables, etc.	-----
Landscaping, Design	-----
Commercial Services, Food	-----
Sunlight and Wind	-----
Public Availability	<u>Any time the Transit Center Rooftop Park is open to the public.</u>
Other	<u>Requires approval of the Transbay Joint Powers Authority.</u>

1 Section 4. The Urban Design, Commerce and Industry, Recreation and Open Space,
2 Transportation and Land Use Elements of the General Plan are amended as follows:

3 (a) Urban Design Element Amendments.

4 (1) Additional text is proposed for the Urban Design Element to expand the
5 discussions of downtown building heights. The following supporting text under Policy 3.5 is
6 amended as follows:

7 In areas of growth where tall buildings are considered through comprehensive planning
8 efforts, such tall buildings should be grouped and sculpted to form discrete skyline forms that
9 do not muddle the clarity and identity of the city's characteristic hills and skyline. Where
10 multiple tall buildings are contemplated in areas of flat topography near other strong skyline
11 forms, such as on the southern edge of the downtown "mound," they should be adequately
12 spaced and slender to ensure that they are set apart from the overall physical form of the
13 downtown and allow some views of the city, hills, the Bay Bridge, and other elements to
14 permeate through the district.

15 The city's downtown skyline should be crafted to resemble a distinct and elegant hill form with
16 the tallest and most prominent building rising as its "crown." As the geographic epicenter of
17 downtown, as well as the front door of the Transbay Transit Center, the "Transit Tower" should be the
18 tallest building in the city's skyline. The Transit Tower represents the City's commitment to focusing
19 growth around a sustainable transportation hub, as well as the apex of the downtown skyline. The
20 Transit Center District Sub-Area Plan contains specific details related to urban form and design for
21 this area.

22 (2) Add the following supporting text under Policy 2.9:

23 b. Release of a street area may be considered favorably when it would not
24 violate any of the above criteria and when it would be:

1 3. Necessary for a significant public or semi-public use, or public assembly use,
2 where the nature of the use and the character of the development proposed present strong
3 justifications for occupying the street area or air space, such as a public pedestrian connection
4 from the Transbay Transit Center rooftop park to adjacent buildings, rather than some other site;

5 (3) Amend Maps 4 and 5 as follows:

6 Map 4, "Urban Design Guidelines for Height of Buildings"

7 - In legend, amend text to read: " 2. See Downtown Plan including Transit Center
8 District Sub-Area Plan."

9 Map 5, "Urban Design Guidelines for bulk of Buildings"

10 - In legend, amend text to read: " 2. See Downtown Plan including Transit Center
11 District Sub-Area Plan."

12 (b) Commerce and Industry Element Amendments.

13 (1) Amend Maps 1 and 2 as follows:

14 Map 1, "Generalized Commercial and Industrial Land Use Plan"

15 - Add a boundary around the Transit Center District Sub-Area Plan area and a
16 reference that states "See the Transit Center District Sub-Area Plan."

17 Map 2, "Generalized Commercial and Industrial Density Plan"

18 - Add a boundary around the Transit Center District Sub-Area Plan area AND a
19 reference that states "See the Transit Center District Sub-Area Plan."

20 (c) Recreation and Open Space Element Amendments.

21 (1) Amend Maps 1, 2, and 4 as follows:

22 Map 1, "Public Ownership of Existing Open Space"

23 - Add a boundary around the Transit Center District Sub-Area Plan area and a
24 reference that states "See the Transit Center District Sub-Area Plan."

25 Map 2, "Public Open Space Service Areas"

1 - Add a boundary around the Transit Center District Sub-Area Plan area and a
2 reference that states "See the Transit Center District Sub-Area Plan."

3 Map 4, "Citywide Recreation and Open Space Plan"

4 - Add a boundary around the Transit Center District Sub-Area Plan area and a
5 reference that states "See the Transit Center District Sub-Area Plan."

6 (d) Transportation Element Amendments.

7 (1) Amend Map 13 as follows:

8 Map 13, "Recommended Near-Term and Long-Term Improvements to the Bicycle
9 Route Network"

10 - Add a boundary around the Transit Center District Sub-Area Plan area and a
11 reference that states "See the Transit Center District Sub-Area Plan."

12 (e) Land Use Index Amendments. Update the General Plan's Land Use Index to
13 incorporate the Transit Center District Sub-Area Plan.

14 Section 5. Effective Date. This ordinance shall become effective 30 days from the
15 date of passage.

16 Section 6. This section is uncodified. In enacting this Ordinance, the Board intends to
17 amend only those words, phrases, paragraphs, subsections, sections, articles, numbers,
18 punctuation, charts, diagrams, or any other constituent part of the General Plan that are
19 explicitly shown in this legislation as additions, deletions, Board amendment additions, and
20 Board amendment deletions in accordance with the "Note" that appears under the official title
21 of the legislation.

22 APPROVED AS TO FORM:
23 DENNIS J. HERRERA, City Attorney

24 By: _____
25 John D. Malamut

Planning Department
BOARD OF SUPERVISORS

Deputy City Attorney

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Transit Center District Plan

A Sub-Area Plan of the Downtown Plan

Introduction

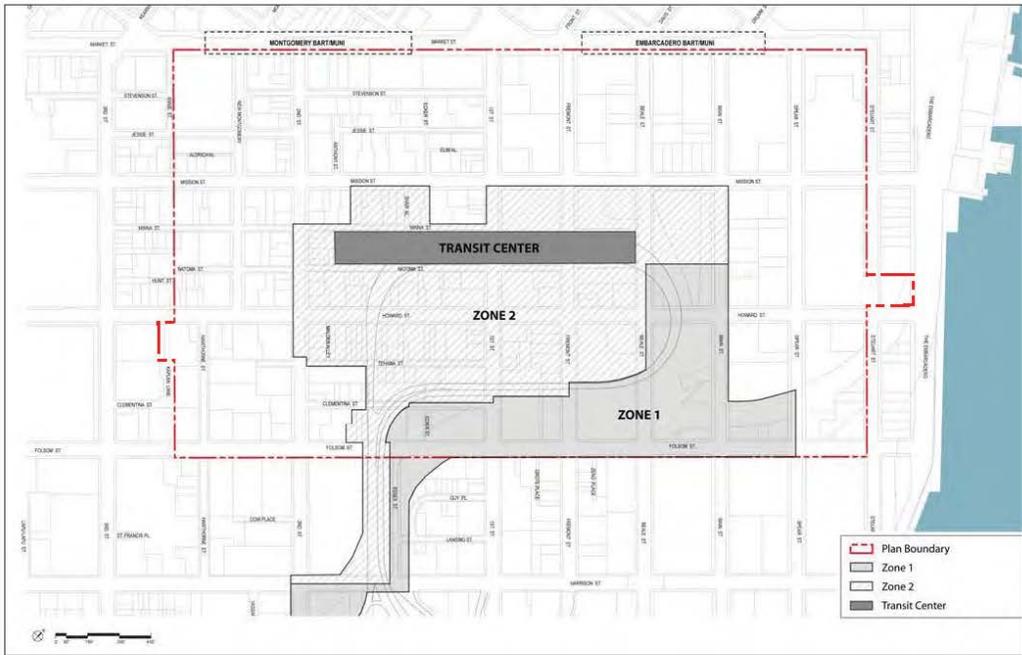
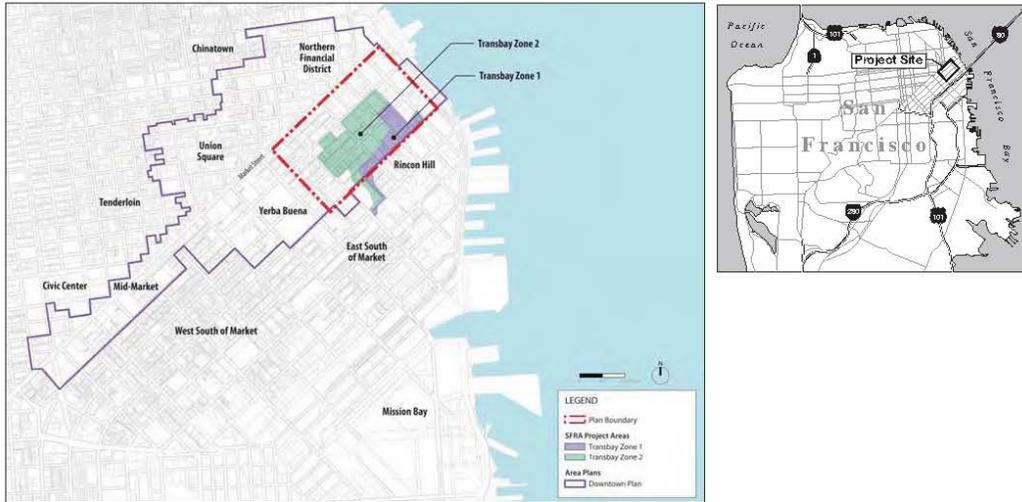
The Transit Center District Plan builds on the City's renowned Downtown Plan that envisioned the area around the former Transbay Terminal as the heart of the new downtown. Twenty-five years after adoption of the Downtown Plan, in 1985,, this part of the city is poised to become just that. The removal of the Embarcadero Freeway, along with the adoption of plans for the Transbay Redevelopment Area and Rincon Hill, has allowed the transformation of the southern side of the downtown in the cohesive way envisioned in the Downtown Plan. Projected to serve approximately 20 million users annually, the new Transbay Transit Center will be an intense hub of activity at the center of the neighborhood.

This sub-area Plan seeks to enhance the precepts of the Downtown Plan, to build on its established patterns of land use, urban form, public space, and circulation, and to make adjustments based on today's understanding of the future. The Plan presents planning policies and controls for land use, urban form, and building design of private properties and properties owned or to be owned by the Transbay Joint Powers Authority around the Transbay Transit Center, and for improvement and management of the District's public realm and circulation system of streets, plazas, and parks. To help ensure that the Transbay Transit Center and other public amenities and infrastructure needed in the area are built, the Plan also recommends mechanisms for directing necessary funding from increases in development opportunity to these purposes.

PLAN AREA BOUNDARY

The Transit Center District, or Plan Area, consists of approximately 145 acres centered on the Transbay Transit Center, situated between the Northern Financial District, Rincon Hill, Yerba Buena Center and the Bay. The boundaries of the District are roughly Market Street on the north, Embarcadero on the east, Folsom Street on the south, and Hawthorne Street to the west. While these boundaries overlap with those of the Transbay Redevelopment Project Area, this Plan does not affect the adopted land use or development controls for Zone 1 of the Redevelopment Area and is consistent with the overall goals of the Transbay Redevelopment Plan.

The majority of the land within the Plan Area is privately-owned with the notable exceptions of parcels owned by the Transbay Joint Powers Authority (TJPA), of which at least two will be available for significant new development: the site of the proposed Transit Tower (in front of the Transit Center along Mission Street), and a lot (Parcel "F") on the north side of Howard between First and Second streets formerly housed bus ramps to be rebuilt on adjacent parcels just to the west. (Additionally, Zone 1 of the Redevelopment Area, also within the Plan Area, is primarily comprised of publicly-owned parcels subject to the controls of the Redevelopment Plan as opposed to the Planning Code.)



SOURCE: San Francisco Planning Department Case No. 2007.0558E and 2008.0789E: Transit Center District Plan and Transit Tower . 207439

Figure 1
Project Location and Plan Area Boundaries

PLAN GOALS

The overarching premise of the Transit Center District Plan is to continue the concentration of additional growth where it is most responsible and productive to do so—in proximity to San Francisco’s greatest concentration of public transit service. The increase in development, in turn, will provide additional revenue for the Transit Center project and for the necessary improvements and infrastructure in the District.

Increasing development around downtown San Francisco’s rich transit system and increased revenues for public projects are core goals of the Plan, but it is also critical that these policies be shaped by the values and principles of place-making that are essential to maintaining and creating what makes San Francisco a livable and unique city. The guiding principal behind the policies of the Transit Center District Plan is to balance increased density with the quality of place considerations that define the downtown and the city. With that in mind, the Plan is concerned with:

- The livability of public spaces; ensuring sunlight, sufficient green space, accessibility, and attention to building details.
- Scale of the built environment and the perception and comfort of the pedestrian.
- The essential qualities and relationships of the built city at the macro level of skyline and natural setting, and the images that inspire residents and visitors everyday and connect them to this place.
- The ground plane; a graceful means for moving from place to place, for pausing, for socializing, and for conducting business.
- A comprehensive program of sustainability that goes beyond the basic underpinnings of land use and transportation, and includes supporting systems, such as water and power.
- A transportation system that supports and reinforces sustainable growth and the District’s livability, one that ensures sufficient and appropriate capacity, infrastructure, and resources.

PLAN OVERVIEW AND CONTEXT

In 1985, the City adopted the landmark Downtown Plan, which sought to shape the downtown by shifting growth to desired locations. The plan sought to expand the job core, then concentrated north of Market Street, to south of Market Street, especially around the Transbay Terminal. The Terminal area was designated as desirable for growth for a number of reasons. First, the expansion of downtown south of Market Street would better center job growth on the major local and regional transit infrastructure along the Market Street corridor. Second, re-directing growth potential would protect important, valued downtown historic buildings from demolition. As an incentive, the Downtown Plan permitted development rights to be transferred from these buildings to the Transit Center District.

The Downtown Plan also emphasized the tangible and intangible qualities essential to keeping San Francisco a special place. The plan made broad, but well-articulated, gestures to preserve the best of the past, shape new buildings at an appropriate scale, and provide for a range of public amenities. Additionally, the plan included measures to ensure that the necessary support structure paralleled new development, through requirements and fees for open space, affordable housing, and transit, as well as a system to meter and monitor growth over time.

It has been 25 years since the adoption of the Downtown Plan and the time has come to revisit its policies and identify those that may need adjusting or strengthening. Downtown as currently envisioned by the Downtown Plan is at a point where it is largely built out, and the areas for growth are diminishing and limited. Furthermore, when the Downtown Plan was adopted, certain major pieces of infrastructure and facilities were in place or envisioned. Now, key changes have occurred and new investments are planned.

After being damaged by the 1989 Loma Prieta earthquake, the Embarcadero Freeway was torn down and the city was reconnected to its waterfront with a beautiful promenade, roadway and light rail line. This change enabled the downtown to grow southward, linking downtown to

a future high-density residential neighborhood. The creation of this neighborhood was codified by the Rincon Hill Plan and the Transbay Redevelopment Plan, both adopted in 2005. Together, these plans guide the creation of a new residential neighborhood centered on Folsom Street, with a mixture of high, mid, and low-rise buildings. The high-rise elements add a new component to the skyline, creating a southern punctuation to the downtown.

During the Transbay and Rincon Hill planning processes, planners and decision-makers recognized the need to think anew about the downtown core. The Redevelopment Plan notes that the area north of the former freeway parcels along Folsom Street should be regarded as part of downtown and addressed in that context. This portion of the Redevelopment Area has been designated “Zone 2,” with jurisdiction for planning and permitting delegated back to the Planning Department.

By far, the most significant project planned for the District is the new Transbay Transit Center. Being built by the Transbay Joint Powers Authority, with construction commenced in 2010, this facility will replace the obsolete terminal with a 21st Century multi-modal transit facility meeting contemporary standards and future transit needs. The Transit Center will not only have expanded bus facilities, but will include a rail station to serve as the San Francisco terminus for Caltrain and ultimately California High Speed Rail. While the idea for improving the Transbay Terminal had existed for a number of years, this potential for building transit capacity and new public space transformation was not envisioned in 1985 when the Downtown Plan was adopted. Realizing the Transit Center and other changes demand a new, fresh look at the land use, urban form, public space, and circulation policies and assumptions for the area. Moreover, while the Transit Center project is moving ahead, additional funding is still needed for the rail portion of the project.

DOWNTOWN SAN FRANCISCO IN THE CONTEXT OF REGIONAL GROWTH

The future of the Transit Center District requires consideration of its place within the context of the larger city and the region as a whole. The growth and development patterns associated with the Transit District can advance larger regional sustainability goals.

One of the defining global issues of the 21st century is environmental sustainability. Patterns of human settlement, particularly land use and transportation, are a major component of sustainable development, as much as the ways we generate our energy, grow and consume our food, and produce and consume the products that fill our lives. The inefficient patterns of population growth spreading outward from urban centers in the past 60 years (i.e. “sprawl”) have produced immeasurable dilemmas for the Bay Area, the bioregion, the state, and beyond. As a result, the region is faced with diminishing recreational space, animal habitat, and farmland; increasing levels of congestion, air and water pollution; and increasing greenhouse gases, which lead to climate change effects, such as rising sea levels, erratic and disruptive weather patterns, and decreasing habitability of our local waters and lands for indigenous fish, land animals, and plants.

The Bay Area is now intensifying efforts to grapple with the question of sustainability, particularly steps to reduce greenhouse gas emissions without stifling growth. With the passage of AB 32 (which mandates statewide reductions in greenhouse gas emissions) and SB 375 (which requires regions to adopt growth management land use plans that result in reduced greenhouse gas emissions) in the California state legislature, and similar action on climate change likely at the federal level, there is increasing momentum to encourage transit-oriented development within every jurisdiction in the region and state.

Every urban center in the region is obligated to reassess its plans and potential changes within this context. Working with the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG) allocates targets for jobs and housing to every jurisdiction, based on regional growth projections for the next 25 years. In order to meet the targets of AB 32 and SB 375, ABAG has substantially increased growth allocations to all urban centers and transit-served locations in the region—particularly San Francisco, Oakland, and San Jose. Downtown San Francisco has existing infrastructure in place that makes it a model of successful transit-oriented, low-impact growth. Adding development capacity to the downtown is a prudent step toward furthering the goal of reducing the State and region’s development footprint.

Many of these issues of controlled growth were understood in 1985, and reflected in the Downtown Plan. The core premise of the Downtown Plan was that a compact, walkable, and transit-oriented downtown is the key precondition for the successful and sustainable growth of the city and the region. The Transit Center District Plan furthers these principles and builds on them consistent with current conditions and context.

Land Use

The Land Use section outlines the evolving nature of land uses downtown and in the Transit Center District. It sets forth policies aimed at fulfilling a vision for the District as the city's grand center, a symbol of the region's vitality, with a dense mix of uses, public amenities, and a 24-hour character.

INTRODUCTION AND CONTEXT

Since the adoption of the Downtown Plan in 1985, much of the area has been developed and multiple economic cycles have come and gone. Major growth has transformed portions of the downtown, particularly south of Market Street, expanding the downtown southward as directed by the Downtown Plan. In 1985, Mission Street was not regarded in any way as a prime downtown location; today, Mission Street is a premier address, an expansion of the city's Financial District. With new high-density downtown residential neighborhoods planned and starting to grow on the southern edge of the downtown, Mission Street and the Transbay Transit Center are fast becoming the geographic heart and center of the downtown, which now stretches from Rincon Hill and the Bay Bridge on the south to the Transamerica Pyramid on the north. The few remaining potential development sites in downtown are primarily near the Transbay Transit Center.

DOWNTOWN GROWTH IN THE TRANSIT CENTER DISTRICT

Maintaining a compact, walkable central business district, one that can be walked from end to end in about 20 minutes, is a core premise of the Downtown Plan. Compactness, particularly in relation to public transit, was recognized as one of the district's chief assets. The Downtown Plan envisioned the area just south of Market Street around the Transbay Terminal not just as the primary growth area of the downtown, but as its hub.

A quarter of a century ago, during the preparation of the Downtown Plan, few downtown functions existed south of Market Street. The city was experiencing a major demand for office space and unless new policies were enacted, growth would continue to displace older important buildings in the business core north of Market. The Downtown Plan proposed and the City adopted new Planning Code provisions that landmarked dozens of important buildings and shifted office development to a special district with the city's tallest height limits (at 550 feet) around the Transbay Terminal. Zoning was also structured to enable unused development rights from designated historic buildings throughout the downtown to be transferred to this district.

In recent years, development has occurred in the Transit Center District, and the goals and controls enacted in the Downtown Plan are being realized. The Transit Center District Plan is intended to build on the goals and principles of the Downtown Plan, and to continue to realize development potential and public investment in the Transit Center District.

REGIONAL ENVIRONMENTAL SUSTAINABILITY AND DOWNTOWN SAN FRANCISCO

How people commute to work has dramatic implications for the region's overall sustainability. More driving leads to more greenhouse gas emissions, lower air and water quality, more congestion on regional roads, and negative impacts on social equity and access to jobs (as jobs located away from public transportation are difficult to reach for lower income and transit-dependent people). Compared to other locations in the region, downtown San Francisco has far and away the highest share of workers commuting by means other than auto. Over 75 percent of all workers in the core part of the Financial District use transit to get to work, with only 17 percent driving or carpooling. Once a job is located outside of downtown, even within San Francisco, the percentage of transit users drops by half and the auto use rises equivalently. In downtown Oakland

area, transit use is lower still. Outside of these major downtowns, the percentage of workers that do not drive to work is miniscule. Increasing the development capacity in the Transit Center District, as opposed to any other locality in the region (or city), will go further to support both local and regional goals to reduce greenhouse gas emissions and reduce other environmental impacts without major additional regional transit investment beyond those already planned.

While concentrating both jobs and housing (and other uses) near major transit centers reduces auto travel, research has consistently shown a notably stronger correlation between auto travel and the proximity of jobs to transit than housing to transit. That is, workers, in determining whether to take transit or drive to work, are more sensitive to distance from major transit on the job end of the commute trip than on the home end. Research has also shown the threshold for job proximity to transit is not more than ½-mile from regional transit, whereas for housing it is one mile or more. This suggests that to maximize regional transit use and achieve the lowest overall auto travel, land immediately proximate to major regional transit (e.g. rail stations like BART or Caltrain) should be oriented more toward high-density jobs, with areas ringing these cores oriented more to high-density housing. Both areas should be mixed-use and pedestrian-oriented with a rich variety of supporting services (such as retail and community facilities), in order to create a vibrant and active district for residents, employees, and visitors. Most importantly, this research helps to confirm the land use mix envisioned in the Plan Area.

OBJECTIVES AND POLICIES

The following objectives and policies are intended to achieve the vision set out for the Transit Center District as a high-density, vibrant employment center, with building heights, densities, FAR, and an engaging public realm appropriate to its place in the city.

OBJECTIVE 1.1

MAINTAIN DOWNTOWN SAN FRANCISCO AS THE REGION'S PREMIER LOCATION FOR TRANSIT-ORIENTED JOB GROWTH WITHIN THE BAY AREA.

OBJECTIVE 1.2

REINFORCE THE ROLE OF DOWNTOWN WITHIN THE CITY AS ITS MAJOR JOB CENTER BY PROTECTING AND ENHANCING THE CENTRAL DISTRICT'S REMAINING CAPACITY, PRINCIPALLY FOR EMPLOYMENT GROWTH.

OBJECTIVE 1.3

CONTINUE TO FOSTER A MIX OF LAND USES TO REINFORCE THE 24-HOUR CHARACTER OF THE AREA.

Policy 1.1

Increase the overall capacity of the Transit Center District for additional growth.

For the core of the downtown business district where building heights are the tallest, overall development density is controlled primarily through FAR, and secondly through height and bulk limitations. For areas with the tallest height limits, the maximum physical envelope allowed or desired are often not attainable without acquiring and combining multiple contiguous parcels, which is often not possible or desirable. This condition leads to buildings that are not fully maximized in development intensity in the core area where it is most appropriate. There is currently a maximum cap of 18:1 FAR in the C-3-O and C-3-O (SD) districts. Rezoning the entire Plan area to C-3-O(SD) and eliminating the upper FAR limit will enable buildings to achieve the densities and heights envisioned in the Plan, with some reaching an FAR of over 30:1. As a result of lifting the FAR cap, controls for the physical envelope of the buildings will regulate the development density of the District. This step, however, will require even more thought on physical design quality and building envelope to ensure the maintenance of a livable and attractive downtown. New guidelines for design quality and building scale that build on existing controls and design guidelines are included in the Urban Form section of this Plan.

Policy 1.2

Revise height and bulk limits in the Plan Area consistent with other Plan objectives and considerations.

While acknowledging the Plan’s premise that the overall development capacity of the District should be increased, height and bulk limits must be also shaped by considerations for urban form, key public views, street level livability, shadows on key public spaces, wind impacts, historic resources, and other factors. Height and bulk limits are discussed in more detail in the Urban Form section of the Plan.

Policy 1.3

Reserve the bulk of remaining space in the core Transit Center District for job growth, by limiting the amount of non-commercial uses on major opportunity sites.

In view of the limited number of sizable development sites in the District, which represent the bulk of the remaining office capacity in the downtown core, it is essential for major development sites to include a sizable commercial component and not wholly developed with non-commercial uses. At least a few recently constructed large residential projects occupy some of the few major development sites remaining in the downtown core; however, they do not contain any commercial space, thus substantially reducing the capacity of the downtown for future job growth.

Preserving office and job growth capacity is a major consideration, but so too is ensuring a mix of uses to help the area achieve a more 24-hour character. A mix of uses is generally desirable for very large projects, such as those with square footage greater than 500,000 gross square feet. Additionally, the Plan recognizes that small lots are often not large enough to be developed with efficient office buildings, and some very large buildings contemplated in the Plan (i.e. taller than 600 feet) may be too large from a risk and market absorption standpoint to be devoted to a single use.

Policy 1.4

Prevent long-term under-building in the area by requiring minimum building intensities for new development on major sites.

Major existing and planned investments in regional and local transit infrastructure and a limited capacity for added development make it unwise to permit new development to substantially under-build any of the few remaining major development sites in downtown. Moreover, under-building yields substantially lower revenues than necessary to help fund the Transit Center, affordable housing, streetscape improvements, and other area infrastructure.

Policy 1.5

Consider the complexity and size of projects in establishing the duration for entitlements for large development projects.

Many development projects in the Plan Area are, by their very nature, large and complex. In the best of circumstances, it can take projects a year or two to finalize construction financing, complete the necessary drawings and documents, and complete final reviews with the necessary City agencies prior to actually commencing construction. Further, the fluctuations of local and wider economic conditions can slow down the completion of an approved project despite the best efforts of project sponsors to construct approved and desirable projects. Because of the size and complexity of many of the large projects in the Plan Area, these factors are magnified to necessitate longer lead times to reasonably realize these projects. Currently, planning entitlements are typically valid for three years (but some for as little as 18 months) prior to mandatory discretionary hearings to consider extensions. The City should evaluate all of the pertinent entitlement durations that may affect a project and consider adopting a uniform longer time-frame for entitlement validity, such as five years.

OBJECTIVE 1.4

ENSURE THE DISTRICT MAINTAINS AREAS THAT CONTAIN CONCENTRATIONS OF GROUND-LEVEL PUBLIC-SERVING RETAIL AND CONVENIENCE USES FOR WORKERS AND VISITORS.

OBJECTIVE 1.5

ACTIVATE ALLEYS AND MID-BLOCK PEDESTRIAN WALKWAYS WITH ACTIVE USES IN ADJACENT BUILDINGS TO MAKE THESE SPACES ATTRACTIVE AND ENJOYABLE.

Policy 1.6

Designate certain select street frontages as active retail areas and limit non-retail commercial uses, such as office lobbies, real estate offices, brokerages, and medical offices, from dominating the street level spaces.

Establishing a vibrant public realm is a critical element of achieving the goals of the Transit District, such as supporting an active employment center, encouraging transit use, and creating a walkable and pedestrian-friendly street environment. While all streets and alleys should be pedestrian-oriented and feature active uses lining the ground floors, key streets and alleys to ensure active retail uses include 2nd Street, Natoma Street, and Ecker Street.

Urban Form

Urban form relates to the physical character of an area and the relationship of people and the landscape to the built environment. In the Transit Center District Plan Area, urban form is especially important as the intensity and height of buildings planned for the area greatly affects the character and quality of the city, and our experience of it at two levels: at both the cityscape level and at the ground level. Because of this, urban form within the Plan Area is considered at several scales, including building heights and their effect on the skyline and views, tower design, streetwall design, and the experience at the pedestrian level.

This section addresses the balance between maximizing development intensity in the Plan area to take advantage of proximity to good transit access and ensuring that the core objectives of urban form and livability are achieved— creating and maintaining a sense of place, protecting public views, and ensuring a pleasant and welcoming pedestrian environment.

The City adopted the Urban Design Element of the General Plan in 1972 and the Downtown Plan in 1985. These plans set out the policies that have achieved the characteristics of downtown San Francisco we enjoy today: a compact, human-scaled, walkable and dynamic urban center and a dramatic concentrated skyline set against the natural backdrop of the city's hills. This section builds on the core principles of city form established in these two plans. It presents key objectives and policies for directing new development in a manner that enhances the overall cityscape and builds upon established and planned transit assets downtown.

BUILDING HEIGHT & SKYLINE

San Francisco is renowned for its physical beauty and unique sense of place. These qualities are defined by buildings and streets laid upon hills and valleys, the San Francisco Bay and Pacific Ocean, and signature landmarks poised at picturesque locations. This stunning assemblage—the rise and fall of hills, the backdrop of a downtown cityscape against the water and hills across the Bay, the iconic pairing of the Bay Bridge with the skyline—are enjoyed by residents and visitors viewing the city from its hills, streets, public spaces, and surrounding vantages. The city's urban form at this scale is an essential characteristic of San Francisco's identity. The city's urban form:

Orients us and provides a sense of direction;

Imprints in our minds the physical relationship of one place to another, through features of topography, landscape, access, activity, and the built environment;

Distinguishes one area from another; and

Grounds us, providing reference points and reminding us of where we are.

When changes to the cityscape are considered, the goal is to build on and reinforce existing patterns and qualities of place that provide the city with its unique identity and character. The natural topography of the city is augmented by the man-made topography of its skyline, such as the concentrations of large buildings within downtown. Changes to the skyline, such as significant changes in allowable building heights, must be considered as if reshaping major elements of the city's natural topography of hills and valleys, for this is the scale of change to the visual landscape that they represent. The undifferentiated spread of tall buildings without appropriate transitions, or without deference to the larger patterns, iconic and irreplaceable relationships, or to key views of defining elements of the area's landscape, can diminish and obscure the city's coherence and the collective connection of people to their surroundings.

The critical factors in the urban form at a larger scale are building height (and bulk) and the placement and orientation of tall buildings. While a building design may be gracious, well-articulated, and artistic in its own right, its placement, scale and orientation relative to the overall cityscape is equally, if not more, important. A building design and scale that may be appropriate in one specific location may not be appropriate if sited even one block away.

In addition to affecting the quality of place at the cityscape level, the size and placement of buildings significantly influence the quality of the city at the ground level. One specific effect of building height and location at ground level is sunlight access on streets and public spaces. San Franciscans have long expressed and continue to reinforce the importance of maintaining sunlight on streets and public spaces. As the Downtown Plan states, “As a forest becomes denser, it becomes more difficult to find a sunlit meadow. Similarly, in San Francisco’s downtown, sunshine and wind protection, which are essential to the personal comfort of open space users, become of prime importance in the planning for downtown open space.” This is not to say that all potential shading of all public spaces should be avoided at all costs. What is of most concern is the shading of heavily-used open spaces during key usage times of the day and in key locations. Consistent with the procedures and standards adopted as part of the implementation of sunlight protection regulations, primarily Section 295 (“Prop K”) created by the voters, decision makers must weigh the Plan’s overarching public objectives against potential impacts. The urban form proposals of this Plan, particularly building height, are tailored where possible with an eye to this key ingredient of livability (i.e. without compromising the core Plan objectives for land use and the larger urban form).

The following objectives and policies address building height and skyline within the Plan area, with attention focused on creating a high quality urban form, at both the cityscape scale and on the ground.

OBJECTIVE 2.1

MAXIMIZE BUILDING ENVELOPE AND DENSITY IN THE PLAN AREA WITHIN THE BOUNDS OF URBAN FORM AND LIVABILITY OBJECTIVES OF THE SAN FRANCISCO GENERAL PLAN.

OBJECTIVE 2.2

CREATE AN ELEGANT DOWNTOWN SKYLINE, BUILDING ON EXISTING POLICY TO CRAFT A DISTINCT DOWNTOWN “HILL” FORM, WITH ITS APEX AT THE TRANSIT CENTER, AND TAPERING IN ALL DIRECTIONS.

OBJECTIVE 2.3

FORM THE DOWNTOWN SKYLINE TO EMPHASIZE THE TRANSIT CENTER AS THE CENTER OF DOWNTOWN, REINFORCING THE PRIMACY OF PUBLIC TRANSIT IN ORGANIZING THE CITY’S DEVELOPMENT PATTERN, AND RECOGNIZING THE LOCATION’S IMPORTANCE IN LOCAL AND REGIONAL ACCESSIBILITY, ACTIVITY, AND DENSITY.

OBJECTIVE 2.4

PROVIDE DISTINCT TRANSITIONS TO ADJACENT NEIGHBORHOODS AND TO TOPOGRAPHIC AND MAN-MADE FEATURES OF THE CITYSCAPE TO ENSURE THE SKYLINE ENHANCES, AND DOES NOT DETRACT FROM, IMPORTANT PUBLIC VIEWS THROUGHOUT THE CITY AND REGION.

OBJECTIVE 2.5

BALANCE CONSIDERATION OF SHADOW IMPACTS ON KEY PUBLIC OPEN SPACES WITH OTHER MAJOR GOALS AND OBJECTIVES OF THE PLAN, AND IF POSSIBLE, AVOID SHADING KEY PUBLIC SPACES DURING PRIME USAGE TIMES.

Policy 2.1

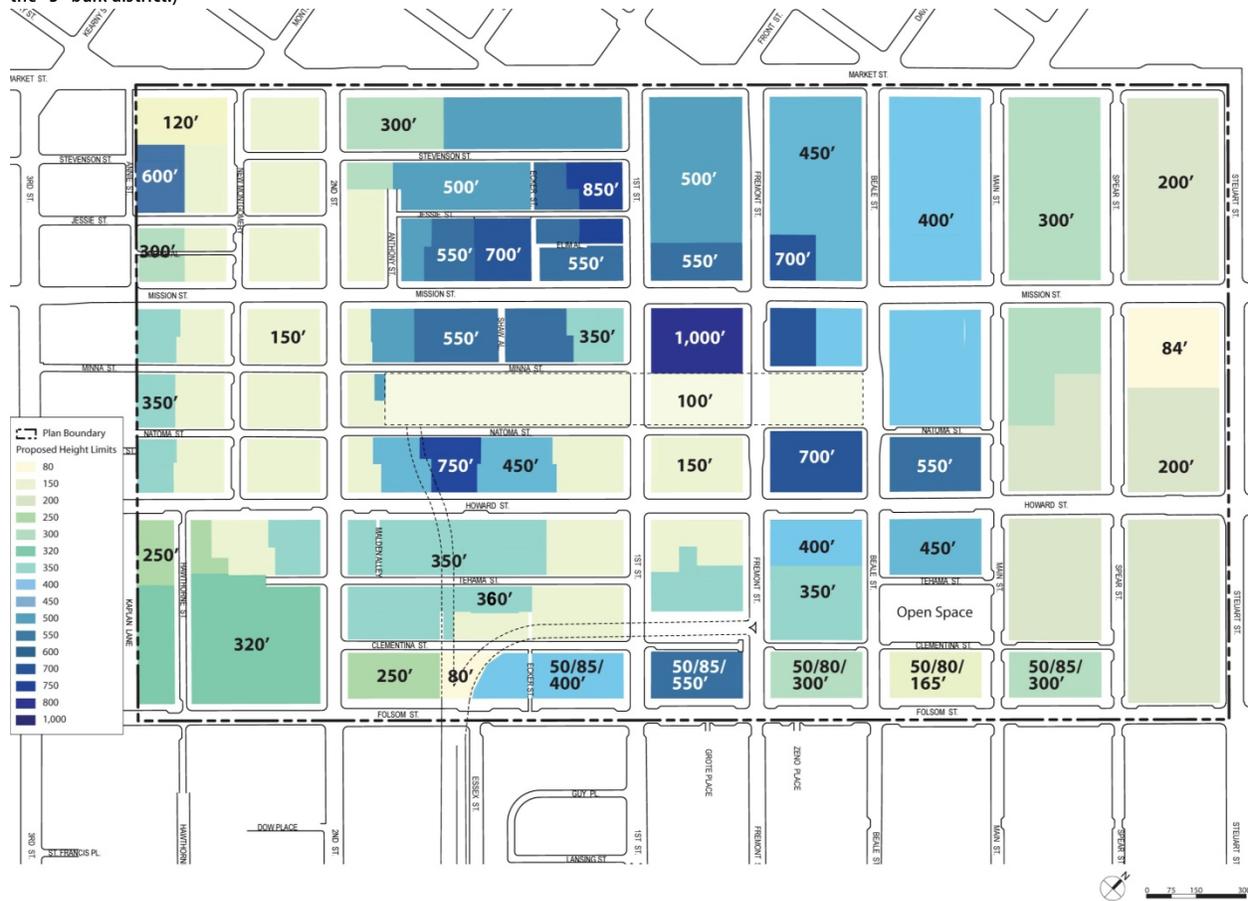
Establish the Transit Tower as the “crown” of the downtown core—its tallest and most prominent building—at an enclosed height of 1,000 feet.

As the geographic epicenter of downtown, as well as the front door of the Transbay Transit Center, the Transit Tower should be the tallest building on the city's skyline. The Tower represents the City's commitment to focusing growth around a sustainable transportation hub, as well as the apex of the downtown skyline. Additionally, the sheer prominence of this building will be a substantial benefit to the Transit Center itself, as 100 percent of the Transbay Terminal revenue from the sale or lease of the publicly-owned land for the Transit Tower development will be used for the funding of the Transit Center program. Based on visual simulations of urban form alternatives, a Transit Tower height of 1,000 to 1,200 feet (to the tip of the building's tallest element) is appropriate and desirable.

The creation of a new crown to the skyline adjacent to the Transit Center is an important objective of the Plan. If the Transit Tower is built ultimately to a height of less than 900 feet or otherwise reasonably judged after a period of time unlikely to be built, the Planning Commission and Board of Supervisors should consider rezoning one of the key sites near the corner of 1st and Mission Streets to a height of 1,000 feet.

Figure 1. Proposed Height Limits¹

(¹Note: Height limits shown at 600 feet or taller are intended to indicate total building height as described further in Policy 2.7 and are not intended to allow for the ten percent tower height extensions allowed for the "S" bulk district. Height limits shown at lower than 600 feet are intended to remain in the "S" bulk district.)



Policy 2.2

Create a light, transparent sculptural element to terminate the Transit Tower to enhance skyline expression without casting significant shadows. This vertical element may extend above the 1,000 foot height limit.

To ensure an elegant and unique sculptural termination to the top of the Transit Tower, an un-enclosed sculptural element that is consistent with the building's architecture and is set in a way that addresses shadow concerns is strongly encouraged.

Policy 2.3

Create a balanced skyline by permitting a limited number of tall buildings to rise above the dense cluster that forms the downtown core, stepping down from the Transit Tower in significant height increments.

In order to create a skyline in all directions to enhance the downtown's topographic "hill" form with graceful transitions in all directions, a small number of buildings should rise above a height of 600 feet—the downtown's current maximum height limit—but at heights lower than the Transit Tower site. The number of these buildings greater than 600 feet in height should be limited and carefully sited to maintain sky visibility between them from key public vantage points and to prevent these buildings from visually merging into a single wide mass of great height.

One building of up to 850 feet in height is desirable between Market and Mission Streets, just west of First Street, sufficiently distanced from the Transit Tower, on the west side of First Street, north of Elim Alley. Should a building taller than 700 feet not be built in this zone within a sufficient amount of time, such as ten years, or otherwise reasonably judged unlikely to come to fruition, the City should consider reclassifying the 700-foot zone on the north side of Mission Street just west of Ecker Street to enable a building up to 850 feet to be constructed at that site.

Height transitions of at least 150 feet (e.g. 1000 to 850, 850 to 700, 700 to 550) are essential between major height tiers in order to create graceful and distinct transitions between buildings of such scale in this compact area. A more significant transition, however, is necessary on the southern portion of the District, where prevailing building heights in the districts immediately adjacent are lower. In this area, height limits should more quickly transition to 350 feet and lower.

Policy 2.4

Transition heights downward from Mission Street to Folsom Street and maintain a lower "saddle" to clearly distinguish the downtown form from the Rincon Hill form and to maintain views between the city's central hills and the Bay Bridge.

Policy 2.5

Transition heights down to adjacent areas, with particularly attention on the transitions to the southwest and west in the lower scale South of Market areas and to the waterfront to the east.

The intent of the urban form changes introduced by the Rincon Hill Plan was to separate the Hill's form from the downtown skyline. For all of the reasons discussed earlier in this section, maintaining a sense of place and orientation by distinguishing neighborhoods and districts on the skyline is important. The building heights of Rincon Hill and areas to the north were crafted to maintain a lower point, or "saddle" in the skyline between Howard Street and the north side of Folsom Street. This lower stretch on the skyline between the downtown core and Rincon Hill also provides important east-west views from the hills in the center of the city (e.g. Corona Heights, Twin Peaks, Upper Market) to the East Bay hills, the Bay Bridge, the Bay, and vice versa. This section of the skyline should achieve a height no taller than 400 feet. Equally important to stepping down buildings in the north-south direction, structures should also transition downward to adjacent lower scale neighborhoods and to the waterfront. Building heights should taper down to 250 feet and lower along the Second Street corridor to the southwest.

Policy 2.6

Ensure a minimum height requirement for the Transit Tower site, as well as other adjacent sites zoned for a height limit of 750 feet or greater.

The ultimate height of the occupied portion of the building proposed for the Transit Tower (and other buildings) will be affected largely by the market. To achieve the urban form goals of the Plan, it is critical that this building be the crown of the skyline. If, for whatever reason, the Transit Tower is proposed for an occupied height lower than the maximum height allowed, the building should include an architectural feature that extends the effective height of the building in some form to a height of at least 950 feet.

Policy 2.7

Establish controls for building elements extending above maximum height limits to incorporate design considerations and reduce shadow impacts.

The typical height limit rules that apply to buildings in the C-3 and in the S bulk districts which allow tower extensions and that govern architectural elements at the tops of buildings should not apply to buildings taller than 650 feet or where height limits are greater than 550 feet. Instead, specific rules should be crafted to apply to such tall buildings to reflect their central and iconic positions on the skyline in order to enhance their appearance while minimizing potential visual and shadow impacts.

BUILDING DESIGN: TOWER ZONE

The Transit Center District will be home to several of the tallest buildings in San Francisco. Because these buildings affect the street environment, access to sun and sky, and the skyline, the massing and design of towers is critical to achieving the overall urban form goals for the Plan area. With this in mind, the following objectives and policies address the massing and scale of tall buildings within the District.

OBJECTIVE 2.6

PROVIDE FLEXIBILITY AND SUFFICIENT ALLOWANCE FOR THE STRUCTURAL CORE OF TALL BUILDINGS (TALLER THAN 600 FEET), WHILE ENSURING THAT THE BUILDINGS MAINTAIN ELEGANT AND SLENDER PROPORTIONS AND PROFILE.

OBJECTIVE 2.7

ENSURE ARTICULATION AND REDUCTION TO THE MASS OF THE UPPER PORTIONS AND TOPS OF TOWERS IN ORDER TO CREATE VISUAL INTEREST IN THE SKYLINE AND HELP MAINTAIN VIEWS.

OBJECTIVE 2.8

MAINTAIN SEPARATION BETWEEN TALL BUILDINGS TO PERMIT AIR AND LIGHT TO REACH THE STREET, AS WELL AS TO HELP REDUCE 'URBAN CANYON' EFFECTS.

Policy 2.8

Do not limit the floorplate or dimensions of the lower tower for buildings taller than 550 feet.

Policy 2.9

Require a minimum 25 percent reduction in the average floorplate and average diagonal dimension for the upper tower as related to the lower tower.

For the purposes of this Plan, towers are divided vertically into two main components: the Lower Tower (generally defined as the lower 2/3 of the tower) and Upper Tower (the upper 1/3 of the tower). For buildings taller than 650 feet, there should be no bulk controls for the Lower Tower. However, adherence to tower separation rules is critical and exceptions to them must be limited. To reduce bulk at the highest levels, a 25 percent floorplate reduction and 13 percent average diagonal reduction is required for the Upper Tower portion of tall buildings.

Policy 2.10

Maintain current tower separation rules for buildings up to 550 feet in height, extend these requirements for buildings taller than 550 feet, and define limited exceptions to these requirements to account for unique circumstances, including adjacency to the Transit Center and to historic structures.

BUILDING DESIGN: STREETWALL & PEDESTRIAN ZONE

The character of a district is largely defined by the scale of the roadway, sidewalks, and adjoining building frontages. Collectively, these shape the pedestrian experience by creating a sense of enclosure, often called an “urban room.” The Transit District will contain many of the city’s tallest buildings and buildout of the District will entail replacement of many smaller buildings that now provide a humane scale. Without moderation and articulation of the lower portions of tall buildings, the result could lack pedestrian references that create a comfortable experience at the ground level. Therefore, it is particularly critical that buildings be designed in a thoughtful manner, taking into consideration the street scale and pedestrian interest in the massing of tall buildings, not simply be designed as architectural gestures of the skyline. In addition, the ground floors must foster a lively and attractive pedestrian experience. In guiding building design in the Plan Area, the following policies address two main building zones:

Streetwall Zone. The height of the streetwall, generally its relation to the street width, is a defining characteristic of a neighborhood’s scale. Within the Transit Center District, the streetwall is defined as that part of the building above the pedestrian zone and extending to a height of 55 to 110 feet (depending on the context).

Pedestrian Zone. Pedestrians are most aware of the first two to three stories at the ground, or what is within their immediate view. These policies focus on the character of the street and how buildings meet the ground. The pedestrian zone is defined as the first 20–25 feet of a building.

STREETWALL ZONE

OBJECTIVE 2.9

PROVIDE BUILDING ARTICULATION ABOVE A BUILDING BASE TO MAINTAIN OR CREATE A DISTINCTIVE STREETWALL COMPATIBLE WITH THE STREET’S WIDTH AND CHARACTER.

OBJECTIVE 2.10

MAINTAIN APPROPRIATE CHARACTER-DEFINING BUILDING SCALE IN THE HISTORIC DISTRICT.

Policy 2.11

Ensure that buildings taller than 150 feet in height establish a distinct base element to define the street realm at a comfortable height of not more than 1.25 times the width of the street.

Buildings with sheer facades rising up straight from the ground without a horizontal break at the streetwall height create a vertiginous and inhuman scale, particularly when grouped without intervening lower scale buildings. Unlike the Financial District area north of Market Street where numerous historic buildings of moderate scale remain interspersed between taller buildings, the core parts of the Transit Center District (such as along Mission Street) where likely development sites exist have only a few significant older buildings of modest scale (i.e. 50 to 100 feet in height). The Downtown Plan contains a policy to require a horizontal element (e.g. a belt course) on the façade in a manner that suggests a human-scaled building base, but this architectural feature alone is insufficient. Towers that incorporate upper story setbacks to define a distinctive base element or that distinctly taper away from the streetwall above the base height help to create a comfortable pedestrian environment, one that is more scaled to the human perspective at the street level. For the Transit Center District, a streetwall height of 55 to 110 feet defines a comfortable “urban room,” based on a prevailing street width of 82.5 feet. Where project sites are large enough to incorporate multiple buildings along the street face, including both tall towers and lower scale buildings of 150 feet in height or less, the towers themselves may not necessarily need to feature setbacks. However, where projects consist of a single tall building at the street face, even if accompanied by an adjacent open plaza, such towers should meet the articulation requirements described above. At least 60 percent of the building frontages on each block face should feature a distinct base that contributes to creating the urban room.

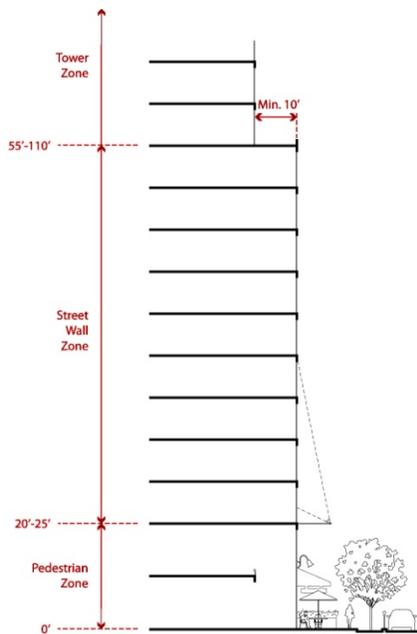


Figure 2. Streetwall and Pedestrian Zone

Policy 2.12

Where construction of the downtown rail extension must unavoidably demolish buildings, reduce impacts on the District’s character by facilitating appropriate re-use of these parcels.

The underground downtown rail extension is planned under Second Street curving eastward into the basement of the Transit Center. While the Second Street construction can be executed within the right-of-way, the necessary curvature alignment and widening of the tracks into the Transit Center necessitate the full or partial acquisition of several private parcels at both the northeast and southeast corners of Second and Howard streets, including the demolition of several buildings. It is important to ensure a positive re-use of these sites so that the district is not left with awkward or minimally-usable parcels. Because of the unique situations caused by the train’s alignment affecting both sides of Howard Street, the Plan proposes the following distinct responses:

Northeast Corner: The extent of the below-grade alignment and complexity of the track and station infrastructure challenges the feasibility of significant development at this corner. As a result, the best possible use of these parcels is the creation of a new public open space that facilitates pedestrian flow to the Transit Center and provides both a needed additional ground level open space and an opportunity for a major public vertical access to the rooftop Transit Center park. The design of the plaza should also incorporate architectural elements at the street edge that connect the plaza to the fabric of the historic district. The Public Realm section provides more detail on this concept.

Southeast Corner: The eastern edge of the underground track alignment slices diagonally across the three parcels north of Tehama Street and west of Malden Alley, with little possibility of constructing a building with foundations or columns immediately above the tracks. The remaining developable portion of the parcels east of the tracks totals approximately 9,000 square feet, though in a somewhat awkward wedge configuration. Given the potential for a plaza at the more appropriate northeast corner of this intersection adjacent to the Transit Center, a new building should be encouraged on this site to maintain the physical continuity of the historic district along Second and Howard streets. Though it may not possible to construct building foundations above the rail tunnel on this site, a new building here should strive to create a prominent corner presence at Second and Howard.

To make a new building more feasible given the shape and size of the site that remains after the TJPA's right-of-way needs are met, the City should consider vacating Malden alley in order to permit a merger with the affected properties along Second Street. The General Plan includes policies (Urban Design Element Policies 2.8–2.10) discouraging the vacation of public-rights-of-way except under unique and extraordinary circumstances in which the demonstrable public benefit of a proposed project requiring the vacation substantially outweighs the loss in public value (both current and potential) of maintaining the right-of-way in public ownership. In this unique circumstance, vacating Malden could aid in the positive transition of this block in light of the rail alignment. Consequently, at an appropriate point following completion of arrangements with the TJPA to secure the necessary property for the rail alignment and submittal of a building proposal, vacation of Malden should be considered consistent with the General Plan vacation policies along with demolition of the subject buildings along Second Street. If the extent of the rail alignment necessitates taking more of the parcels along 2nd Street than is currently planned, a major development would be unlikely on these sites and the rationale for vacating Malden Alley may not be justifiable.

OBJECTIVE 2.11

PURSUE BUILDING SETBACKS TO AUGMENT A SIDEWALK WIDENING PROGRAM ON STREET FRONTAGES WHERE SIGNIFICANT CONTIGUOUS STRETCHES OF PARCELS ARE LIKELY TO BE REDEVELOPED.

In some areas within the Transit Center District, the program for widening sidewalks can be augmented by requiring building setbacks. Such treatment, however, is only appropriate where there are contiguous stretches of anticipated new development, such as those listed and in those situations where the result would not create a “sawtooth” pattern of building frontages at the sidewalk. When utilized, building setbacks must be designed as a seamless extension of the sidewalk.

Policy 2.13

As appropriate on a case-by-case basis, require new buildings located at major street corners (outside of the Conservation District) in the Plan Area to modestly chamfer the corner of the building at the ground level (if the building is otherwise built out to the property line) in order to provide additional pedestrian space at busy corners.

Policy 2.14

Require building setbacks for new buildings to expand the roadway where necessary to accommodate needed transit, bicycle and pedestrian facilities.

A minimum setback of at least 12.5 feet should be required on the following frontage:

South side of Mission Street between First and Fremont streets (Transit Tower).

This is necessary to accommodate new roadway configuration for Mission Street on this block that includes a transit boarding island. to accommodate new roadway configuration for Mission Street on this block that includes a transit boarding island while still maintaining the necessary sidewalk width (e.g. 20') in front of the tallest building in the City and the busy Transit Center hub.

Consider requiring a building setback of up to ten feet on the following frontages if development proceeds such that a desirable pattern of buildings would result:

North side of Mission Street between First and Second streets

North side of Howard Street between First and Second streets

West side of First Street between Market and Mission streets

PEDESTRIAN ZONE

Buildings in the Transit Center District should be designed at where they meet the ground, in such a way that reinforces the human scale. Ground floor uses and building features such as entries, building materials, canopies and awnings, display windows, and lighting, all contribute to

conditions ideal for attracting pedestrian activity. To that end, the following policies apply to the pedestrian zone of all buildings within the District.

OBJECTIVE 2.12

ENSURE THAT DEVELOPMENT IS PEDESTRIAN-ORIENTED, FOSTERING A VITAL AND ACTIVE STREET LIFE.

OBJECTIVE 2.13

ENACT URBAN DESIGN CONTROLS TO ENSURE THAT THE GROUND-LEVEL INTERFACE OF BUILDINGS IS ACTIVE AND ENGAGING FOR PEDESTRIANS, IN ADDITION TO PROVIDING ADEQUATE SUPPORTING RETAIL AND PUBLIC SERVICES FOR THE DISTRICT.

OBJECTIVE 2.14

ENCOURAGE TALL AND SPACIOUS GROUND FLOOR SPACES.

OBJECTIVE 2.15

ENCOURAGE ARTICULATION OF THE BUILDING FAÇADE TO HELP DEFINE THE PEDESTRIAN REALM.

OBJECTIVE 2.16

MINIMIZE AND PROHIBIT BLANK WALLS AND ACCESS TO OFF-STREET PARKING AND LOADING AT THE GROUND FLOOR ON PRIMARY STREETS TO HELP PRESERVE A SAFE AND ACTIVE PEDESTRIAN ENVIRONMENT.

Policy 2.15

Establish a pedestrian zone below a building height of 20 to 25 feet through the use of façade treatments, such as building projections, changes in materials, setbacks, or other such architectural articulation.

Combined with upper level setbacks to define the streetwall, emphasizing the ground floor of a building can help create a more interesting and comfortable streetscape and pedestrian environment.

Policy 2.16

Require major entrances, corners of buildings, and street corners to be clearly articulated within the building's streetwall.

Policy 2.17

Allow overhead horizontal projections of a decorative character to be deeper than one foot at all levels of a building on major streets.

Policy 2.18

Limit the street frontage of lobbies and require the remaining frontage to be occupied with public-oriented uses, including commercial uses and public open space.

Expansive lobby frontages do not activate the street or contribute to an engaging pedestrian experience and can negatively dampen and discourage the life and character of the district. Frontages where lobbies are minimized in width (but prominent) at the street face can be lined with active spaces, such as commercial uses and public space, creating an engaging pedestrian experience. Lobbies should be limited to 40 feet in width or 25 percent of the street frontage of the building, whichever is larger.

Policy 2.19

Discourage the use of arcades along street frontages, particularly in lieu of setting buildings back.

Arcades are generally not an appropriate design solution within the Transit Center District, as they can deaden the sidewalk environment by separating a building's ground floor from the street by a wall of columns. Additionally, as development sites are generally not contiguous along an entire block and are interspersed with existing buildings, arcades remain as truncated non-continuous paths of travel and so are generally avoided by pedestrians whose destinations are other than the immediate building. In addition, San Francisco's cool, temperate climate often results in empty, little-used arcades in Downtown which, because they are carved out of the building face at the ground level, do not receive direct sunlight. In climates that are warmer or wetter than San Francisco's, arcades can be a more practical and valuable addition to the urban environment.

Policy 2.20

Require transparency of ground-level facades (containing non-residential uses) that face public spaces.

Opaque window treatments and the placement of mechanical building features (even if camouflaged) on the façade within the pedestrian zone effectively act as blank walls that have a deadening presence along the street. By encouraging maximum ground floor transparency, this policy aims to increase the liveliness of the pedestrian realm.

Policy 2.21

Limit the width of the individual commercial frontages on 2nd Street to maintain a dense diversity of active uses.

Second Street is the retail center of the District, characterized by many small shops and services lining the sidewalks. This pattern enables people to find a wide variety of stores and services meeting their needs and to stroll along the sidewalks browsing for restaurants and services that fit their needs. This diversity of small uses ensures a lively and vibrant district. It is important to ensure the continuance of this pattern. Ground floor spaces must be articulated into storefronts with multiple entryways. Larger floor plate uses should be wrapped by other commercial spaces such that no more than 75 linear feet of one street frontage is occupied by a single commercial space. All façades should have multiple entrances and be highly transparent.

Policy 2.22

Prohibit access to off-street parking and loading on key street frontages. Whenever possible, all loading areas should be accessed from alleys.

Maintaining the continuity of the pedestrian environment is paramount in this busy district, as is ensuring efficient movement of transit. In order to promote active street frontages and prevent vehicular conflict with sidewalk activity and transit movement, access to off-street parking and loading should be prohibited or restricted on key streets. Please see Policy 3.9 in the Public Realm section for more detail.

BUILDING DESIGN: MATERIALS

The smart use of building materials can contribute greatly to the livability and sustainability of a place. The Downtown Plan addresses this notion by stressing the importance of using consistent building materials to create a visually interesting and harmonious building pattern. This Plan builds on this by encouraging the treatment of wall surfaces, such as with plants and light coloring, to further the District's urban design and sustainability goals.

OBJECTIVE 2.17

PROMOTE A HIGH LEVEL OF QUALITY OF DESIGN AND EXECUTION, AND ENHANCE THE DESIGN AND MATERIAL QUALITY OF THE NEIGHBORING ARCHITECTURE.

Policy 2.23

Assure that new buildings contribute to the visual unity of the city.

For the most part, buildings in San Francisco are light in tone and harmonize to form an elegant and unified cityscape. The overall effect, particularly under certain light conditions, is that of a white city laid over the hills, contrasted against the darker colors of the Bay and the vegetated open spaces and hilltops.

Policy 2.24

Maximize daylight on streets and open spaces and reduce heat-island effect, by using materials with high light reflectance, without producing glare.

Policy 2.25

Encourage the use of green, or "living," walls as part of a building design in order to reduce solar heat gain as well as to add interest and lushness to the pedestrian realm.

Public Realm

The public realm is the shared space of a city—its streets, alleys, sidewalks, parks, and plazas. It is through these spaces that we experience a city, whether it is walking to work, shopping, or having lunch in a sunny plaza. A high quality public realm is fundamental in our perception of what makes a place special. Sufficient sidewalk widths and open spaces, along with streetscape elements, such as lighting, street furniture, and plantings, all play a big role in the character, comfort, and identity of place.

San Francisco's Transit Center District is poised to become the heart of the new downtown, and with that comes the responsibility of creating an inviting, lively public realm that not only accommodates more people, but also creates a wonderful place, one that showcases the importance of this part of the city. To reach this goal, the Plan Area, which today is rather bleak and dominated by heavy traffic, will need to be significantly transformed. Most of the streets are designed for cars traveling to and from the Bay Bridge and regional highways, and as a result, the street environment is unattractive, with long blocks, few pedestrian amenities, and poor sidewalk conditions. In addition, open space in the area is comprised of small, dispersed, privately-managed spaces on individual sites. While there are a handful of major parks nearby, such as Yerba Buena Gardens and Rincon Park, the Plan area itself lacks any significant public open space.

Within the next 10 to 20 years, the Transit Center District will see exponential increases in pedestrian volumes, making it one of the busiest areas, if not the busiest, in downtown. Two separate factors will substantially contribute to the increased pedestrian volume—land use intensification and the Transbay Transit Center itself. Adding nine million square feet of building space to these concentrated blocks will result in a density greater than that of the Financial District to the north. Furthermore, the Transit Center will attract great volumes of train and bus users throughout the day, particularly during peak hours. The downtown extension of Caltrain and the future California High Speed Rail, each running multiple trains per hour in the peak, and with capacities approaching or exceeding 1,000 passengers per train, will add thousands of people to sidewalks, corners, and crosswalks, in a downtown neighborhood already experiencing new development and growth.

To fulfill the vision of an unsurpassed pedestrian-friendly place that supports the circulation and social needs of the District, the Plan proposes substantial changes in the design and allocation of the limited right-of-way space. These necessary changes include widening sidewalks (which can largely be achieved only by shifting allocation of roadway space from autos), adding mid-block crossings at key locations, and enhancing alleys as pedestrian spaces.

Augmenting the system of public ways, well-designed parks and plazas of sufficient size and distribution are essential to the function and livability of the downtown. These spaces provide room for socializing, eating lunch, taking quiet breaks from one's day, providing facilities for recreational and cultural diversion, supporting the needs of local residents, and performing ecological functions. Above all, such spaces encourage locals and visitors alike to spend time downtown, activating the area throughout the day and year. As population and densities within the District increase, open space becomes an essential neighborhood amenity and a counterbalance in the built environment. The proposed 5.4-acre rooftop Transit Center Park will be a crucial component in meeting downtown's open space needs. Additional open space amenities will be needed to augment this space and weave it into the neighborhood. To begin addressing this, the Plan proposes a new public plaza on the northeast corner of Howard and Second Streets. Besides providing additional street-level public space, the plaza will act as an important visual and physical connector to the Transit Center and the Transit Center Park.

PEDESTRIAN ENVIRONMENT AND CIRCULATION

Aside from outlining a public realm and circulation system to support the Plan’s proposed intensified land use program, another key objective is to create a public realm that complements the major regional transportation infrastructure and service changes coming to the area. The District’s centerpiece, the Transit Center, will be a symbol of a new neighborhood that prioritizes transit and pedestrians. Along with an increase in development, this world-class multi-modal station will generate an unprecedented amount of pedestrian activity in the Plan Area.

To create a public realm worthy of a great city, as well as accommodate the increased number of pedestrians and transit users, the balance of space must shift more toward people on the street. To do this, the Plan envisions widened sidewalks with significant amenities and enhanced landscaping, and an overall cohesive streetscape design for the District. Unavoidably, this step involves certain tradeoffs between pedestrian improvements and space for automobiles. Wider sidewalk widths can feasibly be provided only through expanding the sidewalk into the roadway, removing on-street parking or traffic lanes, and to a lesser extent by narrowing traffic lanes. Giving priority to pedestrians and the Transit Center District’s place in the city means difficult choices in view of space limitations in the rights-of-way. The only other alternative is to require setbacks for all new buildings; however, such a policy would result in an entirely uneven and inconsistent sidewalk space since the relatively few likely building sites are dispersed and many buildings will remain in place. As a result, requiring building setbacks in this context is not a viable strategy for creating the consistent sidewalk widths and streetscape infrastructure envisioned as necessary for the District.

OBJECTIVE 3.1

MAKE WALKING A SAFE, PLEASANT, AND CONVENIENT MEANS OF MOVING ABOUT THROUGHOUT THE DISTRICT.

OBJECTIVE 3.2

CREATE A HIGH-QUALITY PEDESTRIAN ENVIRONMENT IN THE DISTRICT CONSISTENT WITH THE VISION FOR THE CENTRAL DISTRICT OF A WORLD-CLASS CITY.

OBJECTIVE 3.3

GRACIOUSLY ACCOMMODATE INCREASES IN PEDESTRIAN VOLUMES IN THE DISTRICT.

OBJECTIVE 3.4

EMPHASIZE THE IMPORTANCE OF STREETS AND SIDEWALKS AS THE LARGEST COMPONENT OF PUBLIC OPEN SPACE IN THE TRANSIT CENTER DISTRICT.

Policy 3.1

Create and implement a district streetscape plan to ensure consistent corridor-length streetscape treatments.

Policy 3.2

Widen sidewalks to improve the pedestrian environment by providing space for necessary infrastructure, amenities and streetscape improvements.

A consistent program of landscaping is essential in creating a well-appointed downtown area. The streets in the District, particularly key streets such as Mission Street, are generally barren of necessary streetscape infrastructure, including trees, landscaping, benches, pedestrian lighting, bicycle racks, waste receptacles, news racks, kiosks, vendors, and other elements. Additionally, transit shelters and stops create serious pinch points that congest sidewalks. A consistent curb zone of at least six feet in addition to space allocated for circulation is necessary on all streets to accommodate these elements. Additional space is also necessary for improved curbside transit stops that meet minimum contemporary standards for passenger amenity but do not impinge on sidewalk circulation (as current bus shelters do). In addition to enhancing the quality of life for pedestrians, workers, residents, and visitors, green infrastructure creates necessary ecological features aimed at issues of stormwater flow and retention, air quality, urban heat islands, habitat, and other aspects.

Policy 3.3

Facilitate pedestrian circulation by providing sidewalk widths that meet the needs of projected pedestrian volumes and provide a comfortable and safe walking environment.

Without substantial sidewalk widening throughout the district, pedestrian conditions would further degrade and result in uncomfortable or even unsafe conditions, particularly at street corners. Sidewalk and corner crowding can cause uncomfortable or unpleasant walking conditions: an inability to walk at a preferable speed to fit one's needs (either leisurely or hurriedly), to walk abreast with companions, to stop and chat or look in shop windows, to avoid physical contact with other people, or to pass others. Added sidewalk widths throughout the District will accommodate anticipated pedestrian traffic, allow for a coordinated program of streetscape amenities and improvements, as well as provide areas for sidewalk cafes and retail displays. The minimum width necessary throughout the district to accommodate pedestrian circulation is 15 feet, exclusive of space for sidewalk amenities and infrastructure (e.g. transit shelters, trees, landscaping, benches, kiosks).

As described in preceding policies, sidewalks in the district need to be wide enough to allow for comfortable circulation and for streetscape infrastructure. The typical sidewalk in the district therefore should be at least 21 feet in width.

Policy 3.4

Amend the Downtown Streetscape Plan to reflect sidewalk width and streetscape changes proposed in the Transit Center District Plan.

Policy 3.5

Continue the Living Streets treatment to create linear plazas along Beale, Main, and Spear streets.

The "Living Streets" concept established in the Rincon Hill Plan and Transbay Redevelopment Plan should be extended into and through the Transit Center District area as originally envisioned in those plans. The design strategy of Living Streets reduces the number of traffic lanes, generally to two travel lanes plus parking, in order to significantly widen the pedestrian space on one side of the street (to approximately 30 feet in width), effectively creating a linear open space with significant amenities. As part of the Transit Center District Plan, this streetscape treatment on Beale, Main, and Spear Streets is extended north of Folsom to Market Street, creating significant green linkages from Market Street south past the Transbay Park in Zone 1 and through the new residential neighborhoods.

As the neighborhood character changes from Bryant Street to Market Streets, however, so shall the character of the Living Streets. South of Howard, pocket parks, seating areas, and community gardens in the linear open space complement adjacent residential uses. From Howard to Market Streets, the design emphasis of Beale, Main, and Spear Streets will focus more on hardscape elements and active uses (e.g. kiosks, bicycle sharing pods, café seating). By creating a linear open space stretching from Bryant Street to Market Street, the Living Streets weave two neighborhoods together, while creating an open space amenity in a very dense part of the city.

Policy 3.6

Create additional pedestrian capacity and shorten pedestrian crossing distances by narrowing roadways and creating corner curb bulb-outs.

Curb-to-curb distances on streets within the Transit Center District average between 50 and 60 feet, with multiple traffic lanes. For pedestrians, these wide streets can be unpleasant and potentially unsafe to cross. Widening sidewalks and removing travel or parking lanes on most of the District's streets would significantly shorten the distance pedestrians must cross. Where on-street parking would remain, the curb at intersections can be extended to further reduce crossing distances while providing more pedestrian queuing capacity and reducing vehicle turning speeds. On streets where sidewalks cannot be widened sufficiently, corner bulbouts can provide critical expansion of queuing capacity for pedestrians, as corners are the most congested and impacted pedestrian locations. Where there is on-street parking, corner sidewalk extensions also make pedestrians more visible to drivers. The design of bulb-outs must be consistent with the adopted standards in the Better Streets Plan.

Policy 3.7

Enhance pedestrian crossings with special treatments (e.g. paving, lighting, raised crossings) to enhance pedestrian safety and comfort, especially where bulb-outs cannot be installed.

In certain cases, specific bus movements make the installation of bulb-outs infeasible. In other cases, such as portions of First, Beale, and Main streets, on-street parking is subject to peak-hour parking restrictions in order to provide additional auto travel capacity. In these instances, special attention should be paid to the design of crosswalks to enhance their visibility and safety. Design strategies could include special paving treatments, highly visible crossing markings, flashing light fixtures, or illuminated signs.

Particularly at the ends of alleys where they meet major streets, raised crosswalks at sidewalk level should be created across the mouth of the alley. These features would emphasize to drivers that they are entering a special, slower zone in the alley and also heighten driver awareness of pedestrians at major streets as vehicles leave the alley.

Policy 3.8

Develop “quality of place” and “quality of service” indicators and benchmarks for the pedestrian realm in the district, and measure progress in achieving benchmarks on a regular basis.

Similar to the current practice of measuring the function of right-of-ways for vehicles, steps should be taken to measure the quality of streets as both walking corridors and social spaces for people. For pedestrians, a legitimate indicator system would go beyond the suitability of sidewalks, comfort, and safety to empirically measure the amount and quality of human and social life on the street. The only measurement currently used for pedestrians is a version of “Pedestrian Level of Service” that assesses crowding conditions. Yet it is only one measure of pedestrian quality. Factors that should be considered in assessing the quality of the public realm include characteristics of adjacent motor vehicle traffic, aesthetic quality of the environment, amount and prevalence of pedestrian amenities, continuity of active uses in adjacent buildings, distance between link choices, and a thorough accounting for the differing types of activities that people engage in (or don’t engage in) on the street, such as chatting, sitting, window-shopping, reading, eating, and so forth. These measurements allow planners to identify problems, establish performance indicators, and highlight deficiencies, improvements, and results. The City needs to periodically monitor, qualitatively and quantitatively, the pedestrian environment to ensure that the policies and goals of the Plan are met.

OBJECTIVE 3.5

RESTRICT CURB CUTS ON KEY STREETS TO INCREASE PEDESTRIAN COMFORT AND SAFETY, TO PROVIDE A CONTINUOUS BUILDING EDGE OF GROUND FLOOR USES, TO PROVIDE A CONTINUOUS SIDEWALK FOR STREETScape IMPROVEMENTS AND AMENITIES, AND TO ELIMINATE CONFLICTS WITH TRANSIT.

Multiple curb cuts along a street can have several negative effects on the pedestrian experience. Not only do they create inactive sidewalks, they become a significant hazard for pedestrians, who must maneuver around cross traffic. Curb cuts, moreover, remove valuable right-of-way space for trees, bicycle parking, and other pedestrian amenities. By limiting curb cuts on key streets, the Plan creates a safer and more attractive pedestrian environment for downtown users.

Policy 3.9

Designate Plan Area streets where no curb cuts are allowed or are discouraged. Where curb cuts are necessary, they should be limited in number and designed to avoid maneuvering on sidewalks or in street traffic. When crossing sidewalks, driveways should be only as wide as necessary to accomplish this function.

No curb cuts to access off-street parking and loading should be allowed on key streets designated as priority thoroughfares for pedestrians, transit and continuous ground-floor retail. These include Second and Mission streets, the main north-south and east-west connectors in the District, respectively. The Plan extends the Transbay Redevelopment Plan’s and Rincon Hill’s curb cut restrictions on Folsom from Essex to Second Street, further strengthening its key function as a neighborhood retail and pedestrian spine. New curb cuts should also be restricted on several alleys—

Ecker, Shaw, and Natoma—that currently function or are envisioned as active pedestrian passageways. While not prohibited, new curb cuts should be strongly discouraged on First and Fremont Streets, especially on blocks that have alley access, and should require discretionary approval (e.g. Conditional Use) in all instances.

OBJECTIVE 3.6

ENHANCE THE PEDESTRIAN NETWORK WITH NEW LINKAGES TO PROVIDE DIRECT AND VARIED PATHWAYS, TO SHORTEN WALKING DISTANCES, AND TO RELIEVE CONGESTION AT MAJOR STREET CORNERS

OBJECTIVE 3.7

ENCOURAGE PEDESTRIANS ARRIVING AT OR LEAVING THE TRANSIT CENTER TO USE ALL ENTRANCES ALONG THE FULL LENGTH OF THE TRANSIT CENTER BY MAXIMIZING ACCESS VIA MID-BLOCK PASSAGeways AND CROSSWALKS.

OBJECTIVE 3.8

ENSURE THAT NEW DEVELOPMENT ENHANCES THE PEDESTRIAN NETWORK AND REDUCES THE SCALE OF LONG BLOCKS BY MAINTAINING AND IMPROVING PUBLIC ACCESS ALONG EXISTING ALLEYS AND CREATING NEW THROUGH-BLOCK PEDESTRIAN CONNECTIONS WHERE NONE EXIST.

OBJECTIVE 3.9

ENSURE THAT MID-BLOCK CROSSWALKS AND THROUGH-BLOCK PASSAGeways ARE CONVENIENT, SAFE, AND INVITING.

Many of the blocks in the Plan Area are very long, reducing the walkability of the district. The blocks between First and Second streets, in particular, are 850 feet long, necessitating a need for mid-block and through-block connections. The District’s alleyways are a character-defining element of the street fabric. They provide relief for pedestrian circulation, interest and diversity in the pedestrian network, and are critical for loading and parking access off of the main streets. Alleys additionally provide light and air in a dense district and create a more humane, fine scale of development. The Plan proposes to enhance this network by improving existing alleys, creating new mid-block pedestrian passages, as well as adding safe mid-block crossings. These improvements will help disperse pedestrians throughout the District, and allow access to the Transit Center at different points, thereby helping to relieve pedestrian congestion on key corners of major streets around the core of the district.



Policy 3.10

Create convenient pedestrian access by providing signaled mid-block crosswalks, especially on blocks longer than 300 feet.

New pedestrian mid-block crossings should be introduced to ease access between major activity centers, as well as to help shorten pedestrian walking distances within the District. North-south pedestrian movement should be enhanced through the creation of three new mid-block crossings between 1st and 2nd Streets—on Mission Street near Shaw Alley, on Howard Street at mid-block, and Folsom Street at Essex Street. Several new crossings should be created along Natoma Street—at New Montgomery, Second, First, Fremont, Beale, and Main Streets—to facilitate access to the Transit Center and to emphasize its importance as an east-west pedestrian corridor. Lastly, the Transbay Redevelopment Plan proposes extending Clementina Street east to Spear Street. Mid-block crossings should be created where Clementina Street crosses First, Beale, Main, and Spear Streets to facilitate pedestrian access to the Transbay Park and to emphasize this new corridor.

Policy 3.11

Prohibit the elimination of existing alleys within the District. Consider the benefits of shifting or re-configuring alley alignments if the proposal provides an equivalent or greater degree of public circulation.

Alleys are critical components of the pedestrian system and the character of the Plan area. Even the shortest and narrowest alleys, while seemingly insignificant in the present, will become ever more necessary as the district density intensifies and the population increases. The City’s General Plan (Urban Design Element Policies 2.8–2.10) acknowledges their importance and already generally prohibits the vacation of public rights-of-way except under unique and extraordinary circumstances in which the demonstrable public benefit of a proposed project requiring the vacation substantially outweighs the loss in public value (both current and potential) of maintaining the right-of-way in public ownership. However, based on other Plan policy and development goals for this District, it may be desirable to “shift” or build over certain narrow alleys for development purposes. In all of these cases, the General Plan explicitly requires the proposal of an actual development proposal for a public-

right-of-way prior to consideration of vacation in order to weigh the specific merits of a particular development proposal against the loss of a public right-of-way.

Policy 3.12

Design new and improved through-block pedestrian passages to make them attractive and functional parts of the public pedestrian network.

Policy 3.13

Require a new public mid-block pedestrian pathway on Block 3721, connecting Howard and Natoma Streets between First and Second streets.

There are currently no north-south pedestrian connections from Howard to Natoma Streets on the long block between 1st and 2nd Streets. To facilitate pedestrian connections to the Transit Center from the south, a new public passageway is essential on Block 3721 as part of the development of the TJPA's "Parcel F." To minimize pedestrian/vehicular conflicts, this mid-block pathway should be located away from any major ramp or driveway accessing a vehicular facility below the Transit Center or off-street parking or loading facility for a building, but should be located close to the mid-block crosswalk planned for this block of Howard Street.

Policy 3.14

Close Shaw Alley permanently to vehicles and design it as a pedestrian-only open space for thru-connection to the Transit Center.

Shaw Alley is a key link in the pedestrian network feeding the Transit Center from Market Street because of its connection to Ecker Street to the north, as well as to a planned mid-block crossing on Mission Street. A major entrance to the Transit Center is planned at Shaw Alley, as well as a ground-level passage through the Transit Center. The approved project adjacent to Shaw at 535 Mission, as a condition of approval, is to improve the alley and seek at least temporary lunchtime vehicular street closure for use as a pedestrian passageway and café space. However, Shaw should be permanently closed to vehicles once the Transit Center is in operation.

Policy 3.15

Convert the western portion of Natoma Street between First and Second streets on the south side of the Transit Center to a primarily pedestrian-only street.

The western two-thirds of Natoma Street between First and Second streets will become a critical pedestrian space once the Transit Center is in operation. The ground floor of the Transit Center facing Natoma Street will feature continuous retail shops. The vision for Natoma Street is to create an active retail destination in the alley akin to Maiden Lane and other downtown destination alleys. This portion of Natoma Street will also be very heavily used by pedestrians to access the Transit Center as this will be the primary access point from the south and west; many people on foot are expected to come from the South of Market and Yerba Buena areas south of Howard Street and west of Second Street. It may be feasible and desirable to allow service vehicles and deliveries to access this portion of Natoma Street during the night and early morning hours before the peak transit and retail times. The eastern third of the street near First Street would remain open to vehicles as a two-way street to maintain access to parking and loading for existing buildings on the north side of Howard Street.

PUBLIC OPEN SPACE

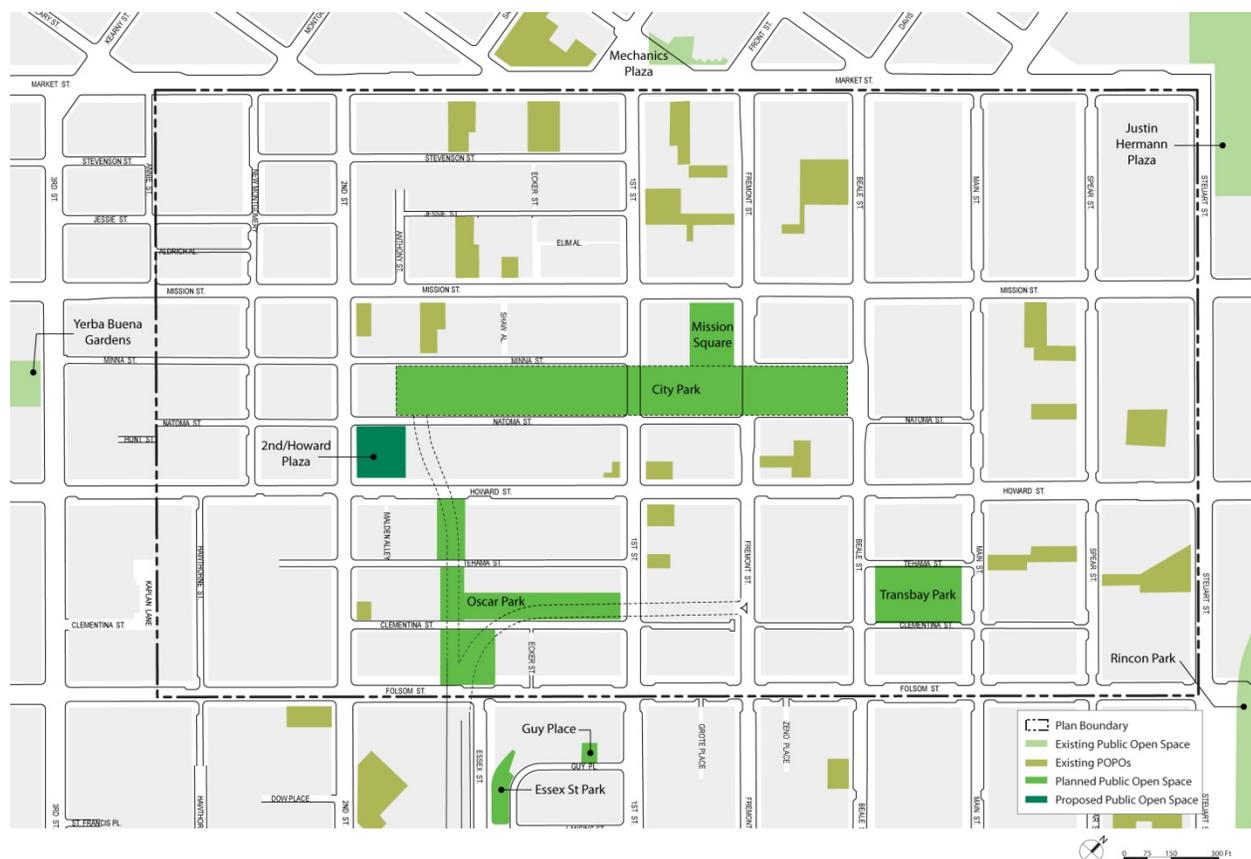
Parks and plazas are vital to the area's quality of life, helping to foster social interactions and providing places for rest and recharge. As the population and densities within the District increase, open space becomes an increasingly important neighborhood amenity. Not only is there a

need to increase the amount of open space, but also the type of space. Different users—from office workers during lunch to special events to downtown residents walking with dogs or playing with their children—require unique open space facilities.

Currently, the primary open spaces in the area are dispersed, mostly small, publicly-accessible but privately-owned spaces constructed as part of buildings since 1985 as a result of zoning requirements adopted in the Downtown Plan. There are no moderate to large open spaces and none that are truly public and managed as public spaces. The nearest large-scale parks are several blocks to the east (Justin Herman Plaza and Rincon Park) and to the west (Yerba Buena Gardens).

There are, however, a few new public open spaces of note currently planned within the Transit Center District as part of the Transit Center itself and as part of the redevelopment of public parcels in Zone 1 of the Transbay Redevelopment Area. At 5.4 acres, the park planned for the roof of the Transit Center, dubbed “City Park,” will be the District’s “Central Park.” As proposed, the park will be a self-sustaining ecosystem, allowing for a variety of both passive and active activities, educational experiences, special events, as well as habitat for local wildlife. Also part of the Transit Center development, Mission Square will serve as the grand entrance to the new station at the corner of Fremont and Mission Streets. The Square is designed to be a plaza underneath a tall, vaulted glass-and-steel canopy, that includes a funicular to lift visitors to the Transit Center Park above. On the block bounded Beale, Main, and new extensions of Tehama and Clementina Streets, the City (in its role as the successor to the Redevelopment Agency) will build a new 1.1-acre Transbay Park once the Transit Center is operational. There are other ideas under consideration that the areas below the bus ramps serving the Transbay Transit Center could be improved with recreational amenities, such as sport courts or dog runs, to serve the neighborhood.

To augment these spaces, this Plan proposes a new public plaza at the northeast corner of Howard and Second Streets. Measuring one half an acre, this plaza will connect the Transit Center Park with the public realm at street level and provide a southern gateway to the Transit Center.



OBJECTIVE 3.10

ENHANCE THE OPEN SPACE NETWORK IN THE AREA TO SERVE INCREASING NUMBERS OF WORKERS, RESIDENTS, AND VISITORS.

Policy 3.16

Create a new public plaza at the northeast corner of Second and Howard streets.

A number of parcels on the northeast corner of Second and Howard must be acquired by the TJPA to construct the Downtown Train Extension. These parcels have a severely limited development potential because the train tunnel's curvature and envelope below grade restricts the feasibility of construction above. As a result, the best possible use of the site is to create a new public space, designed to fit within the context of the historic district.

This open space has the capacity to be a major access point to the adjacent elevated Transit Center Park, as well as to provide a significant entry to the Transit Center itself. The central location of this space could accommodate a restaurant, retail or other uses, supported by both foot traffic from Second and Howard Streets, and transit and park users. Lastly, since train construction requires the demolition of on-site historic buildings, portions of these buildings could be reused as part of the new plaza design.

OBJECTIVE 3.11

ENHANCE ACCESS AND MAXIMIZE THE VISIBILITY OF THE TRANSIT CENTER'S FUTURE ROOFTOP PARK FROM THE SURROUNDING NEIGHBORHOODS, ESPECIALLY NEIGHBORHOODS TO THE SOUTH.

The Transit Center Park will be 70 feet above grade and will require several access points to maximize its visibility and active use. The Plan proposes a variety of means to connect to the park, including bridges from adjacent buildings. Other possible direct links to the park include a connection from the Howard and Second Plaza on the western end of the Transit Center, and a sky bridge from the eastern end.

Policy 3.17

Encourage the rooftop Transit Center Park to remain open from sunrise to sunset, seven days a week.

Policy 3.18

Permit buildings to satisfy open space requirements through direct connections to the Transit Center Park.

Existing General Plan policy is to significantly discourage or prohibit any building connections (i.e. footbridges) over rights-of-way. This strong policy exists in order to preserve view corridors down streets—both major and minor streets—as they are major public assets, wayfinding devices, and defining characteristics of San Francisco. Only under limited and unique circumstances of overriding public benefit, where impacts to views and the streets below are demonstrably minimal, are such bridges considered acceptable.

The alleys abutting the Transit Center—Minna and Natoma—generally do not continue eastward of 1st and Fremont Streets respectively, and bus ramps already cross Natoma between 1st and 2nd Streets. Connections to the Transit Center park from adjacent buildings fronting Minna and Natoma would therefore create minimal impact to view corridors and to the streets below, while providing significant public benefit in the form of public access and activation of the park.

Buildings immediately along Minna and Natoma Streets opposite the Transit Center are encouraged to partially satisfy their Planning Code Section 138 publicly-accessible open space requirements by providing a direct pedestrian connection to the Transit Center Park. These connections, however, should be limited to select locations in order to minimize structures over alleyways. This Plan does not support such direct connections across the major streets in the District, as the value of direct connections to the Transit Center Park does not outweigh the value of protecting the visual axes of these streets.

Policy 3.19

Consider extending the Transit Center rooftop park along the new bus ramp, so that it connects to a possible future Bay Bridge multi-use pathway.

With a new Bay Bridge bicycle and pedestrian pathway currently underway to connect Oakland and Yerba Buena Island, the possibility of having a connection across the Bay to San Francisco is becoming closer to reality. If this is the case, the top deck of the Transit Center’s new bus ramps could serve as a potential route for continuation of a Bay Bridge Multi-Use Path, terminating at the rooftop Transit Center Park. Besides increasing regional access to the Transit Center Park, it would provide an attractive “landmark” embarkation and arrival point in downtown for pedestrian trips on the Bay Bridge.

PRIVATELY- OWNED PUBLIC OPEN SPACE

Section 138 of the Planning Code requires all new non-residential development projects to provide publicly-accessible space to meet growing needs for open space. Much of the existing open space now within the District is comprised of these privately-owned public open spaces, or “POPOS.” Many of these spaces are successful additions to the downtown open space network, but changing circumstances suggest that some changes to this approach in the Transit Center District would be beneficial:

The proposed Plan makes possible very large and dense buildings, many on lots not much bigger than the footprints of the buildings themselves. It becomes physically impossible for some buildings to provide the Code required open space on-site.

An over-production of plazas adjacent to every large building is beginning to erode the urban fabric. The public realm of the street, the “urban room,” should be framed by a consistent streetwall of buildings. It should occasionally be punctuated by open public spaces and public ways and not characterized by the pattern of alternating plazas and buildings.

Many of these privately-owned public spaces face a difficult challenge to make them genuinely feel and function as “public,” thereby fulfilling the intent of the requirement. These spaces, many indoors or tucked behind, within, or on top of buildings, can be difficult to find, and their design and management limits their usefulness as true “public” spaces.

Modification to policies and regulations to offset these trends are outlined below. These policies and proposals are aimed at creating more flexibility in how private resources are used to meet open space requirements. It also seems clear that more attention to the design and management of POPOS (i.e. more than just spaces for lunch) is warranted to evolve their usefulness and contribution to a growing and maturing downtown.

OBJECTIVE 3.12

ENSURE THAT PRIVATE OPEN SPACE BOTH ENHANCES THE PUBLIC OPEN SPACE NETWORK AND ACHIEVES THE PLAN’S OPEN SPACE GOALS.

OBJECTIVE 3.13

PROVIDE FLEXIBILITY AND ALTERNATIVES TO MEETING OPEN SPACE REQUIREMENTS THAT ACHIEVE THE DISTRICT’S OPEN SPACE VISION, AND THAT ENHANCE AND IMPROVE ACCESS TO PLANNED PUBLIC SPACE, PARTICULARLY THE TRANSIT CENTER PARK.

Policy 3.20

Permit payment of an in-lieu fee as an alternative to fulfilling Section 138 Open Space Requirements in C-3 Districts.

Policy 3.21

Permit and encourage buildings to satisfy open space requirements through direct connections across Minna and Natoma Streets to the Transit Center Park.

OBJECTIVE 3.14

ENSURE THAT INDOOR OPEN SPACE FUNCTIONS AS PUBLIC SPACE INDEPENDENT OF THE BUILDING'S PRIMARY USES.

Policy 3.22

Design interior open spaces to have a distinct street presence separate from the building's primary building entrance and lobby functions.

OBJECTIVE 3.15

PROVIDE PUBLICLY ACCESSIBLE AMENITIES IN THE DISTRICT'S TALLEST TOWERS.

Policy 3.23

The Transit Tower should have a facility of public accommodation at a level no lower than 650 feet above grade that provides the general public the opportunity for views of the cityscape and Bay.

The general public should have the ability to enjoy panoramic views from the tallest building in the city and region. With such an unparalleled and unique regional amenity, these towers enjoy a privilege that must be shared with the public, not just building tenants.

Such facilities may include observation decks, restaurants, bars, lobbies, or any space accessible to the general public, and which does not require an appointment or membership, but which may charge a nominal fee for entrance (to cover the costs of maintenance). Other tall buildings (greater than 600 feet high) are also encouraged to provide such amenities.

Moving About

INTRODUCTION

The Downtown Plan has guided the substantial growth of downtown (including the Transit Center District) largely on the back of transit. Since 1985, the total built space in downtown has increased by about 25 percent, including 19 million square feet of office space. Traffic congestion and auto travel, however, has not increased commensurately. In other words, the growth in downtown jobs and residents—and the resulting growth in the City’s tax base—has been dependent on the City’s and region’s commitments to enhancing local and regional transit service and getting most people to downtown San Francisco without autos. The success of the Transit Center District Plan will hinge on maintaining this “transit first” commitment.

The development of the new Transbay Transit Center—the “Grand Central Station of the West”—and development in the Transit Center District will both create and necessitate a significantly enhanced transit service beyond what downtown San Francisco enjoys today. With a focus on transit as the primary mode of moving people into and throughout the District, the accommodation of growth (let alone current levels) in automobile traffic cannot be prioritized. Instead, a rich public realm that supports large amounts of pedestrian activity can be created. The Transit Center District Plan’s vision is to enhance the function of surface transit and manage vehicular traffic in order to transform the District’s streets into memorable, active, and world-class public spaces that support walking and bicycling, that encourage and support social activity, and that create a vibrant urban center made particularly unique by its focus around the new Transbay Transit Center.

Anticipated growth and the location of the Transit Center in this district necessitate considerable improvements to the transportation system and rights-of-way that support transit and encourage travel by non-auto modes. This future cannot be achieved based on the current design of the area’s streets and management of its circulation system. The majority of trips to and through the District must occur via non-auto modes, or proposed growth in the District will be stifled and congestion will bring the city’s core transit network to a standstill.

In order to transform the District’s public realm into a great place for people to get around safely and conveniently and to prepare for its new workers, residents, and visitors, this Plan recommends infrastructure improvements, transit enhancements and Transportation Demand Management (TDM) policies that will:

Create great urban streets that promote walking and bicycling,

Support high-quality transit service (including improved travel time performance as well as passenger amenity and comfort), and

Actively manage auto congestion.

This section contains the objectives, and proposed implementing actions (policies and controls) to achieve these outcomes. Many of the proposed implementing actions build off the success of existing policies and programs that have been in place for decades, including the Downtown Plan, Transit First Policy, and recent efforts to manage parking supply and demand in order to reduce per capita vehicle trips and to help surface transit become faster and more reliable. As a result of these efforts, the greater downtown area already has substantially higher rates of transit use, carpooling, biking, and walking compared to the rest of the region and the rest of the city.¹

The Downtown Plan sets performance measures to reduce the effects of downtown growth on traffic congestion, and while many of its policies have been successful, some important performance measures have not been met, including limiting the growth of the commuter parking supply and increasing the rates of carpooling (as measured by AVR, or Average Vehicle Ridership). The Downtown Plan's goal for increasing transit mode share has been more successful in the financial district core with diminishing success outwards.

The Moving About section proposes several new implementing actions for improving the transportation network in the District. These new policies and controls build on previous successes, but they also go beyond existing measures to balance the role of the Transit Center District as a major multi-modal point of arrival and embarkation for the entire Bay Area, a regional employment center and recreational destination, and as an evolving San Francisco neighborhood.

What follows is a series of objectives and policies that seek to modify excessive auto traffic through the District in favor of transit, walking, and other means of circulation. Successful traffic management will make possible a new place at the core of the city, one that attracts a dense mix of commerce and people because of its bright vitality and pleasant environment. Not all of these recommendations need to be implemented or initiated immediately. Their timing will depend on the pace of the District's development and monitoring of various factors, including public transit performance. Several policies call for further evaluation of possible improvements to circulation and the street environment. This approach is taken because the complexities of the central district and some of the recommendations need to be understood in a larger context for their effects on various systems.

OVERALL OBJECTIVES

OBJECTIVE 4.1

THE DISTRICT'S TRANSPORTATION SYSTEM WILL PRIORITIZE AND INCENTIVIZE THE USE OF TRANSIT. PUBLIC TRANSPORTATION WILL BE THE MAIN, NON-PEDESTRIAN MODE FOR MOVING INTO AND BETWEEN DESTINATIONS IN THE TRANSIT CENTER DISTRICT.

OBJECTIVE 4.2

THE DISTRICT'S TRANSPORTATION SYSTEM WILL IMPLEMENT AND REQUIRE TRANSPORTATION DEMAND MANAGEMENT STRATEGIES TO MINIMIZE GROWTH IN AUTO TRIPS AND REDUCE VOLUMES AS NECESSARY. ACTIVELY MANAGE THE TRANSPORTATION SYSTEM TO OPTIMIZE PERSON-CARRYING CAPACITY. 2

OBJECTIVE 4.3

THE DISTRICT'S TRANSPORTATION SYSTEM WILL MEET CHANGING TRANSIT NEEDS, PARTICULARLY TO SUPPORT THE NEW TRANSBAY TRANSIT CENTER AND ACCOMMODATE INCREASED DENSITIES. MAKE CHANGES IN THE CIRCULATION NETWORK THAT ENSURE DELIVERY OF RELIABLE AND CONVENIENT TRANSIT SERVICE TO THE TRANSBAY TRANSIT CENTER AND FOR DISTRICT RESIDENTS, EMPLOYEES, AND VISITORS.

OBJECTIVE 4.4

THE DISTRICT'S TRANSPORTATION SYSTEM WILL PRIORITIZE PEDESTRIAN AMENITY AND SAFETY. INVEST IN CIRCULATION MODIFICATIONS AND URBAN DESIGN MEASURES THAT SUPPORT THE CREATION OF AN ATTRACTIVE AND MEMORABLE PUBLIC REALM.

OBJECTIVE 4.5

THE DISTRICT'S TRANSPORTATION SYSTEM WILL BUILD ON SUCCESSFUL TRAFFIC AND PARKING MANAGEMENT PROGRAMS AND POLICIES THAT ARE IN PLACE. EXPAND AND STRENGTHEN EXISTING ADOPTED POLICIES (E.G. DOWNTOWN PLAN, C-3 PARKING CONTROLS) AND CURRENT PLANNING INITIATIVES (E.G. TRANSIT EFFECTIVENESS PROJECT, SFPARK).

OBJECTIVE 4.6

THE DISTRICT'S TRANSPORTATION SYSTEM WILL REQUIRE MANAGEMENT OF BAY BRIDGE QUEUES TO REDUCE AND MITIGATE IMPACTS OF REGIONAL TRAFFIC ON TRANSIT CIRCULATION AND THE PUBLIC REALM IN THE DISTRICT.

OBJECTIVE 4.7

THE DISTRICT'S TRANSPORTATION SYSTEM WILL FURTHER SUSTAINABILITY GOALS. ADVANCE THE GOALS OF THE CITY'S CLIMATE ACTION PLAN, BY REDUCING GREENHOUSE GAS EMISSIONS GENERATED BY VEHICULAR TRANSPORTATION.

TRANSIT

Public transportation is fundamental to accommodating the movement of large populations of workers and residents to, within and through the city. Transit is the very backbone of the downtown's infrastructure and enables its day-to-day function and its continued sustainable growth. Levels of density and activity, such as currently exist in the downtown and as proposed for the District, are possible only through the overwhelming majority of its workers, visitors, and residents relying on transit to move about. A circulation network that prioritizes transit will support the creation of the public spaces, walking environment and bicycle network that are envisioned for the Transit Center District. Moreover, the Transbay Transit Center is the central hub of San Francisco's and the region's transit network, and service delays or problems in the Plan Area can radiate throughout the network. For these reasons it is critical to facilitate transit movements in the District, as well as to and from the Transbay Transit Center.

OBJECTIVE 4.8

DESIGN THE CIRCULATION SYSTEM AND TRANSIT FACILITIES TO ACCOMMODATE ANTICIPATED GROWTH IN TRAVEL TO AND THROUGH THE DISTRICT IN 2030 AND BEYOND.

OBJECTIVE 4.9

PRIORITIZE TRANSIT MOVEMENTS THROUGH AND WITHIN THE DISTRICT OVER ALL OTHER TRANSPORTATION MODES.

OBJECTIVE 4.10

DESIGN TRANSIT FACILITIES TO IMPROVE THE RELIABILITY AND FUNCTION OF TRANSIT MOVEMENTS AND TO ENHANCE THE RIDER EXPERIENCE.

OBJECTIVE 4.11

ENSURE THAT CHANGES TO THE CIRCULATION NETWORK, INCLUDING PEDESTRIAN AND STREETScape IMPROVEMENTS, ARE DESIGNED TO SUPPORT AND ENHANCE THE OPERATION OF TRANSIT.

All infrastructure improvements and right-of-way management should strive to:

Provide dedicated transit space (not porous to conflicting traffic)

Create high-quality stations and passenger experiences (real "places")

Provide transit riders with "front-door service" to key destinations (not 2nd-class treatment)

Provide inter-agency benefits (improvements that benefit other transit providers, if possible)

Improve operational reliability

Provide overall improvements to the quality of service

Increase operating speeds (from current 6mph average to at least 10mph)

Policy 4.1

Extend self-enforcing, dedicated transit lanes throughout the district.

Dedicated transit lanes expedite surface transit movement, improve transit travel time, and support more efficient operating costs by allowing for more reliable and consistent headways, especially during peak hours.

Existing dedicated transit lanes in the vicinity are located along Third Street (outside of the plan area); Mission Street; and on First and Fremont streets between Market Street and the existing Transbay Terminal. These transit lanes are not currently self-enforcing. As a result, automobiles can drive in the transit lane unless manual enforcement is available. As resources for manual enforcement is limited, conflicts with vehicular traffic occur often, impacting delivery of transit service in the District.

To improve transit flow and facilitate the future movement of transit through the District and to and from the Transit Center, existing transit lanes should be upgraded to be self-enforcing, and new self-enforcing transit lanes will be necessary in the following locations:

Fremont Street between Howard Street and Mission Street

Beale Street between Market Street and the Transbay Transit Center

SFMTA is considering the need for possible service expansion of the 1-California line along Main and Beale streets. A final determination regarding this service has not been made and will be subject to ongoing evaluation of travel patterns in the emerging Transbay/Rincon Hill residential area. It is important to note that should this service be enhanced, and the engineering and design of a transit lane on Main Street must be considered. In the Transit Center District Plan, Main Street is proposed to be reconfigured as an extension of the Living Street design concept, in which case an engineering solution, such as a timed “transit-only” lane may be suitable during peak periods. SFMTA is committed to identifying balanced solutions that solve critical transit needs while achieving the desired character of the District’s streets and public realm.

To acknowledge potential service modifications, transit lane enhancements may be necessary on:

Main Street between Market and Bryant streets

In addition to local surface transit, inter-city buses (e.g. Amtrak, Greyhound, “airporter” type buses serving High Speed Rail), operate on city streets, many circulating from an inter-city bus plaza to be built at the east end of the Transit Center, located between Beale and Main streets. Many of these buses are destined for the Bay Bridge and need dedicated access to avoid being stuck in general auto queues.

Dedicated transit lanes on the following streets may be necessary to support inter-city buses (and will already be in place as part of the Temporary Transit Center while the new Transit Center is under construction):

Folsom Street (westbound) between First and Essex streets

Essex Street (southbound)

Policy 4.2

Design all transit lanes to be self-enforcing and to heighten awareness of transit facilities.

The design of transit lanes to make them self-enforcing is critical to their success. When transit lanes are self-enforcing, the imposition of vehicular traffic into the transit lane is less-likely, difficult or not possible at all. Without this treatment, transit lanes have limited effectiveness, as illustrated in the District today by cars regularly impeding the movement of busses by driving and parking in transit lanes.

To the extent possible, all transit lanes within the District must be designed as self-enforcing, dedicated transit lanes. Some design and engineering techniques that have been successful to these ends include textured or colored paving, raised pavement that elevates transit lanes above vehicular travel lanes (such as on Judah Street in the Sunset District), and physical elements delineating or separating transit lanes from other lanes, such as curbs, rumble strips or features that exclude low-clearance vehicles. Another technique that enhances the self-enforcing character of transit lanes is locating them in the center of the roadway (rather than curb-side), where experience has shown improvements to transit mobility and effectiveness and reduced conflicts from vehicles, such as by double parking and making right turns.

Future District streetscape projects and other construction on streets with transit lanes will implement measures to ensure the highest level possible of transit lane self-enforcement. The Plan's proposed funding program dedicates money for this purpose.

Policy 4.3

Evaluate the concept for a transit-only zone on Mission between First and Fremont streets.

Mission Street in front of the Transbay Transit Center, between First and Fremont streets, will become an exceptionally busy place, bustling with transit and pedestrian traffic. Almost all of the Transit Center-bound buses, except for AC Transit, and including Muni, Golden Gate Transit, and SamTrans converge on this block, providing service at the front door of the Transit Center. Several Muni lines coming from Market Street that terminate at the Transit Center will head south on First Street from Market and then turn left onto Mission Street, dropping all passengers in front of the Transit Center and Transit Tower. The high-frequency Mission Street Muni buses (designated as a "Rapid" line in the TEP) also use this stretch, plus many of the other regional bus carriers. In addition to all of the transit movements, there will be thousands of pedestrians moving about, particularly in peak hours, when many trains, both Caltrain and High Speed Rail, arrive and depart each hour. Added to this transit-related activity will be a substantial general increase in pedestrian traffic from development growth in the immediate area (not least of which the Transit Tower and major development near the northwest corner of First and Mission streets).

The concept of creating a transit-only zone on this block of Mission deserves additional study for a number of reasons from both a transportation and place-making standpoint. Besides simplifying the traffic on the block to allow for heavy, frequent volumes of transit and pedestrians, this concept could reduce auto volumes overall on Mission Street. This could have benefits to transit west of the Plan Area and help mitigate any diversionary effects of auto restrictions on Market Street that might otherwise impact transit on Mission Street. As important as the circulation issue, is the goal of creating a special place in front of the Transit Center to celebrate and mark its presence (and that of the Transit Tower) in the downtown public realm as a hub of activity and social interaction. In order to create a special destination event in the urban landscape, the influence of the Transit Center and Mission Square plaza should expand to encompass the street in front of the Transit Center and should break the continuity of the general patterns of circulation.

OBJECTIVE 4.12

PROVIDE HIGH-QUALITY FACILITIES AND EXPERIENCE FOR TRANSIT PASSENGERS.

Policy 4.4

Provide sidewalk space and facilities for enhanced transit stops with passenger amenities on Mission Street and other primary transit streets.

Prioritize amenities and infrastructure to improve passenger experience and convenience and to improve the performance of the transit system. Elements such as enhanced stops with ticket machines, maps, real-time arrival information, bicycle parking and other supportive facilities, in addition to other streetscape infrastructure and amenities, can support expeditious boarding and alighting and improve operations.

OBJECTIVE 4.13

SUPPORT ENHANCED FUNDING AND CAPACITY FOR REGIONAL TRANSIT SERVICE TO SUPPORT INCREASES IN POPULATION AND EMPLOYMENT GROWTH AS WELL AS SHIFTS FROM AUTO TO PUBLIC TRANSIT TRAVEL.

As downtown San Francisco is a regional job center, up to half of all workers in the city commute from homes outside of the city, making improvement and expansion of regional transit service imperative to support downtown and continued growth.

Policy 4.5

Support funding and construction of the Transbay Transit Center project to further goals of the District Plan, including completion of the Downtown Extension for Caltrain and High Speed Rail.

Policy 4.6

Ensure that regional transit carriers operating on city streets are prioritized along with local transit by implementing the surface transit priority improvements proposed in this plan.

Policy 4.7

Work with BART to identify and fund measures to increase capacity as necessary to serve the District, particularly at the Montgomery and Embarcadero stations.

The two BART stations serving the Transit Center District area are the Montgomery and Embarcadero stations. As ridership continues to rise, capacity constraints during peak periods become a problem. For BART, the initial constraints are not expected to be with the “line haul” capacity per se, but more with the stations themselves, in terms of crowding on platforms, vertical circulation, and the “dwell time” required for trains to load and unload passengers. The Transbay Tube itself is not necessarily a constraint in the system to accommodate growth. BART is currently in the process of designing and planning to procure new 3-door cars with higher capacity in order to accommodate expected passenger volumes, and expanding the size of the fleet to extend more trains in the peak period to 10-car trains. The use of 3-door cars would speed the boarding process and serve a higher number of passengers in existing stations without changes to service levels and without increasing dwell times that slow the system. BART is also in the process of designing improvements to the train control system to allow for more frequent peak service, which will also reduce train and station crowding. Other measures that BART can take to increase station capacity in the future include platform edge doors, better public information regarding train arrivals at concourse and street levels, and other transportation management strategies. With the measures described here, the capacity of these stations would increase by about ten percent.

OBJECTIVE 4.14

SUPPORT ENHANCED FUNDING AND CAPACITY FOR LOCAL TRANSIT SERVICE TO SUPPORT INCREASES IN POPULATION AND EMPLOYMENT GROWTH AS WELL AS SHIFTS FROM AUTO TO PUBLIC TRANSIT TRAVEL.

Policy 4.8

Support revenue measures and investments essential to enhancing Muni’s capacity, reliability and operational efficiency in providing service to and within the District.

The existing Transit Impact Development Fee is assessed on all commercial development and goes exclusively to San Francisco’s Muni to increase capacity and service to support this growth. These fees do not address all of the capital and operational expenses necessary to improve and expand local transit service within the city, especially if additional shifts are encouraged and expected from autos to transit.

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) is a term for measures and regulations that reduce travelers' use of autos and encourage a behavioral and preferential shift toward transit, carpooling, bicycling, walking, and other non-single-occupant vehicle means of getting around. The Downtown Plan contained two primary transportation targets to accommodate growth with minimal increases in traffic congestion and maximal improvement to the quality of life in the downtown (and beyond): increase vehicle occupancy on the major routes into the City from 1.48 to 1.66 persons per vehicle and increase transit mode share from 64 to 70 percent.

Evidence suggests achieving these goals has been mixed. Though somewhat dated, a focused survey of member office buildings conducted in 2000 by the Transportation Management Association of San Francisco indicated that 77 percent of commute trips to the core Financial District were made by public transit, while 17 percent were made by auto (including carpooling). But data compiled from the 2000 Census by the Metropolitan Transportation Commission (MTC) for the broader downtown, encompassing the entire C-3 zone and adjacent areas (i.e. "Superdistrict 1"), showed that 49 percent of workers took transit, 41 percent of commuters came by auto (including 29% who drove alone to work) and about 10 percent took other means (primarily walking and bicycling).³ Moreover, vehicle occupancy trends (i.e. number of people per vehicle) also appear counter to the intentions of the Downtown Plan. Evidence reviewed in the 2004 Downtown Monitoring Report indicate that vehicle occupancy on both major bridges into the City have declined since 1985. Bay Bridge peak hour occupancy declined from over 2.0 in 1985 to under 1.5 in 2000, and Golden Gate Bridge occupancy declined from 1.35 in 1985 to 1.25 in 1993.

While the number of commuters driving to work is considerably less than other Bay Area communities, downtown San Francisco still struggles with traffic congestion, particularly in the evening peak hours and much of it bound for the Bay Bridge. This congestion negatively impacts public transit performance and diminishes the street environment for walking and bicycling. Completion of the new Transbay Transit Center, an increase in transit service in the District, continued land use growth, and the creation of an improved public realm all require traffic congestion to be managed through a series of demand management strategies. Transportation Demand Management (TDM) is critical to the success of the Transit Center District Plan and is an essential tool in shifting trips, particularly in peak hours, from auto to public transit and other means of moving about the city.

OBJECTIVE 4.15

USE DEMAND MANAGEMENT STRATEGIES TO REDUCE OVERALL LEVELS OF AUTO TRAFFIC IN THE PLAN AREA AND DOWNTOWN, PARTICULARLY IN THE PEAK HOURS, IN ORDER TO REDUCE AUTO IMPACTS ON OTHER TRANSPORTATION MODES AND ENABLE THE CREATION OF A HIGH QUALITY PUBLIC REALM.

Policy 4.9

Complete a detailed traffic analysis for the downtown and the District specifically to determine which TDM measures will be most effective and necessary to reduce traffic volumes and traffic impacts on the District.

Policy 4.10

Update the goals of the Downtown Plan and establish specific targets for cumulative traffic volumes and non-auto travel that are necessary to achieve the conditions that enable the flow of transit, the flow of local circulation, and the creation of the public realm infrastructure as proposed by the Plan.

All projections indicate that, without significant intervention, the level of the auto traffic in the downtown and the Plan Area specifically will cause the streets in the District to reach gridlock levels over the course of the Plan's horizon—even without any added growth in the Plan Area. Many streets in the District are already at substantially degraded and congested conditions, especially in the peak commute hours. The effects of the present and future degradation of traffic conditions would substantially impair the basic circulation of surface transit (e.g. Muni, Golden Gate Transit), and hinder the ability of necessary local circulation and commercial activity to function, in addition to causing substantially unpleasant and potentially unsafe conditions for pedestrians and cyclists.

Further analysis of the circulation and public realm system necessary and desirable to support the District will enable the determination of maximum traffic volumes that can be accommodated without compromising the system and the quality of place.

While the Downtown Plan established per-capita and per-vehicle metrics as core transportation goals, achieving these targets will likely not be sufficient to achieve the necessary vehicle reductions, as actual cumulative trips would continue to grow with continued land use growth and intensification. What are needed are actual absolute targets based on the capacity of the circulation system to handle vehicles without stifling movement.

Additionally, rather than focusing exclusively on transit mode share, the metrics should speak to all non-auto modes cumulatively, as walking and bicycling trips continue to grow as a share of overall trips into and within the District. For instance, the number of bicycle trips in the downtown has grown steadily over the past several years, increasing by 36 percent from 2006-2008 alone to over 3,400 cyclists in the peak hour in the downtown in 2008,4 representing a commute mode share for cycling comparable to or greater than some major public transit modes, such as ferries or even Caltrain.

Metric goals for the Transit Center District, as a sub-area of the downtown, should be established that are more ambitious than those for the downtown as a whole. A target of at least 95 percent non-auto modes for all trips into and around the District should be achieved (which is consistent with the current auto parking restrictions in the C-3 districts that allow a maximum of about one space per 20 workers). A minimum transit share of 80 percent for transit should be easily feasible (considering the evidence that approximately 75% of workers currently take transit to work in the core financial district), plus a combined walking-biking share goal of 15 percent.

Policy 4.11

Study the feasibility of and implement, as feasibility and necessity determines, congestion pricing of roadways as a primary tool to reduce overall traffic levels in the Plan area, particularly peak-hour bridge and freeway queues.

Without pricing intervention, it is unlikely that the necessary volume reduction targets could be met in the downtown as a whole and the District specifically. The reduction of traffic volume in the district likely cannot wholly be achieved by regulation of quantity and pricing of parking either in the District or the downtown more broadly. Much of the existing traffic originates outside of the downtown and uses the streets of the District to access the bridge and freeways. Even if traffic is re-routed around the core of the downtown, it is likely that some form of roadway pricing would also be needed to reduce volumes sufficiently to achieve the necessary improvements for transit, pedestrians, cycling, and public space required to support the growth contemplated by the Plan.

The City and County, through the appropriate implementing agencies, such as the MTA and the County Transportation Authority, should work to complete the necessary analyses to determine the appropriate triggers, mechanisms, and scope for a congestion pricing program, and implement it. Such a program could ultimately take multiple forms that vary in physical parameters (e.g. boundaries and cordon points, such as freeway ramps or broader district edges), temporal parameters (e.g. time of day, day of week), and other factors; the program would have to be tailored over time as necessity and feasibility dictate. Further, funds raised from such a program should be directly funneled into improvements and capacity enhancements to public transit, walking, cycling, car sharing, taxi and other non-auto infrastructure. This Plan dedicates some funding to contribute to the completion of the necessary studies and the implementation of such a program.

TDM: AUTOMOBILE PARKING SUPPLY AND MANAGEMENT

OBJECTIVE 4.16

CREATE A PARKING PLAN THAT ENCOURAGES THE USE OF PUBLIC TRANSIT AND OTHER MODES OF TRANSPORTATION THAT ARE ALTERNATIVES TO SINGLE-OCCUPANT VEHICLES.

The availability and cost of automobile parking play a major role in determining whether or not people choose to drive, particularly to areas that have high levels of transit service such as the Transit Center District. When parking is readily available and inexpensive, workers and visitors are much more likely to drive to and within the city, and less likely to take transit, to bicycle, or to walk. These commuters have the greatest impact on downtown's circulation network, particularly during peak commuting periods. These impacts are magnified within the Transit Center District, as the District's streets are both core corridors in the entire city's transit network and main access ways to Bay Bridge on-ramps. Back-ups during peak commute hours can extend many blocks, resulting in significant delays to the citywide transit system. Controlling the availability and cost of parking is one of the most proven, effective, and essential TDM tools to temper growth in auto use, and has been one of the foundations for managing the transportation system to support the continued growth of downtown since before the Downtown Plan was adopted.

TDM: INCENTIVES, BROKERAGE AND MONITORING

OBJECTIVE 4.17

CREATE AND ENSURE COMPLIANCE WITH MECHANISMS THAT PROVIDE WORKERS AND RESIDENTS WITH INCENTIVES TO TAKE TRANSIT AND USE MODES OF TRANSPORTATION OTHER THAN SINGLE-OCCUPANT AUTOS.

Policy 4.12

Ensure compliance with the Commuter Benefits Ordinance.

Policy 4.13

Pursue creation of requirements for transportation incentives and brokerage services for large residential properties in the District.

While the Commuter Benefits Ordinance provides incentives for employees working in San Francisco to use transit or modes of transportation other than single-occupant autos, many city residents work for employers outside of the city, work for employers smaller than are covered by the Ordinance, or are not employed. Just as large commercial developments are required to provide transportation brokerage services for on-site workers, possibly too should large residential developments as a way to encourage transit usage among its residents (whether owners or renters). A standard set of conditions or incentives should also be considered as requirements for large residential properties. Such conditions may include subsidized transit passes, car sharing memberships, or other services.

OBJECTIVE 4.18

ENCOURAGE THE USE OF NON-AUTO MODES OF TRANSPORTATION BY REQUIRING PARTICIPATION IN A TRANSPORTATION DEMAND MANAGEMENT PROGRAM IN NEW BUILDINGS THROUGHOUT THE DISTRICT.

OBJECTIVE 4.19

ENSURE THAT BROKERAGE AND TDM REQUIREMENTS ARE APPROPRIATE FOR CURRENT AND FUTURE TRAVEL PATTERNS FOR THE DISTRICT AND DOWNTOWN, ARE DESIGNED FOR GREATEST EFFECTIVENESS WHILE MAINTAINING FLEXIBILITY, INCLUDE ALL MODES OF TRANSPORTATION, AND PROVIDE A TOOLKIT OF FINANCIAL INCENTIVES TO REDUCE AUTO TRIPS.

Policy 4.14

Reduce the size threshold for new and renovated buildings to trigger the requirement for transportation demand management and participation in the Transportation Management Association (TMA).

Policy 4.15

Expand the TMA requirement to include non-office uses, including hotels, large retail, cultural, and institutional uses.

Policy 4.16

Require commercial property managers or owners to monitor and report yearly mode split or peak-hour vehicle trips of their employees and to increase or modify TDM programs if targets are not being met.

Policy 4.17

Fund a comprehensive study to develop recommendations on the structure, operations, and authority of the existing downtown Transportation Management Association (TMA), update the goals and tools available to the TMA, and evaluate whether a district-specific TMA is needed.

Policy 4.18

Expand the purview and funding of the existing downtown Transportation Management Association (TMA) or create a district-specific TMA.

Policy 4.19

Require that the downtown Transportation Management Association (TMA) duties, programs, and funding be reviewed and updated every 5 years and updated if necessary.

Policy 4.20

Develop a transportation monitoring and enforcement plan for the district based on adopted performance measures; to be implemented by the TMA with annual reports submitted to Planning and San Francisco Municipal Transportation Agency.

The Transportation Management Association of San Francisco (TMA SF) was established in 1989 to enable developments to fulfill the requirements of Section 163. As a privately funded, non-profit organization, the TMA provides information to the general public and businesses on commute options for all modes of transportation. The goals, objectives, and requirements of the TMA were adopted in 1989. The original objectives and goals have not been updated since that time, although these may be updated every five years when the TMA provides its proposed work scope for the next five years and reports on its past performance.

WALKING

As a major employment center and transit hub, the plan area attracts thousands of people daily, all of whom will either begin or end their trip as pedestrians. Thousands of new workers in the district joining the thousands already there, most arriving by transit and walking to or from buses, trains, and ferries, will combine with the thousands of passengers who will arrive and depart at the Transbay Transit Center. A transformation of the public realm will be required to accommodate people on foot and give them enjoyable paths to travel, linger, shop and socialize. Along with people who arrive by transit, additional daily pedestrian traffic will include workers walking to business meetings; workers walking to eat, drink or shop during the workday; residents of the burgeoning downtown neighborhoods walking to work, shop, or recreate; and visitors walking from conferences and hotels to shop, eat, and see the City. On top of those on foot who arrived by other means, thousands of people daily walk from point to point in and around downtown as the primary or only mode of transport, including workers walking to business meetings; workers walking to eat, drink or shop during the workday; residents of the burgeoning downtown neighborhoods walking to work, shop, or recreate; and visitors walking from conferences and hotels to shop, eat, and see the City. Streets are not just for movement, but for slowing down to socialize and take in the rhythms of the City. Creating a complete, high quality walking network is necessary to make all aspects of the transportation system function well.

The Public Realm section of this plan contains all of the detailed policy discussion regarding pedestrian issues and design of the public realm. Below is the compiled list of objectives and policies from that section related to walking.

OBJECTIVE 4.20

MAKE WALKING A SAFE, PLEASANT, AND CONVENIENT MEANS OF MOVING TO AND THROUGHOUT THE DISTRICT.

OBJECTIVE 4.21

CREATE A HIGH-QUALITY PEDESTRIAN ENVIRONMENT IN THE DISTRICT CONSISTENT WITH THE VISION FOR THE CENTRAL DISTRICT OF A WORLD-CLASS CENTRAL CITY.

OBJECTIVE 4.22

GRACIOUSLY ACCOMMODATE INCREASES IN PEDESTRIAN VOLUMES IN THE DISTRICT.

OBJECTIVE 4.23

EMPHASIZE THE IMPORTANCE OF STREETS AND SIDEWALKS AS THE LARGEST COMPONENT OF PUBLIC OPEN SPACE IN THE TRANSIT CENTER DISTRICT.

Policy 4.21

Facilitate pedestrian circulation by providing sidewalk widths that meet the needs of projected pedestrian volumes and provide a comfortable and safe walking environment.

Policy 4.22

Create and implement a district streetscape plan to ensure consistent corridor-length streetscape treatments.

Policy 4.23

Widen sidewalks to improve the pedestrian environment by providing space for necessary infrastructure, amenities and streetscape improvements.

Policy 4.24

Facilitate pedestrian circulation by providing sidewalk widths that meet the needs of projected pedestrian volumes and provide a comfortable and safe walking environment.

Policy 4.25

Continue the Living Streets treatment to create linear plazas along Beale, Main, and Spear streets.

Policy 4.26

Create additional pedestrian capacity and shorten pedestrian crossing distances by narrowing roadways, and creating corner curb bulb-outs

Policy 4.27

Enhance crosswalks with special treatments (e.g. paving, lighting, raised crossings) to enhance pedestrian safety and comfort especially at potential conflict locations, such as at new mid-block crosswalks or where bulb-outs cannot be installed.

Policy 4.28

Develop “quality of service” indicators and benchmarks for pedestrian travel to and through the district, and measure progress in achieving benchmarks on a regular basis.

OBJECTIVE 4.24

RESTRICT CURB CUTS ON KEY STREETS TO INCREASE PEDESTRIAN COMFORT AND SAFETY, TO PROVIDE A CONTINUOUS BUILDING EDGE OF GROUND FLOOR USES, TO PROVIDE A CONTINUOUS SIDEWALK FOR STREETScape IMPROVEMENTS AND AMENITIES, AND TO ELIMINATE CONFLICTS WITH TRANSIT.

Policy 4.29

Designate Plan Area streets where no curb cuts are allowed or are discouraged. Where curb cuts are necessary, they should be limited in number and designed to avoid maneuvering on sidewalks or in street traffic.

OBJECTIVE 4.25

ENHANCE THE PEDESTRIAN NETWORK WITH NEW LINKAGES TO PROVIDE DIRECT AND VARIED PATHWAYS, TO SHORTEN WALKING DISTANCES, AND TO RELIEVE CONGESTION AT MAJOR STREET CORNERS.

OBJECTIVE 4.26

ENCOURAGE PEDESTRIANS ARRIVING AT OR LEAVING THE TRANSIT CENTER TO USE ALL ENTRANCES ALONG THE FULL LENGTH OF THE TRANSIT CENTER BY MAXIMIZING ACCESS VIA MID-BLOCK PASSAGEWAYS AND CROSSWALKS.

OBJECTIVE 4.27

ENSURE THAT NEW DEVELOPMENT ENHANCES THE PEDESTRIAN NETWORK AND REDUCES THE SCALE OF LONG BLOCKS BY MAINTAINING AND IMPROVING PUBLIC ACCESS ALONG EXISTING ALLEYS AND BY CREATING NEW THROUGH-BLOCK PEDESTRIAN CONNECTIONS WHERE NONE EXIST.

OBJECTIVE 4.28

ENSURE THAT MID-BLOCK CROSSWALKS AND THROUGH-BLOCK PASSAGEWAYS ARE CONVENIENT, SAFE, AND INVITING.

Policy 4.30

Create convenient pedestrian access by providing signalized mid-block crosswalks, especially on blocks longer than 300 feet

Policy 4.31

Prohibit the elimination of existing alleys within the District. Consider the benefits of shifting or re-configuring alley alignments if the proposal provides an equivalent or greater degree of public circulation.

Policy 4.32

Design new and improved through-block pedestrian passages to make them attractive and functional parts of the public pedestrian network.

Policy 4.33

Require a new public mid-block pedestrian pathway on Block 3721, connecting Howard and Natoma Streets between First and Second streets.

Policy 4.34

Close Shaw Alley permanently to vehicles and design it as a pedestrian-only open space for thru-connection to the Transit Center.

Policy 4.35

Convert the western portion of Natoma Street between First and Second streets on the south side of the Transit Center to a primarily pedestrian-only street.

BICYCLES

Transit passengers using both trains and buses currently have and will continue to have high bicycle demand and there needs to be good connections from the Bike Network. In addition, a need to bolster the localized bike facilities in the Plan Area is anticipated to account for higher-than-average intra-district bike travel. The Transit Center District Plan seeks to connect the Transit Center to the greater city bike network.

Existing Class 2 bike lanes are present along Howard and Folsom streets in the Plan Area (in one direction on each street), as well as along the Embarcadero in both directions. Lanes proposed under the SFMTA Bicycle Plan bolster the north-south connections by providing new lanes along Second Street, Fremont Street between Folsom and Harrison, and Beale Street south of Folsom. This Plan identifies the potential for enhanced bike facilities in the future on Fremont and Beale streets from Folsom Street to Market Street. Additional on-street bike parking will be added to the widened sidewalks in the Plan Area, and the Transbay Transit Center will have a bike station integrated into the facility.

The Transit Center itself will be a major draw for cycling, particularly to connect to transit services. Caltrain has a very high (and growing) ridership that uses bicycles (both parked at the station and passengers who bring bikes on board). High Speed Rail is also likely to have high bicycle demand, particularly for riders to leave a bicycle at the station before boarding. The design for the Transit Center includes direct bicycle access via a bike ramp from the north side of Howard Street (between 1st and 2nd) down to the train concourse level (one level below grade), where there will also be a large bike station.

BICYCLE MOVEMENT

OBJECTIVE 4.29

MAKE CYCLING A SAFE, PLEASANT, AND CONVENIENT MEANS OF TRANSPORTATION THROUGHOUT THE DISTRICT.

OBJECTIVE 4.30

ENSURE HIGH-QUALITY ON-STREET BICYCLE CONNECTIONS TO THE TRANSBAY TRANSIT CENTER.

OBJECTIVE 4.31

ENHANCE FACILITIES FOR INTRA-DISTRICT BICYCLE TRAVEL.

OBJECTIVE 4.32

ENSURE LOCAL CONNECTIONS TO REGIONAL BICYCLE FACILITIES.

Policy 4.36

Expand the Bicycle Network in the area.

Create dedicated bicycle facilities on the following streets:

Fremont Street (northbound)

Beale Street (southbound)

Main Street (northbound)

Policy 4.37

Provide the necessary connections to the future bicycle ramp on Howard Street between First and Second streets, which will be the primary access point for bicycles to the Transit Center, including a bicycle station at the train concourse level.

Direct connections to the Transit Center bicycle ramp from the core Bicycle Network will be necessary to ensure that cyclists can arrive and depart from the Transit Center from all directions for convenience and safety (including ensuring that cyclists are not tempted to ride on sidewalks or against traffic to access the Transit Center). Consideration could include access from Natoma Street (including access to Natoma from southbound 2nd Street), facilities on Howard between First and Second, and facilities under the bus ramps between Folsom and Howard Street.

Policy 4.38

Do not preclude future connections to a potential Bay Bridge multi-use pathway.

The new east span of the Bay Bridge between Oakland and Yerba Buena Island, scheduled to be complete by 2013, includes a 15-foot wide bicycle and pedestrian pathway. In addition, Caltrans feasibility studies in 2001 and 2011 considered a 12-foot shared use (bicycle and pedestrian) bi-directional path on the outside of both the north and south sides of the upper deck of the bridge's west span. Caltrans is currently undertaking a new feasibility study for the pathway and its potential touchdown options. A potential multi-use path on the Bay Bridge would become an essential regional bicycle connection linking San Francisco, Treasure Island, and Oakland. Because potential locations and configurations for such a pathway to touchdown in San Francisco are limited due to the city's built-out nature and some fall within the Transit Center District Plan Area (due the Plan Area's proximity, circulation and infrastructure connections to the Bridge), it is important that infrastructure changes in and around the District do not preclude identified path touchdown options and should be coordinated with Caltrans and the Bay Area Toll Authority. Without the ability to touchdown the path in the city, there can be no path regardless of the feasibility and willingness of the State to add it to the bridge itself.

BICYCLE PARKING AND FACILITIES

The provision of secure bike parking and the availability of shower facilities significantly facilitates bicycle commuting. With adopted City goals to increase bicycle mode share to 20 percent of all trips by 2020, and Plan goals to increase bike share of trips into and within the District, providing sufficient bicycle parking is critical.

OBJECTIVE 4.33

ENSURE THE PROVISION OF ADEQUATE SECURE, ON- AND OFF-STREET BICYCLE PARKING FACILITIES TO ACCOMMODATE AND ENCOURAGE EMPLOYEES TO CYCLE FOR COMMUTING AND DAILY NEEDS.

Policy 4.39

Increase the requirement for secure bicycle parking in new and renovated non-residential buildings to a minimum of five percent of peak on-site employees and visitors.

Policy 4.40

Develop a plan to identify demand and locations for installation of on-street bicycle parking in the Plan Area to supplement current process of bicycle racks being installed at the request of building owners.

Policy 4.41

Pursue legislation to require existing commercial and industrial development to provide secure bicycle parking in conformance with current requirements or to allow employees to bring bicycles into the building if parking is not provided.

Policy 4.42

Support and implement a public bicycle sharing program in the District.

Policy 4.43

Update and publish an improved Bicycle Parking Design Guidelines document to establish appropriate parameters for off-street bicycle parking in new residential, commercial, and industrial development, consistent with the requirements in the Planning Code.

TRAFFIC CIRCULATION

Should proposed policies and improvements in this Plan be implemented, the Transit Center District would soon become San Francisco’s premier “transit-first” neighborhood where almost all local trips can be made without a car. But a large percentage of automobile traffic in the area—and the vast majority of peak-hour traffic congestion—will continue to be regional trips that do not originate and are not destined for the Plan Area.

Instead, these trips are passing through the Plan Area using local street network to access regional bridges and freeways. The use of the streets in the Plan Area—which is not just the heart of the city’s transit network, but a dense downtown transit- and pedestrian-oriented district—for the storage of cars that are queued for regional bridges and freeways is an inefficient and unsustainable use of the District’s street network. This conflict is heightened by the need to transform the function of streets in the District to better serve pedestrians, transit, bicycles, and local circulation for a growing population and the Transit Center.

This Plan recognizes the need to maintain appropriate traffic flow to and through the area in recognition of the District’s role as an evolving San Francisco neighborhood, a regional employment center and recreational destination, and a multi-modal point of embarkation throughout the Bay Area and beyond.

OBJECTIVE 4.34

FACILITATE TRAFFIC FLOW TO AND THROUGH THE DISTRICT AT LEVELS THAT ARE CONSISTENT WITH ENVISIONED IMPROVEMENTS FOR TRANSIT, PEDESTRIANS AND BICYCLES.

OBJECTIVE 4.35

MITIGATE THE IMPACTS OF REGIONAL AUTO TRAFFIC WITHIN THE DISTRICT.

OBJECTIVE 4.36

DESIGN STREETS TO SLOW AND CALM TRAFFIC, TO IMPROVE SAFETY AND ATTRACTIVENESS FOR ALL ROAD USERS, COMMERCE AND FOR SOCIAL INTERACTION.

OBJECTIVE 4.37

FACILITATE IMPROVED CIRCULATION WITHIN THE DISTRICT FOR LOCAL DESTINATIONS.

Policy 4.44

Do not compromise pedestrian, bicycle, or transit amenity or service within the District to accommodate or maintain levels of service for regional auto trips.

Policy 4.45

Pursue measures to actively manage traffic volumes and bridge and freeway vehicle queues in order to achieve appropriate levels of traffic necessary to allow for the creation of the public realm and circulation system envisioned and necessary for the District.

Policy 4.46

Prioritize vehicle trips that increase the efficiency and person-carrying capacity of the transportation system (e.g. carpools, taxis) and that are “high- value” (e.g. goods movement, emergency response).

In order to accommodate the needs of the District, transit lanes must be created and expanded, sidewalks must be widened, and bicycle circulation must be improved. Given the finite right-of-way available, trade-offs and choices must be made as to allocation of space. As discussed

earlier in the Transportation Demand Management section, sufficient TDM measures must be pursued to manage traffic volumes to appropriate levels. Such measures include demand-responsive pricing of roadways and capacity restrictions and pricing of on-and off-street parking facilities, amongst others.

Policy 4.47

Consider rerouting bridge and freeway vehicle queues onto other streets outside the core of the District, avoiding primary transit, bicycle, and pedestrian streets.

Freeway queues in the District currently affect many streets, particularly in the afternoon peak hours, including First, Folsom, New Montgomery, and Howard streets. Some of these streets are important transit, bicycle, and pedestrian streets, and the extent of these queues on all streets has negative ripple effects on the function of all area streets, including substantial delays to transit, through blockage of intersections and critical movements on both the streets in question and the cross streets. In addition to pursuing ambitious TDM measures, the City should explore shifting traffic patterns to move some or all freeway queues out of the core area and off of key transit, bicycle, and retail streets. Roadway and demand-based pricing can certainly reduce these queues and enable traffic to flow. In addition to those measures, consideration should also be given to shifting the location of queues to streets that have lesser impacts on the transit, bicycles, and pedestrians. It is important to avoid simply shifting the burden of traffic to other important streets, and the relative benefits of different scenarios must be balanced. Some ideas to explore include reducing or eliminating vehicular usage of Essex Street and minimizing bridge queues on First Street, particularly during the PM peak period to prevent the queue from extending north of Folsom or Howard streets.

Policy 4.48

Consider converting some one-way streets to two-way in order to improve local circulation.

There are some benefits of a system of one-way streets, particularly regarding roadway capacity for vehicles, but there are also downsides. Particularly, a system of exclusively one-way streets can make it difficult or complex to access local buildings. Such a system may require circuitous routing around multiple blocks to reach a destination. Streets with multiple lanes of one-way traffic also often encourage speeding (due to a lack of oncoming traffic) and can feel more like freeways than do two-way streets, making them significantly less pleasant for pedestrians and local shopping districts. One-way streets are also frustrating for cyclists due to the required circuitous routing to reach a destination which tends to promote wrong-way and sidewalk riding. The following streets in the District should be considered for conversion from one-way to two-way operation:

Folsom Street (east of 2nd Street)

Spear Street (north of Folsom Street)

Howard Street (east of New Montgomery)

Policy 4.49

Support taxi use and circulation in the District but manage their circulation to prevent conflicts with other transportation modes, particularly transit and bicycles.

PARKING

The availability and pricing of on- and off-street parking are primary determinants in the number and character of auto trips into the area. Given the high level of non-automobile transportation service in the District, parking policies and management are integral to shaping people's decisions whether or not to drive or use other means to travel to and around the district.

The Downtown Plan, adopted in 1985, sought to limit the number of long-term parking spaces to the number that existed in 1984. Since that time, however, the supply of parking has continued to grow. Between 2002 and 2007, a total of 2,311 off-street parking spaces were approved in the C-3.5

TRANSIT CENTER DISTRICT PLAN CONSIDERATIONS AND ISSUES

The combination of no minimum parking requirements for all uses, in addition to parking maximums, limits the potential auto trip generation of buildings and encourages more transit-oriented development. However, given the large size of projects proposed for this area, large garage facilities could still be constructed to serve these buildings, and cumulatively could result in a net increase of over 2,000 parking spaces in the Plan Area (after taking into account that at least a couple new developments will be constructed on what are currently surface parking lots). In order to achieve the necessary reduction in auto volumes as the district grows, further curbs on the growth in parking in the District seem necessary, rather than permitting the unrestrained growth of parking supply allowed under the existing controls.

Further, there is not a simple enforcement mechanism of the pricing and unbundling policies and no clearly established penalties for non-compliance. Commercial buildings regularly offer tenants free parking, in addition to selling monthly or discounted passes to area workers, and new residential projects still regularly market and sell units as “coming with deeded parking,” despite the requirements in their conditions of approval requiring that parking be sold or leased as separate from, and in addition to, dwelling units.

OBJECTIVE 4.38

CREATE A PARKING SUPPLY AND DEMAND MANAGEMENT PLAN THAT ENCOURAGES THE USE OF PUBLIC TRANSIT AND OTHER NON-SINGLE OCCUPANT VEHICLE MODES OF TRANSPORTATION.

OBJECTIVE 4.39

LIMIT GROWTH IN AUTO TRIPS TO THE DISTRICT AND CONGESTION THROUGH STRICT LIMITS ON THE SUPPLY OF PARKING.

OBJECTIVE 4.40

ESTABLISH A PARKING PRICING STRUCTURE AS A PRIMARY STRATEGY TO MANAGE PARKING DEMAND AND ACHIEVE GOALS FOR PARKING TURNOVER AND AVAILABILITY.

OBJECTIVE 4.41

IMPLEMENT PARKING MANAGEMENT STRATEGIES AND TECHNOLOGIES THAT FACILITATE THE DYNAMIC MANAGEMENT OF PARKING SUPPLY AND DEMAND.

OBJECTIVE 4.42

MINIMIZE THE IMPACTS OF PARKING FACILITIES ON TRANSIT, PEDESTRIANS, AND BUILDING DESIGN BY REGULATING THE LOCATION AND DESIGN OF PARKING FACILITIES, INCLUDING ENTRANCE AND EGRESS LOCATIONS.

OBJECTIVE 4.43

LIMIT THE CONTINUANCE OF SURFACE PARKING LOTS AND ENSURE THAT LOTS CONTRIBUTE TO THE PUBLIC REALM.

Policy 4.50

Establish an absolute maximum cap on number of parking spaces in the district and adjacent areas based on the established targets for traffic reduction and goals for transit usage.

In order to establish the appropriate cap on parking in the district, a comprehensive inventory of both on-street and off-street spaces in the Plan Area must be completed to establish a base. The cap should be based on an amount of parking consistent with the established targets for non-auto

transportation usage and for reduction of traffic levels that can be accommodated by the improved public realm and transit-priority circulation system envisioned by this Plan.

Policy 4.51

Scrutinize and restrict new accessory and non-accessory parking in the Plan area until a comprehensive cap on new parking is adopted.

Until a cap is adopted that can comprehensively assess, monitor, meter, and regulate parking growth in the area, new accessory parking for non-residential uses in the area should be limited to a maximum of 3.5 percent of the gross floor area of such uses (i.e. half of the current allowance). Non-accessory parking should be considered during this time only with a Conditional Use authorization from the Planning Commission and approval by the MTA Board.

Policy 4.52

Increase and expand active management of on- and off-street parking.

Policy 4.53

Prohibit parking and loading curb cuts on key transit and pedestrian streets, including Mission, Second, and Folsom streets.

Certain streets and street frontage are critical for transit and pedestrian movement as well as retail and other active uses. In addition, parking and loading is always preferable and encouraged to occur only from alleyways in the downtown. Core transit, pedestrian, and retail streets in the District must be protected vigorously from conflicts with parking and loading movements. Sacrifices to the quality of the ground floor interface with the sidewalk whenever garage access replaces ground floor uses must be avoided.

Policy 4.54

Do not permit any new surface parking lots in the district, including as temporary uses.

Policy 4.55

Ensure that existing surface parking lots provide landscaping and other amenities to improve the public realm and mitigate their ecological impacts.

Policy 4.56

Require that temporary surface parking lots, as a condition of any re-authorization, include facilities for other non-private auto modes, including parking for car sharing vehicles and bicycles.

Policy 4.57

Develop an administrative enforcement mechanism and authority to levy administrative fines for the existing Planning Code requirement for short-term parking pricing and prohibitions on discount rates for long-term parking.

Policy 4.58

Consider making all non-residential parking, including accessory parking, subject to the City's Parking Tax, regardless of whether such parking is made available to the public for a fee.

Policy 4.59

Develop a local enforcement mechanism for the existing State of California "parking cash-out" law for parking accessory to commercial development.

Policy 4.60

Develop a local parking cash-out ordinance to apply to all parking accessory to commercial development.

Parking cash-out is a State law in California, but the State law only applies to employers with 50 employees or more who lease their parking and whose parking costs can be separated out as a line item on their lease. In addition, the California Air Resources Board (CARB) is nominally tasked with monitoring compliance, but CARB currently has no dedicated enforcement resources. For this reason, some California jurisdictions such as Santa Monica and Los Angeles have implemented local parking cash-out requirements and enforcement mechanisms. The City of Santa Monica enforces the parking cash-out law through the Emission Reduction Plan that each employer with over 50 employees is required to submit. Employers who fail to include parking cash-out in their plan will have their Emission Reduction Plan disapproved which can result in fines.

Policy 4.61

Support the establishment of a citywide multimodal transportation fee for new development that reflects the number of parking spaces and auto trips generated and invests the revenue in projects and programs that reduce or mitigate vehicle trips.

LOADING

Commercial loading activities are vital to the function of businesses and institutions. However, loading activities and the traffic they produce can substantially add to the circulation burdens of the area and compromise the public realm and pedestrian experience (particularly because larger trucks and vans have typically provided these services). The coordination and regulation of loading activities are essential to ensuring the District functions smoothly. Criteria regarding the placement and design of loading facilities in development projects are critical to ensuring that loading does not create significant conflicts with transit, bikes, and pedestrians.

For off-street loading, Section 155 of the Planning Code requires loading in the Plan Area be enclosed and accessible by a private driveway that allows for the maneuvering of trucks. The Code states that it is preferable that the access driveway for loading be located off an alley rather than the street. Use of on-street parking for commercial loading is prevalent in some parts of the Plan Area, resulting in conflicts with buses, bicyclists, and pedestrians. The existing policy of providing on-street loading spaces even where loading docks are provided negates the incentive/requirement to use loading docks provided on the alleys, thus increasing the potential for conflict between loading and other modes of transportation.

There are currently no time restrictions on off-street loading, and time restrictions for on-street loading vary by area. This results in a prevalence of large delivery trucks circulating downtown throughout the day, contributing to congestion and increased traffic conflicts with other modes of transportation.

OBJECTIVE 4.44

ENSURE CONTINUED ACCESS TO FREIGHT AND BUSINESS DELIVERY SERVICES IN THE DISTRICT.

OBJECTIVE 4.45

MINIMIZE CONFLICTS OF LOADING ACTIVITY WITH PEDESTRIANS, TRANSIT, BICYCLES, AND AUTOMOBILE TRAFFIC THROUGH SITING, DESIGN, AND OPERATIONAL REGULATION OF LOADING.

OBJECTIVE 4.46

IMPROVE ENFORCEMENT OF LOADING AND TRUCK RESTRICTIONS.

Policy 4.62

Maintain off-street loading facility requirements for all major new development, but recognize that there are substantial efficiencies for large projects.

Policy 4.63

Require loading docks to be located only on alleys and on streets where curb cuts are not restricted.

Policy 4.64

Restrict commercial loading and deliveries to non-peak periods.

The Planning Commission should consider adding standard conditions to project approvals that restrict planned commercial deliveries to buildings to non-peak hours. Loading docks should remain free and available during daytime and peak hours for only unscheduled, quick deliveries.

Policy 4.65

Where sidewalks are widened through the elimination of on-street parking, consider the creation of on-street loading “pull-outs” where sufficient sidewalk space exists without compromising pedestrian space and infrastructure.

Specific locations for on-street loading requires determination on a case-by-case basis, with considerations for pedestrian flow, sidewalk amenities and infrastructure, the presence of loading docks and alleys to serve the adjacent buildings, and other factors.

Policy 4.66

Restrict the use of commercial freight/delivery vehicles over 30 feet long during peak-hour travel periods when street capacity is constrained.

Policy 4.67

Explore the feasibility of using the TMA to facilitate coordination of deliveries for member buildings.

Policy 4.68

Explore the feasibility of creating centralized distribution centers in or near the District for commercial deliveries, enabling the use of smaller and non-motorized vehicles for deliveries within the District.

In many European cities centralized goods distribution centers complement prohibitions on large truck movement in central districts. The use of centralized distribution centers enables goods to be efficiently distributed to buildings throughout the dense central area using fewer, smaller vehicles, including non-motorized means (e.g. bicycle delivery, hand carts). Such distribution centers would likely be located outside of the immediate area, though there may be some opportunities within the Transit Center District for consolidated deliveries. To the extent that rail services into the Transit Center carry freight, a small distribution center should be considered at the Transit Center. The TMA could be charged with coordinating planned commercial deliveries for member buildings.

Policy 4.69

Develop and adopt an enforcement mechanism to effectively impose loading and truck limitations.

CAR SHARING

Car sharing has become a viable alternative both for households to reduce their level of car ownership, as well as for businesses to reduce or negate the need for individual fleet services. Car sharing can help mitigate the negative impacts of new development by reducing vehicle ownership and vehicle miles traveled. The San Francisco Planning Code requires parking spaces be dedicated for car sharing vehicles in all developments where auto parking is provided.

OBJECTIVE 4.47

ENSURE THAT ADEQUATE SPACE IS PROVIDED FOR CAR SHARING SERVICES THROUGHOUT THE DISTRICT ACCESSIBLE TO RESIDENTS, EMPLOYEES, AND VISITORS.

Policy 4.70

Pursue the dedication of on-street parking spaces for car sharing vehicles. Work with the MTA to identify appropriate locations for dedicated on-street parking spaces for car sharing vehicles.

CASUAL CARPOOL

Casual carpooling is an informal transportation mode where drivers pick up carpoolers—without specific prior arrangement between parties—at various set locations. These ad hoc carpools then take advantage of carpool lanes on freeways and bridges, as well as reduced or waived bridge tolls. The program currently focuses on rides for commuters who live in the East Bay and work in San Francisco. Almost all drop their passengers off in the Plan Area (though a small number drop off in the Civic Center). Most morning casual carpool riders take transit (either BART or AC Transit) home in the afternoon. (This may partially be because there is less financial incentive for drivers headed back to the East Bay, since the Bay Bridge is tolled only in the westbound direction). A smaller number of commuters use casual carpool to leave San Francisco in the eastbound direction in afternoon, primarily for people headed to more distant locations such as Hercules, Vallejo and Fairfield.

OBJECTIVE 4.48

SUPPORT THE CASUAL CARPOOL SYSTEM BY ENHANCING EXISTING FACILITIES AND AMENITIES. IF NECESSARY, THE CARPOOL FACILITIES SHOULD BE RECONFIGURED OR RELOCATED TO EQUALLY CONVENIENT LOCATIONS.

Policy 4.72

Create sufficient sidewalk waiting and passenger loading/unloading space at casual carpool locations in the Plan Area.

Policy 4.73

Add passenger amenities at evening waiting locations, including shelters, informational signage, and other supportive services.

ALLEYS

Alleys provide many substantial benefits. In addition to reducing the scale of development and providing light and air on large blocks, they provide critical access for back-of-house functions for buildings, such as loading docks and parking garages, preventing these functions from disrupting retail, pedestrians, cyclists, and transit on the primary streets. Alleys also provide alternative, shorter circulation paths for pedestrians in an area of large blocks.

Most of the objectives and policies related to alleys, including those related to the prohibitions of eliminating existing alleys and the design treatment of alleys and mid-block paths, are located in the Public Realm section of the Plan as well as listed earlier in the Walking section of this section.

OBJECTIVE 4.49

ENCOURAGE THE CREATION OF NEW AND EXTENDED ALLEYS WHEREVER FEASIBLE TO ENHANCE THE PEDESTRIAN AND BICYCLE NETWORK, PROVIDE OFF-STREET LOADING OPPORTUNITIES, AND ENHANCE ACCESS FOR SERVICE AND EMERGENCY RESPONSE VEHICLES.

Policy 4.74

Create new public alleys on long blocks, including at the following locations:

Natoma Street (1 block between Beale and Main Streets)

Tehama Street (1 block between Beale and Main Streets)

Clementina Street (2 blocks between 1st and Beale Streets)

Clementina Street (2 blocks between Beale and Spear Streets)

The alleys listed above encompass new alley extensions included in the Transbay Streetscape and Open Space Plan.

Historic Preservation

The heritage of San Francisco is preserved in its historically significant buildings, sites, districts, and other resources. These historic resources provide a vital contribution to the quality of life in the city. As public amenities they not only enrich our built environment; they benefit residents, visitors, and businesses by creating a tangible link to our past and creating a sense of place.

The Transit Center District area embodies four important historical periods, the most important being the reconstruction of the South of Market area after the 1906 earthquake and fire, 1906–1929. Associated with this period of significance is the existing New Montgomery-Second Street Conservation District. Approved by the Board of Supervisors in 1985, the New Montgomery-Second Street Conservation District was established because the area “possesses concentrations of buildings that together create a sub-area of architectural and environmental quality and importance which contributes to the beauty and attractiveness of the city.” The Conservation District is described in depth in Section 5 of Appendix h of Article 11 of the Planning Code and is proposed for expansion under the Transit Center District Plan in order to recognize and protect previously overlooked buildings within the area that contribute to the District.

Some of the most prominent buildings within the reconstruction period are the Palace Hotel, the Sharon, Call, Rialto, William Volker, and Pacific Telephone & Telegraph buildings. Others are less well-known, but no less significant, as unusual or rare examples of a particular style or building type, such as the Drexler Estate building at 121 Second Street or the Philips Van Orden building at 234 First Street. During the reconstruction period, the area assumed much of its physical character that is experienced today. Primarily comprised of low- and mid-rise masonry industrial loft buildings, post-disaster building trends led to the exclusion of housing, supplanting it with wholesale businesses, light industry, and support functions for offices and retail businesses north of Market Street.

Another important context comprises the Depression and World War II periods. The period of significance for this era is 1930–1945. Long home to a large maritime workforce, migrant farm laborers, and other itinerant workers, the area became a destination for thousands looking for employment with the wartime effort. Mostly single males, these newcomers lived primarily in the residential hotels that once lined Third Street. A number of these local residents worked along the waterfront and participated in the 1934 waterfront and general strikes; however, the 1930s also saw important physical changes within the area as it became an important regional transit hub. The completion of the San Francisco-Oakland Bay Bridge in 1936 and the Transbay Terminal in 1939 greatly altered the physical fabric of the area. These massive public works projects cleared a number of buildings to make way for elevated concrete viaducts carrying both vehicular traffic and key route trains to and from the bridge.

A third important context within the area occurred as private and public capital began to finance the expansion of the financial district south of Market Street after World War II, 1946–1984. By the late 1950s, many of the traditional industries in the area had begun relocating outside the city. As local unemployment grew, social problems became more visible, serving as a pretext for urban renewal. Based on plans initially conceived in the mid-1950s by developer Ben Swig, the San Francisco Redevelopment Agency began acquiring properties on which to construct the Yerba Buena Center, demolishing buildings and displacing the remaining industries and longtime residents. As consensus broke down over what form the area should take, the City and County of San Francisco issued its 1971 Urban Design Plan. The Plan was focused on laying out the core physical elements that make San Francisco unique and livable and forging a positive relationship between the physical elements of the city and its inhabitants, including learning from recent mistakes, such as the indelicate siting, bulk, and ground-level interface of large buildings. The Urban Design Plan did not fundamentally reform the design or planning of large buildings, which it recognized have a place in the city (particularly downtown), though it did further encourage the need for improved public open space associated with large development.

The fourth and final context is ongoing, encompassing the 1980s office construction boom countered by the rise in support for the preservation of historic downtown San Francisco and a slow-growth approach. Its period of significance is 1985 to the present, during which much of the remaining industrial, warehousing, and other commercial uses were displaced by privately financed office towers, hotels, museums, and

condominium projects. Devised in response to this development boom, the Downtown Plan, an element of the General Plan adopted in 1985, responded to the concerns of preservationists that downtown was losing its historic character. Utilizing the findings of San Francisco Architectural Heritage's Downtown Survey, the Downtown Plan created several Conservation Districts protected approximately 250 of the area's most significant buildings while allowing new development to occur on the sites of less significant buildings. Also of major concern for the Downtown Plan was shaping the design of new development to respect the pedestrian scale, provide more interesting building forms, and moderate bulk, as recent major buildings had been criticized for degrading the character of the city.

The historic preservation objectives and policies of the Transit Center District Plan build upon the preservation principles of the Downtown Plan. They are intended to provide for the identification, retention, reuse, and sustainability of the area's historic properties. As the area continues to change and develop, historic features and properties that define it should not be lost or their significance diminished through demolition or inappropriate alterations. As increased densities will provide a contrast to the traditional lower-scale, masonry, pre-war buildings, new construction within the historic core of the Transit Center District should respect and relate to its historic context.

OBJECTIVE 5.1

PROTECT, PRESERVE, AND REUSE THOSE HISTORIC RESOURCES THAT HAVE BEEN IDENTIFIED AND EVALUATED WITHIN THE TRANSIT CENTER PLAN AREA.

Policy 5.1

Protect individually significant historic and cultural resources and historic districts in the Transit Center District Plan from demolition or adverse alteration.

Policy 5.2

Apply the Secretary of the Interior's Standards for the Treatment of Historic Properties in conjunction with applicable Articles 10 and 11 of the Planning Code requirements to the Transit Center District Plan Area and objectives for all projects involving historic or cultural resources.

Policy 5.3

Pursue formal recognition and designation of the Transit Center historic and cultural resources, as appropriate.

Policy 5.4

Recognize and protect historic and cultural resources that are less than fifty years old that may display exceptional significance to the recent past.

The Landmarks Preservation Advisory Board adopted a survey and historic context statement for the Plan area in 2008 and updated findings were adopted by the Historic Preservation Commission (HPC) in 2012. Based on the findings of the historic context statement and these surveys, the Planning Department should recommend to the HPC that the New Montgomery-Second Street Conservation District be expanded pursuant to Article 11 of the Planning Code to include additional historic resources along Mission and Natoma Streets and should be renamed the New Montgomery-Mission-Second Street (NMMS) Conservation District. The properties in the proposed expansion advance the basic principles of the Downtown Plan and reinforce the unique sense of place provided by the Conservation District. The proposed expanded area contains some notable buildings and relates strongly to the context of the District and strengthens its overall historic character.

In addition, there are many historic buildings within the larger Plan area, including within the existing National Register District on the south side of Howard Street, which should be given individual recognition through Article 11 of the Planning Code. These additional buildings exhibit strong architectural significance, individually or as contributors to the larger historic context identified with the Plan Area and with the Conservation District, but are separated from the proposed contiguous NMMS Conservation District by multiple lots with non-contributory or non-historic buildings.



The Plan recognizes that a number of existing buildings with architectural merit located within and adjacent to the existing Conservation District along Second, Howard, Natoma and Tehama Streets, have been previously identified for acquisition and removal by the TJPA in order to construct the Transit Center and Downtown Rail Extension (DTX). The removal of these historic resources has been vetted in adopted environmental documents. The overall historic integrity of the existing and proposed NMMS Conservation District remains intact, as do numerous associated adjacent groupings of buildings of merit in the immediate proximity. Moreover, while the City has no authority to restrict the TJPA's demolition of buildings necessary to construct the Transit Center Project (including the DTX, ramps, etc.), new replacement buildings may be proposed on these parcels-to-be-acquired once construction of the train extension and Transit Center is complete. It is important that the design of new buildings on these sites be compatible, yet contemporary, with the adjacent district context in terms of massing, size, scale, and architectural features.

The survey identified a number of buildings that bear a strong association with San Francisco's past and possess distinctive architectural characteristics. These irreplaceable buildings provide a tangible link to our history and the Planning Department will work with the community and stakeholders to identify and promote educational opportunities related to San Francisco history and historic preservation. Working with the community and stakeholders, the Planning Department will recommend to the HPC and the Board of Supervisors the nomination of individually-eligible buildings for listing within Article 10 of the Planning Code as City Landmarks in order to protect, preserve, enhance and encourage continued utilization, rehabilitation and, where necessary, adaptive use of significant cultural resources.

OBJECTIVE 5.2
PROVIDE PRESERVATION INCENTIVES, GUIDANCE, AND LEADERSHIP WITHIN THE TRANSIT CENTER DISTRICT
PLAN AREA

Policy 5.5**Develop incentives that promote the retention and rehabilitation of significant resources within the Transit Center District Plan Area.**

The Planning Department should continue to develop technical workshops, educational materials, and presentations for property owners and the public to increase the number of properties that take advantage of the Mills Act Property Tax Abatement Program.

Per the policies above, the Planning Department should evaluate and apply Article 11 classifications to all eligible buildings within the Plan Area so that property owners may leverage the sale of Transferable Development Rights (TDR) and other incentives for the maintenance and preservation of historic resources.

TRANSFERABLE DEVELOPMENT RIGHTS (TDR)

In 1985 the Downtown Plan created the TDR program throughout the C-3 Districts. This program requires that, in order for the gross square footage of new development to exceed the established base Floor Area Ratio (FAR), the developer must purchase unused development rights from eligible historic properties in the downtown. The development rights for the historic property that sells TDR are forever retired and restrictions are recorded against the property. There are different C-3 sub-districts throughout downtown, with varying base FAR ranging from 5:1 to 9:1. The base FAR in the C-3-0(SD) district is 6:1 and in the C-3-0 district it is 9:1. Currently, developments in both of these districts can build up to a maximum FAR of 18:1, meaning that projects building up to the maximum densities in these districts must purchase the square footage equivalent of 9 FAR or 12 FAR. For large projects, this can total several hundred thousand square feet of TDR.

When the TDR program was created through the Downtown Plan, the Planning Department at the time estimated that, based on its inventory of likely eligible historic properties, the potential "supply" of TDR was approximately 8 million square feet. Analysis of the remaining potential TDR has revealed that very few large, single sources of potential TDR (i.e. 50,000 gsf or larger) remain in the downtown. In other words, the large historic buildings in the downtown that can potentially sell large amounts of TDR have already sold their TDR, and generally only small properties remain to sell. The median size of potential TDR is currently less than 10,000 gross square feet. Considering that large projects individually need to assemble multiple hundreds of thousands of square feet each, this could mean that for each development someone would need to track down and assemble TDR from 20 to 30 historic properties.

There are many reasons why owners of historic properties have not and may not sell their potential TDR. These include: (1) they do not want to dilute their property rights; (2) the financial incentive is small in comparison to total property value; (3) they do not understand the TDR program; and (4) the organization of the ownership entity is unwieldy (e.g. family trust with many owners) and cannot or will not agree on a decision to sell the TDR.

Another concern is not just in the potential supply of TDR, but also in the imbalance between the likely potential supply and the likely demand. In the Transit Center District alone, there is the potential demand for over 7.5 million square feet of TDR given the proposed Plan rezoning, assuming the base FAR for the entire district is 6:1 and maintenance of the current rules requiring purchase of TDR for all square footage above the base. There is clearly not even half of the potential necessary TDR for that amount of demand. If the potential supply is too low, not only will developers not be able to find the TDR at any price, but the few sellers would be able to drive TDR prices to disproportionate heights. When the TDR program was created, economic analysis determined that the supply of TDR should be approximately two times the potential demand in order to have a healthy market.

Policy 5.6**Maintain the TDR program as a critical component of the historic preservation program in the downtown and the Plan Area, but modify the program in the Plan Area based on updated information about the TDR program and on other objectives of this Plan.**

Policy 5.7

Balance the TDR requirement with other public benefits programs in the District by reducing the square footage requirement for the purchase of TDR by each individual development project.

Policy 5.8

Pursue expansion of the supply of available TDR to meet expected demand or provide flexibility for development in satisfaction of the TDR requirement by providing an in-lieu mechanism that directly benefits the preservation, rehabilitation, maintenance and public education of historic resources in the downtown.

In order to ensure sufficient TDR continue to be available and to achieve the goals of the TDR program, the City should continue to investigate opportunities to expand the potential supply of TDR through designation of eligible buildings within and outside of the C-3, including publicly-owned historic properties that require substantial rehabilitation. A secondary approach after, or in tandem with, pursuing the expansion of supply would be the creation of an in-lieu TDR credit where project sponsors pay into a historic preservation fund.

OBJECTIVE 5.3

FOSTER PUBLIC AWARENESS AND APPRECIATION OF HISTORIC AND CULTURAL RESOURCES WITHIN THE TRANSIT CENTER DISTRICT PLAN AREA.

Policy 5.9

Foster education and appreciation of historic and cultural resources within the Transit Center District Plan Area among business leaders, neighborhood groups, and the general public through outreach efforts.

In cooperation with the Arts Commission and the Department of Public Works develop a self-guided architectural and cultural tour, and infrastructure improvements, such as permanent markers in public spaces and along the public right-of-way, within the Transit Center District Plan Area.

OBJECTIVE 5.4

PROMOTE WELL-DESIGNED, CONTEMPORARY INFILL DEVELOPMENT WITHIN THE HISTORIC CORE OF THE TRANSIT CENTER DISTRICT PLAN AREA.

Policy 5.10

Encourage well-designed, contemporary buildings for vacant sites, or to replace non-contributing buildings within the Conservation District that meet the Secretary of the Interior's Standards.

Policy 5.11

Provide technical assistance to government agencies and property owners for the development of buildings and amenities within the New Montgomery-Mission-Second Street Conservation District that strengthen its historic character and improve the public realm.

Several historic resources are proposed for demolition to construct the Transbay Transit Center. The Department should promote and encourage government agencies and other property owners to provide the City with well-designed, contemporary infill development within the New Montgomery-Mission-Second Street Conservation District, where applicable. New proposals for vacant land, whether devoted to the private or public realm, must strengthen the character-defining features of the District and contribute new opportunities for residents and visitors to experience and enjoy the District.

Infill projects must comply with Standard #9 of the Secretary of the Interior's Standards, as well as any requirements of Articles 10 and/or 11 of the Planning Code, where applicable, and should represent the time in which they were constructed while respecting the character-defining materials, massing, size, scale, and architectural features of the District.

District Sustainability

Sustainability is inherent to the whole of the Transit Center District Plan, not least because of its location and focus as a regional transit hub. An overall aim for the Plan is to deliver low-impact, high-performing development that will fulfill regional growth and development requirements in an environmentally responsible and economically sound manner. The Plan capitalizes on the inherent land, energy, and water resource efficiencies of high-density, transit-oriented green development, thereby reducing the City and its residents' dependency on these increasingly scarce and costly resources and providing a protective buffer against potential volatility in energy and water prices in the future. Though many positive impacts of the Plan will be felt locally by the city and the Bay Area region, it also achieves a global impact of helping to mitigate future impacts of climate change.

REGIONAL GROWTH AND SUSTAINABILITY

From a regional sustainability perspective, there are substantial gains to be made with respect to the environmental impact of developing a high-density regional transit hub located in the urban core of San Francisco as compared to continuing with the paradigm of lower-density suburban expansion. Aside from the land use program's intensive transit-orientation, the proposed policies related to transportation management and public realm design described in the Public Realm and Moving About sections are necessary to realize the environmental gains represented in the model analysis. Included in these are comprehensive programs of re-allocating public right-of-way from space for autos (both parking and movement) to improve pedestrian conditions and to accommodate increased pedestrian travel, surface transit movement, and cycling, and of implementing core Transportation Demand Management policies related to congestion pricing, parking limitations, and enhancement of the function of the transportation brokerage services. All of these measures are necessary to achieve the core transit-oriented and non-auto goals of the Plan facilitate achievement of the carbon and resource reduction goals.

DISTRICT SYSTEMS SUSTAINABILITY

There are, however, some other significant opportunities that can be realized at a district level, particularly in terms of water usage, stormwater management, renewable resources, and energy efficiency, as well as green building practices. Due to the existing density of development in the Plan Area, mix of uses, and significant new development proposed, there is the opportunity for transforming the way the district uses energy. The redesign of the streets and public realm provides opportunities for a district-wide integrated water reuse management strategy that would substantially reduce use of potable water and have secondary benefits beyond minimizing flood risk. The focus on low energy buildings and efficient supply will ensure that properties in the Plan Area would lead the San Francisco real estate market in terms of low operating costs for both businesses and residents. Other sustainability opportunities to reduce the urban heat island effect, improve air quality, and enrich urban ecology are dealt with through inclusion of street trees, living walls, and other green infrastructure described in the Public Realm section.

DISTRICT-SCALE ENERGY AND COMBINED HEAT AND POWER

There is a great opportunity with the Transit Center Plan to establish a highly energy efficient district-scale approach to energy procurement and consumption, including combined heat and power (CHP), setting up the area to be an exemplar low carbon development. This will help the City to achieve its Climate Action Plan, Electricity Resource Plan and carbon reduction goals. With respect to CHP, the strategy could also future-proof the Plan Area to be able to take advantage of local renewable biomass energy sources as, and when, an appropriately scaled plant(s) becomes

viable. Due to the high density of the development, the use of other forms of on-site renewable energy, such as building integrated solar power or urban-scale micro wind turbines, are unlikely to provide a significant proportion of energy demand in the near term. However, use of renewable generation and procurement of low-carbon energy are encouraged as part of an integrated district-scale energy strategy.

The greatest opportunity for reducing the energy use of buildings is energy-efficient building design, including passive and active control systems. However, a variety of approaches exist that may help reduce overall energy use and greenhouse gas emissions at a district scale, rather than the scale of individual buildings. These could include combined heat and power district energy facilities, use of the City's existing steam loop infrastructure, procurement of GHG-free electricity, and other innovative methods to develop renewable energy at a community scale. For example, a trigeneration (tri-gen) system is a form of district energy that supplies electric power to a group of buildings while utilizing waste heat from power generation to also provide heating and cooling services to the district. By managing energy consumption at the community level, a networked approach can lead to greater overall efficiency, as well as lower and more stable energy costs. The bulk purchase of fuel and potential fuel flexibility can help mitigate the impact of a volatile fossil fuel marketplace (though most district heating networks and CHP systems currently run on fossil fuels). With a district heating systems, the district energy center can help future-proof an area for long term changes in fuel sources or technology advancements – only the energy center will need to be refurbished rather than each individual building should fuel cells or biomass gasifiers (or other new technology) become cost effective. Operation and maintenance tasks are also streamlined for building operators.

Areas characterized by high-density development with mixed uses providing complementary heat and power requirements, such as the Transit Center District Plan Area, may be good candidates for connection to a CHP system. The Plan Area and immediately adjacent areas (e.g. Transbay Redevelopment Area Zone 1, Rincon Hill, Central Corridor) contain commercial office space, retail, hotel, and residential uses and are surrounded by further areas of proposed development with potential for future expansion of any system started within the Plan Area.

Existing sources of waste heat, either from local underutilized plant or industrial processes can also be linked into district systems, further improving efficiency and reducing cost. This heat can essentially be considered zero carbon. The heat loads of existing and proposed new buildings in the Transit District are being assessed to help the City understand the opportunity to a greater extent. A number of buildings in the local area have invested in their own CHP plants to provide long term energy efficient heat and power supply, which may have the potential to supply adjacent buildings. Locally generated electricity supply can also help reduce peak loads on grids, and therefore, help minimize brownouts and reduce the need for investment in new more expensive, large scale plant and distribution systems.

OBJECTIVE 6.1

INCREASE ENERGY EFFICIENCY, REDUCE CARBON-INTENSIVENESS OF ENERGY PRODUCTION, AND ENHANCE ENERGY RELIABILITY IN THE DISTRICT.

OBJECTIVE 6.2

CAPITALIZE ON THE BALANCED, DENSE, MIXED-USE DEVELOPMENT IN THE TRANSIT CENTER DISTRICT AND TRANSBAY REDEVELOPMENT AREAS TO ENACT DISTRICT-SCALE ENERGY MEASURES.

OBJECTIVE 6.3

STREAMLINE POTENTIAL IMPLEMENTATION OF A DISTRICT ENERGY DISTRIBUTION NETWORK BY PHASING MAJOR STREETScape AND UTILITY WORKS IN LINE WITH NEW BUILDING DEVELOPMENT IN THE TRANSIT CENTER DISTRICT AND TRANSBAY REDEVELOPMENT AREA.

Policy 6.1

Pursue creation of efficient, shared district-scale energy systems in the district.

Policy 6.2

Pursue a combined heat and power (CHP) system or series of systems for the Transit Center District and the Transbay Redevelopment Area (Zone 1).

Policy 6.3

Require all new buildings to be designed to plug into such a system in the future.

Policy 6.4

Require all buildings undergoing major refurbishment (defined as requiring new HVAC plant) to be designed to plug into such a system in the future

Policy 6.5

Identify and protect either suitable public sites or major development sites within the plan area for locating renewable or CHP generation facilities.

Policy 6.6

Require all major development to demonstrate that proposed heating and cooling systems have been designed in accordance with the following order of diminishing preference:

- **Connection to sources of waste heat or underutilized boiler or CHP plant within the transit center district or adjacent areas**
- **Connection to existing district heating, cooling, and/or power plant or distribution networks with excess capacity**
- **Site-wide CHP powered by renewable energy**
- **Site-wide CHP powered by natural gas**
- **Building level communal heating and cooling powered by renewable energy**
- **Building level communal heating and cooling powered by natural gas**

Policy 6.7

Investigate City support for energy service companies to finance, build, operate, and maintain transit center district energy networks; and work with necessary private utilities to facilitate connection of new electricity supply from CHP to the grid.

Policy 6.8

Require all major development in the plan area to produce a detailed energy strategy document outlining how the design minimizes use of fossil fuel driven heating, cooling and power—through energy efficiency, efficient supply, and no or low carbon generation.

In addition to the LEED or Greenpoint rated checklist, each development should be expected to produce a detailed energy strategy document outlining how the design of the building minimizes its use of fossil fuel driven heating, cooling and power—through energy efficiency, efficient supply and no or low carbon generation. The city should develop a template strategy document outlining the information required as guidance for developers.

BUILDING PERFORMANCE

Policy 6.9

Encourage buildings to take maximum advantage of San Francisco’s moderate year-round climate through integration of passive solar features into building design.

Policy 6.10

Encourage the use of natural ventilation to reduce the need for mechanical air conditioning.

Policy 6.11

Use renewable energy systems to reduce the use of fossil fuel generated energy.

While providing on-site renewably generated power can be challenging in highly dense urban areas, and particularly for high-rise buildings, an assessment of the feasibility of integrating renewable energy technologies into building design should be undertaken for review by the city. Other methods of obtaining renewable or GHG-free electricity include district-scale approaches to renewable generation or procurement of electricity from a GHG-free provider.

DISTRICT WATER

WATER SUPPLY

The city's water is supplied by the SFPUC's Regional Water System. The Hetch Hetchy Reservoir in Yosemite National Park delivers pristine Sierra snowmelt to provide 85 percent of San Francisco's water, and local protected Alameda and Peninsula sources provide the remaining 15 percent. Currently, this high-quality potable water is used for almost all purposes, including those that do not require potable water, such as irrigation, toilet flushing, and industrial uses. There are many critical and ever-increasing reasons for the City to reduce the overall amount of potable water we use and increase the efficiency with which we use water in order to ensure continued reliable and adequate potable water for necessary potable uses. These reasons include frequent droughts, climate change, projected local and regional growth, impacts to fish and other wildlife, and environmental concerns for the health of the ecosystems from which the water is drawn. Developing a local supply of non-potable water for non-potable uses will help ensure that our water supply portfolio is managed to provide a reliable, high quality supply for public drinking water and ensure the state's environment is not compromised.

WASTEWATER

Most of San Francisco (including the Transit Center District) is served by a combined storm sewer system, where stormwater, along with residential and commercial sewage, is directed to treatment plants prior to being released to the San Francisco Bay or the Pacific Ocean. During major wet weather events, stormwater runoff can overwhelm treatments plants that treat the combined sewers, leading to untreated or partially treated discharges into the Bay and Ocean. In addition to pollution and health problems, high amounts of runoff into the sewer systems can overwhelm them and lead to localized flooding. In urbanized areas, like the Transit Center District Plan Area, a high percentage of impervious surfaces (e.g. roofs, streets) leads to very high volumes and velocities of stormwater entering the sewer system during wet weather, contributing substantially to these problems. These problems can be addressed by both reducing the amount of water discharged into the combined sewer system (such as by graywater re-use) and by slowing or storing stormwater when it hits the ground or structures.

RECYCLED WATER

Municipal recycled or other non-potable water use is a major avenue of future water efficiency and promises substantial reduction in potable water use. Non-potable water can be used for toilet flushing, building boilers/chillers, irrigation, and other uses. The Plan area is within the City's designated Recycled Water Use Area (Use Area). The Recycled Water Ordinance, adopted in 1991, requires large developments in the Use Areas to be dual-plumbed (with "purple pipes") to use recycled water once hookup is available to a recycled water distribution system. Currently there are no treatment facilities available to supply recycled water to the Transit Center District. The dozens of major new commercial and residential buildings that are approved or proposed in this area, representing over 6 million square feet of new office space and over 5,000 new housing units provide a great opportunity to advance the objectives and infrastructure for non-potable water use in the Ordinance area.

STORM AND RAINWATER HARVESTING

Harvesting of stormwater runoff and rainwater during the rainy season for use is a time-honored tradition in arid and Mediterranean climates around the world, and is a logical way to remove large volumes of water from combined sewers. Because it does not contain sewage, if properly captured, this stormwater can receive moderate treatment and be reused for irrigation and other non-potable purposes such as toilet flushing and cooling. San Francisco agencies have agreed to allow the collection and use of rainwater for irrigation, toilet flushing, and other approved non-potable uses with moderate treatment. Rainwater and stormwater harvesting will have a two-fold impact on the system by providing a local source of water and reducing the demands on the combined sewer system.

DEWATERING SYSTEM DIVERSIONS

Another source of non-potable water is foundation drainage water. Throughout the downtown core, it is not uncommon for large buildings with foundations located below the water table to extract groundwater (through dewatering operations) which would otherwise seep into the foundations. This water is disposed of year-round to the combined sewer system where they contribute to pumping costs and combined sewer overflows. The City could require that all new buildings that dewater must develop re-use opportunities for this water for non-potable purposes, and could explore such re-use opportunities for existing buildings that are dewatering as well. One example is the Powell Bart station where preliminary studies indicate that the dewatering system discharges approximately 167,900 to 180,700 gallons of groundwater to the sewer per day. Harvesting this water could result in approximately 65 million gallons of water annually. This is one example of numerous buildings within the area where foundation drainage resulting from high groundwater that could serve as another source of non-potable water for the city.

OBJECTIVE 6.5

REDUCE THE AMOUNT OF POTABLE WATER USED IN NEW DEVELOPMENT IN THE DISTRICT.

OBJECTIVE 6.6

REDUCE STORMWATER RUNOFF FROM THE DISTRICT INTO THE SEWER SYSTEM TO IMPROVE BAY WATER QUALITY AND REDUCE STRAIN ON TREATMENT PLANTS DURING WET WEATHER EVENTS.

OBJECTIVE 6.7

TAKE ADVANTAGE OF SIGNIFICANT CONCENTRATED DEVELOPMENT AND INFRASTRUCTURE RECONSTRUCTION IN THE DISTRICT AND ADJACENT AREAS TO CREATE DISTRICT-SCALE WATER EFFICIENCY AND REUSE MEASURES.

Policy 6.14

Create a reliable supply of non-potable water that can be used throughout the plan area to reduce potable water demand.

Policy 6.15

Pursue a variety of potential sources of non-potable water, including municipally-supplied recycled water and district-based graywater, black water, stormwater, and foundation drainage water.

Policy 6.16

Create infrastructure in the Transit Center District and immediately adjacent areas for non-potable water use, including treatment and distribution.

Policy 6.17

Include distribution pipes and other necessary infrastructure for non-potable water when undertaking any major streetscape or other infrastructure work in the right-of-ways in the Transit Center District and immediately vicinity.

Policy 6.18

Identify and protect suitable sites within the Plan Area or immediate vicinity for locating a treatment facility for creating a local non-potable supply.

The two options for creating a treatment and supply facility for the Transit Center District and adjacent areas are:

Add recycled water capacity at the existing North Point or Southeast Wastewater plants, per the suggestion of the RWMP, or at a new site to serve the entire eastside recycled water use area; or

Create a local district-serving treatment facility in the Transit Center District. A local district-serving treatment facility could be created by diverting some amount of flow in the combined sewer system in the Transit Center District into a local plant, or by acquiring area-generated excess stormwater, graywater, blackwater, and foundation drainage that cannot be used on-site by individual buildings before they enter the municipal wastewater system.

Such a local facility could be located below ground or above ground. Potential sites should be identified in the area, and could include underneath the future Transbay Square park in Zone 1 of the Redevelopment Area (block bounded by Howard, Main, Folsom, and Beale), above ground underneath the bus or freeway ramps, or integrated into one of the major development sites.

Because such extensive streetscape and infrastructure work will be done in coordination with the Transit Center, Downtown Extension (DTX), and development projects in the Transit Center District and Transbay Redevelopment Area, the opportunity to create the necessary non-potable water distribution system at marginal additional cost should not be missed. The cost of implementing a district-serving non-potable water distribution system later on would be substantially more. Even if a local recycled water treatment facility is not created in the immediate area and the SFPUC proceeds at a later date with adding this function to a more distanced plant, it is essential to advance the use of non-potable water by coordinating with any and all major streetscape and infrastructure work to create the necessary future distribution system.

Policy 6.19

All new and large redevelopment projects in the city should adhere to the following hierarchical approach to maximize resources and minimize use of potable water:

- **Reduce demands by installing efficient water fixtures and behaviors;**
- **Identify all on-site sources (rainwater, cooling tower blow down, fog, graywater, blackwater, stormwater, and foundation drainage water);**
- **Install appropriate on-site collection, treatment, storage and conveyance systems for toilet flushing, irrigation and additional identified nonpotable applications;**
- **Meet surplus non-potable demands using district non-potable water or municipal recycled water; and**
- **Meet all other remaining demands using potable water.**

Policy 6.20

Ensure projects use Low Impact Design (L.I.D.) techniques in all streetscape, public space, and development projects to reduce the quantity of stormwater runoff and slow its flow into the sewer system, and to harvest this water for on-site uses.

Funding Public Improvements

A key goal of this Plan is to create a very high-density, mixed-use urban neighborhood that capitalizes on and supports the major transportation investment and service represented by the Transbay Transit Center. Once the Plan, which proposes to allow significant density and height above the current zoning, is realized, new residents, workers, and visitors drawn to the area will create significant new demand for infrastructure and services which the area's dated infrastructure and services cannot meet. While new development will generate a variety of local public revenues (property taxes, sales taxes, real estate transfer taxes, etc.), additional investments in parks, streets, transportation facilities, and community facilities and services—beyond what can be provided through these local General Fund revenue sources—are essential to meet demand attributable to the new development. To address the impacts of the new development, the Plan includes mechanisms for development to contribute to the funding of public infrastructure.

PLAN PUBLIC INFRASTRUCTURE PROGRAM

To achieve the Plan's objectives and create the district envisioned, a broad range of public improvements and related programs are needed, as described in the prior sections. New residents, workers, and visitors drawn to new development in the Plan Area will increase demands on the existing transportation and transit network, open space and public facilities in the Plan Area and create demand for new infrastructure. In summary, four broad categories of public improvements are needed:

Streets and Pedestrian Circulation – including district-wide streetscape and pedestrian improvements, extensive widening of sidewalks, mid-block street crossings, signalization improvements, casual carpool waiting area improvements, landscaping and enhanced pedestrian routes from the Transit Center to nearby destinations and transit services.

Transit and Other Transportation – including improvements to enhance transit operational effectiveness, capacity, enhance safety, reduce congestion, manage transportation demand, and provide better connections to local and regional transit systems.

Open Space – including new parks, public plazas, recreational amenities, and green infrastructure throughout the Plan Area.

Sustainable Resource District Utility – district-wide systems for non-potable water and for combined heating and power that will serve development in the Plan Area and reduce environmental and infrastructure pressures of growth.

The Transit Center District Plan Program Implementation Document provides a detailed list of these improvements and programs identified throughout this Plan as well as their preliminary cost estimates. The Transit Center District Plan includes many necessary improvements to public infrastructure, services, and programs to support additional development. The focal point of the Plan area is realizing the improved multi-modal Transbay Transit Center. The existing Transbay Terminal is a blighted and outdated facility. Because alleviating blight and creating new transit facilities adds substantial value to nearby real estate and facilitates higher density development than may otherwise be achievable, the Plan incorporates zoning changes that increase overall densities in the Plan Area. This higher density development can generate various sources of revenue that can then be used to offset the costs of the public improvements that have enabled the increased densities and values. However, it is important to balance the need for development-based revenues for public improvements with the economics of private development to enable the desired development to be financially feasible.

The policies and discussion below seek to establish parameters for private development's contributions to the costs of the public improvements, given financial feasibility.

OBJECTIVE 7.1

ENSURE THAT PRIVATE DEVELOPMENT CONTRIBUTES FINANCIALLY TO BUILDING ESSENTIAL PUBLIC IMPROVEMENTS IN PROPORTION TO THE IMPACT THAT SUCH NEW DEVELOPMENT GENERATES IN THE DISTRICT.

OBJECTIVE 7.2

GENERATE PRIVATE DEVELOPMENT FUNDING TO HELP COMPLETE THE TRANSBAY TRANSIT CENTER PROJECT AND TO ESTABLISH A SUSTAINABLE RESOURCE PROGRAM WITHIN THE DISTRICT.

OBJECTIVE 7.3

BALANCE THE COST TO BE PAID BY PRIVATE PROJECTS FOR PUBLIC IMPROVEMENTS IN THE DISTRICT WITH THE ECONOMIC FEASIBILITY OF THESE DEVELOPMENTS.

Policy 7.1

Require new development to participate in applicable components of a Funding Program as a condition of approval.

Policy 7.2

Require that new development continue to be subject to existing impact fee programs and inclusionary housing requirements.

Policy 7.3

Create a community facilities district to fund capital improvements, particularly the Transit Center, as well as operations and maintenance of new public spaces and facilities.

Policy 7.4

Require all new development to pay a development impact fee to fund implementation of the public improvements plan, proportional to the impact generated by new development.

Policy 7.5

Within the limits of the established nexus for new fees, create tiers of the new impact fee to assess higher fees for more intensive projects where economically feasible.

Policy 7.6

Provide flexibility for developers to meet Funding Program obligations through one-time charges, ongoing revenue streams, or in-kind contributions.

Policy 7.7

Seek additional funding sources for necessary or desirable public improvements that are not funded by the Funding Program and existing fees and requirements.

Policy 7.8

Create a Transit Center District Plan Program Implementation Document that outlines the Funding Program and guides future decision making in allocating revenues to public improvements.



SAN FRANCISCO PLANNING DEPARTMENT

Exhibit III-1: Initiation of Planning Code Amendments Case Report

HEARING DATE: MAY 3, 2012

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Case No.: **2007.0558MTZU**
*Transit Center District Plan –
Amendments to Planning Code*

Staff Contact: Joshua Switzky - (415) 575-6815
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Recommendation: **Approval**

DESCRIPTION

The San Francisco Planning Department proposes amending the Planning Code of the City and County of San Francisco to implement land use policy changes contained in the Transit Center District Plan. Proposed amendments to the Planning Code can be initiated by a Resolution of Intention adopted by the Planning Commission, per Sections 302 and 306 of the Planning Code. Pursuant to Planning Code 302(c), if the Commission adopts the Resolution of Intention on May 3, the Department would subsequently provide public notice for a hearing on the proposed amendments and schedule such hearing on or after May 24, 2012.

For background on the Transit Center District Plan, see the accompanying General Plan Amendments staff report.

PRELIMINARY STAFF RECOMMENDATION

Staff recommends approval of the draft Resolution of Intention to Initiate the proposed amendments to the Planning Code.

PLANNING CODE AMENDMENTS

Proposed changes to the Planning Code include but are not limited to those related to land use, density, height, open space, parking, conservation districts, and impact fees. Proposed Planning Code text and related map amendments will make revisions to existing sections of the Planning Code and introduce new sections necessary to implement the General Plan as proposed to be amended pursuant to adoption of the Transit Center District Plan.

The following is a general description of the proposed Planning Code amendments necessary, in part, to implement the Transit Center District Plan. Code sections to be added or amended are in bold type, followed in normal type by a summary of proposed changes. The complete Code amendments proposal is attached in the draft Ordinance.

Sec. 102.5 District.

This amendment adds the C-3-O(SD) District under the list of "C-3 Districts."

Sec. 102.9 Floor Area, Gross.

This amendment creates exemptions from the calculation of gross floor area for retail and restaurant uses in buildings adjacent to the Transit Center where such uses are at the park level and directly accessible to it, and for areas of public accommodation, such as observation decks, in the upper portions of buildings taller than 600 feet.

Sec. 102.11 Floor Area Ratio.

This amendment eliminates a provision requiring the counting of non-existent floor area in buildings with tall average floor-to-floor heights.

Sec. 123 Maximum Floor Area Ratio.

This amendment eliminates the maximum limit on FAR in the C-3-O(SD) District and establishes the requirements to purchase Transferrable Development Rights for certain FAR exceeding the base FAR.

132.1 Setback and Streetwall Articulation: C-3 Districts.

This amendment adds design requirements in the C-3-O(SD) District for the creation of distinct building bases that define the streetwall, features that enhance the pedestrian zone, and requirements for building setbacks on certain frontages to provide necessary pedestrian circulation. The amendment also amends the tower separation chart to extend requirements to buildings taller than 550 feet, and clarifies certain situations that warrant exceptions to tower separation requirements.

136 Obstructions Over Streets and Alleys and in Required Setbacks, Yards and Usable Open Space.

This amendment expands the allowances for architectural features to extend over sidewalks in the C-3-O(SD) District.

138 Open Space Requirements in C-3 Districts.

This amendment expands the requirements to all non-residential uses in the C-3-O(SD) District and creates certain provisions for that district, including the creation of direct public connections from development projects to the Transit Center rooftop park, publicly-accessible observation decks or sky lobbies, certain mid-block pathways, and the payment of fees in-lieu of constructing on-site open space.

151.1 Schedule of Permitted Off-Street Parking Spaces in Specified Districts.

This amendment would establish the maximum amount of allowed off-street parking for non-residential uses in the C-3-O(SD) District at 3.5% of gross floor area.

152.1 Required Off-Street Freight Loading And Service Vehicle Spaces In C-3, Eastern Neighborhoods Mixed Use Districts, And South Of Market Mixed Use Districts.

This amendment would limit the required minimum number of off-street loading spaces to six spaces per project.

Sec. 155 General Standards As To Location And Arrangement Of Off-Street Parking, Freight Loading And Service Vehicle Facilities.

This amendment would add or extend certain street frontages in the Plan Area to the list of protected frontages where access to off-street parking or loading is prohibited or requires Conditional Use authorization.

Sec. 155.4 Bicycle Parking Required in New and Renovated Commercial Buildings.

This amendment would increase the amount of required bicycle parking for non-residential uses in the C-3-O(SD) District.

Sec. 156 Parking Lots.

This amendment would prohibit new temporary surface parking lots in the C-3-O(SD) District and establish certain requirements for car sharing, bicycle parking, and landscaping for the continuation of existing temporary lots.

Sec. 163 Transportation Management Programs And Transportation Brokerage Services In C-3, Eastern Neighborhoods Mixed Use, And South Of Market Mixed Use Districts.

This amendment would expand the transportation brokerage requirements to all non-residential uses in the C-3-O(SD) District and to new residential projects larger than 100 dwelling units.

Sec. 201 Classes of Use Districts.

This amendment lists C-3-O(SD) among the list of "Commercial Districts."

Sec. 210.3 C-3 Districts: Downtown Commercial.

This amendment adds a specific narrative description of the purpose of the C-3-O(SD) District.

Sec. 215-226 Use Tables.

These amendments add a column for the C-3-O(SD) District to all of the use tables in Article 2 and establish permitted, conditional and not-permitted uses for the district. All use provisions are identical to the C-3-O except that residential density would not be limited by lot area in the C-3-O(SD) district pursuant to an amendment in Sec. 216.

Sec. 248 Transit Center C-3-O(SD) Commercial Special Use District.

This amendment would rename and re-purpose the Section. Currently the section establishes the C-3-O(SD) as a Special Use District of the C-3, however the Zoning Maps currently treat the C-3-O(SD) as a bona-fide unique zoning district and do not show the C-3-O(SD) on the Special Use District Maps. To clarify this confusion, the amendments proposed pursuant to this Plan would clearly establish the C-3-O(SD) as a unique zoning district separate from the C-3-O. The revised Section 248 would establish a new Special Use District for a subset of the C-3-O(SD) where new development on large lots would be

required to feature a minimum ratio of 2 square feet of commercial uses for every 1 square foot of residential uses.

Sec. 260 Height Limits: Measurement.

This amendment would establish height measurement rules for buildings taller than 550 feet in the S-2 Bulk District.

Sec. 270 Bulk Limits: Measurement.

This amendment would add the "S-2" Bulk District and establish bulk controls for this district.

Sec. 272 Bulk Limits: Special Exceptions in C-3 Districts.

This amendment would add missing numeration to a subsection.

Sec. 303 Conditional Uses.

This amendment would add certain criteria for the consideration of Conditional Use for hotel uses in the Transit Center C-3-O(SD) Commercial Special Use District.

Sec. 309 Permit Review in C-3 Districts.

This amendment would add cross-references to exceptions allowed elsewhere in the Code.

Sec. 412.1 Findings. (Downtown Open Space Fee)

This amendment would add a reference to the Downtown Open Space Nexus Study.

Sec. 427 Payment In Case Of Variance Or Exception For Required Open Space.

This amendments would add a subsection to specify the in-lieu fee for open space required open space per Section 138 and to require payment of the fee for cases of variances for required open space in the C-3-O(SD) District.

Sec. 4XX et seq. Transit Center District Open Space Impact Fee and Fund.

These new sections would establish the Transit Center District Open Space Impact Fee and Fund, including findings, fee amounts, procedures for in-kind agreements, fee collection, and uses and administration of fund revenues.

Sec. 4XX et seq. Transit Center District Transportation and Street Improvement Fee and Fund.

These new sections would establish the Transit Center District Transportation and Street Improvement Impact Fee and Fund, including findings, fee amounts, procedures for in-kind agreements, fee collection, and uses and administration of fund revenues.

Sec. 4XX Transit Center District Mello Roos Community Facilities District Program.

This new section would establish the requirement that proposed projects in the C-3-O(SD) District seeking to exceed an FAR of 9:1 must participate in the Plan's Community Facilities District program.

Sec. 1103.1 Conservation District Designations.

This amendment would change the name of the New Montgomery-Second Street Conservation District to the New Montgomery-Mission-Second Street Conservation District.

Appendix A to Article 11 Category I Buildings.

This amendment would add certain buildings to the list of Category I Buildings.

Appendix C to Article 11 Category III Buildings.

This amendment would add to certain buildings to the list of Category III Buildings and delete one building from the list.

Appendix D to Article 11 Category IV Buildings.

This amendment would add to certain buildings to the list of Category IV Buildings.

Appendix F to Article 11 New Montgomery-Mission-Second Street Conservation District.

This amendment would update the name of the district, add text regarding the history of the district and architectural character and features, and update the district map to reflect the proposed revised boundaries.

ENVIRONMENTAL REVIEW

The Department published the Draft Environmental Impact Report on September 28, 2011. The Planning Commission will consider certification of the Final Environmental Impact Report on the Transit Center District Plan and adoption of CEQA findings at a hearing on or after May 24, 2012 prior to considering action on related General Plan, Planning Code and Zoning Map Amendments and other Plan items.

RELATED ACTIONS

In conjunction with these Planning Code amendments, the Department is proposing initiation of amendments to the General Plan and to the Zoning Map. These proposed actions are covered in separate Staff Reports.

ATTACHMENTS

Exhibit III-2 Draft Resolution of Intention to Initiate Planning Code Amendments

Exhibit III-3 Draft Planning Code Amendments*

(*Note: A draft ordinance with the amendments, approved as to form by the City Attorney, will be provided prior to the May 3 hearing.)



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Draft Resolution HEARING DATE MAY 3, 2012

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Date: May 3, 2012
Case No.: **2007.0558MTZU**
*Transit Center District Plan –
Planning Code Amendments*
Staff Contact: Joshua Switzky - (415) 575-6815
joshua.switzky@sfgov.org
Reviewed By: David Alumbaugh – (415) 558-6601
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Recommendation: **Approval**

ADOPTING A RESOLUTION OF INTENTION TO INITIATE AMENDMENTS TO THE SAN FRANCISCO PLANNING CODE TO INCORPORATE AMENDMENTS PURSUANT TO THE ADOPTION OF THE TRANSIT CENTER DISTRICT PLAN

WHEREAS, Section 4.105 of the City and County of San Francisco Charter mandates that the Planning Commission shall periodically recommend amendments to the Planning Code to the Board of Supervisors; and the San Francisco Planning Department is proposing to amend the Planning Code to implement the Transit Center District Plan and to bring Planning Code regulations governing this area into consistency with the Transit Center District Plan (“the Plan”).

In 2007 the Planning Department initiated a public planning effort called the Transit Center District Plan, focused on the area roughly bounded by Market Street, Embarcadero, Folsom Street, and Hawthorne Street, whose five fundamental goals were to:

- (1) Build on the General Plan’s Urban Design Element and Downtown Plan, establishing controls, guidelines and standards to advance existing policies of livability, as well as those that protect the unique quality of place;
- (2) Capitalize on major transit investment with appropriate land use in the downtown core, with an eye toward long-term growth considerations;
- (3) Create a framework for a network of public streets and open spaces that support the transit system, and provides a wide variety of public amenities and a world-class pedestrian experience;
- (4) Generate financial support for the Transit Center project, district infrastructure, and other public improvements; and
- (5) Ensure that the Transit Center District is an example of comprehensive environmental sustainability in all regards.

The Planning Department held numerous public workshops and worked with consultants throughout 2008 and 2009, resulting in the publication of a Draft Transit Center District Plan in November 2009. In April 2012 the Planning Department published a Plan Addendum revising and clarifying aspects of the Draft Plan.

The Plan supports and builds on the Downtown Plan's vision for the area around the Transbay Transit Center as the heart of the new downtown. The Plan enhances and augments the Downtown Plan's patterns of land use, urban form, public space, circulation, and historic preservation, and makes adjustments to this specific sub-area based on today's understanding of the issues and constraints facing the area, particularly in light of the Transit Center project. The Plan's core recommendations include:

- Increasing allowable density and strategic increases to height limits in the Plan area to increase the transit-oriented growth capacity of the area while recognizing the importance of these buildings with respect to city form and impacts to the immediate and neighboring districts;
- Ensuring that major development sites incorporate commercial space in order to preserve the job growth capacity for the downtown;
- Enhancing the public realm and circulation system to accommodate growth and provide a world-class pedestrian experience, including widening sidewalks, providing dedicated transit lanes, augmenting the bicycle network, adding signalized mid-block crosswalks, and converting certain alleys into pedestrian plazas;
- Identifying and funding opportunities for new public open space and improved access to planned spaces, including at 2nd/Howard, Transbay Park, Mission Square and City Park on the roof of the Transit Center, as well as providing additional funding for park improvements in the downtown outside of the Plan area;
- Enlarging the New Montgomery-2nd Street Conservation District and updating individual resource ratings based on a newly-adopted survey;
- Identifying opportunities to explore advanced district-level energy and water utility systems to improve environmental performance beyond individual buildings; and
- Adopting a funding program including two new key revenue mechanisms – impact fees and a Mello-Roos Community Facilities District – to ensure that new development contributes substantially toward the implementation of necessary public infrastructure, including the Transit Center/Downtown Extension project.

The San Francisco Planning Department is seeking to adopt and implement the Transit Center District Plan. The General Plan, Planning Code, Zoning Map Amendments, and Implementation Document provide a comprehensive set of policies and implementation programming to realize the vision of the Plan. The Implementation Document outlines public improvements, funding mechanisms and interagency coordination the City must pursue to implement the Plan.

The Planning Code governs permitted land uses and planning standards in the area. Thus, conforming amendments to the Planning Code are required in order to implement the Plan. An ordinance, attached hereto as Exhibit III-3, has been drafted in order to make revisions to the Planning Code necessary to implement the proposed Transit Center District Plan and its related documents. This ordinance adds Planning Code Sections 4XX et seq., 4XX. et seq, and 4XX, and amends Planning Code Sections 102.5, 102.9, 102.11, 123, 132.1, 136, 138, 151.1, 152.1, 155, 155.4, 156, 163, 201, 210.3, 215-226, 248, 260, 270, 303, 309, 412.1, 427, 1103.1, and Article 11 Appendices A, C, D and F, to implement the Area Plan. The City Attorney's Office has reviewed the draft ordinance and approved it as to form.

These amendments contain proposals for changes to standards from those currently established by the Planning Code, including but not limited to those for land use, height and bulk, building design, open space, density, parking, loading, conservation districts, designation of buildings for preservation, and impact fees.

NOW, THEREFORE BE IT RESOLVED, That pursuant to Planning Code Section 302 (b), the Planning Commission Adopts a Resolution of Intention to Initiate amendments to the Planning Code.

AND BE IT FURTHER RESOLVED, That pursuant to Planning Code Section 306.3, the Planning Commission authorizes the Department to provide appropriate notice for a public hearing to consider the above referenced Planning Code amendments contained in an ordinance approved as to form by the City Attorney hereto attached as Exhibit III-3 to be considered at a publicly noticed hearing on or after May 24, 2012.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on _____, 2012.

Linda D. Avery
Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED:

1 [Transit Center District Plan – Planning Code Amendments]

2

3 **Ordinance 1) amending the San Francisco Planning Code by amending and adding**
4 **sections consistent with the Transit Center District Plan, including the establishment of**
5 **the Transit Center District Plan open space and transportation fees and the expansion**
6 **and renaming of the New Montgomery-Mission-Second Street Conservation District, 2)**
7 **making findings, including environmental findings and findings of consistency with the**
8 **General Plan, as proposed for amendment, and Planning Code Section 101.1.**

9 NOTE: Additions are *single-underline italics Times New Roman*;
10 deletions are ~~*strike-through italics Times New Roman*~~.
11 Board amendment additions are double-underlined;
12 Board amendment deletions are ~~strikethrough normal~~.

12

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

14 Section 1. Findings.

15 (a) California Environmental Quality Act Findings.

16 (1) The Planning Commission, in Motion No. _____ certified the Final
17 Environmental Impact Report for the Transit Center District Plan and related actions as in
18 comply with the California Environmental Quality Act (Public Resources Code Sections 21000
19 et seq.). A copy of said Motion is on file with the Clerk of the Board of Supervisors in File No.
20 _____ and is incorporated herein by reference.

21 (2) On _____, 2012 by Resolution No. _____, the Planning
22 Commission conducted a duly noticed public hearing and adopted findings pursuant to the
23 California Environmental Quality Act for the Transit Center District Plan and related action. A
24 copy of Planning Commission Resolution No. _____ is on file with the Clerk of the
25 Board of Supervisors in File No. _____ and is incorporated herein by reference.

1 The Board of Supervisors hereby adopts the Planning Commission's environmental findings
2 as its own.

3 (b) Historic Preservation Commission Findings, General Plan Consistency, and Other
4 Findings.

5 (1) On _____, 2012, the Planning Commission held a duly noticed public
6 hearing on the attached Planning Code amendments. At said meeting, the Planning
7 Commission, in Resolution No. _____ recommended to the Historic Preservation
8 Commission that it support the proposed amendments to Article 11 of the Planning Code,
9 including the addition of certain properties to the amended New Montgomery-Mission-Second
10 Street Conservation District that also will be listed in the City's Zoning Map. A copy of said
11 Planning Commission Resolution is on file with the Clerk of the Board of Supervisors in File
12 No. _____. and is incorporated herein by reference.

13 (2) On _____, 2012, the Historic Preservation Commission held a duly
14 noticed public hearing on the amendments proposed herein to Article 11 of the Planning
15 Code, including the addition of certain properties to the amended New Montgomery-Mission-
16 Second Street Conservation District that also will be listed in the City's Zoning Map. At said
17 meeting, the Historic Preservation Commission adopted Resolution No. _____ that
18 recommended to the Board of Supervisors that it adopt these amendments. A copy of said
19 Historic Preservation Commission Resolution is on file with the Clerk of the Board of
20 Supervisors in File No. _____ and is incorporated herein by reference.

21 (3) Pursuant to Planning Code Section 302, this Board of Supervisors finds that this
22 Ordinance will serve the public necessity, convenience, and welfare for the reasons set forth
23 in Planning Commission Resolution No. _____, and incorporates those reasons
24 herein by reference.

25

1 (4) The Board of Supervisors finds that this Ordinance is, on balance, consistent with
2 the General Plan as proposed for amendment and the Priority Policies of Planning Code
3 Section 101.1(b) for the reasons set forth in Planning Commission Resolution No.
4 _____, and incorporates those reasons herein by reference.

5 (5) Notwithstanding any contrary technical requirements that may exist in the Planning
6 or Administrative Codes, the Board hereby finds that the Planning Department provided
7 adequate notice for all documents and decisions, including environmental documents, related
8 to the Balboa Park Station Area Plan. This finding is based on the extensive mailed, posted,
9 electronic, and published notices that the Planning Department provided. Copies of such
10 notices are available for review through the Custodian of Records at the Planning
11 Department, 1650 Mission Street, San Francisco.

12 Section 2. The San Francisco Planning Code is hereby amended by amending OR
13 adding Section ____, to read as follows:

14
15
16 **SEC. 102.5. DISTRICT.**

17 A portion of the territory of the City, as shown on the Zoning Map, within which
18 certain regulations and requirements or various combinations thereof apply under the
19 provisions of this Code. The term "district" shall include any use, special use, height and bulk,
20 or special sign district. The term "R District" shall mean any RH-1(D), RH-1, RH-1(S), RH-2,
21 RH-3, RM-1, RM-2, RM-3, RM-4, RTO, RTO-M, RC-1, RC-2, RC-3, RC-4 or RED District. The
22 term "C District" shall mean any C-1, C-2, C-3, or C-M District. The term "RTO District" shall
23 be that subset of R Districts which are the RTO and RTO-M District. The term "M District"
24 shall mean any M-1 or M-2 District. The term "PDR District" shall mean any PDR-1-B, PDR-1-
25 D, PDR-1-G, or PDR-2 District. The term "RH District" shall mean any RH-1(D), RH-1, RH-

1 1(S), RH-2, or RH-3 District. The term "RM District" shall mean any RM-1, RM-2, RM-3, or
2 RM-4 District. The term "RC District" shall mean any RC-1, RC-2, RC-3, or RC-4 District. The
3 term "C-3 District" shall mean any C-3-O, C-3-O(SD), C-3-R, C-3-G, or C-3-S District. For the
4 purposes of Section 128 and Article 11 of this Code, the term "C-3 District" shall also include
5 the Extended Preservation District designated on Section Map 3SU of the Zoning Map. The
6 term "NC District" shall mean any NC-1, NC-2, NC-3, NC-T, NC-S, and any Neighborhood
7 Commercial District and Neighborhood Commercial Transit District identified by street or area
8 name in Section 702.1. The term "NCT" shall mean any district listed in Section 702.1(b),
9 including any NCT-1, NCT-2, NCT-3 and any Neighborhood Commercial Transit District
10 identified by street or area name. The term "Mixed Use" District shall mean all Chinatown
11 Mixed Use, South of Market Mixed Use, Eastern Neighborhoods Mixed Use, and Downtown
12 Residential Districts. The term "Chinatown Mixed Use District" shall mean any Chinatown CB,
13 Chinatown VR, or Chinatown R/NC District named in Section 802.1. The term "South of
14 Market Mixed Use Districts" shall refer to all RED, RSD, SLR, SLI, or SSO Districts named in
15 Section 802.1. The term "Eastern Neighborhoods Mixed Use Districts" shall refer to all SPD,
16 MUG, MUO, MUR, and UMU Districts named in Section 802.1. The term "DTR District" or
17 "Downtown Residential District" shall refer to any Downtown Residential District identified by
18 street or area name in Section 825, 827, 828, and 829. The term "PM District" or "Parkmerced
19 District" shall refer to any PM-R, PM-MU1, PM-MU2, PM-S, PM-CF, or PM-OS District named
20 in Section 249.64. The terms "TI District" and "YBI District" shall refer to any TI-R, TI-MU, TI-
21 OS, TI-PCI, YBI-R, YBI-MU, YBI-OS, YBI-PCI, as set forth in Section 249.52.

22 **SEC. 102.9. FLOOR AREA, GROSS.**

23 In districts other than C-3, the sum of the gross areas of the several floors of a
24 building or buildings, measured from the exterior faces of exterior walls or from the centerlines
25 of walls separating two buildings. Where columns are outside and separated from an exterior

1 wall (curtain wall) which encloses the building space or are otherwise so arranged that the
2 curtain wall is clearly separate from the structural members, the exterior face of the curtain
3 wall shall be the line of measurement, and the area of the columns themselves at each floor
4 shall also be counted.

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

10 (a) Except as specifically excluded in this definition, "gross floor area" shall include,
11 although not be limited to, the following:

12 (1) Basement and cellar space, including tenants' storage areas and all other
13 space except that used only for storage or services necessary to the operation or
14 maintenance of the building itself;

15 (2) Elevator shafts, stairwells, exit enclosures and smokeproof enclosures, at
16 each floor;

17 (3) Floor space in penthouses except as specifically excluded in this
18 definition;

19 (4) Attic space (whether or not a floor has been laid) capable of being made
20 into habitable space;

21 (5) Floor space in balconies or mezzanines in the interior of the building;

22 (6) Floor space in open or roofed porches, arcades or exterior balconies, if
23 such porch, arcade or balcony is located above the ground floor or first floor of occupancy
24 above basement or garage and is used as the primary access to the interior space it serves;

25

1 (7) Floor space in accessory buildings, except for floor spaces used for
2 accessory off-street parking or loading spaces as described in Section 204.5 of this Code, and
3 driveways and maneuvering areas incidental thereto; and

4 (8) Any other floor space not specifically excluded in this definition.

5 (b) "Gross floor area" shall not include the following:

6 (1) Basement and cellar space used only for storage or services necessary
7 to the operation or maintenance of the building itself;

8 (2) Attic space not capable of being made into habitable space;

9 (3) Elevator or stair penthouses, accessory water tanks or cooling towers,
10 and other mechanical equipment, appurtenances and areas necessary to the operation or
11 maintenance of the building itself, if located at the top of the building or separated therefrom
12 only by other space not included in the gross floor area;

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

20 (5) Outside stairs to the first floor of occupancy at the face of the building
21 which the stairs serve, or fire escapes;

22 (6) Floor space used for accessory off-street parking and loading spaces as
23 described in Section 204.5 of this Code and up to a maximum of one hundred fifty percent
24 (150%) of the off-street accessory parking permitted by right in Section 151.1 of this Code for
25 C-3 Districts, and driveways and maneuvering areas incidental thereto;

1 (7) Arcades, plazas, walkways, porches, breezeways, porticos and similar
2 features (whether roofed or not), at or near street level, accessible to the general public and
3 not substantially enclosed by exterior walls; and accessways to public transit lines, if open for
4 use by the general public; all exclusive of areas devoted to sales, service, display, and other
5 activities other than movement of persons;

6 (8) Balconies, porches, roof decks, terraces, courts and similar features,
7 except those used for primary access as described in Paragraph (a)(6) above, provided that:

8 (A) If more than 70 percent of the perimeter of such an area is
9 enclosed, either by building walls (exclusive of a railing or parapet not more than three feet
10 eight inches high) or by such walls and interior lot lines, and the clear space is less than 15
11 feet in either dimension, the area shall not be excluded from gross floor area unless it is fully
12 open to the sky (except for roof eaves, cornices or belt courses which project not more than
13 two feet from the face of the building wall).

14 (B) If more than 70 percent of the perimeter of such an area is
15 enclosed, either by building walls (exclusive of a railing or parapet not more than three feet
16 eight inches high), or by such walls and interior lot lines, and the clear space is 15 feet or
17 more in both dimensions, (1) the area shall be excluded from gross floor area if it is fully open
18 to the sky (except for roof eaves, cornices or belt courses which project no more than two feet
19 from the face of the building wall), and (2) the area may have roofed areas along its perimeter
20 which are also excluded from gross floor area if the minimum clear open space between any
21 such roof and the opposite wall or roof (whichever is closer) is maintained at 15 feet (with the
22 above exceptions) and the roofed area does not exceed 10 feet in depth; (3) in addition, when
23 the clear open area exceeds 625 square feet, a canopy, gazebo, or similar roofed structure
24 without walls may cover up to 10 percent of such open space without being counted as gross
25 floor area.

1 (C) If, however, 70 percent or less of the perimeter of such an area is
2 enclosed by building walls (exclusive of a railing or parapet not more than three feet eight
3 inches high) or by such walls and interior lot lines, and the open side or sides face on a yard,
4 street or court whose dimensions satisfy the requirements of this Code and all other
5 applicable codes for instances in which required windows face upon such yard, street or court,
6 the area may be roofed to the extent permitted by such codes in instances in which required
7 windows are involved;

8 (9) On lower, nonresidential floors, elevator shafts and other life-support
9 systems serving exclusively the residential uses on the upper floors of a building;

10 (10) One-third of that portion of a window bay conforming to the requirements
11 of Section 136(d)(2) which extends beyond the plane formed by the face of the facade on
12 either side of the bay but not to exceed seven square feet per bay window as measured at
13 each floor;

14 (11) Ground floor area in the C-3-0, C-3-O(SD), C-3-S, C-3-S(SU) and C-3-G
15 Districts devoted to building or pedestrian circulation and building service;

16 (12) In the C-3-0, C-3-O(SD), C-3-S, C-3-S(SU) and C-3-G Districts, space
17 devoted to personal services, restaurants, and retail sales of goods intended to meet the
18 convenience shopping and service needs of downtown workers and residents, not to exceed
19 5,000 occupied square feet per use and, in total, not to exceed 75 percent of the area of the
20 ground floor of the building plus the ground level, on-site open space. Said uses shall be
21 located on the ground floor, except that, in order to facilitate the creation of more spacious
22 ground floor interior spaces, a portion of the said uses, in an amount to be determined
23 pursuant to the provisions of Section 309, may be located on a mezzanine level;

24 (13) An interior space provided as an open space feature in accordance with
25 the requirements of Section 138;

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

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

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

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

9 (D) The space is used for child care for the life of the building as long
10 as there is a demonstrated need. No change in use shall occur without a finding by the City
11 Planning Commission that there is a lack of need for child care and that the space will be
12 used for a facility described in Subsection 15 below dealing with cultural, educational,
13 recreational, religious, or social service facilities;

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

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

19 (B) Are made available rent free for occupancy only by nonprofit
20 corporations or institutions for such functions. Building area subject to this subsection shall be
21 counted as occupied floor area, except as provided in Subsections 102.10(a) through (f) of
22 this Code, for the purpose of calculating the off-street parking and freight loading
23 requirements for the project;

1 (16) In C-3 Districts, floor space used for short-term parking and aisles
2 incidental thereto when required pursuant to Section 309 in order to replace short-term
3 parking spaces displaced by the building or buildings;

4 (17) Floor space in mezzanine areas within live/work units where the
5 mezzanine satisfies all applicable requirements of the San Francisco Building Code;

6 (18) Floor space suitable primarily for and devoted exclusively to exhibitions or
7 performances by live/work tenants within the structure or lot, provided that such facilities will
8 be available rent-free to live/work tenants within the property for the life of the structure; and

9 (19) In South of Market Mixed Use Districts, live/work units and any occupied
10 floor area devoted to mechanical equipment or appurtenances or other floor area accessory to
11 live/work use provided that:

12 (A) The nonresidential use within each live/work unit shall be limited to
13 uses which are principal permitted uses in the district or otherwise are conditional uses in the
14 district and are approved as a conditional use,

15 (B) The density, enforcement, open space, parking and freight loading
16 and other standards specified in Sections 124(j), 135.2, 151 and 152.1 shall be satisfied,
17 along with all other applicable provisions of this Code, and

18 (C) For the purpose of calculating the off-street parking and freight
19 loading requirement for the project, building area subject to this subsection shall be counted
20 as occupied floor area, except as provided in Subsections 102.10(a) through (f) of this Code.

21 (20) In the C-3-O(SD) District, space devoted to personal services, eating and drinking uses, or
22 retail sales of goods and that is located on the same level as the rooftop park on the Transbay Transit
23 Center and directly accessible thereto by a direct publicly-accessible pedestrian connection meeting
24 the standards of Section 138(j)(1).

1 (21) In the C-3-O(SD) District, publicly-accessible space on any story above a height of 600
2 feet devoted that offers extensive views, including observation decks, sky lobbies, restaurants, bars, or
3 other retail uses, as well as any elevators or other vertical circulation dedicated exclusively to
4 accessing or servicing such space. The space must be open to the general public during normal
5 business hours throughout the year, and may charge a nominal fee for access.

6 **SEC. 102.11. FLOOR AREA RATIO.**

7 The ratio of the gross floor area of all the buildings on a lot to the area of the lot. In
8 cases in which portions of the gross floor area of a building project horizontally beyond the lot
9 lines, all such projecting gross floor area shall also be included in determining the floor area
10 ratio.

11 ~~If the height per story of a building, when all the stories are added together, exceeds an~~
12 ~~average of 15 feet, then additional gross floor area shall be counted in determining the floor area ratio~~
13 ~~of the building, equal to the gross floor area of one additional story for each 15 feet or fraction thereof~~
14 ~~by which the total building height exceeds the number of stories times 15 feet; except that such~~
15 ~~additional gross floor area shall not be counted in the case of live/work units or a church, theater or~~
16 ~~other place of public assembly.~~

17 **SEC. 123. MAXIMUM FLOOR AREA RATIO.**

18 (a) The limits upon the floor area ratio of buildings, as defined by this Code, shall
19 be as stated in this Section and Sections 124 through 128. The maximum floor area ratio for
20 any building or development shall be equal to the sum of the basic floor area ratio for the
21 district, as set forth in Section 124, plus any premiums and floor area transfers which are
22 applicable to such building or development under Sections 125, 127 and 128, and as
23 restricted by the provisions of Sections 123(c) and (d) and 124(b) and (j).

1 (b) No building or structure or part thereof shall be permitted to exceed, except as
2 stated in Sections 172 and 188 of this Code, the floor area ratio limits herein set forth for the
3 district in which it is located.

4 (c) The amount of TDR that may be transferred to a development lot, as allowed
5 by Section 128, is limited as follows:

6 (1) The gross floor area of a structure on a lot in the C-3-O ~~and C-3-O (SD)~~
7 ~~Districts~~ may not exceed a floor area ratio of 18 to 1;

8 (2) The gross floor area of a structure on a lot in the C-3-R, C-3-G and C-3-S
9 Districts may not exceed a floor area ratio that is 1½ times the basic floor area limit for the
10 district as provided in Section 124. This section shall not apply to the C-3-S (SU) District.

11 (d) The gross floor area of a structure on a lot on which is or has been located a
12 Significant or Contributory Building may not exceed the basic floor area ratio limits stated in
13 Section 124 except as provided in Sections 128(c)(2) and 124(f).

14 (e) C-3-O(SD) District. To exceed the basic floor area ratio limit of 6.0:1 up to a ratio of
15 9.0:1, TDR must be transferred to the development lot as described in Section 128. The use of TDR to
16 exceed a floor area ratio of 9.0:1 shall not be allowed in the C-3-O(SD) district, except as described in
17 subsection (1) below. In order to exceed a floor area ratio of 9.0:1, all projects, including those subject
18 to subsection (1) below, must participate in the Transit Center District Mello-Roos Community
19 Facilities District as described in Section 4XX.X. The gross floor area of a structure on a lot in the C-3-
20 O(SD) District shall not otherwise be limited.

21 **SEC. 132.1. SETBACKS AND STREETWALL ARTICULATION: C-3 DISTRICTS.**

22 (a) **Upper-Level Setbacks.** Setbacks of the upper parts of a building abutting a
23 public sidewalk in any C-3 District may be required, in accordance with the provisions of
24 Section 309, as deemed necessary:

1 (1) To preserve the openness of the street to the sky and to avoid the
 2 perception of overwhelming mass that would be created by a number of tall buildings built
 3 close together, with unrelieved vertical rise; or

4 (2) To maintain the continuity of a predominant street wall along the street,
 5 provided however, that the setback required pursuant to this Paragraph may not exceed the
 6 following dimensions:

	Street Width			
	64' - 67'	68' - 71'	72' - 75'	76' - 80'
Height of Street Wall	Depth of Setback (In Feet)			
68' or less	18'	20'	22'	24'
69' - 81'	14'	16'	18'	20'
82' - 94'	10'	12'	14'	16'
95' - 107'	8'	10'	12'	14'
108' - 120'	6'	8'	10'	12'

22 (b) **Market Street Setback.** In order to preserve the predominant street wall,
 23 structures on the southeast side of Market Street between the southerly extension of the
 24
 25

1 easterly line of the Powell Street right-of-way and Tenth Street shall be set back 25 feet from
2 the Market Street property line at 90 feet.

3 (c) C-3-O(SD) District.

4 (1) Streetwall Base. In order to establish an appropriate street wall in relation to the width of
5 the street and to adjacent structures and to avoid the perception of overwhelming mass that would be
6 created by a number of tall buildings built close together with unrelieved vertical rise, new buildings
7 taller than 150 feet on development lots in the C-3-O(SD) district facing a street wider than 35 feet
8 shall establish a distinctive streetwall, even where no distinct cornice line or streetwall exists, at a
9 height between 50 and 110 feet for not less than 40 percent of the linear frontage of all street frontages
10 of such development lot. Such streetwall shall be established, by an upper story setback or by a
11 combination of upper story setback and horizontal projection (either occupied or decorative, as
12 allowed in Section 136), creating horizontal relief totaling at least 10 feet as indicated in Figure
13 132.1B, however the upper story setback shall not be less than 5 feet. In the New Montgomery-Mission-
14 Second Street Conservation District, such streetwall height shall be set by the prevailing cornice line
15 of the buildings on the subject block face and the minimum dimension of the upper story setback shall
16 be increased to not less than 15 feet. Exceptions to this subsection (c)(1) may be allowed in accordance
17 with the procedures of Section 309 if the Planning Commission affirmatively determines that all of the
18 following criteria have been met: (i) the design of the proposed project successfully creates a clearly
19 defined building base that establishes or maintains an appropriate streetwall at the height or height
20 range described above, (ii) the base is not defined solely by recessing the base, (iii) the overall building
21 mass tapers or steps away from the street above the streetwall reducing any sense of unrelieved vertical
22 rise directly from the sidewalk edge, and (iv) the overall architectural expression of the proposed
23 project is exceptional, unique, and consistent with the intent of the streetwall requirement.

24 (2) Pedestrian Zone. In order to establish an appropriate and inviting relationship to the
25 pedestrian realm at street level and create visual and varied interest for pedestrians, all new structures

1 in the C-3-O(SD) district shall incorporate architectural features, awnings, marquees, or canopies, that
2 project from the building face at least one foot at height of between 15 and 25 feet above grade, for at
3 least 20 percent of the linear frontage of all street facing facades.

4 (3) **Building setbacks.** In order to provide necessary and sufficient area for pedestrian
5 circulation, building facades on new development facing certain street frontages are required to be
6 setback from the street-facing property line.

7 (A) Building setbacks are required on the following frontages:

8 (i) Mission Street, south side, between 1st and Fremont Streets (minimum 12.5 feet).

9 (B) A setback of up to 10 feet may be required by the Planning Commission pursuant to
10 the procedures of Section 309 on the following streets if the Commission finds that such setback is
11 necessary, desirable and will not result in an undesirable sawtooth condition of building frontages
12 along the sidewalk due to existing intervening building between the subject lot and the nearest street
13 corner:

14 (i) Mission Street, north side between 1st Street and Anthony Street;

15 (ii) 1st Street, west side between Mission and Stevenson Streets;

16 (iii) Howard Street, north side, between 1st and 2nd Streets.

17 (C) **Design Requirements.** Setbacks provided pursuant to this subsection (3) shall be:

18 (i) Designed and treated as a seamless extension of the adjacent public sidewalk,
19 providing for pedestrian circulation and/or other activities typically expected on a public sidewalk;

20 (ii) Free and clear of all permanent building elements from sidewalk grade to a
21 minimum height of 35 feet above sidewalk grade, except as otherwise allowed as obstructions over
22 streets according to Section 136 or as allowed by the Planning Department as an exception according
23 to the procedures of Section 309, and

24 (iii) Available to the public.

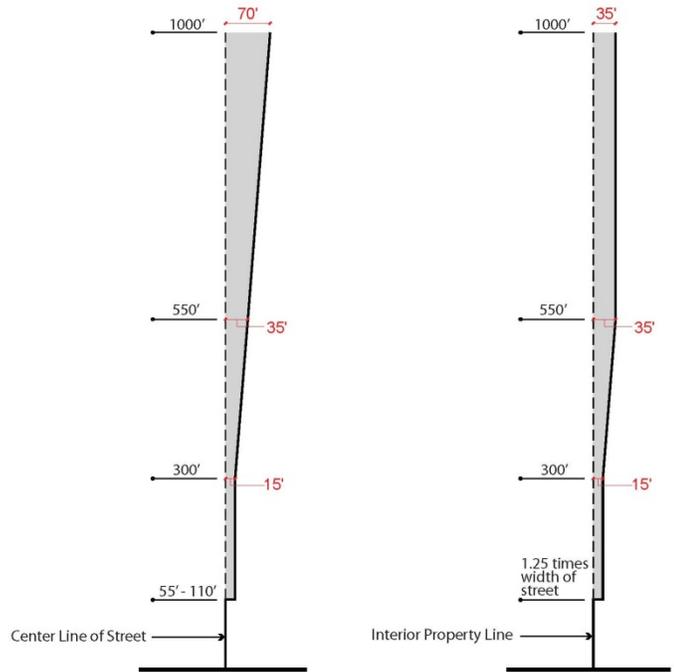
1 (D) The area of setbacks provided pursuant to this subsection (3) shall be counted
2 toward the open space requirements of Section 138. If the subject development does not rely on this
3 area to meet its Section 138 requirements, and the area of the setback is dedicated in fee title to the
4 City for public use or, under exceptional circumstances, dedicated to the City via easement for public
5 use, the value of the setback may be credited as an in-kind improvement toward the satisfaction of the
6 development's fee requirements per Sections 4XX.X.

7 *(de)* **Separation of Towers.**

8 (1) **Requirement.** In order to provide light and air between structures, all
9 structures in the S and S-2 Bulk Districts shall be set back from an interior property line which
10 does not abut a public sidewalk and from the property line abutting the right-of-way of a public
11 street or alley. The setback shall be a minimum of 15 horizontal feet measured from the
12 interior property line or the center of a public right-of-way, as the case may be, beginning at a
13 height which is 1.25 times the width of the principal street on which the building faces, and
14 increasing to the widths indicated in Chart A as the building increases in height. Where there
15 are two or more structures on any lot that are taller than 1.25 times the width of the adjacent principal
16 street(s), each structure above such height shall also be set back from the other structures on the same
17 lot according to Chart A as if there is an assumed interior property line half-way between the closest
18 exterior points of each structure.

19
20 NOTE TO EDITOR: Delete existing Chart A and replace with the following:
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(2) **Exceptions.** Exceptions to the requirements of Paragraph (d)(1) above may be allowed in accordance with the provisions of Section 309 as provided below:

(A) Encroachments of building volume on the setback may be approved as follows: (i) for the portion of the building over 300 feet from the ground, encroachments may be allowed provided that (1) there are compensating recesses beyond the required setback below and within approximately 100 vertical feet of the encroachment, which recesses are at least equal in volume to the volume of the encroachment, and (2) it is found that, overall, access to light and air and the appearance of separation between buildings will not be impaired; and (ii) between the top of the base and 300 feet above the ground encroachments may be allowed provided that (1) there are compensating recesses beyond the required

1 setback at the same level or within approximately 50 vertical feet above or below the
2 encroachment, which recesses are at least equal in volume to the volume of the
3 encroachment, (2) that the encroachment extends no more than five feet horizontally into the
4 area otherwise required for a setback, (3) the encroachment extends for less than 1/3 of the
5 horizontal length of the structure, and (4) it is found that, overall, access to light and air and
6 the appearance of separation between buildings will not be impaired.

7 (B) Exceptions may be allowed to the extent that it is determined that
8 restrictions on adjacent properties make it unlikely that development will occur at a height or
9 bulk which will, overall, impair access to light and air or the appearance of separation between
10 buildings, thereby making full setbacks unnecessary. The minimum setback for such facades shall
11 be partially or fully reduced as appropriate by the Planning Commission as an exception according to
12 the procedures of Section 309 for any of the following conditions:

13 (i) For lots on Assessor's Blocks 3719, ,3720, and 3721 which have property lines that
14 directly abut the Transbay Transit Center or directly face it across Minna or Natoma Streets.

15 (ii) For development lots abutting preservation lots that have transferred all potential
16 development rights according to the procedures of Section 128.

17 (C) Exceptions may be allowed on lots with a frontage of less than 75 feet
18 provided that (i) it is found that, overall, access to light and air will not be impaired and (ii) the
19 granting of the exception will not result in a group of buildings the total street frontage of which
20 is greater than 125 feet without a separation between buildings which meets the requirements
21 of Chart A.

22 (d) **Permitted Obstructions.** Obstructions above the horizontal plane or planes of
23 the setback required pursuant to Subsections (a), (b), (c) and (d) which will create limited
24 blockage of light and air and which will not be inconsistent with the purpose of the setback
25 may be permitted within the setback area, in accordance with the provisions of Section 309.

1 Such obstructions may include, but are not limited to, open railings, decorative spires and
 2 finials, flagpoles and flags, sparse landscaping, unroofed recreation facilities with open
 3 fencing, and unenclosed seating areas.

4 **SEC. 136. OBSTRUCTIONS OVER STREETS AND ALLEYS AND IN REQUIRED**
 5 **SETBACKS, YARDS AND USABLE OPEN SPACE.**

<p>6 (d) Notwithstanding the 7 limitations of Subsection (c) of 8 this Section, the following provisions shall apply in C-3 districts:</p>			
			<p>9 (1) Decorative Architectural Features. 10 Decorative architectural features not increasing the 11 interior floor area or volume of the space enclosed 12 by the building are permitted over streets and alleys and into setbacks within the maximum vertical and horizontal dimensions described as follows:</p>
			<p>13 (A) At roof level, decorative features such 14 as cornices, eaves, and brackets may project four 15 feet <i>in districts other than C-3-O(SD) and 10 feet in the</i> <i>C-3-O(SD) district</i> with a maximum vertical dimension no greater than six feet.</p>
			<p>16 (B) At all levels above the area of 17 minimum vertical clearance required in Subsection 18 (a)(1) above, decorative features, such as belt 19 courses, entablatures, and bosses, may project two 20 feet, with a maximum vertical dimension of four feet, <i>except that in the C-3-O(SD) district at all levels above a</i> <i>minimum vertical clearance of 20 feet from sidewalk</i> <i>grade, decorative features may project half the width of</i> <i>the sidewalk up to a maximum projection of 10 feet.</i></p>
			<p>22 (C) At all levels above the area of 23 minimum vertical clearance required by Subsection 24 (a)(1) above, vertical decorative features, such as 25 pilasters, columns, and window frames (including pediment and sills), with a cross-sectional area of not more than three square feet at midpoint, may project</p>

one foot horizontally.

SEC. 138. OPEN SPACE REQUIREMENTS IN C-3 DISTRICTS.

(a) **Requirement.** An applicant for a permit to construct a new building or an addition of gross floor area equal to 20 percent or more of an existing building (hereinafter "building") in C-3 Districts shall provide open space in the amount and in accordance with the standards set forth in this Section. All determinations concerning the adequacy of the amount of open space to be provided and its compliance with the requirements of this Section shall be made in accordance with the provisions of Section 309.

(b) **Amount Required.** Except in the C-3-O(SD) District, ~~Open~~ open space shall be provided in the amounts specified below for all uses except (i) residential uses, which shall be governed by Section 135 of this Code; (ii) institutional uses; and (iii) uses in a predominantly retail building. In the C-3-O(SD) District open space shall be provided in the amounts below for all non-residential uses. For the purposes of this section, a "predominantly retail building" is one in which 2/3 or more of the occupied floor area is in retail use.

Minimum Amount of Open Space Required	
Use District	Ratio of Square Feet of Open Space to Gross Square Feet of Uses with Open Space Requirement
C-3-O	1:50
C-3-R	1:100
C-3-G	1:50
C-3-S	1:50
C-3-O (SD)	1:50

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(c) **Location.** The open space required by this Section may be on the same site as the building for which the permit is sought, or within 900 feet of it on either private property or, with the approval of all relevant public agencies, public property, provided that all open space must be located entirely within the C-3 District. Open space is within 900 feet of the building within the meaning of this Section if any portion of the building is located within 900 feet of any portion of the open space. Off-site open space shall be developed and open for use prior to issuance of a temporary permit of occupancy of the building whose open space requirement is being met off-site. The procedures of Section 149(d) governing issuance of a temporary permit of occupancy shall apply to this subsection.

(d) **Types and Standards of Open Space.** Except as otherwise provided in Subsection (e), the project applicant may satisfy the requirements of this Section by providing one or more of the following types of open space: A plaza, an urban park, an urban garden, a view terrace, a sun terrace, a greenhouse, a small sitting area (a snippet), an atrium, an indoor park, or a public sitting area in a galleria, in an arcade, or in a pedestrian mall or walkway, as more particularly defined in the table entitled "Guidelines for Open Space" in the Open Space Section of the Downtown Plan, or any amendments thereto, provided that the open space meets the following minimum standards. The open space shall:

- (1) Be of adequate size;
- (2) Be situated in such locations and provide such ingress and egress as will make the area easily accessible to the general public;
- (3) Be well-designed, and where appropriate, be landscaped;
- (4) Be protected from uncomfortable wind;
- (5) Incorporate various features, including ample seating and, if appropriate, access to food service, which will enhance public use of the area;

- 1 (6) Have adequate access to sunlight if sunlight access is appropriate to the
2 type of area;
- 3 (7) Be well-lighted if the area is of the type requiring artificial illumination;
- 4 (8) Be open to the public at times when it is reasonable to expect substantial
5 public use;
- 6 (9) Be designed to enhance user safety and security;
- 7 (10) If the open space is on private property, provide toilet facilities open to the
8 public;
- 9 (11) Have at least 75 percent of the total open space approved be open to the
10 public during all daylight hours.

11 (e) **Approval of Open Space Type and Features.** The type, size, location,
12 physical access, seating and table requirements, landscaping, availability of commercial
13 services, sunlight and wind conditions and hours of public access shall be reviewed and
14 approved in accordance with the provisions of Section 309, and shall generally conform to the
15 "Guidelines for Open Space."

16 The Commission may, by resolution, declare certain types of open space
17 ineligible throughout C-3 Districts, or in certain defined areas, if it determines that a
18 disproportionate number of certain types of open space, or that an insufficient number of
19 parks and plazas, is being provided in order to meet the public need for open space and
20 recreational uses. Such resolution may exempt from its application projects whose permit
21 applications are on file with the Department of City Planning. Over time, no more than 20
22 percent of the space provided under this Section shall be indoor space and at least 80 percent
23 shall be outdoor space. Once an indoor space has been approved, another such feature may
24 not be approved until the total square footage of outdoor open space features approved under
25

1 this Section exceeds 80 percent of the total square footage of all open spaces approved
2 under this Section.

3 (f) **Open Space Provider.** The open space required by this Section may be
4 provided: (i) individually by the project sponsor; (ii) jointly by the project sponsor and other
5 project sponsors; provided, that each square foot of jointly developed open space may count
6 toward only one sponsor's requirement; or (iii) with the approval of the City Planning
7 Commission, by a public or private agency which will develop and maintain the open space
8 and to which a payment is made by the sponsor for the cost of development of the number of
9 square feet the project sponsor is required to provide, and with which provision is made,
10 satisfactory to the Commission, for the continued maintenance of the open space for the
11 actual lifetime of the building giving rise to the open space requirement, provided that the
12 Commission finds that there is reasonable assurance that the open space to be developed by
13 such agency will be developed and open for use by the time the building, the open space
14 requirement of which is being met by the payment, is ready for occupancy.

15 (g) **Nonresidential/Residential Open Space.** In mixed nonresidential/residential
16 projects, open space which meets the requirements of Section 135 regarding common usable
17 open space for residential uses, and the requirements of Section 138 regarding open space
18 for nonresidential uses, may be counted against the open space requirements of both
19 Sections 135 and 138.

20 (h) **Maintenance.** Open spaces shall be maintained at no public expense.
21 Conditions intended to assure continued maintenance of the open space for the actual lifetime
22 of the building giving rise to the open space requirement may be imposed in accordance with
23 the provisions of Section 309.

24 (i) **Informational Plaque.** Prior to issuance of a permit of occupancy, a plaque
25 shall be placed in a publicly conspicuous location outside the building at street level, or at the

1 site of an outdoor open space, identifying the open space feature and its location, stating the
2 right of the public to use the space and the hours of use, describing its principal required
3 features (e.g., number of seats, availability of food service) and stating the name and address
4 of the owner or owner's agent responsible for maintenance.

5 (j) Notwithstanding the requirements established in subsections (b)-(d) above, the following
6 additional standards shall apply in the C-3-O(SD) district:

7 (1) Public connections directly to the rooftop park on the Transbay Transit Center from
8 adjacent buildings shall be counted toward the open space required per subsection (b) above provided
9 that they meet all the following criteria:

10 (A) Such connections shall provide both horizontal connection (i.e. pedestrian bridge)
11 from the subject development lot to the Transit Center Park as well as vertical connection to access
12 such park connection from a publicly-accessible space at street level;

13 (B) Such connections described in (A), both vertical and horizontal, and any related
14 circulation spaces, shall be publicly-accessible at any time the Transit Center park is open to the
15 public;

16 (C) Horizontal connections shall have a minimum clear walking path of 12 feet;

17 (D) The project sponsor shall provide a letter, prior to project approval subject to
18 Section 309, from the Executive Director of the Transbay Joint Powers Authority or any successor
19 agency or agencies with jurisdiction over the Transit Center park indicating tentative approval of the
20 horizontal connection as designed;

21 (E) Any vertical connection shall be clearly and prominently signed from a public
22 sidewalk or public space as described in (A) above, and shall feature an informational plaque meeting
23 the standards in subsection (i) above and further established in the "Guidelines for Open Space."

24 (F) The square footage equivalency of such park connections for the purpose of meeting
25 Section 138 open space requirements shall be calculated to include:

1 (i) The area of the bridge structure from face of building to furthest point of connection
2 on the rooftop park;

3 (ii) The area set aside for public circulation on or adjacent to the development lot,
4 within or outside of the building envelope, that provides access to the park connection and is not
5 otherwise necessary for general building circulation;

6 (iii) The area on any floor devoted to vertical circulation dedicated specifically to
7 provide public access to the park connection, except for any features that are otherwise necessary for
8 the general circulation or support of the building; and

9 (iv) An additional 5,000 square feet bonus.

10 (G) Approval of such connections by the Planning Department or Commission is
11 conditioned on obtaining the necessary easements, permits or approvals otherwise required by other
12 governmental agencies or authorities.

13 (H) Such connections must satisfy all applicable permit and governmental approval
14 requirements and be completed and available for public use prior to issuance of the first Temporary
15 Certificate of Occupancy for the project.

16 (2) Any observation deck or sky lobby or similar space of public accommodation on any story
17 above a height of 600 feet that is open to the general public shall be counted toward the open space
18 required by subsection (b). Such spaces shall not include any space that requires a fee for access, a
19 bar, restaurant or other primarily-commercial use, except that a space qualifying under this subsection
20 may include ancillary retail or eating and drinking activities not to exceed 50% of the publicly-
21 accessible floor area of such space.

22 (3) Any mid-block public pedestrian pathway that meets the design criteria of Section 270.2(e)
23 whether required or not, shall be counted toward the open space required by subsection (b), except that
24 any mid-block pathway constructed on Assessor's Block 3721 connecting Howard and Natoma Streets
25 need not be open to the sky provided that it has vertical clearance of at least 25 feet, is open to the

1 public at all times, and is open to the air at both ends such that it does not require opening of doors for
2 access.

3 (4) In-lieu of providing open space per the requirements of this Section 138, developments in
4 the C-3-O(SD) District may pay the fee as described in Section 427(b).

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

7 Amend the Table 151.1 language under the "Number of Off-Street Car Parking Spaces
8 or Space Devoted to Off-Street Car Parking Permitted" heading associated with the Use and
9 Activity category of "All non-residential uses in C-3 and C-M Districts" as follows:

10 Not to exceed 7% of gross floor area of such uses, except not to exceed 3.5% of gross
11 floor area in the C-3-O(SD) district. See requirements in Section 204.5.

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

15 In C-3, Eastern Neighborhoods Mixed Use Districts, and South of Market Mixed Use
16 Districts, off-street freight loading spaces shall be provided in the minimum quantities
17 specified in the following Table 152.1, except as otherwise provided in Sections 153(a)(6),
18 161, and as stated below in this Section. Notwithstanding the requirements of this Section,
19 including Table 152.1, no building in the C-3-O(SD) district shall be required to provide more than six
20 off-street freight loading or service vehicle spaces in total. The measurement of gross floor area
21 shall be as defined in this Code, except that non-accessory parking spaces and driveways
22 and maneuvering areas incidental thereto shall not be counted.

23 For projects in the Eastern Neighborhoods Mixed Use Districts that are subject to
24 Section 329, the Planning Commission may waive these requirements per the procedures of
25 Section 329 if it finds that the design of the project, particularly ground floor frontages, would

1 be improved and that such loading could be sufficiently accommodated on adjacent streets
 2 and alleys. For projects in the Eastern Neighborhoods Mixed Use Districts that are not subject
 3 to Section 329, the Zoning Administrator may administratively waive these requirements
 4 pursuant to Section 307(h) and the criteria identified above which apply to projects subject to
 5 Section 329.

6 Table 152.1

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

Use or Activity	Gross Floor Area of Structure or Use (sq. ft.)	Number of Off-Street Freight Loading Spaces Required
Offices and Banks		0.1 space per 10,000 sq. ft. of gross floor area (to closest whole number per Section 153)
Retail stores, restaurants, bars, nighttime entertainment and drugstores	0 - 10,000	0
	10,001 - 30,000	1
	30,001 - 50,000	2
	over 50,000	1 space per 25,000 sq. ft. of gross floor area (to closest whole number per Section 153)
Wholesaling, manufacturing, and all other uses	0 - 10,000	0

1	primarily engaged in handling goods, and live/work units within existing buildings, within Eastern		
2	Neighborhoods Mixed Use Districts, and South of		
3	Market Mixed Use Districts		
4		10,001 - 50,000	1
5		over 50,000	0.21 spaces per 10,000 sq. ft. of gross floor area (to closest whole number per Section 153)
6			
7			
8			
9	Hotels, apartments, live/work units not included above, and all other uses not included above	0 - 100,000	0
10		100,001 - 200,000	1
11			
12		200,001 - 500,000	2
13			
14		over 500,000	3 plus 1 space for each additional 400,000 sq. ft.

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

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

1 (a) Every required off-street parking or loading space shall be located on the same
2 lot as the use served by it, except as provided in Sections 159, 160 and 161 of this Code.

3 (b) Every required off-street parking or loading space shall be located in its entirety
4 within the lot lines of private property.

5 (c) Every off-street parking or loading space shall have adequate means of ingress
6 from and egress to a street or alley. Access to off-street loading spaces shall be from alleys in
7 preference to streets, except where otherwise specified in this code.

8 Adequate reservoir space shall be provided on private property for
9 entrance of vehicles to off-street parking and loading spaces, except with respect to spaces
10 independently accessible directly from the street.

11 (1) For residential uses, independently accessible off-street parking spaces
12 shall include spaces accessed by automated garages, or car elevators, lifts or other space-
13 efficient parking as defined in Section 154(a)(4) and Section 154(a)(5) provided that no more
14 than one car needs to be moved under its own power to access any one space.

15 (d) All off-street freight loading and service vehicle spaces in the C-3, DTR, MUO,
16 MUG, MUR, and South of Market Mixed Use Districts shall be completely enclosed and
17 access from a public street or alley shall be provided by means of a private service driveway,
18 which is totally contained within the structure. Such a private service driveway shall include
19 adequate space to maneuver trucks and service vehicles into and out of all provided spaces,
20 and shall be designed so as to facilitate access to the subject property while minimizing
21 interference with street and sidewalk circulation. Any such private service driveway shall be of
22 adequate width to accommodate drive-in movement from the adjacent curb or inside traffic
23 lane but shall in no case exceed 30 feet. Notwithstanding the foregoing, if an adjacent street
24 or alley is determined by the Zoning Administrator to be primarily used for building service, up
25 to four off-street freight or loading spaces may be allowed to be individually accessible directly

1 from such a street or alley, pursuant to the provisions of Section 309 in a C-3 District, the
2 provisions of Section 307(g) in a South of Market Mixed Use District, the provisions of Section
3 309.1 in a DTR District, the provisions of Section 329 for projects subject to Section 329 in a
4 MUO, MUG, or MUR District, or by administrative decision of the Zoning Administrator for
5 projects that are not subject to Section 329 in a MUO, MUG, or MUR District.

6 (e) In a C-3 or South of Market District, where site constraints would make a
7 consolidated freight loading and service vehicle facility impractical, service vehicle spaces
8 required by Sections 153(a)(6) and 154(b)(3) of this Code may be located in a parking garage
9 for the structure or other location separate from freight loading spaces.

10 (f) In a C-3, Eastern Neighborhood Mixed Use District or South of Market Mixed
11 Use District, whenever off-street freight loading spaces are provided, freight elevators
12 immediately accessible from the loading dock shall be provided to all floors which contain
13 uses that are included in the calculation of required number of freight loading spaces. If freight
14 loading facilities are subterranean, the location and operation of freight elevators shall be
15 designed, where feasible, to discourage use of freight elevators for deliveries from the ground
16 floor. Directories of building tenants shall be provided at all freight elevators. A raised loading
17 dock or receiving area shall be provided with sufficient dimensions to provide for short-term
18 storage of goods. All required freight loading and service vehicle spaces shall be made
19 available only to those vehicles at all times, and provision shall be made to minimize
20 interference between freight loading and service operations, and garbage dumpster
21 operations and storage.

22 (g) In order to discourage long-term commuter parking, any off-street parking
23 spaces provided for a structure or use other than residential or hotel in a C-3, C-M, DTR, SLR,
24 SSO, SPD, MUG, MUR, or MUO District, whether classified as an accessory or conditional
25 use, which are otherwise available for use for long-term parking by downtown workers shall

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

6 (h) The internal layout of off-street parking and loading spaces, driveways, aisles
7 and maneuvering areas shall be according to acceptable standards, and all spaces shall be
8 clearly marked.

9 (i) For each 25 off-street parking spaces provided, one such space shall be
10 designed and designated for persons with disabilities.

11 (j) Except as provided by Section 155.1 and Section 155.2 below, for each 20 off-
12 street parking spaces provided, one space shall be provided for parking of a bicycle. The most
13 restrictive provisions of 155(j) or 155.4 shall prevail.

14 (k) Off-street parking and loading facilities shall be arranged, designed and
15 operated so as to prevent encroachments upon sidewalk areas, bicycle lanes, transit-only
16 lanes and adjacent properties, in the maneuvering, standing, queuing and storage of vehicles,
17 by means of the layout and operation of facilities and by use of bumper or wheel guards or
18 such other devices as are necessary.

19 (l) Driveways crossing sidewalks shall be no wider than necessary for ingress and
20 egress, and shall be arranged, to the extent practical, so as to minimize the width and
21 frequency of curb cuts, to maximize the number and size of on-street parking spaces available
22 to the public, and to minimize conflicts with pedestrian and transit movements.

23 (m) Every off-street parking or loading facility shall be suitably graded, surfaced,
24 drained and maintained.

1 (n) Off-street parking and loading spaces shall not occupy any required open space,
2 except as specified in Section 136 of this Code.

3 (o) No area credited as all or part of a required off-street parking space shall also be
4 credited as all or part of a required off-street loading space, or used as all or part of an
5 unrequired off-street loading space. No area credited as all or part of a required off-street
6 loading space shall also be credited as all or part of a required off-street parking space, or
7 used as all or part of an unrequired off-street parking space.

8 (p) Any off-street freight loading area located within 50 feet of any R District shall be
9 completely enclosed within a building if such freight loading area is used in regular night
10 operation.

11 (q) Rooftop parking shall be screened as provided in Section 141(d) of this Code.

12 (r) **Protected Pedestrian-, Cycling-, and Transit-Oriented Street Frontages.** In
13 order to preserve the pedestrian character of certain downtown and neighborhood commercial
14 districts and to minimize delays to transit service, garage entries, driveways or other vehicular
15 access to off-street parking or loading (except for the creation of new publicly-accessible
16 streets and alleys) shall be regulated on development lots as follows on the following street
17 frontages:

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

20 (2) Not permitted:

21 (A) The entire portion of Market Street from The Embarcadero to Castro
22 Street,

23 (B) Hayes Street from Franklin Street to Laguna Street, Church Street in the
24 NCT-3 and Upper Market NCT Districts,

25 (C) Van Ness Avenue from Hayes Street to Mission Street,

- 1 (D) Mission Street from The Embarcadero to Annie Street and from 10th Street
2 to Division Street,
- 3 (E) Octavia Street from Hayes Street to Fell Street,
- 4 (F) Embarcadero in the DTR Districts,
- 5 (G) 22nd Street between 3rd Street and Minnesota Streets within the NCT-2
6 District,
- 7 (H) Valencia Street between 15th and 23rd Streets in the Valencia Street
8 NCT District,
- 9 (I) Mission Street for the entirety of the Mission Street NCT District,
- 10 (J) 24th Street for the entirety of the 24th Street-Mission NCT,
- 11 (K) 16th Street between Guerrero and Capp Streets within the Valencia
12 Street NCT and Mission Street NCT Districts,
- 13 (L) 16th Street between Kansas and Mississippi Streets in the UMU and
14 PDR-1-D Districts,
- 15 (M) 6th Street for its entirety within the SoMa NCT District,
- 16 (N) 3rd Street, in the UMU districts for 100 feet north and south of Mariposa
17 and 100 feet north and south of 20th Streets, and 4th Street between Bryant and Townsend in
18 the SLI and MUO District,
- 19 (O) Ocean Avenue within the Ocean Avenue NCT District,
- 20 (P) Geneva Avenue from I-280 to San Jose Avenue within the NCT-2
21 District,
- 22 (Q) Columbus Avenue between Washington and North Point Streets.,
- 23 (R) Broadway from the Embarcadero on the east to Polk Street on the west,
24 and
- 25 (S) All alleyways in the Chinatown Mixed Use Districts.

1 (T) Natoma Street from 300 feet westerly of 1st Street to 2nd Street.

2 (U) Ecker Alley in its entirety.

3 (V) Shaw Alley in its entirety.

4 (W) 2nd Street from Market to Folsom Streets.

5 (3) Not permitted except with a Conditional Use authorization:

6 (A) The entire portion of California Street, The Embarcadero, Folsom Street,
7 Geary Street, Mission Street, Powell Street and Stockton Street in the C-3 Districts,

8 (B) Grant Avenue from Market Street to Bush Street,

9 (C) Montgomery Street from Market Street to Columbus Avenue,

10 (D) Haight Street from Market Street to Webster Street,

11 (E) Church Street and 16th Street in the RTO District,

12 (F) Duboce Street from Noe Street to Market Street,

13 (G) Duboce Street from Noe Street to Market Street, and

14 (H) Octavia Street from Fell Street to Market Street.

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

16 (4) In C-3, NCT and RTO Districts, no curb cuts accessing off-street parking or
17 loading shall be created or utilized on street frontages identified along any Transit Preferential,
18 Citywide Pedestrian Network or Neighborhood Commercial Streets as designated in the
19 Transportation Element of the General Plan or official City bicycle routes or bicycle lanes,
20 where an alternative frontage is available. For bicycle lanes, the prohibition on curb cuts
21 applies to the side or sides of the street where bicycle lanes are located; for one-way bicycle
22 routes or lanes, the prohibition on curb cuts shall apply to the right side of the street only,
23 unless the officially adopted alignment is along the left side of the street. Where an alternative
24 frontage is not available, parking or loading access along any Transit Preferential, Citywide
25 Pedestrian Network or Neighborhood Commercial Streets as designated in the Transportation

1 Element of the General Plan or official City bicycle lane or bicycle route, may be allowed on
2 streets not listed in subsection (2) above as an exception in the manner provided in Section
3 309 for C-3 Districts and in Section 303 for NCT and RTO Districts in cases where it can be
4 clearly demonstrated that the final design of the parking access minimizes negative impacts to
5 transit movement and to the safety of pedestrians and bicyclists to the fullest extent feasible.

6 (5) A "development lot" shall mean any lot containing a proposal for new
7 construction, building alterations which would increase the gross square footage of a structure
8 by 20 percent or more, or change of use of more than 50 percent of the gross floor area of a
9 structure containing parking. Pre-existing access to off-street parking and loading on
10 development lots that violates the restrictions of this Section 155(r) may not be maintained.

11 (s) Off-Street Parking and Loading in C-3 Districts. In C-3 Districts, restrictions on
12 the design and location of off-street parking and loading and access to off-street parking and
13 loading are necessary to reduce their negative impacts on neighborhood quality and the
14 pedestrian environment.

15 (1) Ground floor or below-grade parking and street frontages with active uses.

16 (A) All off-street parking in C-3 Districts (both as accessory and principal
17 uses) shall be built no higher than the ground-level (up to a maximum ceiling height of 20 feet
18 from grade) unless an exception to this requirement is granted in accordance with Section 309
19 and subsection 155(s)(2) or a conditional use is authorized in accordance with Section 303
20 and subsections 155(s)(2) or 155(s)(3) below.

21 (B) Parking located at or above ground level shall conform to the street
22 frontage requirements of Section 145.1(c), and shall be lined with active uses, as defined by
23 Section 145.4 (e), to a depth of at least 25 feet along all ground-level street frontages, except
24 for space allowed for parking and loading access, building egress, and access to mechanical
25 systems.

1 (i) Where a non-accessory off-street parking garage permitted under Section
2 223(m) - (p) is located in the Mid-Market area described below in subsection 155(s)(3)(B) and
3 fronts more than one street of less than 45 feet in width, a conditional use may be granted in
4 accordance with Section 303 that allows an exception to this requirement for one of the street
5 frontages. The above provision authorizing such conditional use shall sunset eight years from
6 the effective date of the ordinance enacting this subsection 155(s)(1)(A)(i).

7 (C) Parking allowed above the ground-level in accordance with an exception
8 under Section 309 or a conditional use in accordance with Section 303 as authorized by
9 subsections 155(s)(2) or 155(s)(3) shall be entirely screened from public rights-of-way in a
10 manner that accentuates ground floor retail and other uses, minimizes louvers and other
11 mechanical features and is in keeping with the overall massing and architectural vocabulary of
12 the building's lower floors. So as not to preclude conversion of parking space to other uses in
13 the future, parking allowed above the ground-level shall not be sloped and shall have a
14 minimum clear ceiling height of nine feet.

15 (2) Residential accessory parking. For residential accessory off-street parking in C-
16 3 Districts, two additional floors of above-grade parking beyond the at-grade parking allowed
17 by Section 155(s)(1), to a maximum ceiling height of 35 feet from grade, may be permitted
18 subject to the provisions of subsections 155(s)(2)(A) or 155(s)(2)(B) below:

19 (A) In a manner provided in Section 309 of this Code provided it can be
20 clearly demonstrated that transportation easements or contaminated soil conditions make it
21 practically infeasible to build parking below-ground. The determination of practical infeasibility
22 shall be made based on an independent, third-party geotechnical assessment conducted by a
23 licensed professional and funded by the project sponsor. The Planning Director shall make a
24 determination as to the objectivity of the study prior to the Planning Commission's
25 consideration of the exception application under Section 309.

1 (B) As a conditional use in accordance with the criteria set forth in Section
2 303 of this Code, provided it can be clearly demonstrated that constructing the parking above-
3 grade instead of underground would allow the proposed housing to meet affordability levels
4 for which actual production has not met ABAG production targets as identified in the Housing
5 Element of the General Plan.

6 (3) Non-accessory off-street parking garages. For non-accessory off-street parking
7 garages in C-3 Districts permitted under Section 223(m) - (p), two additional floors of above-
8 grade parking beyond the at-grade parking allowed by Section 155(s)(1), to a maximum
9 ceiling height of 35 feet from grade, may be permitted subject to the provisions of subsections
10 155(s)(3)(A) or 155(s)(3)(B) below:

11 (A) As a conditional use in accordance with the criteria set forth in Section
12 303, provided it can be clearly demonstrated that transportation easements or contaminated
13 soil conditions make it practically infeasible to build parking below-ground. The determination
14 of practical infeasibility shall be made based on an independent, third-party geotechnical
15 assessment conducted by a licensed professional and funded by the project sponsor. The
16 Planning Director shall make a determination as to the objectivity of the study prior to the
17 Planning Commission's consideration of the conditional use permit application.

18 (B) As a conditional use in accordance with the criteria set forth in Section
19 303, provided the site contains an existing non-accessory off-street surface parking lot with
20 valid permits for such parking as of the effective date of the ordinance enacting this
21 subsection and the site is located in the following Mid-Market area: Assessor's Block 0341,
22 Lots 4 through 9 and 13; Block 0342, Lots 1, 2, 4, 7, 11, 12 and 13; Block 0350, Lots 1
23 through 4; Block 0355, Lots 3 through 12 and 15; Block 3507, Lot 39; Block 3508, Lots 1, 13,
24 18, 19, 22, 24 through 27, 39 and 40; Block 3509, Lots 18, 19, 36, 37 and 40 through 43;
25 Block 3510, Lot 1; Block 3701, Lots 5, 8, 10, 11, 12, 20 through 24, 53, 59, 60, 63 and 64;

1 Block 3702, Lots 1, 2, 37, 38, 39, 44, 44A, 45, 46, 47, 48, 48A, 51, 52, 53, 54, 56; Block 3703,
2 Lots 1, 2, 3, 7, 10, 11, 12, 25, 26, 33, 40, 41, 50, 53, 56 through 68, 70, 74, 75, 76, 78 through
3 81, 84, 85 and 86; Block 3704, Lots 1, 3, 6, 9 through 13, 15, 17 through 22, 24, 35, 38, 39,
4 42, 43, 45, 62 and 67 through 79, Block 3725, Lot 78, 82, 86 through 91 and 93; Block 3727,
5 Lot 1, 91, 94, 96, 97, 109, 117, 118, 120, 134, 168 and 173; Block 3728, Lot 1, 72, 75, 76, 81,
6 82, 83, 89, 103 and 105; and Block 0351, Lots 1, 22, 32, 33, 37, 39, 41, 43, 46, 47, 49, 50 and
7 51 This subsection 155(s)(3)(B) shall sunset on July 22, 2014.

8 (4) Parking lots permitted in C-3 Districts as temporary uses according to Section
9 156(h) and expansions of existing above-grade publicly accessible parking facilities are not
10 subject to the requirements of subsections 155(s)(1) - (3).

11 (5) Parking and Loading Access.

12 (A) Width of openings. Any single development is limited to a total of two
13 facade openings of no more than 11 feet wide each or one opening of no more than 22 feet
14 wide for access to off-street parking and one facade opening of no more than 15 feet wide for
15 access to off-street loading. Shared openings for parking and loading are encouraged. The
16 maximum permitted width of a shared parking and loading garage opening is 27 feet.

17 (B) Porte cocheres to accommodate passenger loading and unloading are
18 not permitted except as part of a hotel, inn or hostel use. For the purpose of this Section, a
19 "porte cochere" is defined as an off-street driveway, either covered or uncovered, for the
20 purpose of passenger loading or unloading, situated between the ground floor facade of the
21 building and the sidewalk.

22 **SEC. 155.4. BICYCLE PARKING REQUIRED IN NEW AND RENOVATED**
23 **COMMERCIAL BUILDINGS.**

24 (a) **Definitions.**

25

1 (1) All definitions set forth in Section 155.1(a) and Section 155.3(a) are
2 incorporated into this Section.

3 (2) **New Commercial Building.** A commercial or industrial building for which a
4 building permit is issued on or at least six months after the effective date of this Section.

5 (3) **Major Renovation.** Any construction or renovation project (i) for which a
6 building permit is issued commencing on or at least six months after the effective date of this
7 Section (ii) which involves an enlargement of an existing commercial building and (iii) which
8 has an estimated construction cost of at least \$1,000,000.00.

9 (b) **Requirements for New Commercial Buildings and Commercial Buildings**
10 **with Major Renovations.** New commercial buildings and commercial buildings with major
11 renovations, as a condition of approval, shall provide bicycle parking in that building in
12 accordance with this Section. Where a building undergoes major renovations, its total square
13 footage after the renovation shall be used in calculating how many, if any, bicycle parking
14 spaces are required.

15 (c) **Types of Bicycle Parking.** New commercial buildings and commercial
16 buildings with major renovations shall offer either Class 1 bicycle parking, as defined in
17 Section 155.1(a)(6), or Class 2 bicycle parking, as defined in Section 155.1(a)(7), or a
18 combination of Class 1 and Class 2 bicycle parking.

19 (d) **Bicycle Parking Spaces - Professional Services.** *Except in the C-3-O(SD)*
20 *district, For* new commercial buildings and commercial buildings with major renovations,
21 including individual buildings of large, multiple-building developments, whose primary use
22 consists of medical or other professional services, general business offices, financial services,
23 general business services, business and trade schools, colleges and universities, research
24 and development or manufacturing, the following schedule of required bicycle parking applies:
25

1 (1) Where the gross square footage of the floor area exceeds 10,000 square
2 feet but is no greater than 20,000 feet, 3 bicycle spaces are required.

3 (2) Where the gross square footage of the floor area exceeds 20,000 square
4 feet but is no greater than 50,000 feet, 6 bicycle spaces are required.

5 (3) Where the gross square footage of the floor area exceeds 50,000 square
6 feet, 12 bicycle spaces are required.

7 (4) In the C-3-O(SD) district, the following bicycle parking requirements apply: One Class 1
8 space for every 3,000 square feet for buildings containing less than 75,000 gross square feet of the uses
9 described in subsection (d) above. For buildings containing greater than 75,000 gross square feet of
10 such uses, 20 Class 1 spaces plus one Class 1 space for every 5,000 square feet in excess of 75,000.
11 Additionally, one Class 2 space is required for every 50,000 gross square feet of such uses. Class 2
12 spaces are intended for short-term use by visitors and shall be located in a highly-visible publicly-
13 accessible location at street grade, or no more than one level above or below street grade if accessible
14 by ramp and clear directional signage is available at street level.

15 (e) **Bicycle Parking Spaces - Retail.** For new commercial buildings and
16 commercial buildings with major renovations whose primary use consists of retail, eating and
17 drinking or personal service, the following schedule of required bicycle parking applies:

18 (1) Where the gross square footage of the floor area exceeds 25,000 square
19 feet but is no greater than 50,000 feet, 3 bicycle spaces are required.

20 (2) Where the gross square footage of the floor area exceeds 50,000 square
21 feet but is no greater than 100,000 feet, 6 bicycle spaces are required.

22 (3) Where the gross square footage of the floor area exceeds 100,000 square
23 feet, 12 bicycle spaces are required.

1 (f) **Notice of Bicycle Parking.** New commercial buildings and commercial
2 buildings with major renovations subject to this Section must provide adequate signs or
3 notices to advertise the availability of bicycle parking.

4 (g) **Layout of Spaces.** Owners of new commercial buildings and commercial
5 buildings with major renovations subject to this Section are encouraged to follow the
6 requirements set forth in Section 155.1(d) (Layout of Spaces) in installing Class 1 and Class 2
7 bicycle parking. The number of required automobile parking spaces may be lowered in
8 buildings where Class 1 bicycle parking is provided. The number of otherwise required
9 automobile parking spaces may be reduced, commensurate with the space necessary to
10 provide Class 1 or Class 2 bicycle parking spaces, in an amount that meets or exceeds the
11 requirements of this section. This provision only applies to the explicit area used for Class 1 or
12 Class 2 bicycle parking.

13 (h) **Owners of Existing Buildings Encouraged to Provide Bicycle Parking**
14 **Spaces.** The City encourages building owners whose buildings are not subject to this Section
15 to provide bicycle parking spaces in such buildings.

16 (i) **Exemption.** Where a new commercial building or building with major
17 renovations includes residential uses, the building's total non-residential square footage shall
18 be used in calculating how many, if any, bicycle parking spaces are required. Building owners
19 shall be required to allow tenants to bring their bicycles into buildings unless Class 1 bicycle
20 parking is provided.

21 (j) This Section shall not be interpreted to interfere with the Department of
22 Planning's authority to require more than the minimum bicycle parking spaces required by this
23 Section as a condition of approval of a project, where appropriate.

24 (k) For the purposes of this Section, commercial shall mean commercial and
25 industrial.

1 **SEC. 156. PARKING LOTS.**

2 (a) A "parking lot" is hereby defined as an off-street open area or portion thereof
3 solely for the parking of passenger automobiles. Such an area or portion shall be considered
4 a parking lot whether or not on the same lot as another use, whether or not required by this
5 Code for any structure or use, and whether classified as an accessory, principal or conditional
6 use.

7 (b) Where parking lots are specified in Articles 2 or 7 of this Code as a use for
8 which conditional use approval is required in a certain district, such conditional use approval
9 shall be required only for such parking lots in such district as are not qualified as accessory
10 uses under Section 204.5 of this Code. The provisions of this Section 156 shall, however,
11 apply to all parking lots whether classified as accessory, principal or conditional uses.

12 (c) In considering any application for a conditional use for a parking lot for a
13 specific use or uses, where the amount of parking provided exceeds the amount classified as
14 accessory parking in Section 204.5 of this Code, the Planning Commission shall consider the
15 criteria set forth in Section 157.

16 (d) Any vehicle use area that is less than 25 linear feet adjacent to a public right-
17 of-way or parking lot for the parking of two or more automobiles which adjoins a lot in any R
18 District, or which faces a lot in any R District across a street or alley, shall be screened from
19 view therefrom, except at driveways necessary for ingress and egress, by a solid fence, a
20 solid wall, or a compact evergreen hedge, not less than four feet in height.

21 (e) Any vehicle use area that has more than 25 linear feet adjacent to a public
22 right-of-way or is a parking lot for the parking of 10 or more automobiles shall be screened in
23 accordance with the standards described in Section 142, Screening and Greening of Parking
24 and Vehicle Use Areas.

1 (f) All artificial lighting used to illuminate a parking lot for any number of
2 automobiles in any District shall be so arranged that all direct rays from such lighting fall
3 entirely within such parking lot.

4 (g) No parking lot for any number of auto-mobiles shall have conducted upon it
5 any dead storage or dismantling of vehicles, or any repair or servicing of vehicles other than
6 of an emergency nature.

7 (h) No permanent parking lot shall be permitted in C-3-O, C-3-O(SD), C-3-R, C-3-
8 G and NCT Districts; temporary parking lots may be approved as conditional uses, except in C-
9 3-O(SD) district, pursuant to the provisions of Section 303 for a period not to exceed two years
10 from the date of approval; permanent parking lots in C-3-S Districts shall be permitted only as
11 a conditional use. No new parking lots may be approved in the C-3-O(SD) district, however
12 conditional use approval for a two-year extension of existing parking lots in the C-3-O(SD) district may
13 be approved pursuant to this Subsection provided that they meet the requirements of subsection (l).

14 (i) Any parking lot approved pursuant to zoning categories .25, .27 and .29 of
15 Sections 813 through 818 of this Code shall be screened in accordance with the standards
16 described in Section 142, Screening and Greening of Parking and Vehicle Use Areas except
17 where this requirement would prevent otherwise feasible use of the subject lot as an open
18 space or play area for nearby residents.

19 (j) **Interior Landscaping.** All permanent parking lots are required to provide 1 tree
20 per 5 parking spaces in a manner that is compliant with the applicable water use requirements
21 of Administrative Code Chapter 63 and a minimum of 20% permeable surface, as defined by
22 Section 102.33 Permeable Surfaces. The trees planted in compliance with this Section shall
23 result in canopy coverage of 50% of the parking lots' hardscape within 15 years of the
24 installations of these trees. Permeable surfaces and grading shall be coordinated so that
25 stormwater can infiltrate the surface in areas with less than 5% slope.

1 (k) **Street Tree Requirement.** All parking lots shall meet the street tree
2 requirements specified in Section 143.

3 (l) The conditions of approval for the extension an existing parking lot in the C-3-O(SD)
4 district shall include the following:

5 (A) a minimum of one parking space for car sharing vehicles meeting all of the
6 requirements in Section 166 for every 20 spaces in said lot;

7 (B) a minimum of two Class 2 bicycle parking spaces for every 50 linear feet of frontage
8 in a highly visible area on the property adjacent to a public sidewalk or shall attain approval from the
9 appropriate City agencies to install such bicycle parking on a public sidewalk on the same block;

10 (C) interior landscaping compliant with the requirements in subsection (j) above,
11 provided that if a site permit has been approved by the Planning Department for construction of
12 building on the subject lot that would replace the parking lot in less than 2 years, the trees may be
13 planted in movable planters and the lot need not provide permeable surfaces described in subsection
14 (j).

15 **SEC. 163. TRANSPORTATION MANAGEMENT PROGRAMS AND**
16 **TRANSPORTATION BROKERAGE SERVICES IN C-3, EASTERN NEIGHBORHOODS**
17 **MIXED USE, AND SOUTH OF MARKET MIXED USE DISTRICTS.**

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

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

1 (1) In the C-3, Eastern Neighborhoods, Mixed Use and South of Market Mixed Use Districts,
2 projects where the gross square feet of new construction, conversion, or added floor area for office use
3 equals at least 100,000 square feet;

4 (2) In the C-3-O(SD) District, where new construction, conversion, or added floor area for
5 residential use equals at least 100,000 square feet equals at least 100 dwelling units;

6 (3) In the C-3-O(SD) District, projects where the gross square feet of new construction or
7 added floor area for any non-residential use equals at least 100,000 square feet; or

8 (4) In the case of the SSO or MUO District, where the gross square feet of new, converted or
9 added floor area for office use equals at least 25,000 square feet.

10 **(bc) Requirement.** ~~For any new building or additions to or conversion of an existing~~
11 ~~building in C-3, Eastern Neighborhoods Mixed Use, and South of Market Mixed Use Districts where~~
12 ~~the gross square feet of new, converted or added floor area for office use equals at least 100,000~~
13 ~~square feet, or, in the case of the SSO or MUO District, 25,000 square feet, For all applicable projects,~~

14 the project sponsor shall be required to provide on-site transportation brokerage services for
15 the actual lifetime of the project, as provided in this Subsection. Prior to the issuance of a
16 temporary permit of occupancy (for this purpose Section 149(d) shall apply), the project
17 sponsor shall execute an agreement with the Planning Department for the provision of on-site
18 transportation brokerage services and preparation of a transportation management program
19 to be approved by the Director of Planning and implemented by the provider of transportation
20 brokerage services. The transportation management program and transportation brokerage
21 services shall be designed:

22 (1) To promote and coordinate effective and efficient use of transit by tenants
23 and their employees, including the provision of transit information and sale of transit passes
24 on-site;

1 (2) To promote and coordinate ridesharing activities for all tenants and their
2 employees within the structure or use;

3 (3) To reduce parking demand and assure the proper and most efficient use of
4 on-site or off-site parking, where applicable, such that all provided parking conforms with the
5 requirements of Article 1.5 of this Code and project approval requirements;

6 (4) To promote and encourage the provision and proliferation of car-sharing
7 services convenient to tenants and employees of the subject buildings in addition to those
8 required by Section 166, and to promote and encourage those tenants and their employees to
9 prioritize the use of car-share services for activities that necessitate automobile travel,
10 including the promotion and sale of individual and business memberships in certified car-
11 sharing organizations, as defined by Section 166(b)(2).

12 (5) To promote and encourage project occupants to adopt a coordinated flex-
13 time or staggered work hours program designed to more evenly distribute the arrival and
14 departure times of employees within normal peak commute periods;

15 (6) To participate with other project sponsors in a network of transportation
16 brokerage services for the respective downtown, South of Market area, or other area of
17 employment concentration in the Eastern Neighborhoods Mixed Use Districts;

18 (7) To carry out other activities determined by the Planning Department to be
19 appropriate to meeting the purpose of this requirement.

20 **SEC. 201. CLASSES OF USE DISTRICTS.**

21 Amend the Commercial Districts table under Section 201 as follows:

Commercial Districts	
C-1	Neighborhood Shopping Districts
C-2	Community Business Districts

C-M	Heavy Commercial Districts
C-3-O	Downtown Office District
<i>C-3-O(SD)</i>	<i>Downtown Office Special Development District</i>
C-3-R	Downtown Retail District
C-3-G	Downtown General Commercial District
C-3-S	Downtown Support District

SEC. 210.3. C-3 DISTRICTS: DOWNTOWN COMMERCIAL.

Downtown San Francisco, a center for City, regional, national and international commerce, is composed of four separate districts, as follows:

C-3-O District: Downtown Office. This district, playing a leading national role in finance, corporate headquarters and service industries, and serving as an employment center for the region, consists primarily of high-quality office development. The intensity of building development is the greatest in the City, resulting in a notable skyline symbolizing the area's strength and vitality. The district is served by City and regional transit reaching its central portions and by automobile parking at peripheral locations. Intensity and compactness permit face-to-face business contacts to be made conveniently by travel on foot. Office development is supported by some related retail and service uses within the area, with inappropriate uses excluded in order to conserve the supply of land in the core and its expansion areas for further development of major office buildings.

C-3-O(SD) District: Downtown Office Special Development. This area south of Market Street and east of 3rd Street comprises the southern side of the core central business district, and is similar to and generally indistinguishable from the C-3-O District in terms of uses and character. The area is centered on the Transbay Transit Center. This district permits densities that exceed those in the C-3-O

1 district and contains the tallest height limits in the City, reflecting its unparalleled public
2 transportation access and geographically central position in the downtown.

3 **C-3-R District:** Downtown Retail. This district is a regional center for comparison
4 shopper retailing and direct consumer services. It covers a compact area with a distinctive
5 urban character, consists of uses with cumulative customer attraction and compatibility, and is
6 easily traversed by foot. Like the adjacent Downtown Office District, this district is well-served
7 by City and regional transit, with automobile parking best located at its periphery. Within the
8 district, continuity of retail and consumer service uses is emphasized, with encouragement of
9 pedestrian interest and amenities and minimization of conflicts between shoppers and motor
10 vehicles. A further merging of this district with adjacent, related districts is anticipated, partially
11 through development of buildings which combine retailing with other functions.

12 **C-3-G District:** Downtown General Commercial. This district covers the western
13 portions of downtown and is composed of a variety of uses: Retail, offices, hotels,
14 entertainment, clubs and institutions, and high-density residential. Many of these uses have a
15 Citywide or regional function, although the intensity of development is lower here than in the
16 downtown core area. As in the case of other downtown districts, no off-street parking is
17 required for individual commercial buildings. In the vicinity of Market Street, the configuration
18 of this district reflects easy accessibility by rapid transit.

19 **C-3-S District:** Downtown Support. This district encompasses Yerba Buena Gardens,
20 which includes San Francisco's Convention Center, hotels, museums and cultural facilities,
21 housing, retail, and offices arranged around public gardens and plazas. The district continues
22 to accommodate important supporting functions such as wholesaling, printing, building
23 services, and secondary office space. It also contains unique housing resources. The district
24 is within walking distance of rapid transit on Market Street, and is served by transit lines on
25 Third, Fourth, Mission and Folsom streets.

SEC. 215. DWELLINGS.

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C-1	C-2	C-3-O	<u>C-3-O(SD)</u>	C-3-R	C-3-G	C-3-S	C-M	M-1	M-2	PDR-1-G	PDR-1-D	PDR-1	PDR-2	
														SEC. 215. DWELLINGS.
P	P	P	<u>P</u>	P	P	P	C	C	C					(a) Dwelling at a density ratio not exceeding the number of dwelling units permitted in the nearest R District, with the distance to such R District measured from the midpoint of the front lot line or from a point directly across the street therefrom, whichever permits the greater density; provided, that the maximum density ratio in a C-1, C-2, M-1 or M-2 District shall in no case be less than for an RM-1 District, the maximum density ratio in a C-3 or C-M District shall in no

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															Planning Commission pursuant to Section 303(c) of this Code.
			<u>P</u>												<i>(c) Dwelling at a density ratio not limited by lot area.</i>
							C	C	C						<i>(ed)</i> Mobile home park for house trailers, motor homes, campers and similar vehicles or structures used for dwelling purposes. Each vehicle or structure in any such park shall be regulated by this Code in the same manner as a dwelling unit.

SEC. 216. OTHER HOUSING.

C-1	C-2	C-3-O	<u>C-3-O(SD)</u>	C-3-R	C-3-G	C-3-S	C-M	M-1	M-2	PDR-1-G	PDR-1-D	PDR-1	PDR-2	
														SEC. 216. OTHER HOUSING.
P	P	P	<u>P</u>	P	P	P	P	C	C					(a) Group housing, providing lodging or both meals and lodging,

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														hostel shall not include a motel as described in Subsection 216(c) below:
C	C	C	C	C	C	C	C	C	C					(i) 200 rooms or less;
C	C	C	C	C	C	C	C	C	C					(ii) More than 200 rooms.
C	N A			N A	N A	N A	N A	N A	N A					(c) Motel, including an auto court, motor lodge, tourist court or other facility similarly identified, containing rooms or suites of rooms, none with individual cooking facilities, which are offered for compensation and are primarily for the accommodation of transient guests traveling by automobile, and where each sleeping unit is independently accessible from the outside; provided, that the entrance to such motel is within 200 feet of and immediately

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														accessible from a major thoroughfare as designated in the General Plan.
	C				C	C	C	C	C					(d) Motel, as described in Subsection 216(c) above but without restriction as to location of its entrance.

SEC. 217. INSTITUTIONS.

C-1	C-2	C-3-O	<u>C-3-O(S) D</u>	C-3-R	C-3-G	C-3-S	C-M	M-1	M-2	PDR-1-G	PDR-1-D	PDR-1-B	PDR-2	
														SEC. 217. INSTITUTION S.
C	C	C	<u>C</u>	C	C	C	C	C						(a) Hospital, medical center or other medical institution which includes facilities for inpatient or outpatient medical care and may also include medical offices, clinics, laboratories, and employee or student dormitories

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														psychological disorders.	
P	P	P	<u>P</u>	P	P	P	P	P	P	P	P under 5,000 gsf, C above	P under 5,000 gsf, C above	P under 7,500 sf	P under 5,000 sf	(c) Clinic primarily providing outpatient care in medical, psychiatric or other healing arts and not a part of a medical institution as specified in Subsection 217(a) above.
P	P	P	<u>P</u>	P	P	P	P	P	P	P	P under 5,000 gsf, C above	P under 5,000 gsf, C above	P under 5,000 sf	P under 5,000 sf	(d) Social service or philanthropic facility providing assistance of a charitable or public service nature.
P	P	P	<u>P</u>	P	P	C	P	P				P			(e) Child-care facility providing less than 24-hour care for children by licensed personnel and meeting the open-space and other requirements of the State of California and other authorities.
P	P	P	<u>P</u>	P	P	P	P	P				P under 20,000 gsf if no housing	P under 20,000 sf if no housing		(f) Elementary school, either public or private. Such institution may include employee or

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														include employee or student dormitories and other housing operated by and affiliated with the institution. Such institution shall not have industrial arts as its primary course of study.
						P	P	P	P	P under 20,000 sf if no housing	(i) Secondary or postsecondary educational institution, other than as specified in Subsection 217(g) and (h) above.			
P	P	P	<u>P</u>	P	P	P	P	P	P	P under 20,000 sf if no housing	(j) Church or other religious institution. Such institution may include, on the same lot, the housing of persons who engage in supportive activity for the institution.			
P	P	P	<u>P</u>	P	P	P	P							(k) Medical cannabis dispensary as defined by Section 3301(f) of the San Francisco Health Code.
														(a)

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														shall not include any use first specifically listed in a subsequent Section of this Code.
P	NA	NA	NA	NA	(a) Retail business or personal service establishment, of a type which supplies new commodities or offers personal services primarily to residents in the immediate vicinity.									
	P	P	P	P	P	P	P	P	P	P under 2,500 gsf per lot; C above for Grocery stores, as defined in Section 790.102(a) and Health club, fitness, gymnasium, or exercise facility	P under 5,000 gsf per lot; C above for Grocery stores, as defined in Section 790.102(a) and Health club, fitness, gymnasium, or exercise facility	P under 2,500 gsf	P under 2,500 gsf per lot* #	(b) Retail business or personal service establishment not limited to sales or services primarily for residents in the immediate vicinity,

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										when including equipment and space for weight-lifting and cardiovascular activities.	when including equipment and space for weight-lifting and cardiovascular activities			and not restricted to sale of new commodities.
														*Subject to the limitations of Section 121.8.

SEC. 218.1. MASSAGE ESTABLISHMENTS.

C-1	C-2	C-3-O	<u>C-3-O</u> (SD)	C-3-R	C-3-R	C-3-G	C-3-S	C-M	M-1	PDR-1	PDR-2	
												SEC. 218.1 MASSAGES ESTABLISHMENTS.
C	C	C	<u>C</u>	C	C	C	C	C	C	C	C	Massage establishments, as defined by Section 1900 of the San Francisco Health Code, except a use that is a sole proprietorship, as defined in California Business and Professions Code Section 4612(b)(1), and where the sole proprietor is certified pursuant to the California Business and Professions Code Section 4600 et seq., or one that employs or uses only persons certified by the state's Massage Therapy Organization, pursuant to the California Business

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												and Professions Code Section 4600 et seq., provided that the massage establishment has first obtained a permit from the Department of Public Health pursuant to Section 1908 of the San Francisco Health Code, and provided that:
												(a) the massage use is accessory to a principal use, if the massage use is accessed by the principal use and:
												(1) the principal use is a dwelling unit and the massage use conforms to the requirements of Section 204.1, for accessory uses for dwelling units in R or NC districts; or
												(2) the principal use is a tourist hotel as defined in Section 790.46 of this Code, that contains 100 or more rooms, a large institution as defined in Section 790.50 of this Code, or a hospital or medical center, as defined in Section 790.44 of this Code, or
												(b) the only massage service provided is chair massage, such service is visible to the public, and customers are fully-clothed at all times.
												(c) If the massage

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												use does not meet the requirements of (a) or (b), above, then the massage use shall obtain a conditional use permit from the Planning Commission, pursuant to Section 303 of this Code. When considering an application for a conditional use permit pursuant to this subsection, the Planning Commission shall consider, in addition to the criteria listed in Section 303(c), the following criteria
												(1) Whether the applicant has obtained, and maintains in good standing, a permit for a Massage Establishment from the Department of Public Health pursuant to Section 1908 of the San Francisco Health Code;
												(2) Whether the use's facade is transparent and open to the public. Permanent transparency and openness are preferable. Elements that lend openness and transparency to a facade include: i) active street frontage of at least 25' in length where 75% of that length is

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															discouraged. These include (but are not limited to) foyers equipped with double doors that can be opened only from the inside and security cameras.
															(d) Nothing herein shall preclude the Board of Supervisors from adopting more restrictive provisions for Massage Establishments, or prohibiting Massage Establishments in specific areas of the City.

SEC. 219. OFFICES.

C-1	C-2	C-3-O	<u>C-3-O(SD)</u>	C-3-R	C-3-G	C-3-S	C-M	M-1	M-2	PDR-1-G	PDR-1-D	PDR-1-B	PDR-2	
														SEC. 219. OFFICES.
P	P	P	<u>P</u>	P	P	P	P	P	P	NP	NP	P*#	P*#	(a) Professional and business offices, as defined in 890.70, not more than 5,000 gross square feet in size and offering on-site services to the general public.
P	P	P	<u>P</u>	C	P	P	P	P	P	NP	NP			(b) Professional and business offices, as defined in 890.70, larger than

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														5,000 gross square feet in size and offering on-site services to the general public.
P	P	P	<u>P</u>	C	P	P	P	P	P	NP	NP	P under 5,000 gsf **#	P under 5,000 gsf**#	(c) Other professional and business offices, as defined in 890.70, above the ground floor. In the C-3-R District, in addition to the criteria set forth in Section 303, approval shall be given upon a determination that the use will not detract from the district's primary function as an area for comparison shopper retailing and direct consumer services.
P	P	C	<u>C</u>		C	C	P	P	P	NP	NP	P under 5,000 gsf**#	P under 5,000 gsf **#	(d) Other professional and business offices, as defined in 890.70, at or below the ground floor.
										P	P			(e) Offices in designated landmark

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														no more than four self-service units the aggregate capacity of which shall not exceed 20 cubic feet.
	P	P	<u>P</u>	P	P	P	P	N A	N A	P	P	P under 2,500 gsf	P	(d) Dry-cleaning establishment, including pressing and other miscellaneous processing of clothes, where no portion of a building occupied by such use shall have any ventilating flue, exhaust pipe or other opening except fixed windows and exits required by law within 50 feet of any lot in any R District, and where:
														(1) The establishment has only a central cleaning unit with a rated load factor of no more than 60 pounds and operated by employees of the establishment; or
														(2) The dry cleaning is done by the

1														customer using self-service cleaning units or equivalent equipment where the total number of units does not exceed 16 and their total aggregate capacity does not exceed 80 cubic feet; or
2														(3) The establishment is a combination of the two foregoing types, with a central cleaning unit with a rated load factor of no more than 60 pounds, and no more than eight self-service units the aggregate capacity of which shall not exceed 40 cubic feet.
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9													(e) Steam laundry, when conducted within a completely enclosed building; provided, that no part of a building so occupied shall have any opening, other than fixed windows or	
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														exits required by law, within 50 feet of any R District.
								P	P	P	P	P under 2,500 gsf	P	(f) Cleaning or dyeing plant, when conducted within a completely enclosed building; provided, that no part of a building so occupied shall have any opening, other than fixed windows or exits required by law, within 50 feet of any R District.
								P	P	P	P	P under 2,500 gsf	P	(g) Bag, carpet or rug cleaning, when conducted within a completely enclosed building; provided, that no part of a building so occupied shall have any opening, other than fixed windows or exits required by law, within 50 feet of any R District.

SEC. 221. ASSEMBLY AND ENTERTAINMENT.

C	C	C	C-3- OS	C	C	C	C- M	M	M	PDR- 1-G	PDR- 1-D	PDR- 1-B	PDR- 2	
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																SEC. 221. ASSEMBLY AND ENTERTAINM ENT.
P	P	P	<u>P</u>	P	P	P	P	P	P	P	P	P	P	P	P	(a) Clubhouse.
P	P	P	<u>P</u>	P	P	P	P	P	P	P	P	P	P	P	P	(b) Lodge building.
P	P	P	<u>P</u>	P	P	P	P	P	P	P	P	P	P	P	P	(c) Meeting hall.
	P	P	<u>P</u>	P	P	P	P	P	P	P	P if no more than 3 screens	P	(d) Theater, except as specified under Subsection (k), below.			
P	P	P	<u>P</u>	P	P	P	P	P	P	P	P	P	P	P	P	(e) Recreation building.
	P	P	<u>P</u>	P	P	P	P	P	P	P	P	P	P under 5,000 sf	P	P	(f) Amusement enterprise, including billiard hall, dance hall, nightclub, other nighttime entertainment activities as defined in Section 102.17, bowling alley, skating rink, shooting gallery, when conducted within a completely enclosed building; provided, (1) that incidental noise is reasonably confined to the premises by adequate soundproofing or other device, and (2) that no portion of a

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													building occupied by such use shall have any opening, other than fixed windows and exits required by law, within 50 feet of any R District.
P*	P*				P	P	P	P	P	P	P	P	(g) Private noncommercial recreational open use.
	P*						NA	NA	NA	P	P		(h) Amusement park, and related commercial amusement enterprises not conducted in completely enclosed buildings; provided, that the use lawfully existed at the effective date of this Code, or is so located that (1) the premises are not less than 200 feet from any R District, and (2) the aggregate area in the same or adjoining blocks occupied by existing amusement enterprises is in excess of five acres.
						C	P	P	P	C	C		(i) Commercial open-air sports stadium or arena, if

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														conducted on premises not less than 200 feet from any R District.
						C	P	P	P	P		P		(j) Circus, carnival, or other amusement enterprise not conducted within a building, if conducted on premises not less than 200 feet from any R District.
P	P	P	<u>P</u>	P	P	P	P	P	P	P		P		(k) Adult entertainment enterprise, so specified in (i), (ii) and (iii) below, provided that the use is so located that the premises upon which it is conducted are not less than 1,000 feet from the premises of any other adult entertainment enterprise:
														(i) Adult bookstore, as defined by Section 791 of Part II, Chapter VIII of the San Francisco Municipal Code (Police Code);
														(ii) Adult theater, as defined by Section 791 of Part II, Chapter VIII of the San

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															Francisco Municipal Code (Police Code);
															(iii) Encounter studios, as defined by Section 1072.1 of Part II, Chapter VIII of the San Francisco Municipal Code (Police Code). [See Section 212(a)]

SEC. 222. HOME AND BUSINESS SERVICES.

C-1	C-2	C-3-O	<u>C-3-O(SD)</u>	C-3-R	C-3-G	C-3-S	C-M	M-1	M-2	PDR-1-G	PDR-1-D	PDR-1-B	PDR-2	
														SEC. 222. HOME AND BUSINESS SERVICES.
														The term "shop" as used in this section shall include only the establishments of artisans dealing at retail directly with the consumer and concerned primarily with custom trade.
	P	P	<u>P</u>	P	P	P	P	P	P	P	P	P	P	(a) Household repair shop.
	P	P	<u>P</u>	P	P	P	P	P	P	P	P	P	P	(b) Interior decorating shop.
	P	P	<u>P</u>	P	P	P	P	P	P	P	P	P	P	(c) Upholstering shop.
	P	P	<u>P</u>	P	P	P	P	P	P	P	P	P	P	(d) Sign-painting shop.

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	P				P	P	P	P	P	P	P	P	P	(e) Carpenter shop.
	P				P	P	P	P	P	P	P	P	P	(f) Office of a building, plumbing, electrical, painting, roofing, furnace or pest-control contractor, including storage of incidental equipment and supplies entirely within the same building, where provision is also made entirely within the structure for parking, loading and unloading of all vehicles used. (See also Section 225.)
	P	P	<u>P</u>	P	P	P	P	P	P	P	P	P	P	(g) Catering establishment.
	P	P	<u>P</u>	P	P	P	P	P	P	P	P	P	P	(h) Printing shop.
	P	P	<u>P</u>	P	P	P	P	P	P	P	P	P	P	(i) Newspaper publication.
	P	P	<u>P</u>	P	P	P	P	P	P	P	P	P	P	(j) Blueprinting shop.
	P	P	<u>P</u>	P	P	P	P	P	P	P	P	P	P	(k) Hardware stores and contractor

													supply operations.
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SEC. 223. AUTOMOTIVE.

All automotive uses that have vehicular use areas defined in Section 102.31 shall meet the screening requirements for vehicular use areas in Section 142.

C-2	C-3-O	<u>C-3-O(SD)</u>	C-3-R	C-3-G	C-3-S	C-M	M-1	M-2	PDR-1-G	PDR-1-D	PDR-1-B	PDR-2	
													SEC. 223. AUTOMOTIVE.
P	P	<u>P</u>	P	P	P	P	P	P	P	P	P	P	(a) Sale or rental of new or used automobiles, when conducted entirely within an enclosed building.
P				P	P	P	P	P	P	P	P	P	(b) Sale or rental of new or used trucks, when conducted entirely within an enclosed building.
C*				C	C	P	P	P	P		P	P	(c) Lot for sale or rental of new or used automobiles.
C*				C	C	P	P	P	P		P	P	(d) Lot for sale or rental of new or used trucks.
C*				C	C	P	P	P	P		P	P	(e) Sale or rental of new or used automobile trailers.
NA				NA	NA	NA	NA	NA	P	P	P	P	(f) Automobile service station for the sale and dispensing of gasoline, other motor fuels and

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													lubricating oil directly into motor vehicles. The following activities shall be permitted at such a service station if normally conducted entirely within an enclosed building having no openings other than fixed windows or exits required by law within 50 feet of any R District:
													(1) The sale and dispensing of greases and brake fluids, including motor vehicle lubrication; and the sale or installation of tires, batteries and other accessories;
													(2) Miscellaneous minor servicing and adjusting, which may include brakes, electrical equipment, fan belt, headlamps, sparkplugs, air filter, distributor points, carburetor, and generator charging rate;
													(3) Installation of lamp globes,

1													sparkplugs, oil filter or filtering element, windshield wiper blades and motors, radiator hose (without removal of radiator or water pump), battery cables and fan belt;
2													(4) The servicing and repairing of tires and batteries;
3													
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5													(5) The installation and servicing of smog control devices; and
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7													(6) Automobile washing and polishing of an incidental nature, when performed primarily by hand and not including the use of any mechanical conveyor blower or steam-cleaning device.
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20	P*				P	P	P	P	P	P	P	P	(g) Automobile service station as described above, with the following minor automobile repairs permitted therewith if conducted entirely within an enclosed
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													building having no openings other than fixed windows or exits required by law within 50 feet on any R District;
													(1) Tuneup, including the repair or replacement of distributors, sparkplugs and carburetors;
													(2) Brake repair;
													(3) Shock absorber replacement;
													(4) Muffler exchange, with no open flame or torch;
													(5) Wheel balancing and alignment;
													(6) Wheel bearing and seals replacement;
													(7) Replacement of universal joints;
													(8) Radiator mounting and dismounting, with repairs done elsewhere;
													(9) Clutch adjustments;
													(10) Repair or replacement of water pumps;
													(11) Repair or replacement of generators, alternators and

1													voltage regulators;
2													(12) Repair or replacement of starters;
3													(13) Repair or replacement of fuel pumps;
4													(14) Such other repairs as may be designated by the Chief of the San Francisco Fire Department as minor repairs under Paragraph 8.09(a)(5)(o) of Part II, Chapter IV (Fire Code) of the San Francisco Municipal Code.
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13	P				P	P	P	P	P	P	P	P	(h) Repair garage for minor automobile repairs, limited to those repairs and other activities permitted at an automobile service station as described above, and in addition the following minor automobile repairs; all such repairs and other activities shall be conducted entirely within an enclosed building having no openings
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													other than fixed windows or exits required by law within 50 feet of any R District.
													(1) Body and fender repair limited to replacement of parts and spot paint spraying; and
													(2) Removal and replacement of engines, transmissions and differentials, with repairs to these components done elsewhere.
					P		P	P	P	P	P under 5,000 gsf	P	(i) Repair garage for the following major automobile repairs, if conducted entirely within an enclosed building having no openings other than fixed windows or exits required by law within 50 feet of any R District:
													(1) Internal engine repair or rebuilding;
													(2) Repair or rebuilding of transmissions, differentials or radiators;
													(3)

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													Reconditioning of badly worn or damaged motor vehicles or trailers;
													(4) Collision service, including body, frame or fender straightening or repair; and
													(5) Full body paint spraying.
C*				C	C	C	P	P	P	P	P	P	(j) Automobile wash, when providing on the premises a reservoir of vehicle storage and standing area, outside the washing facilities, equal to at least 1/4 the hourly capacity in vehicles of such facilities; provided,
													(1) that incidental noise is reasonably confined to the premises by adequate soundproofing or other device, and
													(2) that complete enclosure within a building may be required as a condition of approval, notwithstanding any other provision of this Code; but the

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													foregoing provisions shall not preclude the imposition of any additional conditions pursuant to Section 303 of this Code.
					P	P	P	P	P			P	(k) Tire recapping, if conducted on premises not less than 200 feet from any R District.
	P*				C	P	P	P	C		C	C	(l) Parking lot, as regulated in Sections 155, 156 and 157 and other provisions of Article 1.5 of this Code.
	P	C	<u>C</u>	C	C	C	P	P	P	C	C	C	(m) Storage garage open to the public for passenger automobiles, as regulated in Sections 155, 156 and 157 and other provisions of Article 1.5 of this Code, where such storage garage is not a public building requiring approval by the Board of Supervisors under other provisions of law and is completely enclosed.

1	C*	C	<u>C</u>	C	C	C	P	P	P	C	C	C	C	(n) Storage garage open to the public for passenger automobiles, as regulated in Sections 155, 156 and 157 and other provisions of Article 1.5 of this Code, where such storage garage is not a public building requiring approval by the Board of Supervisors under other provisions of law and is not completely enclosed.
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13	P*	P	<u>P</u>	P	P	P	P	P	P	P	P	P	P	(o) Storage garage open to the public for passenger automobiles, as regulated in Sections 155, 156 and 157 and other provisions of Article 1.5 of this Code, where such storage garage is a public building requiring approval by the Board of Supervisors under other provisions of law.
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25	P	C	<u>C</u>	C	C	C	P	P	P	C	C	C	C	(p) Major (nonaccessory)

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													parking garage not open to the public, as defined in Section 158 and as regulated therein and in Sections 155 and 157 and other provisions of Article 1.5 of this Code.
C	C	<u>C</u>	C	C	NA	NA	NA	NA	P	P		P	(q) Parcel delivery service, limited to facilities for the unloading, sorting and reloading of local retail merchandise for home deliveries, where the operation is conducted entirely within a completely enclosed building; including garage facilities for local delivery trucks, but excluding repair shop facilities.
					P	P	P	P	P	P		P	(r) Parcel delivery service, not subject to the above limitations.
C			C	C	P	P	P	P	P	P		P	(s) Ambulance service.
			C	C	P	P	P	P	P	P		P	(t) Storage garage for commercial

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														passenger vehicles and light delivery trucks.
					C	P	P	P	P	P			P	(u) Storage yard for commercial vehicles or trucks, if conducted within an area completely enclosed by a wall or concealing fence not less than six feet high.
							C	C	P	P			P	(v) Truck terminal facility, if located not less than 200 feet from any R District.

SEC. 224. ANIMAL SERVICES.

C-1	C-2	C-3-O	<u>C-3-O(SD)</u>	C-3-R	C-3-G	C-3-S	C-M	M-1	M-2	PDR-1-G	PDR-1-D	PDR-1-B	PDR-2	
														SEC. 224. ANIMAL SERVICES.
	C				C	C	C	P	P	P	P	P	P	(a) Animal hospital or clinic, if conducted entirely within an enclosed building; not including a commercial kennel as specified below.
								P	P	P	P	P	P	(b) Animal hospital or clinic, if conducted on premises not

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														less than 200 feet from any R District.
							P	P	P	P	P		P	(c) Commercial kennel, if conducted on premises not less than 200 feet from any R District. A "commercial kennel" shall mean any commercial or business premises or other premises where dogs are boarded for compensation, or are cared for or trained for hire, or are kept for sale or bred for sale, where the care, breeding or sale of the dogs is the principal means of livelihood of the occupants of the premises.
							P	P	P	P	P		P	(d) Riding academy or livery stable, if conducted on premises not less than 200 feet from any R District.
	P	P	<u>P</u>	P	P	P	P	P	P	P	P	P	P	(e) Cat boarding.

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SEC. 225. WHOLESALING, STORAGE, DISTRIBUTION AND OPEN-AIR

HANDLING OF MATERIALS AND EQUIPMENT.

C-1	C-2	C-3-O	<u>C-3-O(SD)</u>	C-3-R	C-3-G	C-3-S	C-M	M-1	M-2	PDR-1-G	PDR-1-D	PDR-1-B	PDR-2	
														SEC. 225. WHOLESALING, STORAGE, DISTRIBUTION AND OPEN-AIR HANDLING OF MATERIALS AND EQUIPMENT.
	C			C	C	P	P	P	P					(a) Storage building for household goods.
		P	<u>P</u>	P	P	P	P	P	P	P	P	P under 5,000 gsf	P	(b) Wholesale establishment when conducted entirely within an enclosed building, not including a storage warehouse.
						P	P	P	P	P	P	P under 5,000 gsf	P	(c) Wholesale storage warehouse, except for storage of inflammables.
									P				C	(d) Bulk storage of inflammable or highly combustible materials, if conducted not less than 500 feet from any R or NC District.
									C				C	(e) Bulk storage of explosives, if

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							P	P	P	P	P	P under 5,000 gsf	P	(j) Service yard for public utility, or public use of a similar character, if conducted entirely within an area completely enclosed by a wall or concealing fence not less than six feet high.
								P	P	P	P	P under 5,000 gsf	P	(k) Contractor's storage yard or yard for rental of contractors' equipment if conducted within an area enclosed by a wall or concealing fence not less than six feet high.
								P	P	P	P	P under 5,000 gsf	P	(l) Yard for storage or sale of building materials or lumber, livestock feed, or coal, if conducted within an area enclosed by a wall or concealing fence not less than six feet high.
								P	P	P	P		P	(m) Stone or monument yard, if conducted within an area enclosed by a wall or a concealing

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														conducted entirely within an enclosed building; provided, that no part of a building so occupied shall have any opening, other than fixed windows and exits required by law, within 20 feet of any R District.
						P	P	N A	N A	P	P	P under 5,000 gsf	P	(c) Light food-processing for delicatessen, catering or restaurant supply, if conducted entirely within an enclosed building; provided, that no part of a building so occupied shall have any opening, other than fixed windows or exits required by law, within 20 feet of any R District.
								P	P	P	P	P under 5,000 gsf	P	(d) Light manufacturing, not including any use first specifically listed below.
		P	<u>P</u>	P	P	P	P	P	P	P	P	P under 2,500 gsf	P	(e) Industrial or chemical research or testing laboratory, not involving any danger of explosions.
		P	<u>P</u>	P	P	P	P	P	P					(f) Life Science laboratory (as defined in Sections 890.52 and 890.53) □
							P	P	P				C	(g) Battery manufacture, if conducted on

1									P	P	P N A				C	(g) Shipyard.
2									P	P	P N A				C	(r) Live storage, killing or dressing of poultry or rabbits for retail sale on the premises, if conducted on premises not less than 200 feet from any R District.
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6											P				C	(s) Live storage, killing or dressing of poultry or rabbits, if conducted on premises not less than 200 feet from any R District, without limitation as to nature of sale.
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8																
9																
10																
11																
12											C					(t) Stockyard, livestock feed yard, abattoir.
13																
14									C	C	C				C	(u) Rendering or reduction of fat, bones or other animal material, where adequate provision is made for the control of odors through the use of surface condensers and direct-flame afterburners or equivalent equipment.
15																
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20											C					(v) Incineration of garbage, refuse, dead animals or parts thereof.
21																
22											P				C	(w) The following uses, when conducted not less than 500 feet from any R or NC District:
23																
24																
25																(1) Manufacture,

1 Transit Center, BART, Muni Metro, and the Ferry Building. Significant areas surrounding and within
2 walking distance of the downtown, including Rincon Hill and Zone 1 of the Transbay Redevelopment
3 Area along Folsom Street, have been zoned and planned almost exclusively for residential
4 neighborhoods to the exclusion of major commercial uses. Many academic studies have shown that
5 locating jobs immediately proximate to regional transit is a greater influence on use of public transit
6 than is proximity of housing to regional transit, and decentralization of jobs is one of the leading
7 factors increasing auto commuting in the Bay Area. Further, very few districts outside of the C-3
8 district allow high-density job uses, so it is important to ensure that the few sites large enough for high-
9 density workplace uses in the Transit Center area are preserved primarily for that purpose.

10 (b) **Definitions.**

11 (1) "Commercial Use" shall mean any use other than dwellings and other housing uses
12 permitted in the underlying zoning district, and shall include any permitted or conditional use
13 described in Sections 217 through 226 and shall also include hotel uses permitted as conditional uses
14 per Sections 216(b) and 303(g).

15 (c) **Controls.**

16 (1) All new development on lots larger than 15,000 square feet in the Special Use District
17 shall include not less than 2 gross square feet of principally or conditionally permitted commercial uses
18 for every 1 gross square foot of dwellings or other housing uses.

19 (d) **Exceptions.** Exceptions to the controls in subsection (c) may be granted by the Planning
20 Commission according to the procedures in Section 309 only if the Commission makes one of the
21 following affirmative findings:

22 (1) That the development consists of multiple buildings on a single lot or adjacent lots that are
23 entitled as a single development project pursuant to Section 309, and that commercial uses account for
24 greater than 50% of the project's aggregate total gross floor area for all buildings and where the
25 project sponsor demonstrates that it is infeasible or impractical to construct commercial uses on the

1 footprint of the portion of the site dedicated to dwellings and/or other housing uses due to the size and
2 configuration of that portion of the lot; or

3 (2) That the footprint of the portion of the site dedicated to dwellings and/or other housing uses
4 is less than 15,000 square feet and the lot contains existing buildings which are to be retained.

5 **SEC. 260. HEIGHT LIMITS: MEASUREMENT.**

6 (a) **Method of Measurement.** The limits upon the height of buildings and
7 structures shall be as specified on the Zoning Map. In the measurement of height for
8 purposes of such limits, the following rules shall be applicable:

9 (1) The point above which such measurements shall be taken shall be as
10 specified in the definition of "height" in this Code.

11 (2) The upper point to which such measurement shall be taken shall be the
12 highest point on the finished roof in the case of a flat roof, and the average height of the rise in
13 the case of a pitched or stepped roof, or similarly sculptured roof form, or any higher point of a
14 feature not exempted under Subsection (b) below. For any building taller than 550 feet in height
15 in the S-2 Bulk District, the height of the building shall be measured at the upper point of all features of
16 the building and exempted features in such cases shall be limited to only those permitted in subsection
17 (b)(1)(M) and which are permitted by the Planning Commission according to the procedures of Section
18 309.

19 (3) In cases where the height limit is 65 feet or less and a street from which
20 height measurements are made slopes laterally along the lot, or the ground slopes laterally on
21 a lot that also slopes upward from the street, there shall be a maximum width for the portion of
22 the building or structure that may be measured from a single point at curb or ground level,
23 according to the definition of "height," as specified in the following table. These requirements
24 shall not apply to any property to which the bulk limitations in Section 270 of this Code are
25 applicable.

1 TABLE 260
 2 HEIGHT MEASUREMENT
 3 ON LATERAL SLOPES WHERE
 4 **HEIGHT LIMIT IS 65 FEET OR LESS**

Average Slope of Curb or Ground From Which Height is Measured	Maximum Width for Portion of Building that May Be Measured from a Single Point
5 percent or less	No requirement
More than 5 percent but no more than 15 percent	65 feet
More than 15 percent but no more than 20 percent	55 feet
More than 20 percent but no more than 25 percent	45 feet
More than 25 percent	35 feet

11 NOTE TO EDITOR: Retain graphic.

12 (b) **Exemptions.** In addition to other height exceptions permitted by this Code, the
 13 features listed in this Subsection shall be exempt from the height limits established by this
 14 Code, in an amount up to but not exceeding that which is specified.

15 (1) The following features shall be exempt; provided the limitations indicated
 16 for each are observed; provided further that the sum of the horizontal areas of all features
 17 listed in this Paragraph (b)(1) shall not exceed 20 percent of the horizontal area of the roof
 18 above which they are situated, or, in C-3 Districts, and in the Rincon Hill Downtown
 19 Residential District, where the top of the building has been separated into a number of
 20 stepped elements to reduce the bulk of the upper tower, of the total of all roof areas of the
 21 upper towers; and provided further that in any R, RC-1, RC-2, RC-3 or RC-4 District the sum
 22 of the horizontal areas of all such features located within the first 10 feet of depth of the
 23 building, as measured from the front wall of the building, shall not exceed 20 percent of the
 24 horizontal area of the roof in such first 10 feet of depth.

1 As an alternative, the sum of the horizontal areas of all features listed in this
2 Paragraph (b)(1) may be equal but not exceed 20 percent of the horizontal area permitted for
3 buildings and structures under any bulk limitations in Section 270 of this Code applicable to
4 the subject property.

5 Any such sum of 20 percent heretofore described may be increased to 30
6 percent by unroofed screening designed either to obscure the features listed under (A) and
7 (B) below or to provide a more balanced and graceful silhouette for the top of the building or
8 structure.

9 (A) Mechanical equipment and appurtenances necessary to the operation
10 or maintenance of the building or structure itself, including chimneys, ventilators, plumbing
11 vent stacks, cooling towers, water tanks, panels or devices for the collection of solar or wind
12 energy and window-washing equipment, together with visual screening for any such features.
13 This exemption shall be limited to the top 10 feet of such features where the height limit is 65
14 feet or less, and the top 16 feet of such features where the height limit is more than 65 feet.

15 (B) Elevator, stair and mechanical penthouses, fire towers, skylights and
16 dormer windows. This exemption shall be limited to the top 10 feet of such features where the
17 height limit is 65 feet or less, and the top 16 feet of such features where the height limit is
18 more than 65 feet. However, for elevator penthouses, the exemption shall be limited to the top
19 16 feet and limited to the footprint of the elevator shaft, regardless of the height limit of the
20 building. The design of all elevator penthouses in Residential Districts shall be consistent with
21 the "Residential Design Guidelines" as adopted and periodically amended for specific areas or
22 conditions by the City Planning Commission.

23 The Zoning Administrator may, after conducting a public hearing, grant a
24 further height exemption for an elevator penthouse for a building with a height limit of more
25 than 65 feet but only to the extent that the Zoning Administrator determines that such an

1 exemption is required to meet state or federal laws or regulations. All requests for height
2 exemptions for elevator penthouses located in Residential or Neighborhood Commercial
3 Districts shall be subject to the neighborhood notification requirements of Sections 311 and
4 312 of this Code.

5 (C) Stage and scenery lofts.

6 (D) Ornamental and symbolic features of public and religious buildings and
7 structures, including towers, spires, cupolas, belfries and domes, where such features are not
8 used for human occupancy.

9 (E) In any C-3 District, enclosed space related to the recreational use of the
10 roof, not to exceed 16 feet in height.

11 (F) In any C-3 District except as otherwise allowed in the S-2 Bulk district
12 according to subsection (M) below, Eastern Neighborhoods Mixed Use Districts. or South of
13 Market Mixed Use District, additional building volume used to enclose or screen from view the
14 features listed under Subsections (b)(1)(A) and (B) above. The rooftop form created by the
15 added volume shall not be subject to the percentage coverage limitations otherwise applicable
16 to this subsection but shall meet the requirements of Section 141 and shall not exceed 20 feet
17 in height, measured as provided in Subsection (a) above, and may not exceed a total volume,
18 including the volume of the features being enclosed, equal to $\frac{3}{4}$ of the horizontal area of all
19 upper tower roof areas of the building measured before the addition of any exempt features
20 times 20.

21 (G) In any C-3 District except as otherwise allowed in the S-2 Bulk district
22 according to subsection (M) below, vertical extensions to buildings, such as spires, which
23 enhance the visual appearance of the structure and are not used for human occupancy may
24 be allowed, pursuant to the provisions of Section 309, up to 75 feet above the height
25 otherwise allowed. The extension shall not be subject to the percentage coverage limitations

1 otherwise applicable to this subsection, provided that the extension is less than 100 square
2 feet in cross-section and 18 feet in diagonal dimension.

3 (H) In the Rincon Hill Downtown Residential District, enclosed space related to the
4 recreational use of the roof, not to exceed 16 feet in height.

5 (I) In the Rincon Hill Downtown Residential District, additional building
6 volume used to enclose or screen from view the features listed under Subsections (b)(1)(A)
7 and (b)(1)(B) above. The rooftop form created by the added volume shall not be subject to the
8 percentage coverage limitations otherwise applicable to this subsection but shall meet the
9 requirements of Section 141, shall not exceed 10 percent of the total height of any building
10 taller than 105 feet, shall have a horizontal area not more than 85 percent of the total area of
11 the highest occupied floor, and shall contain no space for human occupancy. The features
12 described in (b)(1)(B) shall not be limited to 16 feet for buildings taller than 160 feet, but shall
13 be limited by the permissible height of any additional rooftop volume allowed by this
14 Subsection.

15 (J) In the Van Ness Special Use District, additional building volume used to
16 enclose or screen from view the features listed under Subsections (b)(1)(A) and (b)(1)(B)
17 above and to provide additional visual interest to the roof of the structure. The rooftop form
18 created by the added volume shall not be subject to the percentage coverage limitations
19 otherwise applicable to this Subsection, but shall meet the requirements of Section 141 and
20 shall not exceed 10 feet in height where the height limit is 65 feet or less or 16 feet where the
21 height limit is more than 65 feet, measured as provided in Subsection (a) above, and may not
22 exceed a total volume, including the volume of the features being enclosed, equal to $\frac{3}{4}$ of the
23 horizontal area of all upper tower roof areas of the building measured before the addition of
24 any exempt features times 10 where the height limit is 65 feet or less or times 16 where the
25 height limit is more than 65 feet.

1 (K) In the Northeast China Basin Special Use District, light standards for the
2 purpose of lighting the ballpark.

3 (L) [Reserved.]

4 (M) In any S-2 Bulk District for any building which exceeds 550 feet in height,
5 unoccupied building features including mechanical and elevator penthouses, enclosed and unenclosed
6 rooftop screening, and unenclosed architectural features not containing occupied space that extend
7 above the height limit, only as permitted by the Planning Commission according to the procedures of
8 Section 309 and meeting all of the following criteria:

9 (i) such elements are demonstrated to not add more than insignificant amounts of
10 additional shadow compared to the same building without such additional elements on any public open
11 spaces as deemed acceptable by the Planning Commission; and

12 (ii) such elements are limited to a maximum additional height equivalent to 7.5 percent
13 of the height of the building to the roof of the highest occupied floor, except that in the case of a
14 building in the 1,000-foot height district such elements are not limited in height, and any building
15 regardless of building height or height district may feature a single spire or flagpole with a diagonal in
16 cross-section of less than 18 feet and up to 50 feet in height in addition to elements allowed according
17 to this subsection (M); and

18 (iii) such elements are designed as integral components of the building design, enhance
19 both the overall silhouette of the building and the City skyline as viewed from distant public vantage
20 points by producing an elegant and unique building top, and achieve overall design excellence.

21 **SEC. 270. BULK LIMITS: MEASUREMENT.**

22 (a) The limits upon the bulk of buildings and structures shall be as stated in this
23 Section and in Sections 271 and 272. The terms "height," "plan dimensions," "length" and
24 "diagonal dimensions" shall be as defined in this Code. In each height and bulk district, the

1 maximum plan dimensions shall be as specified in the following table, at all horizontal cross-
2 sections above the height indicated.

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5 Insert into Table 270 BULK LIMITS after the District Symbol on Zoning Map Column
6 designation "S" a new designation as follows: S-2. The column adjacent to the new "S-2" designation
7 should include the following language: "This table not applicable. But see Section 270(d)."

8 (b) These limits shall not apply to the buildings, structures and equipment listed in
9 Section 260(b)(2) (K), (L), (M) and (N) of this Code, subject to the limitations expressed
10 therein.

11 (c) Maximum plan lengths and diagonal dimensions do not apply to cornices or
12 other decorative projections.

13 (d) The bulk limits contained in this subsection shall apply in S and S-2 Bulk
14 Districts as designated on Sectional Map Nos. 1H, 2H and 7H of the Zoning Map.

15 (1) **Base.** The base is the lowest portion of the building extending vertically to a
16 streetwall height up to 1.25 times the width of the widest abutting street or 50 feet, whichever
17 is more. There are no length or diagonal dimension limitations applicable to the base. The
18 building base shall be delineated from the lower and upper tower and related to abutting
19 buildings by a setback, cornice line or equivalent projection or other appropriate means. In the
20 C-3-O(SD) district additional requirements for building base and streetwall articulation and setbacks
21 are described in Section 132.1.

22 (2) **Lower Tower.**

23 (A) **Dimensions.** Bulk controls for the lower tower apply to that portion of
24 the building height above the base as shown on Chart B. For buildings of less than 160 feet in
25 height, the lower tower controls are the only bulk controls above the base of the building. The

1 bulk controls for the lower tower are a maximum length of 160 feet, a maximum floor size of
2 20,000 square feet, and a maximum diagonal dimension of 190 feet.

3 NOTE TO EDITOR: Retain existing Chart B BULK LIMITS

4 (B) **Additional Bulk for Elevators.** Solely in order to accommodate
5 additional elevators required by tall buildings the lower portion (up to the height shown on
6 Chart B) of the lower tower of a building 500 feet tall or taller may be enlarged up to a
7 maximum length of 190 feet, a maximum diagonal dimension of 230 feet and a maximum floor
8 size of up to 25,000 square feet without a corresponding reduction in upper floor size.

9 (3) **Upper Tower.**

10 (A) **Dimensions.** Upper tower bulk controls apply to buildings taller than
11 160 feet. They apply to the upper tower portion of a building up to the height shown on Chart
12 B, which height excludes the vertical attachment and other features exempted by Section 260
13 and excludes the extended upper tower height exceptions provided for in Section 263.7 of this
14 Code. The bulk controls for the upper tower are: a maximum length of 130 feet; a maximum
15 average floor size of 12,000 square feet; a maximum floor size for any floor of 17,000 square
16 feet; and a maximum average diagonal measure of 160 feet. In determining the average floor
17 size of the upper tower, areas with a cross-sectional area of less than 4,000 square feet may
18 not be counted and sculptured architectural forms that contain large volumes of space but no
19 usable floors shall be included in average floor size calculation by computing the cross section
20 at 12.5-foot intervals.

21 (B) **Volume Reduction.** When the average floor size of the lower tower
22 exceeds 5,000 square feet, the volume of the upper tower shall be reduced to a percentage of
23 the volume that would occur if the average floor size of the lower tower were extended to the
24 proposed building height. The percentage varies with the bulk of the lower tower and with
25 whether or not a height extension is employed pursuant to Section 263.7 and is shown on

1 Chart C. In achieving the required volume reduction, a setback or change in profile at a
2 specific elevation is not required.

3 (C) **Extensions.** Extension of the upper tower above the otherwise
4 allowable height limits may be permitted as provided in Section 263.9.

5 (D) **Termination of the Tower.** The top of the tower shall be massed in a
6 manner that will create a visually distinctive roof or other termination of the building facade.
7 Modifications to a proposed project may be required, in the manner provided in Section 309,
8 to achieve this purpose.

9 (4) Buildings Taller than 650 Feet in the S-2 Bulk District. For buildings taller than 650 feet
10 in height in the S-2 Bulk District, the following controls shall apply in lieu of the controls of subsections
11 (1)-(3):

12 (A) Lower Tower. There are no bulk controls for the lower tower except as required by
13 Section 132.1. The lower tower for such buildings shall be defined as the bottom two-thirds of the
14 building from sidewalk grade to roof of the uppermost occupied floor.

15 (B) Upper Tower. The average floor size of the upper tower shall not exceed 75 percent
16 of the average floor size of the lower tower, and the average diagonal dimension shall not exceed 87
17 percent of the average diagonal dimension of the lower tower.

18 (i) In determining the average floor size and average diagonal of the upper tower,
19 unoccupied architectural elements permitted according to Section 260(b)(1)(M), except for levels
20 consisting of singular spires with a diagonal in cross-section of less than 18 feet, may be included in
21 the calculations if the Planning Commission determines, according to the procedures of Section 309,
22 that such unoccupied architectural elements produce a distinct visual tapering of the building as
23 intended by the controls of subsection (B) and create an elegant profile for the upper tower from key
24 public vantage points throughout the City and beyond. In calculating the floor size and diagonal of

1 such architectural elements, a cross section floor proscribed by the most distant outside points of all
2 elements shall be assumed at 12.5-foot intervals.

3
4
5 (e) **Rincon Hill and South Beach.** In Bulk District R (Rincon Hill and South
6 Beach DTR Districts), bulk limitations are as follows:

7 (1) There are no bulk limits below the podium height as described in Section
8 263.19, except for the lot coverage limitations and setback requirements described in
9 Sections 825 and 827.

10 (2) **Tower Bulk and Spacing.** All portions of structures above the podium
11 height as described in Section 263.19 shall meet the following bulk limitations, as illustrated in
12 Chart C.

13 (A) Buildings between the podium height limit and 240 feet in height may
14 not exceed a plan length of 90 feet and a diagonal dimension of 120 square feet.

15 (B) Buildings between 241 and 300 feet in height may not exceed a plan
16 length of 100 feet and a diagonal dimension of 125 feet, and may not exceed a maximum
17 average floor area of 8,500 gross square feet.

18 (C) Buildings between 301 and 350 feet in height may not exceed a plan
19 length of 115 feet and a diagonal dimension of 145 feet. They may not exceed a maximum
20 average floor area of 9,000 gross square feet.

21 (D) Buildings between 351 and 550 feet in height may not exceed a plan
22 length of 115 feet and a diagonal dimension of 145 feet. They may not exceed a maximum
23 average floor area of 10,000 gross square feet.

1 (E) To allow variety in the articulation of towers, the floor plates of individual
2 floors may exceed the maximums described above by as much as 5 percent, provided the
3 maximum average floor plate is met.

4 (F) To encourage tower sculpting, the gross floor area of the top one-third of
5 the tower shall be reduced by 10 percent from the maximum floor plates described in (A) - (D)
6 above, unless the overall tower floor plate is reduced by an equal or greater volume.

7 (G) In order to provide adequate sunlight and air to streets and open
8 spaces, a minimum distance of 115 feet must be preserved between all structures above 110
9 feet in height at all levels above 110 feet in height. Spacing shall be measured horizontally
10 from the outside surface of the exterior wall of the subject building to the nearest point on the
11 closest structure above 110 feet in height. Any project that is permitted pursuant to the
12 exception described in Section 270(e)(3) shall not be considered for the purposes of
13 measuring tower spacing pursuant to this Section.

14 (H) The procedures for granting special exceptions to bulk limits described
15 in Section 271 shall not apply; exceptions may be granted pursuant to Sections 270(e)(3) and
16 270(e)(4).

17 (I) Additional setback, lot coverage, and design requirements for the DTR
18 Districts are described in Sections 825 and 827.

19 (3) **Exceptions to tower spacing and upper tower sculpting requirements**
20 **in Rincon Hill DTR.** An exception to the 115 feet tower spacing requirement and the upper
21 tower sculpting requirement described in (F) and (G) above may be granted to a project only
22 on Block 3747 on a lot formed by the merger of part or all of Lots 001E, 002 and 006,
23 pursuant to the procedures described in 309.1 of this Code provided that projects meet the
24 following criteria:
25

1 (i) Applications for environmental review and conditional use related to a
2 building above 85 feet in height on the subject lot have been filed with the Department prior to
3 March 1, 2003 and February 1, 2005, respectively;

4 (ii) Given the 115 tower spacing requirement described in (F) above, the
5 existence of an adjacent building greater than 85 feet in height precludes the development of
6 a tower on the subject lot;

7 (iii) The subject lot has a total area of no less than 35,000 square feet;

8 (iv) The proposed project is primarily residential and has an area of no more
9 than 528,000 gross square feet;

10 (v) The proposed project conforms to all other controls described or
11 referenced in Section 827 and any other controls in this Code related to the Rincon Hill DTR
12 District.

13 (vi) For the purposes of subsection (iv) above, the term "gross square feet"
14 shall be the sum of the gross areas of all floors of a building or buildings above street grade
15 measured from the exterior faces of exterior walls or from the center lines of walls separating
16 two buildings, excluding area below street grade. Where columns are outside and separated
17 from an exterior wall (curtain wall) which encloses the building space or are otherwise so
18 arranged that the curtain wall is clearly separated from the structural members, the exterior
19 face of the curtain wall shall be the line of measurement, and the area of the columns
20 themselves at each floor shall also be counted.

21 (4) **Allowance for limited reduction in spacing from existing towers in**
22 **Rincon Hill DTR.** To allow limited variation in tower placement from towers for which a
23 certificate of occupancy has been issued prior to February 1, 2005, a reduction in tower
24 spacing described in (G) above may be granted pursuant to the procedures described in 309.1
25 of this Code if all the following criteria are met:

1 (i) For every percent reduction from the maximum average floor area as
2 described in (2) above, an equal percent reduction in tower separation may be granted
3 subject to the following limits:

4 (ii) Up to a height of one-and-one-half times the maximum permitted podium
5 height, tower spacing described in (G) above may be reduced by not more than 15 percent;

6 (iii) up to a height of 180 feet, tower spacing described in (G) above may be reduced by not
7 more than 10 percent; and (iv) all floors above 180 feet achieve the full 115-foot minimum
8 tower spacing requirement described in (G) above. A project may average the tower
9 separation of all floors below 180 feet so long as the requirements of (iii) and (iv) are satisfied.

10
11 NOTE TO EDITOR: Retain existing Chart C:

12
13 (f) **Van Ness and Market Downtown Residential Special Use District.** In Bulk
14 District R-2 (Van Ness and Market Downtown Special Use District), bulk limitations are as
15 follows:

16 (1) **Tower Bulk and Spacing.** In height districts 120/200-R-2, 120/300-R-2,
17 120/320-R-2, and 120/400-R-2, there are no bulk limitations below 120 feet in height, and
18 structures above 120 feet in height shall meet the bulk limitations described in subsection
19 (e)(2)(A)-(F). In height district 85/250-R-2 there are no bulk limitations below 85 feet in height,
20 and structures above 85 feet in height shall meet the bulk limitations described in subsections
21 (e)(2)(A) - (F).

22 (2) In order to provide adequate sunlight and air to streets and open spaces, a
23 minimum distance of 115 feet must be preserved between all structures above 120 feet in
24 height at all levels above 120 feet in height. Spacing shall be measured horizontally from the
25

1 outside surface of the exterior wall of the subject building to the nearest point on the closest
2 structure above 120 feet in height.

3 (3) No exceptions shall be permitted. The procedures for granting special
4 exceptions to bulk limits described in Section 272 shall not apply.

5 **SEC. 272. BULK LIMITS: SPECIAL EXCEPTIONS IN C-3 DISTRICTS.**

6 (a) **General.** The bulk limits prescribed by Section 270 have been carefully
7 considered in relation to objectives and policies for conservation and change in C-3 Districts.
8 However, there may be some exceptional cases in which these limits may properly be
9 permitted to be exceeded to a certain degree, provided, however, that there are adequate
10 compensating factors. Exceptions to the bulk limits may be approved in the manner provided
11 in Section 309, provided that at least one of the following criteria is met:

12 (1) Achievement of a distinctly better design, in both a public and a private
13 sense, than would be possible with strict adherence to the bulk limits, avoiding an
14 unnecessary prescription of building form while carrying out the intent of the bulk limits and
15 the principles and policies of the Master Plan;

16 (2) Development of a building or structure with widespread public service
17 benefits and significance to the community at large, where compelling functional requirements
18 of the specific building or structure make necessary such a deviation; and provided further
19 that all of the following criteria are met:

20 (A) The added bulk does not contribute significantly to shading of publicly
21 accessible open space,

22 (B) The added bulk does not increase ground level wind currents in
23 violation of the provisions of Section 148 of this Code;

24 (3) The added bulk does not significantly affect light and air to adjacent
25 buildings;

1 (4) If appropriate to the massing of the building, the appearance of bulk in the
2 building, structure or development is reduced to the extent feasible by means of at least one
3 and preferably a combination of the following factors, so as to produce the impression of an
4 aggregate of parts rather than a single building mass:

5 (A) Major variations in the planes of wall surfaces, in either depth or
6 direction, that significantly alter the mass,

7 (B) Significant differences in the heights of various portions of the building,
8 structure or development that divide the mass into distinct elements,

9 (C) Differences in materials, colors or scales of the facades that produce
10 separate major elements,

11 (D) Compensation for those portions of the building, structure or
12 development that may exceed the bulk limits by corresponding reduction of other portions
13 below the maximum bulk permitted, and

14 (E) In cases where two or more buildings, structures or towers are
15 contained within a single development, a wide separation between such buildings, structures
16 or towers;

17 (5) The building, structure or development is made compatible with the
18 character and development of the surrounding area by means of all of the following factors:

19 (A) A silhouette harmonious with natural land-forms and building patterns,
20 including the patterns produced by height limits,

21 (B) Either maintenance of an overall height similar to that of surrounding
22 development or a sensitive transition, where appropriate, to development of a dissimilar
23 character,

24 (C) Use of materials, colors and scales either similar to or harmonizing with
25 those of nearby development, and

1 (D) Preservation or enhancement of the pedestrian environment by
2 maintenance of pleasant scale and visual interest.

3 _____(6) Exceptions to bulk limits shall not result in a building of greater total gross
4 floor area than would be permitted if the bulk limits were met.

5 **SEC. 303. CONDITIONAL USES.**

6 (a) **General.** The City Planning Commission shall hear and make determinations
7 regarding applications for the authorization of conditional uses in the specific situations in
8 which such authorization is provided for elsewhere in this Code. The procedures for
9 conditional uses shall be as specified in this Section and in Sections 306 through 306.6,
10 except that Planned Unit Developments shall in addition be subject to Section 304, medical
11 institutions and post-secondary educational institutions shall in addition be subject to the
12 institutional master plan requirements of Section 304.5, and conditional use and Planned Unit
13 Development applications filed pursuant to Article 7, or otherwise required by this Code for
14 uses or features in Neighborhood Commercial Districts, and conditional use applications
15 within South of Market Districts, shall be subject to the provisions set forth in Sections 316
16 through 316.8 of this Code, in lieu of those provided for in Sections 306.2 and 306.3 of this
17 Code, with respect to scheduling and notice of hearings, and in addition to those provided for
18 in Sections 306.4 and 306.5 of this Code, with respect to conduct of hearings and
19 reconsideration.

20 (b) **Initiation.** A conditional use action may be initiated by application of the
21 owner, or authorized agent for the owner, of the property for which the conditional use is
22 sought. For a conditional use application to relocate a general advertising sign under
23 subsection (l) below, application shall be made by a general advertising sign company that
24 has filed a Relocation Agreement application and all required information with the Planning
25 Department pursuant to Section 2.21 of the San Francisco Administrative Code.

1 (c) **Determination.** After its hearing on the application, or upon the
2 recommendation of the Director of Planning if the application is filed pursuant to Sections 316
3 through 316.8 of this Code and no hearing is required, the City Planning Commission shall
4 approve the application and authorize a conditional use if the facts presented are such to
5 establish:

6 (1) That the proposed use or feature, at the size and intensity contemplated
7 and at the proposed location, will provide a development that is necessary or desirable for,
8 and compatible with, the neighborhood or the community:

9 (A) In Neighborhood Commercial Districts, if the proposed use is to be
10 located at a location in which the square footage exceeds the limitations found in Planning
11 Code § 121.2(a) or 121.2(b), the following shall be considered:

12 (i) The intensity of activity in the district is not such that allowing the
13 larger use will be likely to foreclose the location of other needed neighborhood-servicing uses
14 in the area; and

15 (ii) The proposed use will serve the neighborhood, in whole or in
16 significant part, and the nature of the use requires a larger size in order to function; and

17 (iii) The building in which the use is to be located is designed in discrete
18 elements which respect the scale of development in the district; and

19 (2) That such use or feature as proposed will not be detrimental to the health,
20 safety, convenience or general welfare of persons residing or working in the vicinity, or
21 injurious to property, improvements or potential development in the vicinity, with respect to
22 aspects including but not limited to the following:

23 (A) The nature of the proposed site, including its size and shape, and the
24 proposed size, shape and arrangement of structures;

1 (B) The accessibility and traffic patterns for persons and vehicles, the type
2 and volume of such traffic, and the adequacy of proposed off-street parking and loading and
3 of proposed alternatives to off-street parking, including provisions of car-share parking
4 spaces, as defined in Section 166 of this Code.

5 (C) The safeguards afforded to prevent noxious or offensive emissions
6 such as noise, glare, dust and odor;

7 (D) Treatment given, as appropriate, to such aspects as landscaping,
8 screening, open spaces, parking and loading areas, service areas, lighting and signs; and

9 (3) That such use or feature as proposed will comply with the applicable
10 provisions of this Code and will not adversely affect the Master Plan; and

11 (4) With respect to applications filed pursuant to Article 7 of this Code, that
12 such use or feature as proposed will provide development that is in conformity with the stated
13 purpose of the applicable Neighborhood Commercial District, as set forth in zoning control
14 category .1 of Sections 710 through 729 of this Code; and

15 (5) (A)

16 (i) Not be located within 1,000 feet of another such use, if the proposed
17 use or feature is included in zoning category .47, as defined by Section 790.36 of this Code;
18 and/or

19 (ii) Not be open between two a.m. and six a.m.; and

20 (iii) Not use electronic amplification between midnight and six a.m.; and

21 (iv) Be adequately soundproofed or insulated for noise and operated so
22 that incidental noise shall not be audible beyond the premises or in other sections of the
23 building and fixed-source equipment noise shall not exceed the decibel levels specified in the
24 San Francisco Noise Control Ordinance.

1 (B) Notwithstanding the above, the City Planning Commission may
2 authorize a conditional use which does not satisfy the criteria set forth in (5)(A)(ii) and/or
3 (5)(A)(iii) above, if facts presented are such to establish that the use will be operated in such a
4 way as to minimize disruption to residences in and around the district with respect to noise
5 and crowd control.

6 (C) The action of the Planning Commission approving a conditional use
7 does not take effect until the appeal period is over or while the approval is under appeal.

8 (6) With respect to applications for live/work units in RH, RM and RTO
9 Districts filed pursuant to Section 209.9(f) or 209.9(h) of this Code, that:

10 (A) Each live/work unit is within a building envelope in existence on the
11 effective date of Ordinance No. 412-88 (effective October 10, 1988) and also within a portion
12 of the building which lawfully contains at the time of application a nonconforming,
13 nonresidential use;

14 (B) There shall be no more than one live/work unit for each 1,000 gross
15 square feet of floor area devoted to live/work units within the subject structure; and

16 (C) The project sponsor will provide any off-street parking, in addition to
17 that otherwise required by this Code, needed to satisfy the reasonably anticipated auto usage
18 by residents of and visitors to the project.

19 Such action of the City Planning Commission, in either approving or disapproving
20 the application, shall be final except upon the filing of a valid appeal to the Board of
21 Supervisors as provided in Section 308.1.

22 (d) Conditions. When considering an application for a conditional use as provided
23 herein with respect to applications for development of "dwellings" as defined in Chapter 87 of
24 the San Francisco Administrative Code, the Commission shall comply with that Chapter which
25 requires, among other things, that the Commission not base any decision regarding the

1 development of "dwellings" in which "protected class" members are likely to reside on
2 information which may be discriminatory to any member of a "protected class" (as all such
3 terms are defined in Chapter 87 of the San Francisco Administrative Code). In addition, when
4 authorizing a conditional use as provided herein, the City Planning Commission, or the Board
5 of Supervisors on appeal, shall prescribe such additional conditions, beyond those specified in
6 this Code, as are in its opinion necessary to secure the objectives of the Code. Once any
7 portion of the conditional use authorization is utilized, all such conditions pertaining to such
8 authorization shall become immediately operative. The violation of any condition so imposed
9 shall constitute a violation of this Code and may constitute grounds for revocation of the
10 conditional use authorization. Such conditions may include time limits for exercise of the
11 conditional use authorization; otherwise, any exercise of such authorization must commence
12 within a reasonable time.

13 (e) **Modification of Conditions.** Authorization of a change in any condition
14 previously imposed in the authorization of a conditional use shall be subject to the same
15 procedures as a new conditional use. Such procedures shall also apply to applications for
16 modification or waiver of conditions set forth in prior stipulations and covenants relative
17 thereto continued in effect by the provisions of Section 174 of this Code.

18 (f) **Conditional Use Abatement.** The Planning Commission may consider the
19 possible revocation of a conditional use or the possible modification of or placement of
20 additional conditions on a conditional use when the Planning Commission determines, based
21 upon substantial evidence, that the applicant for the conditional use had submitted false or
22 misleading information in the application process that could have reasonably had a substantial
23 effect upon the decision of the Commission or the conditional use is not in compliance with a
24 condition of approval, is in violation of law if the violation is within the subject matter
25 jurisdiction of the Planning Commission or operates in such a manner as to create hazardous,

1 noxious or offensive conditions enumerated in Section 202(c) if the violation is within the
2 subject matter jurisdiction of the Planning Commission and these circumstances have not
3 been abated through administrative action of the Director, the Zoning Administrator or other
4 City authority. Such consideration shall be the subject of a public hearing before the Planning
5 Commission but no fee shall be required of the applicant or the subject conditional use
6 operator.

7 (1) The Director of Planning or the Planning Commission may seek a public
8 hearing on conditional use abatement when the Director or Commission has substantial
9 evidence submitted within one year of the effective date of the Conditional Use authorization
10 that the applicant for the conditional use had submitted false or misleading information in the
11 application process that could have reasonably had a substantial effect upon the decision of
12 the Commission or substantial evidence of a violation of conditions of approval, a violation of
13 law, or operation which creates hazardous, noxious or offensive conditions enumerated in
14 Section 202(c).

15 (2) The notice for the public hearing on a conditional use abatement shall be
16 subject to the notification procedure as described in Sections 306.3 and 306.8 except that
17 notice to the property owner and the operator of the subject establishment or use shall be
18 mailed by regular and certified mail.

19 (3) In considering a conditional use revocation, the Commission shall consider
20 whether and how the false or misleading information submitted by the applicant could have
21 reasonably had a substantial effect upon the decision of the Commission, or the Board of
22 Supervisors on appeal, to authorize the conditional use, substantial evidence of how any
23 required condition has been violated or not implemented or how the conditional use is in
24 violation of the law if the violation is within the subject matter jurisdiction of the Planning
25 Commission or operates in such a manner as to create hazardous, noxious or offensive

1 conditions enumerated in Section 202(c) if the violation is within the subject matter jurisdiction
2 of the Planning Commission. As an alternative to revocation, the Commission may consider
3 how the use can be required to meet the law or the conditions of approval, how the
4 hazardous, noxious or offensive conditions can be abated, or how the criteria of Section
5 303(c) can be met by modifying existing conditions or by adding new conditions which could
6 remedy a violation.

7 (4) **Appeals.** A decision by the Planning Commission to revoke a conditional
8 use, to modify conditions or to place additional conditions on a conditional use or a decision
9 by the Planning Commission refusing to revoke or amend a conditional use, may be appealed
10 to the Board of Supervisors within 30 days after the date of action by the Planning
11 Commission pursuant to the provisions of Section 308.1(b) The Board of Supervisors may
12 disapprove the action of the Planning Commission in an abatement matter by the same vote
13 necessary to overturn the Commission's approval or denial of a conditional use. The Planning
14 Commission's action on a conditional use abatement issue shall take effect when the appeal
15 period is over or, upon appeal, when there is final action on the appeal.

16 (5) **Reconsideration.** The decision by the Planning Commission with regards
17 to a conditional use abatement issue or by the Board of Supervisors on appeal shall be final
18 and not subject to reconsideration within a period of one year from the effective date of final
19 action upon the earlier abatement proceeding, unless the Director of Planning determines
20 that:

21 (A) There is substantial new evidence of a new conditional use abatement
22 issue that is significantly different than the issue previously considered by the Planning
23 Commission; or

24 (B) There is substantial new evidence about the same conditional use
25 abatement issue considered in the earlier abatement proceeding, this new evidence was not

1 or could not be reasonably available at the time of the earlier abatement proceeding, and that
2 new evidence indicates that the Commission's decision in the earlier proceeding ha I not
3 been implemented within a reasonable time or raises significant new issues not previously
4 considered by the Planning Commission. The decision of the Director of Planning regarding
5 the sufficiency and adequacy of evidence to allow the reconsideration of a conditional use
6 abatement issue within a period of one year from the effective date of final action on the
7 earlier abatement proceeding shall be final.

8 (g) **Hotels and Motels.**

9 (1) With respect to applications for development of tourist hotels and motels,
10 the Planning Commission shall consider, in addition to the criteria set forth in Subsections (c)
11 and (d) above:

12 (A) The impact of the employees of the hotel or motel on the demand in the
13 City for housing, public transit, childcare, and other social services. To the extent relevant, the
14 Commission shall also consider the seasonal and part-time nature of employment in the hotel
15 or motel;

16 (B) The measures that will be taken by the project sponsor to employ
17 residents of San Francisco in order to minimize increased demand for regional transportation;
18 and

19 (C) The market demand for a hotel or motel of the type proposed.; and

20 (D) In the Transit Center C-3-O(SD) Commercial Special Use District, the opportunity
21 for commercial growth in the Special Use District and whether the proposed hotel, considered with
22 other hotels and non-commercial uses approved or proposed for major development sites in the Special
23 Use District since its adoption would substantially reduce the capacity to accommodate dense, transit-
24 oriented job growth in the District.

1 (2) Notwithstanding the provisions of Subsections (~~f~~g)(1) above, the Planning
2 Commission shall not consider the impact of the employees of a proposed hotel or motel
3 project on the demand in the City for housing where:

4 (A) The proposed project would be located on property under the
5 jurisdiction of the San Francisco Port Commission; and

6 (B) The sponsor of the proposed project has been granted exclusive rights
7 to propose the project by the San Francisco Port Commission prior to June 1, 1991.

8 (3) Notwithstanding the provisions of Subsection (~~f~~g)(1) above, with respect
9 to the conversion of residential units to tourist hotel or motel use pursuant to an application
10 filed on or before June 1, 1990 under the provisions of Chapter 41 of the San Francisco
11 Administrative Code, the Planning Commission shall not consider the criteria contained in
12 Subsection (~~f~~g)(1) above; provided, however, that the Planning Commission shall consider
13 the criteria contained in Subsection (~~f~~g)(1)(B) at a separate public hearing if the applicant
14 applies for a permit for new construction or alteration where the cost of such construction or
15 alteration exceeds \$100,000. Furthermore, no change in classification from principal permitted
16 use to conditional use in Section 216(b)(i) of this Code shall apply to hotels or motels that
17 have filed applications on or before June 1, 1990 to convert residential units to tourist units
18 pursuant to Chapter 41 of the San Francisco Administrative Code.

19 (h) **Internet Services Exchange.**

20 (1) With respect to application for development of Internet Services Exchange
21 as defined in Section 209.6(c), the Planning Commission shall, in addition to the criteria set
22 forth in Subsection (c) above, find that:

23 (A) The intensity of the use at this location and in the surrounding
24 neighborhood is not such that allowing the use will likely foreclose the location of other
25 needed neighborhood-serving uses in the area;

1 (B) The building in which the use is located is designed in discrete
2 elements, which respect the scale of development in adjacent blocks, particularly any existing
3 residential uses;

4 (C) Rooftop equipment on the building in which the use is located is
5 screened appropriately.

6 (D) The back-up power system for the proposed use will comply with all
7 applicable federal state, regional and local air pollution controls.

8 (E) Fixed-source equipment noise does not exceed the decibel levels
9 specified in the San Francisco Noise Control Ordinance.

10 (F) The building is designed to minimize energy consumption, such as
11 through the use of energy-efficient technology, including without limitation, heating, ventilating
12 and air conditioning systems, lighting controls, natural ventilation and recapturing waste heat,
13 and as such commercially available technology evolves;

14 (G) The project sponsor has examined the feasibility of supplying and, to
15 the extent feasible, will supply all or a portion of the building's power needs through on-site
16 power generation, such as through the use of fuel cells or co-generation;

17 (H) The project sponsor shall have submitted design capacity and
18 projected power use of the building as part of the conditional use application; and

19 (2) As a condition of approval, and so long as the use remains an Internet
20 Services Exchange, the project sponsor shall submit to the Planning Department on an
21 annual basis power use statements for the previous twelve-month period as provided by all
22 suppliers of utilities and shall submit a written annual report to the Department of Environment
23 and the Planning Department which shall state: (a) the annual energy consumption and fuel
24 consumption of all tenants and occupants of the Internet Services Exchange; (b) the number
25 of all diesel generators located at the site and the hours of usage, including usage for testing

1 purposes; (c) evidence that diesel generators at the site are in compliance with all applicable
2 local, regional, state and federal permits, regulations and laws; and (d) such other information
3 as the Planning Commission may require.

4 (3) The Planning Department shall have the following responsibilities
5 regarding Internet Services Exchanges:

6 (A) Upon the effective date of the requirement of a conditional use permit
7 for an Internet Services Exchange, the Planning Department shall notify property owners of all
8 existing Internet Services Exchanges that the use has been reclassified as a conditional use;

9 (B) Upon the effective date of the requirement of a conditional use permit
10 for an Internet Services Exchange, the Planning Department shall submit to the Board of
11 Supervisors and to the Director of the Department of Building Inspection a written report
12 covering all existing Internet Services Exchanges and those Internet Services Exchanges
13 seeking to obtain a conditional use permit, which report shall state the address, assessor's
14 block and lot, zoning classification, square footage of the Internet Services Exchange
15 constructed or to be constructed, a list of permits previously issued by the Planning and/or
16 Building Inspection Departments concerning the Internet Services Exchange, the date of
17 issuance of such permits, and the status of any outstanding requests for permits from the
18 Planning and/or Building Inspection Departments concerning Internet Services Exchange; and

19 (C) Within three years from the effective date of the requirement of a
20 conditional use permit for an Internet Services Exchange, the Planning Department, in
21 consultation with the Department of Environment, shall submit to the Board of Supervisors a
22 written report, which report shall contain the Planning Commission's evaluation of the
23 effectiveness of the conditions imposed on Internet Services Exchanges, and whether it
24 recommends additional or modified conditions to reduce energy and fuel consumption, limit air
25

1 pollutant emissions, and enhance the compatibility of industrial uses, such as Internet
2 Services Exchanges, located near or in residential or commercial districts.

3 (i) **Formula Retail Uses.**

4 (1) **Formula Retail Use.** A formula retail use is hereby defined as a type of
5 retail sales activity or retail sales establishment which has eleven or more other retail sales
6 establishments located in the United States. In addition to the eleven establishments, the
7 business maintains two or more of the following features: a standardized array of
8 merchandise, a standardized facade, a standardized decor and color scheme, a uniform
9 apparel, standardized signage, a trademark or a servicemark.

10 (A) Standardized array of merchandise shall be defined as 50% or more of
11 in-stock merchandise from a single distributor bearing uniform markings.

12 (B) Trademark shall be defined as a word, phrase, symbol or design, or a
13 combination of words, phrases, symbols or designs that identifies and distinguishes the
14 source of the goods from one party from those of others.

15 (C) Servicemark shall be defined as word, phrase, symbol or design, or a
16 combination of words, phrases, symbols or designs that identifies and distinguishes the
17 source of a service from one party from those of others.

18 (D) Decor shall be defined as the style of interior furnishings, which may
19 include but is not limited to, style of furniture, wall coverings or permanent fixtures.

20 (E) Color Scheme shall be defined as selection of colors used throughout,
21 such as on the furnishings, permanent fixtures, and wall coverings, or as used on the facade.

22 (F) ³ Facade shall be defined as the face or front of a building, including
23 awnings, looking onto a street or an open space.

1 (G) 3 Uniform Apparel shall be defined as standardized items of clothing
2 including but not limited to standardized aprons, pants, shirts, smocks or dresses, hat, and
3 pins (other than name tags) as well as standardized colors of clothing.

4 (H) 3 Signage shall be defined as business sign pursuant to Section 602.3
5 of the Planning Code.

6 (2) **"Retail sales activity or retail sales establishment."** A retail sales
7 activity or retail sales establishment shall include the following uses, as defined in Article 7
8 and Article 8 of this Code: "bar," "drive-up facility," "eating and drinking use," "liquor store,"
9 "restaurant, large fast-food," "restaurant, small self-service," "restaurant, full-service," "sales
10 and service, other retail," "sales and service, retail," "movie theatre," "video store,"
11 "amusement and game arcade," "take-out food," and "specialty food, self-service."

12 (3) **Conditional Use Criteria.** With regard to a conditional use authorization
13 application for a formula retail use, the Planning Commission shall consider, in addition to the
14 criteria set forth in Subsection (c) above:

15 (A) The existing concentrations of formula retail uses within the district.

16 (B) The availability of other similar retail uses within the district.

17 (C) The compatibility of the proposed formula retail use with the existing
18 architectural and aesthetic character of the district.

19 (D) The existing retail vacancy rates within the district.

20 (E) The existing mix of Citywide-serving retail uses and neighborhood-
21 serving retail uses within the district.

22 (4) **Conditional Use Authorization Required.** A Conditional Use
23 Authorization shall be required for a formula retail use in the following zoning districts unless
24 explicitly exempted:

25 (A) All Neighborhood Commercial Districts in Article 7;

- 1 (B) All Mixed Use-General Districts in Article 8;
- 2 (C) All Urban Mixed Use Districts in Article 8;
- 3 (D) RC-3 and RC-4 zoned parcels along Van Ness Avenue;
- 4 (E) Japantown Special Use District as defined in Section 249.31;
- 5 (F) Chinatown Community Business District as defined in Section 810;
- 6 (G) Chinatown Residential/Neighborhood Commercial District as defined in
- 7 812;

8 (H) Western SoMa Planning Area Special Use District as defined in 802.5.4

9 (5) Formula Retail Uses Not Permitted. Formula Retail Uses are not permitted
10 in the following zoning districts:

- 11 (A) Hayes-Gough Neighborhood Commercial Transit District;
- 12 (B) North Beach Neighborhood Commercial District;
- 13 (C) Chinatown Visitor Retail District.

14 (6) **Neighborhood Commercial Notification and Design Review.** Any
15 building permit application for a "formula retail use" as defined in this section and located
16 within a Neighborhood Commercial District in Article 7 shall be subject to the Neighborhood
17 Commercial Notification and Design Review Procedures of Section 312 of this Code.

18 (7) **Change in Use.** A change from one formula retail use to another requires
19 a new Conditional Use Authorization, whether or not a Conditional Use Authorization would
20 otherwise be required by the particular change in use in question. This Conditional Use
21 Authorization requirement also applies in changes from one Formula Retail operator to
22 another within the same use category. A new Conditional Use Authorization shall not apply to
23 a change in a formula use retailer that meets the following criteria:

- 24 (A) the formula use operation remains the same in terms of its size,
25 function and general merchandise offering as determined by the Zoning Administrator, and

1 (B) the change in the formula retail use operator is the result of the
2 business being purchased by another formula retail operator who will retain all components of
3 the existing retailer and make minor alterations to the establishment(s) such as signage and
4 branding.

5 The new operator shall comply with all conditions of approval previously
6 imposed on the existing operator, including but not limited to signage programs and hours of
7 operation; and shall conduct the operation generally in the same manner and offer essentially
8 the same services and/or type of merchandise; or seek and be granted a new Conditional Use
9 Authorization.

10 (8) **Determination of Formula Retail Use.** In those areas in which "formula
11 retail uses" are prohibited, any building permit application determined by the City to be for a
12 "formula retail use" that does not identify the use as a "formula retail use" is incomplete and
13 cannot be processed until the omission is corrected. Any building permit approved that is
14 determined by the City to have been, at the time of application, for a "formula retail use" that
15 did not identify the use as a "formula retail use" is subject to revocation at any time. If the City
16 determines that a building permit application or building permit subject to this Section of the
17 Code is for a "formula retail use," the building permit application or holder bears the burden of
18 proving to the City that the proposed or existing use is not a "formula retail use."

19 (j) **Large-Scale Retail Uses.** With respect to applications for the establishment of
20 large-scale retail uses under Section 121.6, in addition to the criteria set forth in Subsections
21 (c) and (d) above, the Commission shall consider the following:

22 (A) The extent to which the retail use's parking is planned in a manner that
23 creates or maintains active street frontage patterns;

24 (B) The extent to which the retail use is a component of a mixed-use project or
25 is designed in a manner that encourages mixed-use building opportunities;

1 (C) This shift in traffic patterns that may result from drawing traffic to the
2 location of the proposed use; and

3 (D) The impact that the employees at the proposed use will have on the
4 demand in the City for housing, public transit, childcare, and other social services.

5 (k) **Movie Theater Uses.**

6 (1) With respect to a change in use or demolition of a movie theater use as set
7 forth in Sections 221.1, 703.2(b)(1)(B)(ii), 803.2(b)(2)(B)(iii) or 803.3(b)(1)(B)(ii), in addition to
8 the criteria set forth in Subsections (c) and (d) above, the Commission shall make the
9 following findings:

10 (A) Preservation of a movie theater use is no longer economically viable
11 and cannot effect a reasonable economic return to the property owner;

12 (i) For purposes of defining "reasonable economic return," the Planning
13 Commission shall be guided by the criteria for "fair return on investment" as set forth in
14 Section 228.4(a).

15 (B) The change in use or demolition of the movie theater use will not
16 undermine the economic diversity and vitality of the surrounding Neighborhood Commercial
17 District; and

18 (C) The resulting project will preserve the architectural integrity of important
19 historic features of the movie theater use affected.

20 (l) **Relocation of Existing General Advertising Signs pursuant to a General
21 Advertising Sign Company Relocation Agreement.**

22 (1) Before the Planning Commission may consider an application for a
23 conditional use to relocate an existing lawfully permitted general advertising sign as
24 authorized by Section 611 of this Code, the applicant sign company must have:

1 (A) Obtained a current Relocation Agreement approved by the Board of
2 Supervisors under Section 2.21 of the San Francisco Administrative Code that covers the sign
3 or signs proposed to be relocated; and

4 (B) Submitted to the Department a current sign inventory, site map, and the
5 other information required under Section 604.2 of this Code; and

6 (C) Obtained the written consent to the relocation of the sign from the
7 owner of the property upon which the existing sign structure is erected.

8 (D) Obtained a permit to demolish the sign structure at the existing
9 location.

10 (2) The Department, in its discretion, may review in a single conditional use
11 application all signs proposed for relocation by a general advertising company or may require
12 that one or more of the signs proposed for relocation be considered in a separate application
13 or applications. Prior to the Commission's public hearing on the application, the Department
14 shall have verified the completeness and accuracy of the general advertising sign company's
15 sign inventory.

16 (3) Only one sign may be erected in a new location, which shall be the same
17 square footage or less than the existing sign proposed to be relocated. In no event may the
18 square footage of several existing signs be aggregated in order to erect a new sign with
19 greater square footage.

20 (4) In addition to applicable criteria set forth in subsection (c) above, the
21 Planning Commission shall consider the size and visibility of the signs proposed to be located
22 as well as the following factors in determining whether to approve or disapprove a proposed
23 relocation:

24 (A) The factors set forth in this subsection (A) shall weigh in favor of the
25 Commission's approval of the proposed relocation site:

1 (i) The sign or signs proposed for relocation are lawfully existing but are
2 not in conformity with the sign regulations that existed prior to the adoption of Proposition G
3 on March 5, 2002.

4 (ii) The sign or signs proposed for relocation are on a City list, if any, of
5 priorities for sign removal or signs preferred for relocation.

6 (iii) The sign or signs proposed for relocation are within, adjacent to, or
7 visible from property under the jurisdiction of the San Francisco Port Commission, the San
8 Francisco Unified School District, or the San Francisco Recreation and Park Commission.

9 (iv) The sign or signs proposed for relocation are within, adjacent to, or
10 visible from an Historic District or conservation district designated in Article 10 or Article 11 of
11 the Planning Code.

12 (v) The sign or signs proposed for relocation are within, adjacent to, or
13 visible from a zoning district where general advertising signs are prohibited.

14 (vi) The sign or signs proposed for relocation are within, adjacent to, or
15 visible from a designated view corridor.

16 (B) The factors set forth in this Subsection (B) shall weigh against the
17 Commission's approval of the proposed relocation:

18 (i) The sign or signs proposed for relocation are or will be obstructed,
19 partially obstructed, or removed from public view by another structure or by landscaping.

20 (ii) The proposed relocation site is adjacent to or visible from property
21 under the jurisdiction of the San Francisco Port Commission, the San Francisco Unified
22 School District, or the San Francisco Recreation and Park Commission.

23 (iii) The proposed relocation site is adjacent to or visible from an Historic
24 District or conservation district designated in Article 10 or Article 11 of the Planning Code.

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1 (iv) The proposed relocation site is within, adjacent to, or visible from a
2 zoning district where general advertising signs are prohibited.

3 (v) The proposed relocation site is within, adjacent to, or visible from a
4 designated view corridor.

5 (vi) There is significant neighborhood opposition to the proposed
6 relocation site.

7 (5) In no event may the Commission approve a relocation where:

8 (A) The sign or signs proposed for relocation have been erected, placed,
9 replaced, reconstructed, or relocated on the property, or intensified in illumination or other
10 aspect, or expanded in area or in any dimension in violation of Article 6 of this Code or without
11 a permit having been duly issued therefore; 5 or

12 (B) The proposed relocation site is not a lawful location under Planning
13 Code Section 611(c)(2); or

14 (C) The sign in its new location would exceed the size, height or
15 dimensions, or increase the illumination or other intensity of the sign at its former location; or

16 (D) The sign in its new location would not comply with the Code
17 requirements for that location as set forth in Article 6 of this Code; or

18 (E) The sign has been removed from its former location; or

19 (F) The owner of the property upon which the existing sign structure is
20 erected has not consented in writing to the relocation of the sign.

21 (6) The Planning Commission may adopt additional criteria for relocation of
22 general advertising signs that do not conflict with this Section 303(l) or Section 611 of this
23 Code.

24 (m) General Grocery Store Uses.
25

1 (1) With respect to a change in use or demolition of general grocery store use
2 as set forth in Sections 218.2, 703.2(b)(1)(B)(iii), 803.2(b)(1)(B)(iv) or 803.3 (b)(1)(B)(iii) which
3 use exceeds 5,000 gross square feet, in addition to the criteria set forth in Subsections (c) and
4 (d) above, the Commission shall make the following findings:

5 (A) Preservation of a general grocery store use is no longer economically
6 viable and cannot effect a reasonable economic return to the property owner. The
7 Commission may disregard the above finding if it finds that the change in use or replacement
8 structure in the case of demolition will contain a general grocery store that is of a sufficient
9 size to serve the shopping needs of nearby residents and offers comparable services to the
10 former general grocery store.

11 (i) For purposes of defining "reasonable economic return," the Planning
12 Commission shall be guided by the criteria for "fair return on investment" as set forth in
13 Section 228.4(a).

14 (B) The change in use or demolition of the general grocery store use will
15 not undermine the economic diversity and vitality of the surrounding neighborhood.

16 (n) **Tobacco Paraphernalia Establishments.**

17 (1) With respect to a Tobacco Paraphernalia Establishment, as set forth in
18 Section 227(v) of this Code, in addition to the criteria set forth in Subsections (c) and (d)
19 above, the Commission shall make the following findings:

20 (A) The concentration of such establishments in the particular zoning
21 district for which they are proposed does not appear to contribute directly to peace, health,
22 safety, and general welfare problems, including drug use, drug sales, drug trafficking, other
23 crimes associated with drug use, loitering, and littering, as well as traffic circulation, parking,
24 and noise problems on the district's public streets and lots;

1 (B) The concentration of such establishments in the particular zoning
2 district for which they are proposed does not appear to adversely impact the health, safety,
3 and welfare of residents of nearby areas, including fear for the safety of children, elderly and
4 disabled residents, and visitors to San Francisco; and

5 (C) The proposed establishment is compatible with the existing character of
6 the particular district for which it is proposed.

7 (o) **Massage Establishments.**

8 (1) With respect to Massage Establishments, as defined in Sections 218.1,
9 790.60, and 890.60 of this Code, in addition to the criteria set forth in Subsection (c) above,
10 the Commission shall make the following findings:

11 (A) Whether the applicant has obtained, and maintains in good standing, a
12 permit for a Massage Establishment from the Department of Public Health pursuant to Section
13 1908 of the San Francisco Health Code;

14 (B) Whether the use's facade is transparent and open to the public.
15 Permanent transparency and openness are preferable. Elements that lend openness and
16 transparency to a facade include: i) active street frontage of at least 25' in length where 75%
17 of that length is devoted to entrances to commercially used space or windows at the
18 pedestrian eye-level; ii) windows that use clear, untinted glass, except for decorative or
19 architectural accent; iii) any decorative railings or decorative grille work, other than wire mesh,
20 which is placed in front of or behind such windows, should be at least 75 percent open to
21 perpendicular view and no more than six feet in height above grade;

22 (C) Whether the use includes pedestrian-oriented lighting. Well lit
23 establishments where lighting is installed and maintained along all public rights-of-way
24 adjacent to the building with the massage use during the post-sunset hours of the massage
25 use are encouraged:

1 (D) Whether the use is reasonably oriented to facilitate public access.
2 Barriers that make entrance to the use more difficult than to an average service-provider in
3 the area are to be strongly discouraged. These include (but are not limited to) foyers equipped
4 with double doors that can be opened only from the inside and security cameras.

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8 **SEC. 309. PERMIT REVIEW IN C-3 DISTRICTS.**

9 The provisions and procedures set forth in this Section shall govern the review of
10 project authorization and building and site permit applications for (1) the construction or
11 substantial alteration of structures in C-3 Districts, (2) the granting of exceptions to certain
12 requirements of this Code where the provisions of this Section are invoked, and (3) the
13 approval of open space and streetscape requirements of the Planning Code. When any action
14 authorized by this Section is taken, any determination with respect to the proposed project
15 required or authorized pursuant to CEQA may also be considered. This Section shall not
16 require additional review in connection with a site or building permit application if review
17 hereunder was completed with respect to the same proposed structure or alteration in
18 connection with a project authorization application pursuant to Section 322.

19 (a) Exceptions. Exceptions to the following provisions of this Code may be granted
20 as provided in the code sections referred to below:

21 (1) Exceptions to the setback, streetwall, tower separation, and rear yard
22 requirements as permitted in Sections 132.1 and 134(d);

23 (2) Exceptions to the ground-level wind current requirements as permitted in
24 Section 148;

25

1 (3) Exceptions to the sunlight to public sidewalk requirement as permitted in
2 Section 146;

3 (4) Exceptions to the limitation on residential accessory parking as permitted in
4 Section 151.1(e);

5 (5) Exceptions to the limitation on curb cuts for parking access as permitted in
6 Section 155(r);

7 (6) Exceptions to the limitations on above-grade residential accessory parking
8 as permitted in Section 155(s);

9 (7) Exceptions to the freight loading and service vehicle space requirements as
10 permitted in Section 161(h);

11 (8) Exceptions to the off-street tour bus loading space requirements as
12 permitted in Section 162;

13 (9) Exceptions to the use requirements in the C-3-O(SD) Commercial Special Use Sub-
14 district in Section 248;

15 (10) Exceptions to the height limits for buildings taller than 550 feet in height in the S-2
16 Bulk District for allowance of non-occupied architectural, screening, and rooftop elements that meet
17 the criteria of Section 260(b)(1)(M);

18 (911) Exceptions to the height limits for vertical extensions as permitted in
19 Section 260(b)(1)(G) and for upper tower extensions as permitted in Section 263.7;

20 (1012) Exceptions to the height limits in the 80-130F and 80-130X Height and
21 Bulk Districts as permitted in Section 263.6 and in the 200-400S Height and Bulk District as
22 permitted in Section 263.8;

23 (1113) Exceptions to the bulk requirements as permitted in Sections 270 and
24 272.

1 (b) Design Review. In addition to the requirements set forth in this Code,
2 additional design requirements and limitations (hereafter referred to as modifications) may be
3 imposed on the following aspects of a proposed project, through the imposition of conditions,
4 in order to achieve the objectives and policies of the Master Plan or the purposes of this
5 Code:

6 (1) Building siting, orientation, massing and facade treatment, including
7 proportion, scale, setbacks, materials, cornice, parapet and fenestration treatment, and design
8 of building tops;

9 (2) Aspects of the project affecting views and view corridors, shadowing of
10 sidewalks and open spaces, openness of the street to the sky, ground-level wind current, and
11 maintenance of predominant streetwalls in the immediate vicinity;

12 (3) Aspects of the project affecting parking, traffic circulation and transit
13 operation and loading points;

14 (4) Aspects of the project affecting its energy consumption;

15 (5) Aspects of the project related to pedestrian activity, such as placement of
16 entrances, street scale, visual richness, location of retail uses, and pedestrian circulation, and
17 location and design of open space features;

18 (6) Aspects of the project affecting public spaces adjacent to the project, such
19 as the location and type of street trees and landscaping, sidewalk paving material, and the
20 design and location of street furniture as required by Section 138.1;

21 (7) Aspects of the project relating to quality of the living environment of
22 residential units, including housing unit size and the provisions of open space for residents;

23 (8) Aspects of the design of the project which have significant adverse
24 environmental consequences;

25

1 (9) Aspects of the project that affect its compliance with the provisions of
2 Sections 1109(c), 1111.2(c), 1111.6(c), and 1113 regarding new construction and alterations
3 in conservation districts;

4 (10) Other aspects of the project for which modifications are justified because
5 of its unique or unusual location, environment, topography or other circumstances.

6 (c) **Application Process for 309 Review.** Review subject to this Section will be
7 triggered by submittal of a Section 309 Application or submittal of a building or site permit.

8 (d) **Notice of Proposed Approval.** If, after a review of the Application or building
9 or site permit, and (1) the Zoning Administrator determines that an application complies with
10 the provisions of this Code and that no exception is sought as provided in Subsection (a), and
11 (2) the Director of Planning determines that no additional modifications are warranted as
12 provided in Subsection (b), and (3) the project meets the open space and streetscape
13 requirements of the Planning Code or (4) the project sponsor agrees to the modifications as
14 requested by the Director, the Zoning Administrator shall provide notice of the proposed
15 approval of the application by mail to all owners of the property immediately adjacent to the
16 property that is subject of the Application no less than 10 days before final approval, and, in
17 addition, to any person who has requested such notice in writing. If no request for Planning
18 Commission review pursuant to Subsection (g) is made within 10 days of such notice, the
19 Zoning Administrator shall approve the application.

20 (e) **Hearing and Determination of Applications for Exceptions.**

21 (1) **Hearing.** The Planning Commission shall hold a public hearing on an
22 application for an exception as provided in Subsection (a).

23 (2) **Notice of Hearing.** Notice of such hearing shall be mailed not less than 10
24 days prior to the date of the hearing to the project applicant, to property owners within 300
25 feet of the project that is the subject of the application, using for this purpose the names and

1 addresses as shown on the citywide Assessment Roll in the Assessor's Office, and to any
2 person who has requested such notice. The notice shall state that the written
3 recommendation of the Director of Planning regarding the request for an exception will be
4 available for public review at the office of the Planning Department.

5 (3) **Decision and Appeal.** The Commission may, after public hearing and after
6 making appropriate findings, approve, disapprove or approve subject to conditions, the
7 application for an exception. The decision of the Planning Commission may be appealed to
8 the Board of Appeals by any person aggrieved within 15 days after the date of the decision by
9 filing a written notice of appeal with that Body, setting forth wherein it is alleged that there was
10 an error in the interpretation of the provisions of this Code or abuse of discretion on the part of
11 the Planning Commission.

12 (4) **Decision on Appeal.** Upon the hearing of an appeal, the Board of Appeals
13 may, subject to the same limitations as are placed on the Planning Commission by Charter or
14 by this Code, approve, disapprove or modify the decision appealed from. If the determination
15 of the Board differs from that of the Commission it shall, in a written decision, specify the error
16 in interpretation or abuse of discretion on the part of the Commission and shall specify in the
17 findings, as part of the written decision, the facts relied upon in arriving at its determination.

18 (f) **Administrative Approval of Design Review.**

19 (1) **Recommendations.** If the Director of Planning determines that
20 modifications through the imposition of conditions are warranted as provided in Subsection
21 (b), or that the open space requirements or the streetscape requirements of the Planning
22 Code have not been complied with, the matter shall be scheduled for hearing before the
23 Planning Commission. If the Director determines that the open space and streetscape
24 requirements of the Planning Code have been complied with and the applicant does not
25 oppose the imposition of conditions which the Director has determined are warranted, the

1 applicant may waive the right to a hearing before the Commission in writing and agree to the
2 conditions. The Zoning Administrator shall provide notice of the proposed approval of the
3 application according to the notice given for applications governed by Subsection (d), so that
4 any person seeking additional modifications or objecting to the open space or streetscape
5 requirements determination may make such a request for Planning Commission review as
6 provided in Subsection (g). If no request is made within 10 days of such notice, the Zoning
7 Administrator shall approve the application subject to the conditions.

8 (2) **Notice.** If the proposed application will be heard by the Planning
9 Commission, notice of such hearing shall be mailed not less than 10 days prior to the hearing
10 to the project applicant, to property owners immediately adjacent to the site of the application
11 using for this purpose the names and addresses as shown on the citywide Assessment Roll in
12 the Assessor's Office, and to any person who has requested such notice. The notice shall
13 state that the Director's written recommendation will be available for public review at the
14 Planning Department.

15 (3) **Commission Action.** The Planning Commission may, after public hearing
16 and after making appropriate findings, approve, disapprove or approve subject to conditions
17 applications considered pursuant to Subsection (b) or for compliance with the open space and
18 streetscape requirements of the Planning Code.

19 (g) **Planning Commission Review Upon Request.**

20 (1) **Requests.** Within 10 days after notice of the proposed approval has been
21 given, as provided in Subsection (d), any person may request in writing that the Planning
22 Commission impose additional modifications on the project as provided in Subsection (b) or
23 consider the application for compliance with the open space and streetscape requirements of
24 the Planning Code. The written request shall state why additional modifications should be
25 imposed notwithstanding its compliance with the requirements of this Code and shall identify

1 the policies or objectives that would be promoted by the imposition of conditions, or shall state
2 why the open space and streetscape requirements have not been complied with.

3 (2) **Commission Consideration.** The Planning Commission shall consider at
4 a public hearing each written request for additional modifications and for consideration of the
5 open space and streetscape requirements of the Planning Code compliance and may, by
6 majority vote, direct that a hearing be conducted to consider such modifications or
7 compliance, which hearing may be conducted at the same meeting that the written request is
8 considered and decided. Notice of such hearing shall be mailed to the project applicant, to
9 property owners immediately adjacent to the site of the application using for this purpose the
10 names and addresses as shown on the Citywide Assessment Roll in the Assessor's Office, to
11 any person who has requested such notice, and to any person who has submitted a request
12 for additional requirements. In determining whether to conduct such a hearing, the
13 Commission shall determine whether, based upon a review of the project, reasonable grounds
14 exist justifying a public hearing in order to consider the proposed additional modifications and
15 the open space and streetscape requirements of the Planning Code compliance.

16 (3) **Commission Action.** If the Commission determines to conduct a hearing
17 to consider the imposition of additional modifications or the open space and streetscape
18 requirements compliance, it may, after such hearing and after making appropriate findings,
19 approve, disapprove, or approve subject to conditions the building or site permit or project
20 authorization application. If the Commission determines not to conduct a hearing, the Zoning
21 Administrator shall approve the application subject to any conditions imposed by the Director
22 of Planning to which the applicant has consented.

23 (h) **Mandatory Planning Commission Hearing for Projects Over 50,000**
24 **Square Feet of Gross Floor Area or Over 75 Feet in Height.** The Planning Commission
25 shall hold a public hearing not otherwise required by this Section on all building and site

1 permit and Section 309 applications for projects which will result in a net addition of more than
2 50,000 square feet of gross floor area of space or which will result in a building that is greater
3 than 75 feet in height. Notice of such hearing shall be mailed not less than 10 days prior to the
4 date of the hearing to the project applicant, to property owners immediately adjacent to the
5 site of the application using for this purpose the names and addresses as shown on the
6 citywide Assessment Roll in the Assessor's Office, and to any person who has requested
7 such notice.

8 (i) **Imposition of Conditions, General.** If, pursuant to the provisions of this
9 Section, the City Planning Commission determines that conditions should be imposed on the
10 approval of a building or site permit application, or Section 309 application and the applicant
11 agrees to comply, the Commission may approve the application subject to those conditions,
12 and if the applicant refuses to so agree, the Commission may disapprove the application.

13 (j) **Change of Conditions.** Authorization of a change in any condition previously
14 imposed pursuant to this Section shall require an application for a change in conditions, which
15 application shall be subject to the procedures set forth in this Section.

16 (k) An approval action in accordance with this Section shall constitute the City's decision to
17 approve the project for purposes of Administrative Code Chapter 31.

18 **SEC. 412.1. FINDINGS.**

19 Existing public park facilities located in the downtown office districts are at or
20 approaching capacity utilization by the daytime population in those districts. The need for
21 additional public park and recreation facilities in the downtown districts will increase as the
22 daytime population increases as a result of continued office development in those areas.
23 While the open space requirements imposed on individual office and retail developments
24 address the need for plazas and other local outdoor sitting areas to serve employees and
25 visitors in the districts, such open space cannot provide the same recreational opportunities

1 as a public park. In order to provide the City and County of San Francisco with the financial
2 resources to acquire and develop public park and recreation facilities which will be necessary
3 to serve the burgeoning daytime population in these districts, a Downtown Park Fund shall be
4 established as set forth herein. The Board of Supervisors adopts the findings of the Downtown Open
5 Space Nexus Study in accordance with the California Mitigation Fee Act, Government Code 66001(a)
6 on file with the Clerk of the Board in File No. _____.

7 **SEC. 427. PAYMENT IN CASES OF VARIANCE OR EXCEPTION FOR REQUIRED**
8 **OPEN SPACE.**

9 (a) Eastern Neighborhoods Mixed Use Districts. In the Eastern Neighborhoods Mixed
10 Use Districts, should a Variance from usable open space requirements for residential uses be
11 granted by the Zoning Administrator, or an exception be granted for those projects subject to
12 the Section 329 process, a fee of \$327 shall be required for each square foot of usable open
13 space not provided pursuant to that Variance. This fee shall be adjusted in accordance with
14 Section 423.3 of this Article. This fee shall be paid into the Eastern Neighborhoods Public
15 Benefits Fund, as described in Section 423 of this Article. Said fee shall be used for the
16 purpose of acquiring, designing, and improving park land, park facilities, and other open
17 space resources, which is expected to be used solely or in substantial part by persons who
18 live, work, shop or otherwise do business in the Eastern Neighborhoods Mixed Use Districts.

19 (b) C-3-O(SD) District. In the C-3-O(SD) District, if a Variance is granted by the Zoning
20 Administrator to reduce the amount of open space required for any use pursuant to Section 135 or 138
21 or if a project sponsor chooses to pay the in-lieu fee described in Section 138(j)(4), a fee of \$1,410
22 shall be required for each square foot of usable open space not provided. This fee shall be adjusted in
23 accordance with Section XXXX of this Article. This fee shall be paid into the Transit Center District
24 Open Space Fund, as described in Section 4XX of this Article. Said fee shall be used for the purpose of
25 acquiring, designing, and improving public open space, recreational facilities, and other open space

1 resources, which is expected to be used solely or in substantial part by persons who live, work, shop or
2 otherwise do business in the Transit Center District.

3 **SEC. 4XX. TRANSIT CENTER DISTRICT OPEN SPACE IMPACT FEE AND FUND.**

4 Sections 4XX.1 through 4XX.5 set forth the requirements and procedures for the Transit
5 Center District Open Space Impact Fee and Fund. The effective date of these requirements shall be
6 either XXXX, 2012, which is the date that these requirements originally became effective, or the date a
7 subsequent modification, if any, became effective.

8 **SEC. 4XX.1. FINDINGS.**

9 (a) General. Existing public park and recreational facilities located in the downtown area are
10 at or approaching capacity utilization by the population of the area. There is substantial additional
11 population density, both employment and residential, planned and projected in the Transit Center
12 District. This district, more than other parts of the downtown, is lacking in existing public open space
13 amenities to support population growth. The need for additional public park and recreation facilities in
14 the downtown area, and specifically in the Transit Center District, will increase as the population
15 increases due to continued office, retail, institutional, and residential development. Additional
16 population will strain and require improvement of existing open spaces both downtown and citywide,
17 and will necessitate the acquisition and development of new public open spaces in the immediate
18 vicinity of the growth areas. While the open space requirements imposed on individual commercial
19 developments address the need for plazas and other local outdoor sitting areas to serve employees and
20 visitors in the districts, and requirements imposed on individual residential developments address the
21 need for small-scale private balconies, terraces, courtyards or other minor common space such as can
22 be accommodated on individual lots, such open space cannot provide the same recreational
23 opportunities as a public park. In order to provide the City and County of San Francisco with the
24 financial resources to acquire and develop public park and recreation facilities necessary to serve the
25 burgeoning population in the downtown area, a Transit Center District Open Space Fund shall be

1 established as set forth herein. The Board of Supervisors adopts the findings of the Downtown Open
2 Space Nexus Study in accordance with the California Mitigation Fee Act, Government Code 66001(a)
3 on file with the Clerk of the Board in File No. _____.

4 (b) **Transit Center District Open Space Impact Fee.** Development impact fees are an effective
5 approach to mitigate impacts associated with growth in population. The proposed Transit Center
6 District Open Space Impact Fee shall be dedicated to fund public open space improvements in the
7 Transit Center District Plan Area and adjacent downtown areas that will provide direct benefits to the
8 property developed by those who pay into the fund, by providing necessary open space improvements
9 needed to serve new development.

10 The Planning Department has calculated the fee rate using accepted professional methods
11 for calculating such fees. The calculations are described fully in the Downtown Open Space Nexus
12 Study, San Francisco Planning Department, Case No. 2012.XXXXU on file with the Clerk of the Board
13 in File No. _____.

14 The proposed fee, in combination with the Downtown Park Fee established in Section 412
15 et seq., is less than the maximum justified fee amount as calculated by the Downtown Open Space
16 Nexus Study. While no project sponsor would be required to pay more than the maximum amount
17 justified for that project as calculated in the Nexus Study, the Transit Center District Open Space Fee is
18 tiered such that denser projects are assessed higher fees because it is economically feasible for such
19 projects to pay a higher proportion of the maximum justified amount. The proposed fee covers impacts
20 caused by new development only and is not intended to remedy existing deficiencies. The cost to remedy
21 existing deficiencies will be paid for by public, community, and other private sources as described in
22 the Downtown Open Space Nexus Study and the Transit Center District Plan Program Implementation
23 Document. Impact fees are only one of many revenue sources funding open space in the Plan Area.

24 **SEC. 4XX.2. APPLICATION OF TRANSIT CENTER DISTRICT OPEN SPACE IMPACT**

25 **FEE.**

1 (a) **Application.** Section 4XX.1 et seq. shall apply to any development project located in the
2 C-3-O(SD) District and meeting the requirements of subsection (b) below.

3 (b) **Projects subject to the Transit Center District Open Space Impact Fee.** The Transit
4 Center District Open Space Impact Fee is applicable to any development project in the C-3-O(SD)
5 District which results in:

6 (1) At least one net new residential unit.

7 (2) Addition of space to an existing residential unit of more than 800 gross square feet.

8 (3) At least one net new group housing facility or residential care facility.

9 (4) Addition of space to an existing group housing or residential care facility of more
10 than 800 gross square feet.

11 (5) New construction of a non-residential use, or

12 (6) Addition of non-residential space in excess of 800 gross square feet to an existing
13 structure.

14 (7) Conversion of existing space to a different use where the project's total fee as
15 calculated according to subsection (c) below would exceed the total fee for the uses being replaced.

16 (c) **Fee Calculation for the Transit Center District Open Space Impact Fee.** For
17 development projects for which the Transit Center District Open Space Impact Fee is applicable, the
18 corresponding fee for net addition of gross square feet is listed in Table 4XX.XA. Where development
19 project includes more than one land use, the overall proportion of each use relative to other uses on the
20 lot shall be used to calculate the applicable fees regardless of the physical distribution or location of
21 each use on the lot. Where a project proposes conversion of existing space to a different use, the
22 Director shall specify the fee amount based on a Guidance Statement or other document establishing
23 the methodology for calculating fees.

24 (1) **Base Fee.** The fee listed in Column A shall be assessed on all applicable gross square
25 footage for the entire development project.

1 (2) Projects Exceeding FAR of 9:1. For development projects that result in the Floor Area
 2 Ratio on the lot exceeding 9:1, the fee listed in Column B shall be assessed on all applicable gross
 3 square footage on the lot above an FAR of 9:1.

4 (3) For projects that are eligible to apply TDR units to exceed an FAR of 9:1 pursuant to
 5 Section 123(e)(1), the fee otherwise applicable to such square footage according to subsection (2)
 6 above shall be waived.

7
 8 **TABLE 4XX.XA**

9 **FEE SCHEDULE FOR NET ADDITIONS OF GROSS SQUARE FEET IN THE TRANSIT**

10 **CENTER DISTRICT AREA**

<u>Use</u>	<u>Column A (Base Fee)</u>	<u>Column B (GSF Above 9:1)</u>
<u>Residential</u>	<u>\$2.50/gsf</u>	<u>N/A</u>
<u>Office</u>	<u>\$3.00/gsf</u>	<u>\$7.00/gsf</u>
<u>Retail</u>	<u>\$5.00/gsf</u>	<u>\$4.50/gsf</u>
<u>Hotel</u>	<u>\$4.00/gsf</u>	<u>N/A</u>
<u>Institutional/Cultural/Medical</u>	<u>\$5.00/gsf</u>	<u>\$4.30/gsf</u>
<u>Industrial</u>	<u>\$2.50/gsf</u>	<u>N/A</u>

15 (d) Option for In-Kind Provision of Community Improvements and Fee Credits. Project
 16 sponsors may propose to directly provide community improvements to the City. In such a case, the City
 17 may enter into an In-Kind Improvements Agreement with the sponsor and issue a fee waiver for the
 18 Transit Center District Open Space Impact Fee from the Planning Commission, subject to the following
 19 rules and requirements:

20 (1) Approval criteria. The City shall not enter into an In-Kind Agreement unless the
 21 proposed in-kind improvements meet an identified community need as analyzed in the Transit Center
 22 District Plan Implementation Program Document and where they substitute for improvements that
 23 could be provided by the Transit Center District Open Space Fund (as described in Section 4XX.5). The
 24 City may reject in-kind improvements if they are not consistent with the priorities identified in the
 25 Transit Center District Plan, by the Interagency Plan Implementation Committee (see Chapter 36 of the

1 Administrative Code), or other prioritization processes related to Transit Center District improvements
2 programming. No physical improvement or provision of space otherwise required by the Planning
3 Code or any other City Code shall be eligible for consideration as part of this In-Kind Improvements
4 Agreement.

5 For a development project on Assessor's Block 3720 Lot 009, an In-Kind Agreement may be
6 approved which credits the project for public open space improvements constructed by either the
7 sponsor of the development project or by the Transbay Joint Powers Authority, in accordance with the
8 Transit Center District Plan Implementation Program Document.

9 (2) **Valuation.** The Director of Planning shall determine the appropriate value of the
10 proposed in-kind improvements. For the purposes of calculating the total value, the project sponsor
11 shall provide the Planning Department with a cost estimate for the proposed in-kind improvement(s)
12 from two independent sources or, if relevant, real estate appraisers. A detailed site-specific cost
13 estimate for a planned improvement prepared by the City or the Transbay Joint Powers Authority may
14 satisfy the requirement for cost estimates provided that the estimate is indexed to current cost of
15 construction.

16 (3) **Content of the In-Kind Improvements Agreement.** The In-Kind Improvements
17 Agreement shall include at least the following items:

18 (i) A description of the type and timeline of the proposed in-kind improvements.

19 (ii) The appropriate value of the proposed in-kind improvement, as determined in
20 subsection (2) above.

21 (iii) The legal remedies in the case of failure by the project sponsor to provide the
22 in-kind improvements according to the specified timeline and terms in the agreement. Such remedies
23 shall include the method by which the City will calculate accrued interest.

24 (4) **Approval Process.** The Planning Commission must approve the material terms of an
25 In-Kind Agreement. The Planning Commission shall hear and consider the recommendation of the

1 Interagency Plan Implementation Committee, as established in Chapter 36 of the Administrative Code,
2 in deciding whether to approve or disapprove any In-Kind Agreement. Prior to the parties executing
3 the Agreement, the City Attorney must approve the agreement as to form and to substance. The
4 Director of Planning shall be authorized to execute the Agreement on behalf of the City. If the Planning
5 Commission approves the In-Kind Agreement, it shall waive the amount of the Transit Center District
6 Open Space Impact Fee equivalent to the value of the improvements proposed in the In-Kind
7 Agreement. No credit shall be made for land value unless ownership of the land is transferred to the
8 City or a permanent public easement is granted, the acceptance of which is at the sole discretion of the
9 City. The maximum value of the credit for the improvements proposed in the In-Kind Improvements
10 Agreement shall not exceed the required Transit Center District Open Space Impact Fee.

11 (5) **Administrative Costs.** Project sponsors that pursue an In-Kind Improvements
12 Agreement will be billed time and materials for any administrative costs that the Planning Department
13 or any other City entity incurs in negotiating, drafting, and monitoring compliance with the In-Kind
14 Improvements Agreement.

15 (e) **Timing of Fee Payments.** The Transit Center District Open Space Impact Fee is due
16 and payable to the Development Fee Collection Unit at DBI prior to issuance of the first construction
17 document, with an option for the project sponsor to defer payment to prior to issuance of the first
18 certificate of occupancy upon agreeing to pay a deferral surcharge that would be paid into the
19 appropriate fund in accordance with Section 107A.13.3 of the San Francisco Building Code.

20 (f) **Waiver or Reduction of Fees.** Development projects may be eligible for a waiver or
21 reduction of impact fees, per Section 406 of this Article.

22 **SEC. 4XX.3. IMPOSITION OF TRANSIT CENTER DISTRICT OPEN SPACE IMPACT**
23 **FEE.**

24 (a) **Determination of Requirements.** The Department shall determine the applicability of
25 Section 4XX.1 et seq. to any development project requiring a first construction document and, if Section

1 4XX.1 et seq. is applicable, the Department shall determine the amount of Transit Center District Open
2 Space Impact Fees required and shall impose these requirements as a condition of approval for
3 issuance of the first construction document for the development project. The project sponsor shall
4 supply any information necessary to assist the Department in this determination.

5 (b) **Department Notice to Development Fee Collection Unit at DBI.** Prior to the issuance
6 of a building or site permit for a development project subject to the requirements of Section 4XX.1 et
7 seq., the Department shall notify the Development Fee Collection Unit at DBI of its final determination
8 of the amount of Transit Center District Open Space Impact Fees required, including any reductions
9 calculated for an In-Kind Improvements Agreement, in addition to the other information required by
10 Section 402(b) of this Article.

11 (c) **Development Fee Collection Unit Notice to Department Prior to Issuance of the First**
12 **Certificate of Occupancy.** The Development Fee Collection Unit at DBI shall provide notice in writing
13 or electronically to the Department prior to issuing the first certificate of occupancy for any
14 development project subject to Section 4XX.1 et seq. that has elected to fulfill all or part of its Transit
15 Center District Open Space Impact Fee requirement with an In-Kind Improvements Agreement. If the
16 Department notifies the Unit at such time that the sponsor has not satisfied any of the terms of the In-
17 Kind Improvements Agreement, the Director of DBI shall deny any and all certificates of occupancy
18 until the subject project is brought into compliance with the requirements of Section 4XX.1 et seq.,
19 either through conformance with the In-Kind Improvements Agreement or payment of the remainder of
20 the Transit Center District Open Space Impact Fees that would otherwise have been required, plus a
21 deferral surcharge as set forth in Section 107A.13.3.1 of the San Francisco Building Code.

22 (d) **Process for Revisions of Determination of Requirements.** In the event that the
23 Department or the Commission takes action affecting any development project subject to Section 4XX.1
24 et seq. and such action is subsequently modified, superseded, vacated, or reversed by the Department
25

1 or the Commission, Board of Appeals, the Board of Supervisors, or by court action, the procedures of
2 Section 402(c) of this Article shall be followed.

3 **SEC. 4XX.4. THE TRANSIT CENTER DISTRICT OPEN SPACE FUND.**

4 (a) There is hereby established a separate fund set aside for a special purpose entitled the
5 Transit Center District Open Space Fund ("Fund"). All monies collected by the Development Fee
6 Collection Unit at DBI pursuant to Section 4XX.3(b) shall be deposited in a special fund maintained by
7 the Controller. The receipts in the Fund to be used solely to fund Public Benefits subject to the
8 conditions of this Section.

9 (b) Expenditures from the Fund shall be recommended by the Interagency Plan
10 Implementation Committee for allocation and administration by the Board of Supervisors.

11 (1) All monies deposited in the Fund shall be used to design, engineer, acquire, and
12 develop and improve both new and existing public open spaces and recreational facilities in the Transit
13 Center District Plan Area and the greater downtown as established in the Transit Center District Plan
14 and the Transit Center District Plan Implementation Program Document and supported by the findings
15 of the Downtown Open Space Nexus Study.

16 (2) Funds may be used for administration and accounting of fund assets, for additional
17 studies as detailed in the Transit Center District Plan Implementation Program Document, and to
18 defend the Transit Center District Open Space Impact Fee against legal challenge, including the legal
19 costs and attorney's fees incurred in the defense. Administration of this fund includes time and
20 materials associated with reporting requirements, facilitating any necessary or required public
21 meetings aside from Planning Commission hearings, and maintenance of the fund. Monies from the
22 Fund may be used by the Planning Commission to commission economic analyses for the purpose of
23 revising the fee, and/or to complete an updated nexus study to demonstrate the relationship between
24 development and the need for public facilities and services if this is deemed necessary. Monies used for
25

1 the purposes consistent with this subsection (2) shall not exceed five percent of the total fees collected.

2 All interest earned on this account shall be credited to the Transit Center District Open Space Fund.

3 (3) All funds are justified and supported by the Downtown Open Space Nexus Study,
4 San Francisco Planning Department, Case No. 2012.XXXXU. Implementation of the Fee and Fund are
5 monitored according to the Downtown Plan Monitoring Program required by the Administrative Code
6 Section 10E.

7 (c) With full participation by the Planning Department and related implementing agencies,
8 the Controller's Office shall file a report with the Board of Supervisors beginning 180 days after the
9 last day of the fiscal year of the effective date of Section 4XX.1 et seq. that shall include the following
10 elements: (1) a description of the type of fee in each account or fund; (2) amount of fee collected; (3)
11 beginning and ending balance of the accounts or funds including any bond funds held by an outside
12 trustee; (4) amount of fees collected and interest earned; (5) identification of each public improvement
13 on which fees or bond funds were expended and amount of each expenditure; (6) an identification of
14 the approximate date by which the construction of public improvements will commence; (7) a
15 description of any inter-fund transfer or loan and the public improvement on which the transferred
16 funds will be expended; and (8) amount of refunds made and any allocations of unexpended fees that
17 are not refunded.

18 **SEC. 4XX. TRANSIT CENTER DISTRICT TRANSPORTATION AND STREET**
19 **IMPROVEMENT IMPACT FEE AND FUND.**

20 Sections 4XX.1 through 4XX.5 set forth the requirements and procedures for the Transit
21 Center District Transportation and Street Improvement Impact Fee and Fund. The effective date of
22 these requirements shall be either XXXX, 2012, which is the date that these requirements originally
23 became effective, or the date a subsequent modification, if any, became effective.

24 **SEC. 4XX.1. FINDINGS.**

25 **(a) General.**

1 New development in the Transit Center District Plan area will create substantial new burdens
2 on existing streets and transportation systems and require the need for new and enhanced
3 transportation services and improvements to rights-of-way for all modes of transportation. The
4 downtown is a very dense urban environment with limited roadway capacity and is already
5 substantially congested and impacted by existing patterns of movement. To accommodate the
6 substantial growth anticipated in the Transit Center District Plan Area, public transit investments must
7 be made, circulation patterns adjusted, and limited right-of-way space reallocated such that trips to
8 and through the area are primarily made by public transit, walking, bicycling, and carpooling and such
9 that these modes are enabled to maintain or improve efficiency and attractiveness in the face of
10 increasing traffic congestion. The Transit Center District Plan identified necessary investments and
11 improvements to achieve these modal objectives and ensure that growth in trips resulting from new
12 development and population increase in the Plan area does not degrade existing services. The Transit
13 Center District Plan Transportation Nexus Study, San Francisco Planning Department Case No.
14 2012.XXXXU on file with the Clerk of the Board in File No., calculated the proportional share of the
15 cost of these improvements attributable to new growth based on accepted professional standards. The
16 investments and improvements identified in the Transit Center District Plan and allocated in the nexus
17 study are distinct and in addition to improvements and services related to the Transit Impact
18 Development Fee (TIDF) imposed by Section 411 et seq. Whereas the TIDF funds improvements to
19 SFMTA Municipal Railway public transit services and facilities to provide sufficient capacity required
20 to serve new development, the Transit Center District Transportation and Street Improvement Fee
21 covers impacts of new development in the District on regional transit services and facilities that are
22 distinct from and in addition to the need for SFMTA public transit services, and that will not funded by
23 the TIDF, including necessary improvements to area streets to facilitate increases in all modes of
24 transportation due to development, including walking, bicycling, and carpooling, and to regional
25 transit facilities, including the Downtown Rail Extension and downtown BART stations. The Board

1 finds that there is no duplication in these two fees. To provide the City and County of San Francisco
2 and regional transit agencies with the financial resources to provide transportation facilities and street
3 improvements necessary to serve the burgeoning population of downtown San Francisco, a Transit
4 Center District Transportation and Street Improvement Fund shall be established as set forth herein.
5 The Board of Supervisors adopts the findings of the Downtown Open Space Nexus Study in accordance
6 with the California Mitigation Fee Act, Government Code 66001(a) on file with the Clerk of the Board
7 in File No. _____.

8 (b) Transit Center District Transportation and Street Improvement Impact Fee. Development
9 impact fees are an effective approach to mitigate impacts associated with growth in population. The
10 proposed Transit Center District Transportation and Street Improvement Impact Fee shall be dedicated
11 to public transportation and public street improvements in the Transit Center District Plan Area and
12 adjacent downtown areas that will provide direct benefits to the property developed by those who pay
13 into the fund, by providing necessary transportation and street improvements needed to serve new
14 development.

15 The fee rate has been calculated by the Planning Department based on accepted professional
16 methods for the calculation of such fees, and described fully in the Transit Center District
17 Transportation and Street Improvement Nexus Study, San Francisco Planning Department, Case No.
18 2012.XXXXU on file with the Clerk of the Board in File No. _____.

19 The proposed fee established in Section 4XX et seq., is less than the maximum justified fee
20 amount as calculated by the Transit Center District Transportation and Street Improvement Nexus
21 Study necessary to provide transportation and street improvements to increasing population in the
22 area. While no project sponsor would be required to pay more than the maximum amount justified for
23 that project as calculated in the Nexus Study, the Transit Center District Transportation and Street
24 Improvement Fee is tiered such that denser projects are assessed higher fees because it is economically
25 feasible for such projects to pay a higher proportion of the maximum justified amount. The proposed

1 fee covers only the demand for transportation and street improvements created by new development
2 and is not intended to remedy existing deficiencies. The cost to remedy existing deficiencies will be paid
3 for by public, community, and other private sources as described in the Transit Center District
4 Transportation and Street Improvement Nexus Study and the Transit Center District Plan
5 Implementation Document. Impact fees are only one of many revenue sources necessary to provide
6 transportation and street improvements in the Plan Area.

7 **SEC. 4XX.2. APPLICATION OF TRANSIT CENTER DISTRICT TRANSPORTATION**
8 **AND STREET IMPROVEMENT IMPACT FEE.**

9 (a) **Application.** Section 4XX.1 et seq. shall apply to any development project located in the
10 C-3-O(SD) District and meeting the requirements of subsection (b) below.

11 (b) **Projects subject to the Transit Center District Transportation and Street**
12 **Improvement Impact Fee.** The Transit Center District Transportation and Street Improvement Impact
13 Fee is applicable to any development project in the C-3-O(SD) District which results in:

- 14 (1) At least one net new residential unit,
- 15 (2) Addition of space to an existing residential unit of more than 800 gross square feet,
- 16 (3) At least one net new group housing facility or residential care facility,
- 17 (4) Addition of space to an existing group housing or residential care facility of more
18 than 800 gross square feet,
- 19 (5) New construction of a non-residential use, or
- 20 (6) Addition of non-residential space in excess of 800 gross square feet to an existing
21 structure.
- 22 (7) Conversion of existing space to a different use where the project's total fee as
23 calculated according to subsection (c) below would exceed the total fee for the uses being replaced.

24 (c) **Fee Calculation for the Transit Center District Transportation and Street**
25 **Improvement Impact Fee.** For development projects for which the Transit Center District

Transportation and Street Improvement Impact Fee is applicable the corresponding fee for net addition of gross square feet is listed in Table 4XX.XA. Where development project includes more than one land use, the overall proportion of each use relative to other uses on the lot shall be used to calculate the applicable fees regardless of the physical distribution or location of each use on the lot. If necessary, the Director shall issue a Guidance Statement clarifying the methodology of calculating fees.

(1) Transit Delay Mitigation Fee. The fee listed in Column A shall be assessed on all applicable gross square footage for the entire development project.

(2) Base Fee. The fee listed in Column B shall be assessed on all applicable gross square footage for the entire development project.

(3) Projects Exceeding FAR of 9:1. For development projects that result in the Floor Area Ratio on the lot exceeding 9:1, the fee listed in Column C shall be assessed on all applicable gross square footage on the lot above an FAR of 9:1.

(4) Projects Exceeding FAR of 18:1. For development projects that result in the Floor Area Ratio on the lot exceeding 18:1, the fee listed in Column D shall be assessed on all applicable gross square footage on the lot above an FAR of 18:1.

(5) For projects that are eligible to apply TDR units to exceed an FAR of 9:1 pursuant to Section 123(e)(1), the fee otherwise applicable to such square footage according to subsections (3) and (4) above shall be waived.

TABLE 4XX.XA

FEE SCHEDULE FOR NET ADDITIONS OF GROSS SQUARE FEET IN THE TRANSIT

CENTER DISTRICT AREA

<u>Use</u>	<u>Column A (Transit Delay Mitigation Fee)</u>	<u>Column B (Base Fee)</u>	<u>Column C (GSF Above 9:1)</u>	<u>Column D (GSF Above 18:1)</u>
<u>Residential</u>	<u>\$0.06/gsf</u>	<u>\$3.94/gsf</u>	<u>\$6.00/gsf</u>	<u>\$3.00/gsf</u>
<u>Office</u>	<u>\$0.20/gsf</u>	<u>\$3.80/gsf</u>	<u>\$19.50/gsf</u>	<u>\$10.00/gsf</u>
<u>Retail</u>	<u>\$1.95/gsf</u>	<u>\$2.05/gsf</u>	<u>\$19.50/gsf</u>	<u>\$10.00/gsf</u>

<i>Hotel</i>	<i>\$0.10/gsf</i>	<i>\$3.90/gsf</i>	<i>\$8.00/gsf</i>	<i>\$3.00/gsf</i>
<i>Institutional/Cultural/Medical</i>	<i>\$0.30/gsf</i>	<i>\$3.70/gsf</i>	<i>\$19.50/gsf</i>	<i>\$10.00/gsf</i>
<i>Industrial</i>	<i>N/A</i>	<i>\$4.00/gsf</i>	<i>N/A</i>	<i>N/A</i>

*(d) **Option for In-Kind Provision of Community Improvements and Fee Credits.** Project sponsors may propose to directly provide community improvements to the City. In such a case, the City may enter into an In-Kind Improvements Agreement with the sponsor and issue a fee waiver for the Transit Center District Transportation and Street Improvement Impact Fee from the Planning Commission, subject to the following rules and requirements:*

*(1) **Approval criteria.** The City shall not enter into an In-Kind Agreement unless the proposed in-kind improvements meet an identified community need as analyzed in the Transit Center District Plan Implementation Document and where they substitute for improvements that could be provided by the Transit Center District Transportation and Street Improvement Fund (as described in Section 4XX.5). The City may reject in-kind improvements if they are not consistent with the priorities identified in the Transit Center District Plan, by the Interagency Plan Implementation Committee (see Chapter 36 of the Administrative Code), or other prioritization processes related to Transit Center District improvements programming. No physical improvement or provision of space otherwise required by the Planning Code or any other City Code shall be eligible for consideration as part of this In-Kind Improvements Agreement.*

(A) For a development project on Assessor's Block 3720 Lot 009, an in-kind agreement may be approved that credits the project for street and transportation improvements constructed by either the sponsor of the development project or by the Transbay Joint Powers Authority.

(B) The Planning Commission may not grant an in-kind agreement to waive or provide improvements in-lieu of paying the Transit Delay Mitigation Fee required by subsection (c)(1) above.

*(2) **Valuation.** The Director of Planning shall determine the appropriate value of the proposed in-kind improvements. For the purposes of calculating the total value, the project sponsor*

1 shall provide the Planning Department with a cost estimate for the proposed in-kind improvement(s)
2 from two independent sources or, if relevant, real estate appraisers. A detailed site-specific cost
3 estimate for a planned improvement prepared by the City or the Transbay Joint Powers Authority may
4 satisfy the requirement for cost estimates provided that the estimate is indexed to current cost of
5 construction.

6 (3) **Content of the In-Kind Improvements Agreement.** The In-Kind Improvements
7 Agreement shall include at least the following items:

8 (A) A description of the type and timeline of the proposed in-kind improvements.

9 (B) The appropriate value of the proposed in-kind improvement, as determined in
10 subsection (2) above.

11 (C) The legal remedies in the case of failure by the project sponsor to provide the in-
12 kind improvements according to the specified timeline and terms in the agreement. Such remedies shall
13 include the method by which the City will calculate accrued interest.

14 (4) **Approval Process.** The Planning Commission must approve the material terms of an In-
15 Kind Agreement. The Planning Commission shall hear and consider the recommendation of the
16 Interagency Plan Implementation Committee, as established in Chapter 36 of the Administrative Code,
17 in deciding whether to approve or disapprove any In-Kind Agreement. Prior to the parties executing
18 the Agreement, the City Attorney must approve the agreement as to form and to substance. The
19 Director of Planning shall be authorized to execute the Agreement on behalf of the City. If the Planning
20 Commission approves the In-Kind Agreement, it shall waive the amount of the Transit Center District
21 Transportation and Street Improvement Impact Fee equivalent to the value of the improvements
22 proposed in the In-Kind Agreement. No credit shall be made for land value unless ownership of the
23 land is transferred to the City or a permanent public easement is granted, the acceptance of which is at
24 the sole discretion of the City. The maximum value of the credit for the improvements proposed in the
25

1 In-Kind Improvements Agreement shall not exceed the required Transit Center District Transportation
2 and Street Improvement Impact Fee.

3 (5) **Administrative Costs.** Project sponsors that pursue an In-Kind Improvements
4 Agreement will be billed time and materials for any administrative costs that the Planning Department
5 or any other City entity incurs in negotiating, drafting, and monitoring compliance with the In-Kind
6 Improvements Agreement.

7 (e) **Timing of Fee Payments.** The Transit Center District Transportation and Street
8 Improvement Impact Fee is due and payable to the Development Fee Collection Unit at DBI prior to
9 issuance of the first construction document, with an option for the project sponsor to defer payment to
10 prior to issuance of the first certificate of occupancy upon agreeing to pay a deferral surcharge that
11 would be paid into the appropriate fund in accordance with Section 107A.13.3 of the San Francisco
12 Building Code.

13 (f) **Waiver or Reduction of Fees.** Development projects may be eligible for a waiver or
14 reduction of impact fees, per Section 406 of this Article. No waiver or reduction may be granted for the
15 Transit Delay Mitigation Fee required by subsection (c)(1) above.

16 **SEC. 4XX.3. IMPOSITION OF TRANSIT CENTER DISTRICT TRANSPORTATION AND**
17 **STREET IMPROVEMENT IMPACT FEE.**

18 (a) **Determination of Requirements.** The Department shall determine the applicability of
19 Section 4XX.1 et seq. to any development project requiring a first construction document and, if Section
20 4XX.1 et seq. is applicable, the amount of Transit Center District Transportation and Street
21 Improvement Impact Fees required and shall impose these requirements as a condition of approval for
22 issuance of the first construction document for the development project. The project sponsor shall
23 supply any information necessary to assist the Department in this determination.

24 (b) **Department Notice to Development Fee Collection Unit at DBI.** Prior to the issuance
25 of a building or site permit for a development project subject to the requirements of Section 4XX.1 et

1 seq., the Department shall notify the Development Fee Collection Unit at DBI of its final determination
2 of the amount of Transit Center District Transportation and Street Improvement Impact Fees required,
3 including any reductions calculated for an In-Kind Improvements Agreement, in addition to the other
4 information required by Section 402(b) of this Article.

5 (c) **Development Fee Collection Unit Notice to Department Prior to Issuance of the First**
6 **Certificate of Occupancy.** The Development Fee Collection Unit at DBI shall provide notice in writing
7 or electronically to the Department prior to issuing the first certificate of occupancy for any
8 development project subject to Section 4XX.1 et seq. that has elected to fulfill all or part of its Transit
9 Center District Transportation and Street Improvement Impact Fee requirement with an In-Kind
10 Improvements Agreement. If the Department notifies the Unit at such time that the sponsor has not
11 satisfied any of the terms of the In-Kind Improvements Agreement, the Director of DBI shall deny any
12 and all certificates of occupancy until the subject project is brought into compliance with the
13 requirements of Section 4XX.1 et seq., either through conformance with the In-Kind Improvements
14 Agreement or payment of the remainder of the Transit Center District Transportation and Street
15 Improvement Impact Fees that would otherwise have been required, plus a deferral surcharge as set
16 forth in Section 107A.13.3.1 of the San Francisco Building Code.

17 (d) **Process for Revisions of Determination of Requirements.** In the event that the
18 Department or the Commission takes action affecting any development project subject to Section 4XX.1
19 et seq. and such action is subsequently modified, superseded, vacated, or reversed by the Department
20 or the Commission, Board of Appeals, the Board of Supervisors, or by court action, the procedures of
21 Section 402(c) of this Article shall be followed.

22 **SEC. 4XX.4. THE TRANSIT CENTER DISTRICT TRANSPORTATION AND STREET**
23 **IMPROVEMENT FUND.**

24 (a) There is hereby established a separate fund set aside for a special purpose entitled the
25 Transit Center District Transportation and Street Improvement Fund ("Fund"). All monies collected by

1 the Development Fee Collection Unit at DBI pursuant to Section 4XX.3(b) shall be deposited in a
2 special fund maintained by the Controller. The receipts in the Fund to be used solely to fund Public
3 Benefits subject to the conditions of this Section.

4 (b) Expenditures from the Fund shall be recommended by the Interagency Plan
5 Implementation Committee for allocation and administration by the Board of Supervisors.

6 (1) All monies deposited in the Fund shall be used to study, design, engineer, develop
7 and implement transportation infrastructure, facilities, equipment, services and programs as well as
8 improvements to public streets, in the Transit Center District Plan Area and the greater downtown as
9 established in the Transit Center District Plan and the Transit Center District Implementation Program
10 Document and supported by the findings of the Transit Center District Plan Transportation and Street
11 Improvement Nexus Study. Fees paid pursuant to the Transit Delay Mitigation Fee required by Section
12 4XX.2(c)(1) must be held in a separate account for use for the mitigation purposes defined in the Final
13 Transit Center District Plan Environmental Impact Report, San Francisco Planning Department Case
14 Number 2007.0558E.

15 (2) Funds may be used for administration and accounting of fund assets, for additional
16 studies as detailed in the Transit Center District Implementation Program Document, and to defend the
17 Transit Center District Transportation and Street Improvement Impact Fee against legal challenge,
18 including the legal costs and attorney's fees incurred in the defense. Administration of this fund
19 includes time and materials associated with reporting requirements, facilitating any necessary or
20 required public meetings aside from Planning Commission hearings, and maintenance of the fund.
21 Monies from the Fund may be used by the Planning Commission to commission economic analyses for
22 the purpose of revising the fee, and/or to complete an updated nexus study to demonstrate the
23 relationship between development and the need for public facilities and services if this is deemed
24 necessary. Monies used for the purposes consistent with this subsection (2) shall not exceed five
25

1 percent of the total fees collected. All interest earned on this account shall be credited to the Transit
2 Center District Transportation and Street Improvement Fund.

3 (3) All funds are justified and supported by the Transit Center District Plan
4 Transportation and Street Improvement Nexus Study, San Francisco Planning Department, Case No.
5 2012.XXXU. Implementation of the Fee and Fund shall be monitored according to the Downtown
6 Plan Monitoring Program required by the Administrative Code Section 10E.

7 (c) With full participation by the Planning Department and related implementing agencies,
8 the Controller's Office shall file a report with the Board of Supervisors beginning 180 days after the
9 last day of the fiscal year of the effective date of Section 4XX.1 et seq. that shall include the following
10 elements: (1) a description of the type of fee in each account or fund; (2) amount of fee collected; (3)
11 beginning and ending balance of the accounts or funds including any bond funds held by an outside
12 trustee; (4) amount of fees collected and interest earned; (5) identification of each public improvement
13 on which fees or bond funds were expended and amount of each expenditure; (6) an identification of
14 the approximate date by which the construction of public improvements will commence; (7) a
15 description of any interfund transfer or loan and the public improvement on which the transferred
16 funds will be expended; and (8) amount of refunds made and any allocations of unexpended fees that
17 are not refunded.

18 **4XX. TRANSIT CENTER DISTRICT MELLO ROOS COMMUNITY FACILITIES**
19 **DISTRICT PROGRAM.**

20 (a) Purpose. New construction that increases the density of the downtown area, and the C-3-
21 O(SD) district in particular, will require the City to invest in substantial new infrastructure and
22 services. By increasing height limits, relieving density and floor area ratio limitations, reducing
23 requirements for acquisition of Transferrable Development Rights, and making other regulatory
24 changes to the C-3-O(SD) district, the Transit Center District Plan, confers substantial benefits on
25 properties in the district. In order to exceed base densities in the district, the City will require sufficient

1 funding to supplement other applicable impact fees for infrastructure, improvements and services as
2 described in the Transit Center District Implementation Document, including but not limited to the
3 Downtown Extension of rail into the Transit Center, street improvements, and acquisition and
4 development of open spaces.

5 (b) **Requirement.** Any development on any lot in the C-3-O(SD) district that applies to exceed a
6 floor area ratio of 9:1, as described in Section 123(e) must participate in the Transit Center District
7 Mello Roos Community Facilities District (“CFD”) and successfully annex the lot or lots of the subject
8 development into said CFD prior to the issuance of the first Temporary Certificate of Occupancy for
9 the development, or if no CFD yet exists the project sponsor is required to establish a CFD pursuant to
10 the funding objectives in the Transit Center District Implementation Document. Net additions of less
11 than 20,000 gross square feet to existing buildings shall be exempt from this requirement, except that
12 additions that cause a lot to exceed a floor area ratio of 18:1 shall not be exempt.

13 **SEC. 1103.1. CONSERVATION DISTRICT DESIGNATIONS.**

14 The following Conservation Districts are hereby designated for the reasons indicated in
15 the appropriate Appendix:

16 (a) The Kearny-Market-Mason-Sutter Conservation District is hereby
17 designated as set forth in Appendix E.

18 (b) The New Montgomery-Mission-Second Street Conservation District is
19 hereby designated as set forth in Appendix F.

20 (c) The Commercial-Leidesdorff Conservation District is hereby designated
21 as set forth in Appendix G.

22 (d) The Front-California Conservation District is hereby designated as set
23 forth in Appendix H.

24 (e) The Kearny-Belden Conservation District is hereby designated as set
25 forth in Appendix I.

1 (f) The Pine-Sansome Conservation District is hereby designated as set
2 forth in Appendix J.

3 **APPENDIX F TO ARTICLE 11 - NEW MONTGOMERY MISSION-SECOND STREET**
4 **CONSERVATION DISTRICT.**

5 **SEC. 1. FINDINGS AND PURPOSES.**

6 It is hereby found that the area known and described in this appendix as the New
7 Montgomery-Mission-Second Street area is a subarea within the C-3 District, that possesses
8 concentrations of buildings that together create a subarea of architectural and environmental
9 quality and importance which contributes to the beauty and attractiveness of the City. It is
10 further found that the area meets the standards for designation of a Conservation District as
11 set forth in Section 1103 of Article 11 and that the designation of said area as a Conservation
12 District will be in furtherance of and in conformance with the purposes of Article 11 of the City
13 Planning Code.

14 This designation is intended to promote the health, safety, prosperity and welfare of
15 the people of the City through the effectuation of the purposes set forth in Section 1101 of
16 Article 11 and the maintenance of the scale and character of the New Montgomery-Mission-
17 Second Street area by:

18 (a) The protection and preservation of the basic characteristics and salient
19 architectural details of structures insofar as these characteristics and details are compatible
20 with the Conservation District;

21 (b) Providing scope for the continuing vitality of the District through private
22 renewal and architectural creativity within appropriate controls and standards;

23 (c) Preservation of the scale and character of the District separate from the
24 prevailing larger scale of the financial district and permitted scale in the new Special
25 Development District.

1 **SEC. 2. DESIGNATION.**

2 Pursuant to Section 1103.1 of Article 11 of the City Planning Code (Part II, Chapter
3 XI of the San Francisco Municipal Code), the New Montgomery-Mission-Second Street area is
4 hereby designated as a Conservation District.

5 **SEC. 3. LOCATION AND BOUNDARIES.**

6 The location and boundaries of the New Montgomery-Mission-Second Street
7 Conservation District shall be as designated on the New Montgomery-Mission-Second Street
8 Conservation District Map, the original of which is on file with the Clerk of the Board of
9 Supervisors under File 223-84-4, which Map is hereby incorporated herein as though fully set
10 forth, and a facsimile of which is reproduced herein below.

11 **SEC. 4. RELATION TO CITY PLANNING CODE.**

12 (a) Article 11 of the City Planning Code is the basic law governing preservation
13 of buildings and districts of architectural importance in the C-3 District of the City and County
14 of San Francisco. This Appendix is subject to and in addition to the provisions thereof.

15 (b) Except as may be specifically provided to the contrary, nothing in this
16 Appendix shall supersede, impair or modify any City Planning Code provisions applicable to
17 property in the New Montgomery-Mission-Second Street Conservation District including, but
18 not limited to, regulations controlling uses, height, bulk, coverage, floor area ratio, required
19 open space, off-street parking and signs.

20 **SEC. 5. JUSTIFICATION.**

21 The characteristics of the Conservation District justifying its designation are as
22 follows:

23 (a) **History of the District.** The core of the New Montgomery-Mission-Second Street
24 Conservation District is a product of the post-1906 reconstruction of downtown San Francisco. Rebuilt
25 between 1906 and 1933 this district represents a collection of masonry commercial loft buildings that

1 exhibit a high level of historic architectural integrity and create a cohesive district of two-to-eight story
2 masonry buildings of similar scale, massing, setback, materials, fenestration pattern, style, and
3 architectural detailing.

4 This area forms one of the earliest attempts to extend the uses of the financial and
5 retail districts to the South of Market area. Since Montgomery Street was the most important
6 commercial street in the 1870's, New Montgomery Street was planned as a southern
7 extension from Market Street to the Bay. Opposition from landowners south of Howard Street,
8 however, prevented the street from reaching its original bayside destination. William Ralston,
9 who was instrumental in the development of the new street, built the Grand Hotel and later the
10 Palace Hotel at its Market Street intersection. A wall of large hotels on Market Street actually
11 hindered the growth of New Montgomery Street and few retail stores and offices ventured
12 south of Market Street. The unusually wide width of Market Street acted as a barrier between
13 areas to the north and south for many years.

14 A small number of office buildings were built on New Montgomery Street as far
15 south as Atom Alley (now Natoma Street) after the fire. Many buildings were completed in
16 1907, and most of the street assumed its present character by 1914. At 74 New Montgomery
17 Street, the Call newspaper established its first headquarters. A noteworthy addition to the
18 streetscape was the Pacific Telephone and Telegraph Building. At the time of its completion in
19 1925, it was the largest building on the West Coast devoted to the exclusive use of one firm.
20 Until the 1960's, the office district on New Montgomery Street was the furthest extension of
21 the financial district into the South of Market area. More characteristic were warehouses and
22 businesses which supported the nearby office district. For example, the Furniture Exchange at
23 the northwest corner of New Montgomery and Howard Streets, completed in 1920, was
24 oriented to other wholesale and showroom uses along Howard Street.

1 One block to the east, Second Street had a different history from New
2 Montgomery Street. The future of Second Street as an extension of the downtown depended
3 upon the southward extension of the street through the hill south of Howard Street. At one
4 time there was even a proposal to extend Second Street north in order to connect with
5 Montgomery Street. The decision to extend Montgomery Street south rather than Second
6 Street north due to the high cost of the Second Street Cut, however, discouraged retail and
7 office growth on the street. As a result, by the 1880's Second Street was established as a
8 wholesaling rather than retail or office area. In the 1920's, Second Street contained a wide
9 mixture of office support services. These included printers, binderies, a saddlery, a wholesale
10 pharmaceutical outlet, and a variety of other retail stores and smaller offices. Industrial uses
11 were commonly located on the alleyways such as Minna and Natoma and on Second Street,
12 south of Howard Street.

13 Howard Street between 1st and 3rd Street became a popular and convenient extension for retail
14 and wholesale dealers after 1906. As with Mission Street, the area still contains a number of smaller
15 commercial loft structures that represent some of the best examples within the district, such as the
16 Volker Building at 625 Howard Street, the Crellin Building at 583 Howard Street, and the Sharon
17 Estate Building at 667 Howard Street.

18 The transformation of much of the area within the boundaries of the New Montgomery-Mission-
19 Second Street Conservation District into a southerly extension of downtown was reflected in the large
20 number of multi-story structures built along both Mission and Market streets. The intersection of 3rd
21 and Mission evolved into the most important intersections in the survey area, bracketed on three
22 corners by important early skyscrapers, including the rebuilt Aronson Building on the northwest
23 corner, the Williams Buildings on the southeast corner, and the Gunst Building (demolished) on the
24 southwest corner.

1 (b) **Basic Nature of the District.** New Montgomery Street is characterized by large
2 buildings that often occupy an entire section of a block defined by streets and alleys or a
3 major portion of these subblocks. The buildings are of a variety of heights, but the heights of
4 most of the buildings range from five to eight stories. Second Street is characterized by
5 smaller, less architecturally significant buildings, but, because of their continuous streetwall,
6 they form a more coherent streetscape. Without some sort of protection for the less significant
7 buildings, the quality of the district would be lost due to pressure from the expanding office
8 core.

9 (c) **Architectural Character.** Most of the contributing buildings are designed in the
10 American Commercial Style and feature facades divided into a tripartite arrangement consisting of a
11 base, shaft, and capital. Although the scale and size of the structures on New Montgomery
12 Street are somewhat monumental, the area remains attractive for pedestrians. The street has
13 There are a number of outstanding buildings concentrated on New Montgomery, such as the
14 Palace Hotel, the Pacific Telephone and Telegraph Building tower, and the Sharon Building.
15 Ornamentation of district contributors is most often Renaissance-Baroque with later examples of
16 Spanish, Colonial, Gothic Revival Styles, and Art Deco. Examples of tThe styles range from the
17 Gothic skyscraper massing and Art Deco detailing of the Pacific Telephone and Telegraph
18 Building to the Renaissance Palazzo style of the Palace Hotel. The primary building materials
19 are earthtone bricks, stone or terra cotta, with ornamental details executed in a variety of
20 materials including terra cotta, metal, stucco and stone.

21 With the exceptions of corner buildings, Second Street, Mission and Howard Streets
22 have has a smaller, more intimate scale. While on New Montgomery Street, buildings typically
23 occupy an entire subblock, on Second Street, three or four small buildings will occupy the
24 same area. The buildings are generally mixed-use office and retail structures, two-to-seven
25 three to five stories in height, with Renaissance-influenced ornament.

1 The two streets are unified by several elements, including an architectural
2 vocabulary which draws from similar historical sources, similar materials, scale, fenestration,
3 color, stylistic origins, texture, and ornament.

4 (d) **Uniqueness and Location.** The District is located close to the central core of
5 the financial district and is adjacent to an area projected for the future expansion. It is one of
6 the few architecturally significant areas remaining largely intact in the South of Market area.

7 (e) **Visual and Functional Unity.** The District has a varied character ranging
8 from the small and intimate on the alley streets to a more monumental scale on New
9 Montgomery. In spite of this wide range, the district forms a coherent entity due to the
10 buildings' common architectural vocabulary and the rhythm of building masses created by the
11 District's intersecting alleys.

12 (f) **Dynamic Continuity.** The District is an active part of the downtown area, and
13 after some years of neglect is undergoing reinvestment, which is visible in the rehabilitation of
14 the Pacific Telephone and Telegraph Building, and the repair and rehabilitation of other
15 buildings in the District.

16 (g) **Benefits to the City and Its Residents.** The District is a microcosm of
17 twentieth century commercial architecture, ranging from low-level speculative office blocks to
18 the City's premier hotels and executive offices of the time. The District now houses a variety
19 of uses from inexpensive restaurants and support commercial uses, such as printers, to
20 executive offices. The area retains a comfortable human scale, which will become
21 increasingly important as neighboring areas of the South of Market become more densely
22 developed.

23 **SEC. 6. FEATURES.**

24 The exterior architectural features of the New Montgomery-Mission-Second Street
25 District are as follows:

1 (a) **Massing and Composition.** Almost without exception, the buildings in the
2 New Montgomery-Mission-Second Conservation District are built to the front property line and
3 occupy the entire site. Most buildings are either square or rectangular in plan, some with interior
4 light courts to allow sunlight and air into the interiors of buildings. Nearly all cover their entire
5 parcels, and their primary facades face the street. Building massings along New Montgomery and
6 Second Streets have different directional orientations. For the most part, the large buildings
7 on New Montgomery Street are horizontally oriented, since they are built on relatively large
8 lots, often occupying an entire blockface. Their horizontal width often exceeds their height.
9 The buildings on Second Street are built on much smaller lots, and hence have a vertical
10 orientation. An exception on New Montgomery is the tower of the Pacific Telephone and
11 Telegraph Building, whose soaring verticality is unique for that street.

12 To express the mass and weight of the structure, masonry materials are used on
13 multi-dimensional wall surfaces with texture and depth, which simulates the qualities
14 necessary to support the weight of a load-bearing wall.

15 Despite their differing orientation, almost all buildings share a two or three-part
16 compositional arrangement. In addition, buildings are often divided into bays which establish a
17 steady rhythm along the streets of the District. The rhythm is the result of fenestration,
18 structural articulation or other detailing which breaks the facade into discrete segments. A
19 common compositional device in the District is the emphasis placed upon either the end bays
20 or the central bay.

21 (b) **Scale.** ~~The scale of the District varies from the small buildings on Second Street to~~
22 ~~medium-scaled structures on New Montgomery Street. On the latter street, More than two-thirds of the~~
23 ~~contributing buildings are three-to-eight story brick or concrete commercial loft buildings constructed~~
24 ~~during the five years after the 1906 Earthquake and Fire. The scale of the District varies from the small~~
25 ~~buildings on Howard, Mission, Natoma, and Second Streets, such as the Phoenix Desk Company~~

1 Building at 666 Mission Street, the Burdette Building at 90 Second Street, and the Emerson Flag
2 Company Building at 161 Natoma Street; to medium-scaled structures on Mission and New
3 Montgomery Streets, such as the Veronica Building at 647 Mission Street, and the Standard Building at
4 111 New Montgomery Street; to large-scale buildings on New Montgomery Street, such as the Pacific
5 Telephone and Telegraph Building at 140 New Montgomery. On New Montgomery Street, the large
6 facades are not commonly divided into smaller bays, establishing a medium scale when
7 combined with the five- to eight-story height of the buildings. Similarly, the use of elaborate
8 ornament on many of the buildings breaks their large facades into smaller sections and
9 accordingly reduces their scale. Second Street is characterized by much smaller buildings
10 with more frequent use of vertical piers whose scale is very intimate for the South of Market
11 area.

12 (c) **Materials and Color.** Various forms of masonry are the predominant building
13 materials in the district. A number of buildings on the northern end of New Montgomery use
14 brown or buff brick. Terra cotta is also used as a facing material, and is frequently glazed to
15 resemble granite or other stones. On Second and Mission Streets, several many buildings are
16 faced in stucco or painted masonry. To express the mass and weight of the structure,
17 masonry materials are often rusticated at the ground and second story to increase the textural
18 variation and sense of depth. Several buildings along Howard Street are noteworthy because they
19 are clad in brick in warm earth tones, exhibit fine masonry craftsmanship, and remain unpainted.

20 The materials are generally colored light or medium earth tones, including white,
21 cream, buff, yellow, and brown. Individual buildings generally use a few different tones of one
22 color.

23 (d) **Detailing and Ornamentations.** Buildings range from industrial brick and
24 stucco office/warehouses to ornately decorated office buildings. The details on the latter
25 buildings are generally of Classical/Renaissance derivation and include projecting cornices

1 and belt courses, rustication, columns and colonnades, and arches. Industrial commercial
2 buildings are noted by their utilitarian nature, with limited areas or ornament applied at the
3 cornice entablature and around windows.

4 **SEC. 7. STANDARDS AND GUIDELINES FOR REVIEW OF NEW CONSTRUCTION**
5 **AND CERTAIN ALTERATIONS.**

6 (a) Standards. All construction of new buildings and all major alterations, which
7 are subject to the provisions of Article 11 Sections 1110, 1111 through 1111.6 and 1113, shall
8 be compatible with the District in general with respect to the building's composition and
9 massing, scale, materials and colors, and detailing and ornamentation, including those
10 features described in Section 6 of this Appendix. Emphasis shall be placed on compatibility
11 with those buildings in the area in which the new or altered building is located. In the case of
12 major alterations, only those building characteristics that are affected by the proposed
13 alteration shall be considered in assessing compatibility. Signs on buildings in conservation
14 districts are subject to the provisions of Article 11 Section 1111.7.

15 The foregoing standards do not require, or even encourage, new buildings to
16 imitate the styles of the past. Rather, they require the new to be compatible with the old. The
17 determination of compatibility shall be made in accordance with the provisions of Section 309.

18 (b) **Guidelines.** The guidelines in this subsection shall be used in assessing
19 compatibility.

20 (1) **Composition and Massing.** New construction should maintain the
21 character of surrounding buildings by relating to their prevailing height, mass, proportions,
22 rhythm and composition.

23 In addition to the consideration of sunlight access for the street, an
24 appropriate streetwall height is established by reference to the prevailing height of the
25 buildings on the block and especially that of adjacent buildings. The prevailing height of

1 buildings on New Montgomery Street is between five and eight stories while buildings on
2 Second Street commonly range from three to six stories. A setback at the streetwall height
3 can permit additional height above the setback up to the height limit without breaking the
4 continuity of the street wall.

5 Almost all existing buildings are built to the property or street line. This
6 pattern, except in the case of carefully selected open spaces, should not be broken since it
7 could damage the continuity of building rhythms and the definition of streets.

8 Proportions for new buildings should be established by the prevailing
9 streetwall height and the width of existing buildings. On New Montgomery Street, the historic
10 pattern of large lot development permits new buildings to have a horizontal orientation. In
11 order to ensure that an established set of proportions is maintained on Second Street, new
12 construction should break up facades into discrete elements that relate to prevailing building
13 masses. The use of smaller bays and multiple building entrances are ways in which to relate
14 the proportions of a new building with those of existing buildings.

15 The design of a new structure should repeat the prevailing pattern of two- and
16 three-part vertical compositions. One-part buildings without bases do not adequately define
17 the pedestrian streetscape and do not relate well to the prevailing two- and three-part
18 structures.

19 (2) **Scale.** The existing scale can be accomplished in a variety of ways,
20 including: a consistent use of size and complexity of detailing with regard to surrounding
21 buildings, continuance of existing bay widths, maintenance of the existing streetwall height,
22 and the use of a base element (of similar height) to maintain the pedestrian environment.
23 Large wall surfaces, which increase a building's scale, should be broken up through the use of
24 vertical piers, detailing and textural variation to reduce the scale of Second Street.

1 Existing fenestration (windows, entrances) and rhythms which have been
2 established by lot width or bay width should be repeated in new structures. The spacing and
3 size of window openings should follow the sequence set by historic structures. Large glass
4 areas should be broken up by mullions so that the scale of glazed areas is compatible with
5 that of neighboring buildings. Casement and double-hung windows should be used where
6 possible since most existing buildings use these window types.

7 (3) **Materials and Colors.** The use of masonry and stone materials or
8 materials that appear similar (such as substituting concrete for stone) can link two disparate
9 structures, or harmonize the appearance of a new structure with the architectural character of
10 a Conservation District. The preferred surface materials for this District are brick, stone, terra
11 cotta and concrete (simulated to look like terra cotta or stone).

12 The texture of surfaces can be treated in a manner so as to emphasize the
13 bearing function of the material, as is done with rustication on the Rialto Building. Traditional
14 light colors should be used in order to blend in with the character of the district. Dissimilar
15 buildings may be made more compatible by using similar or harmonious colors, and to a
16 lesser extent, by using similar textures.

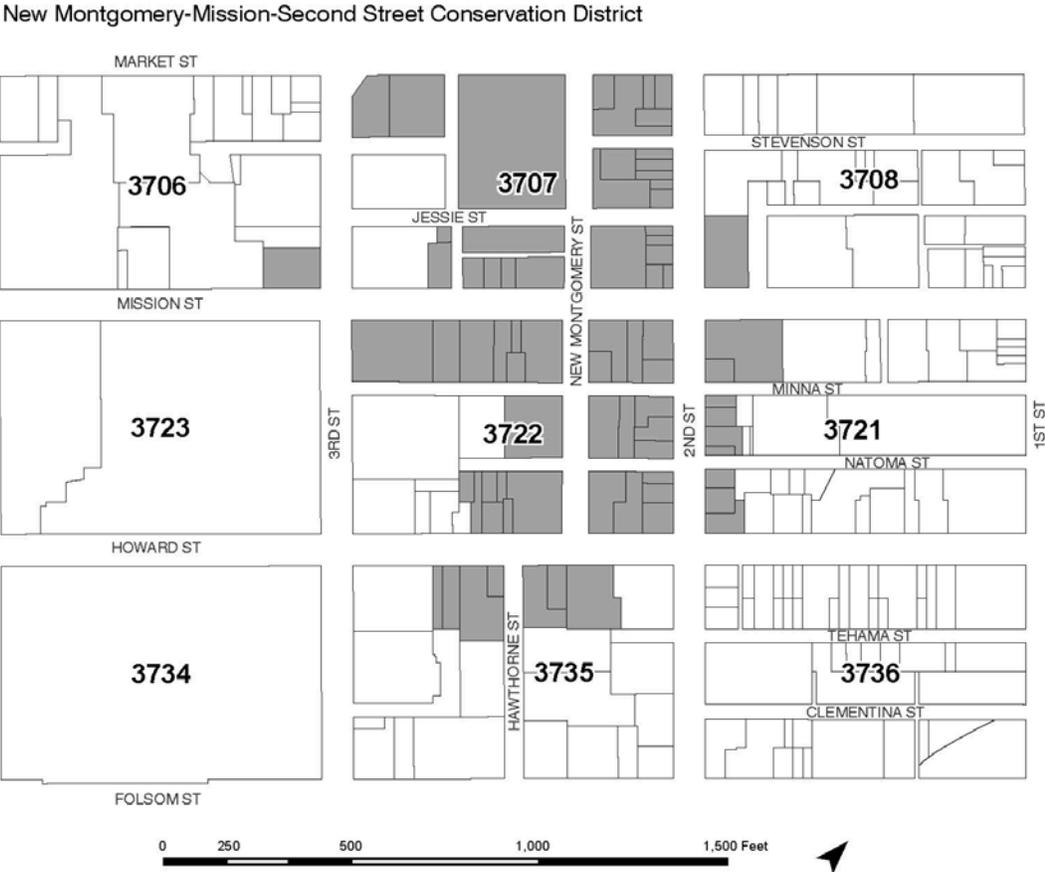
17 (4) **Detailing and Ornamentation.** A new building should relate to the
18 surrounding area by picking up elements from surrounding buildings and repeating them or
19 developing them for new purposes. The new structure should incorporate prevailing cornice
20 lines or belt courses. A variety of Renaissance/Baroque, Gothic and Moderne ornament in the
21 District provides sources for detailing in new buildings in order to strengthen their relationship.
22 Similarly shaped forms can be used as detailing without directly copying historical ornament.

23 **SEC. 8. TDR; ELIGIBILITY OF CATEGORY V BUILDINGS.**

24
25

1 Category V Buildings in that portion of the New Montgomery-Mission-Second Street
 2 Conservation District which is in the 150-S Height District as shown on Sectional Map 1H of
 3 the Zoning Map are eligible for the transfer of TDR as provided in Section 1109(c).

4 NOTE TO EDITOR: Delete existing Map in Appendix F and replace with the following
 5 Map:



22 **Appendix A TO ARTICLE 11 - Category I Buildings**

CATEGORY I BUILDINGS			
Address of Building	Block	Lot(s)	Name of Building
22 Battery	266	6	Postal Telegraph
98 Battery	266	8	Levi Strauss
99 Battery	267	1	Donahoe

1	100 Bush	267	4	Shell
	130 Bush	267	9	Heineman
2	200 Bush	268	2	Standard Oil
	225 Bush	289	1, 7	Standard Oil
3	381 Bush	288	17	Alto
	445 Bush	287	25	Pacific States
4	460 Bush	270	33	Fire Station No. 2
	564 Bush	271	12	Notre Dame des Victoires
5	158 California	236	5	Marine
6	240 California	237	9	Tadich's Grill (Buich)
	260 California	237	11	Newhall
7	301 California	261	1	Robert Dollar Bldg.
	341 California	261	10A	Harold Dollar Bldg.
8	400 California	239	3	Bank of California
	433 California	260	16	Insurance Exchange
9	465 California	260	15	Merchants Exchange
	554 Commercial	228	22	
10	564 Commercial	228	23	
	569 Commercial	228	11	PG&E Station J
11	119 Ellis	330	23	Continental Hotel
	42 - 50 Fell	814	10	
12	67 Fifth	3705	21, 23	Pickwick Hotel
	231 First	3737	23	
13	234 First	3736	6	Phillips
	54 Fourth	3705	4	Keystone Hotel
14	150 Franklin	834	12	Whiteside Apts.
	251 Front	237	1	DeBernardi's
15	2 Geary	310	6	
	10 Geary	310	5	Schaidt
16	28 Geary	310	8	Rosenstock
	108 Geary	309	4	Marion
17	120 Geary	309	5	E. Simon
	132 Geary	309	6	Sacs
18	166 Geary	309	10	Whittell
	285 Geary	314	12	St. Paul
19	293 Geary	314	11	Lincoln
	301 Geary	315	1	Elkan Gunst
20	415 Geary	316	1A	Geary Theater
	445 Geary	316	18A	Curran Theater
21	491 Geary	316	13	Clift Hotel
	501 Geary	317	1	Bellvue Apt.
22	42 Golden Gate	343	2	Golden Gate Theater
23	200 Golden Gate	345	4	YMCA
	1 Grant	313	8	Security Pacific Bank
24	17 Grant	313	7	Zobel
	50 Grant	312	8	Ransohoff-Liebes
25	201 Grant	294	6	Shreve

1	220 Grant	293	8	Phoenix
	233 Grant	294	5	
2	301 Grant	286	5	Myers
	311 Grant	286	4	Abramson
3	333 Grant	286	2	Home Telephone
	334 Grant	287	17	Beverly Plaza Hotel
4	101 Howard	3740	1	Folger Coffee
	1049 Howard	3731	74	
5	125 Hyde	346	3B	Rulf's File Exchange
	16 Jessie	3708	22	One Ecker
6	1 Jones	349	3	Hibernia Bank
	25 Kearny	310	4	O'Bear
7	49 Kearny	310	2	Rouillier
	153 Kearny	293	2	Bartlett Doe
8	161 Kearny	293	1	Eyre
	200 Kearny	288	11	
9	201 Kearny	287	8	
	251 Kearny	287	1	Charleston
10	333 Kearny	270	2	Macdonough
	344 Kearny	269	9	Harrigan Weidenmuller
11				
	346 Kearny	269	27p	
12	362 Kearny	269	27p	
	222 Leidesdorff	228	6	PG&E Station J
13	1 Market	3713	6	Southern Pacific
	215 Market	3711	18	Matson
14	245 Market	3711	14A	Pacific Gas & Electric
	540 Market	291	1	Flatiron
15	562 Market	291	5	Chancery
	576 Market	291	5B	Finance
16	582 Market	291	6	Hobart
	641 Market	3722	69	
17	660 Market	311	5	
	673 Market	3707	51	Monadnock
18	691 Market	3707	57	Hearst
	704 Market	312	10	Citizen's Savings
19	722 Market	312	9	Bankers Investment
	744 Market	312	6	Wells Fargo
20	760 Market	328	1	Phelan
	783 Market	3706	48	Humboldt
21	801 Market	3705	1	Pacific
	835 Market	3705	43	Emporium
22	870 Market	329	5	Flood
	901 Market	3704	1	Hale Brothers
23	938 Market	341	5	
	948 Market	341	6	Mechanics Savings
24	982 Market	342	17	Warfield Theater
25	1000 Market	350	1	San Christina

1	1072 Market	350	4	Crocker Bank
	1095 Market	3703	59	Grant
2	1100 Market	351	1	Hotel Shaw
	1182 Market	351	22	Orpheum Theater
3	1301 Market	3508	1	Merchandise Mart
	34 Mason	341	7	Rubyhill Vineyard
4	101 Mason	331	6	Hotel Mason
	120 Mason	330	13	Kowalsky Apts.
5	602 Mason	284	12	
	83 McAllister	351	32	Methodist Book Concern
6	100 McAllister	348	6	Hastings Dormitory
7	132 McAllister	348	7	Argyle Hotel
	447 Minna	3725	76	
8	54 Mint	3704	34	McElroy
	66 Mint	3704	12	Remedial Loan
9	1 Mission	3715	1	Audiffred
	647 Mission	3722	69	
10	1018 Mission	3703	81	Kean Hotel
	130 Montgomery	289	6	French Bank
11	149 Montgomery	288	1	Alexander
	220 Montgomery	268	6 - 8	Mills
12	235 Montgomery	269	1	Russ
	300 Montgomery	260	10	Bank of America
13	315 Montgomery	259	21	California Commercial Union
14	400 Montgomery	239	9	Kohl
	405 Montgomery	240	3	Financial Center
15	500 Montgomery	228	13	American-Asian Bank
	520 Montgomery	228	15	Paoli's
16	552 Montgomery	228	28, 29	Bank of America
	116 Natoma	3722	6	N. Clark
17	147 Natoma	3722	13	Underwriter Fire
	39 New Montgomery	3707	35	Sharon
18	74 New Montgomery	3707	33	Call
	79 New Montgomery	3707	14	
19	116 New Montgomery	3722	71	Rialto
20	134 New Montgomery	3722	8	Pacific Telephone
21	201 Ninth	3729	82	
22	20 O'Farrell	313	10	Kohler-Chase
	235 O'Farrell	3261	8	Hotel Barclay
23	301 Pine	268	1	Pacific Stock Exchange
24	333 Pine	268	16	Chamber of Commerce
25	348 Pine	260	8	Dividend

1	57 Post	311	13	Mechanic's Institute
	117 Post	310	22	O'Connor Moffat
2	126 Post	293	5	Rochat Cordes
	165 Post	310	20	Rothchild
3	175 Post	310	19	Liebes
	180 Post	293	7	Hastings
4	201 Post	309	1	Head
	225 Post	309	27	S. Christian
5	275 Post	309	22	Lathrop
	278 Post	294	11	Joseph Fredericks
6	340 Post	295	5	Bullock & Jones
	442 Post	296	8	Chamberlain
7	450 Post	296	9	Elk's Club
	470 Post	296	10	Medico-Dental
8	491 Post	307	9	1st Congregational Church
9	524 Post	297	5	Olympic Club
	600 Post	298	6	Alvarado Hotel
10	1 Powell	330	5	Bank of America
	200 Powell	314	7	Omar Khayyam's
11	301 Powell	307	1	St. Francis Hotel
	432 Powell	295	8	Sir Francis Drake
12	433 Powell	296	5	Chancellor Hotel
	449 Powell	296	1	Foetz
13	540 Powell	285	9	Elk's Club Old
	114 Sansome	267	10	Adam Grant
14	155 Sansome	268	1A	Stock Exchange Tower
15	200 Sansome	261	7	American International
16	201 Sansome	260	5	Royal Globe Insurance
17	221 Sansome	260	4	
	231 Sansome	260	3	TC Kierloff
18	233 Sansome	260	2	Fireman's Fund
	400 Sansome	229	3	Federal Reserve
19	401 Sansome	228	4	Sun
	407 Sansome	228	3	
20	71 - 85 Second	3708	19	Pacific Bell Building
	121 Second	3721	71	Rapp
21	132 Second	3722	3	
	141 Second	3721	50	
22	6 Seventh	3702	1	Odd Fellow's
	106 Sixth	3726	2	
23	201 Sixth	3732	124	Hotel Argonne
	111 Stevenson	3707	44	Palace Garage
24	46 Stockton	328	4	J. Magnin
25	101 Stockton	314	2	Macy's

1	234 Stockton	309	20	Schroth's
	600 Stockton	257	12	Metropolitan Life Ins. Co.
2	108 Sutter	288	7	French Bank
	111 Sutter	292	1	Hunter-Dulin
3	130 Sutter	288	27	Hallidie
	216 Sutter	287	9	Rose
4	255 Sutter	293	9	White House
	256 Sutter	287	11	Sather
5	266 Sutter	287	12	Bemiss
	301 Sutter	294	1	Hammersmith
6	312 Sutter	286	7	Nutall
	391 Sutter	294	15	Galen
7	445 Sutter	295	10p	Pacific Gas & Electric
	447 Sutter	295	10p	Pacific Gas & Electric
8	450 Sutter	285	6	Medical-Dental
	500 Sutter	284	4	Physician's
9	609 Sutter	297	1	Marines Memorial
	620 Sutter	283	4A	
10	640 Sutter	283	22	Metropolitan
	403 Taylor	317	3	Hotel California
11	624 Taylor	297	7	Bohemian Club
	701 Taylor	282	4A	
12	2 Turk	340	4	Oxford Hotel
	11 Van Ness	834	4	Masonic Temple
13	<u>700-706 Mission (86 Third)</u>	<u>3706</u>	<u>93</u>	<u>Mercantile or Aronson</u>
14	<u>145 Natoma</u>	<u>3722</u>	<u>14</u>	

Appendix C TO ARTICLE 11 - Category III Buildings

CATEGORY III BUILDINGS			
Address of Building	Block	Lot(s)	Name of Building
566 Bush	271	24	Notre Dame des Victoires Rectory
608 Commercial	277	48	Original U.S. Mint & Subtreasury
33 Drumm	235	5	
37 Drumm	235	19	
51 Grant	313	3	Eleanor Green
342 Howard	3719	8	
657 Howard	3735	41	San Francisco News
667 Howard	3735	39	
1097 Howard	3731	42	Blindcraft
1234 Howard	3728	14	Guilfoy Cornice
96 Jessie	3708	32	

1	703 Market	3706	1	Central Tower
	1083 Market	3703	61	
2	1582 Market	836	10	Miramar Apts.
	658 Mission	3707	20	
3	678 Mission	3703	21	Builders' Exchange Building
	1087 Mission	3726	106	
4	615 Sacramento	240	14	Jack's Restaurant
	343 Sansome	239	2	
5	32 Sixth	3703	4	Seneca Hotel
	83 Stevenson	3708	34	Calif. Farmer
6	72 Tehama	3736	91	Brizard and Young
	1 United Nations Plaza	351	37	J.S. Godau
7	41 Van Ness	834	22p	
8	<u>240 Second</u>	<u>3735</u>	<u>55</u>	<i>Marine Fireman's and Oilers and Watertenders Union Hall</i>
9				
10	<u>572 Folsom</u>	<u>3736</u>	<u>25</u>	<i>J.E. Bier</i>
11	<u>606 Folsom</u>	<u>3735</u>	<u>8</u>	<i>Planters Hotel</i>
	<u>608 Folsom</u>	<u>3735</u>	<u>9</u>	<i>Louis Lurie Co.</i>
12	<u>527 Howard</u>	<u>3736</u>	<u>83</u>	<i>Martin</i>
	<u>531 Howard</u>	<u>3736</u>	<u>112</u>	<i>Mercedes</i>
13	<u>577 Howard</u>	<u>3736</u>	<u>100</u>	<i>Taylor</i>
	<u>589 Howard</u>	<u>3736</u>	<u>98</u>	<i>Lent</i>
14	<u>404 Mission</u>	<u>3709</u>	<u>8</u>	<i>C.C. Moore; Terminal Plaza</i>
	<u>79 Stevenson</u>	<u>3708</u>	<u>31</u>	<i>SF Municipal Railway Co. Substation</i>
15				
16	<u>74 Tehama</u>	<u>3736</u>	<u>92</u>	
	<u>78 Tehama</u>	<u>3736</u>	<u>93</u>	
17	<u>90 Tehama</u>	<u>3736</u>	<u>94</u>	

Appendix D TO ARTICLE 11 - Category IV Buildings

CATEGORY IV BUILDINGS			
Address of Building	Block	Lot(s)	Name of Building
28 Belden	269	14	
40 Belden	269	15	
52 Belden	269	18	
364 Bush	269	4	Sam's Grill
380 Bush	269	5	Shasta Hotel
415 Bush	287	23	
429 Bush	287	22	

1	447 Bush	287	20	Hansa Hotel
	461 Bush	287	18	Mfg. Jeweler's
2	507 Bush	286	1	St. Charles Hotel
	515 Bush	286	22	Terbush
3	553 Clay	228	32	
	559 Clay	228	31	
4	61 Ellis	329	6	John's Grill
	111 Ellis	330	1	Powell
5	120 Ellis	326	5	Misses Butler
	222 Front	236	6	
6	235 Front	237	4	
	236 Front	236	8	Shroeder
7	239 Front	237	2	
	246 Front	236	9	
8	250 Front	236	10	
	66 Geary	310	12	Hotel Graystone
9	88 Geary	310	13 - 15	Cailleau
	100 Geary	309	3	Granat Brothers
10	101 Geary	313	1	Paragon
	129 Geary	313	16	
11	146 Geary	309	7	
	152 Geary	309	8	
12	156 Geary	309	9	
	251 Geary	314	14	Werner
13	347 Geary	315	22	Hotel Stewart
14	366 Geary	307	6	Rosebud's English Pub
	381 Geary	315	20A	
15	418 Geary	306	6	Paisley Hotel
	436 Geary	306	7	Somerton Hotel
16	459 Geary	316	18	
	468 Geary	306	8	
17	476 Geary	306	9	Hotel David
	484 Geary	306	11	
18	490 Geary	306	12	Hotel Maryland
	39 Grant	313	5	Fisher
19	59 Grant	313	2	
	100 Grant	310	13	Livingston Brothers
20	166 Grant	310	17	
	251 Grant	294	3	
21	255 Grant	294	2	
	321 Grant	286	3	Hotel Baldwin
22	45 Kearny	310	3	Oscar Luning
	209 Kearny	287	7	
23	215 Kearny	287	6	
	219 Kearny	287	5	
24	227 Kearny	287	4	
25	240 Kearny	288	14	Marston

1	246 Kearny	288	25	Hotel Stanford
	260 Kearny	288	16	
2	315 Kearny	270	5	
	325 Kearny	270	3	
3	334 Kearny	269	7	
	353 Kearny	270	1	Kearny-Pine Building
4	358 Kearny	269	11	
	215 Leidesdorff	228	10	
5	118 Maiden Lane	309	16	Lloyd
	177 Maiden Lane	309	12	
6	601 Market	3707	1	Santa Fe
	609 Market	3707	2A	
7	623 Market	3707	59	Metropolis Trust
	300 Mason	315	16	Hotel Virginia
8	334 Mason	315	17	King George Hotel
	425 Mason	306	2	S. F. Water Dept.
9	542 Mason	296	12A	St. Francis Apts.
	609 Mission	3722	1	Stevenson
10	617 Mission	3722	73	Koracorp
	540 Montgomery	228	24	Bank of America
11	111 New Montgomery	3722	72	Standard
12	137 New Montgomery	3722	7	
13	170 New Montgomery	3722	22	Furniture Exchange
14	180 O'Farrell	314	6	St. Moritz Hotel
	238 O'Farrell	315	10	Spaulding Hotel
15	272 O'Farrell	315	14	
	280 O'Farrell	315	15	
16	340 Pine	260	7	Selsbach and Deans
	358 Pine	260	9	Phoenix
17	369 Pine	268	12	Exchange Block
	485 Pine	269	20	
18	216 Post	294	7	Guggenheim
	228 Post	294	8	Gumps - E. Arden
19	233 Post	309	17	Graff
	251 Post	309	24	Mercedes
20	272 Post	294	10	
	438 Post	296	7	St. Andrew
21	545 Post	306	22	Hotel Cecil
	620 Post	298	7	J. J. Moore Apts.
22	624 Post	298	8	
23	45 Powell	330	2	
	100 Powell	327	12	Hotel Golden State
24	111 Powell	326	4	
	120 Powell	327	13	
25	134 Powell	327	22	Elevated Shops

1	151 Powell	326	2	Hotel Herbert
	201 Powell	315	3, 6 - 9	Manx Hotel
2	207 Powell	315	4	Howard
	226 Powell	314	9	
3	235 Powell	315	2	
	236 Powell	314	10	Hotel Stratford
4	421 Powell	296	6	United Airlines
	435 Powell	296	14p	
5	439 Powell	296	14p	
	445 Powell	296	2	
6	333 Sacramento	237	18	
	558 Sacramento	228	9	
7	560 Sacramento	228	10	
	568 Sacramento	228	11	PG&E Station J
8	576 Sacramento	228	12	Potter
	415 Sansome	228	2	Fugazi Bank
9	20 Second	3707	2	Schwabacher
	36 Second	3707	4	Morgan
10	42 Second	3707	5	
	48 Second	3707	6	Kentfield & Esser
11	52 Second	3707	7	
	60 Second	3707	8	
12	70 Second	3707	9	
	76 Second	3707	10	
13	90 Second	3707	12	
	120 Second	3722	2	
14	133 Second	3721	51	Morton L. Cook
	144 Second	3722	4	
15	149 Second	3721	49	
	156 Second	3722	5	Jackson
16	163 Second	3721	48	Marcus Modry
	165 Second	3721	5	Electrical
17	168 Second	3722	16	
18	182 Second	3722	19	Barker, Knickerbocker & Bostwick
19				
	216 Stockton	309	13	
20	222 Stockton	309	14	A. M. Robertson
	334 Stockton	294	13p	Drake-Wiltshire Hotel Annex
21				
	340 Stockton	294	13p	Drake-Wiltshire Hotel
22	417 Stockton	285	4	All Seasons Hotel
	427 Stockton	285	3	
23	171 Sutter	292	9	
	307 Sutter	294	23	Orpheus
24	310 Sutter	286	6	
	315 Sutter	294	22	Newbegin
25	323 Sutter	294	21	Hotel Alamo

1	345 Sutter	294	19	
	371 Sutter	294	16	Nathalie Nicoli
2	400 Sutter	285	5p	McCloud
	524 Sutter	284	6	Cartwright
3	535 Sutter	296	13C	Westphal
	540 Sutter	284	8	John Simmons
4	547 Sutter	296	13B	Lowell
	559 Sutter	296	13A	
5	575 Sutter	296	13	
	595 Sutter	296	12B	Francisca Club
6	635 Sutter	297	13	Hotel Beresford
	655 Sutter	297	12	
7	679 Sutter	297	10	
	680 Sutter	283	7	
8	690 Sutter	283	8	
	693 Sutter	297	9	
9	701 Sutter	298	1	
	717 Sutter	298	34	Hotel DeLuxe
10	420 Taylor	316	10	NBC/KBHK
	615 Taylor	298	5	Taylor Hotel
11	621 Taylor	298	4	Winterburn Hotel
	625 Taylor	298	3	Eisenberg Apts.
12	627 Taylor	298	2	Hawthorne Apts.
13	<u>125 Third (693 Mission)</u>	<u>3722</u>	<u>257</u>	<u>Williams</u>
	<u>606 Howard</u>	<u>3722</u>	<u>20</u>	<u>Merritt</u>
14	<u>651 Howard</u>	<u>3735</u>	<u>42</u>	<u>Smith-Emery Co.</u>
	<u>667 Howard</u>	<u>3735</u>	<u>39</u>	
15	<u>163 Jessie</u>	<u>3707</u>	<u>32</u>	<u>California Demokrat; Hess</u>
16	<u>602 Mission</u>	<u>3707</u>	<u>13</u>	<u>Atlas</u>
	<u>611 Mission</u>	<u>3722</u>	<u>76</u>	<u>Koret</u>
17	<u>641 Mission</u>	<u>3722</u>	<u>70</u>	
	<u>657 Mission</u>	<u>3722</u>	<u>68</u>	<u>McLaughlin</u>
18	<u>663 Mission</u>	<u>3722</u>	<u>67</u>	<u>Grant</u>
19	<u>666 Mission</u>	<u>3707</u>	<u>21</u>	<u>California Historical Society; Hundley Hardware</u>
20				
21	<u>161 Natoma</u>	<u>3722</u>	<u>11</u>	<u>Emerson Flag Company</u>

Section _____. This Section is uncodified.

(a) **Transit Tower Site In-Kind Agreement and Fees.** The Board of Supervisors specifically recognizes that the Transit Tower Site (Assessor Block 3720 Lot 009) proposes to

1 seek credit for on-site public improvement and off-site public improvements planned by the
2 Transbay Joint Powers Authority (TJPA) in lieu of paying portions of the Transit Center District
3 Plan Open Space Fee and Transportation and Street Improvement Fee set forth in this
4 Ordinance. Except as provided below, the fee offset shall be the full amount of the Transit
5 Center District Plan Impact Fees, and the Board authorizes the Planning Department to enter
6 into an in-kind agreement, as set forth in this Ordinance, with the Transit Tower Developer
7 and TJPA for this purpose. Public improvements that should be considered for this
8 Agreement include Natoma Street pedestrian plaza, Mission Street streetscape and transit
9 improvements across the full right-of-way between First and Fremont Streets, signalized mid-
10 block pedestrian crossings on Fremont and First Streets, and contributions toward the
11 Downtown Rail Extension and City Park. Notwithstanding the fee offset described above, the
12 portion of the Transit Center District Plan Transportation and Street Improvement Fee
13 dedicated to addressing cumulative transit impacts and \$2 million of the Transit Center District
14 Plan Open Space Fee shall not be eligible for in-kind credit against fee payments. Further,
15 because some of the proposed off-site improvements may not be completed until after the
16 Transit Tower is constructed and occupied, the Board hereby requires, as a condition of the
17 in-kind agreement, that a notice of special restrictions be recorded against the Transit Tower
18 site guaranteeing completion of the off-site improvements and establishing a schedule of
19 completion. This notice also shall include enforcement provisions for failure of the Tower
20 developer, TJPA, or other responsible party to complete said off-site improvements according
21 to the schedule, including reservation of fee revenues for earmarked TJPA public
22 improvements as security to ensure timely completion of said improvements or to fund
23 alternative public improvements in the case that TJPA or other responsible party is unable or
24 unlikely to complete said improvements.

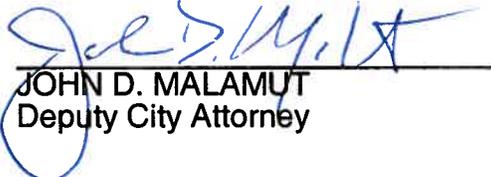
25

1 (b) Previously Entitled Projects. Notwithstanding Section 123 as proposed for
2 amendment, any unbuilt project that obtained Planning Commission approval January 1, 2012
3 may apply Transferrable Development Rights (TDR) to exceed a floor area ratio of 9.0:1 and
4 shall be eligible for partial waiver of certain impact fees as described in Section 4XX.2(c)(3)
5 and 4XX.2(c)(5).
6

7 Section _____. Effective Date. This ordinance shall become effective 30 days from the
8 date of passage.

9 Section _____. This section is uncodified. In enacting this Ordinance, the Board intends
10 to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers,
11 punctuation, charts, diagrams, or any other constituent part of the Planning Code that are
12 explicitly shown in this legislation as additions, deletions, Board amendment additions, and
13 Board amendment deletions in accordance with the "Note" that appears under the official title
14 of the legislation.
15
16
17

18 APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

19 By: 
20 JOHN D. MALAMUT
21 Deputy City Attorney
22
23
24
25



SAN FRANCISCO PLANNING DEPARTMENT

Exhibit IV-1: Initiation of Zoning Map Amendments Case Report

HEARING DATE: MAY 3, 2012

Case No.: **2007.0558MTZU**
*Transit Center District Plan –
Amendments to Zoning Map*

Staff Contact: Joshua Switzky - (415) 575-6815
joshua.switzky@sfgov.org

Reviewed By: David Alumbaugh – (415) 558-6601
david.alumbaugh@sfgov.org

Recommendation: **Approval**

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DESCRIPTION

The San Francisco Planning Department is proposing to amend the Zoning Maps of the City and County of San Francisco in order to implement land use policy changes contained in the Transit Center District Plan. Proposed amendments to the Zoning Map, and related amendments to the Planning Code, can be initiated by a resolution of intention adopted by the Planning Commission, per Sections 106, 302 and 306 of the Planning Code. Pursuant to Planning Code 302(c), if the Commission adopts the Resolution of Intention on May 3, the Department would subsequently provide public notice for a hearing on the proposed amendments and schedule such hearing on or after May 24, 2012.

For background on the Transit Center District Plan and project area, see the accompanying General Plan Amendments staff report.

PRELIMINARY STAFF RECOMMENDATION

Staff recommends approval of the draft Resolution of Intention to Initiate the proposed amendments to the Zoning Maps.

ZONING MAP AMENDMENTS

Proposed amendments to the Zoning Maps include amendments to Sectional Maps ZN01 (Zoning Districts), SU01 (Special Use Districts), HT01 (Height and Bulk Districts), and PD01 (Preservation

Districts). Proposed map amendments will reclassify properties as necessary to implement the General Plan as proposed to be amended pursuant to adoption of the Transit Center District Plan.

The following is a general description of the proposed Zoning Map amendments necessary, in part, to implement the Transit Center District Plan. The proposed Zoning Map amendments, including the full list of parcels to be affected, are contained in the attached draft Ordinance.

The Proposed Zoning Map Amendments would include:

Map ZN01

These amendments would reclassify all non-public properties in the Plan area (except for those in Zone 1 of the Redevelopment Area) that not already classified as such to C-3-O(SD) (Downtown Office Special Development District). Certain parcels in public ownership not already classified as such would be reclassified to P (Public).

Map SU01

This amendment would classify certain parcels as falling within the Transit Center C-3-O(SD) Commercial Special Use District established by proposed Planning Code Section 248.

Map HT01

These amendments would reclassify the height and bulk district of certain parcels consistent with the proposed Transit Center District Plan. All parcels with a height limit classification of 600 feet or greater will be designated with the new S-2 Bulk District described in the proposed Planning Code amendments (see Section 260 and 270). The bulk district for other parcels would generally continue to be classified as current, typically as Bulk District S.

Map PD01

These amendments would classify certain parcels as falling within the New Montgomery-Mission-Second Street Conservation District. The description of this district and its boundaries are further described in the proposed Planning Code amendments (Appendix F to Article 11).

Attached to this memo are illustrative maps as proposed to be amended.

ENVIRONMENTAL REVIEW

The Department published the Draft Environmental Impact Report on September 28, 2011. The Planning Commission will consider certification of the Final Environmental Impact Report on the Transit Center District Plan and adoption of CEQA findings at a hearing on or after May 24, 2012 prior to considering action on related General Plan, Planning Code and Zoning Map Amendments and other Plan items.

RELATED ACTIONS

In conjunction with these Zoning Map amendments, the Department is proposing initiation of amendments to the General Plan and to the Planning Code. These proposed actions are covered in separate Staff Reports.

ATTACHMENTS

Exhibit IV-2 Draft Resolution
Exhibit IV-3 Draft Ordinance

DRAFT ZONING MAPS AS PROPOSED TO BE AMENDED

PROPOSED ZN01



PROPOSED SU01



PROPOSED HT01



PROPOSED PD01

New Montgomery-Mission-Second Street Conservation District





SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Draft Resolution HEARING DATE MAY 3, 2012

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Date: May 3, 2012
Case No.: **2007.0558MTZU**
*Transit Center District Plan –
Zoning Map Amendments*
Staff Contact: Joshua Switzky - (415) 575-6815
joshua.switzky@sfgov.org
Reviewed By: David Alumbaugh – (415) 558-6601
david.alumbaugh@sfgov.org
Recommendation: **Approval**

ADOPTING A RESOLUTION OF INTENTION TO INITIATE AMENDMENTS TO THE SAN FRANCISCO ZONING MAPS PURSUANT TO THE ADOPTION OF THE TRANSIT CENTER DISTRICT PLAN

WHEREAS, Section 4.105 of the Charter of the City and County of San Francisco mandates that the Planning Commission shall periodically recommend proposed amendments to the Zoning Maps to the Board of Supervisors; and the San Francisco Planning Department is proposing to amend the Planning Code to implement the Transit Center District Plan and to bring Planning Code regulations governing this area into consistency with the Transit Center District Plan (“the Plan”).

In 2007 the Planning Department initiated a public planning effort called the Transit Center District Plan, focused on the area roughly bounded by Market Street, Embarcadero, Folsom Street, and Hawthorne Street, whose five fundamental goals were to:

- (1) Build on the General Plan’s Urban Design Element and Downtown Plan, establishing controls, guidelines and standards to advance existing policies of livability, as well as those that protect the unique quality of place;
- (2) Capitalize on major transit investment with appropriate land use in the downtown core, with an eye toward long-term growth considerations;
- (3) Create a framework for a network of public streets and open spaces that support the transit system, and provides a wide variety of public amenities and a world-class pedestrian experience;
- (4) Generate financial support for the Transit Center project, district infrastructure, and other public improvements; and
- (5) Ensure that the Transit Center District is an example of comprehensive environmental sustainability in all regards.

The Planning Department held numerous public workshops and worked with consultants throughout 2008 and 2009, resulting in the publication of a Draft Transit Center District Plan in November 2009. In April 2012 the Planning Department published a Plan Addendum revising and clarifying aspects of the Draft Plan.

The Plan supports and builds on the Downtown Plan's vision for the area around the Transbay Transit Center as the heart of the new downtown. The Plan enhances and augments the Downtown Plan's patterns of land use, urban form, public space, circulation, and historic preservation, and makes adjustments to this specific sub-area based on today's understanding of the issues and constraints facing the area, particularly in light of the Transit Center project. The Plan's core recommendations include:

- Increasing allowable density and strategic increases to height limits in the Plan area to increase the transit-oriented growth capacity of the area while recognizing the importance of these buildings with respect to city form and impacts to the immediate and neighboring districts;
- Ensuring that major development sites incorporate commercial space in order to preserve the job growth capacity for the downtown;
- Enhancing the public realm and circulation system to accommodate growth and provide a world-class pedestrian experience, including widening sidewalks, providing dedicated transit lanes, augmenting the bicycle network, adding signalized mid-block crosswalks, and converting certain alleys into pedestrian plazas;
- Identifying and funding opportunities for new public open space and improved access to planned spaces, including at 2nd/Howard, Transbay Park, Mission Square and City Park on the roof of the Transit Center, as well as providing additional funding for park improvements in the downtown outside of the Plan area;
- Enlarging the New Montgomery-2nd Street Conservation District and updating individual resource ratings based on a newly-adopted survey;
- Identifying opportunities to explore advanced district-level energy and water utility systems to improve environmental performance beyond individual buildings; and
- Adopting a funding program including two new key revenue mechanisms – impact fees and a Mello-Roos Community Facilities District – to ensure that new development contributes substantially toward the implementation of necessary public infrastructure, including the Transit Center/Downtown Extension project.

The San Francisco Planning Department is seeking to adopt and implement the Transit Center District Plan. The General Plan, Planning Code, Zoning Map Amendments, and Implementation Document provide a comprehensive set of policies and implementation programming to realize the vision of the Plan. The Implementation Document outlines public improvements, funding mechanisms and interagency coordination the City must pursue to implement the Plan.

As a means to implement both the goals of the General Plan that are specific to the Transit Center District Plan, the Department is proposing Zoning Map amendments that would primarily reclassify all non-public parcels not already so classified within the Plan area to C-3-O(SD), add a new Transit Center C-3-O(SD) Commercial Special Use District to a subset of the Plan area, and amend certain height limits and bulk districts. These changes correspond to conforming amendments to Sectional Map ZN 1, SU1 and HT1 of the Zoning Maps of the City and County of San Francisco.

The proposed Zoning Maps amendments specify the application of Planning Code amendments to specific parcels.

The proposed zoning map changes to land use, special use, height and bulk districts are included in a draft Ordinance, attached hereto as Exhibit IV-3. The City Attorney's Office has reviewed the draft ordinance and approved it as to form. In related actions, the Department is proposing amendments to the Planning Code and to the General Plan, which include adding the Transit Center District Sub-Area Plan to the Downtown Plan, and amending relevant General Plan Elements, to implement the Plan.

NOW, THEREFORE BE IT RESOLVED, That pursuant to Planning Code Section 302 (b), the Planning Commission Adopts a Resolution of Intention to Initiate amendments to the Zoning Map of the City and County of San Francisco, including amendments to Sectional Maps ZN1, SU1, and HT11.

AND BE IT FURTHER RESOLVED, That pursuant to Planning Code Section 306.3, the Planning Commission authorizes the Department to provide appropriate notice for a public hearing to consider the above referenced Zoning Map amendments contained in an ordinance approved as to form by the City Attorney hereto attached as Exhibit IV-3 to be considered at a publicly noticed hearing on or after May 24, 2012.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on _____, 2012.

Linda D. Avery
Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED:

1 [Transit Center District Plan – Zoning Map Amendments]

2

3 **Ordinance 1) amending Maps Sheets ZN01, HT01, SU01, and PD01 of the City and**
4 **County of San Francisco Zoning Map to revise use districts and height and bulk**
5 **districts within the Transit Center District Plan Area, to place certain properties in the**
6 **Transit Center C-3-O(SD) Commercial Special Use District, and to add properties into**
7 **the New Montgomery-Mission-Second Street Conservation District; 2) making**
8 **environmental findings and findings of consistency with the General Plan as proposed**
9 **for amendment and Planning Code Section 101.1.**

10 NOTE: Additions are *single-underline italics Times New Roman*;
11 deletions are ~~*strike-through italics Times New Roman*~~.
12 Board amendment additions are double-underlined;
Board amendment deletions are ~~strikethrough normal~~.

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

14 Section 1. Findings.

15 (a) California Environmental Quality Act Findings.

16 (1) The Planning Department has determined that the actions contemplated in this
17 Ordinance comply with the California Environmental Quality Act (Public Resources Code
18 Sections 21000 et seq.). A copy of said determination is on file with the Clerk of the Board of
19 Supervisors in File No. _____ and is incorporated herein by reference.

20 (2) On _____, 2012 by Resolution No. _____, the Planning
21 Commission conducted a duly noticed public hearing and adopted findings pursuant to the
22 California Environmental Quality Act for the Transit Center District Plan and related approvals.
23 A copy of Planning Commission Resolution No. _____ is on file with the Clerk of the
24 Board of Supervisors in File No. _____. The Board of Supervisors hereby adopts
25 the Planning Commission's environmental findings as its own.

1 (b) General Plan Consistency and Other Findings.

2 (1) Pursuant to Planning Code Section 302, this Board of Supervisors finds that this
3 Ordinance will serve the public necessity, convenience, and welfare for the reasons set forth
4 in Planning Commission Resolution No. _____, and incorporates those reasons
5 herein by reference. A copy of said Planning Commission Resolution is on file with the Clerk
6 of the Board of Supervisors in File No. _____.

7 (b) The Board of Supervisors finds that this Ordinance is, on balance, consistent
8 with the General Plan and the Priority Policies of Planning Code Section 101.1(b) for the
9 reasons set forth in Planning Commission Resolution No. _____, and incorporates
10 those reasons herein by reference.

11 Section 2. Under Sections 106 and 302(c) of the Planning Code, the following zoning
12 use designation amendments to the Zoning Map, Sheet ZN01, are hereby approved.

13 Use District Zoning Designation

14 <u>Description of Property</u>	14 <u>To Be Superseded</u>	14 <u>Hereby Approved</u>
15 BLOCK LOT	15 FROM	15 TO
16 3707 001	16 C-3-O	16 C-3-O(SD)
17 3707 011	17 C-3-O	17 C-3-O(SD)
17 3707 012	17 C-3-O	17 C-3-O(SD)
18 3707 044	18 C-3-O	18 C-3-O(SD)
18 3707 052	18 C-3-O	18 C-3-O(SD)
19 3707 061	19 C-3-O	19 C-3-O(SD)
19 3707 068	19 C-3-O	19 C-3-O(SD)
20 3707 069	20 C-3-O	20 C-3-O(SD)
21 3707 073	21 C-3-O	21 C-3-O(SD)
21 3707 076	21 C-3-O	21 C-3-O(SD)
22 3707 090	22 C-3-O	22 C-3-O(SD)
22 3707 105	22 C-3-O	22 C-3-O(SD)
23 3707 110	23 C-3-O	23 C-3-O(SD)
24 3707 111	24 C-3-O	24 C-3-O(SD)
24 3707 114	24 C-3-O	24 C-3-O(SD)
25 3707 117	25 C-3-O	25 C-3-O(SD)

1	3707	133	C-3-O	C-3-O(SD)
	3707	140	C-3-O	C-3-O(SD)
2	3707	151	C-3-O	C-3-O(SD)
	3707	156	C-3-O	C-3-O(SD)
3	3707	163	C-3-O	C-3-O(SD)
	3707	173	C-3-O	C-3-O(SD)
4	3708	009	C-3-O	C-3-O(SD)
	3708	011	C-3-O	C-3-O(SD)
5	3708	012	C-3-O	C-3-O(SD)
	3708	055	C-3-O	C-3-O(SD)
6	3708	097	C-3-O	C-3-O(SD)
	3708	142	C-3-O	C-3-O(SD)
7	3708	146	C-3-O	C-3-O(SD)
	3708	167	C-3-O	C-3-O(SD)
8	3708	173	C-3-O	C-3-O(SD)
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9	3709	006A	C-3-O	C-3-O(SD)
	3709	016	C-3-O	C-3-O(SD)
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	3710	017	C-3-O	C-3-O(SD)
11	3710	018	C-3-O	C-3-O(SD)
	3711	007	C-3-O	C-3-O(SD)
12	3711	007	C-3-O	C-3-O(SD)
	3716	022	C-3-O	C-3-O(SD)
13	3716	029	C-3-O	C-3-O(SD)
	3716	033	C-3-O	C-3-O(SD)
14	3716	033	C-3-O	C-3-O(SD)
	3716	057	C-3-O	C-3-O(SD)
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	3716	068	C-3-O	C-3-O(SD)
16	3716	070	C-3-O	C-3-O(SD)
	3716	071	C-3-O	C-3-O(SD)
17	3716	071	C-3-O	C-3-O(SD)
	3716	084	C-3-O	C-3-O(SD)
18	3716	090	C-3-O	C-3-O(SD)
	3716	116	C-3-O	C-3-O(SD)
19	3716	120	C-3-O	C-3-O(SD)
	3716	141	C-3-O	C-3-O(SD)
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	3716	150	C-3-O	C-3-O(SD)
21	3716	151	C-3-O	C-3-O(SD)
	3716	158	C-3-O	C-3-O(SD)
22	3716	160	C-3-O	C-3-O(SD)
	3716	173	C-3-O	C-3-O(SD)
23	3716	201	C-3-O	C-3-O(SD)
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	3716	307	C-3-O	C-3-O(SD)
8	3716	313	C-3-O	C-3-O(SD)
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	3717	010	C-3-O	C-3-O(SD)
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	3721	048	C-3-O	C-3-O(SD)
18	3722	079	C-3-O	C-3-O(SD)
	3735	008	C-3-S	C-3-O(SD)
19	3735	017	C-3-S	C-3-O(SD)
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20	3735	081	C-3-S	C-3-O(SD)
	3735	086	C-3-S	C-3-O(SD)
21	3735	088	C-3-S	C-3-O(SD)
	3735	089	C-3-S	C-3-O(SD)
22	3735	091	C-3-S	C-3-O(SD)
	3735	092	C-3-S	C-3-O(SD)
23	3735	102	C-3-S	C-3-O(SD)

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	3735	142	C-3-S	C-3-O(SD)
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	3735	158	C-3-S	C-3-O(SD)
3	3707	009	C-3-O	C-3-O(SD)
	3707	018	C-3-O	C-3-O(SD)
4	3707	071	C-3-O	C-3-O(SD)
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5	3707	109	C-3-O	C-3-O(SD)
	3707	128	C-3-O	C-3-O(SD)
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	3708	127	C-3-O	C-3-O(SD)
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13	3708	169	C-3-O	C-3-O(SD)
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14	3716	052	C-3-O	C-3-O(SD)
	3716	085	C-3-O	C-3-O(SD)
15	3716	087	C-3-O	C-3-O(SD)
	3716	100	C-3-O	C-3-O(SD)
16	3716	103	C-3-O	C-3-O(SD)
	3716	117	C-3-O	C-3-O(SD)
17	3716	124	C-3-O	C-3-O(SD)
	3716	127	C-3-O	C-3-O(SD)
18	3716	130	C-3-O	C-3-O(SD)
	3716	131	C-3-O	C-3-O(SD)
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	3716	137	C-3-O	C-3-O(SD)
20	3716	139	C-3-O	C-3-O(SD)
	3716	142	C-3-O	C-3-O(SD)
21	3716	145	C-3-O	C-3-O(SD)
	3716	190	C-3-O	C-3-O(SD)
22	3716	191	C-3-O	C-3-O(SD)
	3716	192	C-3-O	C-3-O(SD)
23	3716	196	C-3-O	C-3-O(SD)
24				
25				

1	3716	202	C-3-O	C-3-O(SD)
	3716	208	C-3-O	C-3-O(SD)
2	3716	211	C-3-O	C-3-O(SD)
	3716	219	C-3-O	C-3-O(SD)
3	3716	235	C-3-O	C-3-O(SD)
	3716	238	C-3-O	C-3-O(SD)
4	3716	251	C-3-O	C-3-O(SD)
	3716	270	C-3-O	C-3-O(SD)
5	3716	276	C-3-O	C-3-O(SD)
	3716	279	C-3-O	C-3-O(SD)
6	3716	280	C-3-O	C-3-O(SD)
	3716	289	C-3-O	C-3-O(SD)
7	3716	290	C-3-O	C-3-O(SD)
	3716	292	C-3-O	C-3-O(SD)
8	3716	293	C-3-O	C-3-O(SD)
	3716	295	C-3-O	C-3-O(SD)
9	3716	297	C-3-O	C-3-O(SD)
10	3716	302	C-3-O	C-3-O(SD)
	3716	304	C-3-O	C-3-O(SD)
11	3716	316	C-3-O	C-3-O(SD)
	3716	319	C-3-O	C-3-O(SD)
12	3716	321	C-3-O	C-3-O(SD)
	3716	335	C-3-O	C-3-O(SD)
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	3719	031	C-3-O	C-3-O(SD)
15	3719	033	C-3-O	C-3-O(SD)
	3719	035	C-3-O	C-3-O(SD)
16	3719	045	C-3-O	C-3-O(SD)
	3719	049	C-3-O	C-3-O(SD)
17	3719	054	C-3-O	C-3-O(SD)
	3719	057	C-3-O	C-3-O(SD)
18	3719	065	C-3-O	C-3-O(SD)
	3719	074	C-3-O	C-3-O(SD)
19	3719	080	C-3-O	C-3-O(SD)
	3719	083	C-3-O	C-3-O(SD)
20	3719	110	C-3-O	C-3-O(SD)
	3719	114	C-3-O	C-3-O(SD)
21	3719	116	C-3-O	C-3-O(SD)
	3719	123	C-3-O	C-3-O(SD)
22	3719	126	C-3-O	C-3-O(SD)
	3719	131	C-3-O	C-3-O(SD)
23	3719	134	C-3-O	C-3-O(SD)

1	3719	182	C-3-O	C-3-O(SD)
	3719	186	C-3-O	C-3-O(SD)
2	3719	198	C-3-O	C-3-O(SD)
	3719	226	C-3-O	C-3-O(SD)
3	3719	236	C-3-O	C-3-O(SD)
	3719	240	C-3-O	C-3-O(SD)
4	3719	247	C-3-O	C-3-O(SD)
	3719	250	C-3-O	C-3-O(SD)
5	3719	268	C-3-O	C-3-O(SD)
	3719	290	C-3-O	C-3-O(SD)
6	3719	293	C-3-O	C-3-O(SD)
	3719	295	C-3-O	C-3-O(SD)
7	3719	313	C-3-O	C-3-O(SD)
	3719	331	C-3-O	C-3-O(SD)
8	3719	348	C-3-O	C-3-O(SD)
	3719	357	C-3-O	C-3-O(SD)
9	3719	364	C-3-O	C-3-O(SD)
10	3719	377	C-3-O	C-3-O(SD)
	3719	385	C-3-O	C-3-O(SD)
11	3719	392	C-3-O	C-3-O(SD)
	3719	395	C-3-O	C-3-O(SD)
12	3719	410	C-3-O	C-3-O(SD)
	3719	411	C-3-O	C-3-O(SD)
13	3719	416	C-3-O	C-3-O(SD)
	3719	437	C-3-O	C-3-O(SD)
14	3719	437	C-3-O	C-3-O(SD)
15	3721	004	C-3-O	C-3-O(SD)
	3721	019	C-3-O(SD)	P
16	3722	001	C-3-O	C-3-O(SD)
	3722	005	C-3-O	C-3-O(SD)
17	3722	007	C-3-O	C-3-O(SD)
	3735	062	C-3-S	C-3-O(SD)
18	3735	066	C-3-S	C-3-O(SD)
	3735	095	C-3-S	C-3-O(SD)
19	3735	118	C-3-S	C-3-O(SD)
	3735	119	C-3-S	C-3-O(SD)
20	3735	123	C-3-S	C-3-O(SD)
	3735	125	C-3-S	C-3-O(SD)
21	3735	148	C-3-S	C-3-O(SD)
	3735	150	C-3-S	C-3-O(SD)
22	3735	151	C-3-S	C-3-O(SD)
	3735	153	C-3-S	C-3-O(SD)
23	3735	156	C-3-S	C-3-O(SD)
	3737	005	TB DTR	C-3-O(SD)/TB DTR
24	3707	002	C-3-O	C-3-O(SD)
25				

1	3707	010	C-3-O	C-3-O(SD)
	3707	014	C-3-O	C-3-O(SD)
2	3707	020	C-3-O	C-3-O(SD)
	3707	035	C-3-O	C-3-O(SD)
3	3707	062	C-3-O	C-3-O(SD)
	3707	067	C-3-O	C-3-O(SD)
4	3707	082	C-3-O	C-3-O(SD)
	3707	101	C-3-O	C-3-O(SD)
5	3707	106	C-3-O	C-3-O(SD)
	3707	112	C-3-O	C-3-O(SD)
6	3707	132	C-3-O	C-3-O(SD)
	3707	157	C-3-O	C-3-O(SD)
7	3707	158	C-3-O	C-3-O(SD)
	3707	159	C-3-O	C-3-O(SD)
8	3707	170	C-3-O	C-3-O(SD)
	3708	007	C-3-O	C-3-O(SD)
9	3708	019	C-3-O	C-3-O(SD)
10	3708	031	C-3-O	C-3-O(SD)
	3708	032	C-3-O	C-3-O(SD)
11	3708	044	C-3-O	C-3-O(SD)
	3708	057	C-3-O	C-3-O(SD)
12	3708	131	C-3-O	C-3-O(SD)
	3708	135	C-3-O	C-3-O(SD)
13	3708	138	C-3-O	C-3-O(SD)
	3708	150	C-3-O	C-3-O(SD)
14	3708	153	C-3-O	C-3-O(SD)
	3708	155	C-3-O	C-3-O(SD)
15	3710	002	C-3-O	C-3-O(SD)
	3710	015	C-3-O	C-3-O(SD)
16	3711	006	C-3-O	C-3-O(SD)
	3711	013	C-3-O	C-3-O(SD)
17	3716	026	C-3-O	C-3-O(SD)
	3716	040	C-3-O	C-3-O(SD)
18	3716	042	C-3-O	C-3-O(SD)
	3716	046	C-3-O	C-3-O(SD)
19	3716	061	C-3-O	C-3-O(SD)
	3716	067	C-3-O	C-3-O(SD)
20	3716	074	C-3-O	C-3-O(SD)
	3716	086	C-3-O	C-3-O(SD)
21	3716	109	C-3-O	C-3-O(SD)
	3716	118	C-3-O	C-3-O(SD)
22	3716	122	C-3-O	C-3-O(SD)
	3716	129	C-3-O	C-3-O(SD)
23	3716	134	C-3-O	C-3-O(SD)
24				
25				

1	3716	135	C-3-O	C-3-O(SD)
	3716	146	C-3-O	C-3-O(SD)
2	3716	178	C-3-O	C-3-O(SD)
	3716	186	C-3-O	C-3-O(SD)
3	3716	193	C-3-O	C-3-O(SD)
	3716	221	C-3-O	C-3-O(SD)
4	3716	236	C-3-O	C-3-O(SD)
	3716	245	C-3-O	C-3-O(SD)
5	3716	250	C-3-O	C-3-O(SD)
	3716	253	C-3-O	C-3-O(SD)
6	3716	258	C-3-O	C-3-O(SD)
	3716	267	C-3-O	C-3-O(SD)
7	3716	282	C-3-O	C-3-O(SD)
	3716	288	C-3-O	C-3-O(SD)
8	3716	294	C-3-O	C-3-O(SD)
	3716	301	C-3-O	C-3-O(SD)
9	3716	309	C-3-O	C-3-O(SD)
10	3716	326	C-3-O	C-3-O(SD)
	3716	336	C-3-O	C-3-O(SD)
11	3716	337	C-3-O	C-3-O(SD)
	3716	338	C-3-O	C-3-O(SD)
12	3717	001	C-3-O	C-3-O(SD)
13	3718	026	C-3-O/TB DTR	C-3-O(SD)/TB DTR
	3718	027	P/TB DTR	C-3-O(SD)/TB DTR
14	3719	025	C-3-O	C-3-O(SD)
	3719	026	C-3-O	C-3-O(SD)
15	3719	032	C-3-O	C-3-O(SD)
	3719	034	C-3-O	C-3-O(SD)
16	3719	058	C-3-O	C-3-O(SD)
	3719	060	C-3-O	C-3-O(SD)
17	3719	070	C-3-O	C-3-O(SD)
	3719	072	C-3-O	C-3-O(SD)
18	3719	081	C-3-O	C-3-O(SD)
	3719	090	C-3-O	C-3-O(SD)
19	3719	095	C-3-O	C-3-O(SD)
20	3719	096	C-3-O	C-3-O(SD)
	3719	100	C-3-O	C-3-O(SD)
21	3719	103	C-3-O	C-3-O(SD)
	3719	106	C-3-O	C-3-O(SD)
22	3719	117	C-3-O	C-3-O(SD)
	3719	146	C-3-O	C-3-O(SD)
23	3719	149	C-3-O	C-3-O(SD)
	3719	150	C-3-O	C-3-O(SD)
24	3719	161	C-3-O	C-3-O(SD)
25				

1	3719	169	C-3-O	C-3-O(SD)
	3719	178	C-3-O	C-3-O(SD)
2	3719	179	C-3-O	C-3-O(SD)
	3719	190	C-3-O	C-3-O(SD)
3	3719	192	C-3-O	C-3-O(SD)
	3719	195	C-3-O	C-3-O(SD)
4	3719	200	C-3-O	C-3-O(SD)
	3719	203	C-3-O	C-3-O(SD)
5	3719	205	C-3-O	C-3-O(SD)
	3719	212	C-3-O	C-3-O(SD)
6	3719	214	C-3-O	C-3-O(SD)
	3719	215	C-3-O	C-3-O(SD)
7	3719	222	C-3-O	C-3-O(SD)
	3719	232	C-3-O	C-3-O(SD)
8	3719	241	C-3-O	C-3-O(SD)
	3719	248	C-3-O	C-3-O(SD)
9	3719	277	C-3-O	C-3-O(SD)
10	3719	280	C-3-O	C-3-O(SD)
	3719	310	C-3-O	C-3-O(SD)
11	3719	316	C-3-O	C-3-O(SD)
	3719	343	C-3-O	C-3-O(SD)
12	3719	347	C-3-O	C-3-O(SD)
	3719	367	C-3-O	C-3-O(SD)
13	3719	378	C-3-O	C-3-O(SD)
	3719	390	C-3-O	C-3-O(SD)
14	3719	394	C-3-O	C-3-O(SD)
	3719	396	C-3-O	C-3-O(SD)
15	3719	397	C-3-O	C-3-O(SD)
	3719	400	C-3-O	C-3-O(SD)
16	3719	404	C-3-O	C-3-O(SD)
	3719	412	C-3-O	C-3-O(SD)
17	3719	421	C-3-O	C-3-O(SD)
	3719	428	C-3-O	C-3-O(SD)
18	3719	433	C-3-O	C-3-O(SD)
	3719	436	C-3-O	C-3-O(SD)
19	3719	438	C-3-O	C-3-O(SD)
	3721	003	C-3-O	C-3-O(SD)
20	3721	015A	P	C-3-O(SD)
	3721	047	C-3-O	C-3-O(SD)
21	3721	120	C-3-O	C-3-O(SD)
	3722	004	C-3-O	C-3-O(SD)
22	3722	058	C-3-O	C-3-O(SD)
	3722	068	C-3-O	C-3-O(SD)
23	3722	076	C-3-O	C-3-O(SD)

1	3735	046	C-3-S	C-3-O(SD)
	3735	055	C-3-S	C-3-O(SD)
2	3735	071	C-3-S	C-3-O(SD)
	3735	073	C-3-S	C-3-O(SD)
3	3735	080	C-3-S	C-3-O(SD)
	3735	082	C-3-S	C-3-O(SD)
4	3735	111	C-3-S	C-3-O(SD)
	3735	122	C-3-S	C-3-O(SD)
5	3735	127	C-3-S	C-3-O(SD)
	3735	139	C-3-S	C-3-O(SD)
6	3735	152	C-3-S	C-3-O(SD)
7	3707	007	C-3-O	C-3-O(SD)
	3707	016	C-3-O	C-3-O(SD)
8	3707	066	C-3-O	C-3-O(SD)
	3707	086	C-3-O	C-3-O(SD)
9	3707	097	C-3-O	C-3-O(SD)
10	3707	104	C-3-O	C-3-O(SD)
	3707	108	C-3-O	C-3-O(SD)
11	3707	119	C-3-O	C-3-O(SD)
	3707	120	C-3-O	C-3-O(SD)
12	3707	122	C-3-O	C-3-O(SD)
	3707	126	C-3-O	C-3-O(SD)
13	3707	131	C-3-O	C-3-O(SD)
	3707	136	C-3-O	C-3-O(SD)
14	3708	029	C-3-O	C-3-O(SD)
15	3708	040	C-3-O	C-3-O(SD)
	3708	098	C-3-O	C-3-O(SD)
16	3708	141	C-3-O	C-3-O(SD)
	3708	144	C-3-O	C-3-O(SD)
17	3708	149	C-3-O	C-3-O(SD)
	3708	158	C-3-O	C-3-O(SD)
18	3708	170	C-3-O	C-3-O(SD)
19	3708	172	C-3-O	C-3-O(SD)
	3709	012	C-3-O	C-3-O(SD)
20	3709	020	C-3-O	C-3-O(SD)
	3711	019	C-3-O	C-3-O(SD)
21	3716	021	C-3-O	C-3-O(SD)
	3716	025	C-3-O	C-3-O(SD)
22	3716	027	C-3-O	C-3-O(SD)
	3716	039	C-3-O	C-3-O(SD)
23	3716	047	C-3-O	C-3-O(SD)
	3716	048	C-3-O	C-3-O(SD)
24	3716	053	C-3-O	C-3-O(SD)
25	3716	059	C-3-O	C-3-O(SD)

1	3716	075	C-3-O	C-3-O(SD)
	3716	076	C-3-O	C-3-O(SD)
2	3716	097	C-3-O	C-3-O(SD)
	3716	106	C-3-O	C-3-O(SD)
3	3716	108	C-3-O	C-3-O(SD)
	3716	111	C-3-O	C-3-O(SD)
4	3716	114	C-3-O	C-3-O(SD)
	3716	119	C-3-O	C-3-O(SD)
5	3716	152	C-3-O	C-3-O(SD)
	3716	157	C-3-O	C-3-O(SD)
6	3716	161	C-3-O	C-3-O(SD)
	3716	165	C-3-O	C-3-O(SD)
7	3716	174	C-3-O	C-3-O(SD)
	3716	176	C-3-O	C-3-O(SD)
8	3716	179	C-3-O	C-3-O(SD)
	3716	181	C-3-O	C-3-O(SD)
9	3716	182	C-3-O	C-3-O(SD)
10	3716	198	C-3-O	C-3-O(SD)
	3716	218	C-3-O	C-3-O(SD)
11	3716	223	C-3-O	C-3-O(SD)
	3716	233	C-3-O	C-3-O(SD)
12	3716	252	C-3-O	C-3-O(SD)
	3716	254	C-3-O	C-3-O(SD)
13	3716	257	C-3-O	C-3-O(SD)
	3716	260	C-3-O	C-3-O(SD)
14	3716	261	C-3-O	C-3-O(SD)
	3716	264	C-3-O	C-3-O(SD)
15	3716	269	C-3-O	C-3-O(SD)
	3716	323	C-3-O	C-3-O(SD)
16	3716	328	C-3-O	C-3-O(SD)
	3716	329	C-3-O	C-3-O(SD)
17	3716	340	C-3-O	C-3-O(SD)
	3717	019	C-3-O/C-3-O(SD)	C-3-O(SD)
18	3719	039	C-3-O	C-3-O(SD)
	3719	040	C-3-O	C-3-O(SD)
19	3719	043	C-3-O	C-3-O(SD)
	3719	048	C-3-O	C-3-O(SD)
20	3719	066	C-3-O	C-3-O(SD)
	3719	075	C-3-O	C-3-O(SD)
21	3719	085	C-3-O	C-3-O(SD)
	3719	097	C-3-O	C-3-O(SD)
22	3719	101	C-3-O	C-3-O(SD)
	3719	120	C-3-O	C-3-O(SD)
23	3719	135	C-3-O	C-3-O(SD)

1	3719	139	C-3-O	C-3-O(SD)
	3719	141	C-3-O	C-3-O(SD)
2	3719	144	C-3-O	C-3-O(SD)
	3719	152	C-3-O	C-3-O(SD)
3	3719	172	C-3-O	C-3-O(SD)
	3719	174	C-3-O	C-3-O(SD)
4	3719	183	C-3-O	C-3-O(SD)
	3719	189	C-3-O	C-3-O(SD)
5	3719	210	C-3-O	C-3-O(SD)
	3719	218	C-3-O	C-3-O(SD)
6	3719	245	C-3-O	C-3-O(SD)
	3719	251	C-3-O	C-3-O(SD)
7	3719	259	C-3-O	C-3-O(SD)
	3719	264	C-3-O	C-3-O(SD)
8	3719	265	C-3-O	C-3-O(SD)
	3719	286	C-3-O	C-3-O(SD)
9	3719	296	C-3-O	C-3-O(SD)
10	3719	299	C-3-O	C-3-O(SD)
	3719	304	C-3-O	C-3-O(SD)
11	3719	305	C-3-O	C-3-O(SD)
	3719	308	C-3-O	C-3-O(SD)
12	3719	325	C-3-O	C-3-O(SD)
	3719	355	C-3-O	C-3-O(SD)
13	3719	361	C-3-O	C-3-O(SD)
	3719	365	C-3-O	C-3-O(SD)
14	3719	368	C-3-O	C-3-O(SD)
	3719	370	C-3-O	C-3-O(SD)
15	3719	376	C-3-O	C-3-O(SD)
	3719	380	C-3-O	C-3-O(SD)
16	3719	384	C-3-O	C-3-O(SD)
	3719	401	C-3-O	C-3-O(SD)
17	3719	407	C-3-O	C-3-O(SD)
	3719	409	C-3-O	C-3-O(SD)
18	3719	414	C-3-O	C-3-O(SD)
	3719	415	C-3-O	C-3-O(SD)
19	3719	418	C-3-O	C-3-O(SD)
	3719	424	C-3-O	C-3-O(SD)
20	3719	430	C-3-O	C-3-O(SD)
	3721	001	C-3-O	C-3-O(SD)
21	3721	089	C-3-O	C-3-O(SD)
	3721	123	C-3-O	C-3-O(SD)
22	3722	080	C-3-O	C-3-O(SD)
	3735	068	C-3-S	C-3-O(SD)
23	3735	072	C-3-S	C-3-O(SD)

1	3735	085	C-3-S	C-3-O(SD)
	3735	090	C-3-S	C-3-O(SD)
2	3735	100	C-3-S	C-3-O(SD)
	3735	105	C-3-S	C-3-O(SD)
3	3735	108	C-3-S	C-3-O(SD)
	3735	112	C-3-S	C-3-O(SD)
4	3735	124	C-3-S	C-3-O(SD)
	3735	143	C-3-S	C-3-O(SD)
5	3735	147	C-3-S	C-3-O(SD)
	3735	149	C-3-S	C-3-O(SD)
6	3707	019	C-3-O	C-3-O(SD)
	3707	083	C-3-O	C-3-O(SD)
7	3707	089	C-3-O	C-3-O(SD)
	3707	092	C-3-O	C-3-O(SD)
8	3707	095	C-3-O	C-3-O(SD)
	3707	100	C-3-O	C-3-O(SD)
9	3707	113	C-3-O	C-3-O(SD)
10	3707	127	C-3-O	C-3-O(SD)
	3707	142	C-3-O	C-3-O(SD)
11	3707	143	C-3-O	C-3-O(SD)
	3707	144	C-3-O	C-3-O(SD)
12	3707	145	C-3-O	C-3-O(SD)
	3707	165	C-3-O	C-3-O(SD)
13	3707	166	C-3-O	C-3-O(SD)
	3707	167	C-3-O	C-3-O(SD)
14	3707	172	C-3-O	C-3-O(SD)
	3708	126	C-3-O	C-3-O(SD)
15	3708	133	C-3-O	C-3-O(SD)
	3708	134	C-3-O	C-3-O(SD)
16	3708	136	C-3-O	C-3-O(SD)
	3708	139	C-3-O	C-3-O(SD)
17	3708	151	C-3-O	C-3-O(SD)
	3708	164	C-3-O	C-3-O(SD)
18	3708	168	C-3-O	C-3-O(SD)
	3709	011	C-3-O	C-3-O(SD)
19	3709	014	C-3-O	C-3-O(SD)
	3711	010	C-3-O	C-3-O(SD)
20	3711	014	C-3-O	C-3-O(SD)
	3712	023	C-3-O	C-3-O(SD)
21	3713	007	C-3-O	C-3-O(SD)
	3716	028	C-3-O	C-3-O(SD)
22	3716	030	C-3-O	C-3-O(SD)
	3716	037	C-3-O	C-3-O(SD)
23	3716	041	C-3-O	C-3-O(SD)

1	3716	043	C-3-O	C-3-O(SD)
	3716	050	C-3-O	C-3-O(SD)
2	3716	051	C-3-O	C-3-O(SD)
	3716	055	C-3-O	C-3-O(SD)
3	3716	056	C-3-O	C-3-O(SD)
	3716	064	C-3-O	C-3-O(SD)
4	3716	072	C-3-O	C-3-O(SD)
	3716	077	C-3-O	C-3-O(SD)
5	3716	082	C-3-O	C-3-O(SD)
	3716	144	C-3-O	C-3-O(SD)
6	3716	147	C-3-O	C-3-O(SD)
	3716	149	C-3-O	C-3-O(SD)
7	3716	154	C-3-O	C-3-O(SD)
	3716	167	C-3-O	C-3-O(SD)
8	3716	180	C-3-O	C-3-O(SD)
	3716	199	C-3-O	C-3-O(SD)
9	3716	215	C-3-O	C-3-O(SD)
10	3716	225	C-3-O	C-3-O(SD)
	3716	228	C-3-O	C-3-O(SD)
11	3716	231	C-3-O	C-3-O(SD)
	3716	246	C-3-O	C-3-O(SD)
12	3716	248	C-3-O	C-3-O(SD)
	3716	266	C-3-O	C-3-O(SD)
13	3716	273	C-3-O	C-3-O(SD)
	3716	284	C-3-O	C-3-O(SD)
14	3716	305	C-3-O	C-3-O(SD)
	3716	312	C-3-O	C-3-O(SD)
15	3716	314	C-3-O	C-3-O(SD)
	3716	315	C-3-O	C-3-O(SD)
16	3716	331	C-3-O	C-3-O(SD)
	3716	341	C-3-O	C-3-O(SD)
17	3716	343	C-3-O	C-3-O(SD)
	3716	344	C-3-O	C-3-O(SD)
18	3717	011	C-3-O	C-3-O(SD)
	3719	020	C-3-O	C-3-O(SD)
19	3719	024	C-3-O	C-3-O(SD)
	3719	027	C-3-O	C-3-O(SD)
20	3719	037	C-3-O	C-3-O(SD)
	3719	052	C-3-O	C-3-O(SD)
21	3719	053	C-3-O	C-3-O(SD)
	3719	061	C-3-O	C-3-O(SD)
22	3719	062	C-3-O	C-3-O(SD)
	3719	071	C-3-O	C-3-O(SD)
23	3719	082	C-3-O	C-3-O(SD)

1	3719	092	C-3-O	C-3-O(SD)
	3719	093	C-3-O	C-3-O(SD)
2	3719	111	C-3-O	C-3-O(SD)
	3719	115	C-3-O	C-3-O(SD)
3	3719	119	C-3-O	C-3-O(SD)
	3719	128	C-3-O	C-3-O(SD)
4	3719	136	C-3-O	C-3-O(SD)
	3719	138	C-3-O	C-3-O(SD)
5	3719	155	C-3-O	C-3-O(SD)
	3719	156	C-3-O	C-3-O(SD)
6	3719	160	C-3-O	C-3-O(SD)
	3719	184	C-3-O	C-3-O(SD)
7	3719	185	C-3-O	C-3-O(SD)
	3719	206	C-3-O	C-3-O(SD)
8	3719	213	C-3-O	C-3-O(SD)
	3719	227	C-3-O	C-3-O(SD)
9	3719	238	C-3-O	C-3-O(SD)
10	3719	258	C-3-O	C-3-O(SD)
	3719	261	C-3-O	C-3-O(SD)
11	3719	272	C-3-O	C-3-O(SD)
	3719	279	C-3-O	C-3-O(SD)
12	3719	283	C-3-O	C-3-O(SD)
	3719	289	C-3-O	C-3-O(SD)
13	3719	297	C-3-O	C-3-O(SD)
	3719	302	C-3-O	C-3-O(SD)
14	3719	306	C-3-O	C-3-O(SD)
	3719	309	C-3-O	C-3-O(SD)
15	3719	312	C-3-O	C-3-O(SD)
	3719	329	C-3-O	C-3-O(SD)
16	3719	333	C-3-O	C-3-O(SD)
	3719	334	C-3-O	C-3-O(SD)
17	3719	352	C-3-O	C-3-O(SD)
	3719	360	C-3-O	C-3-O(SD)
18	3719	362	C-3-O	C-3-O(SD)
	3719	366	C-3-O	C-3-O(SD)
19	3719	372	C-3-O	C-3-O(SD)
	3719	381	C-3-O	C-3-O(SD)
20	3719	382	C-3-O	C-3-O(SD)
	3719	386	C-3-O	C-3-O(SD)
21	3719	388	C-3-O	C-3-O(SD)
	3719	391	C-3-O	C-3-O(SD)
22	3719	398	C-3-O	C-3-O(SD)
	3719	403	C-3-O	C-3-O(SD)
23	3719	405	C-3-O	C-3-O(SD)

1	3719	413	C-3-O	C-3-O(SD)
	3719	417	C-3-O	C-3-O(SD)
2	3719	425	C-3-O	C-3-O(SD)
	3719	432	C-3-O	C-3-O(SD)
3	3719	435	C-3-O	C-3-O(SD)
	3721	002	C-3-O	C-3-O(SD)
4	3721	050	C-3-O	C-3-O(SD)
	3721	071	C-3-O	C-3-O(SD)
5	3721	082	C-3-O	C-3-O(SD)
	3721	087	C-3-O	C-3-O(SD)
6	3722	072	C-3-O	C-3-O(SD)
	3722	073	C-3-O	C-3-O(SD)
7	3735	010	C-3-S	C-3-O(SD)
	3735	012	C-3-S	C-3-O(SD)
8	3735	070	C-3-S	C-3-O(SD)
	3735	075	C-3-S	C-3-O(SD)
9	3735	076	C-3-S	C-3-O(SD)
10	3735	077	C-3-S	C-3-O(SD)
	3735	079	C-3-S	C-3-O(SD)
11	3735	084	C-3-S	C-3-O(SD)
	3735	098	C-3-S	C-3-O(SD)
12	3735	104	C-3-S	C-3-O(SD)
	3735	106	C-3-S	C-3-O(SD)
13	3735	115	C-3-S	C-3-O(SD)
	3735	117	C-3-S	C-3-O(SD)
14	3735	129	C-3-S	C-3-O(SD)
	3735	131	C-3-S	C-3-O(SD)
15	3735	132	C-3-S	C-3-O(SD)
	3735	137	C-3-S	C-3-O(SD)
16	3735	140	C-3-S	C-3-O(SD)
	3707	004	C-3-O	C-3-O(SD)
17	3707	013	C-3-O	C-3-O(SD)
	3707	064	C-3-O	C-3-O(SD)
18	3707	065	C-3-O	C-3-O(SD)
	3707	074	C-3-O	C-3-O(SD)
19	3707	080	C-3-O	C-3-O(SD)
	3707	085	C-3-O	C-3-O(SD)
20	3707	087	C-3-O	C-3-O(SD)
	3707	098	C-3-O	C-3-O(SD)
21	3707	099	C-3-O	C-3-O(SD)
	3707	115	C-3-O	C-3-O(SD)
22	3707	118	C-3-O	C-3-O(SD)
	3707	124	C-3-O	C-3-O(SD)
23	3707	130	C-3-O	C-3-O(SD)
24				
25				

1	3707	135	C-3-O	C-3-O(SD)
	3707	141	C-3-O	C-3-O(SD)
2	3707	152	C-3-O	C-3-O(SD)
	3708	023	C-3-O	C-3-O(SD)
3	3708	056	C-3-O	C-3-O(SD)
	3708	095	C-3-O	C-3-O(SD)
4	3708	096	C-3-O	C-3-O(SD)
	3708	130	C-3-O	C-3-O(SD)
5	3708	137	C-3-O	C-3-O(SD)
	3708	148	C-3-O	C-3-O(SD)
6	3708	157	C-3-O	C-3-O(SD)
	3708	160	C-3-O	C-3-O(SD)
7	3708	166	C-3-O	C-3-O(SD)
	3708	171	C-3-O	C-3-O(SD)
8	3709	008	C-3-O	C-3-O(SD)
	3709	015	C-3-O	C-3-O(SD)
9	3710	020	C-3-O	C-3-O(SD)
10	3711	008	C-3-O	C-3-O(SD)
	3711	009	C-3-O	C-3-O(SD)
11	3716	031	C-3-O	C-3-O(SD)
	3716	058	C-3-O	C-3-O(SD)
12	3716	060	C-3-O	C-3-O(SD)
	3716	069	C-3-O	C-3-O(SD)
13	3716	078	C-3-O	C-3-O(SD)
	3716	081	C-3-O	C-3-O(SD)
14	3716	093	C-3-O	C-3-O(SD)
	3716	112	C-3-O	C-3-O(SD)
15	3716	113	C-3-O	C-3-O(SD)
	3716	123	C-3-O	C-3-O(SD)
16	3716	126	C-3-O	C-3-O(SD)
	3716	128	C-3-O	C-3-O(SD)
17	3716	136	C-3-O	C-3-O(SD)
	3716	140	C-3-O	C-3-O(SD)
18	3716	156	C-3-O	C-3-O(SD)
	3716	162	C-3-O	C-3-O(SD)
19	3716	163	C-3-O	C-3-O(SD)
	3716	168	C-3-O	C-3-O(SD)
20	3716	169	C-3-O	C-3-O(SD)
	3716	171	C-3-O	C-3-O(SD)
21	3716	175	C-3-O	C-3-O(SD)
	3716	183	C-3-O	C-3-O(SD)
22	3716	204	C-3-O	C-3-O(SD)
	3716	205	C-3-O	C-3-O(SD)
23	3716	207	C-3-O	C-3-O(SD)

1	3716	214	C-3-O	C-3-O(SD)
	3716	226	C-3-O	C-3-O(SD)
2	3716	232	C-3-O	C-3-O(SD)
	3716	240	C-3-O	C-3-O(SD)
3	3716	244	C-3-O	C-3-O(SD)
	3716	256	C-3-O	C-3-O(SD)
4	3716	265	C-3-O	C-3-O(SD)
	3716	281	C-3-O	C-3-O(SD)
5	3716	286	C-3-O	C-3-O(SD)
	3716	291	C-3-O	C-3-O(SD)
6	3716	299	C-3-O	C-3-O(SD)
	3716	303	C-3-O	C-3-O(SD)
7	3716	330	C-3-O	C-3-O(SD)
	3716	334	C-3-O	C-3-O(SD)
8	3717	013	C-3-O	C-3-O(SD)
	3719	030	C-3-O	C-3-O(SD)
9	3719	038	C-3-O	C-3-O(SD)
10	3719	050	C-3-O	C-3-O(SD)
	3719	059	C-3-O	C-3-O(SD)
11	3719	068	C-3-O	C-3-O(SD)
	3719	069	C-3-O	C-3-O(SD)
12	3719	076	C-3-O	C-3-O(SD)
	3719	087	C-3-O	C-3-O(SD)
13	3719	088	C-3-O	C-3-O(SD)
	3719	105	C-3-O	C-3-O(SD)
14	3719	108	C-3-O	C-3-O(SD)
	3719	112	C-3-O	C-3-O(SD)
15	3719	121	C-3-O	C-3-O(SD)
	3719	125	C-3-O	C-3-O(SD)
16	3719	142	C-3-O	C-3-O(SD)
	3719	143	C-3-O	C-3-O(SD)
17	3719	154	C-3-O	C-3-O(SD)
	3719	159	C-3-O	C-3-O(SD)
18	3719	165	C-3-O	C-3-O(SD)
	3719	168	C-3-O	C-3-O(SD)
19	3719	180	C-3-O	C-3-O(SD)
	3719	188	C-3-O	C-3-O(SD)
20	3719	191	C-3-O	C-3-O(SD)
	3719	209	C-3-O	C-3-O(SD)
21	3719	216	C-3-O	C-3-O(SD)
	3719	217	C-3-O	C-3-O(SD)
22	3719	220	C-3-O	C-3-O(SD)
	3719	224	C-3-O	C-3-O(SD)
23	3719	228	C-3-O	C-3-O(SD)
24				
25				

1	3719	230	C-3-O	C-3-O(SD)
	3719	234	C-3-O	C-3-O(SD)
2	3719	239	C-3-O	C-3-O(SD)
	3719	249	C-3-O	C-3-O(SD)
3	3719	255	C-3-O	C-3-O(SD)
	3719	256	C-3-O	C-3-O(SD)
4	3719	260	C-3-O	C-3-O(SD)
	3719	263	C-3-O	C-3-O(SD)
5	3719	269	C-3-O	C-3-O(SD)
	3719	271	C-3-O	C-3-O(SD)
6	3719	307	C-3-O	C-3-O(SD)
	3719	321	C-3-O	C-3-O(SD)
7	3719	322	C-3-O	C-3-O(SD)
	3719	323	C-3-O	C-3-O(SD)
8	3719	330	C-3-O	C-3-O(SD)
	3719	336	C-3-O	C-3-O(SD)
9	3719	341	C-3-O	C-3-O(SD)
10	3719	342	C-3-O	C-3-O(SD)
	3719	345	C-3-O	C-3-O(SD)
11	3719	354	C-3-O	C-3-O(SD)
	3719	356	C-3-O	C-3-O(SD)
12	3719	374	C-3-O	C-3-O(SD)
	3719	389	C-3-O	C-3-O(SD)
13	3719	399	C-3-O	C-3-O(SD)
	3719	402	C-3-O	C-3-O(SD)
14	3719	419	C-3-O	C-3-O(SD)
	3719	426	C-3-O	C-3-O(SD)
15	3719	431	C-3-O	C-3-O(SD)
	3719	439	C-3-O	C-3-O(SD)
16	3719	440	C-3-O	C-3-O(SD)
	3719	440	C-3-O	C-3-O(SD)
17	3719	440	C-3-O	C-3-O(SD)
	3719	440	C-3-O	C-3-O(SD)
18	3720	001	P	P/C-3-O(SD)
	3721	108	C-3-O(SD)	P
19	3722	069	C-3-O	C-3-O(SD)
	3735	013	C-3-S	C-3-O(SD)
20	3735	074	C-3-S	C-3-O(SD)
	3735	097	C-3-S	C-3-O(SD)
21	3735	107	C-3-S	C-3-O(SD)
	3735	109	C-3-S	C-3-O(SD)
22	3735	113	C-3-S	C-3-O(SD)
	3735	116	C-3-S	C-3-O(SD)
23	3735	141	C-3-S	C-3-O(SD)
	3735	145	C-3-S	C-3-O(SD)
24	3735	146	C-3-S	C-3-O(SD)
	3735	154	C-3-S	C-3-O(SD)
25	3735	154	C-3-S	C-3-O(SD)

1	3736	089	P/C-3-O(SD)	P
	3737	027	TB DTR	C-3-O(SD)/TB DTR
2	3740	027	TB DTR	C-3-O(SD)/TB DTR
	3707	002A	C-3-O	C-3-O(SD)
3	3707	008	C-3-O	C-3-O(SD)
	3707	072	C-3-O	C-3-O(SD)
4	3707	075	C-3-O	C-3-O(SD)
	3707	077	C-3-O	C-3-O(SD)
5	3707	078	C-3-O	C-3-O(SD)
	3707	084	C-3-O	C-3-O(SD)
6	3707	088	C-3-O	C-3-O(SD)
	3707	091	C-3-O	C-3-O(SD)
7	3707	096	C-3-O	C-3-O(SD)
	3707	102	C-3-O	C-3-O(SD)
8	3707	116	C-3-O	C-3-O(SD)
	3707	121	C-3-O	C-3-O(SD)
9	3707	125	C-3-O	C-3-O(SD)
10	3707	129	C-3-O	C-3-O(SD)
	3707	138	C-3-O	C-3-O(SD)
11	3707	148	C-3-O	C-3-O(SD)
	3707	150	C-3-O	C-3-O(SD)
12	3707	154	C-3-O	C-3-O(SD)
	3707	155	C-3-O	C-3-O(SD)
13	3707	160	C-3-O	C-3-O(SD)
	3707	161	C-3-O	C-3-O(SD)
14	3707	164	C-3-O	C-3-O(SD)
	3707	168	C-3-O	C-3-O(SD)
15	3707	169	C-3-O	C-3-O(SD)
	3708	010	C-3-O	C-3-O(SD)
16	3708	121	C-3-O	C-3-O(SD)
	3708	123	C-3-O	C-3-O(SD)
17	3708	132	C-3-O	C-3-O(SD)
	3708	147	C-3-O	C-3-O(SD)
18	3708	159	C-3-O	C-3-O(SD)
	3709	019	C-3-O	C-3-O(SD)
19	3710	014	C-3-O	C-3-O(SD)
	3711	011	C-3-O	C-3-O(SD)
20	3712	025	C-3-O	C-3-O(SD)
	3713	006	C-3-O	C-3-O(SD)
21	3716	032	C-3-O	C-3-O(SD)
	3716	036	C-3-O	C-3-O(SD)
22	3716	038	C-3-O	C-3-O(SD)
	3716	045	C-3-O	C-3-O(SD)
23	3716	049	C-3-O	C-3-O(SD)

1	3716	054	C-3-O	C-3-O(SD)
	3716	063	C-3-O	C-3-O(SD)
2	3716	066	C-3-O	C-3-O(SD)
	3716	073	C-3-O	C-3-O(SD)
3	3716	079	C-3-O	C-3-O(SD)
	3716	080	C-3-O	C-3-O(SD)
4	3716	083	C-3-O	C-3-O(SD)
	3716	089	C-3-O	C-3-O(SD)
5	3716	095	C-3-O	C-3-O(SD)
	3716	099	C-3-O	C-3-O(SD)
6	3716	107	C-3-O	C-3-O(SD)
	3716	110	C-3-O	C-3-O(SD)
7	3716	115	C-3-O	C-3-O(SD)
	3716	121	C-3-O	C-3-O(SD)
8	3716	125	C-3-O	C-3-O(SD)
	3716	132	C-3-O	C-3-O(SD)
9	3716	138	C-3-O	C-3-O(SD)
10	3716	143	C-3-O	C-3-O(SD)
	3716	159	C-3-O	C-3-O(SD)
11	3716	164	C-3-O	C-3-O(SD)
	3716	166	C-3-O	C-3-O(SD)
12	3716	172	C-3-O	C-3-O(SD)
	3716	177	C-3-O	C-3-O(SD)
13	3716	184	C-3-O	C-3-O(SD)
	3716	185	C-3-O	C-3-O(SD)
14	3716	188	C-3-O	C-3-O(SD)
	3716	189	C-3-O	C-3-O(SD)
15	3716	194	C-3-O	C-3-O(SD)
	3716	195	C-3-O	C-3-O(SD)
16	3716	197	C-3-O	C-3-O(SD)
	3716	209	C-3-O	C-3-O(SD)
17	3716	224	C-3-O	C-3-O(SD)
	3716	230	C-3-O	C-3-O(SD)
18	3716	234	C-3-O	C-3-O(SD)
	3716	241	C-3-O	C-3-O(SD)
19	3716	243	C-3-O	C-3-O(SD)
	3716	259	C-3-O	C-3-O(SD)
20	3716	262	C-3-O	C-3-O(SD)
	3716	263	C-3-O	C-3-O(SD)
21	3716	268	C-3-O	C-3-O(SD)
	3716	274	C-3-O	C-3-O(SD)
22	3716	285	C-3-O	C-3-O(SD)
	3716	311	C-3-O	C-3-O(SD)
23	3716	320	C-3-O	C-3-O(SD)

1	3716	322	C-3-O	C-3-O(SD)
	3716	327	C-3-O	C-3-O(SD)
2	3716	333	C-3-O	C-3-O(SD)
	3717	005	C-3-O	C-3-O(SD)
3	3717	021	C-3-O	C-3-O(SD)
	3719	022	C-3-O	C-3-O(SD)
4	3719	028	C-3-O	C-3-O(SD)
	3719	029	C-3-O	C-3-O(SD)
5	3719	041	C-3-O	C-3-O(SD)
	3719	042	C-3-O	C-3-O(SD)
6	3719	051	C-3-O	C-3-O(SD)
	3719	067	C-3-O	C-3-O(SD)
7	3719	078	C-3-O	C-3-O(SD)
	3719	084	C-3-O	C-3-O(SD)
8	3719	094	C-3-O	C-3-O(SD)
	3719	124	C-3-O	C-3-O(SD)
9	3719	129	C-3-O	C-3-O(SD)
10	3719	132	C-3-O	C-3-O(SD)
	3719	133	C-3-O	C-3-O(SD)
11	3719	140	C-3-O	C-3-O(SD)
	3719	145	C-3-O	C-3-O(SD)
12	3719	151	C-3-O	C-3-O(SD)
	3719	153	C-3-O	C-3-O(SD)
13	3719	158	C-3-O	C-3-O(SD)
	3719	166	C-3-O	C-3-O(SD)
14	3719	167	C-3-O	C-3-O(SD)
	3719	171	C-3-O	C-3-O(SD)
15	3719	177	C-3-O	C-3-O(SD)
	3719	197	C-3-O	C-3-O(SD)
16	3719	202	C-3-O	C-3-O(SD)
	3719	204	C-3-O	C-3-O(SD)
17	3719	207	C-3-O	C-3-O(SD)
	3719	221	C-3-O	C-3-O(SD)
18	3719	223	C-3-O	C-3-O(SD)
	3719	225	C-3-O	C-3-O(SD)
19	3719	235	C-3-O	C-3-O(SD)
	3719	242	C-3-O	C-3-O(SD)
20	3719	244	C-3-O	C-3-O(SD)
	3719	257	C-3-O	C-3-O(SD)
21	3719	262	C-3-O	C-3-O(SD)
	3719	270	C-3-O	C-3-O(SD)
22	3719	274	C-3-O	C-3-O(SD)
	3719	276	C-3-O	C-3-O(SD)
23	3719	281	C-3-O	C-3-O(SD)

1	3719	282	C-3-O	C-3-O(SD)
	3719	284	C-3-O	C-3-O(SD)
2	3719	294	C-3-O	C-3-O(SD)
	3719	298	C-3-O	C-3-O(SD)
3	3719	303	C-3-O	C-3-O(SD)
	3719	314	C-3-O	C-3-O(SD)
4	3719	317	C-3-O	C-3-O(SD)
	3719	319	C-3-O	C-3-O(SD)
5	3719	324	C-3-O	C-3-O(SD)
	3719	327	C-3-O	C-3-O(SD)
6	3719	328	C-3-O	C-3-O(SD)
	3719	337	C-3-O	C-3-O(SD)
7	3719	338	C-3-O	C-3-O(SD)
	3719	339	C-3-O	C-3-O(SD)
8	3719	346	C-3-O	C-3-O(SD)
	3719	351	C-3-O	C-3-O(SD)
9	3719	353	C-3-O	C-3-O(SD)
10	3719	359	C-3-O	C-3-O(SD)
	3719	363	C-3-O	C-3-O(SD)
11	3719	371	C-3-O	C-3-O(SD)
	3719	373	C-3-O	C-3-O(SD)
12	3719	393	C-3-O	C-3-O(SD)
	3719	406	C-3-O	C-3-O(SD)
13	3719	408	C-3-O	C-3-O(SD)
	3719	423	C-3-O	C-3-O(SD)
14	3719	423	C-3-O	C-3-O(SD)
15	3721	020	C-3-O(SD)	P
	3721	051	C-3-O	C-3-O(SD)
16	3721	052	C-3-O	C-3-O(SD)
	3721	084	C-3-O	C-3-O(SD)
17	3721	122	C-3-O	C-3-O(SD)
	3722	002	C-3-O	C-3-O(SD)
18	3722	006	C-3-O	C-3-O(SD)
	3735	009	C-3-S	C-3-O(SD)
19	3735	065	C-3-S	C-3-O(SD)
	3735	087	C-3-S	C-3-O(SD)
20	3735	099	C-3-S	C-3-O(SD)
	3735	101	C-3-S	C-3-O(SD)
21	3735	103	C-3-S	C-3-O(SD)
	3735	114	C-3-S	C-3-O(SD)
22	3735	120	C-3-S	C-3-O(SD)
	3735	138	C-3-S	C-3-O(SD)
23	3735	155	C-3-S	C-3-O(SD)
	3741	035	P/C-3-S	C-3-O(SD)
24	3707	005	C-3-O	C-3-O(SD)
25				

1	3707	006	C-3-O	C-3-O(SD)
	3707	070	C-3-O	C-3-O(SD)
2	3707	079	C-3-O	C-3-O(SD)
	3707	081	C-3-O	C-3-O(SD)
3	3707	093	C-3-O	C-3-O(SD)
	3707	094	C-3-O	C-3-O(SD)
4	3707	107	C-3-O	C-3-O(SD)
	3707	123	C-3-O	C-3-O(SD)
5	3707	139	C-3-O	C-3-O(SD)
	3707	146	C-3-O	C-3-O(SD)
6	3707	147	C-3-O	C-3-O(SD)
	3708	003	C-3-O	C-3-O(SD)
7	3708	006	C-3-O	C-3-O(SD)
	3708	028	C-3-O	C-3-O(SD)
8	3708	038	C-3-O	C-3-O(SD)
	3708	039	C-3-O	C-3-O(SD)
9	3708	043	C-3-O	C-3-O(SD)
10	3708	122	C-3-O	C-3-O(SD)
	3708	124	C-3-O	C-3-O(SD)
11	3708	128	C-3-O	C-3-O(SD)
	3708	129	C-3-O	C-3-O(SD)
12	3708	143	C-3-O	C-3-O(SD)
	3708	145	C-3-O	C-3-O(SD)
13	3708	152	C-3-O	C-3-O(SD)
	3708	154	C-3-O	C-3-O(SD)
14	3708	156	C-3-O	C-3-O(SD)
	3708	161	C-3-O	C-3-O(SD)
15	3708	162	C-3-O	C-3-O(SD)
	3708	165	C-3-O	C-3-O(SD)
16	3708	165	C-3-O	C-3-O(SD)
	3710	019	C-3-O	C-3-O(SD)
17	3711	005	C-3-O	C-3-O(SD)
	3711	012	C-3-O	C-3-O(SD)
18	3716	023	C-3-O	C-3-O(SD)
	3716	034	C-3-O	C-3-O(SD)
19	3716	035	C-3-O	C-3-O(SD)
	3716	062	C-3-O	C-3-O(SD)
20	3716	088	C-3-O	C-3-O(SD)
	3716	091	C-3-O	C-3-O(SD)
21	3716	092	C-3-O	C-3-O(SD)
	3716	094	C-3-O	C-3-O(SD)
22	3716	096	C-3-O	C-3-O(SD)
	3716	098	C-3-O	C-3-O(SD)
23	3716	101	C-3-O	C-3-O(SD)
	3716	102	C-3-O	C-3-O(SD)
24				
25				

1	3716	104	C-3-O	C-3-O(SD)
	3716	105	C-3-O	C-3-O(SD)
2	3716	148	C-3-O	C-3-O(SD)
	3716	153	C-3-O	C-3-O(SD)
3	3716	155	C-3-O	C-3-O(SD)
	3716	170	C-3-O	C-3-O(SD)
4	3716	187	C-3-O	C-3-O(SD)
	3716	200	C-3-O	C-3-O(SD)
5	3716	206	C-3-O	C-3-O(SD)
	3716	213	C-3-O	C-3-O(SD)
6	3716	217	C-3-O	C-3-O(SD)
	3716	220	C-3-O	C-3-O(SD)
7	3716	239	C-3-O	C-3-O(SD)
	3716	247	C-3-O	C-3-O(SD)
8	3716	255	C-3-O	C-3-O(SD)
	3716	272	C-3-O	C-3-O(SD)
9	3716	275	C-3-O	C-3-O(SD)
10	3716	277	C-3-O	C-3-O(SD)
	3716	298	C-3-O	C-3-O(SD)
11	3716	308	C-3-O	C-3-O(SD)
	3716	310	C-3-O	C-3-O(SD)
12	3716	317	C-3-O	C-3-O(SD)
	3716	318	C-3-O	C-3-O(SD)
13	3717	002	C-3-O	C-3-O(SD)
14	3719	023	C-3-O	C-3-O(SD)
	3719	036	C-3-O	C-3-O(SD)
15	3719	044	C-3-O	C-3-O(SD)
	3719	063	C-3-O	C-3-O(SD)
16	3719	073	C-3-O	C-3-O(SD)
	3719	086	C-3-O	C-3-O(SD)
17	3719	089	C-3-O	C-3-O(SD)
	3719	098	C-3-O	C-3-O(SD)
18	3719	099	C-3-O	C-3-O(SD)
	3719	107	C-3-O	C-3-O(SD)
19	3719	122	C-3-O	C-3-O(SD)
	3719	127	C-3-O	C-3-O(SD)
20	3719	130	C-3-O	C-3-O(SD)
	3719	147	C-3-O	C-3-O(SD)
21	3719	162	C-3-O	C-3-O(SD)
	3719	163	C-3-O	C-3-O(SD)
22	3719	170	C-3-O	C-3-O(SD)
	3719	173	C-3-O	C-3-O(SD)
23	3719	175	C-3-O	C-3-O(SD)
	3719	187	C-3-O	C-3-O(SD)

1	3719	208	C-3-O	C-3-O(SD)
	3719	211	C-3-O	C-3-O(SD)
2	3719	231	C-3-O	C-3-O(SD)
	3719	237	C-3-O	C-3-O(SD)
3	3719	243	C-3-O	C-3-O(SD)
	3719	246	C-3-O	C-3-O(SD)
4	3719	253	C-3-O	C-3-O(SD)
	3719	267	C-3-O	C-3-O(SD)
5	3719	278	C-3-O	C-3-O(SD)
	3719	285	C-3-O	C-3-O(SD)
6	3719	288	C-3-O	C-3-O(SD)
	3719	292	C-3-O	C-3-O(SD)
7	3719	300	C-3-O	C-3-O(SD)
	3719	318	C-3-O	C-3-O(SD)
8	3719	332	C-3-O	C-3-O(SD)
	3719	383	C-3-O	C-3-O(SD)
9	3719	422	C-3-O	C-3-O(SD)
10	3721	005	C-3-O	C-3-O(SD)
	3721	049	C-3-O	C-3-O(SD)
11	3721	124	C-3-O	P
	3722	003	C-3-O	C-3-O(SD)
12	3722	070	C-3-O	C-3-O(SD)
	3722	071	C-3-O	C-3-O(SD)
13	3735	067	C-3-S	C-3-O(SD)
	3735	078	C-3-S	C-3-O(SD)
14	3735	083	C-3-S	C-3-O(SD)
	3735	093	C-3-S	C-3-O(SD)
15	3735	094	C-3-S	C-3-O(SD)
	3735	096	C-3-S	C-3-O(SD)
16	3735	110	C-3-S	C-3-O(SD)
	3735	121	C-3-S	C-3-O(SD)
17	3735	126	C-3-S	C-3-O(SD)
	3735	130	C-3-S	C-3-O(SD)
18	3735	133	C-3-S	C-3-O(SD)
	3735	134	C-3-S	C-3-O(SD)
19	3735	135	C-3-S	C-3-O(SD)
	3735	136	C-3-S	C-3-O(SD)
20	3735	157	C-3-S	C-3-O(SD)
	3735	159	C-3-S	C-3-O(SD)
21	3737	012	TB DTR	C-3-O(SD)/TB DTR
22				
23				
24				
25				

1 Section 3. Under Sections 106 and 302(c) of the Planning Code, the following height
 2 and bulk designation amendments to the Zoning Map, Sheet HT01, are hereby approved.

3 Height and Bulk District Zoning Designation

Description of Property	To Be Superseded	Hereby Approved
BLOCK LOT	FROM	TO
3707 052	120-X/150-S/300-S	120-
3708 055	550-S	X/600-S-2
3710 017	550-S	850-S-2
3719 009	350-S	700-S-2
3719 046	400-S/550-S	700-S-2
3719 047	400-S/550-S	450-
3719 055	400-S/550-S	S/700-S-2
3719 056	400-S/550-S	450-
3719 064	400-S/550-S	S/700-S-2
3719 077	400-S/550-S	450-
3719 079	400-S/550-S	S/700-S-2
3719 091	400-S/550-S	450-
3719 102	400-S/550-S	S/700-S-2
3719 104	400-S/550-S	450-
3719 109	400-S/550-S	S/700-S-2
3719 113	400-S/550-S	450-
3719 118	400-S/550-S	S/700-S-2
3719 137	400-S/550-S	450-
3719 148	400-S/550-S	S/700-S-2
		450-

1				S/700-S-2 450-
2	3719	157	400-S/550-S	S/700-S-2 450-
3	3719	164	400-S/550-S	S/700-S-2 450-
4	3719	176	400-S/550-S	S/700-S-2 450-
5	3719	181	400-S/550-S	S/700-S-2 450-
6	3719	193	400-S/550-S	S/700-S-2 450-
7	3719	194	400-S/550-S	S/700-S-2 450-
8	3719	196	400-S/550-S	S/700-S-2 450-
9	3719	199	400-S/550-S	S/700-S-2 450-
10	3719	201	400-S/550-S	S/700-S-2 450-
11	3719	201	400-S/550-S	S/700-S-2 450-
12	3719	219	400-S/550-S	S/700-S-2 450-
13	3719	229	400-S/550-S	S/700-S-2 450-
14	3719	233	400-S/550-S	S/700-S-2 450-
15	3719	252	400-S/550-S	S/700-S-2 450-
16	3719	252	400-S/550-S	S/700-S-2 450-
17	3719	254	400-S/550-S	S/700-S-2 450-
18	3719	266	400-S/550-S	S/700-S-2 450-
19	3719	273	400-S/550-S	S/700-S-2 450-
20	3719	275	400-S/550-S	S/700-S-2 450-
21	3719	287	400-S/550-S	S/700-S-2 450-
22	3719	291	400-S/550-S	S/700-S-2 450-
23	3719	301	400-S/550-S	S/700-S-2 450-
24	3719	301	400-S/550-S	S/700-S-2 450-
25	3719	311	400-S/550-S	S/700-S-2 450-
	3719	315	400-S/550-S	450-

1				S/700-S-2 450-
2	3719	320	400-S/550-S	S/700-S-2 450-
3	3719	326	400-S/550-S	S/700-S-2 450-
4	3719	335	400-S/550-S	S/700-S-2 450-
5	3719	340	400-S/550-S	S/700-S-2 450-
6	3719	344	400-S/550-S	S/700-S-2 450-
7	3719	349	400-S/550-S	S/700-S-2 450-
8	3719	350	400-S/550-S	S/700-S-2 450-
9	3719	358	400-S/550-S	S/700-S-2 450-
10	3719	369	400-S/550-S	S/700-S-2 450-
11	3719	375	400-S/550-S	S/700-S-2 450-
12	3719	379	400-S/550-S	S/700-S-2 450-
13	3719	387	400-S/550-S	S/700-S-2 450-
14	3719	420	400-S/550-S	S/700-S-2 450-
15	3719	427	400-S/550-S	S/700-S-2 450-
16	3719	429	400-S/550-S	S/700-S-2 450-
17	3719	434	400-S/550-S	S/700-S-2 450-
18	3721	029	450-S	750-S-2
19	3721	031	450-S	750-S-2
20	3722	013	250-S	350-S
21	3722	014	250-S	350-S
22	3722	079	250-S	350-S
23	3736	027	200-S	250-S
24	3736	074	200-S	360-S
25	3736	077	200-S	360-S
	3736	078A	200-S	200-
	3736	088	200-S	S/360-S 350-S

1	3736	168	200-S	250-S
	3736	169	200-S	250-S
2	3736	172	200-S	250-S
				450-
3	3719	021	400-S/550-S	S/700-S-2
				450-
4	3719	031	400-S/550-S	S/700-S-2
				450-
5	3719	033	400-S/550-S	S/700-S-2
				450-
6	3719	035	400-S/550-S	S/700-S-2
				450-
7	3719	045	400-S/550-S	S/700-S-2
				450-
8	3719	049	400-S/550-S	S/700-S-2
				450-
9	3719	054	400-S/550-S	S/700-S-2
				450-
10	3719	057	400-S/550-S	S/700-S-2
				450-
11	3719	065	400-S/550-S	S/700-S-2
				450-
12	3719	074	400-S/550-S	S/700-S-2
				450-
13	3719	080	400-S/550-S	S/700-S-2
				450-
14	3719	083	400-S/550-S	S/700-S-2
				450-
15	3719	110	400-S/550-S	S/700-S-2
				450-
16	3719	114	400-S/550-S	S/700-S-2
				450-
17	3719	116	400-S/550-S	S/700-S-2
				450-
18	3719	123	400-S/550-S	S/700-S-2
				450-
19	3719	126	400-S/550-S	S/700-S-2
				450-
20	3719	131	400-S/550-S	S/700-S-2
				450-
21	3719	134	400-S/550-S	S/700-S-2
				450-
22	3719	182	400-S/550-S	S/700-S-2
23	3719	186	400-S/550-S	450-

1				S/700-S-2 450-
2	3719	198	400-S/550-S	S/700-S-2 450-
3	3719	226	400-S/550-S	S/700-S-2 450-
4	3719	236	400-S/550-S	S/700-S-2 450-
5	3719	240	400-S/550-S	S/700-S-2 450-
6	3719	247	400-S/550-S	S/700-S-2 450-
7	3719	250	400-S/550-S	S/700-S-2 450-
8	3719	268	400-S/550-S	S/700-S-2 450-
9	3719	290	400-S/550-S	S/700-S-2 450-
10	3719	293	400-S/550-S	S/700-S-2 450-
11	3719	295	400-S/550-S	S/700-S-2 450-
12	3719	313	400-S/550-S	S/700-S-2 450-
13	3719	331	400-S/550-S	S/700-S-2 450-
14	3719	348	400-S/550-S	S/700-S-2 450-
15	3719	357	400-S/550-S	S/700-S-2 450-
16	3719	364	400-S/550-S	S/700-S-2 450-
17	3719	377	400-S/550-S	S/700-S-2 450-
18	3719	385	400-S/550-S	S/700-S-2 450-
19	3719	392	400-S/550-S	S/700-S-2 450-
20	3719	395	400-S/550-S	S/700-S-2 450-
21	3719	410	400-S/550-S	S/700-S-2 450-
22	3719	411	400-S/550-S	S/700-S-2 450-
23	3719	416	400-S/550-S	S/700-S-2 450-
24	3719			
25	3719			

1				S/700-S-2 450-
2	3719	437	400-S/550-S	S/700-S-2
	3721	019	450-S	750-S-2
3	3722	024	250-S	350-S
	3736	023	200-S	250-S
4	3736	076	200-S	360-S
5	3736	083A	200-S	350-S
				450-
6	3719	025	400-S/550-S	S/700-S-2
				450-
7	3719	026	400-S/550-S	S/700-S-2
				450-
8	3719	032	400-S/550-S	S/700-S-2
				450-
9	3719	034	400-S/550-S	S/700-S-2
				450-
10	3719	058	400-S/550-S	S/700-S-2
				450-
11	3719	060	400-S/550-S	S/700-S-2
				450-
12	3719	070	400-S/550-S	S/700-S-2
				450-
13	3719	072	400-S/550-S	S/700-S-2
				450-
14	3719	081	400-S/550-S	S/700-S-2
				450-
15	3719	090	400-S/550-S	S/700-S-2
				450-
16	3719	095	400-S/550-S	S/700-S-2
				450-
17	3719	096	400-S/550-S	S/700-S-2
				450-
18	3719	100	400-S/550-S	S/700-S-2
				450-
19	3719	103	400-S/550-S	S/700-S-2
				450-
20	3719	106	400-S/550-S	S/700-S-2
				450-
21	3719	117	400-S/550-S	S/700-S-2
				450-
22	3719	146	400-S/550-S	S/700-S-2
				450-
23	3719	149	400-S/550-S	S/700-S-2
				450-
24	3719	149	400-S/550-S	S/700-S-2
				450-
25	3719	149	400-S/550-S	S/700-S-2

1	3719	150	400-S/550-S	450- S/700-S-2
2	3719	161	400-S/550-S	450- S/700-S-2
3	3719	169	400-S/550-S	450- S/700-S-2
4	3719	178	400-S/550-S	450- S/700-S-2
5	3719	179	400-S/550-S	450- S/700-S-2
6	3719	190	400-S/550-S	450- S/700-S-2
7	3719	192	400-S/550-S	450- S/700-S-2
8	3719	195	400-S/550-S	450- S/700-S-2
9	3719	200	400-S/550-S	450- S/700-S-2
10	3719	203	400-S/550-S	450- S/700-S-2
11	3719	205	400-S/550-S	450- S/700-S-2
12	3719	212	400-S/550-S	450- S/700-S-2
13	3719	214	400-S/550-S	450- S/700-S-2
14	3719	215	400-S/550-S	450- S/700-S-2
15	3719	222	400-S/550-S	450- S/700-S-2
16	3719	232	400-S/550-S	450- S/700-S-2
17	3719	241	400-S/550-S	450- S/700-S-2
18	3719	248	400-S/550-S	450- S/700-S-2
19	3719	277	400-S/550-S	450- S/700-S-2
20	3719	280	400-S/550-S	450- S/700-S-2
21	3719	310	400-S/550-S	450- S/700-S-2
22	3719	316	400-S/550-S	450- S/700-S-2

1	3719	343	400-S/550-S	450-S/700-S-2
2	3719	347	400-S/550-S	450-S/700-S-2
3	3719	367	400-S/550-S	450-S/700-S-2
4	3719	378	400-S/550-S	450-S/700-S-2
5	3719	390	400-S/550-S	450-S/700-S-2
6	3719	394	400-S/550-S	450-S/700-S-2
7	3719	396	400-S/550-S	450-S/700-S-2
8	3719	397	400-S/550-S	450-S/700-S-2
9	3719	400	400-S/550-S	450-S/700-S-2
10	3719	404	400-S/550-S	450-S/700-S-2
11	3719	412	400-S/550-S	450-S/700-S-2
12	3719	421	400-S/550-S	450-S/700-S-2
13	3719	428	400-S/550-S	450-S/700-S-2
14	3719	433	400-S/550-S	450-S/700-S-2
15	3719	436	400-S/550-S	450-S/700-S-2
16	3719	438	400-S/550-S	450-S/700-S-2
17	3721	015A	450-S	450-S/750-S-2
18	3721	119	400-S	150-S
19	3722	058	350-S	150-S
20	3736	024	200-S	250-S
21	3736	121	200-S	150-S
22	3736	163	200-S	250-S
23	3736	173	200-S	250-S
24	3736	175	200-S	250-S
25	3737	030	200-400-S	200-400-S/150-S
	3708	098	550-S	700-S-2

1	3719	039	400-S/550-S	450- S/700-S-2
2	3719	040	400-S/550-S	450- S/700-S-2
3	3719	043	400-S/550-S	450- S/700-S-2
4	3719	048	400-S/550-S	450- S/700-S-2
5	3719	066	400-S/550-S	450- S/700-S-2
6	3719	075	400-S/550-S	450- S/700-S-2
7	3719	085	400-S/550-S	450- S/700-S-2
8	3719	097	400-S/550-S	450- S/700-S-2
9	3719	101	400-S/550-S	450- S/700-S-2
10	3719	120	400-S/550-S	450- S/700-S-2
11	3719	135	400-S/550-S	450- S/700-S-2
12	3719	139	400-S/550-S	450- S/700-S-2
13	3719	141	400-S/550-S	450- S/700-S-2
14	3719	144	400-S/550-S	450- S/700-S-2
15	3719	152	400-S/550-S	450- S/700-S-2
16	3719	172	400-S/550-S	450- S/700-S-2
17	3719	174	400-S/550-S	450- S/700-S-2
18	3719	183	400-S/550-S	450- S/700-S-2
19	3719	189	400-S/550-S	450- S/700-S-2
20	3719	210	400-S/550-S	450- S/700-S-2
21	3719	218	400-S/550-S	450- S/700-S-2
22	3719	245	400-S/550-S	450- S/700-S-2

1	3719	251	400-S/550-S	450- S/700-S-2
2	3719	259	400-S/550-S	450- S/700-S-2
3	3719	264	400-S/550-S	450- S/700-S-2
4	3719	265	400-S/550-S	450- S/700-S-2
5	3719	286	400-S/550-S	450- S/700-S-2
6	3719	296	400-S/550-S	450- S/700-S-2
7	3719	299	400-S/550-S	450- S/700-S-2
8	3719	304	400-S/550-S	450- S/700-S-2
9	3719	305	400-S/550-S	450- S/700-S-2
10	3719	308	400-S/550-S	450- S/700-S-2
11	3719	325	400-S/550-S	450- S/700-S-2
12	3719	355	400-S/550-S	450- S/700-S-2
13	3719	361	400-S/550-S	450- S/700-S-2
14	3719	365	400-S/550-S	450- S/700-S-2
15	3719	368	400-S/550-S	450- S/700-S-2
16	3719	370	400-S/550-S	450- S/700-S-2
17	3719	376	400-S/550-S	450- S/700-S-2
18	3719	380	400-S/550-S	450- S/700-S-2
19	3719	384	400-S/550-S	450- S/700-S-2
20	3719	401	400-S/550-S	450- S/700-S-2
21	3719	407	400-S/550-S	450- S/700-S-2
22	3719	409	400-S/550-S	450- S/700-S-2

1	3719	414	400-S/550-S	450- S/700-S-2
2	3719	415	400-S/550-S	450- S/700-S-2
3	3719	418	400-S/550-S	450- S/700-S-2
4	3719	424	400-S/550-S	450- S/700-S-2
5	3719	430	400-S/550-S	450- S/700-S-2
6	3720	008	300-X	150-S
7	3722	011	250-S	350-S
8	3736	029	200-S	250-S
9	3736	083	200-S/350-S	350-S
10	3736	111	200-S/350-S	350-S
11	3736	159	200-S	250-S
12	3736	160	200-S	250-S
13	3736	166	200-S	250-S
14	3719	020	400-S/550-S	450- S/700-S-2
15	3719	024	400-S/550-S	450- S/700-S-2
16	3719	027	400-S/550-S	450- S/700-S-2
17	3719	037	400-S/550-S	450- S/700-S-2
18	3719	052	400-S/550-S	450- S/700-S-2
19	3719	053	400-S/550-S	450- S/700-S-2
20	3719	061	400-S/550-S	450- S/700-S-2
21	3719	062	400-S/550-S	450- S/700-S-2
22	3719	071	400-S/550-S	450- S/700-S-2
23	3719	082	400-S/550-S	450- S/700-S-2
24	3719	092	400-S/550-S	450- S/700-S-2
25	3719	093	400-S/550-S	450- S/700-S-2
	3719	111	400-S/550-S	450- S/700-S-2

1	3719	115	400-S/550-S	450- S/700-S-2
2	3719	119	400-S/550-S	450- S/700-S-2
3	3719	128	400-S/550-S	450- S/700-S-2
4	3719	136	400-S/550-S	450- S/700-S-2
5	3719	138	400-S/550-S	450- S/700-S-2
6	3719	155	400-S/550-S	450- S/700-S-2
7	3719	156	400-S/550-S	450- S/700-S-2
8	3719	160	400-S/550-S	450- S/700-S-2
9	3719	184	400-S/550-S	450- S/700-S-2
10	3719	184	400-S/550-S	450- S/700-S-2
11	3719	185	400-S/550-S	450- S/700-S-2
12	3719	206	400-S/550-S	450- S/700-S-2
13	3719	213	400-S/550-S	450- S/700-S-2
14	3719	227	400-S/550-S	450- S/700-S-2
15	3719	238	400-S/550-S	450- S/700-S-2
16	3719	258	400-S/550-S	450- S/700-S-2
17	3719	261	400-S/550-S	450- S/700-S-2
18	3719	272	400-S/550-S	450- S/700-S-2
19	3719	279	400-S/550-S	450- S/700-S-2
20	3719	283	400-S/550-S	450- S/700-S-2
21	3719	289	400-S/550-S	450- S/700-S-2
22	3719	297	400-S/550-S	450- S/700-S-2
23	3719	302	400-S/550-S	450- S/700-S-2
24	3719			
25	3719			

1	3719	306	400-S/550-S	450- S/700-S-2
2	3719	309	400-S/550-S	450- S/700-S-2
3	3719	312	400-S/550-S	450- S/700-S-2
4	3719	329	400-S/550-S	450- S/700-S-2
5	3719	333	400-S/550-S	450- S/700-S-2
6	3719	334	400-S/550-S	450- S/700-S-2
7	3719	352	400-S/550-S	450- S/700-S-2
8	3719	360	400-S/550-S	450- S/700-S-2
9	3719	362	400-S/550-S	450- S/700-S-2
10	3719	366	400-S/550-S	450- S/700-S-2
11	3719	372	400-S/550-S	450- S/700-S-2
12	3719	381	400-S/550-S	450- S/700-S-2
13	3719	382	400-S/550-S	450- S/700-S-2
14	3719	386	400-S/550-S	450- S/700-S-2
15	3719	388	400-S/550-S	450- S/700-S-2
16	3719	391	400-S/550-S	450- S/700-S-2
17	3719	398	400-S/550-S	450- S/700-S-2
18	3719	403	400-S/550-S	450- S/700-S-2
19	3719	405	400-S/550-S	450- S/700-S-2
20	3719	413	400-S/550-S	450- S/700-S-2
21	3719	417	400-S/550-S	450- S/700-S-2
22	3719	425	400-S/550-S	450- S/700-S-2

1	3719	432	400-S/550-S	450- S/700-S-2
2	3719	435	400-S/550-S	450- S/700-S-2
3	3736	075	200-S	360-S
	3736	086	200-S/350-S	350-S
4	3736	107	200-S/350-S	350-S
	3736	114	200-S/350-S	150-S
5	3736	161	200-S	250-S
6	3736	167	200-S	250-S
	3736	174	200-S	250-S
7				350-
	3738	012	200-S/350-S	S/400-S
8	3736	170	200-S	250-S
	3736	171	200-S	250-S
9	3736	176	200-S	250-S
10	3738	011	200-S	400-S
	3719	003	80-X	100-X
11	3719	011	350-S	700-S-2
				450-
12	3719	030	400-S/550-S	S/700-S-2
				450-
13	3719	038	400-S/550-S	S/700-S-2
				450-
14	3719	050	400-S/550-S	S/700-S-2
				450-
15	3719	059	400-S/550-S	S/700-S-2
				450-
16	3719	068	400-S/550-S	S/700-S-2
				450-
17	3719	069	400-S/550-S	S/700-S-2
				450-
18	3719	076	400-S/550-S	S/700-S-2
				450-
19	3719	087	400-S/550-S	S/700-S-2
				450-
20	3719	088	400-S/550-S	S/700-S-2
				450-
21	3719	105	400-S/550-S	S/700-S-2
				450-
22	3719	108	400-S/550-S	S/700-S-2
				450-
23	3719	112	400-S/550-S	S/700-S-2
	3719	121	400-S/550-S	450-

1				S/700-S-2 450-
2	3719	125	400-S/550-S	S/700-S-2 450-
3	3719	142	400-S/550-S	S/700-S-2 450-
4	3719	143	400-S/550-S	S/700-S-2 450-
5	3719	154	400-S/550-S	S/700-S-2 450-
6	3719	159	400-S/550-S	S/700-S-2 450-
7	3719	165	400-S/550-S	S/700-S-2 450-
8	3719	168	400-S/550-S	S/700-S-2 450-
9	3719	180	400-S/550-S	S/700-S-2 450-
10	3719	188	400-S/550-S	S/700-S-2 450-
11	3719	191	400-S/550-S	S/700-S-2 450-
12	3719	209	400-S/550-S	S/700-S-2 450-
13	3719	216	400-S/550-S	S/700-S-2 450-
14	3719	217	400-S/550-S	S/700-S-2 450-
15	3719	220	400-S/550-S	S/700-S-2 450-
16	3719	224	400-S/550-S	S/700-S-2 450-
17	3719	228	400-S/550-S	S/700-S-2 450-
18	3719	230	400-S/550-S	S/700-S-2 450-
19	3719	234	400-S/550-S	S/700-S-2 450-
20	3719	239	400-S/550-S	S/700-S-2 450-
21	3719	249	400-S/550-S	S/700-S-2 450-
22	3719	255	400-S/550-S	S/700-S-2 450-
23	3719	256	400-S/550-S	S/700-S-2 450-
24				
25				

1				S/700-S-2 450-
2	3719	260	400-S/550-S	S/700-S-2 450-
3	3719	263	400-S/550-S	S/700-S-2 450-
4	3719	269	400-S/550-S	S/700-S-2 450-
5	3719	271	400-S/550-S	S/700-S-2 450-
6	3719	307	400-S/550-S	S/700-S-2 450-
7	3719	321	400-S/550-S	S/700-S-2 450-
8	3719	322	400-S/550-S	S/700-S-2 450-
9	3719	323	400-S/550-S	S/700-S-2 450-
10	3719	330	400-S/550-S	S/700-S-2 450-
11	3719	336	400-S/550-S	S/700-S-2 450-
12	3719	341	400-S/550-S	S/700-S-2 450-
13	3719	342	400-S/550-S	S/700-S-2 450-
14	3719	345	400-S/550-S	S/700-S-2 450-
15	3719	354	400-S/550-S	S/700-S-2 450-
16	3719	356	400-S/550-S	S/700-S-2 450-
17	3719	374	400-S/550-S	S/700-S-2 450-
18	3719	389	400-S/550-S	S/700-S-2 450-
19	3719	399	400-S/550-S	S/700-S-2 450-
20	3719	402	400-S/550-S	S/700-S-2 450-
21	3719	419	400-S/550-S	S/700-S-2 450-
22	3719	426	400-S/550-S	S/700-S-2 450-
23	3719	431	400-S/550-S	S/700-S-2 450-
24	3719			
25	3719			

1				S/700-S-2 450-
2	3719	439	400-S/550-S	S/700-S-2 450-
3	3719	440	400-S/550-S	S/700-S-2 100-
4				X/1000-S- 2
5	3720	001	30-X/80-X	150-S
	3722	023	250-S	350-S
6	3722	026	250-S	700-S-2
	3719	010	350-S	450-
7				S/700-S-2
8	3719	022	400-S/550-S	450-
9	3719	028	400-S/550-S	S/700-S-2 450-
10	3719	029	400-S/550-S	S/700-S-2 450-
11	3719	041	400-S/550-S	S/700-S-2 450-
12	3719	042	400-S/550-S	S/700-S-2 450-
13	3719	051	400-S/550-S	S/700-S-2 450-
14	3719	067	400-S/550-S	S/700-S-2 450-
15	3719	078	400-S/550-S	S/700-S-2 450-
16	3719	084	400-S/550-S	S/700-S-2 450-
17	3719	094	400-S/550-S	S/700-S-2 450-
18	3719	124	400-S/550-S	S/700-S-2 450-
19	3719	129	400-S/550-S	S/700-S-2 450-
20	3719	132	400-S/550-S	S/700-S-2 450-
21	3719	133	400-S/550-S	S/700-S-2 450-
22	3719	140	400-S/550-S	S/700-S-2 450-
23	3719	145	400-S/550-S	S/700-S-2 450-
24	3719	151	400-S/550-S	450-
25	3719			

1				S/700-S-2 450-
2	3719	153	400-S/550-S	S/700-S-2 450-
3	3719	158	400-S/550-S	S/700-S-2 450-
4	3719	166	400-S/550-S	S/700-S-2 450-
5	3719	167	400-S/550-S	S/700-S-2 450-
6	3719	171	400-S/550-S	S/700-S-2 450-
7	3719	177	400-S/550-S	S/700-S-2 450-
8	3719	197	400-S/550-S	S/700-S-2 450-
9	3719	202	400-S/550-S	S/700-S-2 450-
10	3719	204	400-S/550-S	S/700-S-2 450-
11	3719	207	400-S/550-S	S/700-S-2 450-
12	3719	221	400-S/550-S	S/700-S-2 450-
13	3719	223	400-S/550-S	S/700-S-2 450-
14	3719	225	400-S/550-S	S/700-S-2 450-
15	3719	235	400-S/550-S	S/700-S-2 450-
16	3719	242	400-S/550-S	S/700-S-2 450-
17	3719	244	400-S/550-S	S/700-S-2 450-
18	3719	257	400-S/550-S	S/700-S-2 450-
19	3719	262	400-S/550-S	S/700-S-2 450-
20	3719	270	400-S/550-S	S/700-S-2 450-
21	3719	274	400-S/550-S	S/700-S-2 450-
22	3719	276	400-S/550-S	S/700-S-2 450-
23	3719	281	400-S/550-S	S/700-S-2 450-
24	3719			
25	3719			

1				S/700-S-2 450-
2	3719	282	400-S/550-S	S/700-S-2 450-
3	3719	284	400-S/550-S	S/700-S-2 450-
4	3719	294	400-S/550-S	S/700-S-2 450-
5	3719	298	400-S/550-S	S/700-S-2 450-
6	3719	303	400-S/550-S	S/700-S-2 450-
7	3719	314	400-S/550-S	S/700-S-2 450-
8	3719	317	400-S/550-S	S/700-S-2 450-
9	3719	319	400-S/550-S	S/700-S-2 450-
10	3719	324	400-S/550-S	S/700-S-2 450-
11	3719	327	400-S/550-S	S/700-S-2 450-
12	3719	328	400-S/550-S	S/700-S-2 450-
13	3719	337	400-S/550-S	S/700-S-2 450-
14	3719	338	400-S/550-S	S/700-S-2 450-
15	3719	339	400-S/550-S	S/700-S-2 450-
16	3719	346	400-S/550-S	S/700-S-2 450-
17	3719	351	400-S/550-S	S/700-S-2 450-
18	3719	353	400-S/550-S	S/700-S-2 450-
19	3719	359	400-S/550-S	S/700-S-2 450-
20	3719	363	400-S/550-S	S/700-S-2 450-
21	3719	371	400-S/550-S	S/700-S-2 450-
22	3719	373	400-S/550-S	S/700-S-2 450-
23	3719	393	400-S/550-S	450-
24	3719			
25	3719			

1				S/700-S-2 450-
2	3719	406	400-S/550-S	S/700-S-2 450-
3	3719	408	400-S/550-S	S/700-S-2 450-
4	3719	423	400-S/550-S	S/700-S-2
5	3736	025	200-S	250-S
6	3736	084	200-S	350-S
7	3736	164	200-S	250-S
8	3736	165	200-S	250-S
9	3708	003	550-S	850-S-2 550-
10	3708	006	550-S	S/850-S-2
11	3719	018	350-S	700-S-2 450-
12	3719	023	400-S/550-S	S/700-S-2 450-
13	3719	036	400-S/550-S	S/700-S-2 450-
14	3719	044	400-S/550-S	S/700-S-2 450-
15	3719	063	400-S/550-S	S/700-S-2 450-
16	3719	073	400-S/550-S	S/700-S-2 450-
17	3719	086	400-S/550-S	S/700-S-2 450-
18	3719	089	400-S/550-S	S/700-S-2 450-
19	3719	098	400-S/550-S	S/700-S-2 450-
20	3719	099	400-S/550-S	S/700-S-2 450-
21	3719	107	400-S/550-S	S/700-S-2 450-
22	3719	122	400-S/550-S	S/700-S-2 450-
23	3719	127	400-S/550-S	S/700-S-2 450-
24	3719	130	400-S/550-S	S/700-S-2 450-
25	3719	147	400-S/550-S	S/700-S-2
	3719	162	400-S/550-S	450-

1				S/700-S-2 450-
2	3719	163	400-S/550-S	S/700-S-2 450-
3	3719	170	400-S/550-S	S/700-S-2 450-
4	3719	173	400-S/550-S	S/700-S-2 450-
5	3719	175	400-S/550-S	S/700-S-2 450-
6	3719	187	400-S/550-S	S/700-S-2 450-
7	3719	208	400-S/550-S	S/700-S-2 450-
8	3719	211	400-S/550-S	S/700-S-2 450-
9	3719	231	400-S/550-S	S/700-S-2 450-
10	3719	237	400-S/550-S	S/700-S-2 450-
11	3719	243	400-S/550-S	S/700-S-2 450-
12	3719	246	400-S/550-S	S/700-S-2 450-
13	3719	253	400-S/550-S	S/700-S-2 450-
14	3719	267	400-S/550-S	S/700-S-2 450-
15	3719	278	400-S/550-S	S/700-S-2 450-
16	3719	285	400-S/550-S	S/700-S-2 450-
17	3719	288	400-S/550-S	S/700-S-2 450-
18	3719	292	400-S/550-S	S/700-S-2 450-
19	3719	300	400-S/550-S	S/700-S-2 450-
20	3719	318	400-S/550-S	S/700-S-2 450-
21	3719	332	400-S/550-S	S/700-S-2 450-
22	3719	383	400-S/550-S	S/700-S-2 450-
23	3719	422	400-S/550-S	450-
24				
25				

1	3721	006	80-X/500-S/550-S	S/700-S-2 100-X
2	3721	124	500-S/550-S	100-X
	3722	012	250-S	350-S
3	3722	070	350-S	150-S
	3736	035	200-S	250-S
4	3736	085	200-S	350-S
5	3736	162	200-S	250-S

6
7 Section 4. Under Sections 106 and 302(c) of the Planning Code, the Zoning Map,
8 Sheet SU1, is hereby approved by placing every property listed below into the Transit Center
9 C-3-O(SD) Commercial Special Use District.

10 Description of Property

11	BLOCK	LOT
12	3707	001
	3707	011
13	3707	012
	3708	009
14	3708	011
	3708	012
15	3708	055
	3708	097
16	3708	142
	3708	146
17	3708	167
	3708	173
18	3709	006A
19	3709	016
	3709	017
20	3710	017
	3710	018
21	3719	009
	3719	046
22	3719	047
	3719	055
23	3719	056
	3719	064
24	3719	077
25		

1	3719	079
	3719	091
2	3719	102
	3719	104
3	3719	109
	3719	113
4	3719	118
	3719	137
5	3719	148
	3719	157
6	3719	164
	3719	176
7	3719	181
	3719	193
8	3719	194
	3719	196
9	3719	199
10	3719	201
	3719	219
11	3719	219
	3719	229
12	3719	233
	3719	252
13	3719	254
	3719	266
14	3719	273
	3719	275
15	3719	287
	3719	291
16	3719	301
	3719	311
17	3719	315
	3719	320
18	3719	326
	3719	335
19	3719	340
	3719	344
20	3719	349
	3719	350
21	3719	358
	3719	369
22	3719	375
	3719	379
23	3719	387
	3719	420

1	3719	427
	3719	429
2	3719	434
	3721	013
3	3721	022
	3721	029
4	3721	031
	3721	048
5	3721	094
	3721	097
6	3721	099
	3721	109
7	3721	115
	3721	118
8	3721	118
	3736	088
9	3736	102
	3736	110
10	3707	009
	3708	008
11	3708	058
	3708	059
12	3708	059
	3708	125
13	3708	127
	3708	140
14	3708	163
	3708	169
15	3708	169
	3719	021
16	3719	031
	3719	033
17	3719	035
	3719	045
18	3719	045
	3719	049
19	3719	054
	3719	057
20	3719	065
	3719	074
21	3719	080
	3719	083
22	3719	083
	3719	110
23	3719	114
	3719	116
24	3719	123
	3719	123
25	3719	126
	3719	131

1	3719	134
	3719	182
2	3719	186
	3719	198
3	3719	226
	3719	236
4	3719	240
	3719	247
5	3719	250
	3719	268
6	3719	290
	3719	293
7	3719	295
	3719	313
8	3719	331
	3719	348
9	3719	357
10	3719	364
	3719	377
11	3719	385
	3719	392
12	3719	395
	3719	410
13	3719	411
	3719	416
14	3719	437
	3721	004
15	3721	019
	3722	001
16	3722	005
	3736	083A
17	3736	096
	3707	002
18	3707	010
	3707	062
19	3708	007
	3708	019
20	3708	031
	3708	032
21	3708	044
	3708	057
22	3708	131
	3708	135
23	3708	138
24		
25		

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	3708	153
2	3708	155
	3710	002
3	3710	015
	3719	025
4	3719	026
	3719	032
5	3719	034
	3719	058
6	3719	060
	3719	070
7	3719	072
	3719	081
8	3719	090
	3719	095
9	3719	096
10	3719	100
	3719	103
11	3719	106
	3719	117
12	3719	146
	3719	149
13	3719	150
	3719	161
14	3719	169
	3719	178
15	3719	179
	3719	190
16	3719	192
	3719	195
17	3719	200
	3719	203
18	3719	205
	3719	212
19	3719	214
	3719	215
20	3719	222
	3719	232
21	3719	241
	3719	248
22	3719	277
	3719	280
23	3719	310

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	3719	343
2	3719	347
	3719	367
3	3719	378
	3719	390
4	3719	394
	3719	396
5	3719	397
	3719	400
6	3719	404
	3719	412
7	3719	421
	3719	428
8	3719	433
	3719	436
9	3719	438
10	3721	003
	3721	015A
11	3721	023
	3721	047
12	3721	100
	3721	104
13	3721	119
	3721	120
14	3722	004
	3722	017
15	3722	019
	3736	094
16	3736	121
	3737	030
17	3707	007
	3708	029
18	3708	040
	3708	098
19	3708	141
	3708	144
20	3708	149
	3708	158
21	3708	170
	3708	172
22	3709	012
	3709	020
23	3719	039

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	3719	043
2	3719	048
	3719	066
3	3719	075
	3719	085
4	3719	097
	3719	101
5	3719	120
	3719	135
6	3719	139
	3719	141
7	3719	144
	3719	152
8	3719	172
	3719	174
9	3719	183
10	3719	189
	3719	210
11	3719	218
	3719	245
12	3719	251
	3719	259
13	3719	264
	3719	265
14	3719	286
	3719	296
15	3719	299
	3719	304
16	3719	305
	3719	308
17	3719	308
	3719	325
18	3719	355
	3719	361
19	3719	361
	3719	365
20	3719	368
	3719	370
21	3719	376
	3719	376
22	3719	380
	3719	380
23	3719	384
	3719	384
24	3719	401
	3719	401
25	3719	407
	3719	409
	3719	414

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	3719	418
2	3719	424
	3719	430
3	3720	008
	3721	001
4	3721	015
	3721	089
5	3721	095
	3721	103
6	3721	110
	3721	112
7	3721	123
	3721	123
8	3736	083
	3736	111
9	3736	112
	3736	112
10	3708	126
	3708	133
11	3708	134
	3708	136
12	3708	139
	3708	151
13	3708	164
	3708	164
14	3708	168
	3709	011
15	3709	014
	3719	020
16	3719	024
	3719	027
17	3719	037
	3719	037
18	3719	052
	3719	053
19	3719	061
	3719	062
20	3719	071
	3719	071
21	3719	082
	3719	092
22	3719	093
	3719	111
23	3719	115
	3719	115
24	3719	119
	3719	128
25	3719	136
	3719	138

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	3719	156
2	3719	160
	3719	184
3	3719	185
	3719	206
4	3719	213
	3719	227
5	3719	238
	3719	258
6	3719	261
	3719	272
7	3719	279
	3719	283
8	3719	289
	3719	297
9	3719	302
10	3719	306
	3719	309
11	3719	312
	3719	329
12	3719	333
	3719	334
13	3719	352
	3719	360
14	3719	362
	3719	366
15	3719	372
	3719	381
16	3719	382
	3719	386
17	3719	388
	3719	391
18	3719	398
	3719	403
19	3719	405
	3719	413
20	3719	417
	3719	425
21	3719	432
	3719	435
22	3719	002
23	3721	016
24	3721	025
25	3721	

1	3721	050
	3721	071
2	3721	082
	3721	087
3	3721	105
	3721	114
4	3736	086
	3736	097
5	3736	107
	3736	114
6	3738	012
7	3707	004
	3707	013
8	3708	023
	3708	056
9	3708	095
10	3708	096
	3708	130
11	3708	137
	3708	148
12	3708	157
	3708	160
13	3708	166
	3708	171
14	3709	008
15	3709	015
	3710	020
16	3719	003
	3719	011
17	3719	030
	3719	038
18	3719	050
	3719	059
19	3719	068
20	3719	069
	3719	076
21	3719	087
	3719	088
22	3719	105
23	3719	108
	3719	112
24	3719	121
	3719	125
25	3719	142

1	3719	143
	3719	154
2	3719	159
	3719	165
3	3719	168
	3719	180
4	3719	188
	3719	191
5	3719	209
	3719	216
6	3719	217
	3719	220
7	3719	224
	3719	228
8	3719	230
	3719	234
9	3719	239
10	3719	249
	3719	255
11	3719	256
	3719	260
12	3719	263
	3719	269
13	3719	271
	3719	307
14	3719	321
	3719	322
15	3719	323
	3719	330
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	3719	341
17	3719	342
	3719	345
18	3719	354
	3719	356
19	3719	374
	3719	389
20	3719	399
	3719	402
21	3719	419
	3719	426
22	3719	431
	3719	439
23	3719	440

1	3720	001
	3721	096
2	3721	098
	3721	108
3	3721	113
	3735	005
4	3736	089
	3736	091
5	3736	098
	3736	099
6	3736	101
	3738	011
7	3707	002A
8	3707	008
	3708	010
9	3708	121
	3708	123
10	3708	132
	3708	147
11	3708	159
	3709	019
12	3710	014
13	3719	010
	3719	022
14	3719	028
	3719	029
15	3719	041
	3719	042
16	3719	051
	3719	067
17	3719	078
	3719	084
18	3719	094
	3719	124
19	3719	129
	3719	132
20	3719	133
	3719	140
21	3719	145
	3719	151
22	3719	153
	3719	158
23	3719	166
	3719	167

1	3719	171
	3719	177
2	3719	197
	3719	202
3	3719	204
	3719	207
4	3719	221
	3719	223
5	3719	225
	3719	235
6	3719	242
	3719	244
7	3719	257
	3719	262
8	3719	270
	3719	274
9	3719	276
10	3719	281
	3719	282
11	3719	284
	3719	284
12	3719	294
	3719	298
13	3719	303
	3719	314
14	3719	317
	3719	319
15	3719	324
	3719	327
16	3719	328
	3719	337
17	3719	338
	3719	339
18	3719	346
	3719	351
19	3719	353
	3719	359
20	3719	363
	3719	371
21	3719	373
	3719	393
22	3719	406
	3719	408
23	3719	423
24	3719	020
25	3721	

1	3721	051
	3721	052
2	3721	084
	3721	092
3	3721	102
	3721	106
4	3721	111
	3721	117
5	3721	122
6	3722	002
	3722	016
7	3736	084
	3707	005
8	3707	006
	3708	003
9	3708	006
10	3708	028
	3708	038
11	3708	039
	3708	043
12	3708	122
	3708	124
13	3708	128
	3708	129
14	3708	143
15	3708	145
	3708	152
16	3708	154
	3708	156
17	3708	161
	3708	162
18	3708	165
19	3710	019
	3719	018
20	3719	023
	3719	036
21	3719	044
	3719	063
22	3719	073
	3719	086
23	3719	089
	3719	098
24	3719	099
25	3719	107

1	3719	122
	3719	127
2	3719	130
	3719	147
3	3719	162
	3719	163
4	3719	170
	3719	173
5	3719	175
	3719	187
6	3719	208
	3719	211
7	3719	231
	3719	237
8	3719	243
	3719	246
9	3719	253
10	3719	267
	3719	278
11	3719	285
	3719	288
12	3719	292
	3719	300
13	3719	318
	3719	332
14	3719	383
	3719	422
15	3721	005
	3721	006
16	3721	014
	3721	049
17	3721	093
	3721	101
18	3721	116
	3721	124
19	3722	003
	3735	063
20	3736	085
	3736	092
21	3736	093
	3736	095
22	3736	100
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24		
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Section 5. Under Sections 106 and 302(c) of the Planning Code, the Zoning Map, Preservation District Sheet PD1, is hereby approved by placing every property listed below into the New Montgomery-Mission-Second Street Conservation District.

Description of Property

Block	Lot
3707	051
3722	013
3722	014
3722	283
3722	297
3722	298
3722	303
3722	329
3722	330
3722	333
3722	358
3735	041
3735A	005
3735A	007
3735A	011
3735A	012
3735A	014
3735A	021
3735A	026
3735A	045
3735A	046
3735A	048
3735A	050
3735A	056
3735A	079
3735A	084
3735A	086
3735A	092
3735A	097
3735A	105
3735A	107
3735A	117

1	3735A	134
	3735A	146
2	3735A	158
	3735A	166
3	3707	018
	3707	021
4	3722	024
	3722	264
5	3722	265
	3722	290
6	3722	300
	3722	316
7	3722	318
	3722	327
8	3722	328
	3722	348
9	3735	039
10	3735A	010
	3735A	015
11	3735A	022
	3735A	023
12	3735A	039
	3735A	040
13	3735A	044
	3735A	049
14	3735A	063
	3735A	065
15	3735A	066
	3735A	067
16	3735A	078
	3735A	081
17	3735A	087
	3735A	098
18	3735A	103
	3735A	110
19	3735A	116
	3735A	136
20	3735A	138
	3735A	153
21	3735A	159
	3735A	160
22	3735A	162
	3735A	164
23	3707	020

1	3722	058
	3722	067
2	3722	068
	3722	262
3	3722	263
	3722	276
4	3722	279
	3722	287
5	3722	288
	3722	294
6	3722	320
	3722	335
7	3722	336
	3722	337
8	3722	344
	3722	347
9	3722	352
10	3722	353
	3722	355
11	3722	359
	3722	050
12	3735	013
	3735A	058
13	3735A	069
	3735A	099
14	3735A	106
	3735A	118
15	3735A	127
	3735A	143
16	3735A	154
	3735A	161
17	3707	057
	3722	011
18	3722	257
	3722	261
19	3722	284
	3722	293
20	3722	301
	3722	306
21	3722	310
	3722	311
22	3722	322
	3722	323
23	3722	324
24	3722	
25	3722	

1	3722	342
	3722	349
2	3722	354
	3722	356
3	3735A	002
	3735A	003
4	3735A	019
	3735A	024
5	3735A	025
	3735A	038
6	3735A	041
	3735A	043
7	3735A	055
	3735A	089
8	3735A	093
	3735A	095
9	3735A	100
10	3735A	126
	3735A	133
11	3735A	147
	3735A	148
12	3707	019
13	3707	032
	3722	259
14	3722	267
	3722	268
15	3722	269
	3722	271
16	3722	273
	3722	278
17	3722	295
	3722	304
18	3722	325
	3722	334
19	3722	340
	3722	340
20	3735	042
21	3735A	001
	3735A	009
22	3735A	017
	3735A	031
23	3735A	032
	3735A	032
24	3735A	035
	3735A	042
25	3735A	042
	3735A	047

1	3735A	052
	3735A	054
2	3735A	061
	3735A	071
3	3735A	072
	3735A	083
4	3735A	094
	3735A	113
5	3735A	115
	3735A	119
6	3735A	124
	3735A	128
7	3735A	129
	3735A	141
8	3735A	149
	3735A	150
9	3722	023
10	3722	069
	3722	260
11	3722	292
	3722	299
12	3722	302
	3722	309
13	3722	312
	3722	315
14	3722	319
	3722	321
15	3722	331
	3722	360
16	3735	040
	3735A	008
17	3735A	027
	3735A	028
18	3735A	029
	3735A	053
19	3735A	060
	3735A	070
20	3735A	076
	3735A	077
21	3735A	082
	3735A	085
22	3735A	090
	3735A	108
23	3735A	112

1	3735A	114
	3735A	137
2	3735A	142
	3735A	145
3	3735A	152
	3735A	155
4	3735A	156
	3735A	163
5	3706	093
	3722	270
6	3722	272
	3722	274
7	3722	277
	3722	285
8	3722	286
	3722	289
9	3722	291
10	3722	308
	3722	313
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	3722	338
12	3722	339
	3722	341
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14	3722	351
	3722	357
15	3735A	004
	3735A	006
16	3735A	033
	3735A	034
17	3735A	036
	3735A	051
18	3735A	057
	3735A	059
19	3735A	073
	3735A	088
20	3735A	102
	3735A	104
21	3735A	111
	3735A	120
22	3735A	121
	3735A	135
23	3735A	139

1	3735A	140
	3735A	151
2	3735A	165
	3722	012
3	3722	070
	3722	266
4	3722	275
	3722	280
5	3722	281
	3722	282
6	3722	296
	3722	305
7	3722	307
	3722	314
8	3722	326
	3722	332
9	3722	343
10	3722	345
	3735A	016
11	3735A	018
	3735A	020
12	3735A	030
	3735A	037
13	3735A	062
	3735A	064
14	3735A	068
	3735A	074
15	3735A	075
	3735A	080
16	3735A	091
	3735A	096
17	3735A	101
	3735A	109
18	3735A	122
	3735A	123
19	3735A	125
	3735A	130
20	3735A	131
	3735A	132
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	3735A	157
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1 Section 6. Effective Date. This ordinance shall become effective 30 days from the
2 date of passage.

3
4
5 APPROVED AS TO FORM:
6 DENNIS J. HERRERA, City Attorney

7 By: _____
8 John D. Malamut
9 Deputy City Attorney

SEC. 10E.1. DOWNTOWN PLAN.

(a) **Findings.** The Board of Supervisors makes the following findings in support of this ordinance.

(1) The Planning Commission has adopted the Downtown Plan as part of the General Plan of the City and County of San Francisco, and the Board of Supervisors, acting upon the recommendation of the Planning Commission, has adopted amendments to the Planning Code called for in the Downtown Plan. *The Planning Commission and Board of Supervisors have adopted the Transit Center District Plan as a sub-area of the Downtown Plan, as well as implementing Planning Code provisions.*

(2) The focus of the Downtown Plan is to prevent development where change would diminish the city's character or livability but to allow appropriately scaled development that would further the City's economic, fiscal and social objectives.

(3) The Downtown Plan is based on certain assessments about the ability of the City to absorb the impacts of growth in downtown San Francisco and the desirability of increasing housing, ridesharing and transit use in light of the anticipated downtown growth. The Downtown Plan proposes various actions which should be taken to achieve the following goals: An increase in the City's housing supply by an average of 1,000 to 1,500 new housing units per year; and increase in ridesharing to a point where the number of persons commuting by auto or van rises from 1.48 to 1.66 persons per vehicle; and an increase in the use of transit by downtown workers from 64 percent to 70 percent of all work trips.

(4) The Downtown Plan recommends the adoption of a formal process for monitoring progress toward Plan goals. This monitoring process is necessary to evaluate the effectiveness of the Plan and the impacts of downtown growth, and to make any adjustments deemed appropriate to the controls described in the Downtown Plan or to additions to the City's infrastructure and services.

(5) The purpose of this monitoring system shall be to determine whether the infrastructure and support systems necessary to accommodate the growth of downtown, particularly housing supply and transit capacity, have kept pace with development in the C-3 Districts. If downtown is growing at a faster pace than the necessary infrastructure and support systems, it may become necessary to make further efforts to slow down the pace of development, or devise additional mechanisms for providing required infrastructure and support systems.

(6) The Planning Department shall undertake a two-tiered monitoring program. The two tiers are: A) An annual collection and reporting of data from selected sources that are gathered on a regular basis, and B) every five years, a more extensive data collection effort that includes an analysis of long-term policy indicators such as the TDR program, urban form goals, any impact fee funds, and provides analysis of the Downtown Plan's policy objectives. The annual monitoring should provide an early warning system for trends that may develop, indicating a shortfall in the long range goals.

(b) **Annual Report.** The Planning Department shall prepare an annual report detailing the effects of downtown growth. The report shall be presented to the Board of Supervisors, Planning Commission, and Mayor, and shall address: (1) the extent of development in the C-3 Districts; (2) the consequences of that development; (3) the effectiveness of the policies set forth in the Downtown Plan in maintaining San Francisco's environment and character; and (4) recommendations for measures deemed appropriate to deal with the impacts of downtown growth.

(1) **Time Period and Due Date.** Reports shall be due by July 1st of each year, and shall address the immediately preceding calendar year, except for the five year report, which shall address the preceding five calendar years.

(2) **Data Source.** The Planning Department shall assemble a data base for 1984 and subsequent years 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.

(3) **Categories of Information.** The following categories of information shall be included:

Commercial Space and Employment.

(A) The amount of office space "Completed," "Approved," and "Under Construction" during the preceding year, both within the C-3 Districts and elsewhere in the City. This inventory shall include the location and square footage (gross and net) of those projects, as well as an estimate of the dates when the space "Approved" and "Under Construction" will become available for occupancy.

(B) Office Vacancy Ratio. An estimate of the current office vacancy rate in the C-3 Districts and citywide.

(C) Citywide and C-3 District Office Employment. An estimate of additional office employment, by occupation type, in the C-3 Districts and citywide.

(D) Tourist Hotel Rooms and Employment. An estimate of the net increment or tourist hotel rooms and additional hotel employment in the C-3 Districts.

(E) Retail Space and Employment. An estimate of the net increment of retail space and of the additional retail employment relocation trends and patterns within the City and the Bay Area.

(F) 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.

Housing.

(G) Housing Units Certified for Occupancy. An estimate of the number of housing units throughout the City newly constructed, demolished, or converted to other uses.

(H) Jobs/Housing Linkage Program. A summary of the operation of the Jobs/Housing Linkage Program (formerly the Office Affordable Housing Production Program) and the Housing Affordability Fund, identifying the number and income mix of units constructed or assisted with these monies.

Transportation.

(I) Parking Inventory. An estimate of the net increment of off-street parking spaces approved in C-3 Districts.

(J) Vehicle Occupancy Rates. An estimate of vehicle occupancy rates for vehicles in or entering the City.

(K) Transit Service. An estimate of transit ridership for peak periods.

(L) Transit Impact Fee. A summary of the use of the transit impact development fee funds, collected from development.

Fiscal.

(M) Revenues. An estimate of the net increment of revenues by type (property tax, business taxes, hotel and sales taxes) from office, retail and hotel space.

(N) Transit Center District Revenues and Implementation of Improvements. A summary of the total revenues from Transit Center District fees, including Open Space and Streets & Transportation, as well as from any Community Facilities District, and a summary of expenditures on public improvements as described in the Transit Center District Plan Program Implementation Document.

(4) **Report.** The analysis of the factors under Commercial Space and Employment will provide an estimate of the increase in housing and transit demand. The comparison of increased demand with the increase in the supply of housing and in transit ridership will indicate the degree that the City is able to accommodate new development. Based on this data, the Department shall analyze the effectiveness of City policies governing downtown growth and shall recommend any additional measures deemed appropriate.

(c) **Five Year Report.** On March 15, 1990, and every fifth year thereafter by July 1st, the report submitted shall address the preceding five calendar years and, in addition to the data described above, shall include, as deemed appropriate, a cordon count of downtown oriented travel and an employer/employee survey and any other information necessary for the purpose of monitoring the impact of downtown development. The five-year report shall monitor long-term policy indicators such as the TDR program, urban form goals, any impact fee funds, and provide analysis of the Downtown Plan's policy objectives. If the Planning Department determines that

early warnings from the annual reports indicate the need for collection of a cordon count and employer/employee survey, it may include such data in any annual report, and may include an analysis of data for a period of time earlier than the preceding calendar year.

(d) **Information to be Furnished.** It shall be the duty of the heads of all departments, offices, commissions, bureaus and divisions of the City and County of San Francisco, upon request by the Planning Department, to furnish such information as they may have or be able to obtain relating to the matters to be included in the reports required herein.

CHAPTER 36: COMMUNITY IMPROVEMENTS AREA PLANS AND PROGRAMS

[Sec. 36.1.](#) Applicability.

[Sec. 36.2.](#) Intent.

[Sec. 36.3.](#) Interagency Planning and Implementation Committees.

[Sec. 36.4.](#) Annual Progress Reports.

SEC. 36.1. APPLICABILITY.

(a) The Planning Department is currently engaged in comprehensive planning of areas of the City being referred to as the proposed *Transit Center District*, Market/Octavia, East SOMA, West SOMA, Inner Mission, Lower Potrero/Showplace Square, and Central Waterfront plan areas. These efforts are expected to lead to new or modified area plans of the City's General Plan ("Area Plans") that address urban design, open space, transportation, housing, and community facilities and present detailed rezoning and policy proposals that cover land use, housing, community facilities, open space, and transportation. The boundaries of these areas are generally as outlined in documents posted from time to time on the Planning Department's web page.

(b) As part of the comprehensive planning leading to preparation and adoption of each Area Plan, the Planning Department, and, in the West SOMA area, the Planning Department with the advice and input of the Western SoMa Citizens Planning Task Force, is analyzing the existing deficiencies and improvement needs of each area and the deficiencies and improvement needs that will be created by or exacerbated by the new development permitted by the proposed Area Plan. In the other areas covered by this legislation, the Planning Department should also consider the advice and input of citizen groups. Based on this analysis, the Planning Department

shall prepare for each area a document that identifies the various facilities, infrastructure and other community improvements needed to address the identified conditions and needs (the "Community Improvements Plan") and an implementation program that summarizes the estimated costs of the various facilities and improvements identified in the Community Improvements Plan, proposes specific funding strategies and sources to finance them, identifies the responsible and supporting agencies, and outlines the steps, including as may be needed more detailed planning, program design, and environmental evaluation, required to refine the proposals and implement them (the "Implementation Program."). In the West SOMA area the City is preparing the Community Improvements Plan and Implementation Program with the advice and in put of the Western SoMa Citizens Planning Task Force. In the other areas covered by this legislation, the Planning Department should also consider the advice and input of citizen groups. The funding sources proposed in the Implementation Program may include, but are not limited to, use of federal, State, and local public resources, community facility, community benefit or other forms of assessment districts, and area-specific development impact fees, as may be detailed in the final adopted respective area plans.

SEC. 36.2. INTENT.

This Article 36 is intended to provide mechanisms that will enhance the participation in the preparation and implementation of the Community Improvements Plans and Implementation Programs by the various City departments, offices; and agencies that will be responsible for their implementation and provide a means by which the various parties interested in realization of the Community Improvements Plans and Implementation Programs can remain informed about and provide input to and support for their implementation.

SEC. 36.3. INTERAGENCY PLANNING AND IMPLEMENTATION COMMITTEES.

For each area subject to the provisions of this Article, there shall be an Interagency Planning and Implementation Committee that shall be comprised of representatives of the departments, offices, and agencies whose responsibilities include provision of one of more of the community improvements that are likely to be needed or desired in a Plan Area. In addition to the Planning Department, these departments, offices, and agencies shall, if relevant, include, but are not limited to, the County Transportation Authority, Municipal Transportation Agency, Department of Public Works, Library Commission, Redevelopment Agency *or its successor agency*, Mayor's Office of Economic and Workforce Development, Mayor's Office of Community Development, Public Utilities Commission, Department of Recreation and Parks, Department of the Environment, and the Office of City Greening. Representatives from the Transbay Joint Powers Authority (TJPA) and Bay Area Rapid Transit District (BART) shall be consulted when formulating recommendations regarding implementation and funding related to the Transit Center District Plan. The Interagency Planning and Implementation Committees shall be chaired by the Planning Director or his or her designee. It shall be the responsibility of each such department, office, or agency to participate, using its own administrative funds, in the preparation of that portion of a Community Improvements Plan falling within its area of responsibility and, after Area Plan adoption, to participate in the detailed design of the community improvement or improvements and to seek the funding for its implementation as provided in the Implementation Program, as amended from time to time.

SEC. 36.4. ANNUAL PROGRESS REPORTS.

(a) **Preparation.** After the final adoption of an Area Plan, including the Community Improvements Plan and Implementation Program, for a portion of the City subject to the provisions of this Article, the Planning Department shall prepare for each Area Plan a brief Annual Progress Report indicating the status of implementation of the Area Plan and its various components. It shall contain information regarding the progress made to date in implementing the Area Plan and its various components, including a summary of the individual development projects, public and private, that have been approved during the report period, and shall also describe the steps taken regarding implementation of the various community improvements in accordance with the Plan's projected phasing and update and, if necessary, modify and amend, the contents and/or phasing of the Community Improvements Plan and Implementation Program. It shall also include proposed departmental work programs and budgets for the coming fiscal year that describe the steps to be taken by each responsible department, office, or agency to implement the Community Improvements Plan. It shall be the responsibility of each department, office and agency to provide to the Planning Department the following: (i) information regarding its progress in implementing the community improvement(s) for which it is responsible; (ii) any changes in the time-phased schedule for implementing the improvement(s); and (iii) information regarding its relevant proposed work program and efforts to secure the funding sources for implementing the improvement(s) in the coming year. The Planning Department shall summarize this information together with information regarding its own progress and relevant proposed work program and budget into the Annual Progress Report.

(b) **Annual Hearing at Planning Commission.** Prior to the annual submission of the Planning Department budget requests to the Mayor's Budget Office, the Planning Commission shall hold a public hearing on each Area Plan's Annual Progress Report. Notice of the hearing shall be provided at least 30 days prior to the meeting as follows: mailed notice to all organizations and individuals who have specifically requested mailed notice and published notice at least once in an official newspaper of general circulation. The Report shall be posted on the Department's web page for at least 30 days before the hearing. This hearing may be held as part of the Planning Commission's hearing on the Departmental budget request.

(c) **Submission to Relevant Committee of the Board of Supervisors.** The Annual Progress Report shall also be submitted to the committee of the Board of Supervisors responsible for land use matters, which Committee may schedule a public hearing. Further, the Board urges the Planning Department Director and/or his or her designee who chairs the Interagency Planning and Implementation Committee for each Area Plan to be available to provide a briefing and answer questions about the Report at the appropriate Board of Supervisors committee hearing.

(d) **Termination.** This Annual Progress Report requirement may be terminated by the Planning Commission upon its determination after a public hearing, noticed at least 30 days prior to the meeting, that full implementation of the Community Improvements Plan and Implementation Program has been substantially achieved and that continuation of the Annual Progress Report requirement would serve no useful purpose.

TRANSIT CENTER DISTRICT PLAN PROGRAM IMPLEMENTATION DOCUMENT



San Francisco Planning Department
April 2012

The primary goal of the Transit Center District Plan is to create a high-density, mixed-use urban neighborhood that capitalizes on and supports the major transportation investment and service represented by the Transbay Transit Center. Once the Plan, which proposes to allow significant density and height above the current zoning, is realized, new residents, workers, and visitors drawn to the area will create significant new demand for infrastructure and services which the area's dated infrastructure and services cannot meet. While new development will generate a variety of local public revenues (property taxes, sales taxes, real estate transfer taxes, etc.), additional investments in parks, streets, transportation facilities, and community facilities and services—beyond what can be provided through these local General Fund revenue sources—are essential to meet demand attributable to the new development. To address the impacts of the new development, the Plan includes mechanisms for development to contribute to the funding of public infrastructure.

The purpose of this document is to summarize the Plan's public infrastructure program, sources of funding, relative allocation of revenues from the various sources among the infrastructure projects, and implementation processes and mechanisms. Several of the funding mechanisms and implementation processes are legally established and more thoroughly described in other City codes and ordinances, including the Planning Code and Administrative Code.

PUBLIC INFRASTRUCTURE PROGRAM

To achieve the Plan's objectives and create the district envisioned in the Plan, a broad range of public improvements and related programs are needed, as described in the Plan. New residents, workers, and visitors drawn to new development in the Plan Area will increase demands on the existing transportation and transit network, open space and public facilities in the Plan Area and create demand for new infrastructure. In summary, four broad categories of public improvements are needed:

Streets and Pedestrian Circulation – including district-wide streetscape and pedestrian improvements, extensive widening of sidewalks, mid-block street crossings, signalization improvements, casual carpool waiting area improvements, landscaping and enhanced pedestrian routes from the Transit Center to nearby destinations and transit services.

Transit and Other Transportation – including the Transbay Transit Center Project (particularly the Downtown Rail Extension) and improvements to enhance transit operational effectiveness, capacity, enhance safety, reduce congestion, manage transportation demand, and provide better connections to local and regional transit systems.

Open Space – including new parks, public plazas, recreational amenities, and green infrastructure throughout the Plan Area.

Sustainable Resource District Utility – district-wide systems for non-potable water and for combined heating and power that will serve development in the Plan Area and reduce environmental and infrastructure pressures of growth.

A detailed list of these improvements and programs identified throughout this Plan as well as their preliminary cost estimates are shown in **Table 1**. The items listed in this table are in addition to infrastructure and services that existing impact fee programs would provide, including Muni, affordable housing, and childcare. (The projected revenues from those existing fee programs are listed at the end of the document in **Table 9**). In addition, funds will be needed to support the long-term maintenance and operation of these facilities. Estimates of these costs are not included.

**Table 1:
Transit Center District Plan Public Improvements & Implementation Costs**

	<i>Project</i>	<i>Sub-project</i>	<i>Lead</i>	<i>Description</i>	<i>Est. Total Cost</i>
STREETS & PEDESTRIAN CIRCULATION	District-wide Streetscape and Pedestrian Improvements Includes sidewalk widening, transit shelters, landscaping, pedestrian amenities (e.g. benches), security bollards, kiosks, bicycle parking, road re-striping	Primary Streets (e.g. Mission, Howard, New Montgomery, 2nd, 1st, Fremont), plus striping, signage and meter upgrades	SFMTA, Planning	Approx. \$2 million per block	90,000,000
		Living Streets (Spear, Main, Beale)	SFMTA, Planning	Approx. \$2.5 million per block	15,000,000
		Alleys (e.g. Stevenson, Jessie, Minna, Natoma, Tehama, Anthony,). Excludes Natoma between 1st and 2nd	SFMTA, Planning	Approx. \$1.5 million per block	21,000,000
	Zone 1 Streets		City (Redevelopment)	Folsom, Living Streets and Alleys in Zone 1	32,875,000
	Mid-Block Crossings	Crossings between 1st and 2nd Streets on Mission, Howard, Folsom; at Natoma on 2nd, 1st, and Fremont Streets.	SFMTA, Planning	6 @ Approx. \$500K each	3,000,000
	Signalization changes		SFMTA, Planning	25 intersections @ \$350K per intersection	8,750,000
	Casual Carpool waiting area improvements		SFMTA, Planning	Shelters, signage, seating	250,000
	Natoma (between 1st and 2nd)		TJPA	Single grade, high-quality finishes and landscaping	13,300,000
	Shaw plaza		Developer, City, TJPA	Ped plaza, vehicular closure. Decorative paving, landscaping, signage, curb ramps, lighting, drainage	1,700,000
	Fremont/Folsom Off-Ramp Realignment		City (Redevelopment)	Realignment of Folsom/Fremont off-ramp to improve pedestrian conditions	2,500,000
Underground Pedestrian Connector from the Transit Center to Market Street BART/Muni		TJPA		125,000,000	
<i>Subtotal</i>					\$313,375,000
TRANSIT & OTHER TRANSPORTATION	Station Capacity Improvements to Montgomery and Embarcadero BART Stations		BART	For example: elevators, platform doors and screens; improved train arrival information for concourse level; others TBD; Approx. \$5 million per station	10,000,000
	Transit Center Project	Phase 1: Transit Center including Train Box Phase 2: Downtown Rail Extension (DTX)	TJPA TJPA, Caltrain	Includes Downtown Extension and train components of Transit Center building	1,539,000,000 2,596,000,000
	Muni Transit Delay Mitigation		SFMTA	Transit vehicle purchase	2,000,000
	Golden Gate Transit Delay Mitigation		Golden Gate Transit	Transit vehicle purchase	1,000,000
	Update to TMA Guidelines and Procedures		Planning, SFMTA, SFCTA	Full review and overhaul of Transportation Management Association guidelines and procedures, including inclusion of bicycle, car sharing, and other aspects.	250,000
	Additional Studies and Trials of Traffic and Circulation Changes in Plan		Planning, SFMTA, SFCTA	Including parking cap study, Metric Goal updates/Congestion analysis, Mission Street analysis, other circulation studies	2,500,000
	Congestion Charging Studies and Pilot Implementation		SFCTA, SFMTA		1,000,000
	<i>Subtotal</i>				
<i>Subtotal (excluding the Transit Center Project)</i>					\$16,750,000
OPEN SPACE		City Park (Transit Center rooftop park)	TJPA		50,000,000
		Transit Center Park connections (x4)	Developer, TJPA	Approx. \$4.6 million per connection (e.g. elevator, stairs, escalators, ramps)	18,500,000
	District-wide Open Space and Parks	2nd/Howard public space and park connection	City, TJPA	24,000 gsf. High-quality hardscape and landscaping; small retail structure, public amenities	15,000,000
		Transbay Park	City (Redevelopment)		10,100,000
	Improvements to Other Downtown Open Spaces		Rec Park Dept		10,000,000
	Improvements to Mission Square		Developer, TJPA		5,000,000
Groundplane improvements Underneath Bus Ramps / Oscar Park		City (Redevelopment), TJPA		18,300,000	
<i>Subtotal</i>					\$126,900,000
SUSTAINABLE RESOURCE DISTRICT	District Combined Heat & Power	Plant	SFPUC, Private Utilities, Developer		50,000,000
		Distribution	SFPUC, Private Utilities, Developer		25,000,000
		Treatment	SFPUC, Developer		63,000,000
	District Non-Potable Water System	Distribution	SFPUC, Developer		16,000,000
	Upgrades to service Transit Center		TJPA		5,000,000
<i>Subtotal</i>					\$159,000,000
Total					\$4,751,025,000
Total (excluding Transit Center Project)					\$616,025,000

The Transit Center District Plan includes many improvements to public infrastructure, services, and programs necessary to support additional development. The focal point of the Plan’s infrastructure improvements is the new multi-modal Transbay Transit Center, including Downtown Rail Extension. The former Transbay Terminal was a blighted and outdated facility. Because alleviating blight and creating new transit facilities adds substantial value to nearby real estate and facilitates higher density development than may otherwise be achievable, the Plan incorporates zoning changes that increase overall densities in the Plan Area. This higher density development can generate various sources of revenue that can then be used to offset the costs of the public improvements that have enabled the increased densities and values. However, it is important to balance the need for development-based revenues for public improvements with the economics of private development to enable the desired development to be financially feasible.

Objectives and policies that support this Implementation and Funding Program are found in the Transit Center District Plan.

PLAN-PROVIDED FUNDING PROGRAM COMPONENTS

To meet the demand for infrastructure and services created by the new development and to provide further support for the Transit Center project and other public improvements, new development must contribute additional resources. New development in the Plan area is required to participate in a funding program that includes both new impact fees and revenue programs, in addition to currently applicable impact fees and development requirements. The Funding Program includes the following two components applicable to new development:

Impact Fees – Two separate nexus studies satisfying the requirements of the Mitigation Fee Act, California Government Code Section 66001 et seq., were completed to determine the maximum justified impact fee amounts that could be reasonably assessed to new development in the Plan area to fund open space and transportation improvements necessary to mitigate the impacts of the new development. These studies are attached as **Appendices A and B** to this document. The studies analyze the impacts and new demand for infrastructure improvements created by new development. Two new fees have been established, one for open space and one for streets and transportation, that apply to all new development in the Plan area (“TCDP Impact Fees”). Both TCDP Impact Fees have tiered structures, whereby denser projects pay higher fee amounts for square footage above certain Floor Area Ratio thresholds. (Note that the two new fees will not be applicable to new development in Zone 1 of the Redevelopment Project Area, which is contained within the Plan Area.) The details of the fees are described below.

Mello-Roos Community Facilities District (“CFD”)– To obtain approval to build a new project denser than a Floor Area Ratio of 9:1, newly developed properties must opt into a Mello-Roos Community Facilities District (“CFD”) and pay a special tax to be used to fund Plan Area public infrastructure, facilities and services. (Note that the CFD tax also will apply in Zone 1 of the Transbay Redevelopment Area, where the City is overseeing the development of publicly-owned parcels and which is generally not otherwise subject to the land use controls in the Planning Code.) The CFD taxes would apply to the project for 30 years beginning at issuance of first temporary certificate of occupancy.

The implementation considerations, calculation methodologies, and total revenue projections of these two funding mechanisms are discussed in turn below. It should be noted that the revenue projections discussed below are based on market data gathered in 2007 and updated in 2012 and reflect the best estimate of the potential full-buildout of likely development sites in the Plan area over a 20-year period (and as analyzed in the *Transit Center District Plan Environmental Impact Report*). Actual revenues may be greater or lesser depending on economic cycles, pace of development, and the specifics of future development in the district. The purpose of this analysis and the Plan is to create a set of zoning controls and a fee structure that will remain in place for decades to come. While the real estate market declined since the projections of revenue were first analyzed, the office, tourism, and rental housing markets have strengthened substantially since the nadir of the recession in 2008-2010. Lease rates are rising substantially, vacancies are falling substantially, and new construction of several recently-entitled buildings is underway in 2012. The projections of revenue in the Plan are based on historical trends and the reasonable assumption that demand for commercial and residential development will at least match these average trends over time accounting for expected economic cycles.

IMPACT FEES

Open Space Fee

The Downtown Open Space Nexus Study, attached as **Appendix A** to this document, establishes the maximum justifiable amounts that can be charged to new development in the greater downtown San Francisco area based on the relative impacts on and demand for open space created by various land uses in this area. The study analysis covers all of the C-3 districts (of which the Transit Center District Plan area is a part) and the eastern portion of the South of Market area, which together are considered the general “downtown area” because of the high densities, concentration and distribution

of non-residential uses, and comparable cost factors in terms of land and character of open space improvements. The analysis is based on accepted industry-wide standards and methodologies and reflects reasonable and uses supported and realistic cost factors for providing open space in downtown San Francisco.

The existing Downtown Open Space Fee applicable to all new office development in the C-3 districts, established in Planning Code Section 412 et seq., has been essentially unchanged at \$2/gsf since first adopted in 1985 as part of the Downtown Plan. (This fee received its first increase, to \$2.13/gsf, in January 2012 based on a newly adopted annual fee index applied to all impact fees in the City necessary to reflect the cost inflation of providing the improvements the fees are intended to fund.) The funds are used by the Recreation & Parks Department, upon joint approval by the Recreation & Parks and Planning Commissions, to provide open space enhancements in the downtown to support growth, including the improvement of existing open spaces and the creation of new open spaces. This fee will remain in place. Because the nexus study covers the same geographic area covered by this fee, the amount of this fee must be deducted from the maximum justifiable fee amounts as calculated by the nexus study to determine the maximum justifiable amounts for any new open space fees in the Transit Center District Plan area. In other words, the combined sum amount of the existing Downtown Open Space Fee and the Transit Center District Plan Open Space Fee must be less than the maximum fee amounts shown in the Open Space Nexus Study.

The description of the Fee that follows is for descriptive purposes only. Fee amounts and procedures are established in the Planning Code Section 4XX.X et seq., and may vary over time as periodically amended and as allowed or required by law. As of the adoption of the Transit Center District Plan and this Implementation Document, the fee amounts and structure were as shown in **Table 2** below. The Fee consists of tiers based on development density. There is a base fee assessed to all square footage of new developments, and a second higher tier of fees assessed to denser projects for square footage exceeding a Floor Area Ratio ("FAR") of 9:1. The fee tiers are cumulative. In other words, square footage that exceeds an FAR of 9:1 is assessed the sum of both tier amounts. For mixed-use buildings, square footage for various land uses are assessed independently of where they are physically located on the lot or within a building; that is, fees are assessed based on the relative proportion of each use throughout the entire development. Where a new building replaces a building to be demolished or where an addition is added to an existing building, the applicable fee is calculated based on the FAR of entire site as proposed. In other words, the square footage demolished or pre-existing on the site is not deducted from the site's gross square footage before calculating FAR for the purpose of fee assessments; the total fee owed is the difference between the total fee for the entire site as proposed with the new construction minus the total theoretical fee for the portion demolished or existing before the addition.

While the total of the two fee tier levels might appear to exceed the maximum justifiable fee supported by the nexus study, the average fee per square foot for the entire building (i.e. if this amount were converted to a "flat fee" equivalent averaged over the whole building) is well within the maximum justifiable amounts. In other words, under no circumstance would any project pay on a total per square foot basis more than is supported by the nexus study for all building square footage.

Table 2:
 Transit Center District Open Space Impact Fee -
 Fee Schedule for Net Additions of Gross Square Feet within the Transit Center District Area

<i>Use</i>	<i>Column A (Base Fee)</i>	<i>Column B (GSF Above 9:1)</i>
Residential	\$2.50/gsf	N/A
Office	\$3.00/gsf	\$7.00/gsf
Retail	\$5.00/gsf	\$4.50/gsf
Hotel	\$4.00/gsf	N/A
Institutional/Cultural/Medical	\$5.00/gsf	\$4.30/gsf
Industrial	\$2.50/gsf	N/A

Whereas the current Downtown Open Space Fee is administered by the Planning and Recreation & Parks Commissions for use only for Recreation and Parks Department facilities, the Transit Center District Open Space Fee will be administered, similar to other recent impact fees, by the Board of Supervisors in consideration of recommendations by the Interagency Plan Implementation Committee (“IPIC”), established in Administrative Code Section 36. The IPIC will make expenditure recommendations consistent with this Implementation Program Document and will monitor the implementation of the Plan’s improvement program over time. As shown in **Table 9**, funds will be used to support planned open spaces under the jurisdiction of the Transbay Joint Powers Authority (“TJPA”) and various agencies of the City (to be determined), as well as to support improvements at existing open spaces in and outside of the downtown under the jurisdiction of the Recreation & Parks Department.

Under the Transbay Redevelopment Plan, adopted in 2005, and Planning Code Section 249.28, Downtown Open Space Fees (i.e. those fees generated by the requirements of Section 412) generated by buildings within the Transbay Redevelopment Area (which is co-terminus with the Special Use District described in Section 249.28) must be used to fund open space improvements in the Redevelopment Area consistent with the Redevelopment Plan. Section 249.28 specifies that these funds would be administered by the Redevelopment Agency. While the Redevelopment Agency dissolved in early 2012 by State law, all of its obligations and assets transferred to the City as Successor Agency and the Transbay Redevelopment Plan and Transbay Redevelopment Project Area remain in effect, including this provision. Therefore, these funds will be administered by the Oversight Board that governs the Successor Agency consistent with the requirements of this provision. Section 412 Downtown Open Space Fee revenue generated in the Plan Area outside of the Transbay Redevelopment Project Area will be administered as normal (i.e. for Recreation & Parks Department purposes).

The proposed distribution of revenue from both the Transit Center District Open Space Fee and Downtown Open Space Fee paid projects in the Redevelopment Area is shown in **Table 9**.

Streets & Transportation Fee

The Transit Center District Streets and Transportation Nexus Study, attached as **Appendix B** to this document, establishes the maximum justifiable amounts that can be charged new development based on the relative impacts on and demand for improvements to streets and transportation systems created by various land uses in the Transit Center District area. The

analysis is based on accepted industry-wide standards and methodologies to distribute the costs of necessary transportation improvements proportionally to all land uses based on person-trips generated by each land use and the proportion that trips from projected growth represents of the total population creating the need for the respective improvements.

The types of improvements and infrastructure covered by the Transit Center District Streets and Transportation Nexus Study and its associated Fee are not duplicative or overlapping with any other current fees assessed to new development in the Plan Area. The existing Transit Impact Development Fee (“TIDF,” Planning Code Sections 411 et seq.) is assessed on new non-residential development to partially cover costs associated with expanding SFMTA transit capacity to serve the new development. TIDF fees will continue to be assessed to new development in the Plan Area. The costs, facilities and services funded by the Transit Center District Street and Transportation Fee are related to needs generated by new development that are distinct and separate from what is funded by the TIDF. The Transit Center District Streets and Transportation Fee is a multi-modal, multi-agency streets and transportation fee, covering costs associated with providing necessary improvements for pedestrians, bicycles, autos (including carpools), local and regional bus operators, and regional rail operators (including Caltrain and BART). This Fee also funds projects identified in the Transit Center District Plan EIR as necessary to mitigate cumulative significant impacts of development in the Plan Area pursuant to CEQA, such as related to transit delay resulting from congestion, which are also not addressed by the TIDF or other existing fees.

The description of the Fee that follows is for descriptive purposes only. Fee amounts and procedures are established in Planning Code Sections 4XX.X et seq., and may vary over time as periodically amended and as allowed or required by law. As of the adoption of the Transit Center District Plan and this Implementation Document, the fee amounts and structure were as shown in **Table 3** below. The Fee consists of tiers based on development density. There is a base fee assessed to all square footage of new developments, and two higher tiers of fees assessed to denser projects exceeding certain FAR thresholds. (There is also a Transit Delay Mitigation Fee that also applies to all square footage of new developments.) The second tier applies to square footage that exceeds an FAR of 9:1, and the third tier applies to square footage that exceeds an FAR of 18:1. The fee tiers are cumulative. For example, square footage that exceeds an FAR of 18:1 is assessed the sum of the three tier amounts. Fees are calculated using the same methodology as the Open Space Fee.

Whereas the TIDF is administered by the SFMTA for use only for SFMTA transit services and facilities, the Transit Center District Streets and Transportation Fee will be administered, similar to other recent impact fees, by the Board of Supervisors in consideration of recommendations by the IPIC. The IPIC will make recommendations for expenditures consistent with this Implementation Program Document and will monitor the implementation of the Plan’s improvement program over time. As shown in **Table 9**, funds will be used to support planned street and transportation improvements and related studies under the jurisdiction of the TJPA BART, SFMTA, Golden Gate Transit, and various (to be determined) City and regional agencies.

Table 3:
 Transportation & Street Improvement Impact Fee -
 Fee Schedule for Net Additions of Gross Square Feet in the Transit Center District Area

<i>Use</i>	<i>Column A (Transit Delay Mitigation Fee)</i>	<i>Column B (Base Fee)</i>	<i>Column C (GSF Above 9:1)</i>	<i>Column D (GSF Above 18:1)</i>
Residential	\$0.06/gsf	\$3.94/gsf	\$6.00/gsf	\$3.00/gsf
Office	\$0.20/gsf	\$3.80/gsf	\$19.50/gsf	\$10.00/gsf
Retail	\$1.95/gsf	\$2.05/gsf	\$19.50/gsf	\$10.00/gsf
Hotel	\$0.10/gsf	\$3.90/gsf	\$8.00/gsf	\$3.00/gsf
Institutional/Cultural/Medical	\$0.30/gsf	\$3.70/gsf	\$19.50/gsf	\$10.00/gsf
Industrial	N/A	\$4.00/gsf	N/A	N/A

IMPACT FEE FEASIBILITY ASSESSMENT

The Funding Program evaluated the feasibility of the impact fees as they may be imposed on square footage of new developments in the Plan Area. Prior to adoption of the Transit Center District Plan and associated Planning Code amendments, project sponsors in the Plan area were required to acquire Transferrable Development Rights (“TDR”) to exceed the base FAR limit established in the Planning Code, which varied from 6:1 for the C-3-O(SD) District and 9:1 for the C-3-O District. (Note that the entire Plan area was rezoned as C-3-O(SD) under the Plan.) The Plan reduced this requirement to acquire TDR. Instead of requiring the acquisition of TDR for all square footage exceeding the base FAR limit (i.e. all square footage in excess of 6:1), under the revised controls projects are now required to purchase TDR only for the increment of square footage exceeding the base FAR limit of 6:1 up to a maximum of FAR of 9:1. To exceed an FAR of 9:1 projects are no longer required to purchase TDR. This substantially reduced financial burden on development projects allows for the imposition of new fees without compromising the financial feasibility of development projects. Historically, the cost of acquiring TDRs has averaged between \$19 and \$39 per square foot, depending on market conditions. It would be expected that TDR would equal or surpass the high end of that range in the future given the market conditions necessary to support the construction of the major new commercial and residential buildings projected in the Plan. The new TCDP Impact Fees will result in a cost per square foot that generally falls within the historical and expected range of TDR costs. Further, while the maximum impact fees per square foot that would apply to square footage over an FAR of 9:1 or 18:1 could be at the upper range or exceed the historical price of TDR, the average cost per square foot for the entire building (i.e. if this amount were converted to a “flat fee” equivalent averaged over the whole building) would be lower. While no development will be required to pay more per square foot than is justified by the nexus studies, denser projects are assessed amounts closer to the maximum justifiable amounts than are less dense projects. This is because denser, taller buildings which typically feature superior views are more valuable. Accordingly, it is economically feasible for such buildings to pay TCDP Impact Fees closer to the maximum amounts justified by the nexus studies.

IMPACT FEE IMPLEMENTATION

According to Planning Code provisions establishing the TCDP Impact Fees, project sponsors may seek to enter into in-kind agreements to provide public improvements called for in the Transit Center District Plan and this document in lieu of paying some or all of the required fees. The Planning Commission considers and, if appropriate, approves these agreements and must consider the recommendations of the Interagency Plan Implementation Committee. Typically these agreements require that the project sponsor complete these public improvements prior to issuance of the first Temporary Certificate of Occupancy for the development project or the project sponsor must provide a letter of credit or other comparable financial security equivalent to the waived fees to guarantee completion of the improvements. In this Plan area, an in-kind agreement for a development project proposed on Block 3720 Lot 009 may credit the sponsor for

improvements being completed by third parties, particularly the TJPA. These third-party public improvements may reasonably not be expected to be completed prior to completion of the development project. In such cases, the Planning Commission should structure the In-Kind Agreement to require that a Notice of Special Restrictions against the development project property be recorded to confirm that the owner shall be responsible for paying TCDP Impact Fees or providing substitute improvements in the event that the in-kind improvements are not completed on a timeline determined in the Agreement, are demolished, or are withdrawn from public use.

Note that because the Transit Delay Mitigation Fee (Column A) is intended to mitigate a cumulative significant impact found under CEQA in the Transit Center District Plan EIR, projects may not be granted in-kind agreements or other waivers in-lieu of paying this portion of the Impact Fee.

The Funding Program assumes that new development in Zone 1 would not pay the Plan Impact Fees.

It is important to note that some property owners and developers may have already purchased TDR from historic properties in advance of this Plan draft in anticipation of a perpetuation of the existing requirements. The City would accept TDR already acquired for projects entitled before January 1, 2012 to exceed base FAR greater than 9:1 in lieu of TCDP Impact Fees.

IMPACT FEE REVENUE PROJECTIONS

The Impact Fees would be paid as individual properties are developed. The ultimate revenues collected may vary according to the specific development proposals received for each parcel, which may include higher or lower densities than are envisioned in the Plan and the specific developments sites actually built may vary to some extent from those projected in the Plan analysis. **Table 4** estimates the total Plan Impact Fee revenues that would be generated by the rezoning as envisioned in the Plan.

Table 4:
Transit Center District Plan Tiered Impact Fee Total Revenue Estimates

<i>Fee</i>	<i>Base Fee</i>		<i>Fee above 9:1</i>		<i>Fee above 18:1</i>		<i>Total Fees</i>
	<i>Square Footage Subject to Fee</i>	<i>Total Fee</i>	<i>Square Footage Subject to Fee</i>	<i>Total Fee</i>	<i>Square Footage Subject to Fee</i>	<i>Total Fee</i>	
Open Space Fee	8,888,033	\$23,882,034	6,145,117	\$26,222,088	NA	NA	\$50,104,122
Transportation Fee	8,888,033	\$30,437,357	6,145,117	\$26,222,088	3,145,164	\$19,889,294	\$129,034,725

MELLO-ROOS COMMUNITY FACILITIES DISTRICT

Mello-Roos Community Facilities Districts (CFDs) are used throughout California to fund the construction and maintenance of public infrastructure and facilities that enable new development to occur. A CFD can be used to fund the planning, design, purchase, construction, expansion, improvement, or rehabilitation of publicly owned improvements with a useful life of five years or more. To fund these improvements up front, a CFD enables the issuance of bonds to be paid back over time by a future stream of property tax payments, referred to as Special Taxes, or it can support a loan that will be repaid by these future tax payments. Mello-Roos Special Taxes can also be used to fund services on a pay-as-you-go basis without bonding or securing loans.

The Mello-Roos Special Taxes are levied in addition to the basic property tax rate (1.00 percent of Assessed Value, plus adjustments, by California law) plus any additional levies approved by the voters for special purposes such as libraries, parks, or enhanced services. In the Plan Area, the current overall tax rate is about 1.15 percent of each property's assessed value. Because high density development on parcels in the Plan area will benefit substantially—both functionally and financially—from the public facilities and services provided by the Transit Center and other public improvements, it is reasonable to require that these new developments contribute to the costs of those public facilities through a Mello-Roos Special Tax. As established in Planning Code Section 4XX.XX, development in the Plan Area that proposes to exceed a density of 9:1 is required to opt-in to the CFD as a condition of approval by the City.

MELLO-ROOS SPECIAL TAX CALCULATION METHODOLOGY & REVENUE ESTIMATES

To estimate the revenues that could be generated by a Mello-Roos Special Tax from the Plan area, the Funding Program assumes that each new development or net addition of square footage in the Plan Area that would exceed the 9:1 FAR threshold would pay a Special Tax equivalent to 0.55 percent of the assessed value of the entire development project, which would raise the overall tax rate to roughly 1.70 percent of assessed value of the affected property. In actuality, if a CFD were to be formed, the Special Tax would be established through an election that would authorize the imposition of the Special Tax. The Special Tax structure would likely not be directly related to property value. Rather, it will likely be assessed based on a variety of factors, as determined through a detailed CFD formation study, such as the amount of development on the property and other factors, and the Special Tax will be a per-square foot assessment. However regardless of the ultimate methodology and tax structure, the final Special Tax assessed to each property will be calculated to be equivalent to 0.55 percent of property value.

The Funding Program also assumes that each new building developed in Zone 1 of the Redevelopment Area (except for affordable housing projects) will pay into the CFD at the same rate as in the rest of the Plan Area. The Funding Program assumes that all properties will pay the Special Tax for a period of 30 years. Such payments may be made annually or as a one-time lump sum payment equal to the Net Present Value of the Special Taxes over 30 years when the project begins construction, assuming a discount rate to be determined by the City.

New development in the Plan Area is expected to occur over many years. The amount and type of development will be affected by market fluctuations and subjective decisions of individual properties owners and developers. **Table 5** shows the total revenues that would be generated by a CFD in the Plan Area if implemented as envisioned in the Funding Program. The table shows the total Special Tax revenues and Net Present Value of those revenues assuming that the Plan is adopted in 2012 and build-out begins in 2015. Total build-out of the subject parcels is assumed to occur over a period of 15 years, and each building is obligated to pay the Special Taxes for 30 years from commencement of construction. Thus, the last building constructed will have completed its Special Tax obligations 45 years after the first building was constructed. Because it is not possible to predict which properties might be developed in which years, the projections assume an even spread of the total Plan build-out over a 15-year period. For comparative purposes with historic construction and absorption, this build-out schedule represents an annual average production and net absorption of approximately 400,000 gross square feet of office space. This is on par with San Francisco’s downtown average production and absorption over the past two decades (and represents a little less than half of the annual citywide production). In actuality, development and revenues will likely occur in much more concentrated and larger lumps spread out over the build-out horizon. As shown in **Table 5**, the Net Present Value (in Year 2012 dollars) of revenues that can be generated through the Mello-Roos Special Tax is estimated to be more than \$420 million.

Table 5:
Mello-Roos Community Facilities District Total Revenue Estimates

	<i>Assumptions by Land Use Category</i>			
	<i>Residential</i>	<i>Office</i>	<i>Hotel</i>	<i>Retail</i>
Estimated Value per Net SF (1)	\$1,000	\$600	\$800	\$450
Special Tax Rate (% of AV)	0.550%	0.550%	0.550%	0.550%
Assumed Value Impact (2)	3.438%	6.875%	6.875%	6.875%
Per-Square Foot Annual Cost Equivalent	\$5.50	\$3.30	\$4.40	\$2.48
NPV of Special Taxes Per Square Foot over 30 Years	\$89.69	\$53.82	\$71.75	\$40.36
NPV in 2012 Dollars of CFD Tax at 7% (2015-2058)	\$420,787,966			

(1) Value estimates are based on market analysis conducted by the Concord Group in 2007.

(2) New calculations conservatively assume that Mello-Roos payments are factored into Net Operating Income for commercial properties, thus reducing their capitalized value. "Assumed Value Impact" is calculated using an 8.0% capitalization rate. Value impact on residential uses is assumed to be half that of commercial uses, assuming 50% rentals and 50% for-sale units (for which buyers may not discount their offers at the tax rates shown herein).

Source: The Concord Group; Economic & Planning Systems, Inc.

MELLO-ROOS CFD FEASIBILITY ASSESSMENT

Mello-Roos special taxes can be paid by the developer or subsequent owner of a new building, or can be passed on to the end users, either as additions to their tax bills (for condominiums) or their rents (for tenants). **Table 6** illustrates the effects that the institution of a Mello-Roos special tax would have on the costs of occupancy for residential and office tenants, if

the full amount of the tax is passed on to the end user. The actual effects of CFD special taxes on land values, rents, and overall development feasibility and economic activity is subject to substantial debate. CFDs are common in California. Based on research into other CFDs, creators of CFDs seem to strive to calibrate the additional tax burden of CFD to a rate that keeps the total property tax rate under 2%, and preferably under 1.8%. (Again, the base tax rate in San Francisco is about 1.15%). The proposed CFD for the approved Treasure Island development area will bring the tax rate there to 1.8%. The total tax burden in the Transit Center District Plan area, including the 0.55% CFD rate, would be about 1.7%, which is within the range of other CFDs in San Francisco and statewide.

While no conclusive studies exist on the subject, many professional economic analysts have concluded that at the rates proposed for the Transit Center District Plan, there is no evidence, including in San Francisco specifically, to conclude that Mello-Roos special taxes have a significant or even appreciable negative impact on either development feasibility or property values. Certainly at some high CFD rate, that would not be the case. To be conservative, the financial analysis underlying the revenue projections in Table 5 conservatively assumes some impact to property values. The following analysis demonstrates that the rate required in the Plan Area would not render development infeasible, additional. First is an analysis based on an assumption that the developer would be able to pass on the full cost of the CFD to the end-user (e.g. the condo buyer or office tenant), followed by an analysis based on the opposite assumption that the developer would bear the full burden.

For a market-rate condominium with an average expected value of roughly \$1.0 million, the annual cost of occupying that unit would be roughly \$89,900, combining mortgage payments, homeowner association dues, homeowner's insurance, and basic property taxes. Adding \$5,500 in Mello-Roos Special Taxes to these annual obligations increases the overall annual cost of occupancy by 5.8 percent. Given the fact that the improvements to be funded by the Mello-Roos Special Tax will improve property values for condominium owners (potentially by an equal or greater amount than the Special Tax itself), this additional Special Tax burden can be considered relatively minor in the overall cost of purchasing and occupying a condominium in downtown San Francisco, and thus is not expected to result in significant adjustments to the market value of such units. The Funding Program assumes that affordable housing units would not be subject to the Mello-Roos Special Tax, because the City has decided, as a matter of policy, that the proportionate burden of the special tax would be too burdensome for lower-income households.

Table 6 also shows a similar Special Tax burden calculation for commercial office space. Market analysis has suggested that average office rents in the Plan Area could be expected to be \$66.00 per square foot per year or more. If the office tenant pays the special tax, a Mello-Roos tax at 0.55 percent of the value of office space would increase the tenant's cost of occupancy by roughly \$3.33 per square foot per year, representing a 5.0 percent additional burden. Assuming rent payments represent roughly 10 percent of a commercial tenant's total business costs,¹ the Mello-Roos special tax at 0.55 percent of assessed value represents 0.5 percent of the tenant's total cost of doing business. Again, given the fact that the improvements funded by the Special Tax will substantially improve the desirability of office space in the area, this level of additional cost burden for the tenants of new office space in downtown San Francisco is not expected to require adjustments to achievable rent levels and building value assumptions.

**Table 6:
Potential Effect of Mello-Roos on Cost of Occupancy (1)**

Residential	
Home Value	\$1,000,000
Mello-Roos Special Tax at 0.55% of Value	\$5,500
Base Taxes at 1.14% of Value	\$11,400
Annual HOA Dues (2)	\$9,000
Annual Mortgage Payments (3)	\$64,649
Homeowner's Insurance at 0.5% of Value	\$5,000
Total Occupancy Cost/Year	\$95,369
Mello-Roos as % of Annual Occupancy Costs	5.8%
Office	
Annual Gross Lease Cost/Net SF (4)	\$66.00
Capitalized Building Value per Net SF	\$605.81
Mello-Roos Special Tax/Net SF at 0.55% of Value	\$3.33
Mello-Roos as % of Occupancy Costs	5.0%
Gross Lease Cost as % of Total Business Cost (5)	10.0%
Mello-Roos as % of Total Business Costs	0.5%

1) Assumes full amount of the tax is passed on to the end user.

(2) Assumes association dues of \$750 per month, based on survey of comparable properties in San Francisco (November 2008)

(3) Assumes 7% interest for 30 years with 20% down payment.

(4) Average lease rates and capitalized values from the Concord Group market study

(5) Based on EPS experience, gross lease costs as a percentage of total business cost can range from 5% to 15%. As such, an average of 10% is assumed.

Source: The Concord Group; Economic & Planning Systems, Inc.

Some may reasonably argue that tenants and homebuyers of the new buildings do not absorb the costs of the Mello-Roos Special Tax, and instead those costs are borne by the property owner or developer. If this is the case, the financial burden created by the Mello-Roos Special Tax can be more than accounted for by minor improvements in market conditions. A 2008 market study for the Plan Area found that premier buildings in Downtown San Francisco were achieving rents in the \$70s and \$80s in 2007. Despite the economic downturn, in 2012, Class A office rents in downtown and the South of Market Area exceeded \$50 and have been rising, resulting in the developers of several major commercial buildings securing entitlements in 2011 and seeking to break ground in 2012. The analysis of the Mello-Roos Special Tax impact on feasibility assumes office rents of \$66 per square foot. Academic research indicates that commercial development near transit can generate significantly stronger performance than buildings farther from transit, in terms of lease rates, occupancy rates, and appreciation. Based on the substantial public improvements in the Transit Center district and the premium quality and amenities of new buildings in the district, it is reasonable to assume that new buildings will attain rents comparable to or greater than the top buildings anywhere in San Francisco.

As opposed to the analysis represented in the previous table, **Table 7** assesses the impact, as measured by building values, of the Mello-Roos Special Tax if the full amount of the tax is borne by the property owner or developer. If the office space in the Plan Area achieves rents of \$66 per square foot, the total building value is estimated at \$606 per square foot without a Mello-Roos Special Tax. If the Transit Center District buildings can achieve \$69.33 per square foot rents—

just 5 percent higher than the \$66 per square foot conservative rent estimate but still below the best buildings in the market in 2007—the total value of the building is unchanged with a Special Tax at \$3.33 per square foot, even if that entire Special Tax burden is borne entirely by the developer or building owner rather than the tenants. If the office space can achieve rents of \$70 per square foot, the building could support a Special Tax at \$4.00 per square foot without losing value compared to the same building with \$66 per square foot rents and no Special Tax. Therefore, only a relatively minor increase in rent above the \$66 per square foot conservative rent estimate is necessary for the building value to remain unchanged and the developer or property owner to recover the costs of the tax. For context, it is noteworthy that average Class A office rents in San Francisco have fluctuated significantly both upward and downward between 2003-2009, but yielded an average annual increase of more than eight percent over that time period. Thus, it is highly probable that over the decades in which this Funding Program is in effect, rents in the Plan Area could be three percent higher than were conservatively estimated as proposed in 2012. It is important to note that anecdotal evidence suggests that the full cost of Mello-Roos taxes is not entirely borne by developers or property owners, but instead a portion of the cost is passed on to the homebuyers or building tenants, reducing the upfront cost burden to the developer or property owner.

**Table 7:
Impact of Mello-Roos Special Tax Under Alternative Office Rent Scenarios (1)**

<i>Item</i>	<i>Conservative Scenario (2)</i>	<i>Moderate Scenario</i>	<i>Aggressive Scenario</i>
Office Rents/SF/Year	\$66.00	\$69.33	\$70.00
Operating Expenses/SF/Year	\$29.65	\$29.65	\$29.65
Net Operating Income/SF/Year	\$36.35	\$39.68	\$40.35
Capitalization Rate (3)	6.00%	6.00%	6.00%
Capitalized Value/Office SF with:			
\$0.00 Special Tax/SF/Year	\$605.83	\$661.33	\$672.50
\$3.33 Special Tax/SF/Year (4)	\$550.33	\$605.83	\$617.00
\$4.00 Special Tax/SF/Year	\$539.17	\$594.66	\$605.83

(1) Assume the full amount of the tax is borne by the developer or building owner.

(2) Conservative scenario uses rent figures estimated by the Concord Group.

(3) Per the Concord Group analysis of trophy buildings across the United States.

(4) \$3.33/sf is based on a Special Tax equivalent to 0.55% of the capitalized value per square foot under the conservative scenario.

Sources: The Concord Group; Economic & Planning Systems

It is important to note that because a CFD is used to finance public improvements and is paid for by special property tax revenues, the interest rate and cost of capital for CFD bonds or loans secured by the tax revenues is less than if the developer were to privately finance the payment of an upfront fee or seek private financing for the construction of public improvements.

MELLO-ROOS CFD IMPLEMENTATION

The CFD could be administered by the Office of Public Finance or some other City entity. The CFD would terminate 75 years after its commencement. However, any individual building would be subject to Special Taxes for a period of only 30 years. The 75-year termination period ensures that any new development project constructed in the next 45 years would pay the full 30-year value of the Special Tax. These Special Taxes can be paid on an annual basis, or as a one-time payment as discussed above.

NEW IN-LIEU FEES

As described in the Public Realm chapter, the Plan proposes to allow developments to pay a fee in-lieu of providing the on-site publicly-accessible open space required per Planning Code Section 138 for non-residential uses (e.g. office, hotel, retail). This fee would be deposited into a dedicated open space fund for the Plan area to augment the funds from the TCDP Impact Fees. As an optional fee in-lieu of an existing requirement, it is possible that no funds may be collected. Since it is not possible to predict which, if any, project might opt to satisfy their open space requirement this way, the Funding Program does not assume any such funds will be available.

NON-PLAN FUNDING SOURCES

In addition to the new revenues proposed in the Plan, existing and potential sources of funds may augment the Plan's core revenue mechanisms to help meet the meet the public improvement funding needs described above. These potential sources include:

DIRECT PROVISION THROUGH ZONING REQUIREMENTS

Open Space Requirements (Planning Code Section 138)

Planning Code Section 138 requires new non-residential development projects in the C-3 Districts to provide publicly-accessible open space. In satisfying this requirement, some projects are likely provide open space otherwise called for under the Plan, such as Mission Square and public pedestrian connections to the Transit Center's rooftop park, and this is reflected in the Funding Program.

Better Streets Plan Requirements (Planning Code Section 138.1)

Planning Code Section 138.1 establishes comprehensive streetscape requirements consistent with the Better Streets Plan for new development, including street tree planting, sidewalk widening and other streetscape elements. For large development projects with significant street frontage (parcels that are ½-acre or larger, contain 250 feet or more of lot frontage, or encompass a full block face of lot frontage) or that will add a new building, add 20% or more to an existing building, or renovate 50% or more of an existing building, the Planning Department may require certain streetscape elements and a streetscape plan be submitted for review. The streetscape plan will be reviewed as part of overall project approvals. The City may also require sidewalk widening so that the resulting sidewalk meets or exceeds the recommended sidewalk width for the relevant street type from the Better Streets Plan or the specific district streetscape Plan, in this case the Transit Center District Plan. Where development projects would create new streets, sidewalks must meet or exceed the recommended sidewalk width. It is likely that several very large developments expected in the Plan area will be required to widen certain sidewalks and other implement other streetscape and circulation improvements as a requirement of development. The funding program therefore assumes some of the street improvements called for in the Plan are provided by development in satisfying Section 138.1 requirements. The total frontage of these large projects, however, represents only a small part of the overall street frontage in the Plan Area.

EXISTING FEE PROGRAMS

Downtown Open Space Fee

As discussed above under Impact Fees, the Downtown Open Space Fee required by Planning Code Sections 412 et seq., will continue to apply to office development in the Plan Area. The funds are used by the Recreation & Parks Department,

upon joint approval by the Recreation & Parks and Planning Commissions. Also discussed above, the Transbay Redevelopment Plan and Planning Code Section 249.28 requires that Downtown Open Space Fees collected within the Redevelopment Project Area (co-terminus with the Special Use District established in Section 249.28), which is a sub-set of the Transit Center District Plan Area, must be used to fund open space improvements in the Redevelopment Area consistent with the Redevelopment Plan. Therefore, these funds are included in the Funding Program. Downtown Open Space Fee revenue generated in the Plan Area outside of the Transbay Redevelopment Project Area, however, will be administered as normal (i.e. for Recreation & Parks Department purposes) and are conservatively not included in the Funding Program.

TRANSBAY REDEVELOPMENT AREA TAX INCREMENT FUNDS

The Plan Area covers most of the Transbay Redevelopment Project Area (“Project Area”), including all of Zone 2. The Redevelopment Plan includes full funding of the street and open space improvements in Zone 1 and some contribution toward such improvements in Zone 2 to support the development planned for the Project Area. While the Redevelopment Agency was dissolved in 2012 by State law, the Transbay Redevelopment Plan remains in effect and enforceable obligations of tax increment funds can be carried forward and implemented. The City was named as Successor Agency to the Redevelopment Agency. An Oversight Board and Successor Agency were established to manage enforceable obligations of the former Agency in select redevelopment areas including the Transbay Redevelopment Project Area. The street and open space programmed obligations of the Redevelopment Plan total approximately \$80 million, of which approximately \$63 million is allocated to Zone 1 streets (including all of Folsom Street and portions of Spear, Main, Beale Fremont, and 1st Streets and several minor streets) and open spaces (including Transbay and Oscar Parks).

The improvements in Zone 1 are integral and indispensable geographically and functionally to the Plan’s successful implementation and are included in this Program document. These enforceable obligations can continue to be implemented pending final approval of the Recognized Obligation Payment Schedule (ROPS) by the State Department of Finance. The ROPS was approved by the City’s Oversight Board on April 10, 2012 and submitted to the State for review. If a determination is made by the State that some or all of these improvements are not enforceable obligations, the Funding Program shown in Table 9 must be adjusted accordingly to fund these improvements from a combination of Impact Fees and CFD revenues, with corresponding funding reductions from the CFD revenues for the Downtown Rail Extension.

AGENCY PROGRAMS

The two district-wide sustainable resource utility systems recommended in the Plan – non-potable water and district energy or heating/cooling – are extensions of existing plans or programs or are related to the core activities of existing agencies, specially, the San Francisco Public Utilities Commission (“SFPUC”). While the SFPUC currently has not identified or prioritized funding to undertake such programs in the Transit Center District Plan area within the time horizon of the Plan, the objectives and precepts of these programs are consistent with existing agency policies or long-term programs. To the extent that such investments may be incorporated in SFPUC plans in the future, funding can be identified to implement them.

PUBLIC-PRIVATE PARTNERSHIPS

Opportunities may surface to realize the district sustainable resource utility programs through means of partnerships of public agencies (e.g. SFPUC) with private utilities, developers, or other entities. In addition to the SFPUC, two private utilities, Pacific Gas & Electric and NRG, currently provide service to the downtown area. Pacific Gas & Electric (PG&E) provides electricity and natural gas service to most private properties citywide. NRG owns and runs a steam loop through the downtown that provides steam for building heating and cooling. Providing such services requires significant

upfront investment in plant facilities and distribution piping in right-of-ways in addition to the complexities of ongoing metering and servicing customers. Complex state regulatory structures control the provision of utility services. To realize the district utility programs, particularly district energy or district heating/cooling, a private utility could invest in and run the system or partner with the SFPUC. Because the SFPUC is the sole water utility and there are no private water utilities in San Francisco, it is less likely that such partnership would be realistic for treatment or provision of non-potable water supplies.

SUMMARY OF FUNDING PROGRAM

As described at the beginning of this chapter, the Plan identifies and proposes numerous public infrastructure improvements and related programs necessary to support and enhance the Transit Center District. In summary, four broad categories of public improvements are needed in order to meet the needs of new development, as well as create a sustainable, transit-oriented, livable district:

- Streets and Pedestrian Circulation
- Transit and Other Transportation
- Open Space
- Sustainable Resource District Utility

Table 1 at the beginning of the document provides a list of the improvements and programs identified throughout this Plan as well as their estimated capital costs. The total estimated cost of the proposed public improvements excluding the Transit Center project is \$567 million; the total cost of Transit Center Project is approximately \$4 billion. In addition, funds will be needed to support the long-term maintenance and operation of these facilities. (At this time, these annual maintenance and service costs have not been estimated or included in the Funding Program.)

Existing impact fees applicable to downtown projects, listed in **Table 8**, will provide funding for several other key supporting aspects of the Plan, including SF Muni transit service, affordable housing, and childcare. Funds from the Plan new revenue sources are not proposed for these purposes, nor improvements or programs to be funded by these existing fees identified in **Table 1** listing the Plan’s necessary public improvements.

**Table 8:
Existing Impact Fees Applicable to Downtown Projects**

Financing Mechanism	Total Revenues¹ (Nominal \$)
Downtown Open Space	\$9,900,000
Transit (Muni)	\$59,600,000
Job-Housing	\$104,300,000
Child Care	\$5,700,000
Water and Wastewater Capacity	\$5,000,000
Total Existing Impact Fees	\$184,500,000
¹ Revenue projections do not include fees expected from projects already entitled but not yet built in Plan area, including 350 Mission and 222 Second Streets.	

The basic tenet of the Implementation Program is to fully fund all Plan-related infrastructure improvements through Plan-related revenues unless specified and dedicated funds from other sources have been identified. The exceptions to this are funding for large scale TJPA-related regional transportation infrastructure, including the Downtown Rail Extension and Underground Pedestrian Connection (between the Transit Center and the Embarcadero BART/Muni station), whose financial need substantially exceeds all potential Plan-revenues that will be available. While the Funding Program dedicates funds for these projects from the Plan's Impact Fees (as appropriately calibrated per the Nexus Studies described above), the Implementation Program dedicates to these purposes as much funding as possible from the Mello-Roos CFD. This overall approach projects that a substantial amount of funding – over \$346 million -- from the CFD would be available for these TJPA projects, as the majority of the CFD will be available to the TJPA. A total of approximately \$409 million would be available to the TJPA considering the CFD funds and Impact Fees for both the Downtown Rail Extension and City Park.

Table 9 shows the preliminary proposed sources of funding for all of the Plan's infrastructure improvements and the proposed allocation of each revenue source. Note that since the timing and pace of development (and hence the timing and pace of revenues) is uncertain, the element of time is not incorporated into this chart or the Implementation Program. This program also does not determine temporal priorities for funding among the various improvement projects. As described below, priorities will be vetted by the Interagency Plan Implementation Committee (IPIC) as funds become available.

**Table 9:
Transit Center District Plan Funding Program**

TRANSIT CENTER DISTRICT PLAN FUNDING PROGRAM

		Contributions by Source >			PLAN REVENUES		OTHER SOURCES			
PUBLIC IMPROVEMENT	COST	Plan Open Space Fee	Plan Transportation Fee	Mello Roos CFD	Development Open Space Requirements (Sec. 138)	Development Streetscape Requirements (Sec. 138.1)	Redevelopment Plan Tax Instrument Funding	Downtown Open Space Fee (Sec. 412) - Redevelopment Area Only	TJPA Funding	
STREETSCAPE AND PEDESTRIAN										
ROW Improvements (sidewalks, transit lanes, landscaping, etc)										
Living Streets (Spear, Main, Beale)	\$15,000,000		\$5,000,000	\$5,000,000				\$5,000,000		
Primary Streets (Mission, Howard, Fremont, 1st, 2nd, New Montgomery)	\$90,000,000		\$34,000,000	\$47,000,000		\$2,400,000		\$6,600,000		
Alleys	\$21,000,000		\$5,000,000	\$11,500,000		\$3,000,000		\$1,500,000		
Zone 1 Streets	\$32,875,000							\$32,875,000		
Fremont/Folsom Off-ramp realignment	\$2,500,000							\$2,500,000		
Mid-Block Crossings	\$3,000,000		\$2,700,000							
Signalization	\$8,750,000		\$1,500,000	\$7,250,000				\$300,000		
Casual Carpool	\$250,000		\$27,000							
Natoma	\$13,300,000		\$13,300,000					\$223,000		
Shaw Plaza	\$1,700,000		\$1,530,000							
Underground Pedestrian Connector	\$125,000,000							\$170,000	\$125,000,000	
TRANSIT AND OTHER TRANSPORTATION										
Transit Delay Mitigation	\$3,000,000		\$3,000,000							
BART Station Capacity	\$10,000,000		\$9,000,000	\$1,000,000						
TMA Guidelines	\$250,000		\$80,000	\$170,000						
Traffic Studies	\$2,500,000		\$1,900,000	\$600,000						
Congestion Charging Studies and Pilot	\$1,000,000		\$400,000	\$600,000						
DOWNTOWN RAIL EXTENSION	\$2,596,000,000		\$45,300,000	\$345,980,000					\$2,207,520,000	
OPEN SPACE										
City Park	\$50,000,000	\$18,200,000		\$1,900,000				\$1,600,000	\$32,000,000	
City Park connections	\$18,500,000	\$9,300,000			\$9,200,000					
2nd/Howard	\$15,000,000	\$10,000,000						\$5,000,000		
Transbay Park	\$10,100,000						\$10,100,000			
Improvements to Downtown Parks outside Plan Area	\$10,000,000	\$10,000,000								
Mission Square	\$5,000,000				\$5,000,000					
Bus Ramps/Oscar Park	\$18,300,000						\$18,300,000			
	Total by Source	\$47,500,000¹	\$122,737,000¹	\$421,000,000	\$14,200,000	\$5,400,000	\$77,568,000	\$6,600,000	\$2,364,520,000	
	SUBTOTALS		\$591,237,000			\$103,768,000				

¹Totals for Plan Impact Fee expenditures do not include fee administration costs, allowed up to 5% of Impact fee revenues per the enabling ordinances.

IMPLEMENTATION AND AGENCY RESPONSIBILITIES

Implementation of the Transit Center District funding program will occur much in the same fashion as has been adopted for other plan areas. Administration of the impact fee funds and the Mello-Roos CFD funds will be done by the Board of Supervisors. The Interagency Plan Implementation Committee, (“IPIC”) established in Administrative Code Chapter 36, will make recommendations to the Board for consideration consistent with the Transit Center District Plan and this document. The IPIC is chaired by the Planning Director (or his or her designee) and comprised of representatives of numerous City and County agencies, including the MTA, Recreation & Parks, Public Works, SFPUC, Office of Economic and Workforce Development, and the County Transportation Authority. As part of the Plan’s adoption process, the Board amended Chapter 36 to state that the TJPA and BART are also invited to send representatives and provide input to the IPIC, because the Plan’s implementation program includes substantial funding to these regional agencies. Based on annually updated projections of revenue availability, the IPIC will make recommendations to the Board regarding expenditure priorities. There is no Citizen’s Advisory Committee for this Plan area.

The Planning Code establishes that the Planning Commission has the authority to approve in-kind agreements with development sponsors to partially or fully waive required impact fees in exchange for the sponsors constructing and maintaining physical public improvements called for in the Plan's Implementation Program. The Planning Commission must consider the recommendation of the IPIC prior to approving such agreements.

As part of its monitoring requirements for the Downtown Plan, described in Chapter 10E of the Administrative Code and amended as part of adoption of this Plan, the Planning Department will be required to report on progress and issues regarding implementation of this Plan's funding program, because the Plan is a sub-area of the Downtown Plan. The Planning Department is required to annually provide a monitoring report with basic data, and every five years to provide a more comprehensive report that includes policy analysis and discussion of various issues regarding the long-term development of the downtown.

Table 1 of this document lists the presumptive lead agency or entity responsible for the planning and/or implementation of the various public improvements. As required by Chapter 36 establishing the IPIC, each agency implicated in these improvements must participate in the planning, design and implementation of these improvements and to incorporate these projects into their respective work and funding programs as appropriate.

APPENDICES

Appendix A: Open Space Nexus Study

Appendix B: Streets and Transportation Nexus Study



**DOWNTOWN SAN FRANCISCO
PARK, RECREATION, AND OPEN SPACE
DEVELOPMENT IMPACT FEE NEXUS STUDY**

FINAL REPORT

A Report to

**PLANNING DEPARTMENT
CITY AND COUNTY OF SAN FRANCISCO**

Prepared by

HAUSRATH ECONOMICS GROUP

April 13, 2012

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DOWNTOWN SAN FRANCISCO PARK, RECREATION, AND OPEN SPACE DEVELOPMENT IMPACT FEE NEXUS STUDY

SUMMARY AND MITIGATION FEE ACT FINDINGS

Overview and Summary

People living in new housing and working in new buildings in Downtown San Francisco will add to demand for park, recreation, and open space facilities. In addition, visitors to Downtown San Francisco—shoppers, tourists, conventioners, people coming to dine out or enjoy entertainment downtown, people coming for business meetings and any number of other reasons—are another important component of demand for Downtown park and open space facilities. New facilities and improvements to existing facilities are required to accommodate the additional demand for park, recreation, and open space facilities from the increase in park users accommodated by the housing, office, retail, hotel, and institutional development expected to occur in Downtown San Francisco. Without an increase to the facility inventory, facility standards and levels of service for all park users will deteriorate.

The impact fee documented in this study is proposed to be applied in Downtown San Francisco to fund the park, recreation, and open space facility needs attributable to the additional resident population and employment accommodated by new residential and non-residential development in the Downtown Area. See **Map 1** at the end of this report. Although Downtown visitors—those who do not work or live in the area—are a particularly important component of the usage of Downtown parks and open spaces, there is no data or information measuring non-resident, non-worker visitor use of parks and open space in San Francisco. Without a reliable basis for allocating the costs of needed park facilities to visitors, this study adjusts (reduces) the total facility cost by 10 percent as a reasonable approximation of the share of total costs attributable to visitor use. The adjusted cost is the cost basis for the maximum justifiable impact fee.

The fee would be imposed on both residential and non-residential development not yet under construction, permitted, or approved for development in Downtown San Francisco. San Francisco's park, recreation, and open space facilities serve residents of the City as well as people who work in the City. The analysis calculates fee amounts per square foot of new development that are proportional to the relative demand associated with residents and workers and to household sizes and the density of employment (and therefore of park and recreation facility use) for different types of non-residential development.

The development fee would not be imposed in Zone 1 of the Transbay Redevelopment Project Area. Instead, the Redevelopment Agency would contribute an equivalent amount of funding and/or park, recreation, and open space improvements in the Transit Center District Plan Area.

Table S.1 summarizes the maximum justifiable impact fee schedule documented in this study.

TABLE S.1
PROPOSED DOWNTOWN PARK, RECREATION, AND OPEN SPACE DEVELOPMENT IMPACT FEE
(maximum justified amount)

Land Use	Maximum Justified Fee Amount
Residential	\$4,046 per unit
	\$2.70 per gross sq. ft. ^a
Cultural, Institutional, Educational	\$10.01 per gross sq. ft.
Hotel	\$4.29 per gross sq. ft.
Industrial/PDR	\$5.25 per gross sq. ft.
Medical	\$13.90 per gross sq. ft.
Office	\$12.95 per gross sq. ft.
Retail	\$10.21 per gross sq. ft.

^a Residential fee per gross square foot assuming 1,500 square feet per unit.

The proposed Downtown Park, Recreation, and Open Space Fee would supersede the existing Downtown Park Fee (Planning Code Section 412.5, formerly Section 139(a)). That fee was created in 1985 as part of the *Downtown Plan* in order to provide “financial resources to acquire and develop public park and recreation facilities which will be necessary to service the burgeoning daytime population in these districts”.¹ The fee of \$2.00 per square foot is imposed on new office development in downtown districts; the fee amount has remained the same since it was first established. Since 1985, a total of \$11.3 million in fee revenue has been collected for the Downtown Park Special and \$8.4 million has been spent on park improvements.²

The proposed fee relies on existing citywide standards documented in other impact fee studies conducted for the City and County of San Francisco. The facility cost analysis is updated to be more appropriate to Downtown San Francisco. The fee schedule documented in this study represents the maximum fee that the nexus analysis supports as justified to be applied to new development in Downtown San Francisco.

This report provides the documentation required under the California Mitigation Fee Act—AB 1600, enacted in California Government Code Sections 66000 – 66025—to identify the purpose of the proposed fee, describe the facilities and improvements that the fee would support, and demonstrate a reasonable relationship between: planned new development and the use of the fee, the type of new development planned and the need for facilities to accommodate growth, and the amount of the fee and the cost of facilities and improvements.

¹ San Francisco Planning Code, Section 412.5, Downtown Special Park Fund.

² City and County of San Francisco, Controller’s Office, *FY 2009-10 Development Impact Fee Report*, January 24, 2011.

Findings

Purpose of the fee

The purpose of the Downtown Park, Recreation, and Open Space development impact fee would be to provide funding from new development to increase the supply of park, recreation, and open space facilities to serve the needs attributable to growth in Downtown San Francisco. Standards developed by the Recreation and Park Department indicate the amount of facilities required to meet the needs of population and employment growth in the City. The increased supply of park, recreation, and open space facilities would maintain these existing facility standards. The increase in the facility inventory funded by the development fee would be directly related to the needs associated with Downtown growth. Fee revenue would not be used to correct existing deficiencies.

Use of fee revenue

The impact fee would provide funding for new and improved facilities to meet the needs attributable to the increase in park users in Downtown expected through the year 2030. The fee revenue would be used to acquire land, develop park and recreation facilities, and improve existing park facilities in lieu of acquisition. Costs funded by the fees may also include project administration, management, design, and engineering.

Relationship between the use of the fee and the type of new development

There is a demonstrated benefit to new development of the park, recreation, and open space facilities funded by the fee. Park, recreation, and open space facilities are critical components of any community's quality of life. They sustain the social, physical, and mental health of residents and workers and provide economic benefits, as well. These qualities are established in the *Recreation and Open Space Element of the San Francisco General Plan* and in the *Downtown Plan*.³

The Parks, Recreation, and Open Space impact fee is calculated on the basis of the service population of park users that benefit from the facility inventory and facility improvements that would be funded by the fee revenue. The impact fee revenue would be used to pay for facilities required to meet the needs generated by new residential development and population growth and new non-residential development and employment growth in Downtown San Francisco thereby providing a benefit to the development types on which the fee is imposed.

Relationship between the need for park, recreation and open space facilities and the type of new development

New residential and non-residential development in Downtown San Francisco accommodates increases in the number of residents and workers located downtown. Those people will use park, recreation, and open space facilities for relaxing, exercising, socializing, eating, soaking up the sun, walking the dog, playing with children, appreciating nature, participating in sports, and enjoying entertainment, among other pastimes. In addition, adequate open space provides essential relief from the density and congestion associated with downtown high-rise

³ San Francisco Planning Department, *Recreation and Open Space Element*, An Element of the General Plan of the City and County of San Francisco, Revised Draft June 2011 and *Downtown Plan*, An Area Plan of the General Plan.

development. If the facility inventory were not expanded or improved to accommodate increased demand, then the level of service for all park users would deteriorate as the increased activity associated with growth and new development would occur within the confines of constrained existing facilities. Furthermore, as new development occurs, additional park and open space facilities are needed Downtown to maintain the quality of urban experience that makes Downtown San Francisco an attractive place to do business, live, and visit.

Relationship between the amount of fee payments and the cost of park, recreation, and open space facilities

The need for park, recreation, and open space facilities attributable to Downtown growth has been estimated using existing citywide per capita facility standards that are a reasonable and established means of estimating level of service. Costs are based on factors that reflect the unique characteristics of the downtown development pattern, including the cost of land and the cost of improvements typical of downtown parks and open space. The estimate of the park user service population that is the basis for the fee calculation accounts for the fact that both residents and workers have the opportunity to use and benefit from park, recreation, and open space facilities. In fact, since much of the Downtown is primarily commercial use, the majority of users of many major downtown open spaces consists of workers, by contrast to most other parts of the City, where residents predominate. The fee amounts are also adjusted to account for the fact that visitors to the Downtown are another important source of demand for and use of Downtown parks and open space. Since no data are currently available measuring this use and allowing allocation of some of the cost to development that attracts visitors, facility costs are reduced by a factor chosen to reasonably account for visitor use. Using the appropriate service population to calculate per capita costs assures that the associated fees will be levied on types of development that create a demand for and benefit from these facilities and that the fee will be proportional to that demand. Furthermore, employment density factors that vary by land use and household size and housing unit size factors used in the fee calculations mean that fee amounts are sensitive to land use and to the square footage of new development. The fees are assessed per square foot of new development so impact fee payments are related directly to the size of proposed projects, and therefore to the relative impact and demand for open space attributable to that development.

DOWNTOWN GROWTH SCENARIO

Downtown San Francisco, including the Transit Center District Plan Area, is expected to accommodate a substantial amount of the population and employment growth projected for San Francisco. **Map 1** at the end of this report shows the boundaries of the Downtown area defined for this analysis.⁴ The growth scenario reflects state, regional, and local policy priorities directing new development to dense urban centers served by transit, as well as the other market factors favoring San Francisco: important business location, central location well-connected to other parts of the region, diverse and walkable neighborhoods, cultural and entertainment attractions, range of housing options, reputation for tolerance and acceptance, and opportunities for immigrants and other newcomers.

⁴ The Downtown area is defined by Traffic Analysis Zone (TAZ) boundaries because the land use allocation that is the basis for growth scenarios for subareas of the City used for area planning, transportation analysis and other purposes is based on the TAZ unit.

Building on market trends and planning efforts, an additional 16,000 households and 32,000 residents are expected in the Downtown area between 2005 and 2030 (see **Table 1**).⁵ This is a substantial percentage increase—40 percent for households and 50 percent for population. The increase in housing and population downtown is 25 – 30 percent of the total growth projected for the City, as the share of the City’s population living downtown is expected to continue to increase over time.

An additional 69,000 jobs are projected for the Downtown area during this planning horizon, bringing total downtown employment to 329,000 in 2030. Downtown employment growth represents about 30 percent of total employment growth projected for San Francisco (see **Table 1**). With the exception of the Transit Center District Plan Area, most of the Downtown business district is built out, so the share of total San Francisco employment located Downtown is projected to decline somewhat over time. Office employment in management, information, and professional services accounts for 75 percent of total employment growth Downtown from 2005 through 2030. Medical and health services and visitor lodging are projected to show the strongest pace of growth in the downtown area over this period while retail and entertainment, and cultural, institutional, and educational sectors grow at an average pace in the Downtown area.

SERVICE POPULATION / PARK USERS

San Francisco’s park, recreation, and open space resources are used by and benefit both City residents and people who work in the City. This is particularly the case in Downtown San Francisco, where workers are by far the largest component of the daytime population. Therefore, the service population for this development impact fee analysis combines residents and workers into one estimate of “park users.” As noted above, visitors are also an important element of the park user service population, particularly in Downtown San Francisco. There are currently no data sources that measure non-resident, non-worker visitor use in San Francisco parks. In the absence of such data, this study focuses on residents and workers and adjusts facility costs by a percentage to account for visitor use before the calculation of the maximum justifiable impact fee amount.

⁵ The growth scenario used in this analysis is consistent with the growth scenario used in the *Transit Center District Plan Environmental Impact Report*. It is based on the regional scenario for growth published by the Association of Bay Area Governments (ABAG) in *Projections 2007*. In August 2009, ABAG published *Building Momentum: Projections and Priorities for 2009*, an updated set of population, household, and job forecasts for the Bay Area. The economic fundamentals behind longer-term regional growth and change remain the same in the updated forecasts. The 2009 series shows lower population and job totals in the short- to mid-term, representing the depth of the current recession, but economic recovery brings a stronger pace of growth in the longer term such that totals in 2030 and 2035 are on track with the regional totals in *Projections 2007*.

TABLE 1
GROWTH SCENARIO FOR DOWNTOWN SAN FRANCISCO
2005 – 2030

	2005	2030	Change	2006-2030 Percent Change	
Downtown					
Households	36,792	53,136	16,344	44%	
Household Population	60,671	93,115	32,444	53%	
Employment by Business Activity					
Management/Information/Professional Services	184,620	235,456	50,836	28%	74%
Retail/Entertainment	29,772	37,245	7,473	25%	11%
Visitor Lodging	11,910	16,495	4,585	38%	7%
Medical and Health Services	3,476	5,312	1,836	53%	3%
Cultural/Institutional/Educational	16,676	20,469	3,793	23%	5%
Production/Distribution/Repair	13,242	13,742	500	4%	1%
Total	259,696	328,719	69,023	27%	100%
San Francisco Total					
Households	341,248	392,699	51,451	15%	
Household Population	779,549	912,039	132,490	17%	
Employment	552,000	793,300	241,300	44%	
Downtown Percent of City Total					
Households	11%	14%	32%		
Household Population	8%	10%	24%		
Employment	47%	41%	29%		

NOTE: The Downtown area is defined to include the C-3 District covered by the *Downtown Plan* and adjacent areas relevant to the analysis of the Transit Center District Plan: Transbay, Rincon Hill, and Yerba Buena planning areas; other parts of the "Downtown" planning district (Civic Center, Union Square, Chinatown, Tenderloin); and most of East and West SoMa and the Central Corridor.

SOURCE: San Francisco Planning Department, Land Use Allocation 2007 (revised January 2010) and ABAG, *Projections 2007*, December 2006.

The estimate of the park user service population derives weighting factors to represent relative demand or benefit across four categories of people who use or benefit from park, recreation, and open space facilities. The relative weight of the four different categories is determined by hours-per-week as an indicator of the opportunity to use park, recreation, and open space facilities. For park, recreation, and open space facilities, the appropriate parameters are a 7-day week and 16-hour days, because the facilities are typically used on weekdays as well as weekends and not used at night.

The use of hours per week as a proxy measure for public service demand is common practice in facility impact fee analysis. The concept has been referred to as “functional population” in *Impact Fees: Principles and Practice of Proportionate Share Development Fees* (Nelson, Nicholas, and Juergensmeyer, 2009). This measure is used when there is no reliable information on facility users from surveys, calls for service, or public program registrations, for example. By using this measure, it is possible to establish reasonable relationships of *relative demand* differentiating residents, non-residents, and workers. As applied in this case, it is not intended to represent the actual hours of use or the times during which park facilities are open to the public, but rather to establish relative demand so that costs can be allocated equitably and proportional to relative demand across land uses.

Table 2 presents the park user demand analysis. Of the four park user categories, residents who do not work and residents who work in the City have the same opportunity to use park, recreation, and open space facilities: 112 hours per week (7 days × 16 hours per day). The other two park user categories—residents who work outside San Francisco and San Francisco workers who live outside the City have less opportunity to use City park, recreation, and open space facilities. Their per capita demand is therefore less than that of residents who do not work and residents who work in the City: 64 percent in the case of residents who work outside the City and 36 percent in the case of San Francisco workers who live outside the City. Note that there is no double-counting in this analysis; people who both live and work in San Francisco are counted once as workers.

TABLE 2
DOWNTOWN PARK, RECREATION, AND OPEN SPACE
SERVICE POPULATION WEIGHTING FACTORS

Park User Group ^a	Basis for demand factors: day-time hours per 7-day week for each user group	Hours per Week	Relative Demand, based on hours per week ^b
SF residents who do not work	7 days at 16 hours per day	112	1.00
SF residents who work outside SF	5 days at 8 hours per day plus 2 days at 16 hours per day	72	0.64
SF workers who live in SF	7 days at 16 hours per day	112	1.00
SF workers who live outside SF	5 days at 8 hours per day	40	0.36

^a There is no double-counting. San Francisco workers who also live in San Francisco are counted once as workers.

^b Relative to base demand defined by residents who do not work and San Francisco residents who work in San Francisco, each representing demand over 7 days at 16 hours per day.

Table 3 presents the estimate of the expected increase in Downtown area park user service population that is used in this development impact fee analysis. From the increase in Downtown residents and Downtown employment (Table 1), the four categories of park user are defined by population characteristics derived from the U.S. Census American Community Survey: percentage of San Francisco residents that do not work, percentage of residents that work outside San Francisco, percentage of San Francisco workers that live in San Francisco, and percentage of

workers that live outside San Francisco. After application of the relevant weighting factors, the increase of 32,000 residents translates to an expected increase of just over 17,000 park users, and the increase of 69,000 employees translates to an expected increase of about 50,000 park users, for a total of 67,000 additional park users in the Downtown area associated with population and employment growth through 2030.

TABLE 3
DOWNTOWN SAN FRANCISCO – 2005 - 2030
EXPECTED INCREASE IN PARK, RECREATION, AND OPEN SPACE USERS

Park User Category	Total Residents or Employees	ACS 5-year estimates 2005-2009 ^a	Residents / Employees by Category	Park, Recreation, and Open Space Usage Factor	Park, Recreation, and Open Space Users
	A	B	C = A × B	D	C × D
Residents^b	32,444				
Non-workers		44.4%	14,408	1.00	14,408
Work outside SF		13.2%	4,293	0.64	2,760
Employment	69,023				
Live in SF		56.9%	39,301	1.00	39,301
Live outside SF		43.1%	29,722	0.36	10,615
Total					67,083

^a Percentage of total San Francisco resident population or San Francisco workers by place of work from American Community Survey, 2005 - 2009 5-year estimates.

^b There is no double-counting. San Francisco residents who work in San Francisco are counted as workers.

PROPOSED PARK, RECREATION, AND OPEN SPACE DEVELOPMENT IMPACT FEE

Approach/Methodology

The proposed Downtown Park, Recreation, and Open Space Fee would provide funding from new development in Downtown San Francisco to maintain existing citywide standards for park, recreation, and open space facilities. The proposed impact fee would satisfy the needs for these types of facilities and improvements attributable to the increase in park users accommodated by the new development in the Downtown area. The impact fee is calculated to allocate the costs of the needed facilities equitably to new residential and non-residential development commensurate with each uses' s proportion of net impact and demand.

The development impact fee methodology has five steps:

- ◆ Identify existing facility standards
- ◆ Identify appropriate unit costs for facilities
- ◆ Estimate facility need and cost attributable to growth using per capita standards and unit costs

- ◆ Allocate total costs equitably to new development by calculating the cost per park user
- ◆ Determine the fee per square foot or per unit for each land use category by multiplying the cost per park user by the number of park users per square foot or per unit of new development by land use category

Facility needs and costs

Because the City's 10-year Capital Plan for recreation and parks is oriented almost entirely to funding existing needs for facility renewal, modernization, and renovation (funded primarily by local bond proceeds and state grants) and not to meeting the needs of new demand attributable to growth (particularly in the Downtown), the facility needs and costs attributable to growth are derived by applying relevant facility standards to growth projections. The analysis for the proposed Downtown Park, Recreation, and Open Space fee is based on the framework documented in the draft analysis for a recreation and parks development impact fee as part of the *Citywide Development Impact Fee Study*.⁶ For that effort, the Recreation and Park Department defined existing citywide facility standards in terms of acres of land and equivalent improvements to existing facilities, consistent with national guidelines for park and recreation facilities as adapted to best fit local conditions.

The existing standard for Recreation and Parks Department-owned park and open space land is **4.32 acres per 1,000 residents**. However, as determined in the citywide *Recreation and Parks Development Impact Fee Justification Study*, it is not reasonable to assume that new development could provide funding adequate to increase the inventory of park land sufficient to maintain that standard over time, given the limited sites for land acquisition within the geographic constraints of San Francisco's city limits, the density of existing development, and high land values and costs. Therefore, existing park, recreation, and open space facility standards are expressed in terms of both land acquisition and improvements to existing facilities in lieu of land acquisition.

Note that although these park facility standards are expressed per 1,000 *residents* (because that is the denominator most readily available and traditionally used to evaluate park facilities), they represent a measurement of existing conditions across all land uses and are thus a reasonable proxy for the standard across that broader service population. In other words, when expressed solely "per local resident," an existing standard that measures local park facilities designed to serve more than the local resident population—regional residents, workers, and other visitors, for example,—is likely to be higher (more acres per 1,000 residents) than a facility standard where the facilities and the resident service population were more closely aligned.

⁶ David Taussig & Associates, *Recreation and Parks Development Impact Fee Justification Study*, September 18, 2007 (updated January 7, 2008), part of the *Citywide Development Impact Fee Study, Consolidated Report*, March 2008. The *Citywide Development Impact Fee Study* conducted for the Office of the Controller (March 2008) included documentation of the basis for a recreation and park facility development fee to meet the needs of the additional residents and workers to be accommodated by new development in the City. Policy 6.1 of the *Draft Recreation and Open Space Element* lists the possibility of adopting this fee on a citywide basis as the first option among several innovative long-term funding mechanisms to ensure adequate resources to attain the policies and program of the open space element.

The standard for land acquisition is stated as **0.11 acres per 1,000 residents**, reflecting the Recreation and Parks Department’s assessment of the amount of land that could reasonably be expected to be acquired and financed by new development over a 20-year planning horizon (about six acres).

In lieu of substantial acquisition to expand the inventory of park land, the Department developed the park improvement standard, at the existing ratio of Department-owned park land to population (4.32 acres per 1,000 residents). This standard is used to estimate the cost of improvements on land already owned by the City to meet the increased demand expected due to growth.

Table 4 presents the park, recreation, and open space facility needs associated with Downtown growth based on these existing facility standards.

TABLE 4
DOWNTOWN PARK, RECREATION, AND OPEN SPACE DEVELOPMENT IMPACT FEE
PARK, RECREATION, AND OPEN SPACE FACILITIES NEEDS

Facility Type	Facility Standard ^a	Facility Need based on Citywide Standard ^b
Park land ^c	.11 acres / 1,000 residents	3.57 acres
Park improvements ^d	4.32 acres / 1,000 residents	140.16 acres

^a From the *Citywide Development Impact Fee Study: Recreation and Parks Development Impact Fee Justification Study*, David Taussig & Associates, Inc., September 2007 (updated January 2008).

^b Standard per 1,000 residents multiplied by 2005 - 2030 increase in Downtown residents (32,444) divided by 1,000.

^c Standard of .11 acres per 1,000 residents based on Recreation and Parks Department determination that 5.9 acres of park land could reasonably be assumed to be acquired to meet the needs associated with growth. New and expanded facilities in existing parks are proposed in-lieu of land acquisition. See the Park Improvement line item. See page VII-8 and VII-9 in the *Recreation and Parks Development Impact Fee Justification Study* (Taussig, September 2007/January 2008).

^d Standard of 4.32 acres per 1,000 residents based on the existing ratio of Recreation and Parks Department owned land per 1,000 residents, as calculated in *Recreation and Parks Development Impact Fee Justification Study* (Taussig, September 2007/January 2008).

The total cost to provide these facilities to meet the needs attributable to Downtown growth between 2005 and 2030 is about \$350 million. **Table 5** details the cost factors. There are three components to the total cost: cost to acquire park land; cost to provide park improvements on that land; and costs to provide improvements to existing parks and open space (in lieu of more costly land acquisition).

Land costs and some of the improvement costs are specific to Downtown San Francisco. These cost factors are based on a number of considerations unique to downtown park and open space facility planning. Suitable open land is particularly scarce in the downtown area, and land values are highest in this part of the City. Moreover, in lieu of land acquisition, some additional area of downtown open space is likely to be provided as space constructed above existing ground-level uses, necessitating higher than average development costs. In terms of improvements, the density of existing development, the intensity of mixed land uses and of downtown park use, as well as urban design factors specific to downtown require a range of types of hardscape and landscape improvements that are generally more costly than the improvements associated with less

TABLE 5
DOWNTOWN PARK, RECREATION, AND OPEN SPACE DEVELOPMENT IMPACT FEE
PARK, RECREATION, AND OPEN SPACE FACILITIES COSTS (2010 DOLLARS)

Facility Type	Facility Need	Cost per Square Foot (2010 dollars)	Facility Cost
Park land ^a	3.57 acres	\$1,200	\$186,550,000
Park improvements—new Downtown parks ^{b,c}	3.57 acres	\$210	\$32,646,000
Park improvements in lieu of acquisition ^b			
Downtown Park and Open Space ^d	29.40 acres	\$85	\$108,570,000
Other Park and Open Space ^e	<u>110.76 acres</u>	\$5	<u>\$22,420,000</u>
Total	140.16 acres		
Total Cost			\$350,186,000

^a Land cost estimate provided by the Planning Department based on comparable land sales of Downtown San Francisco (C-3 District) land between 2001 and 2011 (see Appendix **Table A.2** for data). Represents land acquisition or alternative of constructed above-ground park and open space facilities.

^b Because of different types of improvements and associated cost factors, park improvement costs are estimated separately for newly created downtown parks (3.57 acres), improvements to existing public parks located in the Downtown area, and improvements to parks elsewhere in the City. There are 29.4 acres of existing public park land in the Downtown area that would benefit from the improvements funded by this impact fee. The balance of the park improvement need would be satisfied on park and open space facilities elsewhere in the City.

^c Costs for improvements to develop new Downtown parks and open space are based on the average cost per square foot for new park and open space facilities, as estimated in the *Transit Center District Plan*.

^d Costs for improvements to existing Downtown parks and open space are based on costs for improvements to Portsmouth and St. Mary's Squares and the acres of land in those facilities, as estimated in the *Transit Center District Plan*.

^e Costs for improvements to other existing park and open space facilities elsewhere in the City are estimated using the cost per acre for improvements in the *Citywide Development Impact Fee Study*, inflated to 2010 dollars using the San Francisco - Oakland - San Jose Metropolitan Area Consumer Price Index (all urban consumers).

intensively used neighborhood parks. Downtown parks are more heavily used than parks elsewhere in the City and must sustain a wide range of types of park users and urban activities. These unique conditions require more expensive improvements than the large expanses of grass, natural areas, or sports fields typical of larger neighborhood parks. Hardscaped plazas and intensively landscaped planters, often constructed on basement structures or garages, require expensive engineering solutions. Development costs per square foot for these types of downtown park and open space facilities are, therefore, substantially higher than those associated with the open grassy areas and sports fields associated with neighborhood park facilities.

There are three elements to the facility improvement cost. The first is the cost to develop the 3.57 acres needed of newly acquired Downtown facilities. The cost factor is the average cost per square foot to develop the new facilities identified in the *Transit Center District Plan*: City Park, 2nd and Howard Park, Transbay Park, Mission Square, and recreation facilities under the groundplane of bus ramps. The second set of improvements are to existing Downtown facilities that currently total about 29 acres. The cost factor is based on the estimate in the *Transit Center District Plan* for improvements to Portsmouth and St. Mary's Squares. Since the balance of the improvements would be to other Department-owned parks elsewhere in the City, a lower average cost factor is used, consistent with the park and recreation facility cost estimates prepared for the *Citywide Development Impact Fee Study*.

Cost allocation and fee schedule

There are no other identified sources of funding for expanding the supply of park, recreation, and open space facilities to meet the needs attributable to growth. All local funding is dedicated to meeting the needs of existing park users through modernization, renovation, and repair projects.⁷

The cost allocation process ensures that development fees equitably assign costs in proportion to demand and benefit. The increased supply of park, recreation, and open space facilities has been estimated to meet the demand (based on the existing citywide standard) attributable to service population growth accommodated by new development in Downtown San Francisco. That total cost for new facilities and improvements to existing facilities is allocated on a per capita basis across the projected increase in Downtown park users. The resultant average cost per park user is converted to a fee per square foot of new development using park use factors per square foot that reflect average household sizes and employment densities for different categories of non-residential development. (See **Table A.1** in the appendix for detail on these factors.)

Table 6 shows the calculation of the average facility cost per park user. Total costs are first reduced by 10 percent to account for that component of facility demand attributable to non-resident, non-worker visitors. Dividing the adjusted total facility cost by the expected growth in Downtown park users results in an average cost per user of about \$4,700. Adding a percentage to account for necessary administrative and management costs for the fee and improvement program results in a total cost per park user of about \$4,900.⁸

Table 7 presents the maximum justifiable park, recreation, and open space development fee schedule based on the forgoing analysis. The proposed maximum justifiable fees range from \$2.70 per gross square foot for residential use to just under \$13—\$14 per gross square foot for office and medical uses.

Fee rates should be adjusted for inflation on an annual basis to ensure that fee revenue keeps up with increases in the cost of providing public facilities.

The proposed fee would apply to new residential and non-residential development in the Downtown Study Area (**Map 1**) not already subject to area plan fees for park, recreation and open space improvements or included in approved Redevelopment Project Areas.

⁷ City and County of San Francisco, *Proposed Capital Plan 2012- 2021*, March 14, 2011.

⁸ Agency costs to manage, monitor, and update the impact fee program are allowed to be recovered in the fee amount charged if those costs are estimated in the impact fee documentation. Impact fee documentation studies typically use a percentage factor to estimate this cost, generally ranging from two percent to five percent of the facility cost. In San Francisco, methodologies vary. A five percent factor was used in the Eastern Neighborhoods nexus study and in the Citywide Child Care nexus study. In the Citywide Recreation and Park impact fee justification study the alternative of estimating the cost of one FTE required to administer and monitor the program for a 20-year implementation period was used. The *FY 2009-2010 Development Impact Fee Report* prepared by the City and County of San Francisco Controller's Office documents when administration, monitoring and other program implementation costs are allowed uses of funds under the various development impact fee programs in place in San Francisco.

TABLE 6
DOWNTOWN PARK, RECREATION, AND OPEN SPACE DEVELOPMENT IMPACT FEE
FACILITY COST PER PARK USER (2010 DOLLARS)

Total Facility Cost	\$350,186,000
Visitor adjustment (10 percent) ^a	(\$35,018,600)
Adjusted Facility Cost	\$315,167,400
Park Users	
Residents	17,167
Workers	<u>49,916</u>
	67,083
Facility Cost per User	\$4,698
5% for administration	<u>\$235</u>
Total Cost per Park User	\$4,933

^a The visitor adjustment reduces total facility costs by a percentage judged reasonable as an estimate of the park and open space demand attributable to Downtown visitors. This adjustment is required because no data are available measuring visitor use of San Francisco park facilities.

TABLE 7
PROPOSED DOWNTOWN PARK, RECREATION, AND OPEN SPACE DEVELOPMENT IMPACT FEE
(maximum justified amount)

Land Use	Cost per Park User	Parks Use Factors^a	Maximum Justified Fee Amount
Residential	\$4,933	0.82 per unit	\$4,046 per unit \$2.70 per gross sq. ft. ^b
Cultural, Institutional, Educational	\$4,933	2.03 per 1,000 sq. ft.	\$10.01 per gross sq. ft.
Hotel	\$4,933	0.87 per 1,000 sq. ft.	\$4.29 per gross sq. ft.
Industrial/PDR	\$4,933	1.06 per 1,000 sq. ft.	\$5.25 per gross sq. ft.
Medical	\$4,933	2.82 per 1,000 sq. ft.	\$13.90 per gross sq. ft.
Office	\$4,933	2.62 per 1,000 sq. ft.	\$12.95 per gross sq. ft.
Retail	\$4,933	2.07 per 1,000 sq. ft.	\$10.21 per gross sq. ft.

^a See Appendix Table A.1 for detail on park use factors by land use.

^b Residential fee per gross square foot assuming 1,500 square feet per unit.

APPENDIX A.1

PARK USE FACTORS BY LAND USE CATEGORY

Park use factors by land use are used to convert the facility cost per user to the impact fee per unit of development. **Table A.1** shows how the park use factors by land use are derived. The analysis is similar to the analysis in **Table 3**, although the estimating factors from the American Community Survey and the park, recreation, and open space weighting factors are applied to residents per unit and to employees per square foot instead of to total residents and employment. For each step, formulas indicate the relationship between the input factors and the results by land use. The results by land use translate per-user costs to fees per unit of new development in **Table 6**.

TABLE A.1
PARK, RECREATION, AND OPEN SPACE USE FACTORS, BY LAND USE

		Residential													
Persons per household ^a			1.55	A											
SF residents who don't work ^b	44.4%	B	0.69	D = A × B											
Park use factor ^c	1.00	C	0.69	E = C × D											
SF residents who work outside SF ^b	13.2%	F	0.21	H = A × F											
Park use factor ^c	0.64	G	0.13	I = G × H											
Park users per unit			0.82	E + I											
		Office		Retail		Hotel		Institutional		Medical		PDR			
Workers per 1,000 sq. ft. ^d		3.62	N₁	2.86	N₂	1.20	N₃	2.80	N₄	3.89	N₅	1.47	N₆		
SF workers who live in SF ^e	56.9%	J	2.06	O₁ = J × N₁	1.63	O₂ = J × N₂	0.68	O₃ = J × N₃	1.59	O₄ = J × N₄	2.22	O₅ = J × N₅	0.84	O₆ = J × N₆	
Park use factor ^c	1.00	K	2.06	P₁ = K × O₁	1.63	P₂ = K × O₂	0.68	P₃ = K × O₃	1.59	P₄ = K × O₄	2.22	P₅ = K × O₅	0.84	P₆ = K × O₆	
SF workers who live outside SF ^e	43.1%	L	1.56	Q₁ = L × N₁	1.23	Q₂ = L × N₂	0.52	Q₃ = L × N₃	1.21	Q₄ = L × N₄	1.68	Q₅ = L × N₅	0.63	Q₆ = L × N₆	
Park use factor ^c	0.36	M	0.56	R₁ = M × Q₁	0.44	R₂ = M × Q₂	0.19	R₃ = M × Q₃	0.43	R₄ = M × Q₄	0.60	R₅ = M × Q₅	0.23	R₆ = M × Q₆	
Park users per 1,000 sq. ft.			2.62	P₁ + R₁	2.07	P₂ + R₂	0.87	P₃ + R₃	2.03	P₄ + R₄	2.82	P₅ + R₅	1.06	P₆ + R₆	

^a Determined by San Francisco Planning Department to best represent average household size for the Plan Area and Greater Downtown San Francisco, from the *Rincon Hill Plan EIR*.

^b Percentage of total San Francisco resident population from American Community Survey, 2005 - 2009 5-year estimates.

^c Park use factor derived from park user analysis, see Table 2.

^d Determined by San Francisco Planning Department to best represent density factors appropriate to the Plan Area and Greater Downtown San Francisco, from the *Downtown San Francisco Market Demand, Growth Projections, and Capacity Analysis* (May 2008) and Land Use Allocation, 2007.

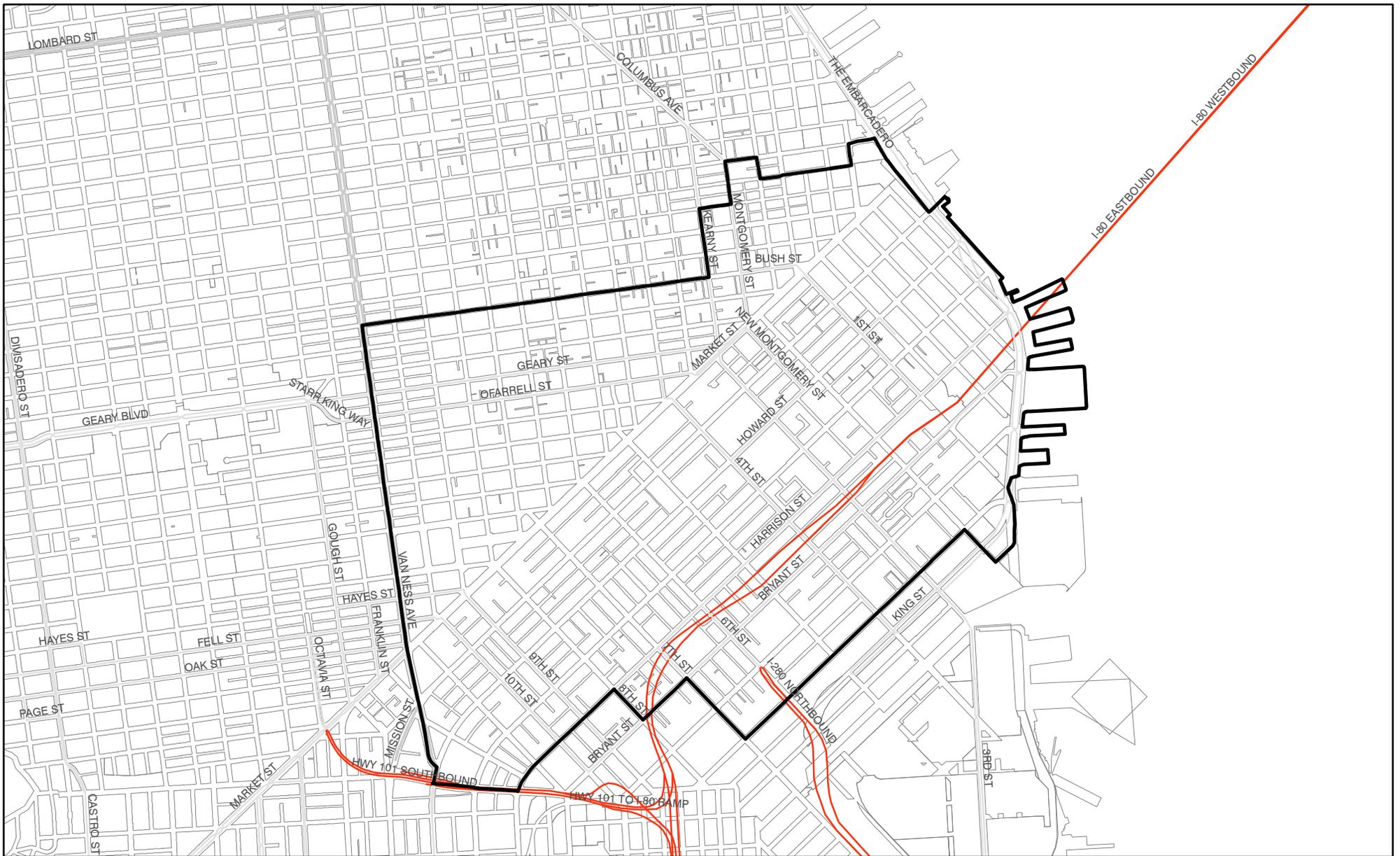
^e Percentage of total people working in San Francisco by place of work from American Community Survey, 2005 - 2009 5-year estimates.

APPENDIX A.2

RECENT LAND SALES OF DEVELOPABLE PARCELS IN THE C-3 DISTRICTS

Address	Sale Year	Sales Price	Existing Building Square Footage	Lot Size (SF)	Price/Land SF
50 1st	2006	\$ 26,000,000	144,000	18,288	\$ 1,422
350 Mission	2006	\$ 25,500,000	94,697	18,910	\$ 1,348
516-526 Mission	2005	\$ 15,000,000	-	4,776	\$ 1,062
579-581 Market	2007	\$ 11,150,000	28,042	7,750	\$ 1,439
62 1st	2003	\$ 9,700,000	70,680	11,506	\$ 843
217 2nd	2007	\$ 7,000,000	22,687	4,896	\$ 1,430
972 Market	2005	\$ 5,900,000	11,530	4,210	\$ 1,401
943 Market	2006	\$ 5,750,000	10,988	7,426	\$ 774
<i>Average Price/SF</i>					\$ 1,215

Source: San Francisco Assessor's Office



Map 1 Downtown San Francisco Study Area



0 1,900 3,800 Feet



**TRANSIT CENTER DISTRICT PLAN
TRANSPORTATION SYSTEM IMPROVEMENTS
DEVELOPMENT IMPACT FEE NEXUS STUDY**

FINAL REPORT

A Report to

**PLANNING DEPARTMENT
CITY AND COUNTY OF SAN FRANCISCO**

Prepared by

HAUSRATH ECONOMICS GROUP

April 12, 2012

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**TRANSIT CENTER DISTRICT PLAN
TRANSPORTATION SYSTEM IMPROVEMENTS
DEVELOPMENT IMPACT FEE NEXUS STUDY**

SUMMARY AND MITIGATION FEE ACT FINDINGS

Overview and Summary

State, regional, and local policy priorities direct new development to dense urban centers served by transit. Downtown San Francisco, especially the Transit Center District Plan Area, is expected to accommodate a substantial amount of the population and employment growth projected for San Francisco. As a result, projections indicate substantial increases in all types of travel in and through the Transit Center District Plan Area: transit riders, pedestrians, cyclists, and drivers.

The Transit Center District Plan proposes improvements and planning studies to enhance transportation infrastructure and the street-level environment in the Plan Area and mitigate the impacts of new development on mobility and access. The proposed improvements will reduce negative environmental and economic impacts by improving travel options: increasing sidewalk capacity and transit capacity and reducing travel times. Without these improvements, the concentration of development on these few blocks in the Transit Center District will degrade mobility, resulting in a deteriorating quality of life, reduced public safety, and increased congestion-related delay and associated economic loss.

Because of the range of types of improvements proposed and variation in cost allocation considerations, two impact fees are documented. The Circulation, Streetscape and Pedestrian Improvements Fee funds investment in the street-level environment throughout the Plan Area. The Transit and Other Transportation System Improvements Fee and the Transit Delay Mitigation Fee fund transit capacity and related investments in plan implementation.

The impact fees are proposed to be applied in the Transit Center District Plan Area to fund the portion of the comprehensive set of transportation system improvements attributable to new residential and non-residential development in the Plan Area. See **Map 1** at the end of this report. The fees would be imposed on both residential and non-residential development not yet under construction, permitted, or approved for development in the Transit Center District Plan Area. The nexus analysis calculates the maximum justifiable fee amounts per square foot of new development that are proportional to the relative demand attributable to different land use categories.

The impact fees would not be imposed in Zone 1 of the Transbay Redevelopment Project Area. Instead, the Redevelopment Agency would contribute an equivalent amount of funding and/or equivalent pedestrian, streetscape, and transportation system improvements.

Table S.1 summarizes the maximum justifiable impact fee schedules documented in this study.

TABLE S.1
PROPOSED TRANSIT CENTER DISTRICT PLAN TRANSPORTATION SYSTEM IMPROVEMENTS DEVELOPMENT IMPACT FEE
(maximum justified fee)

Land Use	Circulation, Streetscape and Pedestrian Improvement	Transit and Other Transportation	Transit Delay Mitigation	Transit Center – rail- related	TOTAL
Residential (per unit)	\$3,864	\$440	\$101	\$6,975	\$11,375
Residential (per gross sq. ft.) ^a	\$2.58	\$0.29	\$0.07	\$4.65	\$7.58
Office (per gross sq. ft.)	\$7.77	\$0.88	\$0.20	\$14.03	\$22.88
Hotel (per gross sq. ft.)	\$4.01	\$0.45	\$0.10	\$7.23	\$11.80
Retail (per gross sq. ft.)	\$75.14	\$8.55	\$1.96	\$135.62	\$221.17
Institutional	\$11.81	\$1.34	\$0.31	\$21.31	\$34.76

Note: Maximum justified fee amounts include five percent for fee program administration.
 Detail may not add to total because of independent rounding.

^a Residential fee per gross square foot assuming 1,500 square feet per unit.

The proposed fees rely on facility planning and transportation analysis specific to the Transit Center and the rezoning and area plan that is proposed for the blocks in the vicinity of the Transit Center. Other sources of funding are identified to pay for the share of planned improvement costs that are not allocated to new development. The fee schedule documented in this study represents the maximum fee that the nexus analysis supports as justified to be applied to new development in the Transit Center District Plan Area.

For new development fees proposed for the Plan Area, this report provides the documentation required under the California Mitigation Fee Act—AB 1600, enacted in California Government Code Sections 66000 – 66025—to identify the purpose of the proposed fee, describe the facilities and improvements that the fee would support, and demonstrate a reasonable relationship between: planned new development and the use of the fee, the type of new development planned and the need for facilities to accommodate growth, and the amount of the fee and the cost of facilities and improvements.

Findings

Purpose of the fee

The purpose of the Circulation, Streetscape and Pedestrian Improvements Fee and the Transit and Other Transportation System Improvements Fee is to fund improvements to the pedestrian network, make changes to the public right of way, and add transit capacity and other transit-priority infrastructure to accommodate the projected increase in travel within and through the Transit Center District. The proposed Transit Center District Plan identifies the needed investment in the transportation system. The proposed impact fees, in combination with other funding sources, will enable the City to provide the necessary improvements. The impact fees are calculated based on that portion of the proposed improvements related to Plan Area growth. Fee revenue would not be used to correct existing deficiencies.

Use of fee revenue

The impact fee revenue provides funding for investments in pedestrian and streetscape improvements and transit capacity, as well as studies to evaluate and improve transportation strategies implemented as part of the Transit Center District Plan. The planned improvements are identified in the body of the report and detailed assumptions are provided in the appendix. Costs funded by the fees may also include project administration, management, design, and engineering.

Relationship between the use of the fee and the type of new development

The Circulation, Streetscape and Pedestrian Improvements Fee will fund increases in pedestrian space and amenities, green streetscape infrastructure, casual carpool infrastructure, bicycle facilities, connectivity enhancements, dedicated transit lanes, transit stop improvements, and circulation improvements in the Plan Area. The improvements will increase the capacity of the street-level environment to accommodate the increase in trips attributable to the concentration of new development in the Transit Center District. Planned improvement costs are allocated broadly across all types of travel in the Plan Area and downtown San Francisco, and the impact fee for new development is proportional to new development's share of total cost.

The Transit and Other Transportation System Improvements fee will fund increases in transit station and transit vehicle capacity serving the Plan Area and investments in circulation improvements that are required to mitigate impacts of new development allowed in the Plan Area. These improvements will accommodate growth in the Plan Area as the District becomes more congested, without degrading transit service. The residents and workers in new residential and non-residential development in the Plan Area will be the primary beneficiaries of these capacity investments. The fee will also fund a portion of other transportation system improvements planned to manage congestion and expand the capacity of the transportation system in the downtown area. New development in the Plan Area will benefit from these investments in mobility and access. These improvement costs are allocated broadly across all types of travel in downtown San Francisco, and the impact fee for new development is proportional to new development's share of total cost.

Relationship between the need for pedestrian, streetscape, transit and transportation system improvements and the type of new development

New residential and non-residential development in the Plan Area and Downtown San Francisco accommodates increases in the number of residents and workers located downtown and the number of people visiting and otherwise moving within and through for business and other purposes. These people depend on the system of sidewalks, crosswalks, streets, and transit. A congested system means economic losses, reduced public safety, degraded public health (respiratory issues, obesity, etc.), reduced access to jobs and economic opportunities, and a lower quality of life. As a result of growth, the following more specific kinds of impacts would occur:

- Crowded, unpleasant and potentially unsafe pedestrian conditions on sidewalks, including at corners and crosswalks, combined with an increased number of people funneled into lengthy and limited paths of travel.
- Vehicular congestion on roadways, leading to increased delay and unreliability of surface transit vehicles, as well as unsafe and unpleasant conditions for bicyclists.

- Increased demand along with more limited space availability for necessary sidewalk infrastructure and amenities, including but not limited to transit shelters and waiting areas, seating, bicycle racks, street lighting, signage, newspaper/retail kiosks, casual carpool facilities and landscaping.
- Increased demand for travel on the local and regional roadway system with limited and congested vehicular capacity, requiring carving out additional dedicated space for higher-capacity and efficient modes of transportation that can sustain growth, including local surface transit, cycling, walking, taxis, and carpooling, as well as necessitating investigations and trials of methods to reduce vehicular volumes and congestion on roadways leading into the Plan area.
- Increased demand for regional travel to other parts of the Bay Area, inducing capacity constraints on regional transit systems including AC Transit, BART, Samtrans, and Golden Gate Transit, and Caltrain. These impacts include exacerbating circulation constraints at downtown San Francisco BART stations, in addition to needs for facilities to support service growth for all regional carriers serving the Plan area.

Expanded transportation system capacity, across all components of the network, allows growth to occur without these negative impacts, and lays the foundation for continued development and investment. Transportation analysis provides trip generation rates specific to land uses that enable the allocation of transportation system demand to expected types of new development.

Relationship between the amount of fee payments and the cost of streetscape, pedestrian, transit, and other transportation system improvements

The need and cost of streetscape, pedestrian, transit, and other transportation system improvements has been determined based on planning studies and transportation analysis specific to the Transit Center District Plan. The estimates of daily person-trips that are used in the fee calculation account for all types of travel and all of the types of people using and benefiting from transportation system improvements. The transportation model results allow costs to be allocated broadly and only the share of costs attributable to Plan Area growth to be used in the impact fee calculation. Using trip generation rates specific to different land use categories that relate daily trips to the square footage of building space or to residential units assures that the associated fees will be proportional to the need associated with that land use. The fees are assessed per square foot of new development so impact fee payments are related directly to the size of proposed projects.

SERVICE POPULATION / DAILY PERSON TRIPS

The Transit Center will be a regional intermodal transit hub, and surface transit and other non-auto modes of transportation are necessary to serve the Center and the locally unprecedented level of density and development in the surrounding Plan Area. Pedestrians, transit-riders, cyclists, and drivers are all users of the multi-modal transportation system centered on the Transit Center District Plan Area. The transportation system improvements proposed are multi-modal and are designed to work in concert to improve conditions across all modes. Therefore, person-trips, as estimated by a travel demand model, are the appropriate measure of service population for establishing transportation facility standards and allocating planned transportation improvement costs in this development impact fee analysis.

There are a number of reasons why person-trips are the reasonable and appropriate measure of service population. To implement City, regional, and state policies, the proposed improvements span multiple modes and require that service demand be balanced within a fluid system. To accommodate growth where it is best served by transit and other non-auto modes, as codified in San Francisco’s Transit First Policy, requires policy and investment decisions that avoid having congestion stifle growth by inducing people to shift modes. Furthermore, people use various modes of travel on almost every single trip. For instance, people are pedestrians at one or both ends of every trip, especially transit-riders; all transit trips begin with a walk, bike, or drive trip. Moreover, people choose different modes on different days depending on circumstances, weather, and other factors. In addition, people using one mode benefit people travelling by other modes. For example, people using transit benefit drivers by reducing the number of vehicles on the road, increasing capacity and improving conditions for those drivers. Improving conditions for bicyclists reduces constraints on transit speeds and capacity. Finally, to achieve City, regional, and state-mandated targets to reduce greenhouse gas emissions and vehicle-miles-travelled (i.e., AB 32 and SB 375), the City is obligated to invest in infrastructure that will shift drive trips to transit and other modes.

San Francisco’s the travel demand model, SF CHAMP, is used in this analysis to provide estimates of total daily person-trips for the Plan Area and other relevant study areas. The model results are those that have been used in the transportation analysis conducted for the Transit Center District Plan Draft EIR. Total daily person-trips for a given geographic area—whether an area of about 20 city blocks such as the Transit Center District or a Traffic Analysis Zone (TAZ) consisting of one city block—are the sum total of all trips with either an origin or a destination in the defined geographic area. **Table 1** presents the estimates of total daily person-trips used in this development impact fee analysis.

TABLE 1
TRANSIT CENTER DISTRICT PLAN
TOTAL DAILY PERSON TRIPS FOR TRANSPORTATION SYSTEM IMPROVEMENTS COST ALLOCATION ^a

Analysis Area	2005	2030	Growth 2005 - 2030
Transit Center District Plan Area ^b	316,828	527,987	211,159
Downtown/SoMa ^c	1,552,662	1,988,945	436,283
Plan Area Growth Share of Plan Area Total in 2030			40%
Plan Area Growth Share of Downtown/SoMa Total in 2030			11%
Plan Area Growth Share of Downtown/SoMa Growth			48%

^a Total daily person trips from SFCHAMP model runs conducted for transportation and environmental impact analysis of the Transit Center District Plan.

^b From SF Model and AECOM, all trips with an origin and/or destination in the Plan Area TAZs (see **Map 1**). Total daily person trips for Plan Area Growth from AECOM, TAZ Daily Person Trips by Mode (received 2/18/2011, revised 3/3/2011). The increase in trips in Plan Area TAZs accounts for all opportunity sites, Transbay Redevelopment Area Zone 1, two "buffer projects" (Moscone East and SFMOMA expansion), and other pipeline projects within the Plan Area boundary.

^c From SF Model Run 3A 2030, all trips with an origin and/or destination in the Downtown or SoMa neighborhoods (see **Map 2**).

Although all growth in the Plan Area outlined in Map 1 is included in calculating the cost per trip and thus the fee amount, not all new development in the Plan Area would be subject to the proposed impact fee. Development already under construction, permitted, or approved would be excluded as would projects subject to project-specific development agreements and new development in Zone 1 of the Transbay Redevelopment Project Area. The Transbay Redevelopment Plan includes a funding commitment from tax increment for major street improvements in Zone 1 and likely extending beyond into the rest of the Plan Area as shown in the Funding Plan. Including the complete growth increment (whether subject to the fee program or not) in the fee calculation ensures that projects subject to the impact fee only fund their fair share of the total improvement cost and ensures that projects are not overcharged.

CIRCULATION, CIRCULATION, STREETScape AND PEDESTRIAN IMPROVEMENTS DEVELOPMENT IMPACT FEE

Approach/Methodology

The proposed Circulation, Streetscape and Pedestrian Improvements Fee would provide funding from new development in the Transit Center District Plan Area that would represent new development's contribution to the cost of facilities planned to accommodate future pedestrian, transit, bicycle, taxi and other activity on Plan Area streets and sidewalks. The planned investments provide increased pedestrian space and amenities, green streetscape infrastructure, transit priority infrastructure, bicycle facilities and connectivity, and local vehicular circulation improvements. The proposed fee is exclusive and non-duplicative of the SFMTA transit capacity improvements covered by the Transit Impact Development Fee (TIDF).

The improvements and costs reflect planned standards for the level of service necessary to accommodate the scale and intensity of activity projected for the Transit Center District. In the impact fee analysis, costs are allocated so that the impact fee imposed on new development only funds the share of total cost that can reasonably be attributed to new development. Other funding sources are identified to address existing deficiencies and to pay for existing development's fair share of planned improvements.

The proposed impact fee is directly proportional to new development's share of the total cost of Circulation, Streetscape and Pedestrian Improvements and to the relative demand attributable to various land use categories. The impact fee is calculated to allocate the costs of the needed facilities equitably to new residential and non-residential development.

The development impact fee methodology has five steps:

- ◆ Identify facility plans and costs
- ◆ Determine the appropriate service population by type of improvement
- ◆ Calculate new development's share of total costs and divide that cost by total trips generated by new development to calculate costs per trip
- ◆ Determine the fee per square foot or per unit for each land use category by multiplying the per capita cost by the number of trips per square foot or per unit of new development by land use category

Facility plans and costs

The proposed *Transit Center District Plan* (Draft for Public Review, November 2009) identifies investment in streetscape and pedestrian facilities needed to accommodate the increased number and concentration of pedestrians, transit users, cyclists, and carpool commuters anticipated in the Plan Area. Planned improvements include:

- ◆ District-wide Circulation, Streetscape and Pedestrian Improvements consisting of sidewalk widening to a target average of 21 feet, bulb-outs, dedicated transit lanes, transit islands and shelters, landscaping, pedestrian amenities (e.g., benches, lighting, newspaper racks) security bollards, kiosks, bicycle parking, road re-striping. These improvements would reduce impacts resulting from growth by: reducing delays to and improving reliability of transit, increasing transit capacity, providing space to accommodate growth in transit passenger waiting activity, increasing pedestrian space thereby alleviating pedestrian congestion and meeting increased demands for amenities, shortening walking distances thereby reducing pedestrian congestion at corners, improving local vehicular circulation to access local destinations, accommodating growth in bicycle usage, and generally providing sufficiently pleasant walking and bicycling conditions to induce increasing shares of travel to be made by foot and bicycle.

Improvements are scaled to the following categories of District streets:

- Primary Streets: Mission, Howard, New Montgomery, 2nd, 1st, and Fremont Streets receive sidewalk widening, transit lanes, boarding islands, roadway striping, signage and meter upgrades. Mission Street particularly would have improved dedicated transit facilities.
- Living Streets: Spear, Main, and Beale Streets continue the concept established in the Rincon Hill Plan and the Transbay Redevelopment Plan by reducing traffic lanes in order to significantly widen the pedestrian space on one side of the street, thereby creating a linear open space with significant amenities. From Howard to Market Streets, the Living Streets emphasize hardscape elements and active uses (retail kiosks, bicycle sharing pods, café seating)
- Alleys: enhancing Jessie, Minna, Natoma, Tehama, Anthony, and Ecker alleys as pedestrian spaces to help disperse pedestrians throughout the District, thereby helping to relieve congestion at key corners
- ◆ Signalized mid-block pedestrian crossings between 1st and 2nd Streets on Mission, Howard, and Folsom Streets; at Natoma Alley on 2nd, 1st, and Fremont Streets to ease access between major activity centers, to facilitate access to the Transit Center and to Transbay Park, and to help shorten pedestrian walking distances within the District
- ◆ Natoma Street (western side between 1st and 2nd Streets on the south side of the Transit Center): single-grade, high-quality finishes and landscaping to convert to a primarily pedestrian-only street to facilitate access to the southern side of the Transit Center

- ◆ Shaw Plaza: pedestrian plaza, vehicular closure, decorative paving, landscaping, signage, curb ramps, lighting, and drainage for a key link in the pedestrian network feeding the Transit Center
- ◆ Signalization changes: investments in 25 intersections throughout the Plan Area
- ◆ Casual carpool waiting area improvements consisting of shelters, signage, and seating
- ◆ Underground pedestrian connector from the Transit Center to Market Street BART/Muni

Table 2 presents preliminary cost estimates for these planned improvements for streets and pedestrian circulation. The total cost of planned improvements is \$278 million. **Table A.1** in the appendix presents more detail on these estimates of improvement cost.

TABLE 2
TRANSIT CENTER DISTRICT PLAN
CIRCULATION, STREETScape AND PEDESTRIAN IMPROVEMENTS: PLANNED FACILITIES AND COST

Planned Improvements	Estimated Total Cost (2010 dollars)
Living Streets	\$15,000,000
Alleys	\$21,000,000
Mid-block crossings	\$3,000,000
Natoma	\$13,300,000
Shaw Plaza	\$1,700,000
Primary Streets	\$90,000,000
Signalization changes	\$8,750,000
Casual carpool waiting areas	\$250,000
Underground pedestrian connector to BART/Muni	\$125,000,000
Total Cost	\$278,000,000

Source: San Francisco Planning Department, *Transit Center District Plan Draft for Public Review*, Table 7-1, November 2009.

Table A.1 in the appendix presents more detail on the preliminary cost estimates.

Cost allocation

The cost allocation process ensures that development fees equitably assign costs in proportion to new development’s share of the total cost and in proportion to relative impact across land uses. Because of the range of types of pedestrian and streetscape network improvements planned, there are three cost allocation categories, described below. **Figure 1** summarizes the cost allocation framework for this set of improvements. Within each category, as established earlier in this report, the appropriate measure of service population is all people walking, biking, taking transit, driving, or otherwise moving about in the Plan Area. Therefore, the cost allocation determines new development’s share based on total daily person-trips.

FIGURE 1
TRANSIT CENTER DISTRICT PLAN
CIRCULATION, STREETScape AND PEDESTRIAN IMPROVEMENTS: COST ALLOCATION FRAMEWORK

List of Improvements	Plan Area Growth 2005-2030	DT/SOMA Growth 2005-2030	DT/SOMA Total 2030
Living Streets: Spear, Main, and Beale Streets	☒		
Alleys: Stevenson, Jessie, Minna, Natoma, Tehama, Anthony, and Ecker	☒		
Mid-block crossings between 1st and 2nd & at Natoma on 2nd, 1st, and Fremont Streets	☒		
Natoma: pedestrian improvements between 1st and 2nd Streets	☒		
Shaw Plaza	☒		
Primary Streets: Mission, Howard, New Montgomery, 2nd, 1st, and Fremont Streets		☒	
Signalization changes to 25 Plan Area intersections		☒	
Casual carpool waiting area improvements			☒
Underground pedestrian connector: Transit Center to BART/Muni			☒

The three cost allocation categories are designed to best fit the scope and intent of the planned improvements, to match benefit with burden for the proposed development impact fee. The categories are defined by the geographic area of benefit and by whether or not the planned facilities address existing needs as well as needs generated by new development. The percentages expressed below are the Plan’s growth in trips as a percentage of the appropriate base population who will be principally served by the improvements. In other words, the Plan’s growth is the constant numerator, and the denominator varies depending the category.

- ◆ “Plan Area Growth 2005-2030”—100% allocated to Plan Area growth: Many of the proposed improvements are designed specifically to address future Plan Area conditions attributable to the unprecedented level of density planned for the blocks surrounding the new Transit Center. These improvements—Living Streets, Alleys, mid-block signalized pedestrian crossings, Natoma, and Shaw Plaza—are specifically planned to accommodate the concentration of transit riders, cyclists, and pedestrians associated with new development in the Plan Area.
- ◆ “DT/SOMA Growth 2005-2030”—48 percent allocated to Plan Area growth: Improvements to Primary Streets and signalization changes throughout the Plan Area address impacts not only of Plan Area growth but also impacts associated with growth in Greater Downtown San Francisco. The planned improvements are on corridors used by people and vehicles passing through the Plan Area as well as by those with origins or destinations in the Plan Area. Therefore, the costs of these improvements are allocated over the increase in daily person trips attributable to growth in Downtown / SoMa between 2005 and 2030, of which Plan Area growth is 48 percent.
- ◆ “DT/SOMA Total 2030”—11 percent allocated to Plan Area growth: Two of the pedestrian and streetscape improvements identified for the Plan Area are also elements of

the expanded transportation system planned to accommodate the overall level of activity projected for downtown San Francisco in 2030 including both growth and existing development. While located in the Plan Area, improvements to casual carpool waiting areas and the underground pedestrian connector to BART/Muni stations at Market Street serve a larger geographic area, including a substantial number of people whose origins and destinations are not in the Plan area but who use the facilities therein. These improvements serve primarily, but not exclusively, through-travel, providing connections in the Plan Area to origins and destinations elsewhere in Greater Downtown San Francisco / SoMa. Therefore, for these improvements, costs are allocated over total Downtown / SoMa trips in 2030, of which Plan Area growth is 11 percent.

Table 3 presents the cost allocation and resultant cost per trip for planned Circulation, Streetscape and Pedestrian Improvements. Overall, \$115 million of the planned cost is allocated to new development in the Plan Area, representing 41 percent of the total cost.

TABLE 3
TRANSIT CENTER DISTRICT PLAN
COST, COST ALLOCATION, AND COST PER TRIP FOR CIRCULATION, STREETScape AND PEDESTRIAN IMPROVEMENTS

List of Improvements	Cost ^a	Plan Area New Development Share ^b	Plan Area New Development Share of Cost	Cost per Trip ^c
Living Streets	\$15,000,000	100%	\$15,000,000	\$71
Alleys	\$21,000,000	100%	\$21,000,000	\$99
Mid-block crossings	\$3,000,000	100%	\$3,000,000	\$14
Natoma	\$13,300,000	100%	\$13,300,000	\$63
Shaw Plaza	\$1,700,000	100%	\$1,700,000	\$8
Primary Streets	\$90,000,000	48%	\$43,600,000	\$206
Signalization changes	\$8,750,000	48%	\$4,200,000	\$20
Casual carpool waiting areas	\$250,000	11%	\$30,000	\$0.14
Underground pedestrian connector to BART/Muni	<u>\$125,000,000</u>	11%	<u>\$13,300,000</u>	\$63
Total Cost	\$278,000,000		\$115,130,000	

^a San Francisco Planning Department, *Transit Center District Plan Draft for Public Review*, Table 7-1, November 2009.

^b Based on total daily person trips from SF CHAMP Model Run 3A. Per the analysis in **Table 1** the total daily person trips generated by new development in the Plan Area represent 48 percent of the total daily person trips attributable to 2005 – 2030 growth in Downtown / SoMa and 11 percent of the total daily person trips projected for Downtown / SoMa in 2030.

^c Costs allocated to Plan Area new development divided by the trips generated by new development (211,159 trips). See **Table 1**.

Fee schedule

The average cost per trip is converted to a fee per unit or per square foot of new development using trip generation rates per unit and per square foot. The trip generation rates used in this analysis are based on those documented in the San Francisco Planning Department's *Transportation Impact Analysis Guidelines* (October 2002), adapted for the analysis of the

Transit Center District Plan. The rates are consistent with those used in environmental analysis of the Transit Center District Plan.¹

Table 4 summarizes the Circulation, Streetscape and Pedestrian Improvements development impact fee schedule, showing the maximum fees justified based on the forgoing analysis. To calculate the fee by land use category for the types of new development expected in the Plan Area, the average cost per trip for each improvement is multiplied by the trip generation rate (number of trips per residential unit or per 1,000 sq. ft. of non-residential development by use category). Adding a percentage to account for necessary administrative and management costs for the fee and improvement program (typically estimated at five percent), results in a total for the maximum justified development impact fee that ranges from about \$2.60 per gross square foot for residential uses to \$75 per gross square foot for retail uses.

Fee rates should be adjusted for inflation on an annual basis to ensure that fee revenue keeps up with increases in the cost of providing public facilities.

Additional sources of funding

The planned circulation, streetscape and pedestrian facilities improve existing conditions to accommodate new development and benefit existing as well as new development. Total costs are estimated at about \$278 million, and 41 percent of that cost has been allocated to new Plan Area development in this impact fee analysis. There is a funding gap of about \$163 million, most of which would be required for the improvements to Primary Streets and the BART/Muni underground pedestrian connector.

Other sources include Proposition K revenue which provides funding for transportation infrastructure through a one-half cent sales tax. This funding is administered by the San Francisco County Transportation Authority and funds are often combined with regional, state, and federal sources to leverage larger investments. Other local sources are being considered as part of the development of the *Transit Center District Plan* and include Mello-Roos community facilities district financing, tax increment funds from the Redevelopment Agency for the Transbay Redevelopment Area (which is almost wholly contained within the Plan Area), and developer obligations to improve adjacent street frontages through Planning Code requirements (e.g. Section 138.1). Plan Area improvements could also be included in the project list for general obligation bond funding. **Table A.2** in the Appendix (from the Transit Center District Plan Program Implementation Document) provides more information about potential sources of funding for plan area improvements.

¹ *Transit Center District Plan Technical Analysis*, Draft 1 Report, prepared for City and County of San Francisco Planning Department, Major Environmental Analysis, prepared by AECOM, May 7, 2010.

TABLE 4
TRANSIT CENTER DISTRICT PLAN
CIRCULATION, STREETScape AND PEDESTRIAN AND IMPROVEMENTS DEVELOPMENT IMPACT FEE CALCULATION
(maximum justified fee)

	Primary Streets	Living Streets	Alleys	Mid-block crossings	Natoma	Shaw Plaza	Signalization	Casual carpool waiting areas	BART / Muni Connector	Sub-total	Administration ^a	Maximum Justified Total Fee
Cost per Trip (Table 3)	\$206	\$71	\$99	\$14	\$63	\$8	\$20	\$0.14	\$63			
Maximum Justified Plan Area Fee												
Residential per unit	\$1,394	\$479	\$671	\$96	\$425	\$54	\$134	\$1	\$425	\$3,680	\$184	\$3,864
Residential per gross sq. ft. at 1,500 sq. ft per unit	\$0.93	\$0.32	\$0.45	\$0.06	\$0.28	\$0.04	\$0.09	\$0.00	\$0.28	\$2.45	\$0.12	\$2.58
Office per gross sq. ft.	\$2.80	\$0.96	\$1.35	\$0.19	\$0.86	\$0.11	\$0.27	\$0.00	\$0.86	\$7.40	\$0.37	\$7.77
Hotel per gross sq. ft.	\$1.45	\$0.50	\$0.70	\$0.10	\$0.44	\$0.06	\$0.14	\$0.00	\$0.44	\$3.82	\$0.19	\$4.01
Retail per gross sq. ft.	\$27.10	\$9.32	\$13.05	\$1.86	\$8.27	\$1.06	\$2.61	\$0.02	\$8.27	\$71.56	\$3.58	\$75.14
Institutional per gross sq. ft.	\$4.26	\$1.47	\$2.05	\$0.29	\$1.30	\$0.17	\$0.41	\$0.00	\$1.30	\$11.25	\$0.56	\$11.81

Trip Generation Factors by Land Use^b

Residential	6.75	trips per unit ^c
Office	13.58	trips per 1,000 gross sq. ft.
Hotel	7.00	trips per 1,000 gross sq. ft. ^d
Retail	131.25	trips per 1,000 gross sq. ft. ^e
Institutional	20.63	trips per 1,000 gross sq. ft.

^a The cost to administer and manage the impact fee program is an allowable costs. Typically, a five percent surcharge is added, as shown here.

^b Trip generation rates by use from the San Francisco Planning Department Transportation Impact Analysis Guidelines (October 2002) with the application of the 75% adjustment factor derived from the Transit Center District Plan Transportation Analysis. Institutional trip generation from *ITE Trip Generation*, LU 540 (Junior/Community Colleges) as used in the TCDP Transportation Analysis, see Appendix G, *Technical Analysis Draft 1 Report*, May 7, 2010.

^c Based on San Francisco Planning Department Transportation Impact Analysis Guidelines trip generation rates for 2-bedroom units (10 trips per unit) and studio/1-bedroom units (7.5 trips per unit) and assuming 2/3 of the units are 2-bedroom units and 1/3 are studio/1-bedroom units, per TCDP Transportation Analysis, see Appendix G, *Technical Analysis Draft 1 Report*, May 7, 2010.

^d San Francisco Planning Department Transportation Impact Analysis Guidelines trip generation rates per room converted to rate per 1,000 gross sq. ft. assuming 750 sq. ft. per room, consistent with Planning Department assumptions for opportunity site development.

^e Based on San Francisco Planning Department Transportation Impact Analysis Guidelines trip generation rates for General Retail (150 trips per 1,000 gross sq. ft.) and Sit-Down Restaurant (200 trips per 1,000 gross sq. ft.) assuming half the space is General Retail and half is Restaurant, per TCDP Transportation Analysis, see Appendix G, *Technical Analysis Draft 1 Report*, May 7, 2010.

TRANSIT AND OTHER TRANSPORTATION SYSTEM IMPROVEMENTS DEVELOPMENT IMPACT FEE

Approach/Methodology

The proposed Transit and Other Transportation System Improvements Development Impact Fee and Transit Delay Mitigation Development Impact Fee will provide funding from new development in the Transit Center District Plan Area that would represent new development's contribution to the cost of improvements to enhance transit capacity, enhance safety, reduce congestion, manage transportation demand, and provide better connections to local and regional transit systems. The proposed impact fees are directly proportional to new development's share of the improvement costs and to the relative demand attributable to various land use categories. The impact fees are calculated to allocate the costs of the needed facilities equitably to new residential and non-residential development.

The development impact fee methodology has five steps:

- ◆ Identify facility plans and costs
- ◆ Determine the appropriate service population by type of improvement
- ◆ Calculate new development's share of total costs and divide that cost by total trips generated by new development to calculate costs per trip
- ◆ Determine the fee per square foot or per unit for each land use category by multiplying the per capita cost by the number of trips per square foot or per unit of new development by land use category

Facility plans and costs

There are two components to these facility plans and costs. First, the proposed *Transit Center District Plan* (Draft for Public Review, November 2009) identifies the investment in transit capacity improvements and transportation and circulation-related studies needed to accommodate growth through the year 2030. This investment is required to mitigate impacts attributable to growth in travel in the District and in the Greater Downtown area. Without this investment, conditions throughout the multi-modal transportation system would deteriorate. Second, the capital investment in the Transit Center is identified as a public improvement that would serve, at least in part, additional development in the Plan Area.

Planned improvements include:

- ◆ Station capacity improvements to Montgomery and Embarcadero BART stations, including platform doors and screens, improved train arrival information at the concourse level, station circulation, and other transportation management strategies to increase capacity to accommodate the increase in BART commuters that would be using these stations as a result of the new development anticipated in the Plan Area.
- ◆ Purchase of three standard (non-articulated) buses to mitigate impacts attributable to increased Plan Area congestion. Muni requires two buses and Golden Gate Transit requires one. The *Transit Center District Plan Draft EIR* indicates that

implementation of the Plan would generate congestion causing additional delay to transit circulating on Plan Area streets. This type of impact is not covered by the existing TIDF program. By providing these additional buses, Muni and Golden Gate Transit will be able to maintain appropriate headways and service levels, thereby reducing identified impacts to transit service.

- ◆ Circulation studies and trials to assess traffic and circulation changes as a result of plan implementation. These include a parking cap study (conduct inventory and establish cap consistent with targets for non-auto transportation use), Metric Goal updates (targets for percent non-auto trips, minimum transit share and combined walking/biking share), congestion analysis, Mission Street analysis to evaluate a transit-only zone between First and Fremont Streets in front of the Transit Center, and other circulation studies.
- ◆ Congestion charging studies and pilot implementation to better understand what is required to reduce regional through-traffic volumes in the Plan Area in order to be able to achieve improvements for transit, pedestrian, cycling, and public space.
- ◆ Transportation Management Association (TMA) update: full review and overhaul of TMA structure, operations, authority, guidelines, and procedures, including consideration of bicycling, car-sharing, and other travel options and whether a District-specific TMA is needed.
- ◆ Transit Center Project, with adjustments to reflect other funding sources.

Table 5 presents preliminary cost estimates for improvements to transit capacity and other aspects of the transportation system that are planned as part of the Transit Center District Plan. Before consideration of the Transit Center itself, costs total about \$17 million. The Transit Center rail-related improvements add almost \$2 billion to the total cost. **Table A.1** in the appendix presents more detail on these preliminary cost assumptions. **Table A.3** presents detail on Transit Center funding.

Cost allocation

The cost allocation process ensures that development fees equitably assign costs in proportion to new development's share of the total cost and in proportion to relative impact across land uses. For transit and other transportation system improvements, there are three cost allocation categories, as described below and summarized in **Figure 2**. Within each category, because of the multi-modal character of the transportation system serving the District, the appropriate measure of service population is all people walking, biking, taking transit, driving, or otherwise moving about in the Plan Area. Therefore, the estimate of total daily person-trips is used to calculate facility investment per capita or cost per trip factors that are translated to impact fees by land use category using trip generation rates that allocate relative demand across land uses.

TABLE 5
TRANSIT CENTER DISTRICT PLAN
TRANSIT AND OTHER TRANSPORTATION SYSTEM IMPROVEMENTS: PLANNED FACILITIES AND COST

Improvements	Estimated Total Cost (2010 dollars)
BART Station capacity improvements	\$10,000,000
Additional Muni and Golden Gate Transit capacity	\$3,000,000
Circulation studies and trials of Plan implementation	\$2,500,000
TMA update	\$250,000
Congestion charging studies and pilot implementation	\$1,000,000
Transit Center – rail-related ^a	<u>\$1,957,000,000</u>
Total Cost	\$1,973,750,000

^a Only a portion of the Transit Center capital cost is included in this impact fee analysis. The adjustment reflects commitments of other funding sources from the TJPA funding plan as of November 2010 (see **Table A.3** for more detail).

Source: San Francisco Planning Department, *Transit Center District Plan Draft for Public Review*, Table 7-1, November 2009, updated by Planning Department staff, August 11, 2011, based on results of environmental impact analysis of the proposed *Transit Center District Plan*. See **Table A.1** in the appendix for more detail on the preliminary cost assumptions.

FIGURE 2
TRANSIT CENTER DISTRICT PLAN
TRANSIT AND OTHER TRANSPORTATION SYSTEM IMPROVEMENTS: COST ALLOCATION FRAMEWORK

List of Improvements	Plan Area Growth 2005- 2030	DT/SOMA Growth 2005- 2030	DT/SOMA Total 2030
BART station capacity improvements	☒		
Additional Muni and Golden Gate Transit capacity	☒		
Circulation studies and trials of Plan implementation	☒		
Congestion charging studies and pilot implementation		☒	
TMA update		☒	
Transit Center—rail-related			☒

The planned improvements span a large range—from pilot studies to capital investment bringing regional and high-speed rail service to the Transit Center facility. The three different cost allocation categories are designed to best fit the scope and intent of the planned transportation system improvements. The categories are defined by the geographic area of benefit and by whether or not the planned facilities address existing needs as well as needs generated by new development.

- ◆ “Plan Area Growth 2005-2030”–100 percent allocated to Plan Area growth: The two line items related to increased transit station and transit vehicle capacity are allocated in total to the increase in trips attributable to new development in the Plan Area. The same is true for the funding identified to conduct additional studies of the traffic and circulation changes occurring in the District as a result of the implementation of the Plan. All of these planned improvements and investments directly address impacts of the growth accommodated by new development in the Plan Area and of the Plan strategies implemented to manage that growth.
- ◆ “DT/SOMA Growth 2005-2030”–48 percent allocated to Plan Area growth: The congestion charging studies and pilot implementation as well as the TMA update address improvements and system changes relevant to managing impacts attributable to growth in the larger Greater Downtown area. Therefore, for these two line items, costs are allocated over the increase in daily person trips attributable to growth in Downtown / SoMa between 2005 and 2030. Trips attributable to new development in the Plan Area are about half (48 percent) of that total.
- ◆ “DT/SOMA Total 2030”–11 percent allocated to Plan Area growth: The net cost of the Transit Center improvements, after adjustments for committed funding sources, are related to extending Caltrain service and potentially high-speed rail to Downtown San Francisco. That service will enhance transit access and inter-regional transit connections in the downtown area. The improvement is part of the expanded transportation system planned to accommodate the levels of activity downtown projected for Downtown San Francisco in 2030. Trips attributable to new development in the Plan Area represent 11 percent of total trips in Downtown / SoMa in 2030.

Table 6 presents the cost allocation and resultant cost per trip for transit and other transportation system improvements. For all but the Transit Center, \$16.1 million of facility cost (96 percent of the total) is allocated to new development in the Plan Area. For the Transit Center, 11 percent of the total net cost is allocated to new development in the Plan Area.

Fee schedule

The average cost per trip is converted to a fee per unit or per square foot of new development using trip generation rates per unit and per square foot. The trip generation rates used in this analysis are based on those documented in the San Francisco Planning Department’s *Transportation Impact Analysis Guidelines* (October 2002), adapted for the analysis of the Transit Center District Plan. The rates are consistent with those used in environmental analysis of the Transit Center District Plan.²

² *Transit Center District Plan Technical Analysis*, Draft 1 Report, prepared for City and County of San Francisco Planning Department, Major Environmental Analysis, prepared by AECOM, May 7, 2010.

TABLE 6
TRANSIT CENTER DISTRICT PLAN
COST, COST ALLOCATION, AND COST PER TRIP FOR TRANSIT AND OTHER TRANSPORTATION SYSTEM IMPROVEMENTS

List of Improvements	Cost ^a	Plan Area New Development Share	Plan Area New Development Share of Cost	Cost per Trip ^b
BART Station capacity improvements ^c	\$10,000,000	100%	\$10,000,000	\$47
Additional Muni and Golden Gate Transit capacity ^c	\$3,000,000	100%	\$3,000,000	\$14
Circulation studies and trials of Plan implementation ^c	\$2,500,000	100%	\$2,500,000	\$12
Congestion charging studies and pilot implementation ^d	\$1,000,000	48%	\$1,200,000	\$2
TMA update ^d	\$250,000	48%	\$100,000	\$0.47
Subtotal	\$16,750,000		\$16,100,000	
Transit Center—rail-related	\$1,957,000,000	11%	\$207,800,000	\$984

^a San Francisco Planning Department, *Transit Center District Plan Draft for Public Review*, Table 7-1, November 2009 updated by Planning Department staff, August 11, 2011, based on results of environmental impact analysis of the proposed *Transit Center District Plan*.

^b Costs allocated to Plan Area new development divided by the trips generated by new development (211,159 trips). See **Table 1**.

^c All costs allocated to Plan Area growth because the capacity improvements and studies are directly related to impacts attributable to new development accommodated in the Plan Area and to implementation of Plan Area circulation changes designed to manage that growth.

^d Based on total daily person trips from SF CHAMP Model Run 3A. Per the analysis in **Table 1**, the total daily person trips generated by new development in the Plan Area represent 48 percent of the total increase in daily person trips projected for Downtown / SoMa in 2030.

^e The net cost of Transit Center improvements provides service benefiting the larger Downtown / SoMa area. The SF CHAMP Model Run 3A provides estimates of total daily person trips in 2030 for Downtown / SoMa. Total daily person-trips generated by new development in the Plan Area represent 11 percent of this total (see **Table 1**.)

Table 7 summarizes the Transit and Other Transportation System Improvements development impact fee schedule, showing the maximum fees justified based on the forgoing analysis. Separately, **Table 8** summarizes the Transit Delay Mitigation development impact fee associated with providing additional Muni and Golden Gate Transit capacity. In each case, to calculate the fee by land use category for the types of new development expected in the Plan Area, the average cost per trip for each improvement is multiplied by the trip generation rate (number of trips per residential unit or per 1,000 sq. ft. of non-residential development by use category). Adding a percentage to account for necessary administrative and management costs for the fee and improvement program (typically estimated at five percent), results in a total for the maximum justified development impact fee for Transit and Other Transportation System Improvements that ranges from just under \$5 per gross square foot for residential uses to \$144 per gross square foot for retail uses. The maximum justified amount for the proposed Transit Delay Mitigation development impact fee ranges from \$.07 per gross square foot for residential uses to \$1.96 per gross square foot for retail uses.

Fee rates should be adjusted for inflation on an annual basis to ensure that fee revenue keeps up with increases in the cost of providing public facilities.

TABLE 7
TRANSIT CENTER DISTRICT PLAN
TRANSIT AND OTHER TRANSPORTATION SYSTEM IMPROVEMENTS DEVELOPMENT IMPACT FEE CALCULATION
(maximum justified fee)

		BART Station Capacity	Circulation trials and studies	Congestion studies and implementation	TMA update	Transit Center Rail	Subtotal	Administration ^a	Maximum Justified Total Fee
	Cost per Trip (Table 6)	\$47	\$12	\$2	\$0.47	\$984			
Maximum Justified Plan Area Fee									
Residential	per unit	\$320	\$80	\$16	\$3.20	\$6,643	\$7,061	\$353	\$7,414
Residential	per gross sq. ft. at 1,500 sq. ft per unit	\$0.21	\$0.05	\$0.01	\$0.00	\$4.43	\$4.71	\$0.24	\$4.94
Office	per gross sq. ft.	\$0.64	\$0.16	\$0.03	\$0.01	\$13.36	\$14.20	\$0.71	\$14.91
Hotel	per gross sq. ft.	\$0.33	\$0.08	\$0.02	\$0.00	\$6.89	\$7.32	\$0.37	\$7.69
Retail	per gross sq. ft.	\$6.22	\$1.55	\$0.31	\$0.06	\$129.16	\$137.30	\$6.87	\$144.17
Institutional	per gross sq. ft.	\$0.98	\$0.24	\$0.05	\$0.01	\$20.30	\$21.58	\$1.08	\$22.66

Trip Generation Factors by Land Use ^b

Residential	6.75	trips per unit ^c
Office	13.58	trips per 1,000 gross sq. ft.
Hotel	7.00	trips per 1,000 gross sq. ft. ^d
Retail	131.25	trips per 1,000 gross sq. ft. ^e
Institutional	20.63	trips per 1,000 gross sq. ft.

^a The cost to administer and manage the impact fee program is an allowable costs. Typically, a five percent surcharge is added, as shown here.

^b Trip generation rates by use from the San Francisco Planning Department Transportation Impact Analysis Guidelines (October 2002) with the application of the 75% adjustment factor derived from the Transit Center District Plan Transportation Analysis. Institutional trip generation from *ITE Trip Generation*, LU 540 (Junior/Community Colleges) as used in the TCDP Transportation Analysis, see Appendix G, *Technical Analysis Draft 1 Report*, May 7, 2010.

^c Based on San Francisco Planning Department Transportation Impact Analysis Guidelines trip generation rates for 2-bedroom units (10 trips per unit) and studio/1-bedroom units (7.5 trips per unit) and assuming 2/3 of the units are 2-bedroom units and 1/3 are studio/1-bedroom units, per TCDP Transportation Analysis, see Appendix G, *Technical Analysis Draft 1 Report*, May 7, 2010.

^d San Francisco Planning Department Transportation Impact Analysis Guidelines trip generation rates per room converted to rate per 1,000 gross sq. ft. assuming 750 sq. ft. per room, consistent with Planning Department assumptions for opportunity site development.

^e Based on San Francisco Planning Department Transportation Impact Analysis Guidelines trip generation rates for General Retail (150 trips per 1,000 gross sq. ft.) and Sit-Down Restaurant (200 trips per 1,000 gross sq. ft.) assuming half the space is General Retail and half is Restaurant, per TCDP Transportation Analysis, see Appendix G, *Technical Analysis Draft 1 Report*, May 7, 2010.

TABLE 8
TRANSIT CENTER DISTRICT PLAN
TRANSIT DELAY MITIGATION DEVELOPMENT IMPACT FEE CALCULATION
(maximum justified fee)

		Transit Delay Mitigation (additional transit capacity)	Administration ^a	Maximum Justified Total Fee
Cost per Trip (Table 6)		\$14		
Maximum Justified Plan Area Fee				
Residential	per unit	\$96	\$5	\$101
Residential	per gross sq. ft. at 1,500 sq. ft per unit	\$0.06	\$0.00	\$0.07
Office	per gross sq. ft.	\$0.19	\$0.01	\$0.20
Hotel	per gross sq. ft.	\$0.10	\$0.00	\$0.10
Retail	per gross sq. ft.	\$1.86	\$0.09	\$1.96
Institutional	per gross sq. ft.	\$0.29	\$0.01	\$0.31

Trip Generation Factors by Land Use ^b

Residential	6.75	trips per unit ^c
Office	13.58	trips per 1,000 gross sq. ft.
Hotel	7.00	trips per 1,000 gross sq. ft. ^d
Retail	131.25	trips per 1,000 gross sq. ft. ^e
Institutional	20.63	trips per 1,000 gross sq. ft.

^a The cost to administer and manage the impact fee program is an allowable costs. Typically, a five percent surcharge is added, as shown here.

^b Trip generation rates by use from the San Francisco Planning Department Transportation Impact Analysis Guidelines (October 2002) with the application of the 75% adjustment factor derived from the Transit Center District Plan Transportation Analysis. Institutional trip generation from *ITE Trip Generation*, LU 540 (Junior/Community Colleges) as used in the TCDP Transportation Analysis, see Appendix G, *Technical Analysis Draft 1 Report*, May 7, 2010.

^c Based on San Francisco Planning Department Transportation Impact Analysis Guidelines trip generation rates for 2-bedroom units (10 trips per unit) and studio/1-bedroom units (7.5 trips per unit) and assuming 2/3 of the units are 2-bedroom units and 1/3 are studio/1-bedroom units, per TCDP Transportation Analysis, see Appendix G, *Technical Analysis Draft 1 Report*, May 7, 2010.

^d San Francisco Planning Department Transportation Impact Analysis Guidelines trip generation rates per room converted to rate per 1,000 gross sq. ft. assuming 750 sq. ft. per room, consistent with Planning Department assumptions for opportunity site development.

^e Based on San Francisco Planning Department Transportation Impact Analysis Guidelines trip generation rates for General Retail (150 trips per 1,000 gross sq. ft.) and Sit-Down Restaurant (200 trips per 1,000 gross sq. ft.) assuming half the space is General Retail and half is Restaurant, per TCDP Transportation Analysis, see Appendix G, *Technical Analysis Draft 1 Report*, May 7, 2010.

Additional sources of funding

The BART, Muni, and Golden Gate Transit capacity improvements and the circulation studies and trials would be 100 percent funded by an impact fee imposed at the maximum justified in this analysis. About half the cost of other studies and the TMA update would need to be funded by other sources. These could include grants such as the proposed OneBayArea grant program administered by the Metropolitan Transportation Commission, allocating discretionary federal funding to promote effective transportation investments that support focused development.

The balance of the funding need for the improvements identified in this impact fee analysis is for the CalTrain Downtown Extension. As proposed and documented in this analysis, new development in the Plan Area could contribute on the order of 10 percent of the funding for the extension. Other sources are required for this project of substantial regional benefit and are likely to include a similar mix to that identified for Phase 1 of the Transit Center TJPA funding plan (see **Table A.3**). **Table A.2** (from the Transit Center District Plan Program Implementation Document) summarizes what is known about overall costs and funding for Plan Area improvements.

COMBINED IMPACT FEES

Table 9 summarizes the maximum justified fees that could be applied to new development in the Plan Area to fund planned circulation, streetscape, pedestrian, transit, and other transportation system improvements. The fee related to the Transit Center facility is shown separately, as are the administrative components of each fee. For new residential development in the Plan Area, the maximum justified fee for all transportation system improvements except Transit Center rail is about \$3 per gross square foot. For new non-residential land development in the Plan Area, the maximum justified fee for all transportation system improvements except Transit Center rail ranges from \$4.60 per gross square foot for hotel land use to about \$85 per gross square foot for retail use. The maximum justified fee for office use for all improvements except Transit Center rail is about \$9 per gross square foot.

TABLE 9
TRANSIT CENTER DISTRICT PLAN
TRANSPORTATION SYSTEM IMPROVEMENTS DEVELOPMENT IMPACT FEE SUMMARY
(maximum justified fee)

		Circulation, Streetscape and Pedestrian Improvements		Transit and Other Transportation Improvements		Transit Delay Mitigation Fee		Transit Center - Rail-Related		GRAND TOTAL		Total Fee
		Improvements	Admin.	Improvements	Admin.	Improvements	Admin.	Improvements	Admin.	Improvements	Admin.	
Maximum Justified Plan Area Fee, by land use												
Residential	per unit	\$3,680	\$184	\$419	\$21	\$96	\$5	\$6,643	\$332	\$10,838	\$537	\$11,375
Residential	per gross sq. ft. at 1,500 sq. ft per unit	\$2.45	\$0.12	\$0.28	\$0.01	\$0.06	\$0.00	\$4.43	\$0.22	\$7.23	\$0.36	\$7.58
Office	per gross sq. ft.	\$7.40	\$0.37	\$0.84	\$0.04	\$0.19	\$0.01	\$13.36	\$0.67	\$21.80	\$1.08	\$22.88
Hotel	per gross sq. ft.	\$3.82	\$0.19	\$0.43	\$0.02	\$0.10	\$0.00	\$6.89	\$0.34	\$11.24	\$0.56	\$11.80
Retail	per gross sq. ft.	\$71.56	\$3.58	\$8.14	\$0.41	\$1.86	\$0.09	\$129.16	\$6.46	\$210.73	\$10.44	\$221.17
Institutional	per gross sq. ft.	\$11.25	\$0.56	\$1.28	\$0.06	\$0.29	\$0.01	\$20.30	\$1.01	\$33.11	\$1.64	\$34.76

APPENDIX

TRANSPORTATION SYSTEM IMPROVEMENT COSTS AND FUNDING

The *Transit Center District Plan* (Public Review Draft, November 2009) is the source of the cost estimates for the planned facilities and improvements that are the subject of this impact fee analysis. Costs are preliminary and subject to refinement. As noted in the body of the report, in August 2011, investments in additional transit capacity for Muni and Golden Gate Transit were added to the improvement list, based on results of the impact analysis in the *Transit Center District Plan Draft EIR*. **Table A.1** provides detail on the preliminary estimates.

Table A.2 presents the current funding plan for public improvements in the Transit Center District Plan area. The table shows estimates for development impact fee revenue and other sources of funding. The estimates are from the Transit Center District Plan Implementation Program Document.

As indicated in **Table A.1**, costs for the Transit Center facility total almost \$4.2 billion. Federal, state, and local funding sources are required to complete this major investment in the regional transportation system. Only a portion of these costs are proposed to be part of the system of transportation improvements considered for funding as part of this Plan Area impact fee.

The new Transit Center replaces, expands, and improves an existing facility, so numerous local and regional funding sources have been committed to this replacement. As of November 2010, the funding plan developed by the Transbay Joint Powers Authority (TJPA) identifies funding covering over \$2.2 billion (53 percent) of Transit Center capital costs. This funding plan is summarized in **Table A.3**.

TABLE A.1

TRANSIT CENTER DISTRICT PLAN: TRANSPORTATION SYSTEM PUBLIC IMPROVEMENTS AND IMPLEMENTATION COSTS

		Preliminary Unit Cost	Estimated Total Cost (2010 dollars)
Streetscape and Pedestrian Circulation Improvements			
<i>District-wide Circulation, Streetscape and Pedestrian Improvements</i>	Primary Streets (e.g. Mission, Howard, New Montgomery, 2nd, 1st, Fremont), plus striping, signage and meter upgrades	Approx. \$2 million per block	\$90,000,000
<i>Includes sidewalk widening, transit shelters, landscaping, pedestrian amenities (e.g. benches), kiosks, bicycle parking, road re-striping</i>	Living Streets (Spear, Main, Beale)	Approx. \$2.5 million per block	15,000,000
	Alleys (e.g. Stevenson, Jessie, Minna, Natoma, Tehama, Anthony,). Excludes Natoma between 1st and 2nd	Approx. \$1.5 million per block	21,000,000
<i>Mid-Block Crossings</i>	Crossings between 1st and 2nd Streets on Mission, Howard, Folsom; at Natoma on 2nd, 1st, and Fremont Streets.	6 @ approx. \$500K each	3,000,000
<i>Signalization changes</i>		25 intersections @ \$350K per intersection	8,750,000
<i>Casual Carpool waiting area improvements</i>	Shelters, signage, seating		250,000
<i>Natoma (between 1st and 2nd)</i>	Single grade, high-quality finishes and landscaping		13,300,000
<i>Shaw Plaza</i>	Ped plaza, vehicular closure. Decorative paving, landscaping, signage, curb ramps, lighting, drainage		1,700,000
<i>Underground Pedestrian Connector from the Transit Center to Market Street BART/Muni</i>			125,000,000
Subtotal			\$278,000,000
Transit and Other System Transportation Improvements			
<i>Station Capacity Improvements to Montgomery and Embarcadero BART Stations</i>	Platform doors and screens; improved train arrival information for concourse level; others TBD	Approx. \$5 million per station	\$10,000,000
<i>Additional Transit Capacity: Muni and Golden Gate Transit^a</i>		\$1,000,000 per bus (preliminary)	3,000,000
<i>Additional Studies and Trials of Traffic and Circulation Changes in Plan</i>	Including parking cap study, Metric Goal updates/Congestion analysis, Mission Street analysis, other circulation studies		2,500,000
<i>Congestion Charging Studies and Pilot Implementation</i>			1,000,000
<i>Transportation Management Association (TMA) Update</i>	Full review and overhaul of TMA structure, operations, authority, guidelines, and procedures		250,000
Subtotal			\$16,750,000
<i>Transit Center Project</i>	Bus-related		1,010,000,000
	Rail-related	Includes Downtown Extension and train components of Transit Center building	3,175,000,000
TOTAL			\$4,479,750,000

^a Added by the Planning Department in August 2011 as mitigation for impacts identified in the Transit Center District Plan Draft EIR. Preliminary cost estimates under review.

Source: San Francisco Planning Department, *Transit Center District Plan*, Public Review Draft, November 2009, Table 7-1.

TABLE A.2

TRANSIT CENTER DISTRICT PLAN FUNDING PROGRAM

		Contributions by Source >							
PUBLIC IMPROVEMENT	COST	PLAN REVENUES			OTHER SOURCES				
		Plan Open Space Fee	Plan Transportation Fee	Mello Roos CFD	Development Open Space Requirements (Sec. 138)	Development Streetscape Requirements (Sec 138.1)	Redevelopment Plan Tax Increment Funding	Downtown Open Space Fee (Sec. 412) – Redevelopment Area Only	TIPA Funding
STREETSCAPE AND PEDESTRIAN									
ROW Improvements (sidewalks, transit lanes, landscaping, etc)									
Living Streets (Spear, Main, Beale)	\$15,000,000		\$5,000,000	\$5,000,000			\$5,000,000		
Primary Streets (Mission, Howard, Fremont, 1st, 2nd, New Montgomery)	\$90,000,000		\$34,000,000	\$47,000,000		\$2,400,000	\$6,600,000		
Alleys	\$21,000,000		\$5,000,000	\$11,500,000		\$3,000,000	\$1,500,000		
Zone 1 Streets	\$32,875,000						\$32,875,000		
Fremont/Folsom Off-ramp realignment	\$2,500,000						\$2,500,000		
Mid-Block Crossings	\$3,000,000		\$2,700,000						
Signalization	\$8,750,000		\$1,500,000	\$7,250,000			\$300,000		
Casual Carpool	\$250,000		\$27,000						
Natoma	\$13,300,000		\$13,300,000				\$223,000		
Shaw Plaza	\$1,700,000		\$1,530,000						
Underground Pedestrian Connector	\$125,000,000						\$170,000		\$125,000,000
TRANSIT AND OTHER TRANSPORTATION									
Transit Delay Mitigation	\$3,000,000		\$3,000,000						
BART Station Capacity	\$10,000,000		\$9,000,000	\$1,000,000					
TMA Guidelines	\$250,000		\$80,000	\$170,000					
Traffic Studies	\$2,500,000		\$1,900,000	\$600,000					
Congestion Charging Studies and Pilot	\$1,000,000		\$400,000	\$600,000					
DOWNTOWN RAIL EXTENSION	\$2,596,000,000		\$45,300,000	\$345,980,000					\$2,207,520,000
OPEN SPACE									
City Park	\$50,000,000	\$18,200,000		\$1,900,000				\$1,600,000	\$32,000,000
City Park connections	\$18,500,000	\$9,300,000			\$9,200,000				
2nd/Howard	\$15,000,000	\$10,000,000						\$5,000,000	
Transbay Park	\$10,100,000						\$10,100,000		
Improvements to Downtown Parks outside Plan Area	\$10,000,000	\$10,000,000							
Mission Square	\$5,000,000				\$5,000,000				
Bus Ramps/Oscar Park	\$18,300,000						\$18,300,000		
Total by Source		\$47,500,000¹	\$122,737,000¹	\$421,000,000	\$14,200,000	\$5,400,000	\$77,568,000	\$6,600,000	\$2,364,520,000
SUBTOTALS			\$591,237,000			\$103,768,000			

¹Totals for Plan Impact Fee expenditures do not include fee administration costs, allowed up to 5% of impact fee revenues per the enabling ordinances.

Source: Transit Center District Plan Program Implementation Document

TABLE A.3
TRANSIT CENTER TJPA FUNDING PLAN, AS OF NOVEMBER 2010 (IN MILLIONS, YOE DOLLARS)

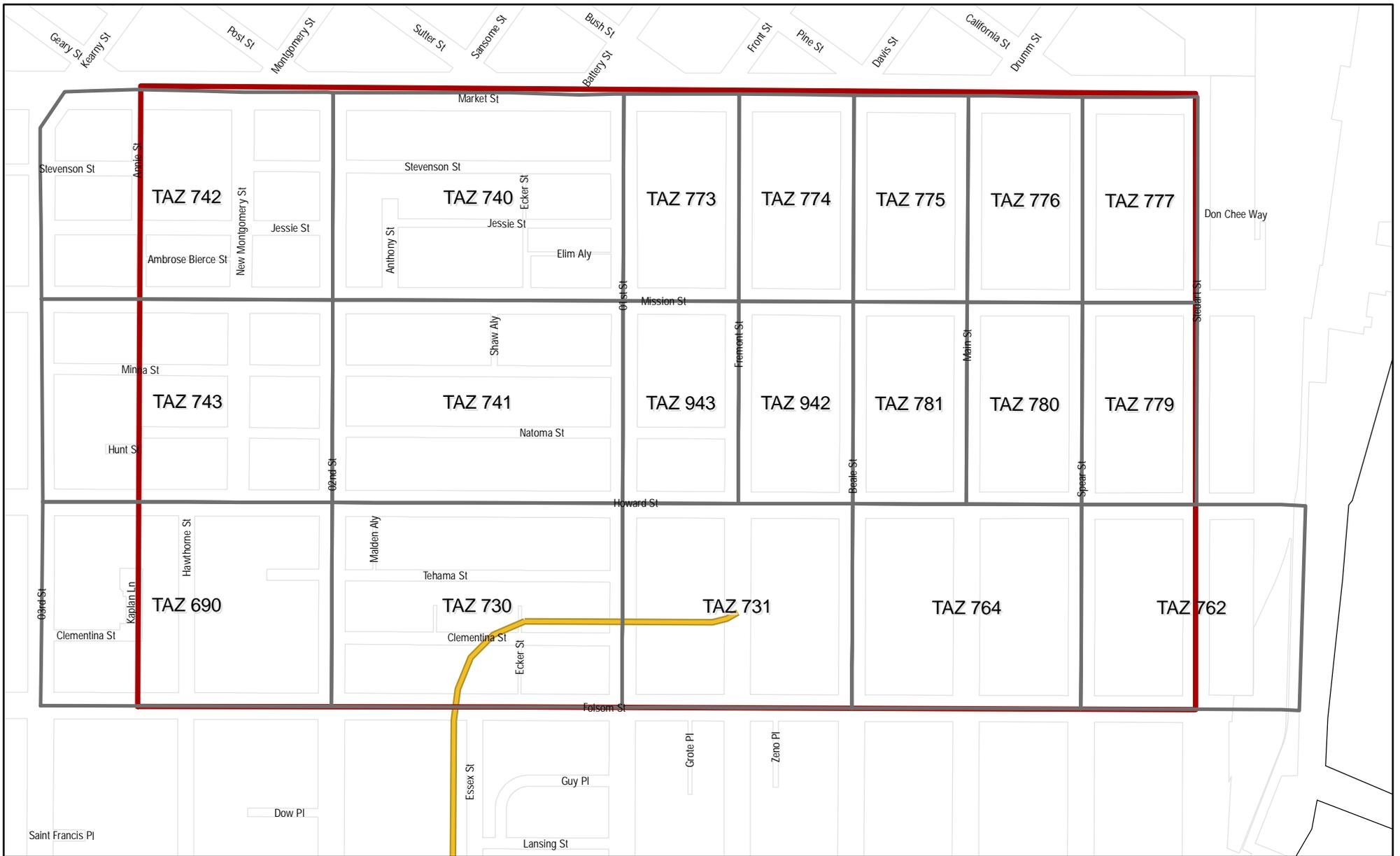
Sources^a	Phase 1	Phase 2	Total
SF Prop K	\$98	\$50	
San Mateo Sales Tax	\$5	\$19	
AC Transit Capital Contribution	\$39	-	
Misc. Local	\$7	-	
Regional Measure 1	\$54	-	
Regional Measure 2	\$143	\$8	
AB 1171	\$150	-	
RTIP	\$28	-	
Land Sales or Alternative	\$429	\$185	
Federal Earmarks (FTA & FRA)	\$65	-	
TIFIA Loan	\$171	\$377	
ARRA High Speed Rail	\$400	-	
Other, to be determined	<u>\$0</u>	<u>\$1,957</u>	
Total Revenues	\$1,589	\$2,596	\$4,185
Total funding commitment			
Phase 1	\$1,589		
Phase 2	<u>\$639</u>		
	\$2,228		
Balance to be determined	\$1,957		
Total funding	\$4,185		

Transit Center Cost^b and Funding (in millions, YOE dollars)

	Cost	Revenue Committed	Revenue TBD
Bus-related cost, all in Phase 1	\$1,010	\$1,010	-
Rail-related cost	<u>\$3,175</u>	<u>\$1,218</u>	<u>\$1,957</u>
	\$4,185	\$2,228	\$1,957

^a Source of funding estimates: Funding plan materials presented to TJPA Board, January 13, 2011.

^b Source of costs: *Transit Center District Plan Draft for Public Review*, Table 7-1 (November 2009). The allocation between bus and rail was not provided by the TJPA but reflects a reasonable allocation for the purposes of this planning analysis.



Map 1 Transbay Area with TAZs



Streets

 Transbay TAZs

 Transbay Plan Area

Map 2 SF CHAMP Model Neighborhoods

Treasure Island/Yerba Buena

SoMa

