



SAN FRANCISCO PLANNING DEPARTMENT

Central SoMa Plan Initiation Packet Table of Contents

HEARING DATE: MARCH 1, 2018

Project Name: Central SoMa Plan Amendments to the General Plan,
Planning Code and Zoning Maps
Date: February 15, 2018
Record Number: **2011.1356MTZU [Board File. No 170961]**
Staff Contact: Steve Wertheim, Principal Planner, Citywide Planning
(415) 558-6612; steve.wertheim@sfgov.org

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Executive Summary Memo

I. General Plan Amendments – M Case

- I.1 – General Plan Amendments Case Report
- I.2 – General Plan Amendments Initiation Draft Resolution
- I.3 – General Plan Amendments Draft Ordinance
- I.4 – Central SoMa Plan
- I.5 – Map of the Eastern Neighborhoods Plan Areas

II. Planning Code and Administrative Code Amendments – T Case

- II.1 – Planning Code and Administrative Code Amendments Case Report
- II.2 – Planning Code and Administrative Code Amendments Initiation Draft Resolution
- II.3 – Planning Code and Administrative Code Amendments Draft Ordinance

III. Zoning Map Amendments – Z Case

- III.1 – Zoning Map Amendments Case Report
- III.2 – Zoning Map Amendments Initiation Draft Resolution
- III.3 – Zoning Map Amendments Draft Ordinance

IV. Implementation Program – U Case

- IV.1 – Draft Implementation Matrix
- IV.2 – Draft Public Benefits Program
- IV.3 – Draft Guide to Urban Design
- IV.4 – Draft Key Development Site Guidelines
- IV.5 – Draft Key Streets Guidance

V. Supplemental Information

- V.1 – Summary of Revisions – Central SoMa Plan
- V.2 – Summary of Revisions – East SoMa Plan
- V.3 – Summary of Revisions – Western SoMa Plan
- V.4 – Summary of Revisions – Planning Code and Administrative Code
- V.5 – Summary of Revisions – Zoning Map
- V.6 – Summary of Revisions – Implementation Matrix
- V.7 – Summary of Revisions – Public Benefits Program
- V.8 – Summary of Revisions – Key Development Sites Guidelines



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Central SoMa Plan Initiation Packet

HEARING DATE: MARCH 1, 2018

Project Name: **Central SoMa Plan: Initiation of Amendments to the General Plan, Planning Code, Administrative Code, and Zoning Maps**

Date: February 15, 2018

Record Number: **2011.1356MTZU**

Staff Contact: Steve Wertheim, Principal Planner, Citywide Planning
(415) 558-6612; steve.wertheim@sfgov.org

Recommendation: **Initiate Amendments and Schedule Hearing for Adoption on or after March 22, 2018**

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

The action before this Commission is initiation of the legislation described below, and contained in the rest of this packet. Initiation does not involve a decision on the substance of the amendments to the General Plan, Planning Code, Administrative Code, and Zoning Map; it begins the required minimum 20-day notice period, after which the Commission may hold a hearing to take action on the proposed amendments.

SUMMARY

The San Francisco Planning Department is seeking to adopt and implement the Central SoMa Plan ("the Plan"). The Plan is the result of a multi-year public and cooperative interagency planning process that began in 2011. Central SoMa is a 230-acre area that sits adjacent to downtown, has excellent transit access, and contains numerous underdeveloped sites. As such, the neighborhood is well positioned to accommodate needed employment, housing, and visitor facilities in the core of the city and Bay Area region. It is also a neighborhood with an incredible history and a rich, ongoing, cultural heritage. As it grows and evolves over the next 25 years, Central SoMa has the opportunity to become a complete, sustainable, and vital neighborhood without losing what makes it special and unique today. The Central SoMa Plan contains the goals, objectives, and policies to guide this growth and evolution such that the results serve the best interests of San Francisco – in the present and the future. This includes a public benefits package of over \$2 billion to serve the needs of the neighborhood.

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 Central SoMa 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 March 1, 2018, the Department would subsequently provide public notice for a public hearing on the proposed amendments on or after March 22, 2018. 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

The Department recommends adoption of the draft Resolutions of Intent to initiate proposed amendments to the General Plan, Planning Code, Administrative Code, and Zoning Maps for consideration on or after March 22, 2018.

PLAN BACKGROUND

The desire for a Central SoMa Plan began during the Eastern Neighborhoods planning process. In 2008 the City adopted the Eastern Neighborhoods Plan, including new land use controls and proposed community improvements for the eastern part of the South of Market neighborhood (SoMa), as well as the Central Waterfront, Mission, and Showplace Square/Potrero Hill neighborhoods. At that time, the City determined that the development potential of the industrially zoned part of East SoMa, coupled with the improved transit provided by the Central Subway, necessitated a subsequent, focused planning process that took into account the city's growth needs and City and regional environmental goals. The Central SoMa Plan is that subsequent process.

Similarly, the Western SoMa Area Plan, adopted in 2013, explicitly recognized the need to increase development capacity near transit in Objective 1.5, which states that the City should "Support continued evaluation of land uses near major transit infrastructure in recognition of citywide and regional sustainable growth needs." The explanatory text in Objective 1.5 concludes that "The City must continue evaluating how it can best meet citywide and regional objectives to direct growth to transit-oriented locations and whether current controls are meeting identified needs." The Objective's implementing Policy 1.5.1 states that the City should "Continue to explore and re-examine land use controls east of 6th Street, including as part of any future evaluation along the 4th Street corridor." The Central SoMa Plan is intended to fulfill the Western SoMa Plan's Objective 1.5 and Policy 1.5.1.

The process of creating the Central SoMa Plan began in 2011. Since that time, the Planning Department released a draft Plan and commenced the California Environmental Quality Act (CEQA) process in April 2013, released an Initial Study in February of 2014, released a revised Draft Plan and Implementation Strategy in August of 2016, and released the Draft Environmental Impact Report in December of 2016.

Throughout the process, the Central SoMa Plan has been developed based on robust public input, including ten public open houses; twelve public hearings at the Planning Commission; two public hearings at the Board of Supervisor's Land Use & Transportation Committee; additional hearings at the Historic Preservation Commission, Arts Commission, and Youth Commission; a "technical advisory committee" consisting of multiple City and regional agencies; a "storefront charrette" (where the Planning Department set up shop in a retail space in the neighborhood); two walking tours, led by community members; two community surveys; an online discussion board; meetings with over 30 of the neighborhoods groups and other community stakeholders; and thousands of individual meetings, phone calls, and emails with stakeholders.

The Central SoMa Plan Area runs from 2nd Street to 6th Street, Market Street to Townsend Street, exclusive of those areas that are part of the Downtown Plan that comprise much of the area north of Folsom Street (see "Plan Area", below). The vision of the Central SoMa Plan is to create a sustainable neighborhood by 2040, where the needs of the present are met without compromising the ability of future generations to meet their own needs. The Central SoMa Plan seeks to achieve sustainability in each of its aspects – social, economic, and environmental. The Plan's philosophy is to keep what is already successful about the neighborhood, and improve what is not. Utilizing the Plan's philosophy to achieve the Plan's vision will require implementing the following three strategies:

- Accommodate growth;
- Provide public benefits; and
- Respect and enhance neighborhood character.

Implementing the Plan's strategies will require addressing all the facets of a sustainable neighborhood. Doing so can be accomplished by meeting all of the Plan's eight Goals:

1. Accommodate a Substantial Amount of Jobs and Housing
2. Maintain the Diversity of Residents
3. Facilitate an Economically Diversified and Lively Jobs Center
4. Provide Safe and Convenient Transportation that Prioritizes Walking, Bicycling, and Transit
5. Offer an Abundance of Parks and Recreational Opportunities
6. Create an Environmentally Sustainable and Resilient Neighborhood
7. Preserve and Celebrate the Neighborhood's Cultural Heritage
8. Ensure that New Buildings Enhance the Character of the Neighborhood and the City

The implementation of the Plan would fulfill its vision, philosophy, and goals by:

- Accommodating development capacity for up to 40,000 jobs and 7,000 housing units by removing much of the area's industrially-protective zoning and increasing height limits on many of the area's parcels;
- Maintaining the diversity of residents by requiring that over 33% of new housing units are affordable to low- and moderate-income households and requiring that these new units are built in SoMa;
- Facilitating an economically diversified and lively jobs center by requiring most large sites to be jobs-oriented, by requiring production, distribution, and repair uses in many projects, and by allowing retail, hotels, and entertainment uses in much of the Plan Area;
- Providing safe and convenient transportation by funding capital projects that would improve conditions for people walking, bicycling, and taking transit;
- Offering an abundance of parks and recreational opportunities by funding the rehabilitation and construction of parks and recreation centers in the area and requiring large non-residential projects to provide publicly-accessible open space;
- Creating an environmentally sustainable and resilient neighborhood by requiring green roofs and use of non-greenhouse gas energy sources, while funding projects to improve air quality, provide biodiversity, and help manage stormwater;
- Preserving and celebrating the neighborhood's cultural heritage by helping fund the rehabilitation and maintenance of historic buildings and funding social programs for the neighborhood's existing residents and organizations; and
- Ensuring that new buildings enhance the character of the neighborhood and the city by implementing design controls that would generally help protect the neighborhood's mid-rise character and street fabric, create a strong street wall, and facilitate innovative yet contextual architecture.

PLAN ELEMENTS

This section discusses the information contained in the packet, including the key documents whose adoption or approval will constitute adoption of the Central SoMa Plan, as well as supplemental information to help convey the proposed changes. Parts I, II, and III of this packet discuss include the General Plan, Planning Code and Administrative Code, and Zoning Map Amendment ordinances, respectively. These 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. Part IV of this packet includes the Implementation Program, which does not require an initiation action but will be part of the approvals process. Part V of this packet includes Supplemental Information to help inform decision makers and stakeholders.

In addition to these elements, the Plan includes amendments to Articles 10 and 11 of the Planning Code designating new landmarks and buildings of significance in Central SoMa. These amendments are anticipated to be initiated by the Historic Preservation Commission on March 21.

The content of each section is briefly described below:

(I) General Plan Amendments

The primary General Plan Amendment proposed is the creation of a Central SoMa Area Plan. This new Area Plan contains Goals, Objectives, and Policies for this area, as well as related contextual information. The General Plan Amendments also include amendments to the East SoMa Area Plan and Western SoMa Area Plan, reflecting that the creation of the Central SoMa Plan will require amendments to the boundaries of these other Plan Areas. Finally, the General Plan Amendments include various map updates and text amendments to update several Elements of the General Plan to reflect the specifics of the Central SoMa Plan. The case report, draft Resolution of Intent to Initiate, and draft General Plan ordinance are included in Exhibit I.

(II) Planning Code and Administrative Code Amendments

The primary regulatory changes proposed in the Plan are reflected in proposed amendments to the Planning Code and Administrative Code, include changes to controls related to land use, density, urban form, open space, parking and loading, review procedures, and impact fees. The case report, draft Planning Code and Administrative Code amendments, and draft Resolution of Intent to Initiate are included in Exhibit II. Note that the Plan also proposes amendments to Article 10 and 11 of the Planning Code designating new landmarks and buildings of significance in Central SoMa. These amendments are proposed for initiation by the Historic Preservation Committee.

(III) 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, and bulk districts. The case report, draft Zoning Map ordinance, and draft Resolution of Intent to Initiate are included in Exhibit III.

(IV) Implementation Program

The Implementation Program contains several pieces, each intended to facilitate the Plan's implementation:

- 1) An "Implementation Matrix" document conveying how each of the Plan's policies would be implemented, including implementation measures, mechanism, timelines, and lead agencies.
- 2) A "Public Benefits Program" document containing the Plan's proposed public benefits package, including a description of the range of infrastructure and services that will serve new growth anticipated under the Plan, a summary of how those benefits will be funded, and a description of how this program will be administered and monitored.
- 3) A "Guide to Urban Design" document containing design guidance that is specific to Central SoMa in a way that complements and supplements the requirements of the Planning Code and pending citywide Urban Design Guidelines.
- 4) A "Key Development Sites Guidelines" document that includes greater direction than available in the Planning Code to the development of the Plan Area's large, underutilized

development opportunity sites, in an effort to maximize public benefits and design quality.

- 5) A “Key Streets Guidelines” document that includes greater policy direction for each of the major streets in the Plan Area.

These five documents are included in Exhibit IV.

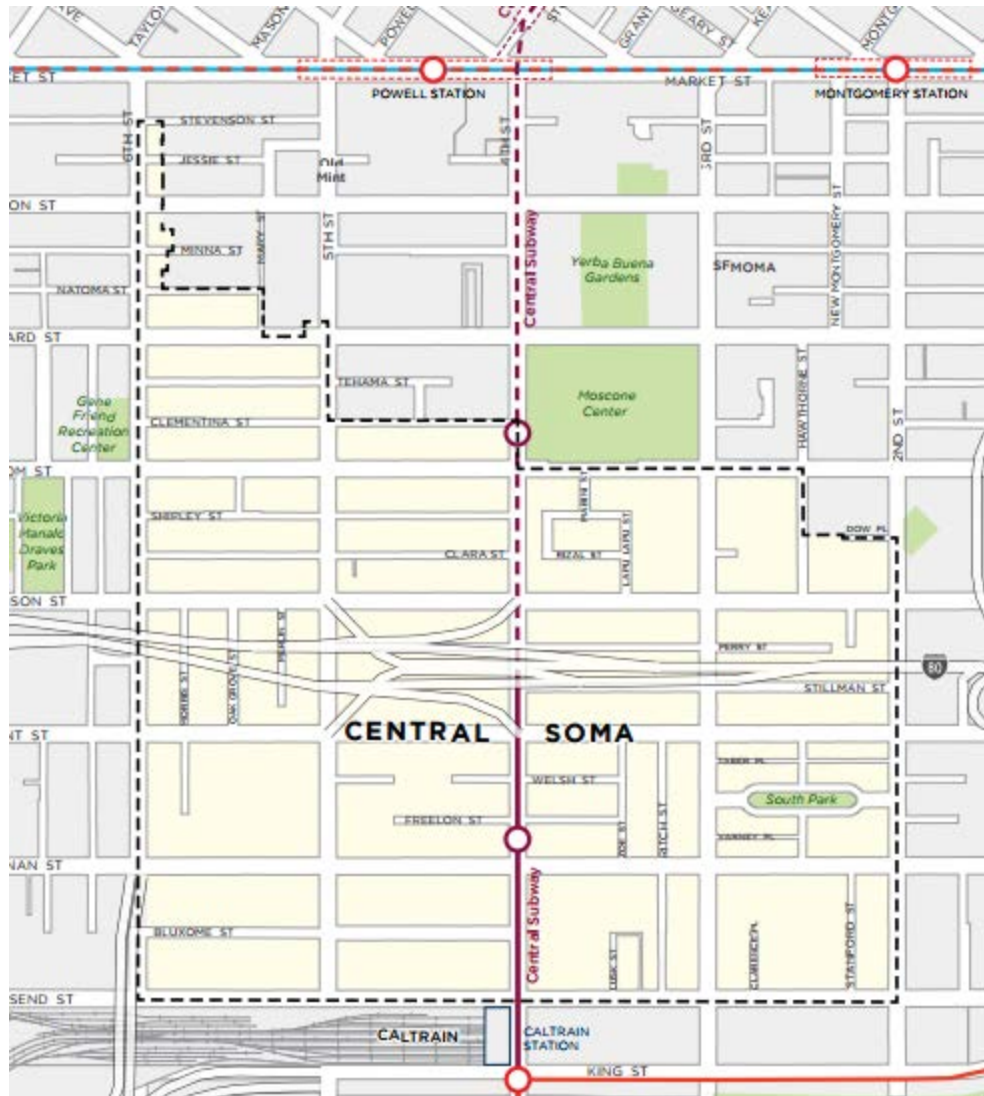
(V) Supplemental Information

This section includes eight documents, each of which is comprised of documents intended to explain proposed changes to City law and/or changes proposed since the release of the Draft Plan in August 2016:

- 1) Summary of Revisions – Central SoMa Plan: This document conveys proposed revisions to the Central SoMa Plan between the version published in the August 2016 Draft Plan and the version included in this packet.
- 2) Summary of Revisions – East SoMa Plan: This document conveys revisions to the adopted East SoMa Plan proposed as part of the Central SoMa Plan legislative package.
- 3) Summary of Revisions – Western SoMa Plan: This document conveys revisions to the adopted Western SoMa Plan proposed as part of the Central SoMa Plan legislative package.
- 4) Summary of Revisions – Planning Code and Administrative Code: This document conveys revisions to the adopted Planning Code and Administrative Code proposed as part of the Central SoMa Plan legislative package.
- 5) Summary of Revisions – Zoning Map: This document conveys proposed revisions to the Zoning Map between the version published in the August 2016 Draft Plan and the version included in this packet.
- 6) Summary of Revisions – Implementation Matrix: This document conveys proposed revisions to the Zoning Map between the version published in the August 2016 Draft Plan and the version included in this packet.
- 7) Summary of Revisions – Public Benefits Program: This document conveys proposed revisions to the Public Benefits Program between the version published in the August 2016 Draft Plan (including Part II.B and II.C) and the version included in this packet.
- 8) Summary of Revisions – Key Development Sites Guidelines: This document conveys proposed revisions to the Key Development Sites Guidelines between the version published in the August 2016 Draft Plan and the version included in this packet.

PLAN AREA

The Central SoMa Plan Area runs from 2nd Street to 6th Street, Market Street to Townsend Street, exclusive of those areas that are part of the Downtown Plan or in the C-3 zoning districts. It is an “Eastern Neighborhoods Plan” comprised entirely of areas formerly part of the East SoMa Plan Area and Western SoMa Plan Area, whose boundaries will be adjusted accordingly. The Central SoMa Plan Area boundaries were created to include areas within easy walking distance (i.e., two blocks) of the Central Subway’s 4th Street alignment.



ENVIRONMENTAL REVIEW

The Department published the Draft Environmental Impact Report in December 2016. The Planning Commission will consider certification of the Final Environmental Impact Report on the Central SoMa Plan and adoption of CEQA findings at a hearing on or after March 22, 2018 prior to considering action on related General Plan, Planning Code and Zoning Map Amendments and other Plan items.

I. GENERAL PLAN AMENDMENTS – M CASE

**EXHIBIT I.1 – GENERAL PLAN
AMENDMENTS CASE REPORT**



SAN FRANCISCO PLANNING DEPARTMENT

General Plan Amendment Initiation Case Report

HEARING DATE: MARCH 1, 2018

Project Name: **Central SoMa Plan General Plan Amendments**
Date: February 15, 2018
Record Number: **2011.1356MTZU [Board File. No 170961]**
Staff Contact: Steve Wertheim, Principal Planner, Citywide Planning
(415) 558-6612; steve.wertheim@sfgov.org
Recommendation: **Initiate and Schedule for Adoption on or after March 22, 2018**

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

The action before this Commission is initiation of the General Plan amendments described below. Initiation does not involve a decision on the substance of the amendments; it begins the required 20-day notice period, after which the Commission may hold a hearing and take action on the proposed General Plan amendments.

GENERAL PLAN AMENDMENT

The proposed Ordinance would amend the General Plan by adding the Central South of Market (SoMa) Area Plan, generally bounded on its western portion by 6th Street, on its eastern portion by 2nd Street, on its northern portion by the border of the Downtown Plan Area, and on its southern portion by Townsend Street (see "Plan Area," below). This area is currently divided between the East SoMa Plan and Western SoMa Plan, and subject to their Objectives and Policies. The proposed Ordinance would also make conforming amendments to the Commerce and Industry Element, Housing Element, Urban Design Element, the Land Use Index, and the East SoMa and West SoMa Area Plans.

The Central SoMa Plan would contain Goals, Objectives, and Policies for this area, as well as related contextual information. The Plan's eight Goals are as follows.

1. Accommodate a Substantial Amount of Jobs and Housing
2. Maintain the Diversity of Residents
3. Facilitate an Economically Diversified
and Lively Jobs Center
4. Provide Safe and Convenient Transportation that Prioritizes Walking, Bicycling, and Transit
5. Offer an Abundance of Parks and Recreational Opportunities
6. Create an Environmentally Sustainable and Resilient Neighborhood
7. Preserve and Celebrate the Neighborhood's Cultural Heritage

8. Ensure that New Buildings Enhance the Character of the Neighborhood and the City

For a complete list of the Plan's Goals, Objectives, and Policies, see Exhibit I-4.

RECOMMENDATION

The Department recommends adoption of the draft Resolution of Intent to initiate proposed amendments to the General Plan for consideration on or after March 22, 2018.

BASIS FOR RECOMMENDATION

The Department recommends that the Commission initiate the proposed Ordinance because it will allow for the Central SoMa Plan effort to move forward.

REQUIRED COMMISSION ACTION

The proposed Ordinance is before the Commission so that it may initiate the proposed Ordinance and schedule a time for the ordinance to be heard for adoption.

ENVIRONMENTAL REVIEW

The Department published the Draft Environmental Impact Report in December 2016. The Planning Commission will consider certification of the Final Environmental Impact Report on the Central SoMa Plan and adoption of CEQA findings at a hearing on or after March 22, 2018 prior to considering action on the General Plan Amendments.

RELATED ACTIONS

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

ATTACHMENTS

- Exhibit I-2. General Plan Amendments Initiation Draft Resolution
- Exhibit I-3. General Plan Amendments Draft Ordinance
- Exhibit I-4. Central SoMa Plan
- Exhibit I-5. Map of Eastern Neighborhoods Plan Areas

**EXHIBIT I.2 – GENERAL PLAN
AMENDMENTS INITIATION
DRAFT RESOLUTION**



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Draft Resolution No. XXXXX

HEARING DATE MARCH 1, 2018

Project Name: Central SoMa Plan – General Plan Amendments
Date: February 15, 2017
Record No.: **2011.1356MTZU [Board File. No 170961]**
Staff Contact: Steve Wertheim, Principal Planner, Citywide Planning
(415) 558-6612; steve.wertheim@sfgov.org

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

ADOPTING A RESOLUTION OF INTENTION TO INITIATE AMENDMENTS TO THE SAN FRANCISCO GENERAL PLAN TO INCORPORATE AMENDMENTS PURSUANT TO THE ADOPTION OF THE CENTRAL SOMA 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 proposed amendments to the General Plan in response to changing physical, social, economic, environmental or legislative conditions; and

WHEREAS, The desire for a Central SoMa Plan began during the Eastern Neighborhoods planning process. In 2008 the City adopted the Eastern Neighborhoods Plan, including new land use controls and proposed community improvements for the eastern part of the South of Market neighborhood (SoMa), as well as the Central Waterfront, Mission, and Showplace Square/Potrero Hill neighborhoods. At that time, the City determined that the development potential of the industrially zoned part of East SoMa, coupled with the improved transit to be provided by the Central Subway, necessitated a subsequent, focused planning process that took into account the city's growth needs and City and regional environmental goals. The Central SoMa Plan is the result of that subsequent process; and

WHEREAS, Similarly, the Western SoMa Area Plan, adopted in 2013, explicitly recognized the need to increase development capacity near transit in Objective 1.5, which states that the City should "Support continued evaluation of land uses near major transit infrastructure in recognition of citywide and regional sustainable growth needs." The explanatory text in Objective 1.5 concludes that "The City must continue evaluating how it can best meet citywide and regional objectives to direct growth to transit-oriented locations and whether current controls are meeting identified needs." The Objective's implementing Policy 1.5.1 states that the City should "Continue to explore and re-examine land use controls east of 6th Street, including as part

of any future evaluation along the 4th Street corridor.” The Central SoMa Plan is intended to fulfill the Western SoMa Plan’s Objective 1.5 and Policy 1.5.1; and

WHEREAS, The process of creating the Central SoMa Plan began in 2011. Since that time, the Planning Department released a draft Plan and commenced the California Environmental Quality Act (CEQA) process in April 2013, released an Initial Study in February of 2014, released a revised Draft Plan and Implementation Strategy in August of 2016, and released the Draft Environmental Impact Report in December of 2016; and

WHEREAS, Throughout the process, the Central SoMa Plan has been developed based on robust public input, including ten public open houses; ten public hearings at the Planning Commission; two public hearings at the Board of Supervisor’s Land Use & Transportation Committee; additional hearings at the Historic Preservation Commission, Arts Commission, and Youth Commission; a “technical advisory committee” consisting of multiple City and regional agencies; a “storefront charrette” (during which the Planning Department set up shop in a retail space in the neighborhood to solicit community input on the formulation of the plan); two walking tours, led by community members; two community surveys; an online discussion board; meetings with over 30 of the neighborhoods groups and other community stakeholders; and thousands of individual meetings, phone calls, and emails with stakeholders; and

WHEREAS, The Central SoMa Plan Area runs from 2nd Street to 6th Street, Market Street to Townsend Street, exclusive of those areas that are part of the Downtown Plan that comprise much of the area north of Folsom Street. The vision of the Central SoMa Plan is to create a sustainable neighborhood by 2040, where the needs of the present are met without compromising the ability of future generations to meet their own needs. The Central SoMa Plan seeks to achieve sustainability in each of its aspects – social, economic, and environmental. The Plan’s philosophy is to keep what is already successful about the neighborhood, and improve what is not. Utilizing the Plan’s philosophy to achieve the Plan’s vision will require implementing the following three strategies:

- Accommodate growth;
- Provide public benefits; and
- Respect and enhance neighborhood character;

and

WHEREAS, Implementing the Plan’s strategies will require addressing all the facets of a sustainable neighborhood. To do so, the Plan seeks to achieve eight Goals:

1. Accommodate a Substantial Amount of Jobs and Housing
2. Maintain the Diversity of Residents
3. Facilitate an Economically Diversified and Lively Jobs Center
4. Provide Safe and Convenient Transportation that Prioritizes Walking, Bicycling, and Transit
5. Offer an Abundance of Parks and Recreational Opportunities
6. Create an Environmentally Sustainable and Resilient Neighborhood
7. Preserve and Celebrate the Neighborhood’s Cultural Heritage

8. Ensure that New Buildings Enhance the Character of the Neighborhood and the City;
and

WHEREAS, The Plan would implement its vision, philosophy, and goals by:

- Accommodating development capacity for up to 40,000 jobs and 7,000 housing units by removing much of the area's industrially-protective zoning and increasing height limits on many of the area's parcels;
- Maintaining the diversity of residents by requiring that over 33% of new housing units are affordable to low- and moderate-income households and requiring that these new units are built in SoMa;
- Facilitating an economically diversified and lively jobs center by requiring most large sites to be jobs-oriented, by requiring production, distribution, and repair uses in many projects, and by allowing retail, hotels, and entertainment uses in much of the Plan Area;
- Providing safe and convenient transportation by funding capital projects that would improve conditions for people walking, bicycling, and taking transit;
- Offering an abundance of parks and recreational opportunities by funding the rehabilitation and construction of parks and recreation centers in the area and requiring large non-residential projects to provide publicly-accessible open space;
- Creating an environmentally sustainable and resilient neighborhood by requiring green roofs and use of non-greenhouse gas energy sources, while funding projects to improve air quality, provide biodiversity, and help manage stormwater;
- Preserving and celebrating the neighborhood's cultural heritage by helping fund the rehabilitation and maintenance of historic buildings and funding social programs for the neighborhood's existing residents and organizations; and
- Ensuring that new buildings enhance the character of the neighborhood and the city by implementing design controls that would generally help protect the neighborhood's mid-rise character and street fabric, create a strong street wall, and facilitate innovative yet contextual architecture.

WHEREAS, The San Francisco Planning Department is seeking to adopt and implement the Central SoMa Plan. The core policies and supporting discussion in the Plan have been incorporated into an Area Plan proposed to be added to the General 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 describes how the Plan's policies will be implemented, outlines public improvements, funding mechanisms and interagency coordination that the City must pursue to implement the Plan, as well as controls for key development sites and key streets, and design guidance for new development; and

WHEREAS, Policies envisioned for the 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 Central SoMa Plan, to reflect its concepts throughout the General Plan, and generally to update the General Plan to reflect changed physical, social and economic conditions in this area. Proposed amendments to the General Plan, including the

proposed new Area Plan, are attached hereto as Exhibits I-3 and I-4. The City Attorney's Office has reviewed the draft ordinance and approved it as to form; and

WHEREAS, Staff recommends adoption of the draft resolution initiating amendments to the General Plan, which includes adding the Central SoMa Area Plan to the General Plan, and making related amendments to various elements of the General Plan, including the East SoMa Area Plan, Western SoMa Area Plan, Commerce and Industry Element, Housing Element, and Urban Design 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 and attached hereto as Exhibits I-3 and I-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 above referenced General Plan amendments contained in an ordinance approved as to form by the City Attorney and attached hereto as Exhibit I-3 and I-4, to be considered at a publicly noticed hearing on or after March 22, 2018.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on March 1, 2018.

Jonas P. Ionin
Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED:

**EXHIBIT I.3 – GENERAL PLAN
AMENDMENTS DRAFT ORDINANCE**

[General Plan Amendments - Central South Of Market Area Plan]

Ordinance amending the General Plan by adding the Central South of Market (SoMa) Area Plan, generally bounded on its western portion by 6th Street, on its eastern portion by 2nd Street, on its northern portion by the border of the Downtown Plan Area, and on its southern portion by Townsend Street; making conforming amendments to the Commerce and Industry Element, the Housing Element, the Urban Design Element, the Land Use Index, and the East SoMa and West SoMa Area Plans; and making environmental findings, including adopting a statement of overriding considerations, and findings of consistency with the General Plan and the eight priority policies of Planning Code Section 101.1.

NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.
Additions to Codes are in *single-underline italics Times New Roman font*.
Deletions to Codes are in ~~*strikethrough italics Times New Roman font*~~.
Board amendment additions are in double-underlined Arial font.
Board amendment deletions are in ~~strikethrough Arial font~~.
Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

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

Section 1. Findings.

(a) Section 4.105 of the Charter of the City and County of San Francisco provides that the Planning Commission shall periodically recommend to the Board of Supervisors, for approval or rejection, proposed amendments to the General Plan.

(b) On _____, 2018, the Board of Supervisors received from the Planning Department the proposed General Plan amendments, including the addition of the Central

1 South of Market (SoMa) Area Plan. These amendments are on file with the Clerk of the Board
2 of Supervisors in File No. _____ and are incorporated herein by reference.

3
4 (c) Section 4.105 of the City Charter further provides that if the Board of Supervisors
5 fails to Act within 90 days of receipt of the proposed General Plan amendments, then the
6 proposed amendments shall be deemed approved.

7 (d) San Francisco Planning Code Section 340 provides that the Planning Commission
8 may initiate an amendment to the General Plan by a resolution of intention, which refers to,
9 and incorporates by reference, the proposed General Plan amendments. Section 340 further
10 provides that Planning Commission shall adopt the proposed General Plan amendments after
11 a public hearing if it finds from the facts presented that the public necessity, convenience and
12 general welfare require the proposed amendment or any part thereof. If adopted by the
13 Commission in whole or in part, the proposed amendments shall be presented to the Board of
14 Supervisors, which may approve or reject the amendments by a majority vote.

15 (e) After a duly noticed public hearing on _____, 2018, by Resolution
16 No. _____, the Planning Commission initiated amendments to the proposed General
17 Plan. Said motion is on file with the Clerk of the Board of Supervisors in Board File No.
18 _____ and incorporated herein by reference.

19 (f) On _____, 2018 after a duly noticed public hearing, the Planning
20 Commission certified the Final Environmental Impact Report (EIR) for the proposed Central
21 SoMa Area Plan (the Project) by Motion No. _____, finding the Final EIR reflects
22 the independent judgment and analysis of the City and County of San Francisco, is adequate,
23 accurate and objective, contains no significant revisions to the Draft EIR, and the content of
24 the report and the procedures through which the Final EIR was prepared, publicized, and
25 reviewed comply with the provisions of the California Environmental Quality Act (CEQA)

1 (Public Resources Code Section 21000 et seq.), the CEQA Guidelines (14 Cal. Code Regs.
2 Section 15000 et seq.) and Chapter 31 of the San Francisco Administrative Code. Copies of
3 the Planning Commission Motion and Final EIR are on file with the Clerk of the Board in File
4 No. _____ and are incorporated herein by reference.

5 (g) The Project evaluated in the Final EIR includes the proposed amendments to the
6 General Plan as well as Planning Code and Zoning Map amendments related to the Central
7 SoMa Area Plan. The proposed General Plan amendments are within the scope of the Project
8 evaluated in the Final EIR.

9 (h) At the same hearing during which the Planning Commission certified the Final EIR,
10 the Planning Commission adopted findings under CEQA regarding the Project's
11 environmental impacts, the disposition of mitigation measures, and project alternatives, as
12 well as a statement of overriding considerations (CEQA Findings) and adopted a mitigation
13 monitoring reporting program (MMRP), by Resolution _____.

14 (i) The Planning Commission then adopted the proposed General Plan amendments
15 by Resolution _____, finding in accordance with Planning Code Section 340 that the
16 public necessity, convenience, and general welfare required the proposed amendments.

17 (j) The letter from the Planning Department transmitting the proposed General Plan
18 amendments to the Board of Supervisors, the Final EIR, the CEQA Findings, the MMRP, the
19 Central SoMa Area Plan and all other related General Plan amendments, and the Planning
20 Commission's Resolution approving the proposed General Plan Amendments are on file with
21 the Clerk of the Board of Supervisors in File No. _____. These and any and all other
22 documents referenced in this Ordinance have been made available to the Board of
23 Supervisors and may be found in either the files of the Planning Department, as the custodian
24 of records, at 1650 Mission Street in San Francisco, or in File No. _____ with the
25

1 Clerk of the Board of Supervisors at 1 Dr. Carlton B. Goodlett Place, San Francisco, and are
2 incorporated herein by reference.

3 (k) The Board of Supervisors has reviewed and considered the Final EIR and the
4 environmental documents on file referred to herein. The Board of Supervisors has reviewed
5 and considered the CEQA Findings, and hereby adopts them as its own and incorporates
6 them by reference as though such findings were fully set forth in this Ordinance.

7 (l) The Board of Supervisors adopts the MMRP as a condition of this approval, and
8 endorses those mitigation measures that are under the jurisdiction of other City Departments,
9 and recommends for adoption those mitigation measures that are enforceable by agencies
10 other than City agencies, all as set forth in the CEQA Findings and MMRP.

11 (m) The Board of Supervisors finds that no substantial changes have occurred in the
12 proposed Project that would require revisions in the Final EIR due to the involvement of new
13 significant environmental effects or a substantial increase in the severity of previously
14 identified significant effects, no substantial changes have occurred with respect to the
15 circumstances under which the proposed Project is to be undertaken that would require major
16 revisions to the Final EIR due to the involvement of new environmental effects or a substantial
17 increase in the severity of effects identified in the Final EIR, and no new information of
18 substantial importance to the proposed Project has become available which indicates that (1)
19 the Project will have significant effects not discussed in the Final EIR, (2) significant
20 environmental effects will be substantially more severe, (3) mitigation measure or alternatives
21 found not feasible that would reduce one or more significant effects have become feasible or
22 (4) mitigation measures or alternatives that are considerably different from those in the Final
23 EIR would substantially reduce one or more significant effects on the environment.

24 (n) The Board of Supervisors finds, pursuant to Planning Code Section 340, that the
25 proposed General Plan amendments will serve the public necessity, convenience and general

welfare for the reasons set forth in Planning Commission Resolution No. _____ and incorporates those reasons herein by reference.

(o) The Board of Supervisors finds that the proposed General Plan amendments are, on balance, in conformity with the General Plan, as amended by this Ordinance, and the priority policies of Planning Code Section 101.1 for the reasons set forth in Planning Commission Resolution No. _____, and the Board hereby adopts those findings as its own.

Section 2. The Board of Supervisors hereby approves the Central SoMa Area Plan, an amendment to the General Plan, as recommended to the Board of Supervisors by the Planning Commission in Resolution No. _____ and as on file with the Clerk of the Board in File No. _____.

Section 3. The General Plan is hereby amended by revising the East SoMa Area Plan, as follows:

(a) Map 1, "Eastern Neighborhoods Planning Areas" is hereby amended by revising it in accordance with the map found on file with the Clerk of the Board in File No. _____.

(b) The East SoMa Area Plan is further revised, as follows:

* * * *

1. LAND USE

* * * *

Recently, this area has seen a vast amount of change, especially in housing development. ~~Between 2002 and 2006, approximately 1,550 new residential units were constructed, primarily as market rate ownership and live/work lofts.~~ Additionally, "dot com" businesses moved

1 into the area, many of which displaced existing jobs and residences. On occasion conflicts
2 have arisen between some of these new office or residential uses and previously existing
3 industrial uses, due to noise or other by-products of industrial businesses. This section
4 addresses the need to retain space for existing businesses and residential uses, while
5 allowing space for new development, especially affordable housing, to be built.

6 **OBJECTIVE 1.1**

7 **ENCOURAGE PRODUCTION OF HOUSING AND OTHER MIXED-USE** 8 **DEVELOPMENT IN EAST SOMA WHILE MAINTAINING ITS EXISTING SPECIAL MIXED-** 9 **USE CHARACTER**

10 * * * *

11 ***Service Light Industrial (SLI)***

12 ~~The existing SLI district generally centered around 3rd and 4th Streets between Townsend and~~
13 ~~Harrison, was designed to protect and facilitate the expansion of commercial, manufacturing and other~~
14 ~~light industrial activities, as well as arts activities. However, the area has seen a significant amount of~~
15 ~~market-rate live/work development, which formerly was not subject to the prohibition on market-rate~~
16 ~~housing in this district. This mix of high-end ownership housing and industrial uses has created a~~
17 ~~number of land use conflicts.~~

18 ~~An important new factor in thinking about the future of this area is the planned new Central~~
19 ~~Subway. The Central Subway, expected to be in operation by 2016, will extend the new surface light~~
20 ~~rail serving Visitacion Valley, Bayview, Central Waterfront and Mission Bay north underneath Fourth~~
21 ~~Street through SoMa, Union Square and Chinatown. Stations will be developed at Brannan/Bryant~~
22 ~~Streets, Howard/Folsom Streets and Market Street/Union Square.~~

23 ~~For several reasons, it is difficult at present to arrive at appropriate new land use controls for~~
24 ~~this part of East SoMa: 1) The coming of the Central Subway gives new importance to the Fourth Street~~
25 ~~corridor as a potential location for higher density uses. More information is needed—particularly~~

1 ~~about the city's office space needs into the future — before moving forward on new land use controls~~
2 ~~for this area. 2) New development envisioned along Fourth Street around the planned new rail stations~~
3 ~~should be planned very specifically to integrate with the stations. More information is needed on the~~
4 ~~exact locations and attributes of these stations. 3) The Western SoMa planning process will not be~~
5 ~~completed for between one and two years after expected adoption of this East SoMa Plan. Fourth Street~~
6 ~~serves as the boundary between the two planning areas and SLI zoning currently exists on both sides of~~
7 ~~the boundaries. This part of the East SoMa Plan should be better integrated with the emerging Western~~
8 ~~SoMa Plan.~~

9 ~~Rather than replacing the existing SLI zoning in East SoMa, this Plan leaves the existing zoning~~
10 ~~in place to allow the Planning Department to develop a strategic set of land use controls better suited~~
11 ~~to Fourth Street's future role as a major north-south transit corridor. The process to develop new land~~
12 ~~use controls for this area should commence after adoption of the Eastern Neighborhood Plans, but be~~
13 ~~coordinated with the Western SoMa Plan as well as a comprehensive study of the future growth needs~~
14 ~~of downtown.~~

15 * * * *

16 ***Mixed Use Residential (MU-R)***

17 ~~The existing “RSD” district, primarily between 5th and 6th and Folsom and Howard Streets,~~
18 ~~extending along Folsom to 3rd Street, currently serves as a significant housing opportunity area~~
19 ~~between the higher density Yerba Buena area and the low-scale, light industrial area of Western SoMa.~~
20 ~~The new land use controls proposed in this plan, designated as “Mixed Use Residential,” will replace~~
21 ~~the existing RSD district and continue to emphasize residential as a required component of all new~~
22 ~~development. Additionally, conditional use requirements that previously allowed a 40-foot height bonus~~
23 ~~for additional housing will be removed. Instead, heights will be increased, where appropriate, and the~~
24 ~~amount of additional affordable housing required will be defined. (See the Housing Chapter for~~
25 ~~additional information.)~~

* * * *

South Park District (SPD)

~~The South Park District is a small-scale mixed use district surrounding South Park. The SPD is characterized by small-scale, continuous frontage commercial, retail and residential structures that ring the park. The SPD will retain the majority of the existing controls, but in addition will allow small scale offices uses.~~

* * * *

POLICY 1.1.1

~~Retain the existing zoning in the SLI-zoned area of East SoMa. Revisit land use controls in this area once more is known about future needs for downtown San Francisco, the specific configuration of the Central Subway and the outcome of the Western SoMa planning process. Make land use decisions considering the context of East SoMa at multiple geographic scales, including the immediate neighborhood, all of SoMa, the city, and the region.~~

* * * *

POLICY 1.1.3

Encourage housing development, especially affordable housing, ~~by requiring housing and an increased inclusionary requirement in the area between 5th and 6th and Folsom and Howard Streets, extending along Folsom to 3rd Street~~ by allowing residential uses everywhere in the Plan Area and requiring substantial amounts of affordable housing.

POLICY 1.1.4

Retain the existing flexible zoning in the area ~~currently-zoned SLRMUG~~, but also allow small offices.

* * * *

POLICY 1.1.9

1 Require active commercial uses and encourage a more neighborhood commercial
2 character along ~~4th and~~ 6th Streets.

3 **2. HOUSING**

4 East SoMa has historically been a valuable source of sound, low-cost housing, due to
5 its older housing stock and large number of rental properties. The area is, however, becoming
6 less affordable – rents are rising, and the new housing being added to the area has been
7 almost exclusively market-rate and owner-occupied. The 2000 census counted nearly 40% of
8 households as financially burdened, meaning they pay housing costs equal to or exceeding
9 30% of their household income, more than any other portion of the Eastern Neighborhoods
10 and much more than across the City as a whole. Renters—~~who made up almost 90% of East~~
11 ~~SoMa's households at the last census~~— and households composed of people new to the city such
12 as immigrants, young people, artists and students, are especially financially burdened.

13 * * * *

14 **OBJECTIVE 2.1**

15 **ENSURE THAT A SIGNIFICANT PERCENTAGE OF NEW HOUSING CREATED IN**
16 **THE EAST SOMA IS AFFORDABLE TO PEOPLE WITH A WIDE RANGE OF INCOMES**

17 * * * *

18 ~~East SoMa has two zoning districts which currently require greater affordability than other~~
19 ~~districts in the City, and these greater affordability requirements should be not only continued, but~~
20 ~~strengthened.~~

21 ~~1) In the existing RSD district, height increases are enabled in exchange for additional~~
22 ~~affordable units. However, the current controls do not specify how much additional housing is~~
23 ~~appropriate, and as a result, developments in the RSD often do not maximize affordability within their~~
24 ~~project. Tightened requirements in the RSD would enable some certainty around the number of~~
25 ~~affordable housing units that would be produced.~~

2) ~~In the existing SLI district, residential development is only permitted if it is 100 percent affordable. An exception is provided for SRO units, which are may be developed for sale or rent at market rate. Eliminating this exception would help to increase opportunities for affordable housing development in the SLI district of East SoMa.~~

Single Resident Occupancy (SRO) units – defined by the Planning Code as units consisting of no more than one room at a maximum of 350 square feet - represent an important source of affordable housing in East SoMa, representing 25% of its housing stock. ~~(As of 2008 there were~~There are an estimated 457 SRO Hotels in San Francisco with over 20,000 residential units, with most located in the Mission, Tenderloin, Chinatown, and South of Market). SRO units have generally been considered part of the city's stock of affordable housing, and as such, City law prohibits conversion of SROs to tourist hotels. SROs serve as an affordable housing option for elderly, disabled, and single-person households, and in recognition of this, the Plan adopts several new policies to make sure they remain a source of continued affordability. In recognition of the fact that SROs serve small households, the Plan exempts SRO developments from meeting unit-mix requirements. In recognition of the fact that SROs truly are living spaces, and to prevent the kind of sub-standard living environments that can result from reduced rear yards and open spaces, this Plan requires that SROs adhere to the same rear yard and exposure requirements as other types of residential uses. Finally, the Plan calls for sale and rental prices of SROs to be monitored regularly to ensure that SROs truly remain a source of affordable housing, and that policies promoting them should continue.

* * * *

POLICY 2.1.3

~~Eliminate the provision in the existing SLI zoning which permits market rate SRO units.~~

POLICY 2.1.4

1 ~~Ensure areas that were zoned to ensure greater affordability, such as the SLI and RSD, are held~~
2 ~~to higher standards of affordability than traditional housing areas.~~

3 * * * *

4 **OBJECTIVE 2.3**

5 **ENSURE THAT NEW RESIDENTIAL DEVELOPMENTS SATISFY AN ARRAY OF** 6 **HOUSING NEEDS WITH RESPECT TO TENURE, UNIT MIX and COMMUNITY SERVICES.**

7 The need for housing in East SoMa covers the full range of tenure type (ownership
8 versus rental) and unit mix (small versus large units). While there is a market for housing at a
9 range of unit types, recent housing construction has focused on the production of smaller,
10 ownership units. Yet ~~90%~~a high percentage of residents in East SoMa are renters. The Housing
11 Element of the City's General Plan recognizes that rental housing is more immediately
12 accessible, and often more affordable than for-sale housing, and existing city policies regulate
13 the demolition and conversion of rental housing to other forms of occupancy. New
14 development in the East Soma area should provide rental opportunities for new residents.

15 * * * *

16 **3. BUILT FORM**

17 * * * *

18 Along with these challenges, East SoMa also has many unique places, including ~~South~~
19 ~~Park~~, the South End historic district, and intimate neighborhood alleys that deserve
20 celebration. The entire plan area is quintessentially mixed use, with housing and retail side by
21 side with PDR and offices. The vision for development in East SoMa builds on this established
22 pattern, emphasizing rather than diminishing its mixed use character, its definable
23 development patterns, and its many historical structures. At the same time, the vision
24 foresees a more pedestrian friendly environment, with new buildings framing the street that
25 enhance the neighborhood's character and are constructed of quality and ecologically

sustainable materials. Fostering pedestrian interest is paramount -- dictating how buildings should meet the street, as well as their perceived size, scale and mass. An enjoyable, walkable, friendly, green, and definable urban fabric for residents and visitors alike should be the standard against which all proposals are weighed.

* * * *

POLICY 3.1.4

Heights should reflect the importance of key streets in the city's overall urban pattern, while respecting the lower scale development that surrounds ~~South Park and the~~ residential enclaves throughout the plan area.

* * * *

~~South Park is an oasis in an otherwise very urban environment that is transitioning from its industrial past to its increasingly residential and mixed use future. It is a prime example of how an intimate relationship between buildings, the street, and open spaces, can meld into a truly enjoyable pedestrian environment. Because of this, building heights around South Park are kept lower, maximizing sun access to the park, and preserving the existing relationship between building height and street width. Similar logic dictates that d~~Development along the many alleys, both in the Residential Enclaves and throughout the rest of East SoMa, should reflect the more intimate scale of these rights-of-way, ensuring a pedestrian-friendly, neighborhood-friendly, environment.

* * * *

POLICY 3.1.12

Establish and require height limits and upper story setbacks to maintain adequate light and air to sidewalks and frontages along alleys.

* * * *

Alley controls will apply to ~~all the following~~ streets and alleys within the plan area:
~~Clementina, Tehama, Minna, Natoma, Moss, Russ, Harriet, Shipley, Columbia Square, Clara,~~
~~Falmouth, Mary, Welsh, Freelon, Zoe, Ritch, Clyde, South Park, Stanford, Federal, and De Boom~~
~~Streets; Varney, Talber, and Bryant Places; Jack London and Clyde Alleys.~~

* * * *

8. HISTORIC RESOURCES

* * * *

The South of Market Area has developed an eclectic mix of commerce, industry, and increasingly, entertainment and residential living spaces. Within this diverse mix of land uses, East SoMa is distinguished by the existence of individually significant properties. Within the East Soma Area Plan there are a number of City Landmarks, ~~including the South End Historic District, the James Lick Baths/People's Laundry, Saint Patrick's Church, the Audiffred Building, Oriental Warehouse, Rincon Annex, St. Joseph's Church, Edwin Klockars Blacksmith, Rincon Hill, and a number of private residences.~~ Various other significant properties and districts relating to the Filipino and gay "leather" community have been identified through informational surveys and context statements. It is expected that additional historic surveys in the East Soma Area Plan will document a substantial number of previously unknown resources.

* * * *

~~Significant and Contributory Buildings in the South End Historic District~~

~~I. LIST OF SIGNIFICANT BUILDINGS LOCATED OUTSIDE OF THE DESIGNATED SOUTH END HISTORIC DISTRICT.~~

Assessor's Block/Lot	E or W SOMA?	Address
3787/31	E	475 Brannan St.
3776/41	E	539 Bryant St.
3777/48	W	673 Bryant St.

1	3520/30C	W	1477-1479 Emberly Alley (City
2			Landmark No. 199)
3	3517/13	W	1400 Folsom St.
4	3520/30B	W	1477 Folsom St. (City
5			Landmark No. 199)
6	3520/54-59	W	1489 Folsom St. (City
7			Landmark No. 199)
8	3757/67	W	1275 Harrison St.
9	3520/51	W	1440 Harrison St.
10	3755/27	W	7 Heron St.
11			
12	3731/94	E	1035 Howard St.
13	3731/74	E	1049 Howard St.
14			
15	3731/128-149	E	1097 Howard St.
16	3727/14	W	1126 Howard St.
17	3728/14	W	1234 Howard St.
18	3517/35	W	1401 Howard St. (City
19			Landmark No. 120)
20	3517/34	W	1415 Howard St.
21	3728/89	W	1235 Mission St.
22	3786/263-307	W	310 Townsend St.
23	3786/15	W	350 Townsend St.
24	3785/2A	W	410 Townsend St.
25			

1	3777/1	E	500 Fourth St.
2	3787/52-139	E	601 Fourth St.
3	3726/11	E	182 Sixth St.
4	3726/2	E	106 Sixth St.
5	3732/124	E	201 Sixth St.
6	3785/7	E	665 Sixth St.
7	3754/18	E	335 Seventh St.
8	3729/82	W	201 Ninth St.
9	3509/14	W	165 Tenth St. (City Landmark
10			No. 246)
11	3525/93-111	W	465 Tenth St.
12	3520/29	W	319 Eleventh St. (City
13			Landmark No. 199)
14	3520/28A	W	333 Eleventh St. (City
15			Landmark No. 199)

**~~H. LIST OF CONTRIBUTORY BUILDINGS LOCATED WITHIN THE DESIGNATED SOUTH
END HISTORIC DISTRICT.~~**

Assessor's Block/Lot	In or out of SE HD?	Address
3774/73	In	274 Brannan St.
3789/9	In	275 Brannan St.
3775/8	300 Brannan St.	300 Brannan St.
3788/37	In	301 Brannan St.
3774/8	In	333 Bryant St.

1	3774/75-118	In	355 Bryant St.
2	3774/67	In	385 Bryant St.
3	3789/10	In	52 Colin P. Kelly St.
4	3794/23	In	128 King St. (City Landmark
5			No. 229)
6	3794/15	In	101 Townsend St.
7	3794/14	In	111 Townsend St.
8			
9	3794/10	In	115 Townsend St.
10	3794/22	In	135 Townsend St.
11	3788/9	In	136 Townsend St.
12	3794/21	In	139 Townsend St.
13	3788/9A	In	144 Townsend St.
14	3788/10	In	148 Townsend St.
15	3788/12	In	166 Townsend St.
16	3764/71-197	In	461 Second St.
17	3775/1	In	500 Second St.
18	3775/2	In	512 Second St.
19	3775/4	In	522 Second St.
20	3774/123-132	In	533 Second St.
21	3774/44	In	536 Second St.
22	3775/5	In	544 Second St.
23	3774/191	In	545 Second St.
24	3774/45	In	555 Second St.
25			

1	3774/31	In	599 Second St.
2	3789/8	In	601 Second St.
3	3789/7	In	625 Second St.
4	3788/38	In	634 Second St.
5	3788/2	In	640 Second St.
6	3788/49-73	In	650 Second St.
7	3788/43,44	In	670 Second St.
8	3788/6	In	698 Second St.
9	3789/858-971	In	699 Second St.
10	3788/45	In	625 Third St.
11	3787/8	In	660 Third St.
12	3788/41	In	665 Third St.
13	3788/15	In	685 Third St.

Section 4. The General Plan is hereby amended by deleting the map of the South End Historic District found in Chapter 8 of the East SoMa Area Plan.

Section 5. The General Plan is hereby amended by revising the Western SoMa Area Plan as follows:

(a) Map 1, "Eastern Neighborhoods Planning Areas" is hereby amended by revising it in accordance with the map found on file with the Clerk of the Board in File No.

_____.

(b) The Western SoMa Area Plan is further revised, as follows:

* * * *

LAND USE

1 ***OBJECTIVE 1.5***

2 ***SUPPORT CONTINUED EVALUATION OF LAND USES NEAR MAJOR TRANSIT***
3 ***INFRASTRUCTURE IN RECOGNITION OF CITYWIDE AND REGIONAL SUSTAINABLE***
4 ***GROWTH NEEDS.***

5 ~~*The easternmost portion of the plan area is rich with existing and planned public transit*~~
6 ~~*infrastructure, including the SFMTA's Central Subway project, Caltrain (planned for improved High-*~~
7 ~~*Speed Rail-like service through electrification), and myriad muni transit services planned for*~~
8 ~~*enhancement. This area is also adjacent to existing burgeoning job, housing, and visitor areas in East*~~
9 ~~*Soma, Yerba Buena, Transit Center, and Mission Bay. The City must continue evaluating how it can*~~
10 ~~*best meet citywide and regional objectives to direct growth to transit-oriented locations and whether*~~
11 ~~*current controls are meeting identified needs.*~~

12 ***POLICY 1.5.1***

13 ~~*Continue to explore and re-examine land use controls east of 6th Street, including as part of any*~~
14 ~~*future evaluation along the 4th Street corridor.*~~

15 **TRANSPORTATION AND THE STREET NETWORK**

16 **POLICY 4.23.2**

17 **Create a visible pedestrian network that connects to other areas.**

18 It is important that pedestrian facilities not only feature connections within the area, but
19 also links to surrounding areas (e.g., Downtown, East SoMa, ~~*Central SoMa*~~, Showplace
20 Square, Mission and Market-Octavia). A network of way-finding signage should be introduced
21 to help orient the pedestrian.

22
23 Section 6. The General Plan is hereby amended by revising the Commerce and
24 Industry Element as follows:

25 (a) Amend Map 1, "Generalized Commercial and Industrial Land Use Plan", as follows:

- (1) Add a boundary around the Central SoMa Plan area;
- (2) Remove the colorization from the Plan Area; and
- (3) Add a reference that states "See the Central SoMa Area Plan."

(b) Amend Map 2, "Generalized Commercial and Industrial Density Plan," as follows:

- (1) Add a boundary around the Central SoMa Plan area;
- (2) Remove the colorization from the Plan Area; and
- (3) Add a reference that states "See the Central SoMa Area Plan."

Section 7. The General Plan is hereby amended by revising the Housing Element, as follows:

(a) Amend Part II, Objectives & Policies, Map 1 as follows:

- (1) Remove the red boundary of the Central SoMa Plan, replace with a black boundary showing the adopted Plan area, and fill the area in red; and
- (2) In the legend remove the "Pending Adoption" text and icon.

Section 8. The General Plan is hereby amended by revising the Urban Design Element, as follows:

(a) Amend Map 4 "Urban Design Guidelines for Height of Buildings," as follows: in the notes area below the legend, add a note saying "Add a boundary area around the Central SoMa Plan area with a line that leads to a reference that states "See the Central SoMa Plan."

(b) Amend Map 5, "Urban Design Guidelines for Bulk of Buildings," as follows: in the notes area below the legend, add a note saying "Add a boundary area around the Central SoMa Plan area with a line that leads to a reference that states "See the Central SoMa Plan."

1 Section 9. The General Plan is hereby amended by revising the Land Use Index as
2 follows:

3 The Land Use Index shall be updated as necessary to reflect the amendments set forth
4 in Sections 2 through 8, above.

5
6 Section 10. Effective Date. This ordinance shall become effective 30 days after
7 enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the
8 ordinance unsigned or does

9
10 Section 11. Scope of Ordinance. In enacting this ordinance, the Board of Supervisors
11 intends to amend only those words, phrases, paragraphs, subsections, sections, articles,
12 numbers, punctuation marks, charts, diagrams, or any other constituent parts of the Municipal
13 Code that are explicitly shown in this ordinance as additions, deletions, Board amendment
14 additions, and Board amendment deletions in accordance with the "Note" that appears under
15 the official title of the ordinance.

16
17 APPROVED AS TO FORM:
18 DENNIS J. HERRERA, City Attorney

19 By: _____
20 VICTORIA WONG
21 Deputy City Attorney

22 n:\land\as2018\1200444\01254018.docx
23
24
25

**EXHIBIT I.4 -
CENTRAL SOMA PLAN**

Central SoMa Plan

PLAN PURPOSE

Central SoMa is a 230-acre area that sits adjacent to downtown, has excellent transit access, and contains a substantial amount of developable land. As such, the neighborhood is well positioned to accommodate needed employment, housing, and visitor facilities in the core of the city and Bay Area region. It is also a neighborhood with an incredible history and a rich, ongoing, cultural heritage. As it grows and evolves over the next 25 years, Central SoMa has the opportunity to become a complete, sustainable, and vital neighborhood without losing what makes it special and unique today. The Central SoMa Plan contains the goals, objectives, and policies to guide this growth and evolution such that the results serve the best interests of San Francisco – in the present and the future.

PLAN AREA BOUNDARY

The Central SoMa Plan Area runs from 2nd Street to 6th Street, Market Street to Townsend Street, exclusive of those areas that are part of the Downtown Plan (see Figure A) which comprise much of the area north of Folsom Street. It is an “Eastern Neighborhoods Plan” comprised entirely of areas formerly part of the East SoMa Plan Area and Western SoMa Plan Area, whose boundaries shall be adjusted accordingly. The Central SoMa Plan Area boundaries were created to include areas within easy walking distance (i.e., two blocks) of the Central Subway’s 4th Street alignment.

PLAN VISION

The vision of the Central SoMa Plan is to create a sustainable neighborhood by 2040, where the needs of the present are met without compromising the ability of future generations to meet their own needs. The Central SoMa Plan seeks to achieve sustainability in each of its aspects – social, economic, and environmental. Additionally, achieving sustainability in Central SoMa should complement movements towards sustainability in the city, region, nation, and planet.

PLAN PHILOSOPHY

Achieving neighborhood sustainability requires keeping what is already successful about the neighborhood, and improving what is not. On the sustainable side of the ledger, assets include the diversity of residents (in every sense), its central location complemented by abundant regional and local transit, the unique character of the collection of buildings that constitute the neighborhood, its rich economic heritage as an industrial center for a century and more recently a hub of innovation in media and technology, and the cultural and nightlife amenities that make this a regional and worldwide destination. On the non-sustainable side of the ledger include an equally impressive and daunting list of challenges: rents that are unaffordable to the vast majority of residents and businesses; streets that are unsafe and unpleasant for people walking and bicycling; a distinct lack of

green coupled with an noisy and often polluted environment; and land that is not effectively being utilized to provide space for jobs and housing in a fashion that can greatly reduce the emissions of greenhouse gases per person and add to the stock of space to help meet demand.

PLAN STRATEGY

Utilizing the Plan's philosophy to achieve the Plan's vision will require implementing the following three strategies:

- Accommodate growth
- Provide public benefits
- Respect and enhance neighborhood character

This Plan asserts that Central SoMa should play a major role in accommodating the City's share of anticipated regional growth in jobs and housing. Accommodating substantial growth here can help address the local and regional issues of high rents, sprawl, and congestion, and the global issue of greenhouse gas emissions. The addition of millions of square feet of residential and commercial space is certain to help relieve price pressure. Simultaneously, dense development in this transit-rich, temperate, and walkable neighborhood can drastically reduce the amount of greenhouse gas emission per person from both buildings (e.g., for heating and cooling) and transportation (in terms of the amount of miles traveled in private vehicles), while reducing pressures for growth in more outlying areas of the region.

While new growth can have economic and environmental benefits, new residents and workers also place a strain on the neighborhood's infrastructure. In an era where other levels of government are either unwilling or unable to fund the needs of its urban communities, it is necessary that new growth address its own impacts. Fortunately, Central SoMa includes some of the world's most valuable land. The rents commanded by this land enable new development to ameliorate and mitigate its impacts while meeting other City objectives. New development does so through the direct provision of public benefits, through the payment of impact fees, and through taxes. The public benefits created by new development can include affordable housing, transit service, parks and recreational amenities, safe and convenient streets for people walking and biking, child care, schools, community services, space for production, distribution, and repair jobs, preservation of cultural resources, and amenities to support environmental sustainability and resilience.

Given the desirability of land in Central SoMa, there's likely demand for buildings of heights currently only seen in the downtown. While such heights could come with substantial public benefits, they could also come at the expense of what makes the neighborhood great in the first place – its character. And its character is a huge part of what makes the neighborhood socially and economically sustainable. Central SoMa should not be like downtown – just like it should not be like Mission Bay, or the Richmond, or any other neighborhood in San Francisco. It should just be the best Central SoMa it

can be. Therefore, this plan attempts to both accommodate a substantial amount of growth and retain much of the character of the district. Respecting and enhancing the neighborhood's character includes measures such as requiring active ground floors that promote positive social interactions and commerce, design requirements that ensure ample light and air reach all sidewalks, and banning the consolidation of certain lots so as to maintain the diversity of buildings and building styles in the neighborhood.

PLAN GOALS

Implementing the Plan's strategy will require addressing all the facets of a sustainable neighborhood. Doing so can be accomplished by meeting all of the Plan's eight Goals:

1. Accommodate a Substantial Amount of Jobs and Housing
2. Maintain the Diversity of Residents
3. Facilitate an Economically Diversified and Lively Jobs Center
4. Provide Safe and Convenient Transportation that Prioritizes Walking, Bicycling, and Transit
5. Offer an Abundance of Parks and Recreational Opportunities
6. Create an Environmentally Sustainable and Resilient Neighborhood
7. Preserve and Celebrate the Neighborhood's Cultural Heritage
8. Ensure that New Buildings Enhance the Character of the Neighborhood and the City

Each of these eight Goals receives its own chapter in the Central SoMa Plan. For each Goal there is a context section intended to explain existing conditions – and why meeting the Goal is necessary. There is also a list of the Objectives and Policies whose implementation would enable the Plan to meet the Goal. And finally there is a summary section that shows how meeting the Goal would help fulfill the Plan's vision.

Goal #1: Accommodate a Substantial Amount of Jobs and Housing

CONTEXT

Since its inception, San Francisco has seen more than its share of tumultuous economic times: the Gold and Silver Rushes (and busts), the earthquake and fire of 1906, the influx of World War II, population decline due to suburbanization, the Dot Com boom and bust. They have all left lasting shrines and scars on this city.

As of the writing of this Plan in 2017, San Francisco is having another one of those “moments”. This moment reflects the culmination of major environmental, economic, and social trends that are simultaneously working at multiple geographic levels and timeframes.

Environmentally, there is an increasing awareness of the need to reduce greenhouse gas emissions in recognition of the consequences of climate change. At the State level, this led to the adoption of Senate Bill (SB) 375 in 2008. SB 375 mandated the State’s regions identify how they would combine transportation investments and land use policy to reduce greenhouse gas emissions. At the regional level, this mandate led to the adoption of Plan Bay Area in 2013, which determined that meeting the State’s targets would require densification and investment in “Priority Development Areas” that exhibit and/or have the potential to combine density of development with excellent transit service. At the local level, the City identified a number of such “Priority Development Areas” that span much of the eastern half of the city.

Economically, there is the continuing national and regional shift from an economy based on things to one based on ideas. Nationally, in the aftermath of the Great Recession (2007-2009), job growth has been led by “knowledge” sector businesses such as high tech. These knowledge sector businesses tend to cluster in regions – and the Bay Area is the world’s leading knowledge region. The result is that job growth in the Bay Area the past several years has nearly doubled that of the rest of the nation, and commensurately so has the demand for housing. Bay Area job growth has been particularly high in the last six years (2010-2015), concurrent with the development of this Plan, as the region moved from the nadir to the peak of the current business cycle.

After rapid suburbanization in the decades after World War II, cities such as San Francisco have seen long-term population and job growth since the 1980s, despite temporary peaks and dips along the way. This trend has accelerated in recent years, as both “Millennials” and Baby Boomers have shown a strong preference for cities. This trend has focused demand on those portions of the Bay Area where jobs can be easily accessed by transit, daily needs can be met by walking, and there are a range of amenities and options nearby. In this largely suburban and auto-dependent region, many of the accessible and dynamic urban neighborhoods are in San Francisco.

Cumulatively, these trends have created an ongoing and strong demand for space in San Francisco. Accommodating this demand would require building additional space for jobs, housing, and other needed facilities. However, building in San Francisco is a challenging and time-consuming process. New buildings often require years of review and deliberation before they are even allowed to be constructed, and construction itself can take one to three years, depending on the size of the building.

When demand is high relative to supply, the price inevitably goes up. In 2017, prices have risen to a level that is socially unsustainable – rents for housing are the highest in the country, and greatly exceed what can be afforded by the majority of today’s San Franciscans. Rents for commercial space are similarly unaffordable, pushing out non-profit organizations, mom-and-pop businesses, artists and industrial businesses.

To some degree, the intensity of this “moment” will pass when the current business cycle inevitably cools. However, the other environmental, economic, and social factors that have created this moment are likely to persist over a longer timeframe than the typical 5-10 year business cycle. They are also national or even global forces exogenous to San Francisco – and thus the demand they exert are beyond the ability to control locally.

By contrast, what is within our ability to control locally is increasing the capacity for jobs and housing in San Francisco, and to ensure that new growth provides public benefits to improve the lives of residents and workers. The City has been planning for such growth over the last 20 years, through major Redevelopment and Area Plans as Mission Bay, Hunters Point, Rincon Hill, Eastern Neighborhoods, Market & Octavia, and the Transit Center District. The results of these Plans can be seen in the cranes and construction sites dotting San Francisco. However, there is still substantial demand for development of space for jobs and housing in transit-rich, walkable, amenity-laden neighborhoods.

Fortunately, Central SoMa is an appropriate location for such development. The area is served by some of the region’s best transit, including BART and Caltrain, Muni Metro and many bus lines, in addition to the Central Subway currently under construction. Flat streets and a regular grid pattern can make destinations easy to reach for people walking and bicycling (as facilitated by improvements discussed in Goal #4). There is already an incredibly strong cluster of technology companies that new and growing companies want to locate near. There is also a diversity of other uses, including thousands of residential units, local- and regional-serving retail, cultural and entertainment facilities, hotels, and production/distribution/repair businesses. Simultaneously, there is substantial opportunity to increase density in Central SoMa. There are numerous undeveloped or underdeveloped sites, such as surface parking lots and single-story commercial buildings.

OBJECTIVES AND POLICIES

The Objectives and Policies below are intended to fulfill the Plan's Goal of increasing the capacity for jobs and housing in Central SoMa.

Objective 1.1: Ensure that there is sufficient land area where space for jobs and housing can be built

Central SoMa includes two types of areas: one that has always allowed development of new residential and non-residential space (including office), and one that has prevented the creation of new space since the late 1980s. To be able to increase the capacity for jobs and housing in Central SoMa, it is necessary to increase the area where new development can occur.

Policy 1.1.1: Retain zoning that supports capacity for new jobs and housing.

Central SoMa has large areas where development has historically been allowed to occur. The City should maintain the ability for development to occur in these areas.

Policy 1.1.2: Limit zoning that restricts capacity for new jobs and housing.

The Plan Area includes a substantial amount of area whose zoning generally does not allow either new housing or new commercial space such as office. These districts should be replaced with zoning that permits new housing and office uses, except in limited locations as discussed in Goal #3.

Objective 1.2: Ensure that developable land has, collectively, sufficient capacity for jobs and housing

The amount of development allowed on a piece of land is controlled in a number of ways, foremost being the limits on how tall and how bulky a building can be, and secondarily through strict density controls.

Policy 1.2.1: Set height limits on parcels as appropriate to fulfill this Objective.

In Central SoMa, the typical height limit on the major streets has been 65-85 feet, although it has been up to 130 feet on a handful of parcels adjacent to the downtown. However, there are several areas along major streets where height limits have been held substantially lower – including as low as 30 feet along the freeway. Despite this, there are numerous locations where the wide streets and urban context support higher densities and building heights above 85 feet, as long as they are complemented by appropriate controls on building massing. To be able to increase the capacity for jobs and housing in Central SoMa, it is necessary to increase the allowable heights at these locations.

Policy 1.2.2: Allow physical controls for height, bulk, setbacks, and open space to determine density.

Throughout much of Central SoMa, residential developments are not subject to density controls, and the controls for non-residential uses are not a substantial impediment to the amount of development that can occur. However, density controls for non-residential uses would arbitrarily restrict development in excess of what is necessary to achieve a livable neighborhood and as called for through the Plan's urban design and building envelope controls. To be able to increase the capacity for jobs in Central SoMa, it is necessary to lift these density controls in a way that supports development but still fulfills all of the design controls for new buildings articulated in Goal #8 of this Plan.

Goal #2: Maintain the Diversity of Residents

CONTEXT

SoMa has always played an important role in housing low- and moderate-income San Franciscans in various forms, from the single-room occupancy (SRO) hotels that historically primarily housed single men and residential towers dedicated to housing seniors, to the modest family-oriented housing that has lined the alleys. In more recent decades, a substantial amount of market-rate housing (generally affordable to those with higher incomes) has been created, as well as conversions of older warehouses. These buildings included condominiums, apartment buildings, and live-work lofts. The neighborhood also includes a homeless population, many of whom come to the neighborhood to use the services available here, including a large shelter currently located at 5th and Bryant Streets.

The result is that today SoMa has an incredibly diverse population, in terms of race, income, and unit size. This diversity is a critical part of its neighborhood character. Respecting this neighborhood character requires that the variety provided by the existing residents should be maintained, and that future development would replicate this pattern to the highest degree possible. However, doing so will be a substantial challenge, given current market conditions that favor those with higher incomes in the competition for both existing units and new units.

OBJECTIVES AND POLICIES

The Objectives and Policies below are intended to fulfill the goal of maintaining the diversity of residents in Central SoMa.

Objective 2.1: Maintain the existing stock of housing

In the effort to address San Francisco's lack of housing, it is important to preserve as many of the existing units as possible.

Policy 2.1.1: Continue implementing controls that maintain the existing supply of housing.

The City's current policy is to limit the loss of housing due to the merger or demolition of units and the conversion of units to non-residential uses. The City should continue to implement these policies, and seek new strategies that accomplish their goal.

Objective 2.2: Maintain the affordability of the existing housing stock

Central SoMa contains a substantial stock of affordable housing, including 100 percent affordable buildings (mostly clustered around the Moscone Center in the former Yerba Buena Redevelopment Area) and rent controlled buildings (including many in the more residentially-focused area west of 5th

Street and north of the freeway). The Plan supports the preservation of this housing and the protection of tenants who occupy this housing. It also supports programs to expand the stock of affordable housing.

Policy 2.2.1: Continue implementing controls and strategies that help maintain the existing supply of affordable housing.

The City seeks to maintain the existing supply of affordable housing through measures that keep people in their homes, such as rent control and eviction protections. The City also seeks to ensure that affordable units stay both affordable and habitable, through such strategies as the Rental Assistance Demonstration Program. The City should continue to implement such policies and programs, and seek new strategies that accomplish their goal.

Policy 2.2.2: Support the conversion of existing housing into permanently affordable housing.

Through the “Small Sites” program, the City is currently seeking to expand the existing supply of affordable housing by purchasing units and making them permanently affordable. The City should continue to implement such programs, and seek new strategies that accomplish their goal.

Objective 2.3: Ensure that at least 33 percent of new housing is affordable to very low, low, and moderate-income households

Through the adoption of Proposition K in 2014, San Francisco has set a target that 33 percent of all new housing is affordable to very low, low, and moderate income households. The Central SoMa Plan aims to ensure that new housing development meets this target through a number of mechanisms, including affordability requirements on new market-rate housing development and non-residential development and development of publicly-owned sites.

Policy 2.3.1: Set affordability requirements for new residential development at rates necessary to fulfill this Objective.

Housing in San Francisco is some of the most expensive in the nation, and new housing is unaffordable to a large percentage of the population. To promote income diversity of residents living in new housing, the City requires market-rate housing projects to provide affordable housing by paying a fee or, in the alternative, providing on-site or off-site affordable housing. Within the Plan Area, these affordable housing requirements should be set to ensure that that market-rate housing projects contribute their fair share towards meeting the City’s overall affordability targets.

Policy 2.3.2: Require contribution to affordable housing from commercial uses.

Commercial uses, such as offices, hotels, and retail, generate a demand for a range of housing types, including affordable housing. The City already requires commercial development of 25,000 square feet or more to contribute to the development of affordable housing (typically through the payment of a fee). The City should continue requiring that these commercial developments contribute to the development of affordable housing, and facilitate additional mechanisms to do so, such as provision of land for affordable housing.

Policy 2.3.3: Ensure that affordable housing generated by the Central SoMa Plan stays in the neighborhood.

New residential and commercial development in the Central SoMa Plan area will generate a substantial amount of affordable housing, either by paying a fee to the City, building it directly (within the building or nearby) or dedicating land for the City to build on. To fulfill the goal of maintaining the diversity of residents, it is necessary that any fees collected by the City be invested within or near the neighborhood. Additionally, any land dedicated to the City for affordable housing should similarly be within or near the neighborhood.

Policy 2.3.4: Allow affordable housing sites to sell any unused development rights.

Affordable housing development typically is built to heights of 85 feet or below, where it can benefit from cheaper construction costs. In areas where height limits exceed 85 feet, this means that the affordable housing is not utilizing its full development capacity. The City should support the financial feasibility of affordable housing developments by allowing affordable housing developments to sell their unused development rights.

Objective 2.4: Support housing for other households that cannot afford market rate housing

There is a large swath of the population whose income disqualifies them from “affordable” housing under existing programs at the federal, state and local levels, but who often cannot afford prevailing prices for market-rate housing. The lack of availability and production of housing affordable to these households is a large factor in the decrease in San Francisco’s middle class in recent years.

Policy 2.4.1: Continue implementing strategies that support the development of “gap” housing.

The development of housing above moderate income is challenging, because such housing lacks access to federal tax incentives – often making it more expensive to build than affordable housing. That being said, the City has developed strategies to create more housing in this “gap,” including through funding created through 2015’s Proposition A, the 2017 revisions to the affordable housing requirements for market-rate housing development, and down payment assistance loan programs. The City should continue to implement such strategies, and continue to seek new ways that accomplish their goal.

Objective 2.5: Support housing for a diversity of household sizes and tenures

The diversity of SoMa's housing is not just about incomes, but the size and tenure of households as well. The Central SoMa Plan aims to ensure that new units are reflective of this broad mix.

Policy 2.5.1: Continue requiring family-sized units.

Central SoMa has traditionally been a neighborhood with a diverse mix of housing sizes, from small single-room-occupancy units to larger homes for families. By contrast, new development often wants to provide mostly smaller units (studios and one-bedrooms) that do not meet the needs of families. The City's current policy in Central SoMa is to require that new residential development contain a high percentage of family-sized units with two or more bedrooms. The City should continue to implement this policy, and seek new strategies that accomplish its goal.

Policy 2.5.2: Continue to incentivize rental units.

Rental housing provides greater access to the housing market than for-sale units, which typically require large down payments and long bank loans. Much of San Francisco's housing diversity is attributable to the fact that it is predominantly a rental city – almost two-thirds of households rent their homes. Yet in new housing, for-sale units are often more profitable, which drives the market to produce more of them. Recognizing this, the City has created incentives to produce rental housing, including having lower affordable housing requirements. The City should continue to implement this policy, and seek new strategies that accomplish its goal.

Objective 2.6: Support services – schools, child care, and community services – necessary to serve local residents

To maintain a diversity of residents it is necessary to provide the services they need; including schools, child care, and community services. The Central SoMa Plan aims to ensure that sufficient amenities are available to residents.

Policy 2.6.1: Help fund public schools.

The San Francisco Unified School District already collects impact fees from new development. This funding is utilized for capital improvements of existing schools and for new ones, including the proposed new school in Mission Bay. Development in the Plan Area should continue to contribute to the School District's funding.

Policy 2.6.2: Help facilitate the creation of childcare facilities.

San Francisco is suffering from a lack of licensed childcare. This is due to a lack of funding and a difficulty in finding space that meets the strict requirements for childcare centers. From the funding

standpoint, the City currently supports the creation of childcare through both the Child Care Impact Fee and the Eastern Neighborhoods Impact Fee. Development in the Plan Area should contribute to child care via these fees. From a space standpoint, the City should work with development in the Plan Area to promote the creation of new, appropriately designed childcare centers.

Policy 2.6.3: Help facilitate the creation of new community services.

“Community services” include space for non-profit and government organizations that provide services to the community, such as health clinics and job training. The City should support these uses in Central SoMa, including creation of an impact fee on new development to help provide community facilities and working with the Mayor’s Office of Housing and Community Development to site those resources.

Goal #3: Facilitate an Economically Diversified and Lively Jobs Center

CONTEXT

SoMa has been a commercial center for San Francisco for well over a century. Historically an industrial district, such businesses now sit cheek by jowl with offices, retail, hotels, and entertainment venues. This combination creates an environment that is both incredibly lively and unique in San Francisco.

Moving forward, Central SoMa is also well positioned to be a center for job growth. As discussed in Goal #1, it is well located, being served by some of the region's best transit and having a lot of developable land. Much of that demand will be for office-oriented jobs, particularly in the "knowledge-sector" industries that drive our economy. However, in allowing for that growth it is important that the neighborhood maintains and grows its other sectors. By doing so it can sustain its unique diversity of economic activities and the liveliness that SoMa is known for.

OBJECTIVES AND POLICIES

The Objectives and Policies below are intended to fulfill the goal of facilitating an economically diversified and lively jobs center.

Objective 3.1: Ensure the Plan Area accommodates significant space for job growth

As discussed in Goal #1, San Francisco has an affordability crisis for both residential and non-residential uses. This crisis is due to robust regional economy and commensurate demand for commercial space for those jobs and housing for the workers. Previous City planning efforts have attempted to address the housing crisis by identifying areas to meet our housing needs – including over 100,000 units by 2040.

By contrast, previous planning efforts have not identified areas to meet the expected jobs growth of at least another 100,000 jobs in the same timeframe. Accommodating these jobs in transit-rich job centers has important social, economic, and environmental benefits. Being in job centers enables the companies and workers to benefit from the synergies of co-location and infrastructure. Locating jobs near transit reduces car usage and thus greenhouse gas emissions and traffic congestion – even to a higher degree than locating housing near transit (commuters are most likely to use transit when stations are very close to their jobs than when transit is very close to their homes but their jobs are more distant).

Central SoMa is well positioned to accommodate a substantial amount of jobs that would otherwise go to more suburban, car-oriented locations. The Plan Area has some of the best transit in the region, being proximal to two regional train lines (BART and Caltrain), Muni Metro (including the under-construction Central Subway), and myriad regional and local bus lines. By being located between the existing jobs centers of downtown and Mission Bay, the Plan Area not only is proximal to other jobs, but actually better ties those two areas together. The 2017 update to Plan Bay Area even more greatly emphasizes San Francisco as a preferable place regionally to grow jobs as well as housing, and within the City this Plan Area sits within a regionally-recognized Priority Development Area that is particularly ideal for jobs compared to other parts of the City and region. The success of the region in meeting its state-mandated environmental (i.e., GHG) goals and its mobility goals hinges on directing job growth to these transit-served areas.

Policy 3.1.1: Require non-residential uses in new development on large parcels.

Many of the parcels of land in Central SoMa are quite large – reflecting its industrial heritage. And like industrial development of the past, modern companies seek buildings with large floors, which facilitate flexibility and intra-company communication. Given the limited availability of such large parcels in the city near excellent local and regional transit, and the need to identify appropriate transit-served space for job growth, the City should promote non-residential development at these locations. Even if circumstances, such as market or broader regulatory factors, require forgoing near-term development on these major parcels, ensuring that these parcels are “land-banked” for significant jobs-oriented development is a necessary long-term strategy for the economic and environmental health of the city and region. These large parcels need not be exclusively non-residential, but they should feature a significant percentage (e.g. at least half) of non-residential and job space.

Policy 3.1.2: Limit restrictions on non-residential development.

Central SoMa includes areas whose zoning precludes non-residential development beyond ground floor retail, so as to direct new development towards being residential. While housing is still appropriate in these locations, the City should support the development of significant non-residential uses in these areas as well, given their adjacency to the downtown and to excellent transit (including Central Subway and Caltrain).

Objective 3.2: Support the growth of office space

About 60 percent of all jobs in the city are located in offices – and the percentage is growing (in keeping with national trends). There is a wide range of jobs that utilize office space, including technology, non-profits (civic, advocacy, community service, research), legal, finance, and the administrative side of all industries, just to name a few. Additionally, a lot of other jobs, including

many scientific and “hands-on” kinds of jobs depend on significant amounts of office space as part of their operations to function effectively.

Policy 3.2.1: Facilitate the growth of office.

The City should support the development of office space in Central SoMa. Office space typically has a high amount of jobs per square foot, and thus benefits from proximity to the neighborhood’s excellent transit. This office space can also support the success of these knowledge-sector companies that are driving the overall economy (including the need for local-serving jobs throughout the city, like health care, education, and retail). Increasing the supply of office space will also support non-profits and other organizations that have been challenged to find space in the city, forcing some to move elsewhere in the Bay Area (such as Oakland) or out of the region altogether.

Objective 3.3: Ensure the removal of protective zoning does not result in a loss of PDR in the Plan Area

The production, distribution, and repair (PDR) sector is critical to San Francisco. Companies in the PDR sector tend to provide high-paying jobs for people without a four-year college degree. PDR also provides economic diversity and therefore greater ability to weather recessions. PDR companies also serve the needs of local residents and businesses – after all, you cannot offshore your auto repair or your parcel delivery service.

As discussed above, SoMa’s legacy is as a home for blue-collar jobs. Over the decades, the nature of the economy – local, regional and national – has changed, being more service-oriented than production-oriented. The PDR sector in Central SoMa is emblematic of the neighborhood’s cultural history.

Policy 3.3.1: Maintain zoning that restricts non-PDR development in certain locations.

Central SoMa contains substantial areas that protect PDR uses by not allowing office or housing. As discussed in Goal #1, the Plan is proposing to allow new development in much of this area. However, the City should maintain some of this PDR-protective zoning along the freeway west of 4th Street, because of its proximity to other PDR areas to the west and lot configuration and location that is challenging for other development.

Policy 3.3.2: Limit conversion of PDR space in formerly industrial districts.

The Central SoMa Plan is intended to facilitate the development of new construction of housing and office in areas where they currently are not allowed. However, where existing buildings are to remain in these areas, the City requires (through approval of Proposition X in 2016) that some amount of PDR

space are maintained. Similarly, when new buildings are constructed, the City requires that some amount of replacement PDR space is provided. The City should continue to maintain the requirement to maintain and/or provide PDR space.

Policy 3.3.3: Require PDR space as part of large commercial development.

Given the amount of new development expected, maintaining the existing PDR presence in Central SoMa will necessitate requiring PDR space as part of new development, regardless of whether PDR space exists on the site prior to redevelopment. Such PDR space can be designed to be highly compatible with large commercial space, given the larger floors, building materials that are less conducive of sound and vibration, and higher tolerance for truck deliveries at all hours. The City should consider alternative means of satisfying this requirement, such as allowing off-site construction of PDR space and/or protection of existing PDR space at risk of displacement due to being located in districts that do not protect PDR.

Policy 3.3.4: Provide incentives to fund, build, and/or protect PDR.

Existing measures to support PDR include protecting industrial land, providing technical and real estate assistance to PDR businesses, funding arts organizations and programs through the existing 1% Art Program's Public Art Trust, and supporting new construction through creative mechanisms that leverage local and federal funding. The City should continue its commitment to the PDR sector, and explore new strategies to build and/or protect PDR space, such as requiring higher ceiling heights in development containing PDR.

Objective 3.4: Facilitate a vibrant retail environment that serves the needs of the community

Central SoMa already contains a diversity of retail uses, including stores, restaurants, and personal services like beauty salons and dry cleaners. These help meet the needs of residents, workers, and visitors. They also provide a level of positive activity on the streets that make them safer and more pleasant.

Policy 3.4.1: Allow retail throughout the Plan Area.

Currently, retail uses can be located anywhere in the Plan Area, and this allowance should continue.

Policy 3.4.2: Require ground-floor retail along important streets.

Retail uses are currently required at the ground floors of buildings on 4th Street between Bryant and Townsend Streets, and on 6th Street between Market and Folsom Streets. The City should extend this requirement along important pedestrian thoroughfares, including Folsom Street and the rest of 4th Street.

Policy 3.4.3: Support local, affordable, community-serving retail.

One of the many unique characteristics of the neighborhood is its diversity of retail offerings, in terms of types, prices, and independence. By contrast, new development often will seek to fill its retail space with chain stores, businesses aimed at higher income clientele, and/or businesses that cater to tourists and other visitors. While such uses have a place in the neighborhood, the City should ensure that there is also space for those retail uses that are local, contribute to neighborhood character, affordable, and/or community serving. This should be done by considering limitations on formula retail and stand-alone big box stores and by requiring micro-retail in larger development sites.

Objective 3.5: Support development of hotels

Hotels are important to the wellbeing of San Francisco – enabling our tourism sector to flourish while also supporting important civic functions through room taxes. Simultaneously, hotels can make very good neighbors, providing lively ground floors, near 24-hour activity, and customers for local shops and restaurants. Hotels are particularly important in Central SoMa, given the area’s proximity to the Moscone Convention Center and its transit accessibility.

Policy 3.5.1: Allow hotels throughout the growth-oriented parts of the Plan Area.

Currently, there are parts of the Plan Area where hotels are not permitted, even if they otherwise allow residential and commercial growth. Where hotels are permitted, they are typically restricted to “boutique” sizes of 75 rooms or less. However, the City is in need of multiple new hotels to meet demand, particularly new “conference sized” hotels of at least 500 rooms plus meeting facilities. As such, the City should support increasing the area where hotels are permissible to include those areas where new growth is anticipated, and to remove the cap on room count.

Objective 3.6: Recognize the importance of nightlife uses in creating a complete neighborhood

Nightlife is an essential part of what makes San Francisco a lively, world-class city. SoMa has a long tradition of being a destination for nightlife, reflecting its central location and industrial legacy with flexible building types, historically cheaper rents and relatively fewer residential neighbors. Even as the neighborhood evolves, it is important to ensure that these uses can continue to thrive as a place for people to have fun, while being mindful of the potential for conflicts between these and sensitive uses like housing.

Policy 3.6.1: Allow nightlife where appropriate.

Currently, many nightlife uses are permitted in much of the Plan Area, including restaurants, bars, and venues for arts performances. Nightclubs are permitted in the area west of 4th Street and south of Harrison, and are permissible with a Conditional Use Permit in much of the rest of the neighborhood. The City should support continuing allowances for nightlife uses.

Goal #4: Provide Safe and Convenient Transportation that Prioritizes Walking, Bicycling, and Transit

CONTEXT

Central SoMa is served by a widely spaced grid of major streets that form large blocks, often subdivided by narrow streets and alleys in patterns that vary from block to block. While the narrow streets and alleys typically serve only very local needs, the continuous grid of major streets connects city neighborhoods and links the city to the region via Interstates 80, 280 and 101. The major streets in SoMa have multiple lanes, widely spaced traffic signals, and are often one-way – all strategies to move automobiles and trucks through the district at rapid speeds.

While the existing street pattern still works for traffic circulation in off-peak hours, as traffic congestion has worsened over the decades, these streets are now often snarled with automobiles, trucks, transit, and taxis/ridesharing services. The resulting traffic is a substantial source of air and noise pollution and disproportionate rates of traffic injury, degrading the quality of life for residents, workers and visitors to the area.

Whether at congested times or not, the present design of the major streets does not serve pedestrians well and will certainly not accommodate the pedestrian needs of the new residents, workers and visitors contemplated by this Plan. Design that primarily accommodates the needs of motor vehicles relegates the needs of people walking to a secondary status. The result is unsafe and unpleasant conditions for pedestrians: many sidewalks do not meet minimum city standards; signalized or even marked crosswalks are few and far between; many crosswalks at major intersections are closed to pedestrians; and long crossing distances increase exposure to traffic. The combination of high traffic speeds and volumes and poor pedestrian infrastructure is reflected in the high rate of pedestrian injuries seen throughout the Plan Area.

The existing conditions are also quite poor for people riding bicycles, and discourage others from cycling in this neighborhood. On most streets, bicycles are expected to share lanes with much heavier and faster moving motor vehicles. Where bicycle lanes exist, they place cyclists between moving traffic and parked cars and do not protect cyclists from right-turning vehicles at intersections. Insufficient facilities for people riding bicycles are reflected in the high rate of injuries to bicyclists seen throughout the Plan Area.

For people on transit, the story is more mixed. The Plan Area is well served by regional transit systems with dedicated rights-of-way, such as BART and Caltrain. Transit service to the neighborhood will be greatly improved with the completion of the Central Subway project, providing frequent and rapid north-south service through the heart of Central SoMa. Myriad local and regional bus lines serve the

area. However, those buses that share the street network with other vehicles are often delayed by traffic.

As San Francisco continues to grow, conditions will only worsen unless substantial changes are made both to the design of the streets and to the way people travel. The Central SoMa Plan provides a timely opportunity to rethink how people get to and move through the neighborhood. Pedestrian improvements combined with traffic calming could enhance both livability and public health. With a comprehensive network of high-quality bicycle routes, the area's flat topography and relatively good weather could encourage more bicycling, relieving some demand on transit and for additional car trips. The dense network of transit options makes the neighborhood a great candidate for even higher ridership, if proper measures are put into place to enhance the reliability and speed of transit. As well, while the neighborhood continues to grow, investment in additional capacity and new connections will be needed to enhance and expand the existing transit network to meet the needs of the future. All of these improvements rely on shifting the way people travel from private automobile into these other modes.

The goal of providing safe and convenient transportation in Central SoMa is admittedly daunting, considering the existing conditions. Fortunately, several other complementary strategies being implemented or undertaken by the City support this effort, in both the near and long term, including:

- The Better Streets Plan, which facilitates improvements to sidewalks and other pedestrian amenities;
- The Bicycle Plan, which delivers improvements in the bicycle network;
- Vision Zero, which provides infrastructure improvements at key locations designed to minimize conflicts between motor vehicles and people walking and bicycling;
- Muni Forward, which implements local transit improvements;
- The aforementioned Central Subway, which will connect BART and Caltrain (in addition to running from Chinatown to the Bayview);
- The electrification of Caltrain, which will facilitate more frequent service;
- The implementation of High Speed Rail service to San Francisco, creating convenient connections between the economic centers of the State; and
- The implementation of the City's Transportation Demand Management program.

Multiple major studies and transportation planning efforts will inform future transportation investment. These studies will identify future investments necessary to support the continued

evolution of SoMa and prioritize the public benefit resources that come out of the Plan. These include:

- **Connect SF:** This effort, launched in 2016, will produce a 50-year vision of the City’s transportation network and will culminate in a new, updated Transportation Element of the General Plan and a refreshed set of major investment priorities.
- **Core Capacity Study:** This regional study led by the Metropolitan Transportation Commission (MTC) was started in 2015. It is investigating near, medium and long-term strategies to meet the growing needs of transportation connections between San Francisco and the East Bay (i.e., the Transbay corridor) as well as core aspects of travel to and from the “Core” of San Francisco (which includes downtown, SoMa, and Mission Bay).

OBJECTIVES AND POLICIES

The Objectives and Policies below are intended to fulfill the goal of providing safe and convenient transportation that prioritizes walking, bicycling, and transit.

Objective 4.1: Provide a safe, convenient, and attractive walking environment on all the streets in the Plan Area

As a major convention and tourism destination, employment center, and residential area, Central SoMa attracts thousands of people daily, the overwhelming majority of whom will either begin or end their trip as pedestrians. And as anticipated development occurs, new workers, visitors and residents will join the thousands already there and place additional demand on the already inadequate pedestrian infrastructure. A transformation of the streets and sidewalk will be required to accommodate people on foot and give them enjoyable paths to travel, linger, shop, and socialize. Streets are not just for movement, but for slowing down to socialize and take in the rhythms of the City. A complete, high quality, walking network is necessary to make all aspects of the transportation system function well.

Policy 4.1.1 Ensure streets throughout the Plan Area are designed in accordance with the City’s Vision Zero policy.

Vision Zero is San Francisco’s road safety policy. The City adopted Vision Zero as a policy in 2014, committing to build better and safer streets, educate the public on traffic safety, enforce traffic laws, and adopt policy changes that save lives. The goal is to create a culture that prioritizes traffic safety and to ensure that mistakes on roadways do not result in serious injuries or death. The result of this collaborative citywide effort will be safer more livable streets as San Francisco works to eliminate traffic fatalities by 2024. Vision Zero recommends that streets be improved with safety treatments that include but are not limited to: new traffic signals; leading pedestrian intervals; paint treatments such as continental crosswalks; corner sidewalk extensions; turn restrictions; protected bicycle facilities

and audible/accessible pedestrian signals. The City should implement all improvements in Central SoMa in keeping with the vision and strategies of Vision Zero, with particular focus on any High Injury Corridors.

Policy 4.1.2: Ensure sidewalks on major streets meet Better Streets Plan standards.

Adequate sidewalk width is an essential ingredient in making walking a safe, convenient, and attractive transportation option. In addition to accommodating pedestrian movement, sidewalks should be wide enough for amenities such as trees or other landscaping and fixed or moveable seating. The Better Streets Plan recommends fifteen feet as the optimal sidewalk width for most major streets in the Plan Area, with twelve feet as the minimum. Some locations that attract extremely high pedestrian volumes (e.g. next to transit stops or large office buildings) should have even wider sidewalks than fifteen feet in order to maintain safe and pleasant walking conditions. Most major streets in the Plan Area do not meet even the minimum recommended sidewalk width. The City should improve the major streets such that they all meet Better Streets Plan standards.

Policy 4.1.3: Prohibit new curb cuts on key major streets and limit them elsewhere.

In sensitive places, access to parking and loading degrades the pedestrian experience, transit operations, bicyclist safety, and general circulation. Additionally, curb cuts remove valuable sidewalk space for trees, bicycle parking, landscaping, and other amenities. For these reasons, curb cuts should be limited along major streets, and off-street parking and loading should be accessed from alleys and narrow streets, where conflicts are reduced.

Policy 4.1.4: Provide signalized crosswalks across major streets.

Long distances between crosswalks inconvenience people walking and reduce the viability and attractiveness of walking as a transportation option. They also provide powerful incentives for some pedestrians to risk crossing against traffic, and are thus a serious safety concern. The current practice of providing signalized crosswalks at intersections of two major streets means that crosswalks are usually over 800 feet apart on major east-west streets, and 550 feet apart on major north-south streets. North of Market Street, an area renowned worldwide for its walkability, crosswalks are at most 425 feet apart in the east-west direction and not more than 275 feet apart in the north-south direction. To create a more pedestrian-friendly environment, the City should provide an additional signalized crosswalk roughly halfway between each major intersection, wherever possible. This would produce distances between crosswalks roughly equivalent to those found north of Market Street. In addition, providing crosswalks at the intersections of major and narrow streets would enhance the role of the narrow streets in the pedestrian network.

Policy 4.1.5: Ensure there are crosswalks at all signalized intersections.

Several signalized intersections of major streets in the area prohibit people walking from crossing one leg of the intersection, resulting in inconvenient and potentially unsafe detours for pedestrians in dense areas and along major corridors, such as 3rd and 4th Streets. Existing City policy recommends opening such closed crosswalks. The City should open closed crosswalks in the Plan Area whenever possible.

Policy 4.1.6: Ensure there are safe intersections at freeway ramps.

The Plan Area has five freeway ramps: four serving I-80 at each intersection of 4th, 5th, Harrison, and Bryant Streets, and one serving I-280 at 6th and Brannan. Each of these intersections presents challenges, as cars used to traveling unobstructed at rapid speeds suddenly enter a street grid with more complex traffic patterns and must be attentive to people walking and bicycling. The City should work with Caltrans to improve these transitions to better serve the needs of all modes of transportation.

Policy 4.1.7: Provide corner sidewalk extensions to enhance pedestrian safety at crosswalks, in keeping with the Better Streets Plan.

Sidewalk corner extensions (“bulb-outs”) shorten the length of crosswalks and make pedestrians waiting to cross more visible to drivers. The Better Streets Plan recommends installing sidewalk corner extensions on certain street types to enhance safety and to provide additional space for amenities such as benches and landscaping. The City should work to implement this recommendation of the Better Streets Plan.

Policy 4.1.8: Ensure safe and convenient conditions on narrow streets and alleys for people walking.

SoMa’s narrow streets and alleys provide an important, quieter alternative to walking on the busier major streets. Yet many of these streets do not have inviting environments for people on foot, including insufficient (or even absent) sidewalks. On these streets, the City should enhance and improve the experience for people walking.

Policy 4.1.9: Ensure there are street trees and street furnishings on sidewalks wherever possible, in keeping with the Better Streets Plan.

Landscaping and street furnishings, such as fixed or moveable seating, are important in creating an inviting environment for walking and public life. The Better Streets Plan discusses strategies for locating amenities to create attractive and functional pedestrian environments. The City should continue implementing its recommendations in the Plan Area.

Policy 4.1.10: Expand the pedestrian network wherever possible through creation of new narrow streets, alleys, and mid-block connections.

Existing City policy and zoning regulations require midblock paths through large lots in certain zoning districts. These requirements should be retained where they exist and extended to any new zoning districts created in Central SoMa.

Policy 4.1.11: Use public art, lighting, and other amenities to improve the pedestrian experience beneath elevated freeways.

The unwelcoming environment beneath the freeway creates an imposing physical and psychological barrier that divides the Plan Area into two halves. This noisy, dark, car-dominated environment makes walking from one side of the freeway to the other an unpleasant or even intimidating experience. The City should use public art, enhanced lighting, and other streetscape amenities to help improve this dreary condition. To facilitate the addition of art, the City should also encourage new development to locate their required public art in this area.

Objective 4.2: Make cycling a safe and convenient transportation option throughout the Plan Area for all ages and abilities

As a mode of transportation, bicycles have many advantages: they require no fuel, produce no emissions, and facilities to accommodate their use are generally less expensive and space intensive than other transportation modes. Central SoMa (and SoMa in general) is flat, sunny, and well situated for bicycle travel, and thus has a much higher bicycle mode share than other parts of the City despite poor cycling infrastructure. The use of bicycles can be increased with the provision of a comprehensive network of safe and convenient bike routes, as well as destination amenities such as secure parking and shower facilities.

Policy 4.2.1: Ensure that the bicycle network is in accordance with the City's Vision Zero policy and Bicycle Strategy.

Within the Plan Area, as of 2017 there are bicycle lanes on 2nd, Howard, Folsom, and Townsend Streets. These bicycle routes within and leading to the Plan Area should be provided with best-practice safety features in accordance with the City's Vision Zero policy and Bicycle Strategy, including but not limited to protected bicycle lanes, dedicated signals at signaled intersections, turn boxes, and high-performance pavement materials and signage.

Policy 4.2.2: Minimize gaps in the existing bicycle network by providing bicycle routes through the Plan Area, designed for safety in accordance with the City's Vision Zero policy and Bicycle Strategy.

In order to ensure that cycling is an attractive transportation option, people must be able to cycle close to their destination safely. In the north-south direction, the bicycle network as of 2017 includes two-way facilities on 2nd and 5th Streets, which are more than half a mile apart. Given the density of housing, jobs and visitor destinations in the area, this gap should be filled with new routes on 3rd

and/or 4th Streets. In the east-west direction, the bicycle network as of 2017 includes two-way facilities on Townsend Street and on the Folsom/Howard couplet, which similarly are more than half a mile apart. This gap should be filled, potentially with a new two-way route on Brannan Street. All new bicycle routes should be provided with state-of-the-art safety features in accordance with the City's Vision Zero policy and Bicycle Strategy, with particular focus on any High Injury Corridors, including but not limited to protected cycle tracks, dedicated signals at signaled intersections, turn boxes, and high-performance pavement materials and signage.

Policy 4.2.3: Provide additional bicycle infrastructure, such as bicycle parking, to support ridership.

In addition to safe and convenient cycling routes, increasing the proportion of trips taken by bicycles depends on other supportive facilities including bicycle parking. The City should study additional methods for increasing on- and off-street bicycle parking. Space needs for bike-sharing stations should also be considered a key component in the design of streets as well as major new developments and open spaces.

Objective 4.3: Ensure that transit serving the Plan Area is adequate, reliable and pleasant

Public transportation is fundamental to accommodating the movement of large populations of workers and residents to, within and through the City. The levels of density and activity proposed for Central SoMa are possible only when the majority of its workers, visitors, and residents use 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 area. Moreover, several Central SoMa streets are part of 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 area.

Policy 4.3.1: Provide a robust network of lanes that are exclusively for transit.

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 within the plan area are located along portions of 3rd, 4th and Mission Streets. The City should provide new dedicated transit lanes on other major streets in the Plan Area as necessary. Such dedicated transit lanes should be designed with "self-enforcing" elements, wherever possible, to discourage or prevent use by unauthorized private vehicles. These include curbs, channelizers and colored or textured pavements.

Policy 4.3.2: Support funding for maintaining a state of good repair of the existing fleet and infrastructure.

As the Plan Area develops, it will contain a higher percentage of the city's jobs and residents than it does today. As such, it should contribute commensurately to ensuring that the existing fleet and infrastructure is able to move those workers and residents throughout the city.

Policy 4.3.3: Support funding to implement the Muni Forward program.

The Muni Forward program is the City's ongoing effort to modernize and rationalize the transit system, including an emphasis on the most heavily traveled lines. Many of these heavily traveled lines serve Central SoMa. As such, new development in the Plan Area should contribute their share towards implementing the Muni Forward program.

Policy 4.3.4: Support funding to meet future needs for local and regional transit service to the Plan Area.

As a jobs center, a substantial portion of workers coming to Central SoMa will do so from the surrounding counties. Many of these workers will rely on transit systems that even today are facing capacity constraints – including BART, which is the regional transit workhorse, especially in the Transbay corridor. Caltrain too, which directly serves the Plan Area, is straining under booming ridership. As such, development in Central SoMa should support necessary transit investments, serving as a source of local money to advance critical improvements in expanding service and capacity to serve SoMa and to leverage larger regional, state, and federal contributions for major projects.

Policy 4.3.5: Study adjustment of transit services to serve the demand from the increase in jobs and housing in the neighborhood.

As the area develops, transit service needs are likely to evolve as well. As such, the City should study adjustments to the transit network and levels of service to the Plan Area to ensure that it adequately serves evolving needs, particularly in the area south of the freeway, which is expected to experience the most growth and transformation from low-intensity to high-density uses.

Objective 4.4: Encourage mode shift away from private automobile usage

Implementing the Objectives above can provide the physical improvements necessary to encourage efficient and environmentally sustainable modes of transportation, and commensurate reduction in private automobile trips. This mode shift will also require providing only as much parking as is appropriate for the urban context and availability of transportation alternatives. Other strategies should also provide incentives to choose more sustainable modes of transportation.

Policy 4.4.1: Limit the amount of parking in new development.

The availability and price of parking play an important role in individual mode choice – plentiful and cheap parking encourages automobile use. Existing off-street parking maximums should be retained and strengthened, reflective of the plentiful availability of transit options and investments planned and underway.

Policy 4.4.2: Utilize Transportation Demand Management strategies to encourage use of alternatives to the private automobile.

The City has successfully used Transportation Demand Management (TDM) tools in the downtown area to achieve very high pedestrian, transit and bicycle mode shares, and in 2017 expanded TDM requirements to the whole city. Development in Central SoMa should employ TDM measures for all new development, such as parking management and pricing, free or discounted transit passes, coordination of private shuttle services, and coordination of car sharing and bicycle sharing distribution, discounts, and related programs.

Objective 4.5: Accommodate regional, through, and delivery traffic where necessary, but mitigate the impacts of such traffic on local livability and circulation

For the foreseeable future, some streets in Central SoMa will serve as citywide and regional auto connections, mainly because of their relation to freeway access points. There is also pressure on the streets caused by demand from ride sharing and e-commerce. These important demands on the street should be balanced with other necessary street functions.

Policy 4.5.1: Maintain the ability of certain streets to accommodate through-traffic while ensuring they meet minimum needs for safety and comfort of all road users.

Bryant and Harrison Street should continue to accommodate through-traffic in SoMa. However, increasing livability and protecting local circulation on these streets may require some reduction in vehicle capacity, a reduction that may to a certain extent be balanced by shifting local travel to other modes.

Policy 4.5.2: Design buildings to accommodate delivery of people and goods with a minimum of conflict.

The movement of people and goods will continue to be important in the neighborhood. The rise of ride sharing has created new demands to accommodate convenient loading at both residential and non-residential buildings. The uptick in internet sales means residential buildings will need to accommodate increased deliveries. Additionally, Central SoMa will continue to be a neighborhood with many businesses, and these businesses will need loading capacity for goods. All of these trends are supportive of the goal of enabling people to live without private automobiles. The City should ensure that loading is considered and prioritized in the context of street redesign projects and on-

street parking management. Off-street loading facilities, particularly for larger projects, should not compromise the interface of buildings with the public realm.

Goal #5: Offer an Abundance of Parks and Recreational Opportunities

CONTEXT

Central SoMa currently suffers from a shortage of public parks and recreational opportunities relative to number of residents, workers and visitors to the area. This is largely due to its industrial history. Within the Plan Area there is only one outdoor recreational space: South Park. There are also smaller indoor and outdoor passive spaces as well as private indoor gyms. Importantly, there are three large public facilities just outside the Plan Area that serve the people of Central SoMa: Yerba Buena Gardens, Gene Friend Recreation Center, and Victoria Manalo Draves Park. Given the superior public transit in Central SoMa, area residents have access to a broad range of other recreational opportunities in the City. However, given the length of blocks and limited number of facilities, substantial portions of the Plan Area lack easy access to playgrounds, public sports courts, and quiet spaces for more contemplative activities.

By increasing the population in Central SoMa, the need for parks and recreational opportunities will only increase. Fortunately, the Central SoMa Plan presents an excellent opportunity to build new parks and recreational facilities, provide the funding to maintain them, and the activity to keep them well used. Seizing these opportunities will require dedicated and strategic focus.

OBJECTIVES AND POLICIES

The Objectives and Policies below are intended to fulfill the goal of offering an abundance of parks and recreational opportunities in Central SoMa.

Objective 5.1: Maximize the benefit provided by existing parks and recreational facilities

The existing parks in and around Central SoMa, though modest in size, provide important resources. However, they will need investment to enhance their long-term viability. It is also likely that new parks and recreational opportunities will not be built until several years after adoption of the Plan. Therefore, it is necessary to ensure that existing parks and recreational centers are optimized.

Policy 5.1.1: Support funding for the rehabilitation of Gene Friend Recreation Center.

The Gene Friend Recreation Center is a park and recreational center at the northwest corner of 6th and Folsom Streets, just outside the Plan Area. It serves the residents and workers of SoMa with indoor and outdoor basketball, weight room, lawn area, playground, and indoor space for dancing, art, and events. The Recreation and Parks Department is currently developing a renovation plan to update the facilities and increase capacity. As an important resource for the community, new development in Central SoMa should contribute to the funding of this important project.

Policy 5.1.2: Support funding for improved programming at Victoria Manalo Draves Park.

Victoria Manalo Draves Park lies half a block west of the Plan Area between Folsom and Harrison Streets. At 2.5 acres, the park is the largest green space in the SoMa neighborhood and enjoys abundant sunlight due to its southern orientation and wide street frontages. Despite the opportunity, it is currently not being utilized to its full potential, often due to a lack of programming and other forms of activation. Added density will increase the demand for outdoor recreation and green spaces. To best utilize this resource, new development in Central SoMa Plan should contribute funding to the programming and reconfiguration of this park in order to maximize active uses.

Policy 5.1.3: Explore funding for the rehabilitation of Yerba Buena Gardens.

Yerba Buena Gardens the name for a series of parks, recreational spaces, and cultural amenities built atop the Moscone Convention Center, spanning the two blocks between 3rd Street and 4th Street from Mission Street to Folsom Street, as well as additional space north on the north side of Mission Street. Recreational amenities in Yerba Buena Gardens include large plazas, lawns, gardens, a playground, a bowling alley, a skating rink, and a historic carousel. These amenities directly serve the northern part of the Plan Area, in addition to being a regional and even international attraction.

At the time of the writing of this Plan in 2017, responsibility for maintenance, capital investment, and operations of Yerba Buena Gardens is being transferred from the Office of Community Investment and Infrastructure (successor to the Redevelopment Agency) to other City agencies. This transfer includes the loss of some existing funding streams and uncertainty about future funding streams. As the City identifies and implements funding strategies for Yerba Buena Gardens, it should explore the role of new development in Central SoMa in contributing to the lasting wellbeing of this world-class attraction.

Policy 5.1.4: Explore additional strategies to fund existing parks and recreation centers.

In addition to City money, there are often other sources available to fund existing parks and recreation centers. This includes federal and state funding, as well as other grants and potential partnerships. The City should explore ways to receive this money in support of the parks and recreation centers that serve Central SoMa.

Objective 5.2: Create new public parks

New public parks in Central SoMa are needed to provide much needed green space, a respite from the busy streets, and opportunities for active recreation for children, adults, and even dogs.

Policy 5.2.1: Create a new public park in the highest growth portion of the Plan Area.

Most of the new development of jobs and housing proposed by the Plan is slated to occur in the southwest portion of the Plan Area, generally between the I-80 freeway and Townsend Street west of 3rd Street. Currently, this area does not have any public parks. The City has identified an opportunity for a park on the block bounded by 4th, 5th, Bryant, and Brannan Streets making use of the publicly-owned parcel at 639 Bryant Street, which is used by SFPUC as a storage lot. A park on the interior of this site could, like South Park, be accessed by numerous streets and alleys and activated by adjacent uses such as ground floor retail and PDR. The City should work towards the creation of a park at this location.

Policy 5.2.2: Create a new linear park along Bluxome Street between 4th and 5th Street.

Bluxome Street between 4th and 5th Streets offers an opportunity to repurpose underutilized street right-of-way as a new park. Bluxome Street is functionally an alley and does not serve major circulation purposes, but is extraordinarily wide (70') compared to other SoMa alleys (typically 35'-40'). The wide street is currently devoted primarily to angled parking. The City should rebalance the right-of-way allocation by expanding the pedestrian area on one side of the street and consolidating the vehicular area to two lanes of traffic and one parallel parking lane. This would allow nearly one-half acre of open space to be created on the block. Coordination with the adjacent development will provide a strong connection to this space and help make it successful.

Policy 5.2.3: Pursue the creation of a large new park within or near Central SoMa to serve the burgeoning greater SoMa area.

In many neighborhoods, a large multi-acre park serves as the common gathering and recreational center for the whole community and helps define the neighborhood (e.g., Washington Square for North Beach, Alamo Square for the Western Addition, Bernal Heights Park for Bernal, and Dolores Park for the Mission and Castro). These Parks provide relief from the urban environment that only a large space can. Yerba Buena Gardens and Victoria Manalo Draves currently play that role in SoMa, but as the neighborhood grows the need for a new large park will also grow. The City should pursue the creation of such a signature, neighborhood-defining park within the vicinity of Plan Area, such as on a portion of the Caltrain Railyards.

Objective 5.3: Create new public recreational opportunities

Public recreational facilities, such as spaces for athletics and cultural activities, are essential outlets for residents and workers to engage in fun, exercise and stimulating activity. Facilities for active recreation, such as basketball courts and skateparks, can be located in parks, but they can also be in buildings or other spaces not suitable for traditional neighborhood parks. As such, with forethought and creativity, there are more opportunities for incorporating recreational facilities into this highly urban area.

Policy 5.3.1: Increase the amount of public recreation center space, including the creation of a new public recreation center.

The Plan Area is presently served by the Gene Friend Recreation Center at 6th and Folsom just outside the Plan boundary. However, as the residential and worker population grows in the greater SoMa neighborhood, there will likely be demand for an additional Recreation Center. The City should pursue the creation of such a facility within or near the Plan Area to serve this expected demand and coordinate the amenities and offerings with those available at Gene Friend.

Policy 5.3.2: Develop public recreational facilities under the I-80 freeway.

There is currently ample unutilized land under I-80 between 4th and 6th Streets. With such projects as the SoMa West Skatepark and Dog Run, the City has demonstrated that a public recreational facility under a freeway can simultaneously meet the community's recreational needs and create safer and more pleasant conditions for pedestrians. As such, the City should work with Caltrans to pursue the potential for providing similar facilities underneath I-80.

Objective 5.4: Utilize the street right-of-way for additional green spaces, gathering and recreational opportunities

In a dense neighborhood such as Central SoMa, it is important to utilize every opportunity to provide respites and gathering spaces. One opportunity to do so is by utilizing space on the narrow streets and alleys, including new mid-block connections.

Policy 5.4.1: Where appropriate, promote pedestrian-only or shared-street design concepts for narrow streets, alleys, and mid-block connections.

Central SoMa's narrow-streets and alleys are important for pedestrian circulation, but often carry a low volume of cars. Even more of these public rights-of-way will be created as part of the development of large parcels in the Plan Area. Where appropriate, these areas should be designed to be pedestrian-only or "shared streets," where vehicular use is minimized. On such streets, the City should increase green spaces and provide amenities for gathering, such as benches and tables. Where streets are fully pedestrian-only, the City could provide additional recreational amenities, such as playgrounds.

Policy 5.4.2: Improve 2nd and Folsom Streets as Green Connections per the City's Green Connections Plan.

The Green Connections plan aims to increase access to parks, open spaces, and the waterfront by envisioning a network of "green connectors" – city streets that will be upgraded to make it safer and more pleasant to travel to parks by walking, biking, and other forms of active transportation. Within

the Central SoMa plan area, 2nd and Folsom Streets are identified as Green Connections. These streets should be improved in accordance with the Green Connections Design Toolkit.

Objective 5.5: Augment the public open space and recreation network with privately-owned public open spaces (POPOS)

Planning Code requirements adopted in the Eastern Neighborhoods in 2008 require all non-residential development to provide open space, but unlike the Downtown, none of this space has been required to be publicly accessible. By contrast, privately-owned public open spaces (POPOS) have been a staple of the downtown for over 30 years, providing important gathering places and interesting public spaces. However, by nature of their upper-floor location and limited hours, their primary function has been to serve the daytime needs of downtown office workers. The Recreation and Open Space Element, updated in 2014, specifically recommends expanding the POPOS requirements outside the Downtown to other mixed use areas, like Central SoMa, in order to augment the open space and recreation system.

Policy 5.5.1: Require new non-residential development and encourage residential development to provide POPOS that address the needs of the community.

To help address the demand for parks and recreational amenities created by new development, POPOS should be required in new non-residential development and encouraged in new residential development. These POPOS should be designed to help meet the needs of the community through such strategies as being at street level, inviting, open extended hours, and featuring needed amenities like play areas, community gardens and dog runs. The City should preference that these POPOS be open to the sky, except where there are particularly unpleasant environmental conditions, the outdoor space would undermine the experience for people walking, or where they provide an active recreational amenity that will benefit from being indoors. POPOS can also contribute to the environmental sustainability goals by managing storm water and providing other environmental benefits.

Objective 5.6: Ensure the neighborhood's parks and recreation offerings function as a network and complement the facilities of the broader SoMa area

The implementation of the Objectives and Policies described above will result in a substantial increase in the amount of space dedicated to parks and recreational facilities within Central SoMa. To maximize their value to the community, it is important that these spaces function as a network that systematically addresses needs.

Policy 5.6.1: Design the parks and recreational opportunities in a systematic manner to serve the community's needs.

There are many different needs that can be addressed by parks and recreation facilities. This includes playgrounds for children of varying age groups, fields and courts for playing sports, dog play areas, multi-purpose recreation buildings to serve a variety of activities, and passive spaces for multiple kinds of social gathering and personal time. The parks and recreational facilities currently serving Central SoMa should be programmed to address this diversity of needs that will continue to evolve with time, tastes, and population changes. This would entail developing and implementing a parks and recreation strategy for the Plan Area and/or larger South of Market area. This strategy could identify the neighborhood needs in the context of both existing and planned facilities and population, as well as identifying potential locations to meet these needs.

Goal #6: Create an Environmentally Sustainable and Resilient Neighborhood

CONTEXT

Central SoMa is poised to become a truly sustainable (healthy, green, efficient), resilient, and regenerative neighborhood where urban development gives more to the environment than it takes. In such a community, buildings use 100 percent greenhouse gas-free energy (much of it generated within the neighborhood); carbon emissions and fossil fuels are completely eliminated; non-potable water is captured, treated, and re-used within the district to conserve potable water and eliminate waste; nature is a daily experience, with greening and biodiversity thriving on streets, buildings, and parks; and zero solid waste is sent to the landfill.

To achieve this bold vision, the City is committed to advancing livability and environmental performance through innovative and neighborhood-scale systems, projects, and programs. Creative partnerships between residents, organizations, businesses, and government entities help ensure sustainability targets are achieved and progress is tracked over time. The results will be palpable to the daily experiences of people living, working, and visiting the neighborhood, and will place Central SoMa at the forefront of action on global climate change.

All of this will require an intentional and substantial shift from today's conditions and business-as-usual approaches. At a time of ever-increasing awareness of the threats of climate change, considerable greenhouse gas emissions are generated from inefficient and fossil-fuel based energy use in buildings and vehicle transportation. While recent drought conditions have heightened concerns about the City's water supply, a substantial amount continues to be wasted every day through inefficient use and disposal. Reflective of its industrial and auto-dominated history, the neighborhood is severely lacking in quality pedestrian environments and nature. With substantial low-lying areas built on fill, the neighborhood is also at risk from earthquakes and flooding, which could be exacerbated by sea level rise in the long term. And while the City is a world leader in waste diversion from landfills, there is still work to be done at the very local level to achieve our goal of zero waste. Finally, Central SoMa has been identified by the State's Office of Environmental Health Hazard Assessment's Cal Enviroscreen tool as an area disproportionately exposed to and at risk from high pollution levels, in part because of its proximity to an elevated, regional freeway corridor. Because the area also includes a higher proportion of disadvantaged residents, it is especially important that the Objectives and Policies of the Plan incorporate environmental justice considerations that help protect the community from poor health. These include efforts to improve air quality, as well to create public facilities, facilitate access to healthy food, provide safe and sanitary housing, promote physical activity, and foster civic engagement.

While the litany of environmental challenges is daunting, there is also tremendous opportunity in Central SoMa. Implementation of this Plan will result in a substantial number of new buildings, infrastructure investment, and public benefits within the Plan Area, leading to dramatic opportunities for significant improvements to environmental quality. Given current State and City regulations, new buildings are required to be greener and more resilient than buildings from earlier eras. However, additional cost-effective regulations for new development, such as living roofs and the use of 100 percent greenhouse gas-free electricity can help ensure that individual projects are environmentally sustainable and resilient to a degree that provides restorative benefits to the larger neighborhood. Similarly, implementation of this Plan will result in a re-envisioning of the streets, sidewalks, and open spaces of the Plan Area—not only to be more vibrant and safer, but also to complement the neighborhood’s environmental health and resilience. Strategies include the incorporation of beneficial elements, such as trees, green infrastructure for stormwater management, and energy efficient street lights. Finally, the Plan establishes a framework for innovation, to enable the latest and greatest technologies and design approaches to be applied to the built environment, like passive design and district-scale utility systems that service multiple buildings to heighten efficiencies.

OBJECTIVES AND POLICIES TO FULFILL THIS GOAL

The Objectives and Policies below are intended to fulfill the Plan’s Goal of creating an environmentally sustainable and resilient neighborhood in Central SoMa.

Objective 6.1: Develop a comprehensive strategy for creating an environmentally sustainable and resilient neighborhood

In many policy areas, the City is a national and global leader in environmental sustainability and resiliency. That being said, many of the City’s policies and programs are implemented independently from one another. Moving from current conditions to an environmentally sustainable and resilient neighborhood will necessitate a huge shift in existing practices across a number of topic areas. Achieving this shift will require the establishment of a comprehensive strategy that can serve as a blueprint over many years of implementation. By focusing on the neighborhood scale, the City can be more targeted and opportunistic than citywide strategies, while benefiting from economies of scale not available at the level of the individual buildings. Coordinated implementation can also leverage neighborhood-scale resources and expertise, by providing a platform for community members, institutions, and businesses to engage with city leaders and utility providers to meet ambitious sustainability goals and tangible quality of life improvements.

Policy 6.1.1: Create an implementing entity within the City. Currently, numerous City departments are involved in implementing disparate strategies aimed at meeting San Francisco’s myriad of environmental sustainability and resiliency goals. Neither the goals nor the strategies are typically neighborhood-specific or approached in relation to each other, so opportunities for efficiency and co-benefits are often missed. To ensure the effective implementation of the City’s comprehensive

strategy, an implementing entity should be identified within the City's government. This entity will be able to operate at the neighborhood level across all topic areas, and thus be able to identify possible synergies and unique opportunities that would not be apparent under the existing system. This team would work closely with all relevant agencies and community partners to facilitate the sharing of knowledge and to realize District-specific strategies.

Policy 6.1.2: Provide guidance to private and public entities

Effective implementation will require the ongoing participation of a number of public and private entities. To coordinate their actions, the City should create a sustainable neighborhoods guide, including the vision, objectives, policies, and implementation measures necessary to create an environmentally sustainable and resilient neighborhood, as well as technical resources, precedents, and guidelines. Such a document should aim to facilitate a comprehensive understanding of the issues and the strategies proposed to address them, whereas such information is currently diffused across multiple documents and agencies.

Policy 6.1.3: Ensure that environmental sustainability and resiliency is considered holistically in public investment decisions.

The City has multiple bodies designed to guide investment in public areas, including street improvements and the creation and improvement of parks. The City should make sure that the goal of environmental sustainability and resiliency is factored into all of these decisions for Central SoMa by including the implementing team into relevant processes, such as the Interagency Plan Implementation Team (IPIC) and the Streets Design Advisory Team (SDAT).

Policy 6.1.4: Ensure that property owners, developers, and tenants have the opportunity to maximize environmental sustainability and resilience.

The City has an important role in shaping new residential and commercial development to ensure that it meets development and design standards. The City should leverage its involvement in this process to provide advice, direction, and encouragement to new development to maximize its environmental sustainability and resilience. The City should also work proactively with owners of existing buildings as to their role in the neighborhood's environmental sustainability and resiliency, including opportunities to invest in efficiency upgrades through green technologies and techniques, and to engage residents, workers, and visitors on how individual actions cumulatively have major impacts.

Policy 6.1.5: Continue to evolve the requirements and recommendations with changing needs and technologies.

Achieving true environmental sustainability and resiliency will require a major shift in the way we currently treat energy, water, refuse, landscaping, etc. In implementing this comprehensive strategy,

it may become apparent that certain necessary strategies are not economically, physically, or technologically possible at a given time. However, there is rapid innovation occurring globally in the field of sustainability, as populations around the world struggle with similar issues as Central SoMa. As such, the City should continue to monitor changes in the field, educate partners, and upgrade requirements as necessary, to help fulfill the vision of this Goal.

Objective 6.2: Minimize greenhouse gas emissions

Global climate change, caused by excess greenhouse gas emissions, may be the single largest environmental issue for the present century. It is already affecting weather patterns and ecosystems, causing sea level rise, and population migrations. No single entity is responsible for climate change, and no single entity can solve it—the collective action of billions of people across the planet is required.

Recognizing this concern, San Francisco has established aggressive goals for reduction of greenhouse gases. Compared to 1990 levels, the City already achieved its target of 20 percent reduction by 2012 and 25 percent reduction by 2017, and is seeking to reach 40 percent reduction by 2025 and 80 percent reduction by 2050. The City is aiming for all buildings to use 100 percent renewable electricity by 2030 and to reduce energy consumption in existing commercial buildings by 2.5 percent annually. The City also wants to shift transportation away from automobile usage, having already met its goal that 50 percent of all trips within San Francisco be taken by other means by 2017, and seeking to reach 80 percent by 2050.

To help meet these targets, the City has instituted a suite of requirements. The City can build on these measures in Central SoMa through targeted strategies on buildings, utilities, and transportation. These additional measures are necessary to help San Francisco and the State meet its aggressive targets for reducing greenhouse gases. Increased greening in the Plan Area, as discussed under Objective 6.4 below, will also support the reduction of greenhouse gases.

Policy 6.2.1: Maximize energy efficiency in the built environment.

In San Francisco, about half of all greenhouse gas emissions are produced by building systems and equipment (e.g., heating, cooling, appliances, lighting, etc.). The easiest way to reduce building emissions is by increasing the efficiency of energy use. As such, the City should continue implementing current measures for new and existing buildings, such as 1) requiring all newly constructed buildings (and major renovations) to meet or exceed California's Title-24 Energy Code by up to 10 percent; 2) requiring all existing commercial buildings larger than 10,000 square feet of conditioned space to complete energy benchmarking, have an energy audit conducted by a qualified professional, and share key data about building performance with the City; and 3) requiring homes to be retrofit with energy efficiency measures at the time of sale. The City should also ensure that

buildings have every opportunity to exceed existing requirements, and should seek new ways to further increase efficiency. The City should also ensure that street lighting is as efficient as possible.

Policy 6.2.2: Maximize onsite renewable energy generation.

Renewable energy harnesses the sun, wind, and movement of water without depleting the source. The field of local renewable energy generation is rapidly evolving, and solar energy is already an economically viable alternative to non-renewable energy sources such as fossil fuels. Recognizing this, the City recently passed legislation that requires most new development projects to include solar installations on 15 percent of their roof area (photo voltaic and/or solar thermal hot water). Because Central SoMa's buildings and climates are especially suited to solar power, the City should expand this potential to larger roof areas and building facades. To exemplify the maximization of onsite renewable energy generation, the City could undertake a demonstration project on a public building within the Plan Area.

Policy 6.2.3: Satisfy 100 percent of electricity demand using greenhouse gas-free power supplies.

After maximizing energy efficiency and onsite renewable energy generation, many buildings will still need to purchase electricity. Any purchase of electricity from greenhouse gas-emitting sources (coal, natural gas, etc.) will contribute to climate change, even if that electricity is generated far from San Francisco. As such, the City should require that buildings in Central SoMa purchase the remainder of their electricity from greenhouse gas-free power sources.

Policy 6.2.4: Explore strategies to reduce fossil fuel use in buildings.

In addition to electricity, buildings use fossil fuels such as natural gas and oil for heating, cooling, and cooking. The City should explore economically viable alternatives to these fossil fuels, and potentially develop requirements for all-electric systems and/or use of renewable energy sources in lieu of these fossil fuels.

Policy 6.2.5: Minimize transportation-based greenhouse gas emissions.

In San Francisco, moving people and goods generates about 40 percent of all greenhouse gas emissions. The City has already instituted numerous strategies to shift travel mode away from private automobiles, such as investing in new transportation infrastructure (e.g., the Central Subway and new bicycle lanes) and requiring large development to provide shuttles, transit passes, and/or other strategies to reduce driving, while simultaneously constraining supply through the reduction of parking allowed in new development. The City should continue implementing these measures. In

addition, the City should seek ways to further minimize transportation-based greenhouse gas emissions in Central SoMa, such as facilitating electric vehicle use through the provision of ample charging stations and other infrastructure, and exploring ways to curb emissions from idling trucks.

Objective 6.3: Minimize water waste

The recent multi-year severe drought conditions in California only exacerbate the need to address the extreme inefficiencies of our current patterns of water use and vulnerability of our potable water supplies. Recognizing this, the City and State have both developed targets around water usage. The State has established a goal of 20 percent reduction in per capita water use by 2020 from the per capita urban water use in 2010—a target that San Francisco has already achieved through strategies discussed in the policies below.

The Central SoMa Plan Area is well positioned to lead the City's effort towards a more sustainable water policy, due to factors such as:

- The large amount of new development that can utilize the best technologies and practices for water efficiency, as well as implement on-site infrastructure systems for non-potable water capture, storage, and re-use systems; both within individual buildings and ideally between multiple projects.
- The large number of streetscape projects will provide numerous opportunities to implement technologies and best practices for capturing, treating, and reusing stormwater as a non-potable water source for irrigation and street cleaning.

Policy 6.3.1: Efficiently use potable water.

Because there will always be a demand for potable water for drinking, bathing, and cooking, and because water is a precious resource, it is imperative that it is used in the most efficient way possible. The City already requires that all new buildings install efficient fixtures; that existing properties repair plumbing leaks and replace inefficient plumbing fixtures (toilets, urinals, faucets, and showerheads) with high-efficiency models by 2017 or upon major improvements; and that all projects with 1,000 square feet or more of new or modified landscape area design, install, and maintain efficient irrigation systems, utilize low water-use plantings, and calculate a water budget. The City should continue implementing these requirements, and should seek additional strategies to increase potable water efficiency and conservation in Central SoMa.

Policy 6.3.2: Increase non-potable water use in buildings.

Upwards of 75 percent of building functions do not require potable water, including toilet flushing, irrigation, and building cooling systems. Since 1991, the City has required new construction and major

alterations in large parts of the city (including all of Central SoMa) to install dual plumbing (“purple pipes”) for use with future recycled water sources. In 2015 the City started requiring the largest of these buildings (250,000 square feet and greater) to start capturing and treating non-potable water onsite and utilizing it via the dual plumbing system, and for buildings 40,000 square feet or more to study the potential to do so. The City should continue these requirements, and seek ways to make this requirement more efficient by linking multiple buildings into the same non-potable system, an opportunity which is particular to Central SoMa due to the large scale of future development and the concentration of major new development in a small geographic area. The City should also explore additional ways to shift from potable to non-potable water use in building.

Policy 6.3.3: Increase non-potable water use in parks, open spaces, sidewalks, and streets.

Landscaping and street cleaning are two water-intensive uses for which non-potable water could be substituted for potable water. In major public open spaces in Central SoMa, the City should capture and use stormwater for irrigation and toilet flushing. The City should also install sufficient non-potable water filling stations to satisfy all street cleaning needs in the neighborhood.

Objective 6.4: Support biodiversity, access to nature, and a healthy ecosystem

Reflecting its urbanized, industrial past, there is very little natural habitat or greening in Central SoMa. Nearly 90 percent of the neighborhood is covered in impervious surfaces, and there is substantially less tree coverage in SoMa than elsewhere in the city. Additionally, the existing plants in the Plan Area are generally not supportive of local wildlife, such as birds and butterflies. As a result, today’s residents, workers, and visitors have very little access to nature, which studies have shown is essential to mental and physical health and to human development.

The City has very few targets and programs regarding biodiversity and natural habitat. Present requirements of new development are limited to street tree planting and bird-safe building design. In Central SoMa, there is an opportunity to greatly surpass existing requirements, by maximizing the quantity and quality of greening in both public spaces and private property.

Policy 6.4.1: Maximize greening of parks, streets, and other publicly-accessible spaces.

The City’s Urban Forest Plan seeks to maximize street trees and sidewalk gardens. The City’s Better Streets Plan already requires that new development provide street trees every 20 feet. The City should continue this policy, while following the Urban Forest Plan by filling in the gaps along street frontages where new development is not occurring. The City should pay special attention to greening efforts around the freeway corridor, which could provide substantial benefits in terms of air quality, habitat creation, and beautification. The City should also require that open spaces are maximally greened, including within privately-owned public open spaces (POPOS) that are to be provided as part of new commercial development.

Policy 6.4.2: Maximize greening of rooftops and walls.

Buildings cover well over half of the land in Central SoMa and typically have large flat roofs. Almost all the roofs and walls of these buildings are devoid of any plant life. This provides a tremendous opportunity for greening and biodiversity – particularly from new buildings, which can be designed appropriately to handle the logistics of watering and soil loads. The City should therefore require a substantial portion of the roofs of new buildings be “living,” including locally appropriate plants, open space, stormwater management, and urban agriculture. To demonstrate the feasibility and efficacy of such living roofs, the City should build a “demonstration” roof on a public building within the Plan Area. To maximize efficient use of space, the City should also encourage living walls on buildings wherever possible.

Policy 6.4.3: Ensure that greening supports habitat and biodiversity.

Supporting biodiversity and access to nature requires not only quantity of greening, but quality and location. As such, the City should ensure plantings in the neighborhood’s new buildings, open spaces, sidewalks, and streets are native, habitat supportive, and climate appropriate species. In addition, individual green areas should be planned with consideration of adjacent opportunities to create green connections and corridors. The City should also continue implementing its landmark bird-safe buildings standards.

Objective 6.5: Improve air quality

San Francisco’s air quality has improved over the past decades, in part due to cleaner fuels and trends away from an industrial economy. Additionally, the State, region, and City have all developed regulations and implementation strategies to reduce impacts from a myriad of contaminants from a range of sources (such as vehicles, construction practices, and off-gassing materials). That being said, relative to other neighborhoods, Central SoMa has a high volume of emissions from car and truck traffic — both from its surface streets, which have been designed primarily for heavy vehicular traffic, and the elevated regional freeway that bisects it. There are also higher building emissions from diesel generators and fire pumps relative to less developed neighborhoods. Commensurately, the area has a higher incidence of air pollution-related hospitalization rates. Additionally, there is the potential for higher heat levels due to the high concentrations of constructed, non-reflective surfaces and lack of greenery in the neighborhood. These areas continue to be concerns that the City should seek to address.

Policy 6.5.1: Support a reduction in vehicle miles traveled.

As discussed thoroughly in Goal #4, a key priority is to shift travel demand in Central SoMa towards transit and non-polluting modes such as walking and bicycling. While such measures are important to the efficiency, safety, and attractiveness of the transportation network, they simultaneously have a

tremendous benefit in improving local air quality. The City should make sure that the air quality benefits of such transportation improvements are prominently featured in any discussion of the merits of these policies.

Policy 6.5.2: Utilize greening to reduce pollution and heat.

In addition to beautification and biodiversity benefits, many trees and plants are natural filters for pollution and capable of absorbing heat. The City should therefore support substantial greening efforts in Central SoMa that maximize air quality improvements, as discussed under Objective 6.4 above.

Policy 6.5.3: Improve air quality around the freeway.

Given the sheer volume of vehicles and its elevated nature, the area around the I-80 freeway continues to have the worst air quality in the Plan Area related to pollutants, including fine and ultra-fine particulate matter. The City should work diligently to improve the air quality in this area, through such measures as reducing emission sources, intensive greening in and around the corridor, and technological solutions, such as air filtering systems and material surfaces.

Policy 6.5.4: Utilize healthier buildings materials and technologies that improve indoor and outdoor air quality.

Building materials and operations can off-gas toxins and pollutants that impact health. The City already has standards for building interiors that require the use of zero or low-emitting materials and requires enhanced filtration systems for areas of poor air quality, such as Central SoMa. The City should continue these policies, and should provide expertise to buildings in Central SoMa for regarding additional ways that buildings can support healthy indoor and outdoor air quality through filtration systems and other evolving technologies.

Objective 6.6: Ensure a flood-resilient neighborhood

Portions of Central SoMa already experience frequent urban flooding during extreme storms. Climate change is expected to exacerbate flooding by increasing the severity of storms and by raising the overall sea level. Low-lying portions of Central SoMa (particularly the southwest portion of the Plan Area) are susceptible to both temporary flooding and permanent inundation. This area lies on the north shore of Mission Bay at the end of the historic Hayes Creek and marsh. Simultaneously, the area is adjacent to Mission Creek, which is expected to rise (along with the Bay) several feet by the end of the century and potentially place parts of Central SoMa below future sea level.

In part to reduce flooding impacts and avoid combined sewage discharges into the Bay, the SFPUC has been undertaking a \$20 billion Sewer System Improvement Program. It will upgrade conventional

pipled systems (“grey infrastructure”) for reliability and regulatory compliance while implementing innovative “green infrastructure” projects (typically rain gardens and bioswales that use soil and plants to restore and mimic natural processes) to manage stormwater in a manner that creates healthier urban environments. In 2016, the City also released a Sea Level Rise Action Plan to establish a baseline understanding of end-of-century vulnerability and outline immediate next steps for improving the capacity to adapt in areas near the Bay and ocean. Both efforts recognize the need to improve local flood-resilience in Central SoMa, while pursuing larger citywide strategies and measures. In general, Central SoMa’s infill nature, with a mix of new and existing buildings, makes adaptation more complicated than at some of the City’s wholesale redevelopment sites along the waterfront.

Policy 6.6.1: Develop a comprehensive sea level rise and flood management strategy for Central SoMa and adjacent at-risk areas.

To address risks to the neighborhood, the City should develop a comprehensive sea level rise and flooding strategy for Central SoMa and areas similarly affected by Mission Creek. This can be done as part of, or folded into, the City’s larger effort to create a citywide Adaption Plan for Sea Level Rise and Urban Flooding. It should include a hydrology study and a strategy for stormwater storage and conveyance, as well as design guidelines for flood-resistant buildings.

Policy 6.6.2: Reduce building vulnerability to sea level rise and extreme storms.

The City already requires buildings to manage a portion of their stormwater on site, and to comply with City’s Floodplain Management Ordinance and Building and Subdivision standards. The City should to continue to implement these requirements and efforts to reflect future sea level rise conditions in adopted 100-year flood levels. In the meantime, due to the rapid pace of development in Central SoMa, the City should create neighborhood-specific flood resistant design guidelines for buildings. These design guidelines should be reflective of other City goals, such as ensuring vibrant sidewalks and active ground floors.

Policy 6.6.3: Maximize stormwater and flood management using streets, sidewalks, and open spaces.

Major storms have shown that they can overwhelm the City’s combined sewage and stormwater system, forcing polluted water to stay on the surface and/or discharge into the Bay. Recognizing this, the city’s streets and sidewalks should be designed to effectively convey stormwater to centralized storage facilities. Simultaneously, landscaping in the sidewalks and in open spaces should be designed to include green infrastructure that slows flows and enhances water quality.

Objective 6.7: Maximize earthquake resilience

Earthquake preparedness has been a policy focus for over a hundred years. Given the opportunity provided by the large number of new buildings, Central SoMa should be at the forefront of earthquake resilience.

Policy 6.7.1: Ensure the ability of new and existing buildings to withstand a major seismic event.

San Francisco's Building Code includes strict measures to ensure seismic preparedness and safety. The City should continue implementing these measures. The City should also make property owners aware of ongoing City efforts towards seismic preparedness, such as the soft-story ordinance and comprehensive Resilient SF strategy.

Policy 6.7.2: Secure sufficient power and water supplies to withstand a 72-hour emergency.

The best place to house people after a major seismic event (or other disaster) is in their own homes, or at least in their own neighborhoods. Working populations also need the ability to temporarily reside in their office buildings for up to 72 hours, if needed. Doing so requires that these buildings not only withstand a disaster, but have sufficient power and water to weather the first few days after the event. The City should explore strategies for supporting such onsite capacity in Central SoMa, including district scale energy.

Objective 6.8: Help achieve zero solid waste

Through its recycling and composting programs, San Francisco met the State-mandated 50 percent landfill diversion by 2000 and achieved the locally mandated 75 percent landfill diversion by 2010. The City has a zero waste target by 2020 and should utilize Central SoMa as a model for how to achieve this goal.

Policy 6.8.1: Maximize recycling and composting of solid waste from all buildings.

Meeting a goal of zero solid waste requires that individuals sort and dispose of their refuse into recyclables, compostables, and trash. To overcome the behavioral challenges in achieving this goal, the City requires that buildings provide adequate and equally accessible space onsite for the collection, sorting, and storage of all three streams, and requires that all multi-family residential and commercial buildings have on-site staff to facilitate source separation and tenant education. The City should continue enforcing these requirements, and should further facilitate this process by developing refuse facilities design guidelines for new buildings.

Policy 6.8.2: Maximize recycling and reuse of construction and demolition materials.

All buildings that are required to comply with the Green Building Code and/or LEED must already recycle 75 percent of their construction and demolition debris. The City should continue to implement

this requirement and seek ways to encourage all other buildings to improve diversion rates, in part through on-site sorting in advance of collection.

Policy 6.8.3: Reduce litter in streetscapes and parks.

In terms of volume, litter is a minimal part of the waste stream. However, it is the most visible form of solid waste, and therefore should be reduced to the greatest degree possible in the neighborhood. To do so, the City should establish tamper-proof, durable, and well-designed refuse systems for sidewalks, parks, and open spaces in Central SoMa. All privately-owned public open spaces should be required to provide three-stream collection systems.

Goal #7: Preserve and Celebrate the Neighborhood's Cultural Heritage

CONTEXT

SoMa was once the domain of longshoremen, warehousemen, merchant mariners, day laborers, immigrant farm workers, and other manual workers (most of whom were men) who contributed immeasurably to the prosperity and economic development of the West. Many were newcomers—beginning with the Irish, Germans, and Scandinavians in the nineteenth century. These groups were followed by waves of Greeks, Eastern European Jews, Ukrainians, and Japanese during the early twentieth century. Dustbowl refugees arrived during the Depression, and Central Americans, African-Americans, and Filipinos took up residence during the post-World War II era.

The industrialization of SoMa was the result of the neighborhood's proximity to the waterfront, in addition to its regional highway and rail links, and has been referred to as San Francisco's back porch – the place where the unglamorous service businesses and industrial enterprises could conveniently set up shop. The topography of South of Market allowed for flat and wide thoroughfares, making the transportation of goods via wagon and eventually train and truck much easier.

During the Gold Rush era, SoMa served as the most productive industrial zone on the West Coast. In the years following the gold rush, the area evolved into a mixed-use neighborhood. This is in part attributed to the fact that residential uses were developed in conjunction with industrial facilities, to provide convenient access for industrial workers who could not yet afford public transit.

The 1906 earthquake and fire destroyed almost every building and structure in SoMa and dramatically changed the socio-economic characteristics of the entire area. After the 1906 earthquake, economic forces led to the reconstruction of the neighborhood as a predominantly light industrial district, which caused the residential population to plummet. In its place, SoMa developed an eclectic mix of commerce, industry, and increasingly, entertainment and residential living spaces.

The ongoing evolution and reinvention of SoMa has resulted in many important tangible and intangible cultural assets. There are several historic districts and a myriad of individually significant buildings. The neighborhood has been an important center for two culturally important communities: Filipinos and the lesbian, gay, bisexual, transgender, and queer (LGBTQ) community. Additionally, there are many important businesses, organizations, festivals and events, and communities.

Collectively, these cultural assets create an inimitable sense of place and a connection to its past, as well as a social and economic fabric that can be shared across generations. Protecting this cultural heritage, particularly as the neighborhood changes and develops, is necessary to safeguard the neighborhood's unique identity and to ensure a high quality-of-life for its current and future

inhabitants. Doing so requires thoughtful strategies that, properly implemented, encourage a deeper awareness of our shared and multi-faceted history while conveying a sense of what is possible in the future.

OBJECTIVES AND POLICIES

The Objectives and Policies below are intended to fulfill the goal of preserving and celebrating the neighborhood's history.

Objective 7.1: Ensure that the history of the neighborhood is adequately documented

Adequately documenting the neighborhood's history requires recording Central SoMa's rich history via both a historic context statement and survey.

Policy 7.1.1: Complete and adopt a Central SoMa Historic Context Statement.

Historic Context Statements are documents that chronicle the historical development of a neighborhood. A Central SoMa Historic Context Statement should be completed and adopted to record the important history of this neighborhood in one place.

Policy 7.1.2: Complete and adopt a Central SoMa Historic Resources Survey.

Assessing the value of a building, landscape, or feature requires a Historic Resources Survey to determine whether it is significant for local, state, or national historical registers. The research and analysis contained in such a Survey is helpful to the Planning Department, community, property owners, and decision-makers, as the documentation provides up-front information about a property's historic status. Such a Historic Resources Survey should be undertaken in Central SoMa.

Objective 7.2: Support the preservation, recognition, and wellbeing of the neighborhood's cultural heritage resources

The term "cultural heritage" is understood to mean tangible properties or intangible assets that express the ways of living developed by a community and passed on from generation to generation. These elements are rooted in the community's history and are important in maintaining the continuing cultural identity of the community. Tangible cultural heritage includes objects, buildings, sites, structures, cultural landscapes, or districts that are significant in architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of San Francisco, the state of California, or the nation. Intangible cultural heritage includes the practices, representations, expressions, knowledge, or skills that communities, groups and, in some cases, individuals recognize as part of their cultural heritage. Intangible cultural heritage, transmitted from generation to generation, is constantly recreated by communities and groups in response to their

environment, their interaction with nature and their history, and provides them with a sense of identity and continuity, thus promoting respect for cultural diversity and human creativity. These two categories of cultural heritage resources – “tangible” or “intangible” – require different approaches for identification, protection, and management.

Policy 7.2.1: Facilitate the creation and implementation of a SoMa Pilipinas – Filipino Cultural Heritage Strategy.

The South of Market is home to the largest concentration of Filipinos in San Francisco, and is the cultural center of the regional Filipino community. The Filipino community has deep roots in the neighborhood, beginning in the 1920s and becoming a predominant presence in the 1960s. The Filipino culture is a critical part of the neighborhood’s diversity, strength, and resilience. Having survived Redevelopment in the 1960s-1980s, the community is still subject to the threat of displacement given the current market forces that are driving up housing and commercial rents. To rectify this issue, in 2016 the City created SoMa Pilipinas – Filipino Cultural Heritage District. This CHD includes all of Central SoMa north of Brannan Street, and extends into other parts of SoMa as far west as 11th Street. Because of its substantial overlap with the Plan Area, the Planning Department should collaborate with the community to develop and implement a strategy to stabilize, promote, and increase the visibility of SoMa’s Filipino community.

Policy 7.2.2: Facilitate the creation and implementation of other social or cultural heritage strategies, such as for the LGBTQ community.

Through its long and tumultuous history, Central SoMa has been home to many important social and cultural communities. The City should continue exploring opportunities to recognize and support these communities, whether through neighborhood-specific programs or as part of citywide efforts. For example, the Historic Preservation Commission adopted the Citywide LGBTQ Historic Context Statement in 2015. The LGBTQ community also has a long-standing presence in SoMa (e.g., by 1956, the two most prominent national organizations dedicated to improving the social status of gays and lesbians were both headquartered within the Central SoMa). This Historic Context Statement can be used by community history advocates and the Planning Department to provide a foundation for the protection, identification, interpretation, and designation of historically and culturally significant LGBTQ-related sites and places, within SoMa and citywide.

Objective 7.3: Ensure the neighborhood’s tangible and intangible industrial and arts legacy is not lost

Central SoMa has been an important industrial area since the Gold Rush. Much of the industrial jobs are now gone, due to the overall shift in the American economy towards services and the movement of many of those remaining industrial companies to the periphery of the city and region. Yet there is still an important blue-collar presence in Central SoMa reflected not only in its buildings but in the

surprising diversity of practices, knowledge, and skills still extant, from the Flower Mart to auto repair shops to metal fabricators to artists' studios.

Policy 7.3.1: Implement strategies that maintain PDR jobs in the neighborhood.

As Central SoMa continues to grow, there is potential for its PDR jobs to be priced out. The City should help maintain the neighborhood's share of PDR jobs (as discussed in more detail in Objective 3 of Goal #3). Maintaining PDR jobs helps support the preservation of intangible heritage assets, such as the practices, representations, expressions, knowledge, or skills represented within SoMa's current and legacy industrial uses.

Policy 7.3.2: Support the preservation of buildings and features that reflect the industrial and arts legacy of the neighborhood.

Protecting the neighborhood's industrial legacy is not just about the people working there, but also the context of where the work and daily life occurred. As such, important historic industrial buildings and features should be preserved and maintained in conformance with the Secretary of the Interior's Standards and via the mechanisms described elsewhere in this Goal.

Objective 7.4: Prevent demolition of or insensitive alterations to cultural heritage resources in the built environment

San Francisco's heritage is visible in its historic built environment, which includes objects, buildings, sites, structures, and landscapes. These resources provide visual and tangible continuity to the events, places, people, and architecture of San Francisco's storied past. Culturally significant buildings contribute to the City's diverse housing and commercial stock, and to the human scale and pedestrian orientation of its neighborhoods. These buildings are also important to quality-of-life in the City, and they help to make it attractive to residents, visitors, and businesses. Because of their importance, the Central SoMa Plan aims to prevent the demolition or insensitive alteration that would undermine the contributions that these cultural heritage resources make to the neighborhood and the City.

Policy 7.4.1: Protect Landmark-worthy cultural heritage properties through designation to Article 10 of the Planning Code.

Article 10 of the Planning Code contains a list of individual resources and districts that are protected City Landmarks. The Plan Area currently contains 29 such buildings, which are designated as either individual Landmarks or contributors to a Landmark District. The City has identified six buildings as eligible individual Landmarks and 11 additional buildings that are eligible contributors to a Landmark

District, based upon review of the existing cultural resource surveys and community outreach efforts. These buildings should be protected through designation in Article 10 of the Planning Code.

Policy 7.4.2: Protect “Significant” and “Contributory” cultural heritage properties through designation to Article 11 of the Planning Code.

Article 11 of the Planning Code contains lists of individual buildings and districts considered historically and architecturally significant and contributing buildings in the downtown area. The City should extend Planning Code Article 11 designations into the Plan Area, to afford qualifying buildings the benefits, such as the ability to participate in the City’s “Transfer of Development Rights” (TDR) program, once designated. The City has identified 27 buildings as eligible “Significant” or “Contributory” buildings, based upon review of the existing cultural resource surveys and community outreach efforts.

Objective 7.5: Support mechanisms for the rehabilitation and maintenance of cultural heritage properties

Preserving cultural resources requires more than just legal protections – it requires a plan, funding sources, and a supportive body of experts, community members, and decision-makers. Fortunately, there is a wide variety of local, state, and federal mechanisms that can facilitate and encourage the preservation and rehabilitation of cultural resources.

Policy 7.5.1: Support funding for the rehabilitation of the Old Mint.

The City-owned Old Mint at 5th and Mission is one of San Francisco’s most significant buildings. A survivor of the 1906 earthquake and fire, it was listed as a National Historic Landmark, the National Park Service’s highest honor, on July 4, 1961. It is also in a state of significant disrepair and in need of substantial and immediate rehabilitation. Funding generated from the Central SoMa Plan should contribute, as part of a broader community partnership, to identify a program strategy, to fund a rehabilitation and restoration plan, and to ensure it remains a facility for public use.

Policy 7.5.2: Enable “Significant” and “Contributing” buildings underbuilt per applicable zoning to sell Transferable Development Rights.

Transfer of Development Rights (TDR) is an effective method for creating economic benefit for buildings designated “Significant” or “Contributing” in Article 11 of the Planning Code. It creates economic value for buildings by enabling them to sell unused development rights where there is a difference between what is allowed and the actual size of the building. In San Francisco, this tool has

primarily been utilized in the downtown (C-3) zoning districts and adjacent districts. The City should extend this tool into the Plan Area. Facilitating the TDR program would support the protection of these buildings by reducing development pressure and providing an economic incentive for the preservation and maintenance of designated cultural resources.

Policy 7.5.3: Require large new development projects to purchase Transferable Development Rights.

In addition to extending the right to sell TDR to Central SoMa, major new developments should be required to purchase TDR as well. As such, this would create a mechanism by which new developments in Central SoMa directly support the preservation and maintenance of the neighborhood's historic buildings.

Policy 7.5.4: Support additions over wholesale demolition to preserve cultural heritage properties.

Regardless of historic designation status, the City should support new development and the preservation of cultural heritage properties through application of Standards 9 and 10 of the Secretary of the Interior's Standards. Supporting sensitive, well-designed additions to historic buildings is one way to increase square footage and to benefit from the preservation of cultural resources. As such, the City should support additions rather than wholesale demolition when such demolitions are physically feasible.

Policy 7.5.5: Encourage the use of existing strategies and incentives that facilitate the preservation and rehabilitation of designated cultural heritage properties.

Cultural heritage properties already benefit from a wide range of strategies and incentives to support preservation and maintenance. This includes measures to increase available revenue, including the Mills Act, Federal Historic Preservation Tax Incentives, and façade easements. This also includes additional flexibility from Planning Code and Building Code requirements through exemptions granted by the Zoning Administrator or via application of the California Historic Building Code. The City should continue encouraging the application of these strategies and incentives to Central SoMa's cultural resources.

Objective 7.6: Support retention of fine-grained developed pattern and character-enhancing buildings

Buildings that have cultural heritage significance are not the only buildings of merit in Central SoMa. There are many buildings that exhibit high levels of visual cohesion and contextual architectural expression. Collectively, these buildings also form development patterns that are emblematic of the history of SoMa and that make the neighborhood visually interesting.

Policy 7.6.1: Restrict the consolidation of small- and medium-sized lots with character-enhancing buildings.

The Plan Area has myriad development patterns, ranging from “fine-grained” blocks where the lots are as little as 25 feet wide, to monumental blocks where individual lots are hundreds of feet in length. The most pleasant blocks to experience are presently those areas where the pattern of fine-grained parcels is combined with older buildings that enhance, individually and as a group, the character and activity of SoMa. As such, these historic development patterns should be preserved by restricting the consolidation of these lots into larger lots.

Policy 7.6.2: Incentivize retention of character-enhancing buildings.

Character-enhancing buildings received a “6L” California Historic Resources Status Code (CHRSC) in the historic survey. As such, these buildings were determined not to be eligible for the same level of protection as historically or architecturally significant resources. However, because they are character-enhancing, the City should consider strategies to incentivize their retention.

Goal #8: Ensure that New Buildings Enhance the Character of the Neighborhood and the City

CONTEXT

While many existing residential, historic, public, and large commercial buildings in Central SoMa are likely to remain in the foreseeable future, there is also a substantial amount of land on which new development is likely to occur.

New buildings and landscapes will change the neighborhood in many ways. The design of ground floors can control how interesting and safe a street will be for people walking. The size and massing of buildings as perceived from the street can be inviting if scaled appropriately, alienating if too small or too far removed, or intimidating if too large, looming or impervious. The collection of the buildings as viewed from the distance can either enhance or detract from the overall skyline and sense of the City's landscape. The architecture of a building can either engage people with intimate details and support a feeling of a cohesive and dynamic neighborhood or only coolly express its own internal interests without enriching its context.

Within the existing neighborhood, there are already numerous good and bad examples for each of these issues. The goal of the Central SoMa Plan is to ensure that each new building enhances the character of the neighborhood and the city as a whole by having engaging ground floor, appropriate scale, great architecture and a beneficial contribution to the skyline.

OBJECTIVES AND POLICIES

The Objectives and Policies below are intended to fulfill the goal of ensuring that new buildings enhance the character of the neighborhood and the city.

Objective 8.1: Ensure that the ground floors of buildings contribute to the activation, safety, and dynamism of the neighborhood

The most important part of a building is the ground floor, where it interfaces with the street and other public spaces. Most people never actually go inside or assess the vast majority of the buildings they encounter – but they are, often subconsciously, aware of how the ground floors shape their daily experience of the neighborhood. People will seek out streets that feel interesting and richly textured, enabling them to engage with friends, people-watch, view items in shop windows or activity inside businesses, and safely avoid undesired encounters.

Policy 8.1.1: Require that ground floor uses actively engage the street.

When ground floors are dominated by internally oriented or non-public uses like parking and offices, people walking by or in adjacent public spaces do not feel the ability to engage with their environment and feel socially disconnected and disinterested. Recognizing this, the City has already instituted requirements for ground floors, such as that they must be lined with active uses, and not with parking or storage. The City also requires a high amount of building transparency on the ground floor, high ceilings, and supports frequent placement of doors. The City should consider additional measures to increase ground floor activity, such as requiring retail in certain locations (as discussed in Goal #3), allowing production, distribution, and repair uses (PDR) if they properly activate the street, and prohibiting uses on the ground floor that do not interface well with the street, such as offices.

Policy 8.1.2: Design building frontages and public open spaces with furnishings and amenities to engage a mixed-use neighborhood.

As discussed elsewhere in this document, Central SoMa is one of the most lively and diverse neighborhoods in the City, containing residents, many different kinds of work activities, and visitors at all hours of the day. Buildings and open spaces should reflect and enhance this experience through the design and inclusion of amenities. Projects should include fixtures, furnishings, art, utilities, and programming at the ground floor or adjacent open space to invite and support more active and consistent use of public areas including alleys, open spaces, and sidewalks. These smaller elements help connect interior and exterior uses and support more impromptu and flexible activities on the ground floor that can evolve with the neighborhood.

Policy 8.1.3: Ensure buildings are built up to the sidewalk edge.

When buildings are set back from the sidewalk – such as in a suburban strip mall environment – people on foot feel exposed on both sides and detached from their surroundings, leaving adjacent street traffic as the defining experience. By contrast, most buildings in Central SoMa should be at the property line, or set back in instances where there is opportunity and desire to widen the sidewalk or create public space for active usage. In the case of purely residential buildings with walk-up units, the ground floors should be designed in accordance with the Ground Floor Residential Design Guidelines, such as incorporating setbacks to allow for livable interior spaces, stoops, landscaping, and appropriate public-private transition.

Policy 8.1.4: Minimize parking and loading entrances.

Frequent parking and loading entrances diminish the ability to have active, safe, and dynamic ground floors – particularly on retail-focused streets. Therefore, parking and loading entrances in buildings should be limited, and as necessary directed towards the narrow streets and alleys with fewer pedestrians and fewer retail uses.

Objective 8.2: Ensure that the overall development pattern is complementary to the 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. The city's urban form at this scale is an essential characteristic of San Francisco's identity and should be enhanced by the Central SoMa Plan.

Policy 8.2.1: Set height limits, bulk controls, and architectural guidelines mindful of important views.

From other vantage points, the proposed heights in Central SoMa should be subservient to the dramatic hills around it – including the built “hill” of the downtown high-rise district. Changes proposed in the northwest and southeast part of the Plan Area should be in keeping with the buildings immediately adjacent and/or within a block. In the southwest part of the Plan Area, there is a potential to create a new development pattern that would become, for the first time, noticeable from a distance. However, this new pattern should consist of a small cluster of buildings spaced apart from each other and achieving heights half as high, at most, of buildings downtown. As such, this area would serve as more of a “foothill,” complementing rather than detracting from the overall skyline. The tallest of these buildings should demarcate the 4th and Townsend intersection, identifying the Caltrain station and intersection of multiple light rail lines as a key node of city importance, and serve to distinguish the area on the skyline through both height and distinctive architecture.

Objective 8.3: Reinforce the character of Central SoMa as a mid-rise district with tangible “urban rooms”

The diversity of buildings in Central SoMa is reflective of the many roles it has played in the city's history. One of the most common building forms is the “mid-rise” building of five to eight stories (65 to 85 feet), characteristic of its industrial and warehouse legacy. These mid-rise buildings have proven to have great longevity, because their large floors and high ceilings are attractive to a range of uses. This includes modern office uses, which desire flexibility with workspace arrangements that accommodate expansive collaborative and informal environments, while simultaneously discouraging the proliferation of individual offices.

In SoMa, these mid-rise buildings create a comfortable “urban room” – which is when the perceived height of the building is approximately equivalent to the width of the street. In the Plan Area, major streets are 82.5 feet wide and the narrow minor streets are typically 35 feet wide. This combination of mid-rise buildings whose heights are similar to the street width sets Central SoMa apart from adjacent high-rise districts.

Policy 8.3.1: Set height limits to enable mid-rise development.

Currently, height limits on major streets are too low to support mid-rise development. These height limits should be adjusted to enable mid-rise development, except where there is an important civic asset that lower heights would benefit.

Policy 8.3.2: Require new buildings to reinforce the urban room.

Buildings in Central SoMa should be designed to be mindful of creating and preserving the urban room. This predominantly requires that buildings have a strong presence along the street, rather than being set back off the property line – a condition which diminishes its boundary and thus its feeling as a “room.”

Policy 8.3.3: Require buildings whose height exceeds the street width to step back at the upper stories.

Buildings that exceed the height of the urban room will contribute to the neighborhood’s mid-rise character if the predominance of their mass and height is not visible or dominant from the street. Additionally, there should be sufficient light, air, and sense of openness between buildings. Therefore, the City should require massing and design strategies that reduce the apparent mass of buildings above a height of 85 feet and should require adequate spacing between towers.

Policy 8.3.4: Limit the distribution and bulk of new towers and focus them at important nodes.

By efficiently using land, new towers (i.e., buildings taller than 160 feet in height) are helpful to fulfilling the Plan’s goal to increase the capacity for jobs and housing (as discussed in Goal #1). However, as a mid-rise district, such towers should not be permitted to dominate the landscape. To do so, the number of towers should be limited. Additionally, these towers should be located at important nodes in the Plan Area, such as the intersection of the Central Subway and Caltrain and the intersection of 5th and Brannan.

Policy 8.3.5: Limit heights in areas with a high concentration of historic buildings and areas of unique character.

The southeastern portion of the Plan Area features two unique concentrations of historic resources – the South Park block and the western portion of the South End Historic District. In order to preserve the unique character and scale of these areas, the City should not increase height limits in either, including the area identified for expansion of the South End Historic District (as discussed in Goal # 7).

Policy 8.3.6: Minimize the impact of shadows on public spaces to the extent feasible, balanced with other core objectives.

Sunlight is an important factor in people’s attraction to and enjoyment of public spaces. Planning Code Section 295, adopted pursuant to Proposition K in 1984, protects Recreation and Park Department parks from new shading that might be significant and adverse to the use of those parks.

South Park is the only Recreation and Park Department property in the Plan Area. However, there are other important public open spaces that require attention as well, despite a lack of formal protection. The City should propose height districts to minimize shadow impacts on South Park, Yerba Buena Gardens, and the Bessie Carmichael School yard. On other public spaces, particularly new spaces either discussed in Goal #5 or those that may be created in the future, shadows should be minimized to the degree that such sculpting of the buildings does not sacrifice other important Plan objectives, especially those regarding optimizing land use. These future open spaces will be funded and activated by new development, without which they would not exist, and are being proposed in the context of the Plan's overall urban form and land use parameters. Some shading from buildings enabled by this Plan is inherent in the creation of these open spaces. As such, new buildings should be sculpted to maximize sunlight to these spaces without unduly impacting the development capacity of the sites intended by this Plan.

Policy 8.3.7: Utilize new buildings to diminish the dominant presence of the freeway in the neighborhood.

The elevated I-80 freeway slices through the Plan Area. While the freeway structure is relatively low (30-50 feet), it looms large above the low-slung buildings on either side and creates a physical and psychological divider of the neighborhood. Where the City is increasing development potential, it should allow buildings to be taller than the freeway. This will help diminish the presence of the freeway while integrating the areas on either side.

Objective 8.4: Ensure that narrow streets and alleys maintain their intimacy and sense of openness to the sky

Every block in Central SoMa is blessed with one or more narrow streets and alleys, whose widths are typically 35 feet or less. The patterns and layouts of these streets changes from block to block, creating unique and distinguishing configurations.

Historically, the buildings along these narrow streets and alleys have been lower in height – reflecting their smaller scale “urban room.” The result is that the alleys have provided a sense of openness, intimacy, and reprieve in this dense neighborhood of wide streets and large buildings. The scale of these streets is an essential ingredient to the livability of the district.

Policy 8.4.1: Require new buildings facing alleys and narrow streets to step back at the upper stories.

While a central tenet of the Plan is support for increasing capacity for housing and jobs in the neighborhood, the intent of this Plan is also to ensure that the narrow streets and alleys maintain their sense of openness to the sky and lower scale so that future generations can continue to enjoy their benefit. Therefore, the City should ensure that new buildings facing alleys and narrow streets step back at the upper stories. As well, in parts of the Plan Area that contain high concentrations of

older and small-scale residential uses along alleys (e.g., the northwest part of the Plan area), building height limits should be kept relatively lower than on the major streets surrounding them.

Objective 8.5: Ensure that large development sites are carefully designed to maximize public benefit

Central SoMa includes a number of large, underutilized sites (parcels or groups of adjacent parcels that are 30,000 to well over 100,000 square feet) that represent a substantial portion of the overall development in the Plan Area. Because of their size, these sites have the potential to deliver substantial public benefits if carefully designed.

Policy 8.5.1: Provide greater direction and flexibility for large development sites in return for improved design and additional public benefits.

The City should develop guidelines and requirements for large development sites where there is potential for additional public benefits and where alternative organization or massing on the site would better achieve the goals of the Plan. These guidelines and requirements should lay out how these specific sites could provide desirable community benefits, such as public open space and recreational facilities, dedicated sites for affordable housing development, and other benefits critical to achieving the goals of the Plan.

Policy 8.5.2: Limit the length of new buildings.

Development on large lots could lead to buildings that have very long street frontages. Such buildings can have a negative impact on the surrounding environment by feeling too imposing or creating a sensation of monotony or homogeneity to the street environment. The City already has controls to prevent such conditions by requiring mass reductions for buildings longer than 200 feet and mid-block alleys on lots longer than 300 feet. The City should continue to implement these controls in Central SoMa.

Objective 8.6: Promote high quality architecture that enhances the neighborhood

Perhaps the most lasting aspect of a building is its architecture – its form, materials, programming, and all the other ways it engages people. Achieving high quality architecture in Central SoMa is critical, given its central location, the substantial number of new buildings expected (some of which will be quite large), and the rich history and diversity of the buildings in the neighborhood.

Policy 8.6.1: Conform to the City’s Urban Design Guidelines.

The City is in the process of adopting Urban Design Guidelines that will apply to all new development within San Francisco. These Guidelines will give direction on a number of important design issues, including site design, massing, open space, fenestration and facade development, and ground floor

design. To promote design excellence, at a minimum all projects in Central SoMa should conform to the City's Urban Design Guidelines.

Policy 8.6.2: Promote innovative and contextually-appropriate design.

Central SoMa is currently an organic collection of buildings built at different scales, in different times and for different purposes. It is also a neighborhood steeped in a history of invention and creativity, including in technology, industry and the arts. Given this eclectic and innovative environment, new development in Central SoMa should promote innovative design that also respects its context. This innovation can be evident in the choice or choices of materials, structure, sustainability features, form, landscape, and expression of uses or concept.

Policy 8.6.3: Design the upper floors to be deferential to the “urban room”.

As discussed above, the height limits and bulk controls in Central SoMa will support its character as a mid-rise district with a strong urban room. The architecture, including materials, facade patterns, and proportions, of new development should be designed to reinforce this character.

Policy 8.6.4: Design buildings to be mindful of wind.

Like much of San Francisco, Central SoMa is subject to strong winds, which generally emanate from the west. Tall buildings and exposed structures can strongly affect the wind environment for pedestrians. A building that stands alone or is much taller than the surrounding buildings can intercept and redirect winds that might otherwise flow overhead and bring them down the vertical face of the building. These winds and resulting turbulence may create conditions that are unpleasant on the neighborhoods sidewalks, streets, and open spaces. The City should require that buildings be designed to minimize new wind impacts at the ground level.

Policy 8.6.5: Ensure large projects integrate with existing urban fabric and provide a varied character.

Central SoMa has a number of large development sites due to the area's industrial legacy. Many of these sites could feature multiple sizable buildings. Due to their scale, development on these sites has the potential to dominate and stand apart from their surroundings and form homogeneous and insular collections of buildings or campuses. Instead, projects proposed on these sites should be designed to integrate with the surrounding urban fabric, reflecting and enhancing the existing development patterns. Additionally, they should provide a varied character and avoid design cues that suggest a “campus” environment.

Objective 8.7: Establish clear rules for development

In developing new buildings, there are instances in which a flexible process creates a lack of clarity for all parties – community, developers, and the City – as to what is possible. While in some cases this

may lead to superior outcomes, in many cases the only result is distrust and uncertainty until a decision is made very far into the process, resulting in lost time and money. The Plan would not be considered successful if neither the community nor property owners have certainty about how development will proceed and have certain guarantees regarding physical, programmatic and public benefit parameters.

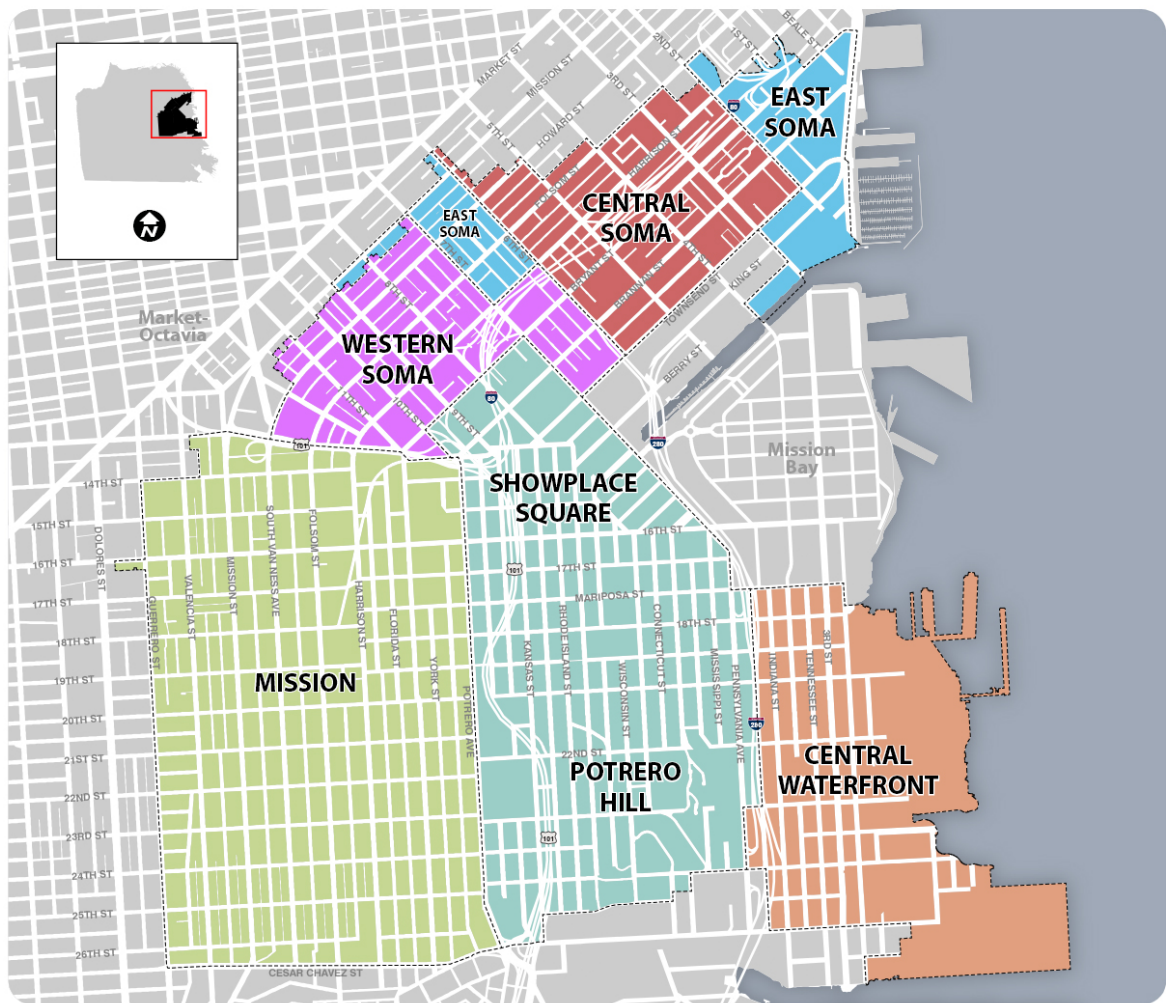
Policy 8.7.1: Whenever possible, delineate via the Planning Code what is allowed and not allowed in new development.

To maximize certainty for all parties, the rules for new development should be unambiguously established in the Planning Code. This can be accomplished by minimizing allowance for exceptions and exemptions from Planning Code controls, and by clearly laying out conditions and criteria for when exceptions to the basic controls may be warranted – particularly on large sites (as discussed above). Open-ended, subjective conditions allowing exceptions for “design excellence” or ill-defined “public benefits” should be avoided in favor of objective criteria and clear direction.

**EXHIBIT I.5 – MAP OF THE
EASTERN NEIGHBORHOODS
PLAN AREAS**

Map of the Eastern Neighborhoods Plan Areas

This map is intended to replace Map 1 of the East SoMa Area Plan (per Section 3(a) of the General Plan Amendments) and Map 1 of the Western SoMa Area Plan (per Section 5(a) of the General Plan Amendments).



Eastern Neighborhoods Planning Areas

II. PLANNING CODE AND ADMINISTRATIVE CODE AMENDMENTS – T CASE

**EXHIBIT II.1 – PLANNING CODE
AND ADMINISTRATIVE CODE
AMENDMENTS CASE REPORT**



SAN FRANCISCO PLANNING DEPARTMENT

Planning Code and Administrative Code Amendment Initiation Case Report

HEARING DATE: MARCH 1, 2018

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Project Name: **Central SoMa Plan Planning Code and Administrative Code Amendments**
Date: February 15, 2018
Record Number: **2011.1356MTZU [Board File. No 170961]**
Staff Contact: Steve Wertheim, Principal Planner, Citywide Planning
(415) 558-6612; steve.wertheim@sfgov.org
Recommendation: **Initiate and Schedule for Adoption on or after March 22, 2018**

The action before this Commission is initiation of the Planning Code and Administrative Code amendments described below. Initiation does not involve a decision on the substance of the amendments; it begins the required 20-day notice period, after which the Commission may hold a hearing and take action on the proposed Planning Code and Administrative Code amendments.

PLANNING CODE AND ADMINISTRATIVE CODE AMENDMENTS

The proposed Ordinance would amend the Planning Code and Administrative Code to give effect to the Central South of Market (SoMa) Area Plan, generally bounded on its western portion by 6th Street, on its eastern portion by 2nd Street, on its northern portion by the border of the Downtown Plan Area, and on its southern portion by Townsend Street.

The following is a summary of the major Code changes proposed by the Central SoMa Plan, organized by topic. For a detailed section-by-section explanation of the proposed amendments, see Exhibit V-4 "Summary of Revisions – Planning Code and Administrative Code."

Zoning and Land Use

The Plan proposes to accommodate growth and facilitate the provision of public benefits by rezoning much of the area to the newly created CMUO (Central SoMa Mixed Use-Office) (Section 848) (see the Case Report to the Zoning Map Amendments (Exhibit III-1)). The CMUO largely would replace zoning districts that only allow production/distribution/repair uses (SLI and WS-SALI), only allow commercial uses (WS-MUO), or are largely limited to housing (MUR, WS-MUG, and RED). In general, the CMUO

zoning is very flexible, allowing residential, office, retail, hotel, and production/distribution/repair (PDR) uses.

In addition, the whole Plan Area would be part of a new Central SoMa Special Use District (Section 249.78). The creation of this SUD facilitates the implementation of many of the Plan's core objectives and policies, as discussed here and elsewhere in this document. To facilitate the creation of jobs on the small handful of the largest sites, the SUD would require sites over 30,000 square feet to be predominantly non-residential. PDR replacement would be required per existing Section 202.8, though the SUD would require additional PDR uses in large office projects. The SUD would enable nighttime entertainment uses to continue to be permitted west of 4th Street and south of Harrison Street, and be conditionally permissible in much of the rest of the area. To facilitate active and engaging ground floors, per Section 145, many of the major streets would be required to have ground floor commercial uses, while per the SUD large projects would be required to provide "micro-retail" units of 1,000 square feet or less, but offices would not be allowed on the ground floor, and formula retail uses would be limited. Finally, Section 128.1 extends the right to sell Transferable Development Rights (TDRs) to the neighborhood's important historic buildings and 100% affordable housing sites, and the SUD requires purchase of these TDRs in large non-residential projects.

Physical Character

The Plan proposes to help respect and enhance the neighborhood's physical character through a number of zoning strategies. Per Sections 132.4, 261.1, and 270, projects would have to: help create the "urban room" by being built up to the sidewalk edge and have a height roughly equivalent to the width of the street; ensure light and air on the street while facilitating architectural creativity by requiring setbacks and performance based measures ("skyplane") for buildings where height limits exceed the urban room; and minimize the impact of the limited number of tower sites by requiring them to be substantially separated and have floor plates smaller than those permitted in the core of the downtown. Because of the comprehensiveness of bulk controls proposed in the Plan, per Section 124, FAR limits would not apply in most zoning districts. To maintain areas of fine-grained building pattern of historic and/or character enhancing buildings, the SUD (Section 249.78) would prohibit lot mergers for such buildings. Per the SUD (Section 249.78), the Code would include restrictions on wind conditions in this area for the first time.

Open Space, Greening, and Environmental Sustainability:

The Plan proposes a number of ways to ensure the direct provision of the public benefits of open space, greening, and environmental sustainability. Per Section 138, Privately-Owned Public Open Spaces (POPOS) would be required for non-residential uses. Generally these will need to be at the ground floor, open to the sky, and be publicly accessible seven days a week. The Planning Commission would be able to permit alternative means of satisfying this requirement, including providing the POPOS indoor or off-site, or paying a fee. Per the SUD (Section 249.78), buildings would be required to provide living roofs on at least 50% of their roof area, more buildings would be required to provide solar photovoltaic and/or thermal systems than currently required, and buildings would be required to use electricity that is 100% greenhouse gas-free.

Parking and Loading

The Plan's Code amendments include a number of provisions that would improve conditions and reduce conflicts between private vehicles and people walking, biking, and taking transit and support the City's Transit First Policy and Vision Zero Policy. In addition to the street improvements discussed in the Public Benefits Program (Exhibit IV-2), per Section 151.1 residential parking would be capped at an absolute maximum of 0.5 spaces per unit, and office parking would be capped at an absolute maximum of one space per 3,500 square feet. Per Section 155, curb cuts would be banned on many major streets and require conditional use on the other major streets. Also per Section 155, projects would need to prepare a Driveway and Loading Operations Plan for City approval to reduce potential driveway operational conflicts, including loading activities, and to maximize reliance of on-site loading spaces to accommodate new loading demand.

Exactions

In order to pay for the proposed public benefits, the Plan includes a number of new fees and taxes. Section 423 classifies parcels into Central SoMa fee tiers, based on the additional development capacity created by the Plan. Section 432 creates a new Central SoMa Community Facilities Fee and Fund to help pay for new community facilities such as health care clinics and job training centers. Section 433 creates a new Central SoMa Infrastructure Impact Fee and Fund to help pay for enhanced local transit service. Sections 413, 415, 417, and 419 include mechanisms to facilitate affordable housing in SoMa, including requirements that funding generated by development projects in Central SoMa be expended in SoMa. Section 426 and 427 include revised in-lieu fees for open space, reflecting the appropriate cost for providing such space in a dense area such as SoMa, including land acquisition and construction costs. Two additional changes are not included in this version of the proposed Ordinance but are expected to be included in the ultimate ordinance. The first is language regarding participation in the Plan's proposed Mello-Roos Community Facilities District. The second is language permitting impact fee waivers that would facilitate the in-kind provision of a Plan's proposed park on the block bounded by 4th, 5th, Bryant, and Brannan Streets.

Process

The Central SoMa Plan includes a number of important changes to process. Section 329 raises the threshold for projects in Central SoMa to come before the Planning Commission to over 85 feet in height and/or 50,000 square feet. Section 329 also includes additional flexibility for the Planning Commission in their review of the area's largest development projects. Sections 169, 411A, and 415 state that requirements for the Transportation Demand Management (TDM), Transportation Impact Development Fee (TIDF), and Inclusionary Housing Program would not be reduced for projects that receive an increase in development capacity due to the Plan, whereas Section 175.1 states that projects that could be built without the Plan and have already submitted an application could proceed under existing controls.

RECOMMENDATION

The Department recommends adoption of the draft Resolution of Intent to initiate proposed amendments to the Planning Code and Administrative Code for consideration on or after March 22, 2018.

BASIS FOR RECOMMENDATION

The Department recommends that the Commission initiate the proposed Ordinance because it will allow for the Central SoMa Plan effort to move forward.

REQUIRED COMMISSION ACTION

The proposed Ordinance is before the Commission so that it may initiate the proposed Ordinance and schedule a time for the ordinance to be heard for adoption.

ENVIRONMENTAL REVIEW

The Department published the Draft Environmental Impact Report in December 2016. The Planning Commission will consider certification of the Final Environmental Impact Report on the Central SoMa Plan and adoption of CEQA findings at a hearing on or after March 22, 2018 prior to considering action on the General Plan Amendments.

RELATED ACTIONS

In conjunction with these Planning Code and Administrative 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 II-2. Planning Code and Administrative Code Amendments Initiation Draft Resolution
Exhibit II-3. Planning Code and Administrative Code Draft Ordinance

**EXHIBIT II.2 – PLANNING CODE
AND ADMINISTRATIVE CODE
AMENDMENTS INITIATION
DRAFT RESOLUTION**



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Draft Resolution No. XXXXX

HEARING DATE MARCH 1, 2018

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Project Name: Central SoMa Plan – Planning Code and Administrative Code Amendments
Date: February 15, 2017
Record No.: **2011.1356MTZU [Board File. No 170961]**
Staff Contact: Steve Wertheim, Principal Planner, Citywide Planning
(415) 558-6612; steve.wertheim@sfgov.org

ADOPTING A RESOLUTION OF INTENTION TO INITIATE AMENDMENTS TO THE SAN FRANCISCO PLANNING CODE AND ADMINISTRATIVE CODE TO INCORPORATE AMENDMENTS PURSUANT TO THE ADOPTION OF THE CENTRAL SOMA 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 and Administrative Code to implement the Central SoMa Plan and to bring Planning Code and Administrative Code regulations governing this area into consistency with the Central SoMa Plan (“the Plan”).

WHEREAS, The desire for a Central SoMa Plan began during the Eastern Neighborhoods planning process. In 2008 the City adopted the Eastern Neighborhoods Plan, including new land use controls and proposed community improvements for the eastern part of the South of Market neighborhood (SoMa), as well as the Central Waterfront, Mission, and Showplace Square/Potrero Hill neighborhoods. At that time, the City determined that the development potential of the industrially zoned part of East SoMa, coupled with the improved transit to be provided by the Central Subway, necessitated a subsequent, focused planning process that took into account the city’s growth needs and City and regional environmental goals. The Central SoMa Plan is the result of that subsequent process.

WHEREAS, Similarly, the Western SoMa Area Plan, adopted in 2013, explicitly recognized the need to increase development capacity near transit in Objective 1.5, which states that the City should “Support continued evaluation of land uses near major transit infrastructure in recognition of citywide and regional sustainable growth needs.” The explanatory text in Objective 1.5 concludes that “The City must continue evaluating how it can best meet citywide and regional objectives to direct growth to transit-oriented locations and whether current controls are meeting identified needs.” The Objective’s implementing Policy 1.5.1 states that the City should “Continue to explore and re-examine land use

controls east of 6th Street, including as part of any future evaluation along the 4th Street corridor.” The Central SoMa Plan is intended to fulfill the Western SoMa Plan’s Objective 1.5 and Policy 1.5.1.

WHEREAS, The process of creating the Central SoMa Plan began in 2011. Since that time, the Planning Department released a draft Plan and commenced the California Environmental Quality Act (CEQA) process in April 2013, released an Initial Study in February of 2014, released a revised Draft Plan and Implementation Strategy in August of 2016, and released the Draft Environmental Impact Report in December of 2016.

WHEREAS, Throughout the process, the Central SoMa Plan has been developed based on robust public input, including ten public open houses; ten public hearings at the Planning Commission; two public hearings at the Board of Supervisor’s Land Use & Transportation Committee; additional hearings at the Historic Preservation Commission, Arts Commission, and Youth Commission; a “technical advisory committee” consisting of multiple City and regional agencies; a “storefront charrette” (during which the Planning Department set up shop in a retail space in the neighborhood to solicit community input on the formulation of the plan); two walking tours, led by community members; two community surveys; an online discussion board; meetings with over 30 of the neighborhoods groups and other community stakeholders; and thousands of individual meetings, phone calls, and emails with stakeholders.

WHEREAS, The Central SoMa Plan Area runs from 2nd Street to 6th Street, Market Street to Townsend Street, exclusive of those areas that are part of the Downtown Plan that comprise much of the area north of Folsom Street. The vision of the Central SoMa Plan is to create a sustainable neighborhood by 2040, where the needs of the present are met without compromising the ability of future generations to meet their own needs. The Central SoMa Plan seeks to achieve sustainability in each of its aspects – social, economic, and environmental. The Plan’s philosophy is to keep what is already successful about the neighborhood, and improve what is not. Utilizing the Plan’s philosophy to achieve the Plan’s vision will require implementing the following three strategies:

- Accommodate growth;
- Provide public benefits; and
- Respect and enhance neighborhood character.

WHEREAS, Implementing the Plan’s strategies will require addressing all the facets of a sustainable neighborhood. To do so, the Plan seeks to achieve eight Goals:

1. Accommodate a Substantial Amount of Jobs and Housing
2. Maintain the Diversity of Residents
3. Facilitate an Economically Diversified and Lively Jobs Center
4. Provide Safe and Convenient Transportation that Prioritizes Walking, Bicycling, and Transit
5. Offer an Abundance of Parks and Recreational Opportunities
6. Create an Environmentally Sustainable and Resilient Neighborhood
7. Preserve and Celebrate the Neighborhood’s Cultural Heritage
8. Ensure that New Buildings Enhance the Character of the Neighborhood and the City

WHEREAS, The Plan would implement its vision, philosophy, and goals by:

- Accommodating development capacity for up to 40,000 jobs and 7,000 housing units by removing much of the area's industrially-protective zoning and increasing height limits on many of the area's parcels;
- Maintaining the diversity of residents by requiring that over 33% of new housing units are affordable to low- and moderate-income households and requiring that these new units are built in SoMa;
- Facilitating an economically diversified and lively jobs center by requiring most large sites to be jobs-oriented, by requiring production, distribution, and repair uses in many projects, and by allowing retail, hotels, and entertainment uses in much of the Plan Area;
- Providing safe and convenient transportation by funding capital projects that would improve conditions for people walking, bicycling, and taking transit;
- Offering an abundance of parks and recreational opportunities by funding the rehabilitation and construction of parks and recreation centers in the area and requiring large non-residential projects to provide publicly-accessible open space;
- Creating an environmentally sustainable and resilient neighborhood by requiring green roofs and use of non-greenhouse gas energy sources, while funding projects to improve air quality, provide biodiversity, and help manage stormwater;
- Preserving and celebrating the neighborhood's cultural heritage by helping fund the rehabilitation and maintenance of historic buildings and funding social programs for the neighborhood's existing residents and organizations; and
- Ensuring that new buildings enhance the character of the neighborhood and the city by implementing design controls that would generally help protect the neighborhood's mid-rise character and street fabric, create a strong street wall, and facilitate innovative yet contextual architecture.

WHEREAS, The San Francisco Planning Department is seeking to adopt and implement the Central SoMa Plan. The core policies and supporting discussion in the Plan have been incorporated into an Area Plan proposed to be added to the General 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 that the City must pursue to implement the Plan, as well as controls for key development sites and key streets, and design guidance for new development.

WHEREAS, The Planning Code governs permitted land uses and planning standards in the City. The main function of the Administrative Code is to provide for the legislative basis for, direction to and limitations on executive agencies of the City and the performance of their duties that are not addressed in the Charter or other City codes. Thus, conforming amendments to the Planning Code and Administrative Code are required in order to implement the Plan. An ordinance, attached hereto as Exhibit II-3, has been drafted in order to make revisions to the Administrative Code and Planning Code necessary to implement the proposed Central SoMa Plan and its related documents. This ordinance amends Administrative Code Section 35; adds Planning Code Sections 128.1, 132.4, 175.1, 249.78, 263.32, 263.33, 263.34, 413.7, 432, 433, and 848; amends Sections 102, 124, 134, 135, 135.3, 138, 140, 145.1, 145.4, 151.1, 152, 152.1, 153, 155, 163, 169.3, 181, 182, 201, 206.4, 207.5, 208, 211.2, 249.36, 249.40, 249.45, 260, 261.1, 270, 270.2,

303.1, 304, 307, 329, 401, 411A.3, 413.10, 415.3, 415.5, 415.7, 417.5, 419, 419.6, 423.1, 423.2, 423.3, 423.5, 426, 427, 429.2, 603, 608.1, 802.1, 802.4, 803.3, 803.4, 803.5, 803.9, 809, 813, 825, 840, 841, 842, 843, 844, 845, 846, 847, 890.37, 890.116, and 890.124; and removes Sections 263.11, 425, 802.5, 803.8, 815, 816, 817, and 818, to implement the Area Plan. The City Attorney's Office has reviewed the draft ordinance and approved it as to form.

WHEREAS, These amendments contain proposals for changes to standards from those currently established by the Administrative Code and Planning Code, including but not limited to those for land use, height and bulk, building design, open space, density, parking, loading, 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 Administrative Code, as contained in the draft Planning Code and Administrative Code amendment ordinance, attached hereto as Exhibit II-3.

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 and Administrative Code amendments contained in an ordinance approved as to form by the City Attorney and attached hereto as Exhibit II-3 to be considered at a publicly noticed hearing on or after March 22, 2018.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on March 1, 2018.

Jonas P. Ionin
Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED:

**EXHIBIT II.3 – PLANNING
CODE AND ADMINISTRATIVE
CODE AMENDMENTS
DRAFT ORDINANCE**

[Administrative Code, Planning Code - Central SoMa Plan]

Ordinance amending the Administrative Code and Planning Code to give effect to the Central South of Market (SoMa) Area Plan, encompassing an area generally bounded on its western portion by 6th Street, on its eastern portion by 2nd Street, on its northern portion by the border of the Downtown Plan Area, and on its southern portion by Townsend Street; making approval findings under the California Environmental Quality Act, including adopting a statement of overriding considerations; and making findings of consistency with the General Plan and the eight priority policies of Planning Code Section 101.1, and findings of public necessity, convenience, and welfare under Planning Code Section 302.

NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.
Additions to Codes are in *single-underline italics Times New Roman font*.
Deletions to Codes are in ~~*strikethrough italics Times New Roman font*~~.
Board amendment additions are in double-underlined Arial font.
Board amendment deletions are in ~~strikethrough Arial font~~.
Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

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

Section 1. Environmental and Planning Code Findings.

(a) On _____, 2018 after a duly noticed public hearing, the Planning Commission certified the Final Environmental Impact Report (EIR) for the proposed Central SoMa Area Plan (the Project) by Motion No. _____, finding the Final EIR reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, contains no significant revisions to the Draft EIR, and the content of the report and the procedures through which the Final EIR was prepared, publicized, and

1 reviewed comply with the provisions of the California Environmental Quality Act (CEQA)
2 (Public Resources Code Section 21000 et seq.), the CEQA Guidelines (14 Cal. Code Regs.
3 Section 15000 et seq.) and Chapter 31 of the San Francisco Administrative Code. Copies of
4 the Planning Commission Motion and Final EIR are on file with the Clerk of the Board in File
5 No. _____ and are incorporated herein by reference.

6 (b) The Project evaluated in the Final EIR includes the proposed amendments to the
7 Planning Code and Zoning Map as well as amendments to the General Plan, adopting the
8 Central SoMa Area Plan and other related amendments. The proposed Planning Code and
9 Zoning Map amendments set forth in this ordinance are within the scope of the Project
10 evaluated in the Final EIR.

11 (c) At the same hearing during which the Planning Commission certified the Final EIR,
12 the Planning Commission adopted findings under CEQA regarding the Project's
13 environmental impacts, the disposition of mitigation measures, and project alternatives, as
14 well as a statement of overriding considerations (CEQA Findings) and adopted a mitigation
15 monitoring reporting program (MMRP), by Resolution _____.

16 (d) At the same hearing, the Planning Commission, in Resolution No. _____,
17 recommended the proposed Planning Code and Zoning Map amendments for approval and
18 adopted findings that the actions contemplated in this ordinance are consistent, on balance,
19 with the City's General Plan and eight priority policies of Planning Code Section 101.1. The
20 Board adopts these findings as its own. A copy of said Resolution is on file with the Clerk of
21 the Board of Supervisors in File No. _____, and is incorporated herein by reference.

22 (e) Pursuant to Planning Code Section 302, the Board of Supervisors finds that this
23 Planning Code Amendment will serve the public necessity, convenience, and welfare for the
24 reasons set forth in Planning Commission Resolution No. _____, and the Board
25 incorporates such reasons herein by reference.

1 (f) The Board of Supervisors has reviewed and considered the Final EIR and the
2 environmental documents on file referred to herein. The Board of Supervisors has reviewed
3 and considered the CEQA Findings, and hereby adopts them as its own and incorporates
4 them by reference as though such findings were fully set forth in this Ordinance.

5 (g) The Board of Supervisors adopts the MMRP as a condition of this approval, and
6 endorses those mitigation measures that are under the jurisdiction of other City Departments,
7 and recommends for adoption those mitigation measures that are enforceable by agencies
8 other than City agencies, all as set forth in the CEQA Findings and MMRP.

9 (h) The Board of Supervisors finds that no substantial changes have occurred in the
10 proposed Project that would require revisions in the Final EIR due to the involvement of new
11 significant environmental effects or a substantial increase in the severity of previously
12 identified significant effects, no substantial changes have occurred with respect to the
13 circumstances under which the proposed Project is to be undertaken that would require major
14 revisions to the Final EIR due to the involvement of new environmental effects or a substantial
15 increase in the severity of effects identified in the Final EIR, and no new information of
16 substantial importance to the proposed Project has become available which indicates that (1)
17 the Project will have significant effects not discussed in the Final EIR, (2) significant
18 environmental effects will be substantially more severe, (3) mitigation measure or alternatives
19 found not feasible that would reduce one or more significant effects have become feasible or
20 (4) mitigation measures or alternatives that are considerably different from those in the Final
21 EIR would substantially reduce one or more significant effects on the environment.

22 23 Section 2. General Findings

24 (a) Findings Regarding Setback Requirement on Fourth Street. The increased
25 development in Central SoMa is likely to cause congestion and crowding for pedestrians on

1 the Central SoMa Plan Area's sidewalks, particularly near the intersection of the Central
2 Subway and Caltrain, due to the increased concentration of commuters using Muni and
3 Caltrain at that location. In most of the Plan Area, pedestrian congestion will be ameliorated
4 by widening sidewalks to the widths identified in the Better Streets Plan, pursuant to Planning
5 Code Section 138.1. However, the sidewalks on 4th Street between Bryant and Townsend
6 Streets cannot be widened to the extent recommended by the Better Streets Plan because
7 the Central Subway will run at grade in the middle of the street. Therefore, requiring the
8 buildings on 4th Street between Bryant Street and Townsend Street be set back five feet at
9 ground level will alleviate this impact to pedestrian congestion and crowding.

10 (b) Findings Regarding Micro-Retail Uses in the Central SoMa Special Use District.
11 The Plan seeks to provide small retail spaces, referred to as "micro-retail," to ensure that
12 space is available for small, non-Formula Retail establishments, which are more likely to offer
13 non-traditional and unique merchandise for residents and visitors. The micro-retail space
14 requirements provide for a diversity of retail land uses, which will help preserve Central
15 SoMa's distinct neighborhood character and help fulfill the City's Priority Policy of the General
16 Plan that existing neighborhood-serving retail uses be preserved and enhanced and that
17 opportunities for resident employment in and ownership of neighborhood-serving retail
18 establishments be enhanced. In addition, the Board hereby incorporates by reference and
19 adopts the findings set forth in Planning Code Section 303.1(a), which further support the
20 provision of non-Formula Retail micro-retail spaces in the Central SoMa Plan Area.

21 (c) Findings Regarding Privately-Owned Public Open Space (POPOS).

22 (1) Adequate open space is of vital importance to the desirability of downtown
23 and South of Market as a place to visit, work or shop.

1 (2) New non-residential development increases demands on the City's existing
2 limited parks, recreational facilities, and open spaces, contributing to overcrowding of those
3 facilities.

4 (3) Publicly-accessible open space and recreation facilities are essential to
5 creating and maintaining an attractive central business district and to generally create an
6 environment appealing for workers, shoppers, and visitors. The economic sustainability and
7 well-being of the City is dependent on the reputation of its commercial and visitor areas as
8 pleasant and amenity-filled. Businesses choose to locate in San Francisco because of its
9 balance of high-accessibility to other businesses and services and its livability; the skilled and
10 creative workforce sought by businesses growing in San Francisco values spending time in an
11 interesting and amenity-filled walkable urban environment. These spaces directly enhance the
12 economic value of the commercial properties themselves.

13 (4) Because new non-residential development increases the demand for parks,
14 recreational facilities, and open space, these amendments also provides for a reduction in
15 open space requirements where recreational and open space amenities are provided by other
16 means. Also, in order to ensure that these publicly accessible spaces mitigate the impacts
17 described above, truly supplement the public open space system, and provide welcoming
18 environments to all members of the public, indoor and upper-story spaces are discouraged in
19 favor of outdoor, street-level spaces, except where a specific recreational amenity is provided
20 that is necessarily indoors or the project location makes outdoor space undesirable (e.g.,
21 adjacent to a freeway). Further, limited amounts of food and beverage service retail are
22 permitted in larger spaces created pursuant to this Section to ensure that these spaces are
23 active and attractive to workers, visitors, and shoppers, as well as provide some revenue for
24 the property owners.

1 (5) To ensure that the requirements of this Section provide sufficient flexibility
2 for project sponsors to address the context of their particular sites and address the impacts of
3 their developments, project sponsors are given options to meet the requirements other than
4 by setting aside space on their project sites. These options include (depending on zoning
5 district) provision of off-site open space and payment of fees in lieu of providing any space.
6 Reasonable geographic latitude is given in provision of off-site spaces. In-lieu fee amounts
7 are set based on the reasonably comparable costs of acquiring land in the area of the
8 development and improving the property to the same high standard of investment as would be
9 expected in a highly-trafficked public space in a high-density urban area (i.e., significantly
10 higher cost per square foot for more intensive amenity, hardscape and engineering
11 investment than relatively cheaper expansive lawns and landscape areas common in less
12 dense more outlying neighborhoods). These in-lieu fees are based on costs identified in
13 Downtown San Francisco Park, Recreation, and Open Space Development Impact Fee
14 Nexus Study by Hausrauth Economics from April 2012 .

15 (6) The San Francisco Infrastructure Level of Service Analysis (2014) (“LOS
16 Analysis”), p. 22, concludes that four acres of open space are necessary for every 1,000
17 “Service Population Units.” Each employee is equivalent to 0.19 “Service Population Units”
18 (Hausrath Economics Group, “Phoenix Park and EDU Factors Study,” A Report to City of
19 Phoenix Planning Department, Sept. 1998, cited in San Francisco Citywide Nexus Analysis
20 (2014) at p. 14 n. 22.) Thus, every 1,000 additional employees creates a demand for 0.76
21 acres of open space (4.0 acres/1,000 employees * 0.19 = 0.76 acres/1,000 workers).

22 (7) Development under the Central SoMa Plan is expected to add 8.5 million
23 gross square feet (gsf) of new non-residential building space, based on the Planning
24 Department’s *Buildout Analysis for Central SoMa*, (January 25, 2018).

1 (8) This 8.5 million gsf would result in approximately 40,000 jobs (assuming an
2 employment density of approximately 220 gsf per worker). (“Central SoMa Growth Allocation
3 by TAZ - August 2016”.)

4 (9) Because, as noted above, every 1,000 additional employees creates a
5 demand for 0.76 acres of open space, the Central SoMa Plan would create demand for an
6 additional 30.4 acres of open space.

7 (10) The San Francisco Citywide Nexus Analysis (2014) (“Citywide Nexus
8 Analysis”), at p. 15, states that the cost to construct new open space is approximately \$10.3
9 million per acre. Therefore providing 30.4 acres of new open space in Central SoMa would
10 cost the City approximately \$313 million.

11 (11) Non-residential development projects in Central SoMa pay the Eastern
12 Neighborhoods Infrastructure Impact Fee (Fee), of which 6% is dedicated to open space. As
13 of 2018, the maximum Fee paid by non-residential uses was \$19.81 per gsf; six percent of
14 which is \$1.19 per gsf. As such, non-residential projects in Central SoMa are expected to
15 generate approximately \$10 million towards open space, leaving an unfunded portion of
16 nearly \$300 million.

17 (12) The Central SoMa Plan POPOS program would yield approximately four
18 acres of open space, based on the proposed requirement of 1 gsf of POPOS for every 50 gsf
19 of non-residential development and the expectation of 8.5 million of gsf of non-residential
20 development. At a cost of \$10.3 million per acre, these four acres of POPOS would be the
21 equivalent of an approximately \$40 million of additional open space fees.

22 (13) The Board therefore finds that expanding the POPOS requirement to the
23 Central SoMa Plan Area is an essential part of the City’s overall strategy to meet the demand
24 for open space generated by new residents and workers.

Section 3. The Administrative Code is hereby amended by revising Chapter 35, to read as follows:

CHAPTER 35: RESIDENTIAL AND ~~INDUSTRIAL~~PDR COMPATIBILITY AND PROTECTION

SEC. 35.1. SHORT TITLE.

This Chapter may be referred to as the Residential and ~~Industrial~~PDR Compatibility and Protection Ordinance.

SEC. 35.2. DECLARATION OF POLICY.

It shall be the policy of the City and County of San Francisco to protect its existing and future ~~industrial businesses~~Production, Distribution, and Repair (PDR) Uses from potentially incompatible adjacent and nearby development provided that such ~~industrial~~Uses are conducted and maintained ~~in a manner consistent with proper and accepted customs and standards~~ and in accordance with all applicable federal, state, and local laws and regulations. The City and County of San Francisco encourages the use of best available control technologies and best management practices whenever possible to further reduce the potential for incompatibility with other uses, including residential.

Furthermore, it shall be the policy of the City and County of San Francisco to support the health, safety, and welfare of ~~protect~~ the future residents of and overnight visitors to ~~industrial~~Industrial, PDR, and mixed-use neighborhoods by providing for a notification process so that such residents and overnight visitors are made aware of some of the possible consequences of moving to or staying in an ~~industrial or mixed-use~~ such neighborhoods and by ~~encouraging and, if possible, requiring,~~ features in any new residential or hotel construction designed to promote the compatibility of residential and hotel and adjacent or nearby ~~industrial~~PDR uses.

1 **SEC. 35.3. DEFINITIONS.**

2 For the purposes of this Chapter, the following definitions shall apply.

3 ~~(a) "Adjacent Property" means all real property inside or within 150 feet of an Industrial Use~~
4 ~~Zoning District.~~

5 ~~(b) "Eligible IndustrialPDR Use" means any legally existing, including legally non-~~
6 ~~conforming, or future IndustrialPDR Use, as defined in this Section, conducted or maintained~~
7 ~~for industrialPDR purposes, in a manner consistent with proper and accepted customs and standards,~~
8 ~~as established and followed by similar industrialPDR uses in the same neighborhood if such uses exist,~~
9 ~~and~~ in accordance with all applicable federal, state, and local laws and regulations.

10 "Hotel Use" is defined in Planning Code Section 102.

11 ~~(c) "IndustrialPDR Use" means any industrial use as defined in the Planning Code~~
12 ~~Section 102, including, but not limited to, Automotive as defined in Planning Code Section 223, Animal~~
13 ~~Services as defined in Planning Code Section 224, Wholesaling, Storage, Distribution and Open Air~~
14 ~~Handling of Materials and Equipment as defined in Planning Code Section 225, Manufacturing and~~
15 ~~Processing as defined in Planning Code Section 226. Other Uses as defined in Planning Code Section~~
16 ~~227, and Light Manufacturing. Wholesale Sales, Storage as defined in Planning Code Section 890.54.~~
17 ~~Upon adoption of the permanent Eastern Neighborhoods Zoning Controls. "Industrial Use" shall also~~
18 ~~include Production, Design, and Repair Uses ("PDR Uses"), as defined in the zoning controls,~~
19 ~~including, but not limited to, Publishing, Audio/Visual, Arts, Fashion, Transport, Food/Event, Interior~~
20 ~~Design. Construction, Equipment, Motor Vehicles, and Other PDR uses.~~

21 ~~(d) "IndustrialPDR Use Zoning District" means a zoning district designated in Section~~
22 ~~201 as an Industrial District, Production Distribution Repair District, or Eastern Neighborhoods~~
23 ~~Mixed Use District C-M (Heavy Commercial), M-1 (Light Industrial), M-2 (Heavy Industrial), SPD~~
24 ~~(South Park), RSD (Residential/Service Mixed Use), SLR (Service/Light Industrial/Residential Mixed~~
25 ~~Use), SLI (Service/Light Industrial), SSO (Service/Secondary Office), or MB-CI (Mission Bay-~~

1 ~~Commercial Industrial).~~ Upon adoption of the permanent Eastern Neighborhoods Zoning Controls,
2 ~~"Industrial Use Zoning District" shall also include a zoning district within the Eastern Neighborhoods~~
3 ~~Plan Area in which PDR is a principally permitted use, including, but not limited to, zoning districts~~
4 ~~designated PDR Zone, Employment and Business Development Zone, or Urban Mixed Use Zone.~~

5 "Property" means all real property inside a PDR Use Zoning District.

6 ~~(e) "Residential Use" is defined in Planning Code Section 102~~~~means the use of any real~~
7 ~~property as a dwelling unit or units, regardless of whether it is a primary residence.~~

8 ~~(f) "Transfer" means, but is not limited to,~~ the following: sale or lease.

9 "Transferee" means a purchaser or lessee of all or any portion of a Property, and includes but
10 is not limited to the purchaser or lessee's partners, assigns, successors, representatives, and heirs.

11 "Transferee" shall not mean a guest at a Hotel or Motel.

12 "Transferor" means an owner of a Property who sells or leases all or any portion of the
13 structure to a Transferee, and includes but is not limited to the owner's partners, assigns, successors,
14 and representatives.

15 **SEC. 35.4. PROTECTION OF ~~INDUSTRIAL~~PDR USES.**

16 No Eligible ~~Industrial~~PDR Use shall be or become a public or private nuisance ~~if the~~
17 ~~PDR Use operates in compliance with the Municipal Code, state and federal law, including but not~~
18 ~~limited to the terms of its permits~~~~due to any changed condition in Adjacent Property after the Industrial~~
19 ~~Use has been in operation for more than two years if it was not a nuisance at the time it was~~
20 ~~established.~~

21 **SEC. 35.5. EXEMPTIONS AND NONAPPLICATION.**

22 (a) The provisions of Section 35.4 shall not apply whenever a nuisance results from
23 the negligent, improper, or illegal operation of any ~~Industrial~~PDR Use.

(b) This Chapter is not intended to supersede or limit any other provisions of the Municipal Code with regard to the regulation and control of ~~Industrial~~PDR Uses, including, but not limited to, Article 11 of the Health and Safety Code.

* * * *

SEC. 35.6. NOTICE REQUIREMENTS FOR TRANSFER OF REAL PROPERTY FOR RESIDENTIAL USE.

(a) **Notice Requirement.** The ~~#~~Transferor of ~~Adjacent~~ Property for Residential Use or Hotel Use must provide notice to the ~~#~~Transferee as follows.

(1) **Timing of Disclosure.** For all transfers of ~~Adjacent~~ Property having any Residential Use or Hotel Use, the ~~#~~Transferor shall provide the disclosure described in ~~S~~subsection 35.6(a)(2) on a written document. This notice shall be provided for a lease prior to the tenant(s) signing a lease or for a purchase agreement for the transfer of the ~~Adjacent~~ Property at the time required by California Civil Code Section 1102.3.

(2) ~~Disclosure~~**Contents of Disclosure Notice.** The disclosure shall include a citation to this Section 35.6, a copy of this Chapter 35 as is in effect when the disclosure notice is provided, and a written statement containing substantially the following language in at least 12-point font:

"DISCLOSURE OF ~~ADJACENT~~NEIGHBORING INDUSTRIALPDR USES

You are purchasing or leasing property in an area that permits Production, Distribution, and Repair (PDR) Uses, as defined in Planning Code Section 102~~that may be adjacent to an existing industrial use.~~ IndustrialPDR Uses may subject you to inconveniences or discomfort arising from ~~Industrial~~their operations, which may include, but are not limited to: noise, odors, dust, chemicals, smoke, operation of machinery, and loading and unloading operations, which may occur throughout the day and night time. One or more of these types of inconveniences may occur even if the ~~industrial~~PDR Use is operating in conformance with existing laws and

1 regulations and locally accepted customs and standards for operations of such use. ~~If you live~~
2 ~~near industrial uses, you~~ You should be prepared to accept such inconveniences or discomfort as
3 normal and a necessary aspect of living in a neighborhood with mixed ~~industrial~~ PDR and
4 residential ~~Uses~~. A PDR Use shall not be considered a public or private nuisance if it operates in
5 compliance with the Municipal Code, state and federal law, including but not limited to the terms of its
6 permits ~~Transferor shall maintain a copy of this disclosure in the transferor's records for not less than~~
7 ~~two years, and a copy shall be provided to the City or the transferee upon request."~~

8 (b) **Affidavit of Disclosure.**

9 (1) Contents of Affidavit. The ~~Transferor~~ shall make and sign, upon penalty of
10 perjury, an affidavit containing the following information, with appropriate terms to be inserted in
11 place of the bracketed language, as specified: ~~stating that the transferor provided the disclosure~~
12 ~~required by this Section and shall attach a copy of the notice actually provided; provided, however,~~
13 ~~that the attachment need not also include a copy of the then-current text of this Chapter. This affidavit,~~
14 ~~with the attached notice provided, shall be maintained in the transferor's records for not less than two~~
15 ~~years, and a copy shall be provided to the City or the transferee upon request.~~

16 (A) the identities of the Transferor and any entity on whose behalf the
17 Transferor is acting;

18 (B) the identity of the Transferee;

19 (C) the address, including unit number, of the portion of the Project being
20 transferred;

21 (D) whether the Transfer is a sale or lease; and

22 (E) the following language:

23 "I have provided to the [purchaser or lessee] the disclosure required by San Francisco
24 Administrative Code Chapter 35. Attached is a true and correct copy of the notice provided to the
25 [purchaser or lessee].

1 I declare under penalty of perjury under the laws of the State of California that the foregoing is
2 true and correct. Executed on [date] in [city and state]."

3 (2) Affidavit Transmitted to the Planning Department. The Transferor shall transmit
4 to the Planning Department, by any means acceptable to the Planning Department, the affidavit and a
5 copy of the disclosure notice provided to each Transferee; provided however, that the attachment need
6 not also include a copy of the then-current text of this Chapter 35. This transmittal must occur within
7 90 days of the transfer. Upon request of the Transferee, the Transferor shall also provide a copy of this
8 affidavit, with an attached copy of the disclosure notice referenced in the affidavit, to the Transferee.

9 (3) Affidavits Available to the Public. Pursuant to state and local law, upon request,
10 the Planning Department shall provide a copy of the affidavit and attached notice to any member of the
11 public.

12 (4) Covenants, Conditions, and Restrictions for Condominium Projects. If the
13 Property will be subdivided into condominiums, the requirements of this Section 35.6(b) shall be
14 included as terms of the Covenants, Conditions, and Restrictions ("CC&Rs") that will be filed with the
15 State and that govern owners of the property. Upon request, a copy of the CC&Rs shall be provided to
16 the Planning Department.

17 * * * *

18 (e) ~~This Chapter shall not create any private right of action against the City. The City shall~~
19 ~~have no duty or liability based on any failure to achieve the disclosure required by this Chapter or~~
20 ~~based on the City's failure to prosecute.~~Enforcement. The Planning Department shall enforce this
21 Section 35.6 through the application of Planning Code Sections 176 and 176.1.

22 **SEC. 35.7. PLANNING DEPARTMENT AND COMMISSION REVIEW OF**
23 **RESIDENTIAL PROJECTS.**

24 The Planning Department and Commission shall consider, among other considerations, the
25 compatibility of uses when approving Residential Uses and Hotel Uses in PDR Use Zoning

1 ~~Districts adjacent to or near existing Industrial Uses~~ and to take all reasonably available means
2 through the City's design review and approval processes to ensure that the design of such
3 new residential and hotel development projects is sensitive to both the existing and future
4 ~~IndustrialPDR~~ Uses in these Districts and the future residents and overnight visitors of the new
5 development. Such considerations may include, among others:

- 6 (a) The proposed project's consistency with the Industrial Area Design Guidelines;
- 7 (b) The proposed project's overall design, acoustical treatment, and ventilation to
8 achieve interior noise levels and ventilation compatible with residential standards; and
- 9 (c) The location of non-habitable spaces or spaces such as closets, bathrooms,
10 kitchens, and/or landscaping so that such spaces may provide a buffer between the proposed
11 habitable residential areas and any common property line with ~~IndustrialPDR~~ Uses.

12 **SEC. 35.8. SEVERABILITY.**

13 In the event that a court or agency of competent jurisdiction holds that a Federal or
14 State law, rule, or regulation invalidates any clause, sentence, paragraph, or section of this
15 Chapter or the application thereof to any person or circumstances, it is the intent of the Board
16 of Supervisors that the court or agency sever such clause, sentence, paragraph, or section so
17 that the remainder of this ordinance shall remain in effect.

18 **SEC. 35.9. NO PRIVATE RIGHT OF ACTION AGAINST CITY.**

19 This Chapter 35 shall not create any private right of action against the City. The City shall have
20 no duty or liability based on any failure to achieve the disclosure required by this Chapter or based on
21 the City's failure to enforce or prosecute pursuant to this Chapter.

22
23 Section 4. The Planning Code is hereby amended by adding Sections 128.1, 132.4,
24 175.1, 249.78, 263.32, 263.33, 263.34, 413.7, 432, 433, and 848; revising Sections 102, 124,
25 134, 135, 135.3, 138, 140, 145.1, 145.4, 151.1, 152, 152.1, 153, 155, 163, 169.3, 181, 182,

201, 206.4, 207.5, 208, 211.2, 249.36, 249.40, 249.45, 260, 261.1, 270, 270.2, 303.1, 304, 307, 329, 401, 411A.3, 413.10, 415.3, 415.5, 415.7, 417.5, 419, 419.6, 423.1, 423.2, 423.3, 423.5, 426, 427, 429.2, 603, 608.1, 802.1, 802.4, 803.3, 803.4, 803.5, 803.9, 809, 813, 825, 840, 841, 842, 843, 844, 845, 846, 847, 890.37, 890.116, and 890.124; and deleting Sections 263.11, 425, 802.5, 803.8, 815, 816, 817, and 818, to read as follows:

SEC. 102. DEFINITIONS.

* * * *

Floor Area, Gross. In Districts other than C-3, CMUO, and the Van Ness Special Use District, the sum of the gross areas of the several floors of a building or buildings, measured from the exterior faces of exterior walls or from the centerlines of walls separating two buildings. Where columns are outside and separated from an exterior wall (curtain wall) that encloses the building space or are otherwise so arranged that the curtain wall is clearly separate from the structural members, the exterior face of the curtain wall shall be the line of measurement, and the area of the columns themselves at each floor shall also be counted.

In C-3 and CMUO Districts and the Van Ness Special Use District, the sum of the gross areas of the several floors of a building or buildings, measured along the glass line at windows at a height of four feet above the finished floor and along a projected straight line parallel to the overall building wall plane connecting the ends of individual windows, provided, however, that such line shall not be inward of the interior face of the wall.

(a) Except as specifically excluded in this definition, "Gross Floor Area" shall include, but not be limited to, the following:

* * * *

(7) In districts other than C-3 and CMUO Districts, floor space in accessory buildings; and

(8) In C-3 and CMUO Districts, any floor area dedicated to accessory or non-accessory parking, except for bicycle parking, required off-street loading, and accessory parking as specified in subsection (b)(7); and

* * * *

(b) "Gross Floor Area" shall not include the following:

* * * *

(4) Mechanical equipment, appurtenances, and areas necessary to the operation or maintenance of the building itself (A) if located at an intermediate story of the building and forming a complete floor level; or (B) in C-3 and CMUO Districts, if located on a number of intermediate stories occupying less than a full floor level, provided that the mechanical equipment, appurtenances, and areas are permanently separated from occupied floor areas and in aggregate area do not exceed the area of an average floor as determined by the Zoning Administrator;

* * * *

(7) In C-3 and CMUO Districts, floor space dedicated to parking which does not exceed the amount principally permitted as accessory, and is located underground.

* * * *

(13) Ground floor area in the C-3-O, C-3-O(SD), C-3-S, C-3-S(SU), ~~and C-3-G₁~~ and CMUO Districts devoted to building or pedestrian circulation and building service;

* * * *

(16) Floor area in C-3, ~~South of Market Mixed Use Districts,~~ and Eastern Neighborhoods Mixed Use Districts devoted to child care facilities, provided that:

(A) Allowable indoor space is no less than 3,000 square feet and no more than 6,000 square feet, ~~and;~~

(B) The facilities are made available rent free, ~~and;~~

1 (C) Adequate outdoor space is provided adjacent, or easily accessible, to
2 the facility. Spaces such as atriums, rooftops, or public parks may be used if they meet
3 licensing requirements for child care facilities; and

4 (D) The space is used for child care for the life of the building as long as
5 there is a demonstrated need. No change in use shall occur without a finding by the Planning
6 Commission that there is a lack of need for child care and that the space will be used for a
7 facility described in § subsection 17 below dealing with cultural, educational, recreational,
8 religious, or social service facilities;

9 (17) Floor area in C-3, ~~South of Market Mixed Use Districts~~, and Eastern
10 Neighborhoods Mixed Use Districts permanently devoted to cultural, educational, recreational,
11 religious, or social service facilities available to the general public at no cost or at a fee
12 covering actual operating expenses, provided that such facilities are:

13 (A) Owned and operated by a nonprofit corporation or institution; or

14 (B) Are made available rent free for occupancy only by nonprofit
15 corporations or institutions for such functions. Building area subject to this § subsection shall
16 be counted as Occupied Floor Area, except as provided in § subsections(a) through (f) in the
17 definition for Floor Area, Occupied, for the purpose of calculating the freight loading
18 requirements for the project;

19 * * * *

20 **SEC. 124. BASIC FLOOR AREA RATIO.**

21 (a) Except as provided in § subsections (b), (c), (d), (e) and (l) of this Section, the basic
22 Floor Area Ratio limits specified in the Zoning Control Table for the district in which the lot is
23 located, or in Table 124 below, shall apply to each building or development in the districts
24 indicated.

TABLE 124	
BASIC FLOOR AREA RATIO LIMITS	
District	Basic Floor Area Ratio Limit
* * * *	
RSD , SPD, NC-1, NCT-1, NC-S	1.8 to 1
Haight	
Inner Clement	
Inner Sunset	
North Beach	
Outer Clement	
Sacramento	
24th Street-Noe Valley	
West Portal	
* * * *	
SLR, SLI	2.5 to 1
SSO and in a 40 or 50 foot height district	3.0 to 1
SSO and in a 65 or 80 foot height district	4.0 to 1
SSO and in a 130 foot height district	4.5 to 1
* * * *	

1 * * * *

2 (j) Within ~~the any RSD, SPD, SLR, SLL or SSO~~ District, Live/Work Units constructed
3 above the floor area ratio limits in Section 102 (Floor Area Ratio, subsection (b)(19)) of this
4 Code shall be subject to the following conditions and standards:

5 (1) Considering all Dwelling Units and all Live/Work Units on the lot, existing and
6 to be constructed, there shall be no more than one Live/Work Unit and/or Dwelling Unit per
7 200 square feet of lot area, ~~except that, for projects in the RSD District which will exceed 40 feet in~~
8 ~~height, and therefore are required to obtain conditional use approval, the allowable density for~~
9 ~~Dwelling Units and Live/Work Units shall be established as part of the conditional use determination;~~
10 and

11 * * * *

12 **SEC. 128.1. TRANSFER OF DEVELOPMENT RIGHTS IN THE CENTRAL SOMA**
13 **SPECIAL USE DISTRICT.**

14 **(a) Purpose.** *The purpose of this Section is to use Transferable Development Rights to*
15 *facilitate the economic viability of buildings that are of civic importance, that are not built to their full*
16 *development potential, and that are within the Central SoMa Special Use District, established in*
17 *Section 249.78.*

18 **(b) Definitions.**

19 **"Development Lot."** *A lot within the Central SoMa Special Use District to which*
20 *Transferable Development Rights may be transferred.*

21 **"Preservation Lot."** *A parcel of land within the Central SoMa Special Use District on*
22 *which exists (1) a Significant or Contributory Building, as designated pursuant to Article 11; or (2) a*
23 *structure designated as an individual landmark or as contributory to a historic district designated*
24 *pursuant to Article 10 of this Code. The boundaries of the Preservation Lot shall be the boundaries of*
25

1 the Assessor's Lot on which the building is located at the time the ordinance making the designation is
2 adopted, unless boundaries are otherwise specified in that ordinance.

3 **"Transfer Lot."** A lot within the Central SoMa Special Use District from which
4 Transferable Development Rights may be transferred.

5 **"Transferable Development Rights (TDR)."** Units of allowable Gross Floor Area that
6 may be transferred, pursuant to the provisions of this Section and Article 11 of this Code, from a
7 Transfer Lot to increase the allowable Gross Floor Area of a development on a Development Lot.

8 **"Unit of TDR."** One unit of TDR is one square foot of Gross Floor Area.

9 (c) **Applicability.** TDR may be transferred from a Development Lot to a Transfer Lot, subject to
10 the requirements set forth in this Section 128.1

11 (1) The maximum TDR available for transfer from a Transfer Lot consists of the
12 difference between the allowable Gross Floor Area on the Transfer Lot and the actual Gross Floor
13 Area of the development located on the Transfer Lot. For purposes of this Section, the allowable Gross
14 Floor Area of the Transfer Lot is as follows:

15 (A) 3.0 Floor Area Ratio for projects in height districts of 40 to 49 feet;

16 (B) 4.0 Floor Area Ratio for projects height districts of 50 to 59 feet;

17 (C) 5.0 Floor Area Ratio for projects in height districts of 60 to 69 feet;

18 (D) 6.0 Floor Area Ratio for projects in height districts of 70 to 85 feet; and

19 (E) 7.5 Floor Area Ratio for projects in height districts over 85 feet.

20 (2) TDR may not be transferred for use on any lot on which there is a Significant or
21 Contributory building designated pursuant to Article 11 or any building designated pursuant to Article
22 10; provided that this restriction shall not apply if the Historic Preservation Commission finds that the
23 additional space resulting from the transfer of TDR is essential to make economically feasible the
24 reinforcement of a Significant or Contributory building designated pursuant to Article 11 to meet the
25 standards for seismic loads and forces of the Building Code, in which case TDR may be transferred for

1 that purpose, provided that the project sponsor has satisfied all other requirements of this Section and
2 Article 11, including but not limited to the requirements of Sections 1111 through 1111.6.

3 (3) Notwithstanding any other provision of this Section 128.1, development on a
4 Development Lot is limited by the provisions of this Code, other than those on floor area ratio,
5 governing the approval of projects, including but not limited to the requirements relating to height,
6 bulk, setback, sunlight access, and separation between towers, and any limitations imposed pursuant to
7 Section 329 review applicable to the Development Lot.

8 (d) **Controls.** The transfer of TDR shall be allowed only under the following circumstances:

9 (1) The Transfer Lot is a Preservation Lot; or

10 (2) The Transfer Lot consists of a building all of the housing units of which are
11 Affordable Housing Units as defined in Section 401.

12 (3) The purchaser of the TDR is a Development Lot as defined in Section 128 and
13 128.1.

14 (e) **Additional Requirements.** Projects transferring TDR pursuant to this Section 128.1 are
15 subject to the requirements of Planning Code Section 128(e) through (l).

16 **SEC. 132.4. SETBACKS, STREETWALL ARTICULATION, AND TOWER SEPARATION**
17 **IN THE CENTRAL SOMA SPECIAL USE DISTRICT.**

18 (a) **Purpose.** The controls in this Section 132.4 are intended to ensure that new buildings in the
19 Central SoMa Special Use District contribute to the activation, safety, and dynamism of the
20 neighborhood, help create a strong urban room, and facilitate a substantial amount light and air to the
21 neighborhood's major streets.

22 (b) **Definitions.** The definitions of Section 102 shall apply, as well as the following additional
23 definitions.

24 **"Mid-Rise Building."** A building above 85 and up to 160 feet in Height.

25 **"Mid-Rise Portion."** The portion of a Mid-Rise Building above 85 feet in Height.

1 **“Separation.”** *The distance, measured horizontally, between the outside surfaces of the*
2 *exterior walls of the subject buildings.*

3 **“Tower.”** *Any building taller than 160 feet in Height.*

4 **“Tower Portion.”** *The portion of a Tower above 85 feet in Height.*

5 **(c) Applicability.** *The controls in this section apply within the Central SoMa Special Use*
6 *District, established in Section 249.78.*

7 **(d) Controls.**

8 **(1) Streetwall.**

9 **(A) Requirements.** *Buildings shall be built up to the street- or alley-facing*
10 *property line up to 65 feet in Height, subject to the controls of Section 261.1 as applicable, except as*
11 *provided in subsection (B) below.*

12 **(B) Permitted Streetwall Setbacks.** *Notwithstanding the requirements of*
13 *subsection (A), any building may be recessed from the property line as follows:*

14 **(i) To the extent necessary to accommodate any setback required by this**
15 **Code;**

16 **(ii) For portions of residential buildings with walk-up dwelling units that**
17 **have setbacks in accordance with the Ground Floor Residential Guidelines;**

18 **(iii) For publicly-accessible open space built pursuant to the**
19 **requirements of Section 138; or**

20 **(iv) For building façade architectural articulation and modulation up to**
21 **a maximum depth of 5 feet.**

22 **(2) Setbacks.**

23 **(A) For Mid-Rise Buildings in the CS Bulk District, as defined in Section 270(h),**
24 **the following requirements apply:**

1 (i) Along all street- and alley-facing property lines, a 15-foot setback is
2 required for the Mid-Rise Portion for at least 60 percent of the frontage length. This setback may be
3 reduced for obstructions permitted by to Section 136;

4 (ii) Along all interior property lines, a 15-foot setback is required for the
5 Mid-Rise Portion for the entire frontage. This setback may be reduced for obstructions permitted
6 according to Section 136.

7 (B) For Towers in the CS Bulk District, along all property lines, a 15-foot
8 setback is required for the Tower Portion for the entire frontage. This setback may be reduced for
9 obstructions permitted according to Section 136.

10 (C) Along 4th Street between Bryant Street and Townsend Street, building
11 facades on new development shall be set back from the street-facing property line by a minimum depth
12 of five feet to a minimum height of 25 feet above sidewalk grade. This setback shall be designed as an
13 extension of the sidewalk, free of columns or other obstructions, except as allowed according to Section
14 136, and shall generally be available to the public at all times for pedestrian circulation.

15 **(3) Building Separation.**

16 (A) The Tower Portion of a project shall have a horizontal separation of at least
17 115 feet from the Tower Portion of any other Tower.

18 (B) Through the procedures of Section 329, the Planning Commission may
19 reduce the separation required under subsection (A) if it finds that a Tower project meets all of the
20 following criteria:

21 (i) The Tower Portion of the project has, at a minimum, a horizontal
22 separation of at least 85 feet from the Tower Portion of any other Tower;

23 (ii) The maximum floor area of any floor of the Tower Portion of the
24 project is no more than 10,000 gross square feet;

1 (iii) The maximum height of the uppermost building element or mass,
2 occupied or unoccupied, of the Tower has a difference of at least 50 feet in Height from the maximum
3 height of the uppermost element of any other Tower within 115 feet of horizontal distance; and

4 (iv) The Tower Portion of the project is designed so as to maximize
5 apparent distance and architectural differentiation from any other nearby Tower.

6 (C) The Tower Portion of a project shall have a horizontal separation of at least
7 30 feet from any Mid-Rise Portion on the same development lot, except that a bridge between the
8 Tower Portion and the Mid-Rise Portion may be permissible up to a height of 130 feet if the bridge is
9 no more than one story in height, is set back a minimum of 15 feet from any property line, and is
10 visually subordinate to the buildings it connects.

11 (D) Any development containing both a Tower Portion and Mid-Rise Portion
12 shall be designed to emphasize a visual distinction between the Tower and Mid-Rise Portions as
13 separate structures. * * * *

14 **SEC. 134. REAR YARDS, R, NC, C, SPD, M, MUG, WMUG, MUO, MUR, UMU, RED,**
15 **AND RED-MX, RSD, SLR, SLI AND SSO DISTRICTS.**

16 The rear yard requirements established by this Section 134 shall apply to every
17 building in the districts listed below. To the extent that these provisions are inconsistent with
18 any Special Use District or Residential Character District, the provisions of the Special Use
19 District or Residential Character District shall apply. These requirements are intended to
20 assure the protection and continuation of established midblock, landscaped open spaces, and
21 maintenance of a scale of development appropriate to each district, consistent with the
22 location of adjacent buildings.

23 (a) **Basic Requirements.** The basic rear yard requirements shall be as follows for the
24 districts indicated:

(1) RH-1(D), RH-1, RH-1(S), RM-3, RM-4, RC-3, RC-4, NC Districts other than the Pacific Avenue NC District, C, M, MUG, WMUG, MUO, MUR, UMU, RED, RED-MX, and SPD, ~~RSD, SLR, SLI and SSO~~ Districts. The minimum rear yard depth shall be equal to 25% of the total depth of the lot on which the building is situated, but in no case less than 15 feet. For buildings containing only SRO Units in the ~~South of Market Mixed Use and~~ Eastern Neighborhoods Mixed Use Districts, the minimum rear yard depth shall be equal to 25% of the total depth of the lot on which the building is situated, but the required rear yard of SRO buildings not exceeding a height of 65 feet shall be reduced in specific situations as described in ~~S~~subsection (c) below.

* * * *

(C) RC-3, RC-4, NC-3, NCT-3, Broadway, Hayes-Gough NCT, Japantown, SoMa NCT, Mission Street NCT, Polk Street, Pacific Avenue, C, M, SPD, ~~RSD, SLR, SLI, SSO,~~ MUR, MUG, MUO, and UMU Districts. Rear yards shall be provided at the lowest story containing a Dwelling Unit, and at each succeeding level or story of the building. In the Hayes-Gough NCT, lots fronting the east side of Octavia Boulevard between Linden and Market Streets (Central Freeway Parcels L, M, N, R, S, T, U, and V) are not required to provide rear yards at any level of the building, provided that the project fully meets the usable open space requirement for Dwelling Units ~~per~~ pursuant to Section 135 of this Code, the exposure requirements of Section 140, and gives adequate architectural consideration to the light and air needs of adjacent buildings given the constraints of the project site.

* * * *

(c) Reduction of Requirements in RH-2, RH-3, RTO, RTO-M, RM-1 and RM-2 Districts. The rear yard requirement stated in Paragraph (a)(2) above and as stated in Paragraph (a)(1) above for SRO buildings located in ~~either the South of Market Mixed Use or the~~

1 Eastern Neighborhoods Mixed Use Districts not exceeding a height of 65 feet, shall be
2 reduced in specific situations as described in this Subsection (c), based upon conditions on
3 adjacent lots. Except for those SRO buildings referenced above in this paragraph whose rear
4 yard can be reduced in the circumstances described in Subsection (c) to a 15-foot minimum,
5 under no circumstances, shall the minimum rear yard be thus reduced to less than a depth
6 equal to 25 percent of the total depth of the lot on which the building is situated, or to less than
7 15 feet, whichever is greater.

8 * * * *

9 **SEC. 135. USABLE OPEN SPACE FOR DWELLING UNITS AND GROUP**
10 **HOUSING, R, NC, MIXED USE, C, AND M DISTRICTS.**

11 Except as provided in Sections 134.1, 172 and 188 of this Code, usable open space
12 shall be provided for each dwelling and each group housing structure in R, NC, C, Mixed Use,
13 and M Districts according to the standards set forth in this Section unless otherwise specified
14 in specific district controls elsewhere in this Code.

15 * * * *

16 (d) **Amount Required.** Usable open space shall be provided for each building in the
17 amounts specified herein and in Tables 135A and B for the district in which the building is
18 located; provided, however, that in the Downtown Residential (DTR) Districts, open space
19 shall be provided in the amounts specified in Section 825 of this Code.

20 In Neighborhood Commercial Districts, the amount of usable open space to be
21 provided shall be the amount required in the nearest Residential District, but the minimum
22 amount of open space required shall be in no case greater than the amount set forth in Table
23 135A for the district in which the building is located. The distance to each Residential District
24 shall be measured from the midpoint of the front lot line or from a point directly across the
25 street there from, whichever requires less open space.

* * * *

(5) **Eastern Neighborhoods Mixed Use Districts.**

(A) Minimum amount.

(i) Dwelling units, excluding SRO dwelling units. The minimum amount of usable open space to be provided for use by each dwelling unit shall be as specified in Table 135B.

(ii) ~~For group housing structures and, including~~ SRO dwelling units. ~~The~~ The minimum amount of usable open space provided for use by each bedroom shall be one-third the amount required for a dwelling unit as specified in Table 135B.

(B) Compliance.

(i) Privately-owned public open space. Usable open space requirements in these areas may be fulfilled by providing privately-owned public open space as specified in Table 135B.

(ii) Towers in the CMUO District. Residential developments taller than 160 feet shall provide on-site at least 36 square feet per unit or bedroom of the open space requirement of Table 135B. Any additional open space required pursuant to Table 135B may be satisfied through payment of the fee established in Section 427.

(iii) Payment in case of Variance or exception. Projects granted a useable open space Variance pursuant to Section 305 or an exception through Section 329 shall pay the fee established in Section 427 for each square foot of useable open space not provided.

* * * *

TABLE 135 A		
MINIMUM USABLE OPEN SPACE FOR DWELLING UNITS AND GROUP HOUSING OUTSIDE THE EASTERN NEIGHBORHOODS MIXED USE DISTRICT		
District	Square Feet Of <u>of</u> Usable	Ratio of Common Usable

	Open Space Required For <i>for</i> Each Dwelling Unit If All Private	Open Space That May Be Substituted for Private
* * * *		
C-3, C-M, SLR, SLI, SSO , M-1, M-2	36	1.33
* * * *		

* * * *

(h) **Publicly-Accessible Usable Open Space Standards.** In DTR Districts and the Eastern Neighborhoods Mixed Use Districts, some or all of the usable open space requirements may be fulfilled by providing privately-owned public open space. Any space credited as publicly-accessible usable open space, where permitted or required by this Code, shall meet the following standards:

(1) **Types of Open Space.** Open space shall be of one or more of the following types:

(A) An unenclosed park or garden at street grade or following the natural topography, including improvements to hillsides or other unimproved public areas;

(B) An unenclosed plaza at street grade, with seating areas and landscaping and no more than 10 percent of the total floor area devoted to facilities for food or beverage service, exclusive of seating areas as regulated in Section 138(d)~~(5)~~;

(C) An unenclosed pedestrian pathway which complies with the standards of Section 270.2 and which is consistent with applicable design guidelines.

(D) Streetscape improvements with landscaping and pedestrian amenities that result in additional pedestrian space beyond the pre-existing sidewalk width

and conform to the Better Streets Plan and any other applicable neighborhood streetscape plans ~~per~~pursuant to Section 138.1 or other related policies such as those associated with sidewalk widenings or building setbacks, other than those intended by design for the use of individual ground floor residential units; and

(2) **Standards of Open Space.** Open space shall meet the standards described in Section 138(d)~~(1) through (11)~~ of this Code.

(3) **Maintenance.** Maintenance requirements for open space in these areas are subject to Section 138(h) of this Code.

(4) **Informational Plaque.** Signage requirements for open space in these areas are subject to Section 138(i) of this Code.

(5) **Open Space Provider.** Requirements regarding how to provide and maintain open space are subject to Section 138(f) of this Code.

(6) **Approval of Open Space Type and Features.** Approval of open space in these areas is subject to requirements of Section 138(d) of this Code.

* * * *

SEC. 135.3. USABLE OPEN SPACE FOR USES OTHER THAN DWELLING UNITS, GROUP HOUSING AND LIVE/WORK UNITS WITHIN THE ~~SOUTH OF MARKET~~, EASTERN NEIGHBORHOODS MIXED USE, AND DTR DISTRICTS.

(a) **Amount of Open Space Required.** All newly constructed structures, all structures to which ~~gross floor area~~Gross Floor Area equal to 20 percent or more of existing ~~gross floor area~~Gross Floor Area is added, and all structures in the ~~SSO and~~ Eastern Neighborhoods Mixed Use Districts within which floor area is converted to office use other than office use accessory to a non-office use shall provide and maintain usable open space for that part of the new, additional or converted square footage which is not subject to Sections 135.1 and 135.2 as follows:

MINIMUM USABLE OPEN SPACE REQUIREMENTS FOR USES OTHER THAN DWELLING UNITS, GROUP HOUSING AND LIVE/WORK UNITS IN THE ~~SOUTH OF MARKET,~~ EASTERN NEIGHBORHOODS MIXED USE, AND DTR DISTRICTS

Use	Square Feet of Useable Open Space Required
* * * *	
Manufacturing and light industrial, storage without distribution facilities, and like uses in the South of Market Mixed Use Districts	1 sq. ft. per 120 gross sq. ft. of occupied floor area of new or added square footage
* * * *	
Office uses, as defined in 890.70, in the South of Market Mixed Use Districts	1 sq. ft. per 90 sq. ft. of occupied floor area of new, converted or added square footage
* * * *	

* * * *

(2) **Eastern Neighborhoods Mixed Use Districts.** In the Eastern Neighborhoods Mixed Use Districts, the open space requirements of this Section may be fulfilled by providing privately-owned public open space. Such open space is subject to the following:

(A) The amount of open space required pursuant to Table 135.3 may be reduced by 33 percent if it is publicly accessible usable open space.

(B) Publicly accessible usable open space is required to meet all requirements specified in Section 135(h) of this Code.

(C) Up to 50 percent of the publicly accessible open space may be provided off-site, subject to Section 329 ~~of this Code~~ for projects to which that Section applies and Section 307(h) for other projects. Any such space shall meet the publicly accessible open

space standards set forth Section 135(h) and be provided within 800 feet of the project. The publicly accessible off-site usable open space shall be constructed, completed, and ready for use no later than the project itself, and shall receive its Certificate of Final Completion from the Department of Building Inspection prior to the issuance of any Certificate of Final Completion or Temporary Certificate of Occupancy for the project itself. This subsection (C) shall not apply to projects in the CMUO District, and instead such projects shall comply with Section 138.

* * * *

SEC. 138. PRIVATELY-OWNED PUBLIC OPEN SPACE (POPOS) REQUIREMENTS
IN C-3 DISTRICTS.

(a) ~~Requirement-Applicability.~~ The following projects shall provide open space in the amount and in accordance with the standards set forth in this Section:

(1) In C-3 Districts, any project proposing new construction of ~~An applicant for a permit to construct a new~~ a Non-Residential building or an addition of Gross Floor Area equal to 20 percent or more of an existing Non-Residential building (hereinafter "building"). Institutional uses in C-3 Districts are exempt from the requirements of this Section 138. ~~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.~~

(2) In the CMUO District, any project proposing new construction or an addition of 50,000 gross square feet or more of Non-Residential use. Institutional and PDR uses in the CMUO District are exempt from the requirements of this Section 138.

(b) Amount Required. ~~Except in the C-3 O(SD) District, o~~ Open space shall be provided in the amounts specified in Table 138 below for all uses except (i) Residential Uses, which shall be governed by Section 135 of this Code and (ii) Institutional Uses.

Table 138

Minimum Amount of Open Space Required	
Use District	Ratio of Square Feet of Open Space to Gross Floor Area 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
<u>CMUO</u>	<u>1:50; however, every square foot of the following amenities shall count as 1.33 square feet towards meeting the requirements of this Section: (1) playgrounds; (2) community gardens; (3) sport courts; and (4) dog runs.</u>

(c) **Location.** The open space required by this Section may be on the same site as the ~~building~~project 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 required by this Section for a project within the C-3 District shall ~~must~~ be located entirely within the C-3 District. Projects within the CMUO District may provide the open space required by this Section within one-half mile of the project if the required open space is on publicly-owned land underneath or adjacent to the I-80 freeway. Open space is within 900 feet of the building ~~for which the permit is sought~~ within the meaning of this Section if any portion of the ~~building~~project 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 first certificate of occupancy, as defined in Section 401 of this Code, of the ~~building~~project whose open space requirement is

being met off-site. Failure to comply with the requirements of this subsection shall be grounds for enforcement under this Code, including but not limited to the provisions of Sections 176 and 176.1.

(d) Types and Standards of Open Space.

(1) C-3 Districts. In C-3 Districts, Except as otherwise provided in ~~S~~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, in a public street or alley, 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~~A) Be of adequate size;

(~~2~~B) Be situated in such locations and provide such ingress and egress as will make the area easily accessible to the general public;

(~~3~~C) Be well-designed, and where appropriate, be landscaped;

(~~4~~D) Be protected from uncomfortable wind;

(~~5~~E) Incorporate various features, including ample seating and, if appropriate, access to food service, which will enhance public use of the area;

(~~6~~F) Have adequate access to sunlight if sunlight access is appropriate to the type of area;

(~~7~~G) Be well-lighted if the area is of the type requiring artificial illumination;

(~~8~~H) Be open to the public at times when it is reasonable to expect substantial public use;

1 (9I) Be designed to enhance user safety and security;
2 (~~10J~~) If the open space is on private property, provide toilet facilities open
3 to the public; and
4 (~~11K~~) Have at least 75 percent of the total open space approved be open
5 to the public during all daylight hours.

6 (2) CMUO District. In the CMUO District, a project shall satisfy the requirements
7 listed below, as well as the approval process described in subsection (f):

8 (A) Projects shall meet the minimum standards of subsection (e)(1).

9 (B) Projects may provide open spaces outdoors or indoors, or may pay the in-
10 lieu fee as set forth in Section 427 and subject to Commission review pursuant to (f) below, except that
11 development on sites of 30,000 square feet or more and located south of Bryant Street shall provide the
12 required open space outdoors and may not pay an in-lieu fee.

13 (C) All open space provided shall be at street grade up to an amount that equals
14 15 percent of the lot area. Any additional required open space may be provided above street grade.

15 (D) All open space shall be publicly accessible, at a minimum, from 7AM to
16 6PM every day.

17 (E) All outdoor open space provided at street grade, except space provided
18 underneath the I-80 freeway, shall meet the following requirements:

19 (i) The open space shall be open to the sky, except for obstructions
20 permitted by Section 136;

21 (ii) Any buildings on the subject property that directly abut the open
22 space shall meet the active space requirements of Section 145.1; and

23 (iii) The open space shall be maximally landscaped with plantings on
24 horizontal and vertical surfaces, subject to the appropriate design for circulation routes and any
25 recreational or public amenities provided.

1 (F) All indoor open spaces provided at street grade shall:

2 (i) Have a minimum area of 2,500 square feet;

3 (ii) Have a minimum floor-to-ceiling height of 20 feet;

4 (iii) Provide openings directly to a sidewalk or other publicly-accessible
5 outdoor space and, weather permitting, be accessible without the need to open doors;

6 (iv) Be situated, designed, and programmed distinctly from building
7 lobbies or other private entrances to the building;

8 (G) All spaces shall include at least one publicly-accessible potable water
9 source convenient for drinking and filling of water bottles.

10 (H) Any food service area provided in the required open space shall occupy no
11 more than 20% of the open space;

12 (I) Any restaurant seating shall not take up more than 20% of the seating and
13 tables provided in the required open space; and

14 (J) All spaces shall facilitate three-stream waste sorting and collection.

15 **(e) Approval of Open Space Type and Features.**

16 (1) In C-3 Districts, ~~T~~he type, size, location, physical access, seating and table
17 requirements, landscaping, availability of commercial services, sunlight and wind conditions
18 and hours of public access shall be reviewed and approved in accordance with the provisions
19 of Section 309, and shall generally conform to the "Guidelines for Open Space" in the Open
20 Space Section of the Downtown Plan, or any amendments thereto.

21 The Commission may, by resolution, declare certain types of open space ineligible to
22 meet the requirements of this Section 138, either throughout C-3 Districts, or in certain defined
23 areas, if it determines that a disproportionate number of certain types of open space, or ~~that~~
24 an insufficient number of parks and plazas, is being provided ~~in order~~ to meet the public need
25

1 for open space and recreational uses. Such resolution may exempt from its application
2 projects whose permit applications are on file with the Planning Department.

3 Over time, no more than 20 percent of POPOS in the space provided under this Section
4 ~~138C-3 Districts~~ shall be indoor space and at least 80 percent shall be outdoor space. Once an
5 indoor space has been approved, another such feature may not be approved until the total
6 square footage of outdoor open space features approved under this subsection~~Section~~ exceeds
7 80 percent of the total square footage of all open spaces approved under this
8 subsection~~Section~~.

9 (2) In the CMUO District, all determinations concerning the adequacy of the location,
10 amount, amenities, design, and implementation of open space required by this Section shall be made in
11 accordance with the provisions of Section 329 and subsection (e), above. As part of this determination,
12 the Planning Commission shall consider the ability of the open space to meet the open space, greening,
13 and community needs of the neighborhood, as follows:

14 (A) **Location.** The provision of outdoor space, including off-site, should be
15 given preference over the provision of indoor space and/or the payment of the in-lieu fee. The
16 Commission may approve the provision of indoor space and/or the payment of the in-lieu fee only
17 where the provision of outdoor space would:

18 (i) Be subject to substantially negative or unpleasant environmental
19 conditions, such as noise, wind, or lack of access to direct sunlight; and/or

20 (ii) Where provision of the open space outdoors would substantially
21 degrade the street wall or otherwise undermine the pedestrian experience.

22 (B) **Amenities.** The type of amenities provided shall take into consideration and
23 complement the amenities currently and foreseeably provided in nearby publicly-accessible open
24 spaces and recreational facilities, both publicly and privately owned, with a preference given to
25 provision of amenities and types of spaces lacking or over-utilized in the area.

1 * * * *

2 **SEC. 140. ALL DWELLING UNITS IN ALL USE DISTRICTS TO FACE ON AN OPEN**
3 **AREA.**

4 **(a) Requirements for Dwelling Units.** ~~With the exception of Dwelling Units in SRO~~
5 ~~buildings in the South of Market Mixed Use Districts, i~~In each Dwelling Unit in any use district, the
6 required windows (as defined by Section 504 of the San Francisco Housing Code) of at least
7 one room that meets the 120-square-foot minimum superficial floor area requirement of
8 Section 503 of the Housing Code shall face directly onto an open area of one of the following
9 types:

10 (1) A public street, public alley at least 20 feet in width, side yard at least 25 feet
11 in width, or rear yard meeting the requirements of this Code; provided, that if such windows
12 are on an outer court whose width is less than 25 feet, the depth of such court shall be no
13 greater than its width; or

14 (2) An open area (whether an inner court or a space between separate
15 buildings on the same lot) which is unobstructed (except for fire escapes not projecting more
16 than necessary for safety and in no case more than four feet six inches, chimneys, and those
17 obstructions permitted in Sections 136(c)(14), (15), (16), (19), (20) and (29) of this Code) and
18 is no less than 25 feet in every horizontal dimension for the floor at which the Dwelling Unit in
19 question is located and the floor immediately above it, with an increase of five feet in every
20 horizontal dimension at each subsequent floor, except for SRO buildings in the Eastern
21 Neighborhoods Mixed Use Districts, which are not required to increase five feet in every
22 horizontal dimension until the fifth floor of the building.

23 * * * *

24 **SEC. 145.1. STREET FRONTAGES IN NEIGHBORHOOD COMMERCIAL,**
25 **RESIDENTIAL-COMMERCIAL, COMMERCIAL, AND MIXED USE DISTRICTS.**

1 (a) **Purpose.** The purpose of this Section is to preserve, enhance, and promote
2 attractive, clearly defined street frontages that are pedestrian-oriented and fine-grained, and
3 ~~which~~that are appropriate and compatible with the buildings and uses in Neighborhood
4 Commercial Districts, Commercial Districts, Residential-Commercial Districts, and Mixed Use
5 Districts.

6 * * * *

7 (c) **Controls.** The following requirements shall generally apply, except for those
8 controls listed in subsections (1) Above Grade Parking Setback and (4) Ground Floor Ceiling
9 Height, which only apply to a "development lot" as defined above.

10 In NC-S Districts, the applicable frontage shall be the primary facade(s) ~~which~~that
11 contains customer entrances to commercial spaces.

12 * * * *

13 (4) **Ground Floor Ceiling Height.** Unless otherwise established elsewhere in
14 this Code:

15 (A) All ground floor uses in UMU Districts and all Non-Residential Uses in
16 the CMUO District shall have a minimum floor-to-floor height of 17 feet, as measured from
17 grade. Ground floor Residential Uses shall also be designed to meet the City's Ground Floor
18 Residential Design Guidelines.

19 (B) Ground floor Non-Residential Uses in all C-3, NCT, DTR, Chinatown
20 Mixed Use, ~~RSD, SLR, SLL~~, SPD, ~~SSO~~, RED-MX, WMUG, MUG, MUR, WMUO₁ and MUO
21 Districts shall have a minimum floor-to-floor height of 14 feet, as measured from grade.

22 * * * *

23 **SEC. 145.4. REQUIRED GROUND FLOOR COMMERCIAL USES.**

24 (a) **Purpose.** To support active, pedestrian-oriented commercial uses on important
25 commercial streets.

(b) **Applicability.** The requirements of this Section apply to the following street frontages.

* * * *

(7) Fourth Street, between Folsom ~~Bryant~~ and Townsend Streets in the ~~SLI~~ and CMUO Districts;

* * * *

(28) Any street frontage that is in the Polk Street Neighborhood Commercial District; ~~and~~,

(29) Pacific Avenue, between Van Ness Avenue and Jones Street, on lots where the last known ground floor use was a commercial or retail use;

(30) Folsom Street, between 4th and 6th Streets in the CMUO and MUG Districts;

(31) Second Street, on the west side, between Dow Place and Townsend Street in the CMUO District;

(32) Third Street, between Folsom Street and Townsend Street in the CMUO and C-3-O Districts;

(33) Brannan Street, between Third Street and Fourth Street, in the CMUO District;

and

(34) Townsend Street, on the north side, between Second Street and Fourth Street.

* * * *

SEC. 151.1. SCHEDULE OF PERMITTED OFF-STREET PARKING SPACES IN SPECIFIED DISTRICTS.

* * * *

Table 151.1

OFF-STREET PARKING PERMITTED AS ACCESSORY

Use or Activity	Number of Off-Street Car Parking Spaces
-----------------	---

	or Space Devoted to Off-Street Car Parking Permitted
RESIDENTIAL USES	
* * * *	
Dwelling Units and SRO Units in SLI , SALI, SSO , MUG <u>outside of the Central SoMa SUD</u> , WMUG, MUR, MUO, WMUO, SPD Districts, except as specified below	P up to one car for each four Dwelling or SRO Units; C up to 0.75 cars for each Dwelling Unit, subject to the criteria and conditions and procedures of Section 151.1(e) or (f); NP above 0.75 cars for each Dwelling or SRO Unit.
Dwelling Units in SLI , SALI, SSO , MUG <u>outside of the Central SoMa SUD</u> , WMUG, MUR, MUO, WMUO, <u>and</u> SPD Districts with at least two bedrooms and at least 1,000 square feet of Occupied Floor Area	P up to one car for each four Dwelling Units; C up to one car for each Dwelling Unit, subject to the criteria and conditions and procedures of Section 151.1(e) or (f); NP above one car for each Dwelling Unit.
* * * *	
<u>Dwelling Units in MUG District within the Central SoMa SUD and the CMUO Districts</u>	<u>P up to one car for each two Dwelling Units; NP above 0.50 cars for each Dwelling Unit.</u>
* * * *	
NON-RESIDENTIAL USES IN DISTRICTS OTHER THAN C-3	
* * * *	
Entertainment, Arts, and Recreation Uses Category	
Arts Activities, except theaters and auditoriums	P up to one for each 2,000 square feet of Occupied Floor Area. In South of Market Mixed Use Districts, participation in

	<i>transportation programs may be required per Section 151.1(j).</i>
* * * *	
Sales and Services Category	
* * * *	
All retail in the Eastern Neighborhoods Mixed Use Districts where any portion of the parcel is <u>within the CMUO District or is</u> less than 1/4 mile from Market, Mission, 3rd Streets and 4th Street north of Berry Street, except grocery stores of over 20,000 gross square feet.	P up to one for each 1,500 square feet of Gross Floor Area.
* * * *	
Office uses in DTR, SSO , SPD, MUG, WMUG, MUR, WMUO, and MUO Districts	P up to 7% of the Occupied Floor Area of such uses and subject to the pricing conditions of Section 155(g); NP above.
<u>Office uses in the CMUO District</u>	<u>P up to one car per 3,500 square feet of Occupied Floor Area.</u>
* * * *	

* * * *

(f) **Small Residential Projects in MUG, WMUG, MUR, MUO, CMUO, WMUO, RED, RED-MX and SPD Districts.** Any project that is not subject to the requirements of Section 329 and that requests residential accessory parking in excess of what is principally permitted in Table 151.1 shall be reviewed by the Zoning Administrator subject to Section 307(i). The Zoning Administrator may grant parking in excess of what is principally permitted in Table

1 151.1, not to exceed the maximum amount stated in Table 151.1, only if the Zoning
2 Administrator determines that:

3 * * * *

4 **SEC. 152. SCHEDULE OF REQUIRED OFF-STREET FREIGHT LOADING SPACES**
5 **IN DISTRICTS OTHER THAN C-3, AND EASTERN NEIGHBORHOODS MIXED USE**
6 **DISTRICTS, ~~OR SOUTH OF MARKET MIXED USE DISTRICTS.~~**

7 In districts other than C-3, and Eastern Neighborhoods Mixed Use Districts, ~~and the~~
8 ~~South of Market Mixed Use Districts~~, off-street freight loading spaces shall be provided in the
9 minimum quantities specified in the following table, except as otherwise provided in Section
10 152.2 and Section 161 of this Code. The measurement of Occupied Floor Area shall be as
11 defined in this Code, except that nonaccessory parking spaces and driveways and
12 maneuvering areas incidental thereto shall not be counted.

13 **Table 152**
14 **OFF-STREET FREIGHT LOADING SPACES REQUIRED (OUTSIDE C-3, AND EASTERN**
15 **NEIGHBORHOODS MIXED USE DISTRICTS, ~~AND SOUTH OF MARKET MIXED USE~~**
16 ***DISTRICTS*)**

17 * * * *

18 **SEC. 152.1. REQUIRED OFF-STREET FREIGHT LOADING AND SERVICE**
19 **VEHICLE SPACES IN C-3, AND EASTERN NEIGHBORHOODS MIXED USE DISTRICTS,**
20 **~~AND SOUTH OF MARKET MIXED USE DISTRICTS.~~**

21 In C-3, and Eastern Neighborhoods Mixed Use Districts, ~~and South of Market Mixed Use~~
22 ~~Districts~~, off-street freight loading spaces shall be provided in the minimum quantities specified
23 in the following Table 152.1, except as otherwise provided in Sections 153(a)(6), 161, and as
24 stated below in this Section 152.1. Notwithstanding the requirements of this Section, including
25 Table 152.1, no building in the C-3-O(SD) district shall be required to provide more than six

off-street freight loading or service vehicle spaces in total. The measurement of Occupied Floor Area shall be as defined in this Code, except that non-accessory parking spaces and driveways and maneuvering areas incidental thereto shall not be counted.

For projects in the Eastern Neighborhoods Mixed Use Districts that are subject to Section 329, the Planning Commission may waive these requirements ~~per~~pursuant to the procedures of Section 329 if it finds that the design of the project, particularly ground floor frontages, would be improved and that such loading could be sufficiently accommodated on adjacent Streets and Alleys. For projects in the Eastern Neighborhoods Mixed Use Districts that are not subject to Section 329, the Zoning Administrator may administratively waive these requirements pursuant to Section 307(h) and the criteria identified above which apply to projects subject to Section 329.

Table 152.1

OFF-STREET FREIGHT LOADING SPACES REQUIRED (IN C-3, AND EASTERN NEIGHBORHOODS MIXED USE DISTRICTS, ~~AND SOUTH OF MARKET MIXED USE DISTRICTS~~)

Use or Activity	Gross Floor Area of Structure or Use (sq. ft.)	Number of Off-Street Freight Loading Spaces Required
* * * *		
Wholesaling, manufacturing, and all other uses primarily engaged in handling goods, and Live/Work Units within existing buildings, within Eastern Neighborhoods	0 – 10,000	0
	10,001 – 50,000	1
	Over 50,000	0.21 spaces per 10,000 sq. ft. of Occupied Floor Area (to closest whole number per <u>pursuant to</u> Section 153)

1	Mixed Use Districts, and		
2	South of Market Mixed Use		
3	Districts		
4	* * * *		

5 * * * *

6 **SEC. 153. RULES FOR CALCULATION OF REQUIRED SPACES.**

7 (a) In the calculation of off-street parking, freight loading spaces, and bicycle parking
8 spaces required under Sections 151, 152, 152.1, 155.2, 155.3 and 155.4 of this Code, the
9 following rules shall apply:

10 * * * *

11 (6) In C-3, MUG, MUR, MUO, CMUO, ~~and~~ UMU, ~~and South of Market Districts~~,
12 substitution of two service vehicle spaces for each required off-street freight loading space
13 may be made, provided that a minimum of 50 percent of the required number of spaces are
14 provided for freight loading. Where the 50 percent allowable substitution results in a fraction,
15 the fraction shall be disregarded.

16 * * * *

17 **SEC. 155. GENERAL STANDARDS AS TO LOCATION AND ARRANGEMENT OF**
18 **OFF-STREET PARKING, FREIGHT LOADING, AND SERVICE VEHICLE FACILITIES.**

19 Required off-street parking and freight loading facilities shall meet the following
20 standards as to location and arrangement. In addition, facilities which are not required but are
21 actually provided shall meet the following standards unless such standards are stated to be
22 applicable solely to required facilities. In application of the standards of this Code for off-street
23 parking and loading, reference may be made to provisions of other portions of the Municipal
24 Code concerning off-street parking and loading facilities, and to standards of the Better
25 Streets Plan and the Bureau of Engineering of the Department of Public Works. Final authority

1 for the application of such standards under this Code, and for adoption of regulations and
2 interpretations in furtherance of the stated provisions of this Code shall, however, rest with the
3 Planning Department.

4 * * * *

5 (d) **Enclosure of Off-Street Loading and Service Vehicle Spaces Required.** All off-
6 street freight loading and service vehicle spaces in the C-3, DTR, MUO, CMUO, WMUO,
7 MUG, WMUG, and MUR, ~~and South of Market Mixed Use Districts~~ shall be completely enclosed,
8 and access from a public Street or Alley shall be provided by means of a private service
9 driveway, ~~which~~ that is totally contained within the structure. Such a private service driveway
10 shall include adequate space to maneuver trucks and service vehicles into and out of all
11 provided spaces, and shall be designed so as to facilitate access to the subject property while
12 minimizing interference with street and sidewalk circulation. Any such private service driveway
13 shall be of adequate width to accommodate drive-in movement from the adjacent curb or
14 inside traffic lane but shall in no case exceed 30 feet. Notwithstanding the foregoing, if an
15 adjacent Street or Alley is determined by the Zoning Administrator to be primarily used for
16 building service, up to four off-street freight or loading spaces may be allowed to be
17 individually accessible directly from such a Street or Alley, pursuant to the provisions of
18 Section 309 in a C-3 District, ~~the provisions of Section 307(g) in a South of Market Mixed Use~~
19 ~~District~~, the provisions of Section 309.1 in a DTR District, the provisions of Section 329 for
20 projects subject to Section 329 in a MUO, CMUO, WMUO, MUG, WMUG, or MUR District, or
21 by administrative decision of the Zoning Administrator for projects that are not subject to
22 Section 329 in a MUO, CMUO, WMUO, MUG, WMUG, or MUR District.

23 * * * *

24 (g) **Parking Pricing Requirements.** In order to discourage long-term commuter
25 parking, any off-street parking spaces provided for a structure or use other than Residential or

Hotel in a C-3, DTR, ~~SSO~~, SPD, MUG, WMUG, MUR, CMUO, WMUO, or MUO District, whether classified as an accessory or Conditional Use, ~~which~~that are otherwise available for use for long-term parking by downtown workers shall maintain a rate or fee structure for their use such that the rate charge for four hours of parking duration is no more than four times the rate charge for the first hour, and the rate charge for eight or more hours of parking duration is no less than 10 times the rate charge for the first hour. Additionally, no discounted parking rate shall be permitted for weekly, monthly or similar time-specific periods.

* * * *

(r) **Protected Pedestrian-, Cycling-, and Transit-Oriented Street Frontages.** In order to preserve the pedestrian character of certain downtown and neighborhood commercial districts and to minimize delays to transit service, garage entries, driveways or other vehicular access to off-street parking or loading (except for the creation of new publicly-accessible Streets and Alleys) shall be regulated on development lots as follows on the following Street frontages:

(1) Folsom Street, from Essex Street to the Embarcadero, not permitted except as set forth in Section 827.

(2) Not permitted:

* * * *

(N) 3rd Street, in the UMU districts for 100 feet north and south of Mariposa and 100 feet north and south of 20th Streets, ~~and 4th Street between Bryant and Townsend in the SLI and MUO District,~~

* * * *

(Y) 2nd Street from Market to ~~Folsom~~ Townsend Streets,

* * * *

(CC) Buchanan Street from Post Street to Sutter Street,

(DD) Grant Avenue between Columbus Avenue and Filbert Street,
(EE) Green Street between Grant Avenue and Columbus/Stockton,
(FF) All Alleys within the North Beach NCD and the Telegraph Hill-North
Beach Residential SUD₁,

(GG) Howard Street from 5th Street to 13th Street,
(HH) Folsom Street from 2nd Street to 13th Street,
(II) Brannan Street from 2nd Street to 6th Street,
(JJ) Townsend Street from 2nd Street to 6th Street, except as set forth in Section
249.78(e)(3),

(KK) 3rd Street from Folsom Street to Townsend Street,
(LL) 4th Street from Folsom Street to Townsend Street, and
(MM) 6th Street from Folsom Street to Brannan Street.

(3) Not permitted except with a Conditional Use authorization, except that in the
C-3-O(SD) and the CMUO Districts, the Planning Commission may grant such permission as
an exception pursuant to Section_s 309 or 329 in lieu of a Conditional Use authorization where
the amount of parking proposed does not exceed the amounts permitted as accessory
according to Section 151.1.

* * * *

(I) 1st, Fremont and Beale Streets from Market to Folsom Street, *and*
(J) The eastern (water) side of The Embarcadero between Townsend
and Taylor Streets₁,

(K) Harrison Street from 2nd Street to 6th Street,
(L) Bryant Street from 2nd Street to 6th Street, and
(M) 5th Street from Howard Street to Townsend Street.

* * * *

1 (u) Driveway and Loading Operations Plan (DLOP) in the Central SoMa Special Use

2 District.

3 (1) Purpose. The purpose of a Driveway Loading and Operations Plan (DLOP) is to
4 reduce potential conflicts between driveway operations, including loading activities, and pedestrians,
5 bicycles, and vehicles, and to maximize reliance of on-site loading spaces to accommodate new loading
6 demand.

7 (2) Applicability. Development projects of more than 100,000 net new gross square
8 feet in the Central SoMa Special Use District.

9 (3) Requirement. Applicable projects shall prepare a DLOP for review and approval
10 by the Planning Department and the SFMTA. The DLOP shall be written in accordance with any
11 guidelines issued by the Planning Department.

12 * * * *

13 **SEC. 163. TRANSPORTATION MANAGEMENT PROGRAMS AND**
14 **TRANSPORTATION BROKERAGE SERVICES IN COMMERCIAL AND MIXED USE**
15 **DISTRICTS.**

16 (a) **Purpose.** This Section 163 is intended to ~~assure~~ ensure that adequate services are
17 undertaken to minimize the transportation impacts of added office employment and residential
18 development in the downtown and South of Market area, in a manner consistent with the
19 objectives and policies of the General Plan, by facilitating the effective use of transit,
20 encouraging ridesharing, and employing other practical means to reduce commute travel by
21 single-occupant vehicles.

22 (b) **Applicability.** The requirements of this Section apply to any project meeting one
23 of the following conditions:

24 * * * *

(4) In the case of the ~~SSO~~, WMUO, CMUO, or MUO District, where the occupied square feet of new, converted or added floor area for office use equals at least 25,000 square feet.

* * * *

SEC. 169. TRANSPORTATION DEMAND MANAGEMENT PROGRAM.

Sections 169 through 169.6 (hereafter referred to collectively as “Section 169”) set forth the requirements of the Transportation Demand Management Program (TDM Program).

* * * *

SEC. 169.3. APPLICABILITY.

* * * *

(e) Operative Date.

(1) Except as described in subsection (4) below, Development Projects with a Development Application filed or an Environmental Application deemed complete on or before September 4, 2016 shall be subject to 50% of the applicable target, as defined in the Planning Commission’s Standards.

(2) Except as described in subsection (4) below, Development Projects with no Development Application filed or an Environmental Application deemed complete on or before September 4, 2016, but that file a Development Application on or after September 5, 2016, and before January 1, 2018, shall be subject to 75% of such target.

(3) Development Projects with a Development Application on or after January 1, 2018 shall be subject to 100% of such target.

(4) Development Projects within the Central SoMa Special Use District that have a Central SoMa Development Tier of A, B, or C, as defined in Section 423.2, regardless of the date filed of any Development Application or Environmental Application, shall be subject to 100% of such target.

* * * *

1 **SEC. 175.1. EFFECTIVE DATE OF THE CENTRAL SOMA ZONING CONTROLS.**

2 (a) **Intent.** It is the intent of this Section 175.1 to provide for an orderly transition from prior
3 zoning and planning requirements to the requirements under the Central SoMa Controls, without
4 impairing the validity of prior actions by the City or frustrating completion of actions authorized prior
5 to the effective date of those Controls.

6 (b) **Definitions.** The following definitions shall apply to this Section 175.1:

7 (1) "Central SoMa Controls" shall mean all Ordinances adopted in furtherance of the
8 Central SoMa Area Plan, including but not limited to Ordinance Nos. _____, and associated
9 amendments to the Planning Code, Zoning Map, and Administrative Code.

10 (2) "Development Application" is defined in Planning Code Section 401.

11 (3) "Project Approval" shall mean any required approval or determination on a
12 Development Application that the Planning Commission, Planning Department, or Zoning
13 Administrator issues.

14 (4) "Code Conforming Project" shall mean a development project for which all
15 required Development Applications could have received Project Approval under the Planning Code
16 immediately prior to the effective date of the Central SoMa Controls.

17 (c) **Applicability.** A Code Conforming Project within the Central SoMa Special Use District
18 may elect to be exempt from the Central SoMa Controls and instead be subject to those controls in
19 place immediately prior to the effective date of the Central SoMa Controls, if at least one Development
20 Application for such project was filed before February 15, 2018 and the project receives its first
21 Project Approval by December 31, 2019.

22 **SEC. 181. NONCONFORMING USES: ENLARGEMENTS, ALTERATIONS AND**
23 **RECONSTRUCTION.**

24 The following provisions shall apply to nonconforming uses with respect to
25 enlargements, alterations and reconstruction:

1 * * * *

2 **(f) Nighttime Entertainment Uses in Certain Mixed-Use Districts.** A nighttime
3 entertainment use within the ~~RSD, MUG, or~~ MUR, ~~or SLR~~ Districts may be enlarged, intensified,
4 extended, or expanded, including the expansion to an adjacent lot or lots, provided that: (1)
5 the enlargement, intensification, extension, or expansion is approved as a conditional use
6 pursuant to Sections 303 and 316 of this Code; (2) the use as a whole meets the parking and
7 signage requirements, floor area ratio limit, height and bulk limit, and all other requirements of
8 this Code ~~which~~that would apply if the use were a permitted one; and (3) the provisions of
9 Section 803.5(b) of this Code are satisfied.

10 * * * *

11 **SEC. 182. NONCONFORMING USES: CHANGES OF USE.**

12 The following provisions shall apply to nonconforming uses with respect to changes of
13 use:

14 (a) A nonconforming use shall not be changed or modified so as to increase the
15 degree of nonconformity under the use limitations of this Code, with respect to the type of use
16 or its intensity except as provided in Section 181 for Nighttime Entertainment uses within the
17 ~~RSD, MUG, or~~ MUR, ~~or SLR~~ Districts. The degree of nonconformity shall be deemed to be
18 increased if the new or modified use is less widely permitted by the use districts of the City
19 than the nonconforming use existing immediately prior thereto. For purposes of this Section,
20 intensification of a Formula Retail use as defined in Section 178(c) is determined to be a
21 change or modification that increases the degree of nonconformity of the use.

22 (b) Except as limited in this ~~S~~usubsection, a nonconforming use may be reduced in size,
23 extent or intensity, or changed to a use that is more widely permitted by the use districts of the
24 City than the existing use, subject to the other applicable provisions of this Code. Except as
25 otherwise provided herein, the new use shall still be classified as a nonconforming use.

1 * * * *

2 ~~(3) A nonconforming use in any South of Market Mixed Use District may not be~~
3 ~~changed to an Office, Retail, Bar, Restaurant, Nighttime Entertainment, Adult Entertainment, Hotel,~~
4 ~~Motel, inn, hostel, or Movie Theater use in any district where such use is otherwise not permitted or~~
5 ~~conditional, except as provided in Subsection (f) below.~~

6 * * * *

7 (f) Once a nonconforming use has been changed to a principal or ~~e~~Conditional ~~u~~Use
8 permitted in the district in which the property is located, or brought closer in any other manner
9 to conformity with the use limitations of this Code, the use of the property may not thereafter
10 be returned to its former nonconforming status, ~~except that within any South of Market Mixed Use~~
11 ~~District, any area occupied by a nonconforming Office use that is changed to an arts, home and/or~~
12 ~~business service use falling within the definition of an Arts Activity in Section 102 or zoning categories~~
13 ~~816.42 through 816.47 or a wholesale, storage, or light manufacturing use falling within zoning~~
14 ~~categories 816.64 through 816.67 shall be allowed to return to its former nonconforming Office use.~~
15 Upon restoration of a previous nonconforming use as permitted above, any modification,
16 enlargement, extension, or change of use, from circumstances that last lawfully existed prior
17 to the change from office use, shall be subject to the provisions of this Article, and the
18 restored nonconforming use shall be considered to have existed continuously since its original
19 establishment, prior to the change to Office use, for purposes of this Article.

20 * * * *

21 **SEC. 201. CLASSES OF USE DISTRICTS.**

22 In order to carry out the purposes and provisions of this Code, the City is hereby
23 divided into the following classes of use districts:

24 * * * *

25 ~~South of Market Use Mixed Use Districts~~

<i>(Also see Sec. 802.5)</i>	
<i>RSD</i>	<i>Residential Service District (Defined in Sec. 815)</i>
<i>SLR</i>	<i>Service/Light Industrial/Residential District (Defined in Sec. 816)</i>
<i>SLI</i>	<i>Service/Light Industrial District (Defined in Sec. 817)</i>
<i>SSO</i>	<i>Service/Secondary Office District (Defined in Sec. 818)</i>

* * * *

<i>Eastern Neighborhoods Mixed Use Districts</i>	
<i>(Also see Sec. 802.4)</i>	
<i>CMUO</i>	<i>Central SoMa Mixed Use – Office District (Defined in Sec. 848)</i>
<i>SPD</i>	<i>South Park District (Defined in Sec. 814)</i>
* * * *	

* * * *

In addition to the classes of use districts in the above table, the following terms shall apply:

"R District" shall mean any RH-1(D), RH-1, RH-1(S), RH-2, RH-3, RM-1, RM-2, RM-3, RM-4, RTO, RTO-M, RC-1, RC-2, RC-3 or RC-4 District;

"M District" shall mean any M-1 or M-2 District;

"PDR District" shall mean any PDR-1-B, PDR-1-D, PDR-1-G or PDR-2 District;

"RH District" shall mean any RH-1(D), RH-1, RH-1(S), RH-2, or RH-3 District;

"RM District" shall mean any RM-1, RM-2, RM-3, or RM-4 District;

"RTO District" shall mean any RTO or RTO-M District;

"C-3 District" shall mean any C-3-O, C-3-R, C-3-G, or C-3-S District. For the purposes of Section 128 and Article 11 of this Code, the term "C-3 District" shall also include the South of Market Extended Preservation District designated on Section Map SU03 of the Zoning Map;

1 "NCT District" shall mean any district listed in Section 702.1(b), including any NCT-1,
2 NCT-2, NCT-3, and any Neighborhood Commercial Transit District identified by street or area
3 name; and

4 "Mixed Use District" shall mean all Chinatown Mixed use, ~~South of Market Mixed Use~~,
5 Eastern Neighborhood Mixed use, and Downtown Residential Districts.

6 * * * *

7 **SEC. 206.4. THE 100 PERCENT AFFORDABLE HOUSING BONUS PROGRAM.**

8 (a) **Purpose and Findings.** This Section 206.~~34~~ describes the 100 Percent Affordable
9 Housing Bonus Program, or "100 Percent Affordable Housing Program". In addition to the
10 purposes described in Section 206.1, the purpose of the 100 Percent Affordable Housing
11 Program is to facilitate the construction and development of projects in which all of the
12 residential units are affordable to Low and Very-Low Income Households. Projects pursuing a
13 development bonus under this 100 Percent Affordable Program would exceed the City's
14 shared Proposition K housing goals that 50% of new housing constructed or rehabilitated in
15 the City by 2020 be within the reach of working middle class San Franciscans, and at least
16 33% affordable for low and moderate income households.

17 * * * *

18 (b) **Applicability.** A 100 Percent Affordable Housing Bonus Project under this Section
19 206.~~34~~ shall be a Housing Project that:

20 * * * *

21 (3) is not seeking and receiving a density or development bonus under the
22 provisions of California Government Code Sections 65915 et seq., Planning Code Sections
23 207, 124(f), 304, ~~803.8~~ or any other state or local program that provides development
24 bonuses;

25 * * * *

1 **SEC. 207.5. DENSITY OF DWELLING UNITS IN MIXED USE DISTRICTS.**

2 (a) The dwelling unit density in the Chinatown Mixed Use District shall be at a density
3 ratio not exceeding the amount set forth in the specific district tables in Article 8.

4 (b) ~~Except as indicated in Paragraph (c) below, the dwelling unit density in the South of~~
5 ~~Market Mixed Use Districts shall be as specified in the specific district tables in Article 8.~~

6 (c) ~~There shall be no density limit for single room occupancy (SRO) units in any South of~~
7 ~~Market Mixed Use District.~~

8 (d) ~~There shall be no density limit for any residential use, as defined by Section~~
9 890.88 in any DTR district.

10 (e) ~~There shall be no density limits for any residential use, as defined by Section~~
11 890.88, in the Eastern Neighborhoods Mixed Use Districts.

12 * * * *

13 **SEC. 208. DENSITY LIMITATIONS FOR GROUP HOUSING OR HOMELESS**
14 **SHELTERS.**

15 ~~Except for Single Room Occupancy Units in the South of Market Mixed Use Districts, the~~
16 density limitations for Group Housing or Homeless Shelters, as described in Sections 102,
17 790.88(b) and (c) and 890.88(b) and (c) of this Code, shall be as follows:

18 (a) For Group Housing, the maximum number of Bedrooms on each Lot shall be as
19 specified in the Zoning Control Table for the District in which the Lot is located, except that in
20 RTO, RTO-M, RCD, UMU, MUG, WMUG, MUR, MUO, CMUO, WMUO, RED, RED-MX, SPD,
21 DTR, and all NCT Districts the density of Group Housing shall not be limited by lot area, and
22 except that for Lots in NC Districts, the group housing density shall not exceed the number of
23 Bedrooms permitted in the nearest R District provided that the maximum density not be less
24 than the amount permitted by the ratio specified for the NC District in which the lot is located.
25 For Homeless Shelters, the maximum number of beds on each lot shall be regulated

1 ~~per~~pursuant to the requirements of the Standards of Care for City Shelters contained in
2 Administrative Code, Chapter 20, Article XIII, in addition to the applicable requirements of the
3 Building Code and Fire Code.

4 * * * *

5 **SEC. 211.2. CONDITIONAL USES, P DISTRICTS.**

6 The following uses shall require Conditional Use authorization from the Planning
7 Commission, as provided in Section 303 of this Code, unless otherwise permitted under
8 Section 211.1 of this Code:

9 * * * *

10 (b) For P Districts located within the right-of-way of any State or federal
11 highway:

12 (1) Parking lot or garage uses when: (A) adjacent to any Eastern
13 Neighborhoods Mixed Use Districts, ~~or the South of Market Mixed Use District~~, or (B) within the
14 Market and Octavia Plan Area.

15 * * * *

16 **SEC. 249.36. LIFE SCIENCE AND MEDICAL SPECIAL USE DISTRICT.**

17 (a) **Purpose.** The Life Science and Medical Special Use District is intended to support
18 uses that benefit from proximity to the University of California, San Francisco (UCSF) campus
19 at Mission Bay. These uses include medical office and life science (biotechnology) uses.

20 (b) **Geography.** The boundaries of the Life Science and Medical Special Use District
21 are shown on Sectional Map No. 8SU of the Zoning Map. Generally, the area borders
22 Mariposa St. on the north, 23rd St. on the south, I-280 to the west, and 3rd St. to the east.
23 Within this area, the Dogpatch Historic District is generally excluded.

24 (c) **Controls.** All provisions of the Planning Code currently applicable shall continue to
25 apply, except as otherwise provided in this Section:

1 (1) **Medical Services.** Medical services, including medical offices and clinics,
2 as defined in Section 890.114, are a principally permitted use and are exempted from use size
3 limitations, PDR replacement requirements (Sec. 230), and vertical (floor-by-floor) zoning
4 controls (Sec. 803.9(~~ht~~)). For the purposes of this Section, a medical service use may be
5 affiliated with a hospital or medical center as defined in 890.44.

6 (2) **Life Science Offices.** Office uses that contain Life Science facilities, as
7 defined in Section 890.53, are a principally permitted use and are exempted from use size
8 limitations, PDR replacement requirements (Sec. 230), and vertical (floor-by-floor) zoning
9 controls (Sec. 219.1 and 803.9(~~ht~~)).

10 (3) **Life Science Laboratories.** Laboratories that engage in life science
11 research and development, as defined in Section 890.52, are a principally permitted use and
12 are exempted from use size limitation, PDR replacement requirements (Sec. 230), and
13 vertical (floor-by-floor) zoning controls (Sec. 219.1 and 803.9(~~ht~~)).

14 * * * *

15 **SEC. 249.40. POTRERO CENTER MIXED-USE SPECIAL USE DISTRICT.**

16 (a) **Purpose.** The Potrero Center Mixed-Use Special Use District is intended to
17 facilitate the continued operation of the shopping center located at 2300 16th Street, which is
18 characterized by large formula retail sales and services, while providing an appropriate
19 regulatory scheme for a potential phased mixed-use redevelopment of the shopping center in
20 the future.

21 (b) **Geography.** The boundaries of the Potrero Center Mixed-Use Special Use District
22 shall consist of Assessor's Block 3930A, Lot 002 as designated on the Zoning Map of the City
23 and County of San Francisco and generally bound by Bryant Street to the west, 16th Street to
24 the south, Potrero Avenue to the east, and Assessor's Blocks 3931A, 3921A and 3922A to the
25 north.

1 (c) **Controls.** All provisions of the Planning Code shall continue to apply, except for
2 the following:

3 (1) **Floor Area Ratio.** The maximum floor area ratio (FAR) set forth in Section
4 124 shall not apply to Retail Sales and Services uses or to Gym uses. The maximum FAR for
5 Retail Sales and Service uses and Gym uses shall not exceed 3.0:1.

6 (2) **Use Size Limitations for Retail Sales and Services and Gyms.** The use
7 size limitations and ratio requirements applicable to Retail Sales and Service uses and Gym
8 uses of Sections 121.6(a), 803.9(~~ig~~), 843.45 and 843.51 shall not apply. Retail Sales and
9 Service uses and Gym uses are principally permitted, and the replacement of one such use or
10 tenant by another such use or tenant in an existing store or gym, regardless of its size, is
11 permitted. Newly constructed space for Retail Sales and Service uses or Gym uses larger
12 than 25,000 gross square feet per use or the expansion of an existing Retail Sales and
13 Services use or Gym use by more than 25,000 new gross square feet per use shall require
14 conditional use authorization pursuant to the provisions of Section 303.

15 * * * *

16 **SEC. 249.45. VISITACION VALLEY/SCHLAGE LOCK SPECIAL USE DISTRICT.**

17 A Special Use District entitled the "Visitacion Valley/Schlage Lock Special Use District"
18 is hereby established for a portion of the Visitacion Valley neighborhood and the Schlage Lock
19 site within the City and County of San Francisco, the boundaries of which are designated on
20 Sectional Map SU10 of the Zoning Maps of the City and County of San Francisco, and which
21 includes properties generally fronting Bayshore Boulevard between Tunnel Avenue in the
22 north and the San Francisco/San Mateo County line in the south, and properties fronting
23 Leland Avenue between Bayshore Boulevard and Cora Street. The following provisions shall
24 apply within the Special Use District:

25 * * * *

(e) **Controls in Zone 1.** Development in Zone 1 of the Special Use District shall be regulated by the controls contained in this Section 249.45(e) and the Design for Development. Where not explicitly superseded by definitions and controls established in this Section 249.45(e) or the Design for Development, the definitions and controls in this Planning Code shall apply except where those controls conflict with the Development Agreement. The following shall apply only in Zone 1 of the Special Use District:

* * * *

(2) **Use Requirements.**

* * * *

(C) **Prohibited Uses.** The following uses shall be prohibited within this Special Use District:

(i) Auto repair services;

(ii) Office, except in existing buildings or as an accessory use to other permitted uses. The floor controls set forth in Section 803.9(~~4f~~) for the MUG zoning designation shall not apply to office use in the Old Office Building or to the existing building located on Assessor's Block and Lot No. 5100-007;

* * * *

SEC. 249.78. CENTRAL SOMA SPECIAL USE DISTRICT.

(a) Purpose. *In order to implement the goals, objectives, and policies of the Central SoMa Plan (Ordinance No. _____, on file with the Clerk of the Board of Supervisors in File No. _____), the Central SoMa Special Use District (SUD) is hereby established.*

(b) Geography. *The SUD is within the South of Market (SoMa) neighborhood, and its boundaries generally run from 2nd Street to the east to 6th Street to the west, and from Townsend Street to the south to an irregular border that generally follows Folsom, Howard, and Stevenson Streets to the north, as more specifically shown on Sectional Maps 1SU and 8SU of the Zoning Map.*

1 (c) **Land Use Controls.**

2 (1) **Active Uses.** The controls of Section 145.1 and 145.4 shall apply, except as specified
3 below:

4 (A) Active uses, as defined in Section 145.1, are required along any outdoor
5 publicly-accessible open space;

6 (B) An office use, as defined in Section 890.70, is not an “active use” on the
7 ground floor;

8 (C) POPOS, as defined in Section 138, is an “active use” on the ground floor;

9 (D) Notwithstanding the PDR exemption found in Section 145.1(c)(6), PDR
10 uses shall meet the transparency and fenestration requirements contained in that
11 Section.

12 (2) **Nighttime Entertainment.** Nighttime Entertainment uses are principally permitted,
13 regardless of the underlying zoning district, in the area bounded by 4th Street, 6th Street, Bryant Street,
14 and Townsend Street.

15 (3) **Hotels.** Hotels shall not be subject to the land use ratio requirements of Section
16 803.9(g).

17 (4) **Micro-Retail.** “Micro-Retail” shall mean a Retail Use, other than a Formula Retail
18 Use, of no greater than 1,000 gross square feet.

19 (A) **Applicability.** Micro-Retail controls shall apply to new development
20 projects on sites of 20,000 square feet or more.

21 (B) **Controls.**

22 (i) **Amount.** Applicable development projects are required to have at
23 least one Micro-Retail unit for every 20,000 square feet of site area, rounded to the nearest unit.

24 (ii) **Location and Design.** All Micro-Retail units shall be on the ground
25 floor, independently and directly accessed from a public right-of-way or publicly-accessible open

1 space, and designed to be accessed and operated independently from other spaces or uses on the
2 subject property.

3 (iii) **Type.** Formula Retail uses, as defined in Section 303.1, are not
4 permitted as Micro-Retail.

5 (5) **PDR Requirements.** In addition to the requirements of Section 202.8, the following
6 shall apply to any newly constructed project that contains at least 50,000 gross square feet of office:

7 (A) The project shall provide an amount of PDR space that is the greater of the
8 following:

9 (i) the square footage of PDR space required by the controls of Section
10 202.8, or

11 (ii) on-site dedication of space for PDR Uses equivalent to 40 percent of
12 the lot area, in which case for purposes of this section, land dedicated to a building whose housing
13 units consist entirely of Affordable Housing Units as defined in Section 401, publicly accessible open
14 space and mid-block alleys that are fully open to the sky except for obstructions permitted pursuant to
15 Section 136, and ground floor space dedicated to child care are exempted from calculation of the lot
16 area.

17 (B) In the alternative, the project sponsor may provide either of the following:

18 (i) Establishment off-site, through new construction, addition, or change
19 of use, of a minimum of 150 percent of gross square feet of the on-site PDR requirement. Such off-site
20 PDR shall be located within the area bounded by Market Street, the Embarcadero, King Street,
21 Division Street, and South Van Ness Avenue; or

22 (ii) Preservation of existing PDR uses off-site, at a minimum of 200
23 percent of the on-site requirement, for the life of the project that is subject to the requirements of this
24 subsection (6) or for 55 years, whichever is less. This off-site PDR shall be located on one or more lots
25 in the area bounded by Market Street, the Embarcadero, King Street, Division Street, and South Van

1 Ness Avenue. The PDR space preserved off-site shall not include any space already required to be
2 preserved pursuant to this Section or Section 202.8.

3 (C) The PDR requirements of this subsection may be reduced by 25 percent for
4 any project subject to any contract or agreement meeting the requirements of California Civil Code
5 Section 1954.28(d), including but not limited to a development agreement approved by the City under
6 California Government Code Section 65864 et seq. if, pursuant to the terms of such agreement, the
7 required replacement space is rented, leased, or sold at 50 percent below market rate for PDR space
8 for a period of not less than 55 years or the life of the project, whichever is less. Such restrictions on
9 the rent, lease, or sale price shall be recorded on the subject property as a Notice of Special
10 Restrictions.

11 (D) Any project that meets the requirements of this Section 249.78 and the PDR
12 replacement requirements of Section 202.8 shall not be subject to the Conditional Use Authorization
13 required by Section 202.8.

14 **(6) Use on Large Development Sites.**

15 (A) **Applicability.** South of Harrison Street on sites larger than 30,000 square
16 feet that entail new construction or an addition of 100,000 square feet or more.

17 (B) **Requirement.** At least two-thirds of the Gross Floor Area of all building
18 area below 160 feet in height shall be non-residential.

19 **(d) Urban Design and Density Controls.**

20 (1) **Design of Buildings.** New construction shall comply with the “Central SoMa Guide
21 to Urban Design” as adopted and periodically amended by the Planning Commission.

22 (2) **Floor Area Ratio.** There shall be no maximum Floor Area Ratio limit for lots
23 within the CMUO, MUG, and WMUO Districts in this SUD.

24 **(3) Living and Solar Roofs and Renewable Energy.**

1 (A) **Definitions.** For the purpose of this subsection, all terms shall be as defined
2 in Sections 102 and 149.

3 (B) **Applicability.** Any development that meets all of the following criteria:

4 (i) The development lot is 5,000 square feet or larger; and

5 (ii) The building constitutes a Large Development Project or Small
6 Development Project under the Stormwater Management Ordinance (Public Works Code Secs. 147-
7 147.6); and

8 (iii) The building height is 160 feet or less.

9 (C) **Requirements.**

10 (i) Notwithstanding the requirements of Section 149, at least fifty
11 percent of the roof area shall be covered by one or more Living Roofs.

12 (ii) Residential projects subject to this subsection (d)(3) shall comply
13 with Green Building Code Section 4.201.2, which sets forth requirements for solar photovoltaic systems
14 and/or solar thermal systems.

15 (iii) Non-residential projects shall comply with Green Building Code
16 Section 5.201.1.2, which sets forth requirements for solar photovoltaic systems and/or solar thermal
17 systems.

18 (iv) All projects shall commit, as a condition of approval, to sourcing
19 electricity from 100% greenhouse gas-free sources.

20 (v) The Living Roof shall be considered in determining compliance with
21 the Stormwater Management Ordinance.

22 (vi) The Planning Department, after consulting with the Public Utilities
23 Commission and the Department of the Environment, shall adopt rules and regulations to implement
24 this subsection 249.78(d)(3) and shall coordinate with those departments to ensure compliance with the
25 Stormwater Management Ordinance.

1 (D) **Waiver.** If the project sponsor demonstrates to the Zoning Administrator's
2 satisfaction that it is physically infeasible to meet the Living Roof requirements as written for the
3 project in question, the Zoning Administrator may, in his or her sole discretion and pursuant to the
4 procedures set forth in Planning Code Section 307(h), reduce the requirements stated in subsection (C)
5 from fifty percent to thirty-three percent.

6 (4) **Lot Coverage.** For residential uses, the rear yard requirements of Section 134 of
7 this Code shall not apply. Lot coverage is limited to 80 percent at all residential levels, except that on
8 levels in which all residential units face onto a public right-of-way, 100 percent lot coverage may
9 occur. The unbuilt portion of the lot shall be open to the sky except for those obstructions permitted in
10 yards pursuant to Section 136(c) of this Code. Where there is a pattern of mid-block open space for
11 adjacent buildings, the unbuilt area of the new project shall be designed to adjoin that mid-block open
12 space.

13 (5) **Lot Merger Restrictions.**

14 (A) **Applicability.** Lots that meet both of the following criteria shall be subject
15 to the lot merger restrictions of this Section:

16 (i) **Lots containing one or more buildings with California Historic**
17 **Resources Status Code 1, 2, 3, 4, 5, or 6L, as identified in a survey adopted by the Historic**
18 **Preservation Commission; and**

19 (ii) **Lots with any single street frontage under 200 feet in length.**

20 (B) **Control.** Any lot to which this subsection is applicable shall not merge with
21 an adjacent lot in such a way that any existing street frontage of under 200 feet is increased to 200 feet
22 in length or longer.

23 (C) **Exemptions.**

24 (i) **The street frontages of lots abutting the north side of Perry Street are**
25 **exempt from this control.**

1 (ii) On blocks of less than 200 feet in length between streets or alleys, an
2 applicable lot may merge with an adjacent non-applicable lot if the non-applicable lot is a corner lot.

3 (6) **Open Space.** A project whose housing units consist entirely of Affordable Housing
4 Units, as defined in Section 401, shall provide at least 36 square feet of usable Open Space, as set forth
5 in Section 135, per unit unless the project is located directly adjacent to a publicly-owned park in
6 which case such project shall not be required to provide usable Open Space.

7 (7) **Wind.**

8 (A) **Applicability.** This subsection shall apply to new buildings above 85 feet in
9 Height and additions to existing buildings that result in a building above 85 feet in Height.

10 (B) **Definitions.**

11 “Comfort Level” means ground-level equivalent wind speeds of 11 miles
12 per hour in areas of substantial pedestrian use and seven miles per hour in public seating areas
13 between 7:00 a.m. and 6:00 p.m. when occurring for more than 15 percent of the time year round.

14 “Equivalent Wind Speed” means an hourly mean wind speed adjusted to
15 incorporate the effects of gustiness or turbulence on pedestrians.

16 “Nine-Hour Hazard Criterion” means a ground-level equivalent wind
17 speed of 26 miles per hour for more than nine hours per year per test location.

18 “One-Hour Hazard Criterion” means a ground-level equivalent wind
19 speed of 26 miles per hour for more than one hour per year per test location.

20 “Substantial Increase” means an increase in wind speeds of more than
21 six miles per hour for more than 10 percent of the time year round.

22 (C) **Controls for Wind Comfort.**

23 (i) Projects may not result in wind speeds that exceed the Comfort Level
24 at any location.

1 (ii) Projects may not cause a Substantial Increase in wind speed at any
2 location where the existing or resulting wind speed exceeds the Comfort Level.

3 (iii) Pursuant to Section 329, the Planning Commission may grant an
4 exception to the standards of subsections (i) and (ii) above as applied to a project if it finds that the
5 project meets the following criteria:

6 (aa) It has undertaken all feasible measures to reduce wind
7 speeds through such means as building sculpting and appurtenances, permanent wind baffling
8 measures, and landscaping; and

9 (bb) Reducing wind speeds further would substantially detract
10 from the building design or unduly restrict the square footage of the project.

11 **(D) Controls for Hazardous Winds.**

12 (i) Projects shall not result in net new locations with an exceedance of
13 the One-Hour Hazard Criterion, except as allowed by the Planning Commission based on criteria
14 described in subsection (ii) below.

15 (ii) Pursuant to Section 329, the Planning Commission may grant an
16 exception to the standard of subsection (i) above as applied to a proposed project if it finds that the
17 proposed project meets all of the following criteria:

18 (aa) The project does not result in net new locations with an
19 exceedance of the Nine-Hour Hazard Criterion;

20 (bb) The project has undertaken all feasible measures to reduce
21 hazardous wind speeds, such as building sculpting and appurtenances, permanent wind baffling
22 measures, and landscaping; and

23 (cc) Meeting the requirements of subsection (i) would detract
24 from the building design or unduly restrict the square footage of the project.

1 (iii) No exception shall be granted and no building or addition shall be
2 permitted for any project that causes net new locations with an exceedance in the Nine-Hour Hazard
3 Criterion.

4 (E) Guidelines. Procedures and methodologies for implementing this
5 subsection shall be issued by the Department.

6 (e) Community Development Controls.

7 (1) Affordable Housing Funds. Affordable Housing Fees for projects within the
8 Central SoMa Special Use District shall be deposited in the Central SoMa Affordable Housing Fund
9 and shall be expended within a limited geographic area, as specified in Administrative Code Section
10 10.100-46.

11 (2) Land Dedication.

12 (A) Residential projects in this SUD may opt to fulfill the Inclusionary Housing
13 requirement of Section 415 through the Land Dedication alternative contained in Section 419.6.

14 (B) Non-Residential projects in this Special Use District may opt to fulfill their
15 Jobs-Housing Linkage Fee requirement of Section 413 through the Land Dedication alternative
16 contained in Section 413.7.

17
18 (3) TDR Requirements for Large Development Sites.

19 (A) Applicability. This control applies to projects that:

20 (i) Are located in Central SoMa Development Tier C, as defined in
21 Section 423.2;

22 (ii) Contain new construction, or addition, of 50,000 non-residential
23 gross square feet or greater; and

24 (iii) Have a Floor Area Ratio of 3:1 or greater.

25 (B) Requirement.

1 (i) A project subject to this subsection (4) will be considered a
2 “Development Lot,” pursuant to Section 128.1;

3 (ii) To exceed a Floor Area Ratio of 3:1, a Development Lot shall
4 acquire one Unit of TDR from a Transfer Lot, as defined in Sections 128 and 128.1, up to a Floor Area
5 Ratio of 4.25:1. Above 4.25:1, the acquisition of additional TDR is not required.

6 * * * *

7 **SEC. 260. HEIGHT LIMITS: MEASUREMENT.**

8 * * * *

9 (b) **Exemptions.** In addition to other height exceptions permitted by this Code, the
10 features listed in this subsection (b) shall be exempt from the height limits established by this
11 Code, in an amount up to but not exceeding that which is specified.

12 (1) The following features shall be exempt; provided the limitations indicated for
13 each are observed; provided further that the sum of the horizontal areas of all features listed
14 in this subsection (b)(1) shall not exceed 20 percent of the horizontal area of the roof above
15 which they are situated, or, in C-3 Districts, and in the Rincon Hill Downtown Residential
16 District, where the top of the building has been separated into a number of stepped elements
17 to reduce the bulk of the upper tower, of the total of all roof areas of the upper towers; and
18 provided further that in any R, RC-3, or RC-4 District the sum of the horizontal areas of all
19 such features located within the first 10 feet of depth of the building, as measured from the
20 front wall of the building, shall not exceed 20 percent of the horizontal area of the roof in such
21 first 10 feet of depth.

22 As an alternative, the sum of the horizontal areas of all features listed in this
23 subsection (b)(1) may be equal to but not exceed 20 percent of the horizontal area permitted
24 for buildings and structures under any bulk limitations in Section 270 of this Code applicable
25 to the subject property.

Any such sum of 20 percent heretofore described may be increased to 30 percent by unroofed screening designed either to obscure the features listed under (A) and (B) below or to provide a more balanced and graceful silhouette for the top of the building or structure.

* * * *

(E) In any C-3 District and the CMUO District, enclosed space related to the recreational use of the roof, not to exceed 16 feet in height.

(F) Rooftop enclosures and screening for features listed in subsections (b)(1)(A) and (B) above that add additional building volume in any C-3 District except as otherwise allowed in the S-2 Bulk district according to subsection (M) below, or the Eastern Neighborhoods Mixed Use Districts, ~~or South of Market Mixed Use District~~. The rooftop enclosure or screen creating the added volume:

(i) shall not be subject to the percentage coverage limitations otherwise applicable to this Section 260(b) but shall meet the requirements of Section 141;

(ii) shall not exceed 20 feet in height, measured as provided in subsection (a) above;

(iii) may have a volume, measured in cubic feet, not to exceed three-fourths of the horizontal area of all upper tower roof areas multiplied by the maximum permitted height of the enclosure or screen;

(iv) shall not be permitted within the setbacks required by Sections 132.1, 132.2, and 132.3;

(v) shall not be permitted within any setback required to meet the sun access plane requirements of Section 146; and

(vi) shall not be permitted within any setback required by Section 261.1.

1 * * * *

2 (L) ~~{Reserved.}~~ In the Central SoMa Special Use District, additional building
3 volume used to enclose or screen from view the features listed in subsections (b)(1)(A) and (b)(1)(B)
4 above. The rooftop form created by the added volume shall not be subject to the percentage coverage
5 limitations otherwise applicable to the building, but shall meet the requirements of Section 141; shall
6 not exceed 10 percent of the total height of any building taller than 200 feet; shall have a horizontal
7 area not more than 100 percent of the total area of the highest occupied floor; and shall contain no
8 space for human occupancy. The features described in subsection (b)(1)(B) shall not be limited to 16
9 feet for buildings taller than 200 feet, but shall be limited by the permissible height of any additional
10 rooftop volume allowed by this subsection (L).

11 * * * *

12 (2) The following features shall be exempt, without regard to their horizontal
13 area, provided the limitations indicated for each are observed:

14 * * * *

15 (O) ~~Additional building height, up to a height of five feet above the otherwise~~
16 ~~applicable height limit, where the uppermost floor of the building is to be occupied solely by live/work~~
17 ~~units located within a South of Market District.~~

18 (P) —Enclosed recreational facilities up to a height of 10 feet above the
19 otherwise applicable height limit when located within a 65-U Height and Bulk District and ~~either~~
20 an MUO ~~or SSQ~~ District, and only then when authorized by the Planning Commission as a
21 Conditional Use pursuant to Section 303 of this Code, provided that the project is designed in
22 such a way as to reduce the apparent mass of the structure above a base 50-foot building
23 height.

24 (OP) Historic Signs and Vintage Signs permitted pursuant to Article 6 of
25 this Code.

1 (RQ) In the Eastern Neighborhoods Mixed Use Districts, enclosed utility
2 sheds of not more than 100 square feet, exclusively for the storage of landscaping and
3 gardening equipment for adjacent rooftop landscaping, with a maximum height of 8 feet above
4 the otherwise applicable height limit.

5 (SR) Hospitals, as defined in this Code, that are legal non-complying
6 structures with regard to height, may add additional mechanical equipment so long as the new
7 mechanical equipment 1) is not higher than the highest point of the existing rooftop enclosure,
8 excluding antennas; 2) has minimal visual impact and maximum architectural integration; 3) is
9 necessary for the function of the building; and 4) no other feasible alternatives exist. Any
10 existing rooftop equipment that is out of service or otherwise abandoned ~~must~~shall be removed
11 prior to installation of new rooftop equipment.

12 * * * *

13 **SEC. 261.1. ADDITIONAL HEIGHT LIMITS FOR NARROW STREETS AND ALLEYS**
14 **IN, RTO, NC, NCT, AND EASTERN NEIGHBORHOODS MIXED USE, ~~AND SOUTH OF~~**
15 **~~MARKET MIXED USE~~ DISTRICTS.**

16 (a) **Purpose.** The intimate character of narrow streets (rights-of-way 40 feet in width
17 or narrower) and alleys is an important and unique component of the City and certain
18 neighborhoods in particular. The scale of these streets should be preserved to ensure they do
19 not become overshadowed or overcrowded. Heights along alleys and narrow streets are
20 hereby limited to provide ample sunlight and air, as follows:

21 (b) **Definitions.**

22 (1) "Narrow Street" shall be defined as a public right of way less than or equal
23 to 40 feet in width, or any mid-block passage or alley that is less than 40 feet in width created
24 under the requirements of Section 270.2.

(2) "Subject Frontage" shall mean any building frontage in an RTO, NC, NCT or Eastern Neighborhood Mixed Use District that abuts a Narrow Street and that is more than 60 feet from an intersection with a street wider than 40 feet.

(3) "East-West Narrow Streets" shall mean all Narrow Streets, except those created pursuant to Section 270.2, that are oriented at 45 degrees or less from a true east-west orientation or are otherwise named herein: Elm, Redwood, Ash, Birch, Ivy, Linden, Hickory, Lily, Rose, Laussat, Germania, Clinton Park, Brosnan, Hidalgo, and Alert Streets.

(4) "North-South Narrow Streets" shall mean all Narrow Streets, except those created pursuant to Section 270.2, that are oriented at 45 degrees or less from a true north-south orientation.

(c) **Applicability.** The controls in this Section shall apply in all RTO, NC, NCT, and Eastern Neighborhoods Mixed Use, and South of Market Mixed Use Districts. Notwithstanding the foregoing, in the CS Bulk District these controls shall only apply on certain frontages as described in Section 270(h).

(d) **Controls.**

(1) **General Requirement.** Except as described below, all ~~s~~Subject ~~f~~Frontages shall have upper stories set back at least 10 feet at the property line above a height equivalent to 1.25 times the width of the abutting ~~n~~Narrow ~~s~~Street.

(2) **Southern Side of East-West Narrow Streets and, within the Central SoMa Special Use District, all North-South Narrow Streets.** All ~~s~~Subject ~~f~~Frontages on the southerly side of an East-West Narrow Street and, within the Central SoMa Special Use District, all Subject Frontages on a North-South Narrow Street shall have upper stories which are set back at the property line such that they avoid penetration of a sun access plane defined by an angle of 45 degrees extending from the most directly opposite northerly property line (as illustrated in Figure 261.1A.) No part or feature of a building, including but not limited to any feature listed in Sections 260(b), may penetrate the required setback plane.

(3) Northern Side of all Narrow Streets with the Central SoMa Special Use District.
Subject Frontages in a 65- or 85- foot Height district are required to meet Apparent Mass Reduction requirements, as defined in Section 270(h), as follows:

(A) All Subject Frontages in a 65-foot Height district are required to have an Apparent Mass Reduction of fifty percent, as measured utilizing a Base Height of 35 feet.

(B) All Subject Frontages in a 85-foot Height district are required to have an Apparent Mass Reduction of seventy percent, as measured utilizing a Base Height of 35 feet.

~~(34)~~ **Mid-block Passages.** Subject ~~f~~Frontages abutting a mid-block passage provided ~~per~~pursuant to the requirements of Section 270.2 shall have upper story setbacks as follows:

* * * *

~~SEC. 263.11. SPECIAL HEIGHT EXCEPTIONS: SOUTH OF MARKET RSD 40-X/85-B HEIGHT DISTRICT.~~

~~(a) General. In the 40-X/85-B Height and Bulk District, as designated on Sectional Map No. HT01 of the Zoning Map, located within the boundaries of the South of Market RSD District, height exceptions above the 40-foot base height to a maximum of 85 feet may be approved in accordance with the Conditional Use procedures and criteria provided in Sections 303 of this Code, and the criteria and conditions set forth below.~~

~~(b) Reduction of Shadows on Certain Public, Publicly Accessible, or Publicly Financed or Subsidized Private Open Space.~~

~~(1) New buildings or additions subject to this Section shall be shaped to reduce substantial shadow impacts on public plazas, parks or other nearby publicly accessible or publicly financed private open spaces. The criteria set forth in Section 147 of this Code shall be used to assess the shadow impacts of new building development over 40 feet in height.~~

1 ~~(2) To the extent that height above 40 feet on lots 14, 16, 18, 19, 20, 20A, 21, 22, 24, 25,~~
2 ~~26, 28, 29, 30, 31, 34, 91 and 92 of Assessor's Block 3733 and on lots 14, 15, 17, 18, 19, 23, 24, 26, 27,~~
3 ~~28, 32, 33, 36 and 95 of Assessor's Block 3752 would create adverse impact on light and air to~~
4 ~~adjacent residential uses and/or sunlight access to residential open spaces, such additional height shall~~
5 ~~not be permitted.~~

6 ~~(c) **Reduction of Ground Level Wind Currents.** New buildings or additions subject to this~~
7 ~~Section shall be shaped, or other wind baffling measures shall be adopted, so that the development will~~
8 ~~not cause ground level wind currents to exceed, more than 10 percent of the time year round, between~~
9 ~~7:00 a.m. and 6:00 p.m., the comfort level of 11 m.p.h. equivalent wind speed in areas of substantial~~
10 ~~pedestrian use and seven m.p.h. equivalent wind speed in public seating areas. When pre-existing~~
11 ~~ambient wind speeds exceed the comfort level, the building or addition shall be designed to reduce the~~
12 ~~ambient wind speeds to meet the requirements.~~

13 ~~If it is shown that a building or addition cannot be shaped or wind baffling measures cannot be~~
14 ~~adopted to meet the foregoing requirements without creating an unattractive and ungainly building~~
15 ~~form and without unduly restricting the development potential of the building site in question, and/or it~~
16 ~~is concluded that, because of the limited amount by which the comfort level is exceeded, the limited~~
17 ~~location in which the comfort level is exceeded, the limited time during which the comfort level is~~
18 ~~exceeded, or the addition is insubstantial, an exception may be granted as part of the conditional use~~
19 ~~process, allowing the building or addition to add to the amount of time that the comfort level is~~
20 ~~exceeded by the least practical amount.~~

21 ~~No exception shall be allowed and no building or addition shall be permitted that causes~~
22 ~~equivalent wind speeds to reach or exceed the hazard level of 26 miles per hour for a single hour of the~~
23 ~~year.~~

24 ~~For the purposes of this Section, the term "equivalent wind speed" shall mean an hourly mean~~
25 ~~wind speed adjusted to incorporate the effects of gustiness or turbulence on pedestrians.~~

1 ~~(d) **Construction of Live/Work Units Above the 40-Foot Base Height Limit.** Live/work units~~
2 ~~may be relied upon to qualify for a height exception under this Section only if:~~

3 ~~(1) Each non-residential use within each individual live/work unit is limited to an~~
4 ~~activity permitted within the district or conditional within the district and specifically approved as a~~
5 ~~conditional use;~~

6 ~~(2) Each live/work unit is sufficiently insulated for noise attenuation between units to~~
7 ~~insure that noise shall not exceed the acceptable decibel levels established for residential use as~~
8 ~~specified in the San Francisco Noise Control Ordinance; and~~

9 ~~(3) The project satisfies the open space, parking and freight loading provisions of this~~
10 ~~Code without administrative exceptions.~~

11 ~~(e) **Affordability.** In determining whether to allow a height exception under this Section the~~
12 ~~Planning Commission shall, in addition to the criteria set forth in Section 303(e) of this Code, consider~~
13 ~~the extent to which the project seeking the exception will include residential and live/work units~~
14 ~~affordable to low-income and moderate-income households. The City Planning Commission may~~
15 ~~impose conditions on the approval of additional height pursuant to this Subsection to assure housing~~
16 ~~affordability and the enforceability and enforcement of housing affordability and use provisions, which~~
17 ~~may include, but need not be limited to, a requirement that a minimum stated percentage of the total~~
18 ~~number of units approved pursuant to this Section remain affordable to households whose incomes are~~
19 ~~not greater than a stated percentage of a defined median income for a period of not less than a stated~~
20 ~~number of years.~~

21 ~~(1) The property owner shall submit an annual report to the City, along with a fee~~
22 ~~whose amount shall be determined periodically by the City Planning Commission, to cover costs of the~~
23 ~~enforcement of the affordability of designated units. The fee shall not exceed the amount of those costs.~~
24 ~~The report shall state rents, annual household income, number of adults and children living in each~~
25 ~~designated unit, and such other information as the City may require.~~

1 * * * *

2 **SEC. 263.32. SPECIAL HEIGHT EXCEPTIONS: PERMITTED BUILDING HEIGHTS IN**
3 **THE CENTRAL SOMA SPECIAL USE DISTRICT.**

4 (a) **Purpose.** The provision of affordable housing, public open space, and recreational
5 amenities are encouraged in the Central SoMa Special Use District to achieve the policy objectives of
6 the Central SoMa Plan. To facilitate the creation of these amenities, additional height may be allowed,
7 as long as it does not result in a net increase in development potential for the primary project as set
8 forth in subsection (c), below.

9 (b) **Applicability.** This Section shall apply to any project that:

10 (1) Provides housing units consisting entirely of on-site or off-site Affordable Housing
11 Units as defined in Section 401; or

12 (2) Provides land for publicly-owned parks or publicly-owned recreational amenities,
13 which land ~~that~~ the City deems suitable for such use, taking into consideration size, configuration,
14 physical characteristics, physical and environmental constraints, access, location, adjacent use, and
15 other relevant planning criteria.

16 (c) **Controls.** An additional 25 feet of height above the otherwise applicable height limit is
17 permitted for applicable development projects subject to the following conditions:

18 (1) The development capacity of the primary project shall not be increased due to the
19 provision of the additional height as compared to the development capacity achievable without the
20 special height exception. For purposes of this section, the development capacity of the primary project
21 shall be calculated as the Gross Floor Area of development proposed on the site, less:

22 (A) Any Gross Floor Area constructed in the project providing housing units
23 consisting entirely of Affordable Housing Units, as defined in Section 401;

24 (B) Any Gross Floor Area of potential development of land dedicated to the City
25 for affordable housing pursuant to Section 249.78(e)(2), as determined by the Planning Department;

1 (C) Any Gross Floor Area of potential development of land dedicated to the City
2 for publicly-owned parks or publicly-owned recreation centers, as determined by the Planning
3 Department; and

4 (D) Any Gross Floor Area constructed as a publicly-owned recreation center.

5 (2) The additional height shall not cause any new or substantially increased significant
6 impacts that cannot be mitigated to less than significant levels related to wind and shadow that would
7 not have occurred without the additional height, as determined by the Environmental Review Officer.

8 (3) A projects utilizing a height exemption pursuant to this Section 263.32 may add 25
9 feet above the otherwise applicable Height limit for purposes of calculating its Apparent Mass
10 Reduction pursuant to Section 270(h).

11 **SEC. 263.33. SPECIAL HEIGHT EXCEPTIONS: VASSAR AND HARRISON STREETS.**

12 (a) **Purpose.** To facilitate the provision of increased affordable housing and a large hotel
13 proximate to the Moscone Convention Center.

14 (b) **Applicability.** Assessor's Block No. 3763, Lots 078, 079, 080, 080A, 081, 099, 100, 101,
15 and 105.

16 (c) **Controls.**

17 (1) The applicable lots shall have a base height limit of 130 feet.

18 (2) For development on Assessor's Block No. 3763, Lot 105, the Height limit shall be
19 200 feet for a project that includes a hotel of not less than 400 guest rooms.

20 (3) For development on Assessor's Block No. 3763, Lots 078, 079, 080, 080A, 081, 099,
21 100, and 101, the Height limit shall be 350 feet for a project that includes affordable housing in an
22 amount that is equal to or greater than 110% of the requirement set forth in Section 415.

23 **SEC. 263.34. SPECIAL HEIGHT EXCEPTIONS: FOURTH AND HARRISON STREETS**

24 (a) **Purpose.** To facilitate the provision of affordable housing.

25 (b) **Applicability.** Assessor's Block No. 3762, Lots 106, 108, 109, 116, and 117.

1 (c) Controls.

2 (1) The lots shall have a base height limit of 85 feet.

3 (2) The Height limit shall be 160 feet for a project that dedicates land for the provision
4 of affordable housing, pursuant to Section 419.5(a)(2)(A) and (C) through (J).

5 **SEC. 270. BULK LIMITS: MEASUREMENT.**

6 (a) The limits upon the bulk of buildings and structures shall be as stated in this
7 Section and in Sections 271 and 272. The terms "height," "plan dimensions," "length" and
8 "diagonal dimensions" shall be as defined in this Code. In each height and bulk district, the
9 maximum plan dimensions shall be as specified in the following table, at all horizontal cross-
10 sections above the height indicated.

TABLE 270			
BULK LIMITS			
District Symbol on Zoning Map	Height Above Which Maximum Dimensions Apply (in feet)	Maximum Plan Dimensions (in feet)	
		Length	Diagonal Dimension
* * * *			
CS	This table not applicable. But see Section 270(h).		

19 * * * *

20 (h) CS Bulk District. In the CS Bulk District, the bulk limits contained in this subsection
21 270(h) shall apply.

22 (1) Definitions. For purposes of this subsection, the definitions of Section 102 and the
23 following definitions apply unless otherwise specified in this Section:

24 Apparent Mass Reduction. The percentage of the Skyplane that does not include
25 the Projected Building Mass from the subject lot. For purposes of calculating Apparent Mass

Reduction, any portion of the Projected Building Mass that projects above the Height limit shall be added to the projection within the Skyplane.

Base Height. The lowest Height from which the Skyplane is measured.

Lower Tower. The lower two-thirds of the Tower Portion of a Tower, rounded to the nearest floor.

Major Street. 2nd Street, 3rd Street, 4th Street, 5th Street, 6th Street, Mission Street, Howard Street, Folsom Street, Harrison Street, Bryant Street, Brannan Street, and Townsend Street.

Mid-Block Passage. Any passage created pursuant to Section 270.2.

Narrow Street. A right-of-way with a width of 40 feet or less and more than 60 feet from an intersection with a street wider than 40 feet.

Projected Building Mass. The portion of the subject building that projects into the Skyplane as viewed from the most directly opposite property line. This volume includes all parts and features of a building, including but not limited to any feature listed in Section 260(b).

Skyplane.

(i) A plane along each street-facing property line of the subject lot extending:

(aa) Vertically from the Base Height up to the Height limit for the subject lot; and

(bb) Horizontally for the length of the street-facing property line.

(ii) The figure below illustrates how a skyplane is to be measured:

[insert figure here]

Tower. Any building taller than 160 feet in Height.

Tower Portion. The portion of a Tower above 85 feet in Height.

Upper Tower. *The upper one-third of the Tower Portion of a Tower, rounded to the nearest floor.*

(2) Apparent Mass Reduction. *Projects in the CS Bulk District are subject to the Apparent Mass Reduction controls of Table 270(h), as well as the setback requirements of Section 132.4.*

<u>Table 270(h)</u>				
<u>Apparent Mass Reduction</u>				
<u>Building Frontage</u>	<u>Side of the Street</u>	<u>Height District</u>	<u>Base Height</u>	<u>Apparent Mass Reduction</u>
<u>Major Street</u>	<u>Southeast and southwest</u>	<u>130 feet</u>	<u>85 feet</u>	<u>67%</u>
<u>Major Street</u>	<u>Southeast and southwest</u>	<u>160 feet</u>	<u>85 feet</u>	<u>80%</u>
<u>Major Street</u>	<u>Northeast and northwest</u>	<u>130 feet</u>	<u>85 feet</u>	<u>50%</u>
<u>Major Street</u>	<u>Northeast and northwest</u>	<u>160 feet</u>	<u>85 feet</u>	<u>70%</u>
<u>Major Street</u>	<u>All</u>	<u>Above 160 feet</u>	<u>85 feet</u>	<u>None for the Tower Portion, as defined in Section 132.4. 80% for the remainder of the building, using a Height limit of 160 feet for purposes of this calculation.</u>

<u>Narrow Street</u>	<u>Southeast and southwest</u>	<u>160 feet and less</u>	<u>35 feet</u>	<u>The controls of Section 261.1(d)(2) shall apply.</u>
<u>Narrow Street</u>	<u>Northeast and northwest</u>	<u>135 feet and 160 feet</u>	<u>35 feet</u>	<u>85%</u>
<u>Narrow Street</u>	<u>All</u>	<u>Above 160 feet</u>	<u>35 feet</u>	<u>None for the Tower Portion, as defined in Section 132.4. 85% for the remainder of the building, using a Height limit of 160 feet for purposes of this calculation.</u>
<u>Mid- Block Passage</u>	<u>All</u>	<u>All</u>	<u>None</u>	<u>The controls of Section 261.1(d)(3) shall apply.</u>
<u>Perry Street</u>	<u>Northwest</u>	<u>All</u>	<u>35 feet</u>	<u>The controls of Section 261.1(d)(1) shall apply.</u>
<u>Other Street</u>	<u>All</u>	<u>All</u>	<u>Width of the abutting street</u>	<u>Same as the Apparent Mass Reduction for projects along Major Streets in the same height district and on the same side of the street.</u>

(3) Bulk Controls for Buildings Towers.

(A) Maximum Floor Area for the Tower Portion.

(i) For residential and hotel uses, the maximum Gross Floor Area of any floor is 12,000 gross square feet.

1 (ii) For all other uses, the maximum Gross Floor Area of any floor is
2 17,000 gross square feet and the average Gross Floor Area for all floors in the Tower Portion shall not
3 exceed 15,000 gross square feet.

4 **(B) Maximum Plan Dimensions for the Tower Portion.**

5 (i) The maximum length shall be 150 feet.

6 (ii) The maximum diagonal shall be 190 feet.

7 (iii) For buildings with a Height of 250 feet or more, the average Gross
8 Floor Area of the Upper Tower shall not exceed 85 percent of the average Gross Floor Area of the
9 Lower Tower, and the average diagonal of the Upper Tower shall not exceed 92.5 percent of the
10 average diagonal of the Lower Tower.

11 (4) **Exceptions.** Except as specifically described in this subsection (h) and in Section
12 329(e), no exceptions to the controls in the CS Bulk District shall be permitted. The procedures for
13 granting special exceptions to bulk limits described in Section 272 shall not apply.

14 * * * *

15 **SEC. 270.2. SPECIAL BULK AND OPEN SPACE REQUIREMENT: MID-BLOCK**
16 **ALLEYS IN LARGE LOT DEVELOPMENT IN THE EASTERN NEIGHBORHOODS MIXED**
17 **USE DISTRICTS, SOUTH OF MARKET NEIGHBORHOOD COMMERCIAL TRANSIT**
18 **DISTRICT, FOLSOM STREET NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT,**
19 **REGIONAL COMMERCIAL DISTRICT, ~~SOUTH OF MARKET MIXED USE DISTRICT,~~ C-3**
20 **DISTRICT, AND DTR DISTRICT.**

21 * * * *

22 (c) **Applicability.** This Section 270.2 applies to all new construction on parcels that
23 have one or more street or alley frontages of over 200 linear feet on a block face longer than
24 400 feet between intersections, and are in the C-3 Districts, if located south of Market Street,
25 or in the ~~South of Market Mixed Use Districts,~~ South of Market Neighborhood Commercial

Transit District, Folsom Street Neighborhood Commercial Transit District, Regional Commercial District, Eastern Neighborhoods Mixed Use Districts, or DTR Districts, except for parcels in the RH DTR District, which are subject to Section 827.

* * * *

SEC. 303.1. FORMULA RETAIL USES.

* * * *

(b) **Definition.** A Formula Retail use is hereby defined as a type of retail sales or service activity or retail sales or service establishment that has eleven or more other retail sales establishments in operation, or with local land use or permit entitlements already approved, located anywhere in the world. In addition to the eleven establishments either in operation or with local land use or permit entitlements approved for operation, the business maintains two or more of the following features: a standardized array of merchandise, a standardized facade, a standardized decor and color scheme, uniform apparel, standardized signage, a trademark or a servicemark.

* * * *

(e) **Conditional Use Authorization Required.** A Conditional Use Authorization shall be required for a Formula Retail use in the following zoning districts unless explicitly exempted:

* * * *

(12) The C-3-G District with frontage on Market Street, between 6th Street and the intersection of Market Street, 12th Street and Franklin Street; and

(13) The Central SoMa Mixed-Use Office District as defined in Section 848, except for those uses not permitted pursuant to subsection (f) below.

(f) **Formula Retail Uses Not Permitted.** Formula Retail uses are not permitted in the following zoning districts:

1 * * * *

2 (9) Chinatown Mixed Use Districts do not permit Formula Retail uses that are
3 also Restaurant or Limited-Restaurant uses as defined in Sections 790.90 and 790.91; and

4 (10) Central SoMa Mixed Use-Office District does not permit Formula Retail Uses that
5 are also Bar, Restaurant, or Limited Restaurant Uses as defined in Section 102.

6 * * * *

7 **SEC. 304. PLANNED UNIT DEVELOPMENTS.**

8 In districts other than C-3, the Eastern Neighborhoods Mixed Use Districts, or the DTR
9 Districts, ~~or the South of Market Mixed Use Districts~~, the Planning Commission may authorize as
10 conditional uses, in accordance with the provisions of Section 303, Planned Unit
11 Developments subject to the further requirements and procedures of this Section. After review
12 of any proposed development, the Planning Commission may authorize such development as
13 submitted or may modify, alter, adjust or amend the plan before authorization, and in
14 authorizing it may prescribe other conditions as provided in Section 303(d). The development
15 as authorized shall be subject to all conditions so imposed and shall be excepted from other
16 provisions of this Code only to the extent specified in the authorization.

17 * * * *

18 **SEC. 307. OTHER POWERS AND DUTIES OF THE ZONING ADMINISTRATOR.**

19 In addition to those specified in Sections 302 through 306 of this Code, the Zoning
20 Administrator shall have the following powers and duties in administration and enforcement of
21 this Code. The duties described in this Section shall be performed under the general
22 supervision of the Director of Planning, who shall be kept informed of the actions of the
23 Zoning Administrator.

24 * * * *

1 (g) **Exceptions from Certain Specific Code Standards through Administrative**
2 **Review in the Chinatown Mixed Use Districts** ~~and the South of Market Mixed Use Districts.~~

3 The Zoning Administrator may allow complete or partial relief from rear yard, open space and
4 wind and shadow standards as authorized in the applicable sections of this Code, when
5 modification of the standard would result in a project better fulfilling the criteria set forth in the
6 applicable section. The procedures and fee for such review shall be the same as those which
7 are applicable to Variances, as set forth in Sections 306.1 through 306.5 and 308.2.

8 (h) **Exceptions from Certain Specific Code Standards through Administrative**
9 **Review.** The Zoning Administrator may allow complete or partial relief from certain standards
10 specifically identified below, in Section 161, or elsewhere in this Code when modification of
11 the standard would result in a project fulfilling the criteria set forth below and in the applicable
12 section.

13 (1) **Applicability.**

14 (E) **Better Roofs; Living Roof Alternative.** For projects subject to Section 149 *and*
15 *249.78(d)(3)*, the Zoning Administrator may waive portions of the applicable requirements as
16 provided in Section 149(e) *and 249.78(d)(3)(D), respectively.*

17 * * * *

18 **SEC. 329. LARGE PROJECT AUTHORIZATION IN EASTERN NEIGHBORHOODS**
19 **MIXED USE DISTRICTS.**

20 (a) **Purpose.** The purpose of this Section is to ensure that all large projects proposed
21 in the Eastern Neighborhoods Mixed Use Districts are reviewed by the Planning Commission,
22 in an effort to achieve the objectives and policies of the General Plan, the applicable Design
23 Guidelines, and the purposes of this Code.

(b) **Applicability.** This Section applies to all projects in the Eastern Neighborhoods Mixed Use Districts, except projects in the Western SoMa Special Use District, that are subject to Section 823(c)(~~1211~~), that meet at least one of the following criteria:

(1) **Outside the Central SoMa Special Use District.**

(A) The project includes the construction of a new building greater than 75 feet in height (excluding any exceptions permitted ~~per~~pursuant to Section 260(b)), or includes a vertical addition to an existing building with a height of 75 feet or less resulting in a total building height greater than 75 feet; or

(~~2B~~) The project involves a net addition or new construction of more than 25,000 gross square feet.

(2) **Within the Central SoMa Special Use District.**

(A) The project includes the construction of a new building greater than 85 feet in height (excluding any exceptions permitted pursuant to Section 260(b)), or includes a vertical addition to an existing building with a height of 85 feet or less resulting in a total building height greater than 85 feet; or

(B) The project involves a net addition or new construction of more than 50,000 gross square feet.

* * * *

(d) **Exceptions.** As a component of the review process under this Section [329](#), projects may seek specific exceptions to the provisions of this Code as provided for below:

* * * *

(12) Where not specified elsewhere in this ~~S~~subsection (d), modification of other Code requirements ~~which~~ that could otherwise be modified as a Planned Unit Development (as set forth in Section [304](#)), irrespective of the zoning district in which the

property is located, except that such modifications shall not be permitted for Key Sites in the Central SoMa Special Use District.

(e) Exceptions for Key Sites in Central SoMa.

(1) Purpose. The Central SoMa Plan Area contains a number of large, underutilized development sites. By providing greater flexibility in the development of these sites, the City has an opportunity to achieve key objectives of the Central SoMa Plan and to locate important public assets that would otherwise be difficult to locate in a highly developed neighborhood like SoMa.

(2) Applicability. The controls discussed below apply to the following lots, as identified in the Key Site Guidelines adopted by the Central SoMa Area Plan (Ordinance No. _____, on file with the Clerk of the Board of Supervisors in File No. _____):

(A) The southwest corner of the intersection of 5th Street and Howard Street, consisting of Block 3732, Lots 003, 004, 005, 099, 100, 145A, 146, and 149, as well as any other parcels included as part of the same development application for one of these lots;

(B) The southeast corner of the intersection of 4th Street and Harrison Street, consisting of Block 3762, Lots 106, 108, 109, 112, 116, and 117;

(C) The southwest corner of the intersection of 2nd Street and Harrison Street, consisting of Block 3763, Lots 001, 078, 079, 080, 080A, 081, 099, 100, 101, 105, 112, and 113.

(D) The northeast corner of the intersection of 4th Street and Brannan Street, consisting of Block 3776, Lot 025;

(E) The northeast corner of the intersection of 5th Street and Brannan Street, consisting of Block 3777, Lots 045, 050, 051, and 052;

(F) The southern half of the block north of Brannan Street between 5th Street and 6th Street, consisting of Block 3778, Lots 001B, 002B, 004, 005, 047, and 048;

(G) The southeast corner of the intersection of 5th and Brannan Streets, consisting of Block 3786, Lots 036 and 037; and

1 (H) The northeast corner of the intersection of 4th and Townsend Streets,
2 consisting of Block 3787, Lots 026, 028, 050, 161, 162, 163, and 164.

3 (3) **Controls.** Pursuant to this Section 329(e) and the Key Site Guidelines adopted as
4 part of the Central SoMa Area Plan, the Planning Commission may grant exceptions to the provisions
5 of this Code as set forth below for projects that provide qualified amenities in excess of what is
6 required by the Code.

7 (A) **Qualified Amenities.** Qualified additional amenities provided by these Key
8 Sites include: affordable housing beyond what is required under Section 415 et seq.; PDR at a greater
9 amount and/or lower rent (if qualifying for a permitted exception for commercial rent control under
10 applicable provisions of state law) than is otherwise required under Sections 202.8 or 249.78(c)(5);
11 public parks, recreation centers, or plazas; and improved pedestrian networks.

12 (B) **Exceptions.** Upon consideration of qualified amenities in excess of what is
13 required by the Code, the Planning Commission may grant one or more exceptions to the following:
14 the streetwall, setback, or tower separation controls established in Section 132.4; protected street
15 frontages in Section 155(r); the setback requirements of Section 261.1; bulk controls established in
16 Section 270(h); the lot merger restrictions established in Section 249.78(d)(5); the PDR requirements
17 established in Section 249.78(c)(5); or the commercial orientation of large sites established in Section
18 249.78(c)(6).

19 (4) **Determination.** In granting such exceptions, the Planning Commission shall
20 determine that the provision of the proposed amenities and exceptions would meet the following
21 criteria:

22 (i) The amenities and exceptions would, on balance, be in conformity with and
23 support the implementation of the Goals, Objectives, and Policies of the Central SoMa Plan,

24 (ii) The amenities would result in an equal or greater benefit to the City than
25 would occur without the exceptions, and

1 (iii) The exceptions are necessary to facilitate the provision of important public
2 assets that would otherwise be difficult to locate in a highly developed neighborhood like SoMa.

3 (ef) **Hearing and Decision.**

4 * * * *

5 **SEC. 401. DEFINITIONS.**

6 In addition to the specific definitions set forth elsewhere in this Article, the following
7 definitions shall govern interpretation of this Article:

8 * * * *

9 "Designated affordable housing zones." For the purposes of implementing the Eastern
10 Neighborhoods ~~Community Improvements~~~~Public Benefits~~ Fund, shall mean the Mission NCT
11 defined in Section 754 ~~and those Mixed Use Residential Districts defined in Section 841 that are~~
12 ~~located within the boundaries of either the East SoMa or Western SoMa Plan Areas.~~

13 * * * *

14 "Eastern Neighborhoods ~~Community Improvements~~~~Public Benefits~~ Fund." The fund into
15 which all fee revenue collected by the City from the Eastern Neighborhoods Impact Fee is
16 deposited.

17 * * * *

18 **SEC. 411A.3. APPLICATION OF TSF.**

19 * * * *

20 (d) **Application of the TSF to Projects in the Approval Process at the Effective**
21 **Date of Section 411A.** The TSF shall apply to Development Projects that are in the approval
22 process at the effective date of Section 411A, except as modified below:

23 (1) Projects that have a Development Application approved before the effective
24 date of this Section shall not be subject to the TSF, but shall be subject to the TIDF at the rate
25

1 applicable ~~per~~pursuant to Planning Code Sections 411.3 (e) and 409, as well as any other
2 applicable fees.

3 (2) Projects that have filed a Development Application or environmental review
4 application on or before July 21, 2015, and have not received approval of any such
5 application, shall be subject to the TSF as follows, except as described in subsection (3) below:

6 (A) Residential Uses subject to the TSF shall pay 50% of the applicable
7 residential TSF rate, as well as any other applicable fees.

8 (B) The Non-residential or PDR portion of any project shall be subject to
9 the TSF but pay the applicable TIDF rate ~~per~~pursuant to Planning Code Sections 411.3(e) and
10 409, as well as any other applicable fees.

11 (3) Projects that have not filed a Development Application or environmental
12 review application before July 22, 2015, and file the first such application on or after July 22,
13 2015, and have not received approval of any such application, as well as projects within the
14 Central SoMa Special Use District that have a Central SoMa Development Tier of A, B, or C, as
15 defined in Section 423.2, regardless of the date filed of any Development Application, shall be subject
16 to the TSF as follows:

17 (A) Residential Uses subject to the TSF shall pay 100% of the applicable
18 residential TSF rate, as well as any other applicable fees.

19 (B) The Non-residential or PDR portion of any project shall pay 100% of
20 the applicable Non-residential or PDR TSF rate, as well as any other applicable fees.

21 * * * *

22 **SEC. 413.7. COMPLIANCE BY LAND DEDICATION WITHIN THE CENTRAL SOMA**
23 **SPECIAL USE DISTRICT.**
24
25

1 (a) Controls. Within the Central SoMa Special Use District, projects may satisfy all or a
2 portion of the requirements of Section 413.5, 413.6 and 413.8 via dedication of land with equivalent or
3 greater value than the fee owed pursuant to Section 413 et seq.

4 (b) Requirements.

5 (1) The value of the dedicated land shall be determined by appraisal. Prior to issuance
6 by DBI of the first site or building permit for a development project subject to Section 413.1 et seq. the
7 sponsor shall submit to the Department, with a copy to MOHCD, a self-contained appraisal report as
8 defined by the Uniform Standards of Professional Appraisal Practice prepared by an M.A.I. appraiser
9 of the fair market value of any land to be dedicated by the sponsor to the City and County of San
10 Francisco.

11 (2) Projects are subject to the requirements of Section 419.5(a)(2)(A) and (C) through
12 (J).

13 * * * *

14 **SEC. 413.10. CITYWIDE AFFORDABLE HOUSING FUND.**

15 All monies contributed pursuant to Sections 413.6 or 413.8 or assessed pursuant to
16 Section 413.9 shall be deposited in the Citywide Affordable Housing Fund ("Fund"),
17 established in Administrative Code Section 10.100-49. The receipts in the Fund collected
18 under Section 413et seq. shall be used solely to increase the supply of housing affordable to
19 qualifying households subject to the conditions of this Section. The fees collected under this
20 Section may not be used, by way of loan or otherwise, to pay any administrative, general
21 overhead, or similar expense of any entity. The Mayor's Office of Housing and Community
22 Development ("MOHCD") shall develop procedures such that, for all projects funded by the
23 Citywide Affordable Housing Fund, MOHCD requires the project sponsor or its successor in
24 interest to give preference in occupying units as provided for in Administrative Code Chapter
25 47.

1 Pursuant to Section 249.78(e)(1), all monies contributed pursuant to the Jobs-Housing Linkage
2 Program and collected within the Central SoMa Special Use District shall be paid into the Citywide
3 Affordable Housing Fund, but the funds shall be separately accounted for. Such funds shall be
4 expended within the area bounded by Market Street, the Embarcadero, King Street, Division Street,
5 and South Van Ness Avenue.

6 * * * *

7 **SEC. 415.3. APPLICATION.**

8 * * * *

9 (b) Except as provided in subsection (3) below, Any development project that has
10 submitted a complete Environmental Evaluation application prior to January 12, 2016 shall
11 comply with the Affordable Housing Fee requirements, the on-site affordable housing
12 requirements or the off-site affordable housing requirements, and all other provisions of
13 Section 415.1 *et seq.*, as applicable, in effect on January 12, 2016. For development projects
14 that have submitted a complete Environmental Evaluation application on or after January 1,
15 2013, the requirements set forth in Planning Code Sections 415.5, 415.6, and 415.7 shall
16 apply to certain development projects consisting of 25 dwelling units or more during a limited
17 period of time as follows.

18 * * * *

19 (3) During the limited period of time in which the provisions of Section 415.3(b)
20 apply, the following provisions shall apply:

21 (A) For any housing development that is located in an area with a
22 specific affordable housing requirement set forth in an Area Plan or a Special Use District, or
23 in any other section of the Code such as Section 419, with the exception of the UMU Zoning
24 District or in the South of Market Youth and Family Zoning District, the higher of the affordable
25

housing requirement set forth in such Area Plan or Special Use District or in Section 415.3(b) shall apply;

(B) Development projects that are within the Central SoMa Special Use District; that are designated as Central SoMa Development Tier A, B, or C, as defined in Section 423.2; and that submitted a complete Environmental Evaluation application prior to January 12, 2016 shall be subject to the affordable housing requirements set forth in Sections 415.5, 415.6, and 415.7 that apply to projects that submitted a complete Environmental Evaluation Application on or after January 13, 2016 and before December 31, 2017; and

(C) Any affordable housing impact fee paid pursuant to an Area Plan or Special Use District shall be counted as part of the calculation of the inclusionary housing requirements contained in Planning Code Sections 415.1 et seq.

* * * *

SEC. 415.5. AFFORDABLE HOUSING FEE.

* * * *

(f) **Use of Fees.** All monies contributed pursuant to the Inclusionary Affordable Housing Program shall be deposited in the Citywide Affordable Housing Fund ("the Fund"), established in Administrative Code Section 10.100-49, except as specified below. The Mayor's Office of Housing and Community Development ("MOHCD") shall use the funds collected under this Section 415.5 in the following manner:

* * * *

(2) **"Small Sites Funds."**

(A) **Designation of Funds.** MOHCD shall designate and separately account for 10% of all fees that it receives under Section 415.1 et seq. that are deposited into the Citywide Affordable Housing Fund, established in Administrative Code Section 10.100-49, excluding fees that are geographically targeted such as those referred to in Sections

1 249.78(e)(1), 415.5(b)(1), and 827(b)(1), to support acquisition and rehabilitation of Small Sites
2 (“Small Sites Funds”). MOHCD shall continue to divert 10% of all fees for this purpose until
3 the Small Sites Funds reach a total of \$15 million, at which point, MOHCD will stop
4 designating funds for this purpose. At such time as designated Small Sites Funds are
5 expended and dip below \$15 million, MOHCD shall start designating funds again for this
6 purpose, such that at no time the Small Sites Funds shall exceed \$15 million. When the total
7 amount of fees paid to the City under Section 415.1 *et seq.* totals less than \$10 million over
8 the preceding 12-month period, MOHCD is authorized to temporarily divert funds from the
9 Small Sites Fund for other purposes. MOHCD ~~must~~shall keep track of the diverted funds,
10 however, such that when the amount of fees paid to the City under Section 415.1 *et seq.*
11 meets or exceeds \$10 million over the preceding 12-month period, MOHCD shall commit all of
12 the previously diverted funds and 10% of any new funds, subject to the cap above, to the
13 Small Sites Fund.

14 * * * *

15 (4) Pursuant to Section 249.78(e)(1), all monies contributed pursuant to the
16 Inclusionary Affordable Housing Program and collected within the Central SoMa Special Use District
17 shall be paid into the Citywide Affordable Housing Fund, but the funds shall be separately accounted
18 for. Such funds shall be expended within the area bounded by Market Street, the Embarcadero, King
19 Street, Division Street, and South Van Ness Avenue.

20 * * * *

21 **SEC. 415.7. OFF-SITE AFFORDABLE HOUSING ALTERNATIVE.**

22 * * * *

23 **(c) Location of off-site housing:**

24 (1) Except as specified in subsection (ii) below, The off-site units shall be located
25 within one mile of the principal project;

1 (2) Projects within the Central SoMa SUD must be located within the area bounded by
2 Market Street, the Embarcadero, King Street, Division Street, and South Van Ness Avenue.

3 * * * *

4 **SEC. 417.5. USE OF FUNDS.**

5 The Eastern Neighborhoods Area Plan Alternate Affordable Housing Fee shall be paid
6 into the Citywide Affordable Housing Fund, but the funds shall be separately accounted for.
7 MOH shall expend the funds according to the following priorities: First, to increase the supply
8 of housing affordable to qualifying households in the Eastern Neighborhoods Project Areas;
9 second, to increase the supply of housing affordable to qualifying households within 1 mile of
10 the boundaries of the Eastern Neighborhoods Project Areas; third, to increase the supply of
11 housing affordable to qualifying households in the City and County of San Francisco. The
12 funds may also be used for monitoring and administrative expenses subject to the process
13 described in Section 415.5(e). All monies contributed pursuant to the Eastern Neighborhoods Area
14 Plan Alternate Affordable Housing Fee and collected within the Central SoMa Special Use District
15 shall be paid into the Citywide Affordable Housing Fund, but the funds shall be separately accounted
16 for. Such funds shall be expended within the area bounded by Market Street, the Embarcadero, King
17 Street, Division Street, and South Van Ness Avenue.

18 * * * *

19 **SEC. 419. HOUSING REQUIREMENTS FOR RESIDENTIAL DEVELOPMENT**
20 **PROJECTS IN THE UMU ZONING DISTRICTS OF THE EASTERN NEIGHBORHOODS**
21 **AND THE LAND DEDICATION ALTERNATIVE IN THE UMU DISTRICT, MISSION NCT**
22 **DISTRICT, AND CENTRAL SOMA SPECIAL USE DISTRICT.**

23 Sections 419.1 through 419.6, hereafter referred to as Section 419.1 et seq., set forth
24 the housing requirements for residential development projects in the UMU Zoning Districts of
25 the Eastern Neighborhoods and the Land Dedication Alternative in the UMU District, Mission

1 NCT District, and Central SoMa Special Use District. The effective date of these requirements
2 shall be either December 19, 2008, which is the date that the requirements originally became
3 effective, or the date a subsequent modification, if any, became effective.

4 * * * *

5 **SEC. 419.6. LAND DEDICATION ALTERNATIVE IN THE MISSION NCT DISTRICT**
6 **AND CENTRAL SOMA SPECIAL USE DISTRICT.**

7 (a) Mission NCT District. The Land Dedication alternative is available for any project
8 within the Mission NCT District under the same terms and conditions as provided for in
9 Section 419.5(a)(2)(A)-(J).

10 (b) Central SoMa Special Use District. The Land Dedication alternative is available for
11 projects within the Central SoMa Special Use District under the same terms and conditions as provided
12 for in Section 419.5(a)(2), except that in lieu of the requirements of Table 419.5, projects may satisfy
13 the requirements of Section 415.5 by dedicating land for affordable housing if the dedicated site will
14 result in a total amount of dedicated Gross Floor Area that is equal to or greater than 45% of the
15 potential Gross Floor Area that could be provided on the principal site, as determined by the Planning
16 Department. Any dedicated land shall be within the area bounded by Market Street, the Embarcadero,
17 King Street, Division Street, and South Van Ness Avenue.

18 * * * *

19 **SEC. 423.1. PURPOSE AND FINDINGS SUPPORTING EASTERN**
20 **NEIGHBORHOODS IMPACT FEES AND COMMUNITY IMPROVEMENTS FUND.**

21 (a) **Purpose.** The Board takes legislative notice of the purpose of the Eastern
22 Neighborhoods Area Plan as articulated in the Eastern Neighborhoods Area Plan of the San
23 Francisco General Plan. San Francisco's Housing Element establishes the Eastern
24 Neighborhoods as a target area for development of new housing to meet San Francisco's
25 identified housing targets. The release of some of the area's formerly industrial lands, no

1 longer needed to meet current industrial or PDR needs, offer an opportunity to achieve higher
2 affordability, and meet a greater range of need. The Mission, Showplace Square - Potrero Hill,
3 Central SoMa, East SoMa, Western SoMa and Central Waterfront Area Plans of the General
4 Plan (Eastern Neighborhoods Plans) thereby call for creation of new zoning intended
5 specifically to meet San Francisco's housing needs, through higher affordability requirements
6 and through greater flexibility in the way those requirements can be met, as described in
7 Section 419. To support this new housing, other land uses, including PDR businesses, retail,
8 office and other workplace uses will also grow in the Eastern Neighborhoods.

9 This new development will have an extraordinary impact on the Plan Area's already
10 deficient neighborhood infrastructure. New development will generate needs for a significant
11 amount of public open space and recreational facilities; transit and transportation, including
12 streetscape and public realm improvements; community facilities and services, including child
13 care; and other amenities, as described in the Eastern Neighborhoods Community
14 Improvements Program, on file with the Clerk of the Board in File No. 081155.

15 A key policy goal of the Eastern Neighborhoods Plans is to provide a significant
16 amount of new housing affordable to low, moderate and middle income families and
17 individuals, along with "complete neighborhoods" that provide appropriate amenities for these
18 new residents. The Plans obligate all new development within the Eastern Neighborhoods to
19 contribute towards these goals, by providing a contribution towards affordable housing needs
20 and by paying an Eastern Neighborhoods Impact Fee.

21 * * * *

22 **SEC. 423.2. DEFINITIONS.**

23 ~~(a)~~ In addition to the definitions set forth in Section 401 of this Article, the following
24 definitions shall govern interpretation of Section 423.1 *et seq.*

1 (a) **Eastern Neighborhoods Base Height.** The Height limit immediately prior to the adoption
2 of the following:

3 (1) The Eastern Neighborhoods Plan (Ordinance No. 298-08, on file with the Clerk of
4 the Board of Supervisors in File No. 081153), regardless of subsequent changes in the Height limit, for
5 parcels within the East SoMa Plan Area at the time of plan adoption;

6 (2) The Western SoMa Area Plan (Ordinance No. 41-13, on file with the Clerk of the
7 Board of Supervisors in File No. 130001), regardless of subsequent changes in the Height limit, for
8 parcels within the Western SoMa Area Plan at the time of plan adoption; or

9 (3) Ordinance No. 13-14 (on file with the Clerk of the Board of Supervisors in File No.
10 131161), regardless of subsequent changes in the Height limit, for parcels added to the East SoMa
11 Plan Area by Ordinance No. 13-14.

12 (b) **Central SoMa Base Height.**

13 (1) For all parcels except those described in subsection (2) below, the Height limit
14 established by the Central SoMa Plan (Ordinance No. _____, on file with the Clerk of the Board
15 of Supervisors in File No. _____), regardless of subsequent changes in the Height limit.

16 (2) **Exception for Narrow Sites.** Projects on parcels in the CS Bulk District, as defined
17 in Section 270, with a Height limit greater than 85 feet and with no street or alley frontage greater than
18 100 feet shall be considered for the purposes of Section 423 et seq. to have a Height limit of 85 feet
19 regardless of the parcel's actual Height limit.

20 (c) **Eastern Neighborhoods Fee Tiers.**

21 (1) **Tier 1.**

22 (A) All development on sites ~~which~~that received a height increase of eight
23 feet or less, received no height increase, or received a reduction in height, as measured from
24 the Eastern Neighborhoods Base Height~~part of the Eastern Neighborhoods Plan (on file with the Clerk~~
25

1 ~~of the Board of Supervisors in File No. 081154) or the Western SoMa Community Plan (on file with the~~
2 ~~Clerk of the Board of Supervisors in File No. 130001);~~

3 (B) The residential portion of all 100% affordable housing projects;

4 (C) The residential portion of all projects within the Urban Mixed Use
5 (UMU) district; and

6 (D) All changes of use within existing structures.

7 (2) **Tier 2.** All additions to existing structures or new construction on other sites
8 not listed in subsection (1) above ~~which~~that received a height increase of nine to 28 feet, as
9 ~~measured from the Eastern Neighborhoods Base Height~~part of the Eastern Neighborhoods Plan (on file
10 ~~with the Clerk of the Board of Supervisors in File No. 081154) or the Western SoMa Community Plan~~
11 ~~(on file with the Clerk of the Board of Supervisors in File No. 130001);~~

12 ~~For the purposes of this Section, increase in heights in the WMUG District in~~
13 ~~Assessor's Blocks 3733 and 3752 shall be measured by the base height (as defined in Section 263.11)~~
14 ~~prior to the effective date of the Western SoMa Plan (Ordinance No. Ord. 42-13);~~

15 (3) **Tier 3.** All additions to existing structures or new construction on other sites
16 not listed in subsection (1) above ~~which~~that received a height increase of 29 feet or more, as
17 ~~measured from the Eastern Neighborhoods Base Height~~part of the Eastern Neighborhoods Plan (on file
18 ~~with the Clerk of the Board of Supervisors in File No. 081154) or the Western SoMa Community Plan~~
19 ~~(on file with the Clerk of the Board of Supervisors in File No. 130001).~~

20 ~~For purposes of this Section, increase in heights in the MUR District shall be~~
21 ~~measured by the base height (as defined in Section 263.11) prior to the effective date of the Eastern~~
22 ~~Neighborhoods (Ordinance No. 298-08).~~

23 (d) Central SoMa Fee Tiers. For all applicable projects, the following Fee Tiers apply:

24 (1) Tier A.

1 (A) All development on sites rezoned from SALI or SLI to either CMUO or
2 WMUO with a Height limit at or below 45 feet, pursuant to the adoption of the Central SoMa Area
3 Plan (on file with the Clerk of the Board of Supervisors in File No. ____).

4 (B) All development on all other sites that received a Height increase of 15 feet
5 to 45 feet pursuant to the adoption of the Central SoMa Area Plan (on file with the Clerk of the Board
6 of Supervisors in File No. ____).

7 **(2) Tier B.**

8 (A) All development on sites rezoned from SALI or SLI to either CMUO or
9 WMUO with a Height limit of between 46 and 85 feet, pursuant to the adoption of the Central SoMa
10 Area Plan (on file with the Clerk of the Board of Supervisors in File No. ____).

11 (B) All development on all other sites that received a Height increase of 46 feet
12 to 85 feet pursuant to the adoption of the Central SoMa Area Plan (on file with the Clerk of the Board
13 of Supervisors in File No. ____).

14 **(3) Tier C.**

15 (A) For All development on sites rezoned from SALI or SLI to either CMUO or
16 WMUO with a Height limit above 85 feet, pursuant to the adoption of the Central SoMa Area Plan (on
17 file with the Clerk of the Board of Supervisors in File No. ____).

18 (B) All development on all other sites that received a Height increase of more
19 than 85 feet pursuant to the adoption of the Central SoMa Area Plan (on file with the Clerk of the
20 Board of Supervisors in File No. ____); and

21 **SEC. 423.3. APPLICATION OF EASTERN NEIGHBORHOODS INFRASTRUCTURE**
22 **IMPACT FEE.**

23 * * * *

24 **(d) Option for In-Kind Provision of Community Improvements and Fee Credits.**

25 Project sponsors may propose to directly provide community improvements to the City. In

1 such a case, the City may enter into an In-Kind Improvements Agreement with the sponsor
2 and issue a fee waiver for the Eastern Neighborhoods Infrastructure Impact Fee from the
3 Planning Commission, subject to the following rules and requirements:

4 (1) **Approval Criteria.** The City shall not enter into an In-Kind Agreement
5 unless the proposed in-kind improvements meet an identified community need as analyzed in
6 the Eastern Neighborhoods Community Improvements Program and where they substitute for
7 improvements that could be provided by the Eastern Neighborhoods Community Improvements
8 ~~Public Benefits~~ Fund (as described in Section 423.5). The City may reject in-kind improvements
9 if they are not consistent with the priorities identified in the Eastern Neighborhoods Area Plans
10 (Central Waterfront, East SoMa, Western SoMa, Mission, and Showplace Square/Potrero
11 Hill), by the Interagency Plan Implementation Committee (see Section 36 of the Administrative
12 Code), the Eastern Neighborhoods Citizens Advisory Committee, or other prioritization
13 processes related to Eastern Neighborhoods Citizens community improvements
14 programming. No physical improvement or provision of space otherwise required by the
15 Planning Code or any other City Code shall be eligible for consideration as part of this In-Kind
16 Improvements Agreement.

17 * * * *

18 (f) **Waiver or Reduction of Fees.** Development projects may be eligible for a waiver
19 or reduction of impact fees, pursuant to~~per~~ Section 406 of this Article. Additionally, ~~project~~
20 ~~sponsors with a development project located within an applicable San Francisco Redevelopment~~
21 ~~Project Area may reduce their required contribution to the Eastern Neighborhoods Public Benefits~~
22 ~~Fund by half of any total sum that they would otherwise be required to pay under this Section, if the~~
23 ~~sponsor~~

1 ~~(1) has filed its first application, including an environmental evaluation~~
2 ~~application or any other Planning Department or Building Department application before the effective~~
3 ~~date of Section 423.1 et seq. and~~

4 ~~(2) provides the Zoning Administrator with written evidence, supported in~~
5 ~~writing by the San Francisco Redevelopment Agency, that demonstrates the annual tax increment~~
6 ~~which could be generated by the proposed project would support a minimum future bonding capacity~~
7 ~~equal to \$10,000,000 or greater. office projects under 50,000 square feet, other non-residential~~
8 ~~projects, and residential projects in the Central SoMa Special Use District may reduce their required~~
9 ~~contribution to the Eastern Neighborhoods Community Improvements Fund as follows: for every gross~~
10 ~~square foot of PDR space required by Planning Code Section 202.8, the project may waive payment for~~
11 ~~four gross square feet of the Eastern Neighborhoods Infrastructure Impact Fee.~~

12 * * * *

13 **SEC. 423.5. THE EASTERN NEIGHBORHOODS COMMUNITY IMPROVEMENTS**
14 **FUND.**

15 * * * *

16 (b) **Use of Funds.** The Fund shall be administered by the Board of Supervisors.

17 (1) All monies deposited in the Fund or credited against Fund obligations shall
18 be used to design, engineer, acquire, improve, and develop public open space and
19 recreational facilities; transit, streetscape and public realm improvements; and child care
20 facilities. Funds may be used for childcare facilities that are not publicly owned or publicly-
21 accessible.

22 (A) Funds collected from all zoning districts in the Eastern
23 Neighborhoods Program Area, excluding Designated Affordable Housing Zones shall be
24 allocated to accounts by improvement type according to Table 423.5.

(B) Funds collected in Designated Affordable Housing Zones ~~(Mission NCT and MUR~~, as defined in Section 401), shall be allocated to accounts by improvement type as described in Table 423.5A.

* * * *

(c) Funds shall be allocated to accounts by improvement type as described below:

(1) Funds collected from all zoning districts in the Eastern Neighborhoods Program Area, excluding Designated Affordable Housing Zones shall be allocated to accounts by improvement type according to Table 423.5. Funds collected from MUR Zoning Districts outside of the boundaries of either the East SoMa or Western SoMa Area Plans shall be allocated to accounts by improvement type according to Table 423.5.

(2) Funds collected in Designated Affordable Housing Zones, ~~(Mission NCT and MUR Use Districts within the boundaries of either the East SoMa or Western SoMa Area Plans (as~~ defined in Section 401), shall be allocated to accounts by improvement type as described in Table 423.5A. For funds allocated to affordable housing, MOH shall expend the funds as follows:

(A) All funds collected from projects in the Mission NCT shall be expended on housing programs and projects within the Mission Area Plan boundaries.

~~(B) All funds collected from projects in the MUR Use Districts within the boundaries of either the East SoMa or Western SoMa Area Plans shall be expended on housing programs and projects within the boundaries of 5th to 10th Streets/Howard to Harrison Streets.~~

* * * *

~~SEC. 425. ALTERNATIVE MEANS OF SATISFYING THE OPEN SPACE REQUIREMENT IN THE SOUTH OF MARKET MIXED-USE DISTRICTS.~~

~~(The effective date of these provisions shall be either April 6, 1990, the date that it originally became effective, or the date a subsequent modification, if any, became effective.)~~

1 ~~If it is the judgment of the Zoning Administrator that an open space satisfying the requirements~~
2 ~~and standards of subsections (b) and (c) of Section 135.3 of this Code cannot be created because of~~
3 ~~constraints of the development site, or because the project cannot provide safe, convenient access to the~~
4 ~~public, or because the square footage of open space is not sufficient to provide a usable open space, the~~
5 ~~Zoning Administrator may (i) authorize, as an eligible type of open space, a pedestrian mall or~~
6 ~~walkway within a public right of way which is improved with paving, landscaping, and street furniture~~
7 ~~appropriate for creating an attractive area for sitting and walking, or (ii) waive the requirement that~~
8 ~~open space be provided upon payment to the Open Space Fund of a fee of \$.80 for each square foot of~~
9 ~~open space otherwise required to be provided. These amounts shall be adjusted annually effective April~~
10 ~~1st of each calendar year by the percentage of change in the Building Cost Index used by the San~~
11 ~~Francisco Bureau of Building Inspection. This payment shall be paid in full to the City prior to the~~
12 ~~issuance of any temporary or other certificate of occupancy for the subject property. Said fee shall be~~
13 ~~used for the purpose of acquiring, designing, improving and/or maintaining park land, park facilities,~~
14 ~~and other open space resources, which is expected to be used solely or in substantial part by persons~~
15 ~~who live, work, shop or otherwise do business in the South of Market Base District, as that District is~~
16 ~~defined in Section 820 of this Code and identified on Sectional Map 3SU of the Zoning Map of the City~~
17 ~~and County of San Francisco. Said fee, and any interest accrued by such fee, shall be used for the~~
18 ~~purpose stated herein unless it is demonstrated that it is no longer needed.~~

19 **SEC. 426. ALTERNATIVE MEANS OF SATISFYING THE NON-RESIDENTIAL**
20 **OPEN SPACE REQUIREMENT IN THE EASTERN NEIGHBORHOODS MIXED USE**
21 **DISTRICTS.**

22 (The effective date of these provisions shall be either December 19, 2008, the date that
23 they originally became effective, or the date a subsequent modification, if any, became
24 effective.)
25

1 In the Eastern Neighborhoods Mixed Use Districts, except for the CMUO District, the
2 usable open space requirement of Section 135.3 may be satisfied through payment of a fee of
3 \$76 for each square foot of usable open space not provided ~~pursuant to that Variance~~. In the
4 CMUO District, the usable open space requirement of Section 135.3 and the POPOS requirement of
5 Section 138 may be satisfied through payment of a fee of \$890 for each square foot of required usable
6 open space not provided. ~~This~~ These fees shall be adjusted in accordance with Section 423.3 of
7 this Article. ~~This~~ These fees shall be paid into the Recreation and Open Space subset of the Eastern
8 Neighborhoods Community Improvements ~~Public Benefits~~ Fund, as described in Section 423 of
9 this Article. ~~Said fee shall be used for the purpose of acquiring, designing, and improving park land,~~
10 ~~park facilities, and other open space resources, which is expected to be used solely or in substantial~~
11 ~~part by persons who live, work, shop or otherwise do business in the Eastern Neighborhoods Mixed~~
12 ~~Use districts.~~

13 **SEC. 427. PAYMENT IN CASES OF VARIANCE OR EXCEPTION FOR REQUIRED**
14 **RESIDENTIAL OPEN SPACE.**

15 (a) **Eastern Neighborhoods Mixed Use Districts.** In the Eastern Neighborhoods
16 Mixed Use Districts, except for the CMUO District, ~~should a Variance from usable open space~~
17 ~~requirements for residential uses be granted by the Zoning Administrator, any project that obtains a~~
18 Variance pursuant to Section 305, or an exception be granted for those projects subject pursuant to
19 ~~the~~ Section 329 process, to provide less usable open space than otherwise required by Section 135
20 shall pay a fee of \$327 ~~shall be required~~ for each square foot of usable open space not provided
21 ~~pursuant to that Variance~~. In the CMUO District, any project that obtains a Variance pursuant to
22 Section 305, an exception pursuant to Section 329, or chooses the in-lieu option pursuant to Section
23 135(d)(5)(B)(ii) shall pay a fee of \$890 for each square foot of required useable open space not
24 provided. ~~This~~ These fees shall be adjusted in accordance with Section 423.3 of this Article.
25 ~~This~~ These fees shall be paid into the Recreation and Open Space subset of the Eastern

1 Neighborhoods Community Improvements~~Public Benefits~~ Fund, as described in Section 423 of
2 this Article. ~~Said fee shall be used for the purpose of acquiring, designing, and improving park land,~~
3 ~~park facilities, and other open space resources, which is expected to be used solely or in substantial~~
4 ~~part by persons who live, work, shop or otherwise do business in the Eastern Neighborhoods Mixed~~
5 ~~Use Districts.~~

6 * * * *

7 **SEC. 432. CENTRAL SOMA COMMUNITY SERVICES FACILITIES FEE AND FUND.**

8 Sections 432.1 through 432.4 set forth the requirements and procedures for the Central SoMa
9 Community Services Facilities Fee and Fund.

10 **SEC. 432.1. PURPOSE AND FINDINGS.**

11 (a) **Purpose.** New development in Central SoMa will increase the resident and employee
12 populations, generating new demand for use of community service facilities, such as cultural facilities,
13 health clinics, services for people with disabilities, and job training centers. New revenues to fund
14 investments in community services are necessary to maintain the existing level of service. This fee will
15 generate revenue that will be used to ensure an expansion in community service facilities in Central
16 SoMa as new development occurs.

17 (b) **Findings.** In adopting the Central SoMa Plan (Ordinance No. _____, on file with the
18 Clerk of the Board of Supervisors in File No. _____), the Board of Supervisors reviewed the
19 Central SoMa Community Facilities Nexus Study, prepared by Economic & Planning Systems and
20 dated March 2016. The Board of Supervisors reaffirms the findings and conclusions of this study as
21 they relate to the impact of new development in Central SoMa on community services facilities, and
22 hereby readopts the findings contained in the Central SoMa Community Facilities Nexus Study.

23 **SEC. 432.2. APPLICATION OF FEES.**

24 (a) **Applicable Projects.** The Central SoMa Community Services Facilities Fee is applicable to
25 any development project in the Central SoMa Special Use District that:

1 (1) Is in any Central SoMa Tier, pursuant to Section 423; and

2 (2) Includes new construction or an addition of space in excess of 800 gross square feet.

3 (b) **Fee Calculation.** For applicable projects, the Fee is as follows:

4 (1) For Residential uses, \$1.30 per gross square foot of net additional gross square feet,
5 net replacement of gross square feet from PDR uses, or net change of use of gross square feet from
6 PDR uses.

7 (2) For Non-residential uses,

8 (A) \$1.75 per gross square foot of net additional gross square feet, net
9 replacement of gross square feet from PDR uses, or net change of use of gross square feet from PDR
10 uses.

11 (B) \$0.45 per gross square foot of net replacement of gross square feet from
12 Residential uses or net change of use of gross square feet from Residential uses.

13 (c) **Option for In-Kind Provision of Community Improvements and Fee Credits.** Project
14 sponsors may propose to directly provide community improvements to the City. In such a case, the City
15 may enter into an In-Kind Improvements Agreement with the sponsor and issue a fee waiver for the
16 Central SoMa Community Services Facilities Impact Fee from the Planning Commission, subject to the
17 following rules and requirements:

18 (1) **Approval Criteria.** The City shall not enter into an In-Kind Agreement unless the
19 proposed in-kind improvements meet an identified community need as analyzed in the Central SoMa
20 Community Improvements Program and substitute for improvements that could be provided by the
21 Central SoMa Community Services Facilities Public Benefits Fund (as described in Section 432.4).
22 The City may reject in-kind improvements if they are not consistent with the priorities identified in the
23 Central SoMa Plan, by the Interagency Plan Implementation Committee (see Section 36 of the
24 Administrative Code), the Eastern Neighborhoods Citizens Advisory Committee, or other prioritization
25 processes related to Eastern Neighborhoods Citizens community improvements programming. No

1 physical improvement or provision of space otherwise required by the Planning Code or any other City
2 Code shall be eligible for consideration as part of this In-Kind Improvements Agreement.

3 (2) **Valuation, Content, Approval Process, and Administrative Costs.** The valuation,
4 content, approval process, and administrative costs shall be undertaken pursuant to the requirements of
5 Sections 423.3(d)(2) through 423.3(d)(5).

6 (d) **Timing of Fee Payments.** The Fee is due and payable to the Development Fee Collection
7 Unit at DBI at the time of and in no event later than issuance of the first construction document, with
8 an option for the project sponsor to defer payment to prior to issuance of the first certificate of
9 occupancy upon agreeing to pay a deferral surcharge that would be paid into the appropriate fund in
10 accordance with Section 107A.13.3 of the San Francisco Building Code.

11 (e) **Waiver or Reduction of Fees.** Development projects may be eligible for a waiver or
12 reduction of impact fees, pursuant to Section 406.

13 **SEC. 432.3. IMPOSITION OF CENTRAL SOMA COMMUNITY SERVICES FACILITIES**
14 **FEE.**

15 (a) **Determination of Requirements.** The Department shall determine the applicability of
16 Section 432 et seq. to any development project requiring a first construction document and, if Section
17 432 et seq. is applicable, the Department shall determine the amount of the Central SoMa Community
18 Services Facilities Fees required and shall impose these requirements as a condition of approval for
19 issuance of the first construction document for the development project. The project sponsor shall
20 supply any information necessary to assist the Department in this determination.

21 (b) **Department Notice to Development Fee Collection Unit at DBI.** Prior to the issuance of a
22 building or site permit for a development project subject to the requirements of Section 432 et seq., the
23 Department shall notify the Development Fee Collection Unit at DBI of its final determination of the
24 amount of the Central SoMa Community Services Facilities Fees required, including any reductions
25

1 calculated for an In-Kind Improvements Agreement, in addition to the other information required by
2 Section 402(b) of this Article.

3 (c) **Development Fee Collection Unit Notice to Department Prior to Issuance of the First**
4 **Certificate of Occupancy.** The Development Fee Collection Unit at DBI shall provide notice in writing
5 or electronically to the Department prior to issuing the first certificate of occupancy for any
6 development project subject to Section 432 et seq. that has elected to fulfill all or part of its Central
7 SoMa Community Services Facilities Fee requirement with an In-Kind Improvements Agreement. If the
8 Department notifies the Unit at such time that the sponsor has not satisfied any of the terms of the In-
9 Kind Improvements Agreement, the Director of DBI shall deny any and all certificates of occupancy
10 until the project complies with the requirements of Section 432 et seq., either through conformance with
11 the In-Kind Improvements Agreement or payment of the remainder of the Central SoMa Community
12 Services Facilities Fee that would otherwise have been required, plus a deferral surcharge as set forth
13 in Section 107A.13.3.1 of the San Francisco Building Code.

14 (d) **Process for Revisions of Determination of Requirements.** In the event that the Department
15 or the Commission takes action affecting any development project subject to Section 432 et seq. and
16 such action is subsequently modified, superseded, vacated, or reversed by the Department or the
17 Commission, Board of Appeals, the Board of Supervisors, or by court action, the procedures of Section
18 402(c) of this Article shall be followed.

19 **SEC. 432.4. THE CENTRAL SOMA COMMUNITY SERVICES FACILITIES FUND.**

20 (a) There is hereby established a separate fund set aside for a special purpose entitled the
21 Central SoMa Community Services Facilities Fund ("Fund"). All monies collected by the Development
22 Fee Collection Unit at DBI pursuant to Section 432.3(b) shall be deposited in a special fund
23 maintained by the Controller. The receipts in the Fund are to be used solely to fund public
24 infrastructure subject to the conditions of this Section.

1 (b) Expenditures from the Fund shall be administered by the Mayor's Office of Housing and
2 Community Development, or its successor. The Mayor's Office of Housing and Community
3 Development or its successor shall have the authority to prescribe rules and regulations governing the
4 Fund.

5 (1) All monies deposited in the Fund shall be used to design, engineer, and develop
6 community services facilities, including cultural/arts facilities, social welfare facilities, and community
7 health facilities, in the Central SoMa Special Use District as established in the Central SoMa Plan and
8 the Central SoMa Plan Implementation Program Document and supported by the findings of the
9 Central SoMa Community Facilities Nexus Study.

10 (2) Funds may be used for administration and accounting of fund assets, for additional
11 studies as detailed in the Central SoMa Plan Implementation Program Document, and to defend the
12 Central SoMa Community Services Facilities Impact Fee against legal challenge, including the legal
13 costs and attorney's fees incurred in the defense. Administration of this fund includes time and
14 materials associated with reporting requirements, facilitating any necessary or required public
15 meetings aside from Planning Commission hearings, and maintenance of the fund. Monies from the
16 Fund may be used by the Planning Commission to commission economic analyses for the purpose of
17 revising the fee, and/or to complete an updated nexus study to demonstrate the relationship between
18 development and the need for public facilities and services if this is deemed necessary. Monies used for
19 the purposes consistent with this subsection (2) shall not exceed five percent of the total fees collected.
20 All interest earned on this account shall be credited to the Central SoMa Community Services Facilities
21 Fund.

22 (3) The Mayor's Office of Housing and Community Development shall report annually
23 to the Board of Supervisors on the current status of the fund, the amounts approved for disbursement,
24 and the number and types of housing units or households assisted.

1 (4) All funds are justified and supported by the Central SoMa Community Facilities
2 Nexus Study, adopted as part of the Central SoMa Plan (Ordinance No. _____, on file with the
3 Clerk of the Board of Supervisors in File No. _____). Implementation of the Fee and Fund are
4 monitored according to the Eastern Neighborhoods Plan Monitoring Program required by the
5 Administrative Code Section 10E.

6 **SEC. 433. CENTRAL SOMA INFRASTRUCTURE IMPACT FEE AND FUND.**

7 Sections 433.1 through 433.4 set forth the requirements and procedures for the Central SoMa
8 Infrastructure Impact Fee and Fund.

9 **SEC. 433.1. PURPOSE AND FINDINGS.**

10 (a) **Purpose.** New development in the Central SoMa Plan Area will increase the resident and
11 employee populations, generating new demand for use of community-serving infrastructure such as
12 transit, complete streets, and recreation and open space. New revenues to fund investments in this
13 infrastructure are necessary to maintain the existing level of service. This fee will generate revenue that
14 will be used to ensure an expansion in community-serving infrastructure in Central SoMa as new
15 development occurs.

16 (b) **Findings.** The Board of Supervisors reviewed the San Francisco Citywide Nexus Analysis
17 prepared by AECOM dated March 2014 ("Nexus Analysis"), the San Francisco Infrastructure Level of
18 Service Analysis prepared by AECOM dated March 2014, and the Transportation Sustainability Fee
19 Nexus Study (TSF Nexus Study), dated May, 2015, on file with the Clerk of the Board in Files Nos.
20 150149 and 150790, and, pursuant to Section 401A, adopts the findings and conclusions of those
21 studies and the general and specific findings in that Section, specifically including the Recreation and
22 Open Space Findings, Pedestrian and Streetscape Findings, Bicycle Infrastructure Findings, and
23 Transit Findings, and incorporates those by reference herein to support the imposition of the fees under
24 this Section.

25 **SEC. 433.2. APPLICATION OF FEES.**

1 (a) **Applicable Projects.** The Central SoMa Infrastructure Impact Fee is applicable to any
2 development project in the Central SoMa Special Use District that:

3 (1) Is in any Central SoMa Tier, pursuant to Section 423; and

4 (2) Includes new construction or an addition of space in excess of 800 gross square feet.

5 (b) **Fee Calculation.** For applicable projects, the Fee is as follows:

6 (1) For Residential uses in Central SoMa Fee Tier B, \$20.00 per gross square foot of
7 net additional gross square feet, net replacement of gross square feet from PDR uses, or net change of
8 use of gross square feet from PDR uses.

9 (2) For Non-residential uses in Central SoMa Fee Tiers A and B that are seeking an
10 Office Allocation of 50,000 gross square feet or more pursuant to the requirements of Planning Code
11 Section 321, \$21.50 per gross square foot of net additional gross square feet, net replacement of gross
12 square feet from PDR uses, or net change of use of gross square feet from PDR uses.

13 (3) For Non-residential uses in Central SoMa Fee Tiers A and B that are not seeking an
14 Office Allocation of 50,000 gross square feet or more pursuant to the requirements of Planning Code
15 Section 321:

16 (A) \$41.50 per gross square foot of net additional gross square feet, net
17 replacement of gross square feet from PDR uses, or net change of use of gross square feet from PDR
18 uses;

19 (B) \$21.50 per gross square foot of net replacement of gross square feet from
20 Residential uses or net change of use of gross square feet from Residential uses.

21 (4) For Non-residential uses in Central SoMa Fee Tier C that are not seeking an Office
22 Allocation of 50,000 gross square feet or more pursuant to the requirements of Planning Code Section
23 321, \$20.00 per gross square foot of net additional gross square feet, net replacement of gross square
24 feet from PDR uses, or net change of use of gross square feet from PDR uses.

1 **(c) Option for In-Kind Provision of Community Improvements and Fee Credits.** Project
2 sponsors may propose to directly provide community improvements to the City. In such a case, the City
3 may enter into an In-Kind Improvements Agreement with the sponsor and issue a fee waiver for the
4 Central SoMa Infrastructure Impact Fee from the Planning Commission, subject to the following rules
5 and requirements:

6 **(1) Approval Criteria.** The City shall not enter into an In-Kind Agreement unless the
7 proposed in-kind improvements meet an identified community need as analyzed in the Central SoMa
8 Community Improvements Program and substitute for improvements that could be provided by the
9 Central SoMa Infrastructure Public Benefits Fund (as described in Section 433.4). The City may reject
10 in-kind improvements if they are not consistent with the priorities identified in the Central SoMa Plan,
11 by the Interagency Plan Implementation Committee (see Section 36 of the Administrative Code), the
12 Eastern Neighborhoods Citizens Advisory Committee, or other prioritization processes related to
13 Eastern Neighborhoods Citizens community improvements programming. No physical improvement or
14 provision of space otherwise required by the Planning Code or any other City Code shall be eligible for
15 consideration as part of this In-Kind Improvements Agreement.

16 **(2) Valuation, Content, Approval Process, and Administrative Costs.** The valuation,
17 content, approval process, and administrative costs shall be undertaken pursuant to the requirements of
18 Sections 423.3(d)(2) through 423.3(d)(5).

19 **(d) Timing of Fee Payments.** The Fee is due and payable to the Development Fee Collection
20 Unit at DBI at the time of and in no event later than issuance of the first construction document, with
21 an option for the project sponsor to defer payment to prior to issuance of the first certificate of
22 occupancy upon agreeing to pay a deferral surcharge that would be paid into the appropriate fund in
23 accordance with Section 107A.13.3 of the San Francisco Building Code.

24 **(e) Waiver or Reduction of Fees.** Development projects may be eligible for a waiver or
25 reduction of impact fees, pursuant to Section 406.

1 **SEC. 433.3. IMPOSITION OF CENTRAL SOMA INFRASTRUCTURE IMPACT FEE.**

2 **(a) Determination of Requirements.** *The Department shall determine the applicability of*
3 *Section 433.2 et seq. to any development project requiring a first construction document and, if Section*
4 *433.2 et seq. is applicable, the Department shall determine the amount of the Central SoMa*
5 *Infrastructure Impact Fees required and shall impose these requirements as a condition of approval for*
6 *issuance of the first construction document for the development project. The project sponsor shall*
7 *supply any information necessary to assist the Department in this determination.*

8 **(b) Department Notice to Development Fee Collection Unit at DBI.** *Prior to the issuance of a*
9 *building or site permit for a development project subject to the requirements of Sections 433 et seq., the*
10 *Department shall notify the Development Fee Collection Unit at DBI of its final determination of the*
11 *amount of the Central SoMa Infrastructure Impact Fees required, including any reductions calculated*
12 *for an In-Kind Improvements Agreement, in addition to the other information required by Section*
13 *402(b) of this Article.*

14 **(c) Development Fee Collection Unit Notice to Department Prior to Issuance of the First**
15 **Certificate of Occupancy.** *The Development Fee Collection Unit at DBI shall provide notice in writing*
16 *or electronically to the Department prior to issuing the first certificate of occupancy for any*
17 *development project subject to Section 433 et seq. that has elected to fulfill all or part of its Central*
18 *SoMa Infrastructure Impact Fee requirement with an In-Kind Improvements Agreement. If the*
19 *Department notifies the Unit at such time that the sponsor has not satisfied any of the terms of the In-*
20 *Kind Improvements Agreement, the Director of DBI shall deny any and all certificates of occupancy*
21 *until the project complies with the requirements of Section 433 et seq., either through conformance with*
22 *the In-Kind Improvements Agreement or payment of the remainder of the Central SoMa Infrastructure*
23 *Impact Fees that would otherwise have been required, plus a deferral surcharge as set forth in Section*
24 *107A.13.3.1 of the San Francisco Building Code.*

1 (d) **Process for Revisions of Determination of Requirements.** In the event that the Department
2 or the Commission takes action affecting any development project subject to Section 433 et seq. and
3 such action is subsequently modified, superseded, vacated, or reversed by the Department or the
4 Commission, Board of Appeals, the Board of Supervisors, or by court action, the procedures of Section
5 402(c) of this Article shall be followed.

6 **SEC. 433.4. THE CENTRAL SOMA INFRASTRUCTURE IMPACT FUND.**

7 (a) There is hereby established a separate fund set aside for a special purpose entitled the
8 Central SoMa Infrastructure Impact Fund ("Fund"). All monies collected by the Development Fee
9 Collection Unit at DBI pursuant to Section 433.3(b) shall be deposited in a special fund maintained by
10 the Controller. The receipts in the Fund to be used solely to fund Public Benefits subject to the
11 conditions of this Section.

12 (b) Expenditures from the Fund shall be recommended by the Interagency Plan Implementation
13 Committee for allocation and administration by the Board of Supervisors.

14 (1) All monies deposited in the Fund shall be used to design, engineer, and develop
15 community public transit as established in the Central SoMa Plan and the Central SoMa Plan
16 Implementation Program Document.

17 (2) Funds may be used for administration and accounting of fund assets, for additional
18 studies as detailed in the Central SoMa Plan Implementation Program Document, and to defend the
19 Central SoMa Infrastructure Impact Fee against legal challenge, including the legal costs and
20 attorney's fees incurred in the defense. Administration of this fund includes time and materials
21 associated with reporting requirements, facilitating any necessary or required public meetings aside
22 from Planning Commission hearings, and maintenance of the fund. Monies from the Fund may be used
23 by the Planning Commission to commission economic analyses for the purpose of revising the fee,
24 and/or to complete an updated nexus study to demonstrate the relationship between development and
25 the need for public facilities and services if this is deemed necessary. Monies used for the purposes

1 consistent with this subsection (2) shall not exceed five percent of the total fees collected. All interest
2 earned on this account shall be credited to the Central SoMa Infrastructure Impact Fund.

3 (3) All funds are justified and supported by the San Francisco Citywide Nexus Analysis
4 prepared by AECOM dated March 2014 ("Nexus Analysis"), and the Transportation Sustainability Fee
5 Nexus Study (TSF Nexus Study), dated May, 2015, on file with the Clerk of the Board in Files Nos.
6 150149 and 150790. Implementation of the Fee and Fund are monitored according to the Eastern
7 Neighborhoods Plan Monitoring Program required by Section 10E of the Administrative Code.

8 **SEC. 429. ARTWORKS, OPTIONS TO MEET PUBLIC ART FEE REQUIREMENT,**
9 **RECOGNITION OF ARCHITECT AND ARTISTS, AND REQUIREMENTS.**

10 (The effective date of these requirements shall be either September 17, 1985, the date
11 that they originally became effective, or the date a subsequent modification, if any, became
12 effective.)

13 * * * *

14 **SEC. 429.2. APPLICATION.**

15 This section shall apply to:

16 (a) all projects that involve construction of a new building or addition of floor area in
17 excess of 25,000 square feet to an existing building in a C-3 District; and

18 (b) all non-residential projects that involve construction of a new building or addition of
19 floor area in excess of 25,000 square feet and that have submitted their first complete
20 Development Application on or after January 1, 2013 on the following parcels:

21 (1) all parcels in RH-DTR, TB-DTR, SB-DTR, ~~SLI, SLR, SSO, C-M~~, UMU, WMUG,
22 WMUO and SALI Districts;

23 (2) properties that are zoned MUG, CMUO, or MUO, ~~or MUR~~ and that are north
24 of Division/Duboce/13th Streets; and

1 (3) all parcels zoned C-2 except for those on Blocks 4991 (Executive Park) and
2 7295 (Stonestown Galleria Mall).

3 For the purposes of this Section, a "Development Application" shall mean any
4 application for a building permit, site permit, environmental review, Preliminary Project
5 Assessment (PPA), Conditional Use, or Variance.

6 * * * *

7 **SEC. 603. EXEMPTED SIGNS.**

8 Nothing in this Article 6 shall apply to any of the following signs:

9 * * * *

10 (c) Two General Advertising Signs each not exceeding 24 square feet in area on either
11 a transit shelter or associated advertising kiosk furnished by contract with the Municipal
12 Transportation Agency or predecessor agency for the Municipal Railway in RTO, RTO-M, RM-
13 2, RM-3, RM-4, RC, NC, C, M, PDR, Eastern Neighborhoods Mixed Use Districts, ~~and South of~~
14 ~~Market Mixed Use Districts~~, and in those P Districts where such Signs would not adversely
15 affect the character, harmony, or visual integrity of the district as determined by the Planning
16 Commission; eight General Advertising Signs each not exceeding 24 square feet in area on
17 transit shelters located on publicly owned property on a high level Municipal Railway boarding
18 platform in an RH-1D District adjacent to a C-2 District, provided that such advertising signs
19 solely face the C-2 District; up to three double-sided General Advertising Signs each not
20 exceeding 24 square feet in area on or adjacent to transit shelters on publicly owned high
21 level Municipal Railway boarding platforms along The Embarcadero south of the Ferry
22 Building, up to six double-sided panels at 2nd and King Streets, and up to four double-sided
23 panels at 4th and King Streets; up to two double-sided panels not exceeding 24 square feet in
24 area on each low-level boarding platform at the following E-Line stops: Folsom Street and The
25 Embarcadero, Brannan Street and The Embarcadero, 2nd and King Streets, and 4th and King

Streets; and a total of 71 double-sided General Advertising Signs each not exceeding 24 square feet in area on or adjacent to transit shelters on 28 publicly owned high level Municipal Railway boarding platforms serving the Third Street Light Rail Line. Each advertising sign on a low-level or high-level boarding platform shall be designed and sited in such a manner as to minimize obstruction of public views from pedestrian walkways and/or public open space.

Notwithstanding the above, no Sign shall be placed on any transit shelter or associated advertising kiosk located on any sidewalk which shares a common boundary with any property under the jurisdiction of the Recreation and Park Commission, with the exception of Justin Herman Plaza; on any sidewalk on Zoo Road; on Skyline Boulevard between Sloat Boulevard and John Muir Drive; on John Muir Drive between Skyline Boulevard and Lake Merced Boulevard; or on Lake Merced Boulevard on the side of Harding Park Municipal Golf Course, or on any sidewalk on Sunset Boulevard between Lincoln Way and Lake Merced Boulevard; on any sidewalk on Legion of Honor Drive; or in the Civic Center Special Sign Districts as established in Section 608.3 of this Code.

The provisions of this subsection (c) shall be subject to the authority of the Port Commission under Sections 4.114 and B3.581 of the City Charter and under State law.

* * * *

SEC. 608.1. NEAR R DISTRICTS.

No general advertising sign, and no other sign exceeding 100 square feet in area, shall be located in an NC, C, M, PDR, or Eastern Neighborhoods Mixed Use District ~~or South of Market Mixed Use District~~ within 100 feet of any R District in such a manner as to be primarily viewed from residentially zoned property or from any street or alley within an R District; any sign of which the face is located parallel to a street property line and lies for its entire width opposite an NC, C, M, PDR, or MUR, ~~or South of Market SLR~~ District shall be deemed prima facie not to be primarily so viewed. No sign of any size within 100 feet of any R District shall

project beyond the street property line or building setback line of any street or alley leading off the main commercial frontage into the R District.

* * * *

SEC. 802.1. MIXED USE DISTRICTS.

The following districts are established for the purpose of implementing the Residence Element, the Commerce and Industry Element, the Downtown Plan, the Chinatown Plan, the Rincon Hill Plan, the South of Market Plan, the East SoMa Plan, the Mission Plan, the Showplace Square/Potrero Hill Plan, ~~and~~ the Central Waterfront Plan, the Western SoMa Area Plan, and the Central SoMa Plan, all of which are parts of the General Plan. Description and Purpose Statements outline the main functions of each Mixed Use District in this Article, supplementing the statements of purpose contained in Section 101 of this Code.

Description and purpose statements applicable to each district are set forth in Sections 810 through ~~843~~848 of this Code. The boundaries of the various Mixed Use Districts are shown on the Zoning Map referred to in Section 105 of this Code, subject to the provisions of that Section. The following Districts are hereby established as Mixed Use Districts.

Districts	Section Number
* * * *	
RSD – Residential/Service District	§ 815
SLR – Service/Light Industrial/Residential District	§ 816
SLI – Service/Light Industrial District	§ 817
SSO – Service/Secondary Office District	§ 818
<u>CMUO - Central SoMa Mixed-Use Office District</u>	<u>§ 848</u>

* * * *

* * * *

SEC. 802.4. EASTERN NEIGHBORHOODS MIXED USE DISTRICTS.

Throughout the Planning Code, the term "Eastern Neighborhoods Mixed Use Districts" refers to the following districts: Residential Enclave District (RED), Residential Enclave- Mixed District (RED-MX), Mixed Use-General (MUG), Western SoMa Mixed Use-General (WMUG), Mixed Use-Office (MUO), Central SoMa Mixed-Use Office (CMUO), Western SoMa Mixed Use-Office (WMUO), Mixed Use- Residential (MUR), South Park District (SPD), Service/Arts/Light Industrial (SALI), and Urban Mixed Use (UMU).

~~SEC. 802.5. SOUTH OF MARKET MIXED USE DISTRICTS.~~

~~Throughout the Planning Code, the term "South of Market Mixed Use Districts" refers to the following districts: Residential/Service District (RSD), Service/Light Industrial (SLI), Service/Light Industrial/Residential (SLR), and Service/Secondary Office (SSO).~~

* * * *

SEC. 803.3. USES PERMITTED IN EASTERN NEIGHBORHOODS MIXED USE DISTRICTS ~~AND SOUTH OF MARKET MIXED USE DISTRICTS.~~

(a) **Use Categories.** A use is the specified purpose for which a property or building is used, occupied, maintained, or leased. Whether or not a use is permitted in a specific Eastern Neighborhood Mixed Use District ~~and South of Market Mixed Use District~~ is generally set forth, summarized or cross-referenced in Sections 813 through ~~818~~814 and 840 through ~~847~~848 of this Code for each district class.

(b) **Use Limitations.** Uses in Eastern Neighborhood Mixed Use Districts ~~and South of Market Mixed Use Districts~~ are either permitted, conditional, accessory, temporary or are not permitted.

1 (1) **Permitted Uses.** If there are two or more uses in a structure, any use not
2 classified below under Section 803.3(b)(1)(C) of this Code as Accessory will be considered
3 separately as an independent permitted, Conditional, temporary or not permitted use.

4 (A) **Principal Uses.** Principal uses are permitted as of right in an
5 Eastern Neighborhood Mixed Use District ~~and South of Market Mixed Use District~~, when so
6 indicated in Sections 813 through ~~818~~814 and 840 through ~~847~~848 of this Code for the district.
7 Additional requirements and conditions may be placed on particular uses as provided
8 pursuant to Section 803.5 through 803.9 and other applicable provisions of this Code.

9 (B) **Conditional Uses.** Conditional uses are permitted in an Eastern
10 Neighborhood Mixed Use District ~~and South of Market Mixed Use District~~, when authorized by
11 the Planning Commission; whether a use is conditional in a given district is generally indicated
12 in Sections 813 through ~~818~~814 and 840 through ~~847~~848 of this Code. Conditional Uses are
13 subject to the applicable provisions set forth in Sections 178, 179, ~~263.11~~, 303, 316, and 803.5
14 through 803.9 of this Code.

15 * * * *

16 (C) **Accessory Uses.** Subject to the limitations set forth below and in
17 Sections 204.1 (Accessory Uses for Dwelling Units in R and NC Districts), 204.2 (Accessory
18 Uses for Uses Other Than Dwellings in R Districts), 204.4 (Dwelling Units Accessory to Other
19 Uses), and 204.5(Parking and Loading as Accessory Uses) of this Code, an accessory use is
20 a related minor use which is either necessary to the operation or enjoyment of a lawful
21 Principal Use or Conditional Use, or is appropriate, incidental and subordinate to any such
22 use, and shall be permitted as an Accessory Use in an Eastern Neighborhoods Mixed Use
23 District ~~and South of Market Mixed Use District~~. In order to accommodate a Principal Use which
24 is carried out by one business in multiple locations within the same general area, such
25 Accessory Use need not be located in the same structure or lot as its Principal Use provided

1 that (1) the Accessory Use is located within 1,000 feet of the Principal Use; and (2) the
2 multiple locations existed on April 6, 1990. Accessory Uses to non-office uses (as defined in
3 Section 890.70) may occupy space which is non-contiguous or on a different Story as the
4 Principal Use so long as the Accessory Use is located in the same building as the Principal
5 Use and complies with all other restrictions applicable to such Accessory Uses. Any use
6 which does not qualify as an Accessory Use shall be classified as a Principal Use.

7 No use will be considered accessory to a Principal Use which involves or requires any
8 of the following:

9 (i) ~~The~~ use of more than one-third of the total Occupied Floor
10 Area which is occupied by both the accessory use and principal use to which it is accessory,
11 combined, except in the case of accessory off-street parking or loading which shall be subject
12 to the provisions of Sections 151, 156 and 303 of this Code;

13 (ii) A hotel, motel, inn, hostel, adult entertainment, massage
14 establishment, large fast food restaurant, or movie theater use in a RED, RED-MX, SPD, ~~RSD,~~
15 ~~SLR, SLL, SSO,~~ DTR, MUG, WMUG, MUR, MUO, CMUO, WMUO, SALI or UMU District;

16 (iii) Any take-out food use, except for a take-out food use which
17 occupies 100 square feet or less (including the area devoted to food preparation and service
18 and excluding storage and waiting areas) in a restaurant, bar, catering establishment, bakery,
19 retail grocery or specialty food store.

20 (iv) Any sign not conforming to the limitations of Section
21 607.2(f)(3).

22 (v) Medical Cannabis Dispensaries as defined in 890.133.

23 (vi) Any nighttime entertainment use, as defined in Section 102;
24 provided, however, that a Limited Live Performance Permit as set forth in Police Code Section
25

1 1060et seq. is allowed in any District except for an RED, RED-MX, ~~RSD, SLR,~~ MUR, or MUG
2 District.

3 (vii) Cannabis Retail that does not meet the limitations set forth in
4 204.3(a)(3).

5 (D) **Temporary Uses.** Temporary uses not otherwise permitted are
6 permitted in Eastern Neighborhoods Mixed Use Districts ~~and South of Market Mixed Use Districts~~
7 to the extent authorized by Sections 205 through 205.3 of this Code.

8 * * * *

9 **SEC. 803.4. USES PROHIBITED IN SOUTH OF MARKET AND EASTERN**
10 **NEIGHBORHOODS MIXED USE DISTRICTS.**

11 (a) ~~Uses which are not specifically listed in this Article or Article 6 are not permitted in South~~
12 ~~of Market Mixed Use Districts unless they qualify as a nonconforming use pursuant to Sections 180~~
13 ~~through 186.1 of this Code or are determined by the Zoning Administrator to be permitted uses in~~
14 ~~accordance with Section 307(a) of this Code. Uses not permitted in any South of Market District~~
15 ~~include, but are not limited to, the following: Adult entertainment, bookstore or theater; amusement~~
16 ~~game arcade or similar enterprise (except as permitted in the Service/Light Industrial District);~~
17 ~~shooting gallery; general advertising signs, except in the South of Market General Advertising Special~~
18 ~~Sign District; animal kennel, riding academy or livery stable; automobile, truck, van, recreational~~
19 ~~vehicle/trailer or camper sales, lease or rental; auto tow of inoperable vehicles; auto wrecking~~
20 ~~operation; drive up facility; hotel (except as permitted as a conditional use as provided in Planning~~
21 ~~Code Section 818, Service/Secondary Office District), motel, hostel, inn, or bed and breakfast~~
22 ~~establishment; heavy industry subject to Section 226(e) through (w) of this Code; junkyard; landing~~
23 ~~field for aircraft; massage establishment subject to Section 218.1 of this Code; except in the~~
24 ~~Residential/Service Mixed Use District when provided in conjunction with full-service spa services;~~
25 ~~mortuary; movie theater and sports stadium or arena.~~

1 ~~(b)~~ No use, even though listed as a permitted use or otherwise allowed, shall be
2 permitted in ~~an~~ ~~South of Market District or~~ Eastern Neighborhood Mixed Use District ~~which~~that,
3 by reason of its nature or manner of operation, creates conditions that are hazardous,
4 noxious, or offensive through the emission of odor, fumes, smoke, cinders, dust, gas,
5 vibration, glare, refuse, water-carried waste, or excessive noise.

6 * * * *

7 **SEC. 803.5. GOOD NEIGHBOR POLICIES GOVERNING USES IN MIXED USE**
8 **DISTRICTS.**

9 **(a) Eating and Drinking Uses in Mixed Use Districts.** Within Mixed Use Districts,
10 the Operating Conditions of Section 202.2(a) shall apply to all Eating and Drinking Uses.

11 **(b) Good Neighbor Policies for Nighttime Entertainment Activities in Eastern**
12 **Neighborhoods Mixed Use Districts,**~~South of Market Mixed Use Districts~~ **and Downtown**
13 **Residential Districts.** Within Eastern Neighborhoods Mixed Use Districts,~~South of Market~~
14 ~~Mixed Use Districts,~~ and Downtown Residential Districts where nighttime entertainment
15 activities, as defined by Section 102.17 of this Code, are permitted as a principal or
16 conditional use shall not be allowed except on conditions which, in the judgment of the Zoning
17 Administrator or City Planning Commission, as applicable, are reasonably calculated to insure
18 that the quiet, safety and cleanliness of the premises and vicinity are maintained. Such
19 conditions shall include, but not be limited to, the following:

20 * * * *

21 **(c) Good Neighbor Policies for Programs Serving Indigent Transient and**
22 **Homeless Populations Within the Eastern Neighborhoods Mixed Use Districts**~~and South~~
23 ~~of Market Mixed Use Districts.~~ Within the Eastern Neighborhoods Mixed Use Districts~~and South~~
24 ~~of Market Mixed Use Districts~~ where social services are allowed as a Conditional Use pursuant
25 to Sections 813.21 through 843.21 (Social Services), some or all of the following conditions

1 shall, when appropriate for specific cases, be placed upon any applicable City permits for the
2 proposed establishment:

3 * * * *

4 **~~SEC. 803.8. HOUSING IN MIXED USE DISTRICTS.~~**

5 ~~(a) Low-Income Affordable Housing Within the Service/Light Industrial District. Dwelling~~
6 ~~units and SRO units may be authorized in the SLI District as a conditional use pursuant to Sections~~
7 ~~303, 316, 817.14, and 817.16 of this Code provided that such dwellings units shall be rented, leased or~~
8 ~~sold at rates or prices affordable to a household whose income is no greater than 80 percent of the~~
9 ~~median income for households in San Francisco ("lower income household"), as determined by Title 25~~
10 ~~of the California Code of Regulations Section 6932 and implemented by the Mayor's Office of Housing.~~

11 ~~(1) "Affordable to a household" shall mean a purchase price that a lower income~~
12 ~~household can afford to pay based on an annual payment for all housing costs of 33 percent of the~~
13 ~~combined household annual net income, a 10-percent down payment, and available financing, or a rent~~
14 ~~that a household can afford to pay, based on an annual payment for all housing costs of 30 percent of~~
15 ~~the combined annual net income.~~

16 ~~(2) The size of the dwelling unit shall determine the size of the household in order to~~
17 ~~calculate purchase price or rent affordable to a household, as follows:~~

18 ~~(A) For a one-bedroom unit, a household of two persons;~~

19 ~~(B) For a two-bedroom unit, a household of three persons;~~

20 ~~(C) For a three-bedroom unit, a household of four persons;~~

21 ~~(D) For a four-bedroom unit, a household of five persons.~~

22 ~~(3) No conditional use permit will be approved pursuant to this Subsection 803.8(b)~~
23 ~~unless the applicant and City have agreed upon enforcement mechanisms for the provisions of this~~
24 ~~Subsection which are acceptable to the City Attorney. Such enforcement mechanisms may include, but~~
25 ~~not be limited to, a right of first refusal in favor of the City, or a promissory note and deed of trust.~~

1 ~~(4) The owner(s) of dwelling units authorized pursuant to this Subsection shall submit~~
2 ~~an annual enforcement report to the City, along with a fee whose amount shall be determined~~
3 ~~periodically by the Planning Commission to pay for the cost of enforcement of this Subsection. The fee~~
4 ~~shall not exceed the amount of such costs. The annual report shall provide information regarding rents,~~
5 ~~mortgage payments, sales price and other housing costs, annual household income, size of household in~~
6 ~~each dwelling unit, and any other information the City may require to fulfill the intent of this~~
7 ~~Subsection.~~

8 ~~(b) **Housing Requirement in the Residential/Service District.**~~

9 ~~(1) **Amount Required.** Nonresidential uses subject to Sections 815.26, 815.28, 815.30,~~
10 ~~815.31 through 815.47, and 815.59 through 815.65, of this Code shall be permitted in new construction~~
11 ~~in the Residential/Service District only if the ratio between the amount of occupied floor area for~~
12 ~~residential use to the amount of occupied floor area of the above-referenced nonresidential use is three~~
13 ~~to one or greater.~~

14 ~~(2) **Means of Satisfying the Housing Requirement.**~~

15 ~~(A) The residential space required pursuant to this Subsection may be satisfied~~
16 ~~by payment of a one-time in-lieu fee equal to \$30 per square foot of residential space required by this~~
17 ~~Subsection and not provided on-site payable to the City's Affordable Housing Fund administered by the~~
18 ~~Mayor's Office of Housing; or~~

19 ~~(B) The residential space requirement may be satisfied by providing the~~
20 ~~required residential space elsewhere within the South of Market Mixed Use District where housing is~~
21 ~~permitted or conditional and is approved as a conditional use.~~

22 ~~(c) **Housing Requirement in the Mixed Use—Residential (MUR) District.** In new~~
23 ~~construction in the MUR District, three square feet of gross floor area for residential use is required~~
24 ~~for every one gross square foot of permitted nonresidential use, subject to Section 841 of this Code.~~

25 **SEC. 803.9. COMMERCIAL USES IN MIXED USE DISTRICTS.**

1 (a) ~~Preservation of Historic Buildings Within the South of Market Mixed Use Districts. Within~~
2 ~~the South of Market Mixed Use Districts, any use which is permitted as a principal or conditional use~~
3 ~~within the SSO District, excluding nighttime entertainment use, may be permitted as a conditional use~~
4 ~~in (a) a landmark building located outside a designated historic district, (b) a contributory building~~
5 ~~which is proposed for conversion to office use of an aggregate gross square footage of 25,000 or more~~
6 ~~per building and which is located outside the SSO District yet within a designated historic district, or~~
7 ~~(c) a building designated as significant or contributory pursuant to Article 11 of this Code and located~~
8 ~~within the Extended Preservation District. For all such buildings the following conditions shall apply:~~
9 ~~(1) the provisions of Sections 316 through 318 of this Code must be met; (2) in addition to the~~
10 ~~conditional use criteria set out in Sections 303(e)(6) and 316 through 316.8, it must be determined that~~
11 ~~allowing the use will enhance the feasibility of preserving the landmark, significant or contributory~~
12 ~~building; and (3) the landmark, significant or contributory building will be made to conform with the~~
13 ~~San Francisco Building Code standards for seismic loads and forces which are in effect at the time of~~
14 ~~the application for conversion of use.~~

15 A contributory building which is in a designated historic district outside the SSO District may
16 be converted to any use which is a principal use within the SSO District provided that: (1) such use
17 does not exceed an aggregate square footage of 25,000 per building; and (2) prior to the issuance of
18 any necessary permits the Zoning Administrator (a) determines that allowing the use will enhance the
19 feasibility of preserving the contributory building; and (b) the contributory building will be made to
20 conform with the San Francisco Building Code standards for seismic loads and forces which are in
21 effect at the time of the application for conversion of use. **Housing Requirement in the Mixed Use-**
22 **Residential (MUR) District.** In new construction in the MUR District, three square feet of Gross Floor
23 Area for Residential Use is required for every one gross square foot of permitted Non-Residential Use,
24 subject to Section 841.
25

1 (b) **Preservation of Historic Buildings within Certain Eastern Neighborhoods**

2 **Mixed Use Districts.** The following controls are intended to support the economic viability of
3 buildings of historic importance within Eastern Neighborhoods.

4 (1) This subsection applies only to buildings in SPD, MUG, MUO, CMUO, or
5 MUR Districts that are designated landmark buildings or contributory buildings within a
6 designated historic district ~~per~~pursuant to Article 10 of the Planning Code, or buildings listed on
7 or determined eligible for the California Register of Historical Resources by the State Office of
8 Historic Preservation.

9 (A) All uses are principally permitted, provided that:

10 (i) The project does not contain any nighttime entertainment use.

11 (ii) Prior to the issuance of any necessary permits, the Zoning
12 Administrator, with the advice of the Historic Preservation Commission, determines that
13 allowing the use will enhance the feasibility of preserving the building.

14 (iii) Residential uses meet the affordability requirements of the
15 Residential Inclusionary Affordable Housing Program set forth in Section 415 through 415.9.

16 (B) The Historic Preservation Commission shall review the proposed
17 project for compliance with the Secretary of the Interior's Standards, (36 C.F.R. § 67.7 (2001))
18 and any applicable provisions of the Planning Code.

19 * * * *

20 (d) ~~**Automated Bank Teller Machines Within South of Market Districts.** All automated bank~~
21 ~~teller machines (ATMs), whether freestanding structures or walk-up facilities associated with retail~~
22 ~~banking operations, shall have adequate lighting, waste collection facilities and parking resources.~~

23 (e) **Open Air Sales.** Flea markets, farmers markets, crafts fairs and all other open air
24 sales of new or used merchandise except vehicles, within ~~South of Market Mixed Use and~~
25 Eastern Neighborhoods Mixed Use Districts, where permitted, shall be subject to the following

requirements: (1) the sale of goods and the presence of booths or other accessory appurtenances shall be limited to weekend and/or holiday daytime hours; (2) sufficient numbers of publicly-accessible toilets and trash receptacles shall be provided on-site and adequately maintained; and (3) the site and vicinity shall be maintained free of trash and debris.

(fe) Legal and Government Office Uses in the Vicinity of the Hall of Justice.

Within an approximately 300-foot radius of the 800 Bryant Street entrance to the Hall of Justice, and Assessor's Block 3780, Lots 1 and 2, as shown on Sectional Map 8SU of the Zoning Map, the offices of attorneys, bail and services, government agencies, union halls, and other criminal justice activities and services directly related to the criminal justice functions of the Hall of Justice shall be permitted as a principal use. There shall be a Notice of Special Restriction placed on the property limiting office activities to uses permitted by this Subsection.

~~(g) Work Space of Design Professionals. The work space of design professionals, as defined in Section 890.28 of this Code, shall be permitted as a principal use within the SLR, RSD and SLI Districts provided that, as a condition of issuance of any necessary permits, the owner(s) of the building shall agree to comply with the following provisions:~~

~~(1) The occupied floor area devoted to this use per building is limited to the third story or above;~~

~~(2) The gross floor area devoted to this use per building does not exceed 3,000 square feet per design professional establishment;~~

~~(3) The space within the building subject to this provision has not been in residential use within a legal dwelling unit at any time within a five year period prior to application for conversion under this Subsection; and~~

~~(4) The owner(s) of the building comply with the following enforcement and monitoring procedures;~~

~~(i) The owner(s) of any building with work space devoted to design professional use as authorized pursuant to this Subsection shall submit an annual enforcement report to the Department of City Planning with a fee in an amount to be determined periodically by the City Planning Commission to pay for the cost of enforcement of this Subsection. The fee shall not exceed the amount of such costs. The report shall provide information regarding occupants of such space, the amount of square footage of the space used by each design professional establishment, amount of vacant space, compliance with all relevant City codes, and any other information the Zoning Administrator may require to fulfill the intent of this Subsection;~~

~~(ii) The owner(s) of any building containing work space of design professionals authorized pursuant to this Subsection shall permit inspection of the premises by an authorized City official to determine compliance with the limitations of this Subsection. The City shall provide reasonable notice to owners prior to inspecting the premises;~~

~~(iii) The owner(s) of any building containing work space of design professionals authorized pursuant to this Subsection shall record a Notice of Special Restriction, approved by the City Planning Department prior to recordation, on the property setting forth the limitations required by this Subsection. The Department of City Planning shall keep a record available for public review of all space for design professionals authorized by this Subsection.~~

~~(h)~~ **Vertical Controls for Office Uses.**

* * * *

Table 803.9(h)

* * * *

~~(i)~~ **Retail Controls in the MUG, MUO, CMUO, and UMU Districts.** In the MUG, MUO, CMUO, and UMU District, up to 25,000 gross square feet of retail use (as defined in

1 Section 890.104 of this Code) is permitted per lot. Above 25,000 gross square feet, three
2 gross square feet of other uses permitted in that District are required for every one gross
3 square foot of retail. In the UMU District, gyms, as defined in Sec. 218(d), are exempt from
4 this requirement. In the CMUO District, Tourist Hotels, as defined in Sec. 890.46, are exempt from
5 this requirement.

6 **SEC. 809. GUIDE TO UNDERSTANDING THE MIXED USE DISTRICT ZONING**
7 **CONTROLS.**

8 Mixed Use District controls are set forth in the Zoning Control Tables in Sections 810
9 through 818, and in Sections 825, 827 through 843 or referenced in Section 899 of this Code.

10 (a) The first column in the Zoning Control Table, titled "No." provides a category
11 number for each zoning control category.

12 (b) The second column in the table, titled "Zoning Control Category," lists zoning
13 control categories for the district in question.

14 (c) The third column, titled "§ References," contains numbers of other sections in the
15 Planning Code and other City Codes, in which additional relevant provisions are contained.

16 (d) In the fourth column, the controls applicable to the various Mixed Use Districts are
17 indicated either directly or by reference to other Code Sections which contain the controls.

18 The following symbols are used in this table:

19 P - Permitted as a principal use.

20 C - Permitted as a conditional use, subject to the provisions set forth in this Code.

21 - A blank space on the tables in Sections 810 through 812 indicates that the use
22 or feature is not permitted within the Chinatown Mixed Use Districts. Unless a
23 use or feature is permitted or required in the Chinatown Mixed Use Districts as
24 set forth in the Zoning Control Tables or in those sections referenced in Section
25

899 of this Code, such use or feature is prohibited, unless determined by the Zoning Administrator to be a permitted use.

NP - Not Permitted. ~~Section 803.4 lists certain uses not permitted in any South of Market District. NP in the Article 8 control column of Tables 813 through 818 also indicates that the use or feature is not permitted in the applicable South of Market District.~~

- See specific provisions listed by section and zoning category number at the end of the table.

1st - 1st story and below, where applicable.

2nd - 2nd story, where applicable.

3rd+ - 3rd story and above, where applicable.

* * * *

SEC. 813. RED – RESIDENTIAL ENCLAVE DISTRICT.

Residential Enclave Districts (RED) encompass many of the clusters of low-scale, medium density, predominantly residential neighborhoods located along the narrow side streets of the South of Market area. Within these predominantly residential enclaves lie a number of vacant parcels, parking lots and other properties in open storage use. These properties are undeveloped or underdeveloped and are viewed as opportunity sites for new, moderate-income, in-fill housing.

* * * *

Table 813			
RED - RESIDENTIAL ENCLAVE DISTRICT ZONING CONTROL TABLE			
No.	Zoning Category	§ References	Residential Enclave Controls
* * * *			
USES			
* * * *			

Other Uses			
* * * *			
813.66	Open Air Sales	§§ 803.9(ed), 890.38	NP
* * * *			

* * * *

~~SEC. 815. RSD—RESIDENTIAL/SERVICE MIXED USE DISTRICT.~~

~~The Residential/Service Mixed Use District (RSD) runs along Harrison St. between 4th St. and 5th St. The RSD serves as a housing opportunity area within the South of Market Mixed Use Districts. The district controls are intended to facilitate the development of high-density, mid-rise housing, including residential hotels and live/work units, while also encouraging the expansion of retail, business service and commercial and cultural arts activities. Accessory Dwelling Units are permitted within the district pursuant to subsection 207(c)(4) of this Code.~~

~~Residential hotels are subject to flexible standards for parking, rear yard/open space and density. Continuous ground floor commercial frontage with pedestrian-oriented retail activities along major thoroughfares is encouraged.~~

~~General office, hotels, nighttime entertainment, adult entertainment, massage establishment, movie theaters and heavy industrial uses are not permitted, except that massages services are authorized as a conditional use in the Residential/Service Mixed Use District when provided in conjunction with full-service spa services.~~

Table 815

~~RSD—RESIDENTIAL/SERVICE MIXED USE DISTRICT ZONING CONTROL TABLE~~

<i>No.</i>	<i>Zoning Category</i>	<i>§ References</i>	<i>Residential/Service Mixed Use District Controls</i>
-------------------	-------------------------------	----------------------------	---

1				<i>Map, generally ranges from 40 to 85</i>
2	<i>815.01</i>	<i>Height</i>		<i>feet</i>
3				<i>See Sectional Zoning Map 1</i>
4	<i>815.02</i>	<i>Bulk</i>	<i>§ 270</i>	<i>See Sectional Zoning Map 1</i>
5	<i>815.03</i>	<i>Residential Density Limit</i>	<i>§§ 124(b), 207.5, 208</i>	<i>1:200 for dwellings in projects below 40 ft., above 40 ft. density to be determined as part of Conditional Use process; 1 bedroom for each 70 sq. ft. of lot area for group housing</i>
10	<i>815.04</i>	<i>Non Residential Density Limit</i>	<i>§§ 102, 123, 124, 127</i>	<i>Generally, 1.8 to 1 floor area ratio subject to § 803.5(j)</i>
13	<i>815.05</i>	<i>Usable Open Space for Dwelling Units and Group Housing</i>	<i>§ 135</i>	<i>36 sq. ft. per unit if private, 48 sq. ft. if common</i>
15	<i>815.06</i>	<i>Usable Open Space for Live/Work Units in Newly Constructed Buildings or Additions</i>	<i>§ 135.2</i>	<i>36 sq. ft. per unit</i>
18	<i>815.07</i>	<i>Usable Open Space for Other Uses</i>	<i>§ 135.3</i>	<i>Varies by use</i>
19	<i>815.09</i>	<i>Outdoor Activity Area</i>	<i>§ 890.71</i>	<i>P</i>
21	<i>815.10</i>	<i>Walk-Up Facility, except Automated Bank Teller Machine</i>	<i>§ 890.140</i>	<i>P</i>
23	<i>815.11</i>	<i>Automated Bank Teller Machine</i>	<i>§ 803.5(d)</i>	<i>P</i>
24	<i>815.12</i>	<i>Residential Conversion or Merger</i>	<i>§ 317</i>	<i>C for Removal of one or more Residential Units or Unauthorized</i>
25				

			<i>Units.</i>
815.13	<i>Residential Demolition</i>	§ 317	<i>€ for Removal of one or more Residential Units or Unauthorized Units.</i>
<i>Residential Use</i>			
815.14	<i>Dwelling Units</i>	§ 102.7	<i>P</i>
815.15	<i>Group Housing</i>	§ 890.88(b)	<i>€</i>
815.16	<i>SRO Units</i>	§ 890.88(c)	<i>P</i>
815.16B	<i>Homeless Shelters</i>	§§ 102, 890.88(d)	<i>€</i>
<i>Institutions</i>			
815.17	<i>Hospital, Medical Centers</i>	§ 890.44	<i>NP</i>
815.18	<i>Residential Care</i>	§ 890.50(e)	<i>€</i>
815.19	<i>Educational Services</i>	§ 890.50(e)	<i>P</i>
815.20	<i>Religious Facility</i>	§ 890.50(d)	<i>€</i>
815.21	<i>Assembly and Social Service, except Open Recreation and Horticulture</i>	§ 890.50(a)	<i>€</i>
815.22	<i>Child Care</i>	§ 102	<i>P</i>
815.23	<i>Medical Cannabis Dispensary</i>	§ 890.133	<i>P #</i>
<i>Vehicle Parking</i>			
815.25	<i>Automobile Parking Lot,</i>	§ 890.7	<i>P</i>

	<i>Community Residential</i>		
815.26	<i>Automobile Parking Garage, Community Residential</i>	§ 890.8	<i>C, pursuant to § 803.8(c)</i>
815.27	<i>Automobile Parking Lot, Community Commercial</i>	§ 890.9	<i>P</i>
815.28	<i>Automobile Parking Garage, Community Commercial</i>	§ 890.10	<i>C, pursuant to § 803.8(c)</i>
815.29	<i>Automobile Parking Lot, Public</i>	§ 890.11	<i>P</i>
815.30	<i>Automobile Parking Garage, Public</i>	§ 890.12	<i>C, pursuant to § 803.8(c)</i>
<i>Retail Sales and Services</i>			
815.31	<i>All Retail Sales and Services which are not Office Uses or prohibited by § 803.4, including Bars, Limited Restaurants, Restaurants, Cannabis Retail, and Personal Services</i>	§§ 102, 890.104	<i>P, pursuant to § 803.8(c)</i>
815.33	<i>Fringe Financial Service</i>	§§ 249.35, 890.113	<i>P #</i>
815.34	<i>Tobacco Paraphernalia Establishments</i>	§ 890.123	<i>C</i>
815.34A	<i>Massage Establishment</i>	§ 890.60 Art. 29 Health	<i>C #</i>

		<i>Code</i>	
<i>Assembly, Recreation, Arts and Entertainment</i>			
815.37	Nighttime Entertainment	§§ 102.17, 181(f), 803.5(b)	NP
815.38	Meeting Hall, not falling within Category 815.21	§ 221(e)	C, pursuant to § 803.8(c)
815.39	Recreation Building, not falling within Category 815.21	§ 221(e)	C, pursuant to § 803.8(c)
815.40	Pool Hall, Card Club, not falling within Category 815.21	§§ 221(f), 803.4	P, pursuant to § 803.8(c)
815.41	Theater, falling within § 221(d), except Movie Theater	§§ 221(d), 890.64	P, pursuant to § 803.8(c)
<i>Home and Business Service</i>			
815.42	Trade Shop	§ 890.124	P, pursuant to § 803.8(c)
815.43	Catering Services	§ 890.25	P, pursuant to § 803.8(c)
815.45	Business Goods and Equipment Repair Service	§ 890.23	P, pursuant to § 803.8(c)
815.46	Arts Activities, other than Theaters	§ 102.2	P, pursuant to § 803.8(c)
815.47	Business Services	§ 890.111	P, pursuant to § 803.8(c)
<i>Office</i>			
815.48	Office Uses in Landmark Buildings	§ 803.9(a)	€

	or Contributory Buildings in Historic Districts		
815.49	Work Space of Design Professionals	§§ 803.9(g), 890.28	P, subject to § 803.9(g)
815.50	All Other Office Uses	§ 890.70	NP
Live/Work Units			
815.51	Live/Work Units where the work activity is an Arts Activity	§§ 102.2, 102.13, 209.9(f) and (g), 233	P
815.52	Live/Work Units where all the work activity is otherwise permitted as a Principal Use	§§ 102.13, 233	P
815.53	Live/Work Units where the work activity is otherwise permitted as a Conditional Use	§ 233	C
815.54	Live/Work Units in Landmark Buildings or Contributory Buildings in Historic Districts	§ 803.9(a)	C
815.55	All other Live/Work Units		NP
Motor Vehicle Services			
815.57	Vehicle Storage – Open Lot	§ 890.131	NP
815.58	Vehicle Storage – Enclosed Lot or	§ 890.132	P

	<i>Structure</i>		
815.59	Motor Vehicle Service Station, Automotive Wash	§§ 890.18, 890.20	P, pursuant to § 803.8(c)
815.60	Motor Vehicle Repair	§ 890.15	P, pursuant to § 803.8(c)
815.61	Motor Vehicle Tow Service	§ 890.19	C, § 803.8(c)
815.62	Non Auto Vehicle Sales or Rental	§ 890.69	P, § 803.8(c)
815.63	Public Transportation Facilities	§ 890.80	C, pursuant to § 803.8(c)
<i>Industrial</i>			
815.64	Wholesale Sales	§ 890.54(b)	P, pursuant to § 803.8(c)
815.65	Light Manufacturing	§ 890.54(a)	P, pursuant to § 803.8(c)
815.66	Storage	§ 890.54(c)	P
815.67	All Other Wholesaling, Storage, Distribution and Open Air Handling of Materials and Equipment	§ 225	P
<i>Other Uses</i>			
815.68	Animal Services	§ 224	NP
815.69	Open Air Sales	§§ 803.9(c), 890.38	P
815.70	Ambulance Service	§ 890.2	NP
815.71	Open Recreation	§§ 209.5(a), 209.5(b)	P

1	815.72	Public Use, except Public Transportation Facility	§ 890.80	C
2				
3	815.74A	Industrial Agriculture	§ 102	NP
4	815.74B	Neighborhood Agriculture	§ 102	P
5	815.74C	Large Scale Urban Agriculture	§ 102	C
6				
7	815.75	Mortuary Establishment	§ 227(c)	NP
8	815.76	General Advertising Sign	§ 607.2(b) & (e)	NP
9				
10	815.99	Wireless Telecommunications Services Facility	§ 102	C; P if the facility is a Micro WTS Facility
11				

<i>SPECIFIC PROVISIONS FOR RSD DISTRICTS</i>		
<i>Article Code Section</i>	<i>Other Code Section</i>	<i>Zoning Controls</i>
17		ACCESSORY DWELLING UNITS
18		Boundaries: Within the boundaries of the Residential/Service Mixed Use District.
19		Controls: An "Accessory Dwelling Unit," as defined in Section 102 and meeting the requirements of Section 207(c)(4) is permitted to be constructed within an existing building in areas that allow residential use or within an existing and authorized auxiliary structure on the same lot.
20	§ 815.03	
21	§ 207(c)(4)	
22		
23		
24	§ 815.23	Only those medical cannabis dispensaries that can demonstrate to the
25		

1	§ 890.133		Planning Department they were in operation as of April 1, 2005 and have
2			remained in continuous operation or that were not in continuous operation
3			since April 1, 2005, but can demonstrate to the Planning Department that the
4			reason for their lack of continuous operation was not closure due to an
5			actual violation of federal, state or local law, may apply for a medical
6			cannabis dispensary permit in an RSD District.
7		§ 249.35	Fringe Financial Services are P subject to the restrictions set forth in
8	§ 815.33	§ 890.113	Section 249.35, including, but not limited to, the proximity restrictions set
9			forth in Subsection 249.35(c)(3).
10			MESSAGE ESTABLISHMENT
11			Controls. Massage shall generally be subject to Conditional Use
12			authorization. Only those businesses that can demonstrate to the satisfaction
13			of the Planning Commission that massage services are provided in
14		§ 890.60	conjunction with full-service spa services are authorized to provide massage
15		Art. 29	services.
16	§ 815.34A	Health Code	Certain exceptions to the Conditional Use authorization for massage are
17			described in Section 303(n). When considering an application for a
18			conditional use permit pursuant to this subsection, the Planning Commission
19			shall consider, in addition to the criteria listed in Section 303(c), the criteria
20			described in Section 303(n) and 890.60(b).
21			

22 **~~SEC. 816. SLR—SERVICE/LIGHT INDUSTRIAL/RESIDENTIAL MIXED USE~~**

23 **~~DISTRICT.~~**

24

25

The Service/Light Industrial/Residential (SLR) Mixed Use District is designed to maintain and facilitate the growth and expansion of small-scale light industrial, home and business service, wholesale distribution, arts production and performance/exhibition activities, live/work use, general commercial and neighborhood-serving retail and personal service activities while protecting existing housing and encouraging the development of housing and live/work space at a scale and density compatible with the existing neighborhood.

Housing and live/work units are encouraged over ground floor commercial/service/light industrial activity. New residential or mixed use developments are encouraged to provide as much mixed-income rental housing as possible. Existing group housing and dwelling units would be protected from demolition or conversion to nonresidential use by requiring conditional use review. Accessory Dwelling Units are permitted within the district pursuant to subsection 207(c)(4) of this Code.

General office, hotels, nighttime entertainment, movie theaters, adult entertainment and heavy industrial uses are not permitted.

<i>Table 816</i>			
<i>SLR—SERVICE/LIGHT INDUSTRIAL/RESIDENTIAL MIXED-USED DISTRICT</i>			
<i>ZONING CONTROL TABLE</i>			
<i>No.</i>	<i>Zoning Category</i>	<i>§ References</i>	<i>Service/Light Industrial/ Residential Mixed-Use District Controls</i>
<i>816.01</i>	<i>Height Limit Designation</i>	<i>See Zoning Map</i>	<i>As shown on Sectional Maps 1 and 7 of the Zoning Map; generally ranges from 40 to 65 feet</i>
<i>816.02</i>	<i>Bulk Limit Designation</i>	<i>See Zoning Map, § 270</i>	<i>As shown on Sectional Maps 1 and 7 of the Zoning Map</i>

1		§§ 124, 207.5, 208	1:200 for dwelling units #; 1 bedroom for
2	816.03	Residential Density Limit	each 70 sq. ft. of lot area for group
3			housing
4	816.04	Non-Residential Density	§§ 102, 123, 124,
5		Limit	127
6			Generally, 2.5 to 1 floor area ratio
7	816.05	Usable Open Space for	§ 135
8		Dwelling Units and Group	60 sq. ft. per unit if private, 80 sq. ft. if
9		Housing	common
10	816.06	Usable Open Space for	§ 135.2
11		Live/Work Units in Newly	36 sq. ft. per unit
12		Constructed Buildings or	
13		Additions	
14	816.07	Usable Open Space for Other	§ 135.3
15		Uses	Varies by use
16	816.09	Outdoor Activity Area	§ 90.71
17		Walk-up Facility, including	P
18	816.10	Automated Bank Teller	§§ 803.9(d),
19		Machine	890.140
20	816.12	Residential Conversion or	§ 317
21		Merger	C for Removal of one or more Residential
22			Units or Unauthorized Units
23	816.13	Residential Demolition	§ 317
24			C for Removal of one or more Residential
25			Units or Unauthorized Units
	Residential Use		

816.14	Dwelling Units	§ 102.7	P
816.15	Group Housing	§ 890.88(b)	€
816.16	SRO Units	§ 890.88(c)	P
816.16B	Homeless Shelters	§§ 102, 890.88(d)	€
Institutions			
816.17	Hospital, Medical Centers	§ 890.44	NP
816.18	Residential Care	§ 890.50(e)	€
816.19	Educational Services	§ 890.50(e)	P
816.20	Religious Facility	§ 890.50(d)	P
816.21	Assembly and Social Service, except Open Recreation and Horticulture	§ 890.50(a)	€
816.22	Child Care	§ 102	P
816.23	Medical Cannabis Dispensary	§ 890.133	P #
Vehicle Parking			
816.25	Automobile Parking Lot, Community Residential	§ 890.7	P
816.26	Automobile Parking Garage, Community Residential	§ 890.8	P
816.27	Automobile Parking Lot, Community Commercial	§ 890.9	P

816.28	Automobile Parking Garage, Community Commercial	§ 890.10	P
816.29	Automobile Parking Lot, Public	§ 890.11	P
816.30	Automobile Parking Garage, Public	§ 890.12	€
<i>Retail Sales and Services</i>			
816.31	All Retail Sales and Services which are not Office Uses or prohibited by § 803.4, including Bars, Limited- Restaurants, Restaurants, Cannabis Retail, and Personal Services	§§ 102, 890.104	P
816.33	Fringe Financial Service	§§ 249.35, 890.113	P #
816.34	Tobacco Paraphernalia Establishments	§ 890.123	€
<i>Assembly, Recreation, Arts and Entertainment</i>			
816.36	Arts Activity, other than Theater	§ 102.2	P
816.37	Nighttime Entertainment	§§ 102.17, 181(f), 803.5(b)	NP
816.38	Meeting Hall, not falling	§ 221(e)	€

	<i>within Category 816.21</i>		
816.39	<i>Recreation Building, not falling within Category 816.21</i>	<i>§ 221(e)</i>	<i>€</i>
816.40	<i>Pool Hall, Card Club, not falling within Category 816.21</i>	<i>§§ 221(f), 803.4</i>	<i>P</i>
816.41	<i>Theater, falling within § 221(d), except Movie Theater</i>	<i>§§ 221(d), 890.64</i>	<i>P</i>
<i>Home and Business Service</i>			
816.42	<i>Trade Shop</i>	<i>§ 890.124</i>	<i>P</i>
816.43	<i>Catering Service</i>	<i>§ 890.25</i>	<i>P</i>
816.45	<i>Business Goods and Equipment Repair Service</i>	<i>§ 890.23</i>	<i>P</i>
816.47	<i>Business Service</i>	<i>§ 890.111</i>	<i>P</i>
<i>Office</i>			
816.48	<i>Office Uses in Landmark Buildings or Contributory Buildings in Historic Districts</i>	<i>§ 803.9(a)</i>	<i>€</i>
816.49	<i>Work Space of Design Professionals</i>	<i>§§ 803.9(g), 890.28</i>	<i>P, subject to § 803.9(g)</i>
816.50	<i>All Other Office Uses</i>	<i>§ 890.70</i>	<i>NP</i>

<i>Live/Work Units</i>			
816.51	Live/Work Units where the work activity is an Arts Activity	§§ 102.2, 102.13, 209.9(f) and (g), 233	P
816.52	Live/Work Units where all the work activity is otherwise permitted as a Principal Use	§§ 102.13, 233	P
816.53	Live/Work Units where the work activity is otherwise permitted as a Conditional Use	§ 233	C
816.54	Live/Work Units in Landmark Buildings or Contributory Buildings in Historic Districts	§ 803.9(a)	C
816.55	All Other Live/Work Units		NP
<i>Motor Vehicle Services</i>			
816.57	Vehicle Storage—Open Lot	§ 890.131	NP
816.58	Vehicle Storage—Enclosed Lot or Structure	§ 890.132	P
816.59	Motor Vehicle Service Station, Automotive Wash	§§ 890.18, 890.20	P
816.60	Motor Vehicle Repair	§ 890.15	P
816.61	Automobile Tow Service	§ 890.19	C

1	816.62	<i>Non Auto Vehicle Sales or</i>	<i>§ 890.69</i>	
2		<i>Rental</i>		<i>P</i>
3	816.63	<i>Public Transportation</i>	<i>§ 890.80</i>	
4		<i>Facilities</i>		<i>P</i>
5	<i>Industrial</i>			
6	816.64	<i>Wholesale Sales</i>	<i>§ 890.54(b)</i>	<i>P</i>
7	816.65	<i>Light Manufacturing</i>	<i>§ 890.54(a)</i>	<i>P</i>
8	816.66	<i>Storage</i>	<i>§ 890.54(c)</i>	<i>P</i>
9	816.67	<i>All Other Wholesaling,</i>	<i>§ 225</i>	
10		<i>Storage, Distribution and</i>		<i>P</i>
11		<i>Open Air Handling of</i>		
12		<i>Materials and Equipment</i>		
13	<i>Other Uses</i>			
14	816.68	<i>Animal Services</i>	<i>§ 224</i>	<i>NP</i>
15	816.69	<i>Open Air Sales</i>	<i>§§ 803.9(e),</i>	
16			<i>890.38</i>	<i>P</i>
17	816.70	<i>Ambulance Service</i>	<i>§ 890.2</i>	<i>NP</i>
18	816.71	<i>Open Recreation</i>	<i>§§ 209.5(a),</i>	
19			<i>209.5(b)</i>	<i>P</i>
20	816.72	<i>Public Use, except Public</i>	<i>§ 890.80</i>	
21		<i>Transportation Facility</i>		<i>C</i>
22	816.74A	<i>Industrial Agriculture</i>	<i>§ 102</i>	<i>NP</i>

816.74B	Neighborhood Agriculture	§ 102	P
816.74C	Large-Scale Urban Agriculture	§ 102	C
816.75	Mortuary Establishment	§ 227(e)	NP
816.76	General Advertising Sign	§ 607.2(b) & (c)	P in South of Market General Advertising Special Sign District, Otherwise NP
816.99	Wireless Telecommunications Services Facility	§ 102	C; P if the facility is a Micro WTS Facility

SPECIFIC PROVISIONS FOR SLR DISTRICTS

<i>Article Code</i>	<i>Other Code</i>	<i>Zoning Controls</i>
<i>Section</i>	<i>Section</i>	
§ 816	§ 207(c)(4)	<p>ACCESSORY DWELLING UNITS</p> <p>Boundaries: Within the boundaries of the SLR Mixed Use District.</p> <p>Controls: An "Accessory Dwelling Unit," as defined in Section 102 and meeting the requirements of Section 207(c)(4) is permitted to be constructed within an existing building in areas that allow residential use or within an existing and authorized auxiliary structure on the same lot.</p>
§ 816.03		
§ 816.23		<p>Only those medical cannabis dispensaries that can demonstrate to the Planning Department they were in operation as of April 1, 2005 and have remained in continuous operation or that were not in continuous operation since April 1, 2005, but can demonstrate to the Planning Department that the reason for their lack of continuous operation was not</p>
§ 890.133		

		closure due to an actual violation of federal, state or local law, may apply for a medical cannabis dispensary permit in an SLR District.
§ 816.33	§ 249.35 § 890.113	Fringe Financial Services are P subject to the restrictions set forth in Section 249.35, including, but not limited to, the proximity restrictions set forth in Subsection 249.35(c)(3).

~~SEC. 817. SLI — SERVICE/LIGHT INDUSTRIAL DISTRICT.~~

~~The Service/Light Industrial (SLI) District is designed to protect and facilitate the expansion of existing general commercial, manufacturing, home and business service, live/work use, arts uses, light industrial activities and small design professional office firms. Existing group housing and dwelling units are protected from demolition or conversion to nonresidential use and development of group housing and low-income affordable dwelling units are permitted as a conditional use. General office, hotels, movie theaters, nighttime entertainment and adult entertainment uses are not permitted. Accessory Dwelling Units are permitted within the district pursuant to subsection 207(c)(4) of this Code.~~

~~Table 817~~

~~SLI — SERVICE/LIGHT INDUSTRIAL DISTRICT ZONING CONTROL TABLE~~

No.	Zoning Category	§ References	Service/Light Industrial District Controls
817.01	Height		As shown on Sectional Maps 1 and 7 of the Zoning Map; generally ranges from

			30 to 65 feet; See Zoning Sectional Maps 1 and 7
817.02	Bulk	§ 270	See Zoning Sectional Maps 1 and 7
817.03	Residential Density Limit	§ 208	1:200 for dwelling units #; 1 bedroom for each 70 sq. ft. of lot area for group housing
817.04	Non-Residential Density Limit	§§ 102, 123, 124, 127	Generally, 2.5 to 1 floor area ratio
817.05	Usable Open Space for Dwelling Units and Group Housing	§ 135	36 sq. ft. per unit
817.06	Usable Open Space for Live/Work Units in Newly Constructed Buildings or Additions	§ 135.2	36 sq. ft. per unit
817.07	Usable Open Space for Other Uses	§ 135.3	Varies by use
817.09	Outdoor Activity Area	§ 890.71	P
817.10	Walk-Up Facility, including Automated Bank Teller Machine	§§ 803.9(d), 890.140	P
817.12	Residential Conversion or Merger	§ 317	C for Removal of one or more Residential Units or Unauthorized Units.
817.13	Residential Demolition	§ 317	C for Removal of one or more Residential Units or

			<i>Unauthorized Units.</i>
<i>Residential Use</i>			
817.14	Dwelling Units	§§ 102.7, 803.8(b)	C, if low income pursuant to § 803.8(b); otherwise NP
817.15	Group Housing	§ 890.88(b)	€
817.16	SRO Units	§§ 803.8(b), 890.88(c)	C, if low income pursuant to § 803.8(b); otherwise NP
817.16B	Homeless Shelters	§§ 102, 890.88(d)	€
<i>Institutions</i>			
817.17	Hospital, Medical Centers	§ 890.44	NP
817.18	Residential Care	§ 890.50(e)	€
817.19	Educational Services	§ 890.50(e)	P
817.20	Religious Facility	§ 890.50(d)	P
817.21	Assembly and Social Service, except Open Recreation and Horticulture	§ 890.50(a)	€
817.22	Child Care	§ 102	P
817.23	Medical Cannabis Dispensary	§ 890.133	P #
<i>Vehicle Parking</i>			
817.25	Automobile Parking Lot, Community Residential	§ 890.7	P
817.26	Automobile Parking Garage, Community	§ 890.8	P

1		<i>Residential</i>		
2	817.27	<i>Automobile Parking Lot, Community</i>	§ 890.9	<i>P</i>
3		<i>Commercial</i>		
4	817.28	<i>Automobile Parking Garage, Community</i>	§ 890.10	<i>P</i>
5		<i>Commercial</i>		
6	817.29	<i>Automobile Parking Lot, Public</i>	§ 890.11	<i>P</i>
7	817.30	<i>Automobile Parking Garage, Public</i>	§ 890.12	<i>C</i>
8	<i>Retail Sales and Services</i>			
9	817.31	<i>All Retail Sales and Services which are not</i>	§§ 102, 890.104	<i>P</i>
10		<i>Office Uses or prohibited by § 803.4, including</i>		
11		<i>Bars, Limited Restaurants, Cannabis Retail,</i>		
12		<i>Restaurants, and Personal Services</i>		
13	817.32	<i>Financial Services</i>	§ 890.110	<i>P if gross floor area is up to 4,000 sq. ft. C if gross floor area is equal to or exceeds 4,000 sq. ft. and only then if the location is:</i> <i>(a) within a height</i> <i>district of 65 ft. or greater,</i> <i>(b) on the ground story or below, and</i> <i>(c) was not used within the 12 months prior to the filing of any planning or</i>
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

			building application as (1) a residential use as defined in § 817.14 through § 817.16, (2) a neighborhood- serving retail use as defined in § 817.31, or (3) an industrial use as defined in §§ 817.64, 817.65; otherwise NP
817.33	Fringe Financial Service	§§ 249.35, 890.113	P #
817.34	Tobacco Paraphernalia Establishments	§ 890.123	€
Assembly, Recreation, Arts and Entertainment			
817.37	Nighttime Entertainment	§§ 102.17, 803.5(b)	NP
817.38	Meeting Hall	§ 221(e)	€
817.39	Recreation Building	§ 221(e)	€
817.40	Pool Hall, Card Club, not falling within Category 817.21	§§ 221(f), 803.4	P
817.41	Theater, falling within § 221(d), except Movie Theater	§§ 221(d), 890.64	P

1	817.42	Amusement Game Arcade	§ 890.4	P
2	<i>Home and Business Service</i>			
3	817.42	Trade Shop	§ 890.124	P
4	817.43	Catering Service	§ 890.25	P
5	817.45	Business Goods and Equipment Repair Service	§ 890.23	P
6	817.46	Arts Activities, other than Theaters	§ 102.2	P
7	817.47	Business Services	§ 890.111	P
8	<i>Office</i>			
9	817.48	Office Uses in Landmark Buildings or Contributory Buildings in Historic Districts	§ 803.9(a)	€
10	817.49	Work Space of Design Professionals	§§ 803.9(g), 890.28	P, subject to § 803.9(g)
11	817.50	Office Uses Related to the Hall of Justice	§§ 803.9(f), 822	P in Special Use District,
12	817.51	All Other Office Uses	§ 890.70	pursuant to § 803.9(f)
13	<i>Live/Work Units</i>			
14	817.51	Live/Work Units where the work activity is an Arts Activity	§§ 102.2, 102.13, 209.9(f) and (g), 233	P
15	817.52	Live/Work Units where all the work activity is otherwise permitted as a Principal Use	§§ 102.13, 233	P
16	817.53	Live/Work Units where the work activity is otherwise permitted as a Conditional Use	§ 233	€

1	817.54	<i>Live/Work Units in Landmark Buildings or</i>	§ 803.9(a)	C
2		<i>Contributory Buildings in Historic Districts</i>		
3	817.55	<i>All Other Live/Work Units</i>		NP
4	<i>Automotive Services</i>			
5	817.57	<i>Vehicle Storage—Open Lot</i>	§ 890.131	P
6	817.58	<i>Vehicle Storage—Enclosed Lot or Structure</i>	§ 890.132	P
7	817.59	<i>Motor Vehicle Service Station, Automotive Wash</i>	§§ 890.18, 890.20	P
8	817.60	<i>Motor Vehicle Repair</i>	§ 890.15	P
9	817.61	<i>Motor Vehicle Tow Service</i>	§ 890.19	C
10	817.62	<i>Non Auto Vehicle Sale or Rental</i>	§ 890.69	P
11	817.63	<i>Public Transportation Facilities</i>	§ 890.80	P
12	<i>Industrial</i>			
13	817.64	<i>Wholesale Sales</i>	§ 890.54(b)	P
14	817.65	<i>Light Manufacturing</i>	§ 890.54(a)	P
15	817.66	<i>Storage</i>	§ 890.54(c)	P
16	817.67	<i>All Other Wholesaling, Storage, Distribution and Open Air Handling of Materials and Equipment</i>	§ 225	P
17	<i>Other Uses</i>			
18	817.68	<i>Animal Services</i>	§ 224	P
19	817.69	<i>Open Air Sales</i>	§§ 803.9(e),	P

		890.38	
817.70	Ambulance Service	§ 890.2	P
817.71	Open Recreation	§§ 209.5(a), 209.5(b)	P
817.72	Public Use, except Public Transportation Facility	§ 890.80	P
817.74A	Industrial Agriculture	§ 102	P
817.74B	Neighborhood Agriculture	§ 102	P
817.74C	Large-Scale Urban Agriculture	§ 102	C
817.75	Mortuary Establishment	§ 227(e)	NP
817.76	General Advertising Sign	§ 607.2	NP
817.77	Internet Services Exchange	§ 209.6(e)	C
817.99	Wireless Telecommunications Services Facility	§ 102	C; P if the facility is a Micro WTS Facility

SPECIFIC PROVISIONS FOR SLI DISTRICTS

<i>Article Code</i>	<i>Other Code</i>	<i>Zoning Controls</i>
<i>Section</i>	<i>Section</i>	
§ 817	§ 207 (c)(4)	<p><i>ACCESSORY DWELLING UNITS</i></p> <p><i>Boundaries:</i> Within the boundaries of the SLI Mixed Use District.</p> <p><i>Controls:</i> An "Accessory Dwelling Unit," as defined in Section 102 and meeting the requirements of Section 207(c)(4) is permitted to be constructed within an existing building in areas that allow residential use</p>
§ 817.03		

		or within an existing and authorized auxiliary structure on the same lot.
§ 817.23 § 890.133		Only those medical cannabis dispensaries that can demonstrate to the Planning Department they were in operation as of April 1, 2005 and have remained in continuous operation or that were not in continuous operation since April 1, 2005, but can demonstrate to the Planning Department that the reason for their lack of continuous operation was not closure due to an actual violation of federal, state or local law, may apply for a medical cannabis dispensary permit in an SLI District.
§ 817.33	§ 249.35 § 817.32 § 890.113	Fringe Financial Services are P subject to the controls set forth in Section 817.32 for Financial Services and the restrictions set forth in Section 249.35, including, but not limited to, the proximity restrictions set forth in Subsection 249.35(c)(3).

~~SEC. 818. SSO—SERVICE/SECONDARY OFFICE DISTRICT.~~

~~The Service/Secondary Office District (SSO) is designed to accommodate small scale light industrial, home and business services, arts activities, live/work units, and small scale, professional office space and large floor plate "back office" space for sales and clerical work forces. Nighttime entertainment is permitted as a conditional use. Dwelling units and group housing are permitted as conditional uses. Demolition or conversion of existing group housing or dwelling units requires conditional use authorization. Accessory Dwelling Units are permitted within the district pursuant to subsection 207(c)(4) of this Code.~~

~~Office, general commercial, most retail, service and light industrial uses are principal permitted uses. Large hotel, movie theater, adult entertainment and heavy industrial uses are not permitted.~~

Small hotels of 75 rooms or less are permitted in this District only as a conditional use. Any such conditional use authorization requires a conditional use finding that disallows project proposals that displace existing Production, Distribution and Repair (PDR) uses.

<p>Table 818</p> <p>SSO — SERVICE/SECONDARY OFFICE DISTRICT ZONING CONTROL TABLE</p>			
No.	Zoning Category	§ References	Service/Secondary Office District Controls
818.01	Height Limit Designation	See Zoning Map	As shown on Sectional Maps 1 and 7 of the Zoning Map; generally ranging from 40 to 130 feet
818.02	Bulk Limit Designation	See Zoning Map, § 270	As shown on Sectional Maps 1 and 7 of the Zoning Map
818.03	Residential Density	§ 124(b), 207.5, 208	1:200 for dwellings #; 1 bedroom for each 70 sq. ft. of lot area for group housing
818.04	Non-Residential Density Limit	§§ 102, 123, 124, 127	3.0 to 1 floor area ratio in 40 or 50 foot height districts; 4.0 to 1 in 65 or 80 foot height districts, and 4.5 to 1 in 130 foot height districts
818.05	Usable Open Space for Dwelling Units and Group Housing	§§ 135	36 sq. ft. per unit
818.06	Usable Open Space for	§ 135.2	36 sq. ft. per unit

	Live/Work Units in Newly Constructed Buildings or Additions		
818.07	Usable Open Space for Other Uses	§ 135.3	Varies by use
818.09	Outdoor Activity Area	§ 890.71	P
818.10	Walk-up Facility, including Automated Bank Teller Machine	§§ 803.9(d), 890.140	P
818.12	Residential Conversion or Merger	§ 317	C for Removal of one or more Residential Units or Unauthorized Units.
818.13	Residential Demolition	§ 317	C for Removal of one or more Residential Units or Unauthorized Units.
<i>Residential Use</i>			
818.14	Dwelling Units	§ 102.7	C
818.15	Group Housing	§ 890.88(b)	C
818.16	SRO Units	§ 890.88(c)	P
818.16B	Homeless Shelters	§§ 102, 890.88(d)	C
<i>Institutions</i>			
818.17	Hospital, Medical Centers	§ 890.44	P

1	818.18	<i>Residential Care</i>	§ 890.50(c)	C
2	818.19	<i>Educational Services</i>	§ 890.50(c)	P
3	818.20	<i>Religious Facility</i>	§ 890.50(d)	P
4	818.21	<i>Assembly and Social Service, except Open Recreation and Horticulture</i>	§ 890.50(a)	C
5				
6				
7	818.22	<i>Child Care</i>	§ 102	P
8	818.23	<i>Medical Cannabis Dispensary</i>	§ 890.133	P #
9	<i>Vehicle Parking</i>			
10	818.25	<i>Automobile Parking Lot, Community Residential</i>	§ 890.7	P
11	818.26	<i>Automobile Parking Garage, Community Residential</i>	§ 890.8	P
12	818.27	<i>Automobile Parking Lot, Community Commercial</i>	§ 890.9	P
13	818.28	<i>Automobile Parking Garage, Community Commercial</i>	§ 890.10	P
14	818.29	<i>Automobile Parking Lot, Public</i>	§ 890.11	P
15	818.30	<i>Automobile Parking Garage, Public</i>	§ 890.12	C
16	<i>Retail Sales and Services</i>			
17				
18				
19				
20				
21				
22				
23				
24				
25				

1		All Retail Sales and Services	§§ 102, 890.104	
2		which are not Office Uses or		
3		prohibited by § 803.4,		
4	818.31	including Bars, Limited-		P
5		Restaurants, Restaurants,		
6		Cannabis Retail, and Personal		
7		Services		
8	818.33	Fringe Financial Service	§§ 249.35, 890.113	P #
9		Tobacco Paraphernalia	§ 890.123	
10	818.34	Establishments		€
11	<i>Assembly, Recreation, Arts and Entertainment</i>			
12	818.37	Nighttime Entertainment	§§ 102.17, 803.5(b)	€
13		Meeting Hall, not falling	§ 221(e)	
14	818.38	within Category 818.21		P
15		Recreation Building, not	§ 221(e)	
16	818.39	falling within Category 818.21		P
17		Pool Hall, Card Club, not	§§ 221(f), 803.4	
18	818.40	falling within Category 818.21		P
19		Theater, falling within §	§§ 221(d), 890.64	
20	818.41	221(d), except Movie Theater		P
21	<i>Home and Business Service</i>			
22	818.42	Trade Shop	§ 890.124	P
23	818.43	Catering Service	§ 890.25	P
24				
25				

818.45	<i>Business Goods and Equipment Repair Service</i>	§ 890.23	<i>P</i>
818.46	<i>Arts Activities, other than Theaters</i>	§ 102.2	<i>P</i>
818.47	<i>Business Services</i>	§ 890.111	<i>P</i>
Office			
818.48	<i>All Office Uses including Work Space of Design Professionals</i>	§ 890.70	<i>P</i>
Live/Work Units			
818.54	<i>Live/Work Units where the work activity is an Arts Activity</i>	§§ 102.2, 102.13, 209.9(f), (g), 233	<i>P</i>
818.55	<i>Live/Work Units where all the work activity is otherwise permitted</i>	§§ 102.13, 233	<i>P</i>
Automobile Services			
818.57	<i>Vehicle Storage—Open Lot</i>	§ 890.131	<i>NP</i>
818.58	<i>Vehicle Storage—Enclosed Lot or Structure</i>	§ 890.132	<i>P</i>
818.59	<i>Motor Vehicle Service Station, Automotive Wash</i>	§§ 890.18, 890.20	<i>P</i>
818.60	<i>Motor Vehicle Repair</i>	§ 890.15	<i>P</i>
818.61	<i>Motor Vehicle Tow Service</i>	§ 890.19	<i>C</i>

818.62	Non Auto Vehicle Sale or Rental	§ 890.69	P
818.63	Public Transportation Facilities	§ 890.80	P
Industrial			
818.64	Wholesale Sales	§ 890.54(b)	P
818.65	Light Manufacturing	§ 890.54(a)	P
818.66	Storage	§ 890.54(c)	P
818.67	All Other Wholesaling, Storage Distribution and Open Air Handling of Materials and Equipment	§ 225	P
Other Uses			
818.68	Animal Services	§ 224	P
818.69	Open Air Sales	§§ 803.9(e), 890.38	P
818.70	Ambulance Service	§ 890.2	P
818.71	Open Recreation	§§ 209.5(a), 209.5(b)	P
818.72	Public Use, except Public Transportation Facility	§ 890.80	P
818.74A	Industrial Agriculture	§ 102	P
818.74B	Neighborhood Agriculture	§ 102	P

818.74C	Large Scale Urban Agriculture	§ 102	C
818.75	Mortuary Establishment	§ 227(c)	NP
818.76	General Advertising Sign	§ 607.2(b) & (c)	NP
818.77	Internet Services Exchange	§ 209.6(c)	C
818.78	Hotel, Tourist if 75 rooms or less	§ 890.46	C
818.99	Wireless Telecommunications Services Facility	§ 102	C; P if the facility is a Micro WTS Facility

SPECIFIC PROVISIONS FOR SSO DISTRICTS

<i>Article Code Section</i>	<i>Other Code Section</i>	<i>Zoning Controls</i>
§ 818 § 818.03	§ 207(c)(4)	ACCESSORY DWELLING UNITS Boundaries: Within the boundaries of the SLI Mixed Use District. Controls: An "Accessory Dwelling Unit," as defined in Section 102 and meeting the requirements of Section 207(c)(4) is permitted to be constructed within an existing building in areas that allow residential use or within an existing and authorized auxiliary structure on the same lot.
§ 818.23 § 890.133		Only those medical cannabis dispensaries that can demonstrate to the Planning Department they were in operation as of April 1, 2005 and have remained in continuous operation or that were not in continuous operation since April 1, 2005, but can demonstrate to the Planning

		<i>Department that the reason for their lack of continuous operation was not closure due to an actual violation of federal, state or local law, may apply for a medical cannabis dispensary permit in an SSO District.</i>
§ 818.33	§ 249.35 § 890.113	<i>Fringe Financial Services are P subject to the restrictions set forth in Section 249.35, including, but not limited to, the proximity restrictions set forth in Subsection 249.35 (c)(3).</i>

* * * *

SEC. 825. DTR – DOWNTOWN RESIDENTIAL DISTRICTS.

(a) **Description.** Downtown Residential (DTR) Districts are transit-oriented, high-density mixed-use residential neighborhoods in and around downtown. These areas are generally transitioning from a variety of commercial and industrial to residential uses. The intent of this district is to enable a mix of new day and nighttime activities, with an emphasis on encouraging new housing within walking distance or a short transit-ride of downtown, supported by a mix of retail, and neighborhood services to meet the needs of residents and the larger downtown community.

High-density residential uses, including residential towers in select locations, are allowed and encouraged within the limits set by height and bulk controls. Given the district's proximity to downtown, a range of commercial uses is permitted on the lower stories, with active pedestrian-oriented retail, service, and entertainment uses on the ground floor. Along special streets, pedestrian-oriented uses are required on the first floor. Ground floor entries to individual dwelling units are encouraged on streets that will become primarily residential.

There is generally no pattern of mid-block open space or of rear yards. While lot coverage is limited for all levels with residential uses, traditional rear yard open spaces are not required except in the limited instances where there is an existing pattern of them. Specific

1 height and bulk controls establish appropriate heights for both towers and mid-rise
2 development, and ensure adequate spacing between towers and preserve light and air to
3 streets and open spaces. Setbacks are required where necessary to buffer ground floor
4 residential uses or to ensure sunlight access to streets and open spaces. To support the
5 intensification of land uses in these districts, detailed traffic, streetscape and open space
6 improvements will take place over time.

7 Downtown Residential Districts include all of the individual DTR districts governed this
8 Code except the Transbay Downtown Residential District (TB-DTR), as set forth in Section
9 828, is governed by the Transbay Redevelopment Plan and its Development Controls and
10 Design Guidelines.

11 * * * *

12 (c) **Use.** A use is the specified purpose for which a property or building is used,
13 occupied, maintained, or leased. Uses in Downtown Residential Districts are either permitted,
14 conditional, accessory, temporary or are not permitted. If there are two or more uses in a
15 structure, any use not classified in Section 825(c)(1)(C) below as accessory will be considered
16 separately as an independent permitted, conditional, temporary or not permitted use.

17 (1) **Permitted Uses.**

18 (A) **Principal Uses.** All uses are permitted as principal uses as of right in a
19 Downtown Residential district unless otherwise indicated as a Conditional Use or Not
20 Permitted in this Section 825 of this Code or any other Section governing an individual DTR
21 District. Additional requirements and conditions may be placed on particular uses as provided
22 pursuant to Section 803.5 and other applicable provisions of this Code.

23 (B) **Conditional Uses.** Conditional uses are permitted in a Downtown
24 Residential District, when authorized by the Planning Commission; whether a use is
25 conditional in a given district is indicated in the Section of this Code governing the individual

DTR District. Conditional uses are subject to the applicable provisions set forth in Sections 178, 179, ~~263.11~~, 303, 316, and 803.5 of this Code.

* * * *

SEC. 840. MUG – MIXED USE-GENERAL DISTRICT.

The Mixed Use-General (MUG) District is largely comprised of the low-scale, production, distribution, and repair uses mixed with housing and small-scale retail. The MUG is designed to maintain and facilitate the growth and expansion of small-scale light industrial, wholesale distribution, arts production and performance/exhibition activities, general commercial and neighborhood-serving retail and personal service activities while protecting existing housing and encouraging the development of housing at a scale and density compatible with the existing neighborhood.

Housing is encouraged over ground floor commercial and production, distribution, and repair uses. New residential or mixed use developments are encouraged to provide as much mixed-income family housing as possible. Existing group housing and dwelling units would be protected from demolition or conversion to nonresidential use by requiring conditional use review. Accessory Dwelling Units are permitted within the district pursuant to subsection 207(c)(4) of this Code.

Hotels, nighttime entertainment, movie theaters, adult entertainment and heavy industrial uses are not permitted. Office is restricted to the upper floors of multiple story buildings.

Table 840			
MUG – MIXED USE – GENERAL DISTRICT ZONING CONTROL TABLE			
No.	Zoning Category	§ References	Mixed Use – General District Controls
Building and Siting Standards			

1	* * * *			
2	840.09	Residential to non-	§ 803.8 (e) <u>9(a)</u>	None
3		residential ratio		
4	* * * *			
5	Retail Sales and Services			
6	840.45	All Retail Sales and	§§ 121.6,	P up to 25,000 gross sq.ft. per lot;
7		Services which <u>that</u> are	803.9 (g) ,	above 25,000 gross sq. ft.
8		not listed below	890.104,	permitted only if the ratio of other
9			890.116	permitted uses to retail is at least
10				3:1.
11	* * * *			
12	Office			
13	* * * *			
14	840.65A	Services, Professional;	§§ 890.108,	Subject to vertical control of Sec.
15		Services Financial;	890.110,	803.9 (h) . P on the ground floor
16		Services Medical	890.114	when primarily open to the
17				general public on a client-oriented
18				basis.
19	840.66	All Other Office Uses	§§ 803.9 (h) ,	Subject to vertical control of Sec.
20			890.70, 890.118	803.9 (h)
21	* * * *			
22	Other Uses			
23	* * * *			
24	840.96	Open Air Sales	§§ 803.9 (e) <u>d</u> ,	P
25			890.38	

* * * *			
804.98	Walk-up Facility, including Automated Bank Teller Machine	§§ 803.9(b), 890.140	P
* * * *			

* * * *

SEC. 841. MUR – MIXED USE-RESIDENTIAL DISTRICT.

The Mixed Use-Residential District (MUR) ~~serves as a buffer between the higher density, predominantly commercial area of Yerba Buena Center to the east and the lower scale, mixed use service/industrial and housing area west of Sixth Street.~~

~~The MUR serves as a major housing opportunity area within the eastern portion of the South of Market. The district controls are~~ is intended to facilitate the development of high-density, mid-rise housing, including family-sized housing and residential hotels. The district is also designed to encourage the expansion of retail, business service and commercial and cultural arts activities. Accessory Dwelling Units are permitted within the district pursuant to subsection 207(c)(4) of this Code.

Continuous ground floor commercial frontage with pedestrian-oriented retail activities along major thoroughfares is encouraged. Hotels, nighttime entertainment, adult entertainment and heavy industrial uses are not permitted. Office is limited by residential-to-non residential ratio in new construction.

Table 841			
MUR - MIXED USE-RESIDENTIAL DISTRICT ZONING CONTROL TABLE			
No.	Zoning Category	§ References	Mixed Use-Residential District Controls

Building and Siting Standards

841.01	Height Limit	See Zoning Map, §§ 260-261.1, 263.20	As shown on Sectional Maps 8-1 and 7 of the Zoning Map Height sculpting required on narrow streets, § 261.1 Non-habitable vertical projections permitted, § 263.20
841.02	Bulk Limit	See Zoning Map. §§ 270, 270.1, 270.2	As shown on Sectional Maps 8-1 and 7 of the Zoning Map Horizontal mass reduction required, § 270.1 Mid-block alleys required, § 270.2

* * * *

841.09	Residential to non-residential ratio	§ 803.8 (d) <u>9(a)</u>	3 sq.ft. of residential for every 1 sq.ft. of other permitted use.
--------	--------------------------------------	------------------------------------	--

* * * *

Other Uses

* * * *

841.96	Open Air Sales	§ 803.9 (e) <u>d</u> , 890.38	P
--------	----------------	--	---

* * * *

841.98	Walk-up Facility, including Automated Bank Teller Machine	§§ 890.140, 803.9(b) ,	P
--------	---	-----------------------------------	---

* * * *

* * * *

SEC. 842. MUO – MIXED USE-OFFICE DISTRICT.

The Mixed Use-Office (MUO) ~~runs predominantly along the 2nd Street corridor in the South of Market area. The MUO~~ is designed to encourage office uses and housing, as well as small-scale light industrial and arts activities. Nighttime entertainment and small tourist hotels are permitted as a conditional use. Large tourist hotels are permitted as a conditional use in certain height districts. Dwelling units and group housing are permitted, while demolition or conversion of existing dwelling units or group housing requires conditional use authorization. Family-sized housing is encouraged. Accessory Dwelling Units are permitted within the district pursuant to subsection 207(c)(4) of this Code.

Office, general commercial, most retail, production, distribution, and repair uses are also principal permitted uses. Adult entertainment and heavy industrial uses are not permitted.

Table 842			
MUO- MIXED USE-OFFICE DISTRICT ZONING CONTROL TABLE			
No.	Zoning Category	§ References	Mixed Use Office District Controls
Building and Siting Standards			
* * * *			
842.06	Parking and Loading Access: Prohibition	§ 155(r)	<u>None.</u> <i>4th Street between Bryant and Townsend Streets</i>
* * * *			
842.09	Residential to non-residential ratio	§ 803.8 (e) <u>9(a)</u>	None
* * * *			
Retail Sales and Services			

1	842.45	All Retail Sales and	§§ 890.104,	P
2		Services which <u>that</u> are not	890.116, 803.9(ig),	
3		listed below	121.6	
4	* * * *			
5	Other Uses			
6	* * * *			
7	842.96	Open Air Sales	§§ 803.9(ed),	P
8			890.38	
9	* * * *			
10	842.98	Walk-up Facility, including	§§ 890.140,	P
11		Automated Bank Teller	803.9(b)	
12		Machine		
13	* * * *			

* * * *

SEC. 843. UMU – URBAN MIXED USE DISTRICT.

The Urban Mixed Use (UMU) District is intended to promote a vibrant mix of uses while maintaining the characteristics of this formerly industrially-zoned area. It is also intended to serve as a buffer between residential districts and PDR districts in the Eastern Neighborhoods. Within the UMU, allowed uses include production, distribution, and repair uses such as light manufacturing, home and business services, arts activities, warehouse, and wholesaling. Additional permitted uses include retail, educational facilities, and nighttime entertainment. Housing is also permitted, but is subject to higher affordability requirements. Family-sized dwelling units are encouraged. Within the UMU, office uses are restricted to the upper floors of multiple story buildings. In considering any new land use not contemplated in this District, the Zoning Administrator shall take into account the intent of this District as

expressed in this Section and in the General Plan. Accessory Dwelling Units are permitted within the district pursuant to subsection 207(c)(4) of this Code.

Table 843			
UMU – URBAN MIXED USE DISTRICT ZONING CONTROL TABLE			
No.	Zoning Category	§ References	Urban Mixed Use District Controls
Building and Siting Standards			
* * * *			
843.09	Residential to non-residential ratio	§ 803.8(e) 9(a)	None
* * * *			
Retail Sales and Services			
843.45	All Retail Sales and Services which <u>that</u> are not listed below	§§ 890.104, 890.116, 803.9(ig), 121.6	P up to 25,000 gross sq.ft. per lot; above 25,000 gross sq.ft. per lot permitted only if the ratio of other permitted uses to retail is at least 3:1. P up to 3,999 gross sq.ft. per use; C over 4,000 gross sq.ft. per use.
* * * *			
843.51	Gyms	§§ 218(d), 803.9(ig)	P up to 3,999 gross sq. ft. per use; C over 4,000 gross sq. ft. per use. Not subject to 3:1 ratio, per Sec. 803.9(ig)
* * * *			
Office			

* * * *			
843.65A	Services, Professional; Services Financial; Services Medical	§§ 890.108, 890.110, 890.114	Subject to vertical control of Sec. 803.9(h). P on the ground floor when primarily open to the general public on a client-oriented basis.
843.66	All O ther Office Uses	§§ 803.9(h), 890.70, 890.118	Subject to vertical control of Sec. 803.9(h)
* * * *			
Other Uses			
* * * *			
843.96	Open Air Sales	§§ 803.9(ed), 890.38	P
* * * *			
843.98	Walk-up Facility, including Automated Bank Teller Machine	§§ 890.140, 803.9(b) ,	P
* * * *			

* * * *

SEC. 844. WMUG – WSOMA MIXED USE-GENERAL DISTRICT.

The WSoMa Mixed Use-General (WMUG) District is largely comprised of the low-scale, production, distribution, and repair uses mixed with housing and small-scale retail. The WMUG is designed to maintain and facilitate the growth and expansion of small-scale light

industrial, wholesale distribution, arts production and performance/exhibition activities, general commercial and neighborhood-serving retail and personal service activities while protecting existing housing and encouraging the development of housing at a scale and density compatible with the existing neighborhood.

* * * *

Table 844			
WMUG – WSOMA MIXED USE-GENERAL DISTRICT ZONING CONTROL TABLE			
No.	Zoning Category	§ References	WSoMa Mixed Use-General District Controls
* * * *			
Other Uses			
844.96	Open Air Sales	§§ 803.9(ed), 890.38	P up to 10,000 gsf per lot. NP above.
* * * *			
844.98	Walk-up Facility, including Automated Bank Teller Machine	§§ 803.9(b), 890.140	P
* * * *			

* * * *

SEC. 845. WMUO – WSOMA MIXED USE-OFFICE DISTRICT.

The WSoMa Mixed Use-Office (WMUO) runs predominantly along the Townsend Street corridor between 4th Street and 7th Street and on 11th Street, from Harrison Street to the north side of Folsom Street. The WMUO is designed to encourage office uses along with small-scale light industrial and arts activities. Nighttime entertainment is permitted, although limited by buffers around RED and RED-MX districts.

* * * *

Table 845

WMUO – WSOMA MIXED USE-OFFICE DISTRICT ZONING CONTROL TABLE

No.	Zoning Category	§ References	WSOMA Mixed Use-Office District Controls
BUILDING AND SITING STANDARDS			
* * * *			
845.09	Residential to non-residential ratio	§ 803.8 (e) <u>9(a)</u>	None
* * * *			
Retail Sales and Services			
845.45	All Retail Sales and Services which <u>that</u> are not listed below	§§ 121.6, 803.9 (i) <u>(g)</u> , 890.104	P up to 10,000 gsf per lot; C up to 25,000 gsf; NP above
* * * *			
Other Uses			
* * * *			
845.96	Open Air Sales	§§ 803.9 (e) <u>d</u> , 890.38	P
* * * *			
845.98	Walk-up Facility, including Automated Bank Teller Machine	§§ 803.9(b), 890.140	P
* * * *			

* * * *

SEC. 846. SALI – SERVICE/ARTS/LIGHT INDUSTRIAL DISTRICT.

The Service/Arts/Light Industrial (SALI) District is largely comprised of low-scale buildings with production, distribution, and repair uses. The district is designed to protect and facilitate the expansion of existing general commercial, manufacturing, home and business service, and light industrial activities, with an emphasis on preserving and expanding arts activities. Nighttime Entertainment is permitted although limited by buffers around RED and RED-MX districts. Residential Uses, Offices, Hotels, and Adult Entertainment uses are not permitted. Accessory Dwelling Units are permitted within the district pursuant to subsection 207(c)(4) of this Code.

Table 846			
SALI – SERVICE/ARTS/LIGHT INDUSTRIAL DISTRICT ZONING CONTROL TABLE			
No.	Zoning Category	§ References	SALI District Controls
BUILDING AND SITING STANDARDS			
* * * *			
846.09	Residential to non-residential ratio	§ 803.8 (e) <u>9(a)</u>	None
* * * *			
Office			
* * * *			
846.65b	Office Uses Related to the Hall of Justice	§§ 803.9 (f) <u>e</u> , 822	P in Special Use District, pursuant to § 803.9 (f) <u>e</u>
* * * *			
Other Uses			

* * * *			
846.96	Open Air Sales	§§ 803.9(ed), 890.38	P up to 10,000 gsf per lot; C up to 25,000 gsf; NP above
* * * *			
846.98	Walk-up Facility, including Automated Bank Teller Machine	§§ 803.9(b), 890.140	P
* * * *			

* * * *

SEC. 847. RED-MX – RESIDENTIAL ENCLAVE-MIXED DISTRICT.

Residential Enclave-Mixed Districts (RED-MX) encompass some of the clusters of low-scale, medium density, predominantly residential neighborhoods located along the narrow side streets of the Western SoMa area. Many parcels in these residential enclaves are underdeveloped and represent opportunities for new residential and low-intensity commercial uses.

* * * *

Table 847			
RED-MX – RESIDENTIAL ENCLAVE-MIXED DISTRICT ZONING CONTROL TABLE			
No.	Zoning Category	§ References	Residential Enclave-Mixed Controls
* * * *			
Other Uses			
847.66	Open Air Sales	§§ 803.9(ed), 890.38	P up to 1,250 gsf per lot; C above;

			NP above 1 FAR
* * * *			

* * * *

SEC. 848. CMUO – CENTRAL SOMA MIXED USE-OFFICE DISTRICT.

The Central SoMa Mixed Use-Office (CMUO) extends predominantly between 2nd Street and 6th Street in the South of Market area. The CMUO is designed to encourage a mix of residential and non-residential uses, including office, retail, light industrial, arts activities, nighttime entertainment, and tourist hotels.

Table 848. CMUO – CENTRAL SOMA MIXED USE-OFFICE DISTRICT ZONING CONTROL

TABLE

<u>Central SoMa Mixed Use-Office District Controls</u>		
<u>Zoning Category</u>	<u>§ References</u>	<u>Controls</u>
<u>BUILDING STANDARDS</u>		
<u>Massing and Setbacks</u>		
<u>Height and Bulk Limits.</u>	<u>§§ 102, 105, 106, 250—252, 260, 261.1, 263.20, 263.30, 270, 270.1, 270.2, 271. See also Height and Bulk</u>	<u>Varies. See Height and Bulk Map Sheets HT01 and HT07. Height sculpting required and additional bulk limits pursuant to §270; Non-habitable vertical projections permitted pursuant to §263.20; additional height permissible pursuant to §263.30; horizontal mass reduction required pursuant to §270.1; and Mid-block alleys required pursuant to §270.2.</u>

	<u>District Maps</u>	
<u>5 Foot Height Bonus for Ground Floor Commercial</u>	<u>§ 263.20</u>	<u>NP</u>
<u>Setbacks</u>	<u>§§ 132.4, 134, 136, 144, 145.1</u>	<u>Generally required. Along 4th Street south of Bryant Street, required by a minimum depth of five feet, from sidewalk grade up to a minimum height of 25 feet.</u>
<u>Street Frontage and Public Realm</u>		
<u>Streetscape and Pedestrian Improvements</u>	<u>§ 138.1</u>	<u>Required</u>
<u>Street Frontage Requirements</u>	<u>§ 145.1</u>	<u>Required</u>
<u>Street Frontage, Ground Floor Commercial</u>	<u>§ 145.4</u>	<u>2nd Street, on the west side, between Dow Place and Townsend Street; 3rd Street, between Folsom Street and Townsend Street; 4th Street, between Folsom and Townsend Streets; Folsom Street, between 4th and 6th Streets; Brannan Street, between 3rd Street and 4th Street; Townsend Street, on the north side, between 2nd Street and 4th Street.</u>
<u>Vehicular Access Restrictions</u>	<u>§ 155(r)</u>	<u>3rd Street between Folsom and Townsend Streets; 4th Street between Folsom and Townsend Streets; Folsom</u>

		<u>Street from 4th Street to 5th Street;</u> <u>Brannan Street from 2nd Street to 6th</u> <u>Street; and Townsend Street from 2nd</u> <u>Street to 6th Street.</u>
<u>Driveway Loading and Operations Plan</u>	<u>§ 155(u)</u>	<u>Required for projects of 100,000 sq. ft. or</u> <u>more.</u>
<u>Miscellaneous</u>		
<u>Lot Size (Per Development)</u>	<u>§ 102, 303</u>	<u>N/A</u>
<u>Planned Unit Development</u>	<u>§ 304</u>	<u>NP</u>
<u>Large Project Authorization</u>	<u>§ 329</u>	<u>Required for new construction greater</u> <u>than 85 feet in height; additions to an</u> <u>existing building with a height of 85 feet</u> <u>or less resulting in a total building height</u> <u>greater than 85 feet; or the net addition</u> <u>or new construction of more than 50,000</u> <u>gross square feet.</u>
<u>Awning and Canopy</u>	<u>§ 136.1</u>	<u>P</u>
<u>Marquee</u>	<u>§ 136.1</u>	<u>NP</u>
<u>Signs</u>	<u>§§ 262, 602-</u> <u>604,</u> <u>607, 607.2,</u> <u>608, 609</u>	<u>As permitted by § 607.2.</u>
<u>General Advertising Signs</u>	<u>§§ 262,</u> <u>602.7 604,</u> <u>608, 609,</u>	<u>NP</u>

	<u>610, 611</u>	
<u>Design Guidelines</u>	<u>General Plan Commerce and Industry Element; Central SoMa Plan.</u>	<u>Subject to the Urban Design Guidelines and Central SoMa Guide to Urban Design.</u>

<u>Zoning Category</u>	<u>§ References</u>	<u>Controls</u>
<u>RESIDENTIAL STANDARDS & USES</u>		
<u>Development Standards</u>		
<u>Usable Open Space [Per Dwelling Unit and Group Housing]</u>	<u>§§ 135, 136, 427</u>	<u>80 sq. ft. per unit; 54 sq. ft. per unit if publicly accessible; buildings taller than 160 feet may also pay in-lieu fee.</u>
<u>Off-Street Parking</u>	<u>§§ 151, 161, 166</u>	<u>Car parking not required. Limits set forth in §151.1. Bicycle Parking required pursuant to §155.2. If car parking is provided, car share spaces are required when a project has 50 units or more pursuant to §166.</u>

<u><i>Dwelling Unit Mix</i></u>	<u>§ 207.6</u>	<u><i>At least 40% of all dwelling units shall contain two or more bedrooms, 30% of all dwelling units shall contain three or more bedrooms, or 35% of all dwelling units shall contain two or more bedrooms with at least 10% containing three or more bedrooms.</i></u>
<u><i>Use Characteristics</i></u>		
<u><i>Single Room Occupancy</i></u>	<u>§ 102</u>	<u><i>P</i></u>
<u><i>Student Housing</i></u>	<u>§ 102</u>	<u><i>P</i></u>
<u><i>Residential Uses</i></u>		
<u><i>Residential Uses</i></u>	<u>§ 102</u>	<u><i>P</i></u>
<u><i>Dwelling Units, Senior Housing, and Group Housing</i></u>	<u>§ 207</u>	<u><i>No residential density limit by lot area. Density restricted by physical envelope controls of height, bulk, setbacks, open space, exposure and other applicable controls of this and other Codes, as well as by applicable design guidelines, applicable elements and area plans of the General Plan, and design review by the Planning Department.</i></u>
<u><i>Accessory Dwelling Units</i></u>	<u>§§ 102, 207(c)(4)</u>	<u><i>P within the existing building envelope. 1 ADU allowed in buildings with 4 or fewer Dwelling units. No limit in buildings with 5 or more Dwelling Units.</i></u>

		<u>ADUs may not eliminate or reduce ground-story retail or commercial spaces.</u>
<u>Homeless Shelters</u>	<u>§§ 102, 208</u>	<u>Density limits regulated by the Administrative Code, Chapter 20, Article XIII.</u>
<u>Loss of Dwelling Units</u>		
<u>Residential Conversion, Demolition, or Merger</u>	<u>§ 317</u>	<u>C</u>

<u>Zoning Category</u>	<u>§ References</u>	<u>Controls</u>
<u>NON-RESIDENTIAL STANDARDS & USES</u>		
<u>Development Standards</u>		
<u>Floor Area Ratio</u>	<u>§§ 102, 123, 124</u>	<u>No FAR Limit.</u>
<u>Use Size</u>	<u>§ 102</u>	<u>Restrictions on some Retail Sales and Service Uses.(1)</u>
<u>Off-Street Parking,</u>	<u>§§ 145.1, 150, 151.1, 153-156, 166, 204.5</u>	<u>Car parking not required. Limits set forth in § 151.1. Bicycle parking required pursuant to § 155.2. Car share spaces required when a project has 25 or more parking spaces pursuant to § 166.</u>
<u>Off-Street Freight Loading</u>	<u>§§ 150, 152.1, 153 -</u>	<u>Pursuant to § 152.1.</u>

	<u>155, 161,</u> <u>204.5</u>	
<u>Useable Open Space</u>	<u>§§ 135.3,</u> <u>426</u>	<u>Required; amount varies based on use;</u> <u>may pay in-lieu fee.</u>
<u>Commercial Use Characteristics</u>		
<u>Drive-up Facility</u>	<u>§ 102</u>	<u>NP</u>
<u>Formula Retail</u>	<u>§§ 102, 303,</u> <u>303.1</u>	<u>NP for Restaurants, Limited Restaurants,</u> <u>and Bars. C for all other Formula Retail</u> <u>Uses.</u>
<u>Hours of Operation</u>	<u>§ 102</u>	<u>No Restrictions</u>
<u>Maritime Use</u>	<u>§ 102</u>	<u>NP</u>
<u>Open Air Sales</u>	<u>§ 102</u>	<u>P</u>
<u>Outdoor Activity Area</u>	<u>§ 102</u>	<u>P</u>
<u>Walk-up Facility</u>	<u>§ 102</u>	<u>P</u>
<u>Agricultural Use Category</u>		
<u>Agricultural Uses*</u>	<u>§§ 102,</u> <u>202.2(c)</u>	<u>P</u>
<u>Agriculture, Large Scale Urban</u>	<u>§§ 102,</u> <u>202.2(c)</u>	<u>C</u>
<u>Automotive Use Category</u>		
<u>Automotive Uses*</u>	<u>§ 102</u>	<u>P</u>
<u>Parking Garage, Private</u>	<u>§ 102</u>	<u>C</u>
<u>Parking Garage, Public</u>	<u>§ 102</u>	<u>C</u>
<u>Parking Lot, Private</u>	<u>§§ 102, 142,</u>	<u>NP</u>

	<u>156</u>	
<u>Parking Lot, Public</u>	<u>§§ 102, 142,</u>	<u>NP</u>
	<u>156</u>	
<u>Service, Motor Vehicle Tow</u>	<u>§ 102</u>	<u>C</u>
<u>Services, Ambulance</u>	<u>§ 102</u>	<u>C</u>
<u>Vehicle Storage Garage</u>	<u>§ 102</u>	<u>C</u>
<u>Vehicle Storage Lot</u>	<u>§ 102</u>	<u>NP</u>
<u>Entertainment and Recreation Use Category</u>		
<u>Entertainment and Recreation Uses*</u>	<u>§ 102</u>	<u>P</u>
<u>Entertainment, Nighttime</u>	<u>§ 102</u>	<u>P(4)</u>
<u>Entertainment, Outdoor</u>	<u>§ 102</u>	<u>NP</u>
<u>Open Recreation Area</u>	<u>§ 102</u>	<u>NP</u>
<u>Sports Stadium</u>	<u>§ 102</u>	<u>NP</u>
<u>Industrial Use Category</u>		
<u>Industrial Uses*</u>	<u>§§ 102,</u>	<u>NP</u>
	<u>202.2(d)</u>	
<u>Food ,Fiber and Beverage Processing 1</u>	<u>§§ 102,</u>	<u>P</u>
	<u>202.2(d)</u>	
<u>Manufacturing, Light</u>	<u>§§ 102,</u>	<u>P</u>
	<u>202.2(d)</u>	
<u>Institutional Use Category</u>		
<u>Institutional Uses*</u>	<u>§ 102</u>	<u>P</u>
<u>Hospital</u>	<u>§ 102</u>	<u>C</u>
<u>Medical Cannabis Dispensary</u>	<u>§§ 102,</u>	<u>P</u>

	<u>202.2(e)</u>	
<u>Sales and Service Use Category</u>		
<u>Retail Sales and Service Uses*</u>	<u>§ 102</u>	<u>P(1)</u>
<u>Adult Business</u>	<u>§ 102</u>	<u>NP</u>
<u>Animal Hospital</u>	<u>§ 102</u>	<u>P</u>
<u>Bar</u>	<u>§§ 102,</u> <u>202.2(a)</u>	<u>P(1)(3)</u>
<u>Hotel</u>	<u>§ 102</u>	<u>C(2)</u>
<u>Kennel</u>	<u>§ 102</u>	<u>P</u>
<u>Massage Establishment</u>	<u>§ 102</u>	<u>NP</u>
<u>Mortuary</u>	<u>§ 102</u>	<u>NP</u>
<u>Motel</u>	<u>§§ 102,</u> <u>202.2(a)</u>	<u>NP</u>
<u>Restaurant</u>	<u>§§ 102,</u> <u>202.2(a)</u>	<u>P(1)(3)</u>
<u>Restaurant, Limited</u>	<u>§§ 102,</u> <u>202.2(a)</u>	<u>P(1)(3)</u>
<u>Storage, Self</u>	<u>§ 102</u>	<u>NP</u>
<u>Trade Shop</u>	<u>§ 102</u>	<u>P</u>
<u>Non-Retail Sales and Service</u>	<u>§ 102</u>	<u>P</u>
<u>Utility and Infrastructure Use Category</u>		
<u>Utility and Infrastructure*</u>	<u>§ 102</u>	<u>P</u>
<u>Internet Service Exchange</u>	<u>§ 102</u>	<u>C</u>
<u>Power Plant</u>	<u>§ 102</u>	<u>NP</u>

<u>Public Utilities Yard</u>	<u>§ 102</u>	<u>NP</u>
<u>Wireless Telecommunications Services Facility</u>	<u>§ 102</u>	<u>C(5)</u>

* Not Listed Below

(1) P up to 25,000 gross sq. ft. per lot; above 25,000 gross sq. ft. per lot permitted only if the ratio of other permitted uses to retail is at least 3:1.

(2) Not subject to ratio requirements of (1) above, pursuant to § 803.9(g).

(3) Formula Retail NP.

(4) P in the area bounded by 4th Street, 6th Street, Bryant Street, and Townsend Street; C elsewhere.

(5) C if a Macro WTS Facility; P if a Micro WTS Facility.

* * * *

SEC. 890.37. ENTERTAINMENT, OTHER.

In the Chinatown Mixed Use Districts, a retail use, other than adult entertainment, as defined in Section 890.36 of this Code, which provides live entertainment, including dramatic and musical performances, and/or provides amplified taped music for dancing on the premises, including but not limited to Places of Entertainment and Limited Live Performance Locales, as defined in Section 1060 of the Police Code. Other entertainment also includes a bowling alley, billiard parlor, shooting gallery, skating rink and other commercial recreational activity, but it excludes amusement game arcades, as defined in Section 890.4 of this Code and regulated in Section 1036 of the Police Code. ~~For South of Market Districts, see Section 102.17.~~

* * * *

SEC. 890.116. SERVICE, PERSONAL.

1 A retail use which provides grooming services to the individual, including salons,
2 cosmetic services, tattoo parlors, and health spas, excluding ~~massage establishments subject to~~
3 ~~Section 218.1 of this Code located within South of Market Districts, or~~ instructional services not
4 certified by the State Educational Agency, such as art, dance, exercise, martial arts, and
5 music classes, ~~except that in the South of Market Districts, arts activities falling within Section 102.2~~
6 ~~shall not be considered personal services.~~

7 * * * *

8 **SEC. 890.124. TRADE SHOP.**

9 A retail service use which provides custom-crafted goods and/or services for sale
10 directly to the consumer, reserving some storefront space for display and retail service; if
11 conducted within an enclosed building having no openings other than fixed windows or exits
12 required by law located within 50 feet of any R District. A trade shop includes, but is not
13 limited to:

14 * * * *

15 (g) ~~Within the South of Market Districts, arts activities falling within Section 102.2 shall not be~~
16 ~~considered trade shops.~~

17 ~~(h) Within South of Market and~~ Eastern Neighborhoods Mixed Use Districts, this use
18 shall include the offices of building, plumbing, electrical, painting, masonry, roofing, furnace or
19 pest control contractors and storage of incidental equipment and supplies used by them, if
20 located entirely within an enclosed building having no openings other than fixed windows or
21 exits required by law within 50 feet of an R District. No processing of building materials, such
22 as mixing of concrete or heating of asphalt shall be conducted on the premises. Parking,
23 loading and unloading of all vehicles used by the contractor shall be located entirely within the
24 building containing the use.

1 (*ih*) Within the Chinatown Mixed Use Districts, it does not include any shop which
2 uses a single machine of more than five horsepower capacity, or a shop in which the
3 mechanical equipment, together with related floor space used primarily by the operators of
4 such equipment, occupies in the aggregate more than 1/3 of the total Gross Floor Area of
5 the use. A trade shop is distinct from light manufacturing, as defined in Section 890.54(a) of
6 this Code.

7
8 Section 5. Effective Date. This ordinance shall become effective 30 days after
9 enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the
10 ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board
11 of Supervisors overrides the Mayor's veto of the ordinance.

12
13 Section 6. Scope of Ordinance. In enacting this ordinance, the Board of Supervisors
14 intends to amend only those words, phrases, paragraphs, subsections, sections, articles,
15 numbers, punctuation marks, charts, diagrams, or any other constituent parts of the Municipal
16 Code that are explicitly shown in this ordinance as additions, deletions, Board amendment
17 additions, and Board amendment deletions in accordance with the "Note" that appears under
18 the official title of the ordinance.

19
20
21 APPROVED AS TO FORM:
22 DENNIS J. HERRERA, City Attorney

23 By: _____
24 VICTORIA WONG
25 Deputy City Attorney

n:\land\as2018\1200444\01248544.docx

III. ZONING MAP AMENDMENTS – Z CASE

**EXHIBIT III.1 – ZONING MAP
AMENDMENTS CASE REPORT**



SAN FRANCISCO PLANNING DEPARTMENT

Zoning Map Amendment Initiation Case Report

HEARING DATE: MARCH 1, 2018

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Project Name: **Central SoMa Plan Zoning Map Amendments**
Date: February 15, 2018
Record Number: **2011.1356MTZU [Board File. No 170961]**
Staff Contact: Steve Wertheim, Principal Planner, Citywide Planning
(415) 558-6612; steve.wertheim@sfgov.org
Recommendation: **Initiate and Schedule for Adoption on or after March 22, 2018**

The action before this Commission is initiation of the Zoning Map amendments described below. Initiation does not involve a decision on the substance of the amendments; it begins the required 20-day notice period, after which the Commission may hold a hearing and take action on the proposed Zoning Map amendments.

ZONING MAP AMENDMENTS

The proposed Ordinance would amend the Zoning Map of the Planning Code to create the Central South of Market (SoMa) Special Use District and make other amendments to the Height and Bulk District Maps and Zoning Use District Maps consistent with the Central SoMa Area Plan, encompassing an area generally bounded on its western portion by 6th Street, on its eastern portion by 2nd Street, on its northern portion by the border of the Downtown Plan Area, and on its southern portion by Townsend Street. The following is a summary of the proposed changes:

Zoning

The Central SoMa Plan would amend much of the zoning in the Plan Area. As shown in Figure 1A, the area currently contains 13 zoning districts, including large areas of where the zoning promotes predominantly industrial use, other areas where the zoning promotes predominantly residential use, and other areas where the zoning supports other mixes of uses. As shown in Figure 1B, the Plan proposes to reduce this to eight districts, as follows:

- Most of the Plan Area would be rezoned CMUO (Central SoMa Mixed Use-Office), including much of the production/distribution/repair-only zoning (SLI and WS-SALI) and commercial-only zoning (WS-MUO) south of Harrison Street, the housing-oriented zoning east of 5th Street (MUR, WS-MUG, and RED), and other similar districts in the area (MUO, M-1, SSO). As discussed in the Case Report for the proposed Planning Code and Administrative Code

amendments (Exhibit II-1), the CMUO zoning district would allow for a range of uses, including residential, office, retail, hotel, and production/distribution/repair.

- West of 5th Street and north of Harrison Street the zoning would generally change from MUR and WS-MUG to MUG, which is similarly residentially oriented.
- West of 4th Street and between Harrison and Bryant Streets the zoning would generally remain WS-SALI (except for publicly-owned parcels associated with the I-80 freeway right-of-way). This zoning only permits PDR uses.
- Along the south side of Bryant Street from just east of 5th Street to 6th Street would be zoned from WS-SALI to WS-MUO, which only permits non-residential uses.

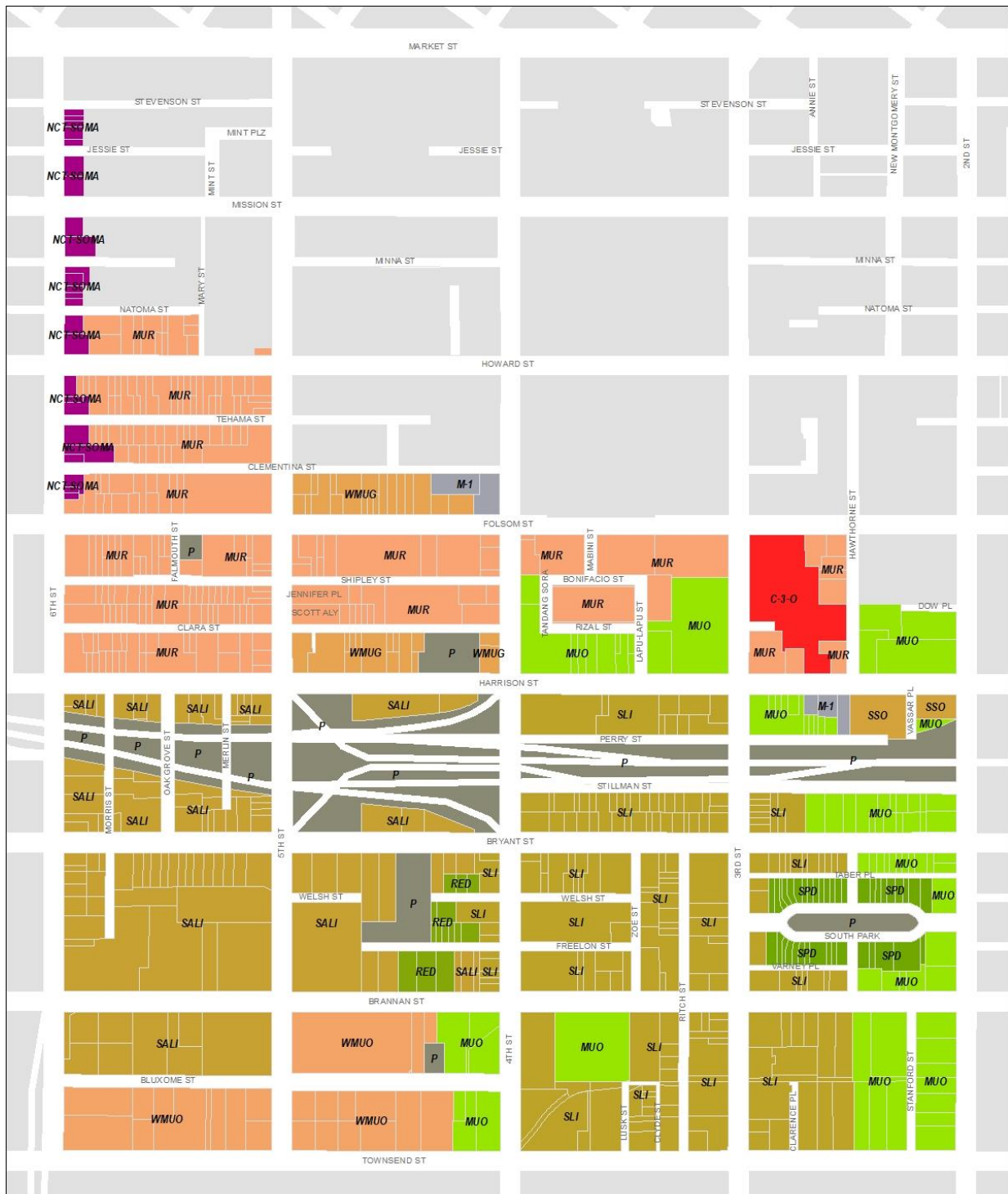
Height and Bulk Districts

The Central SoMa Plan would amend height and bulk limits in much of the Plan Area. As shown in Figure 2A, height limits in Central SoMa are generally 85 feet and below, with a handful of parcels bordering the Downtown Plan Area that have a height limit of 130 feet. The predominant proposed changes are focused in the areas in the vicinity of the Caltrain Station, along the Central Subway alignment (i.e., 4th Street), and generally adjacent to Downtown and Rincon Hill. In those areas, base height limits of 130-160 feet are proposed, though as discussed in the Case Report for the proposed Planning Code and Administrative Code amendments (Exhibit II-1), the Plan includes a new “CS” bulk district whose bulk controls are intended to minimize the effect of such height as seen from the street. Finally, a limited number of parcels are proposed to allow taller, more slender towers ranging in height from 200 feet to 400 feet.

Special Use District

Currently, the Western SoMa Special Use District covers all parcels zoned RED, WS MUG, WS MUO, WS SALI, and some parcels zoned P. Under the proposed Plan, the Western SoMa Special Use District would no longer apply in this area. The new Central SoMa Special Use District would cover the whole Plan Area.

FIGURE 1A – EXISTING ZONING



Central SoMa Plan
Existing Zoning Districts
SAN FRANCISCO

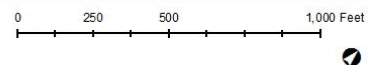
0 250 500 1,000 Feet

February 2016

FIGURE 1B – PROPOSED ZONING

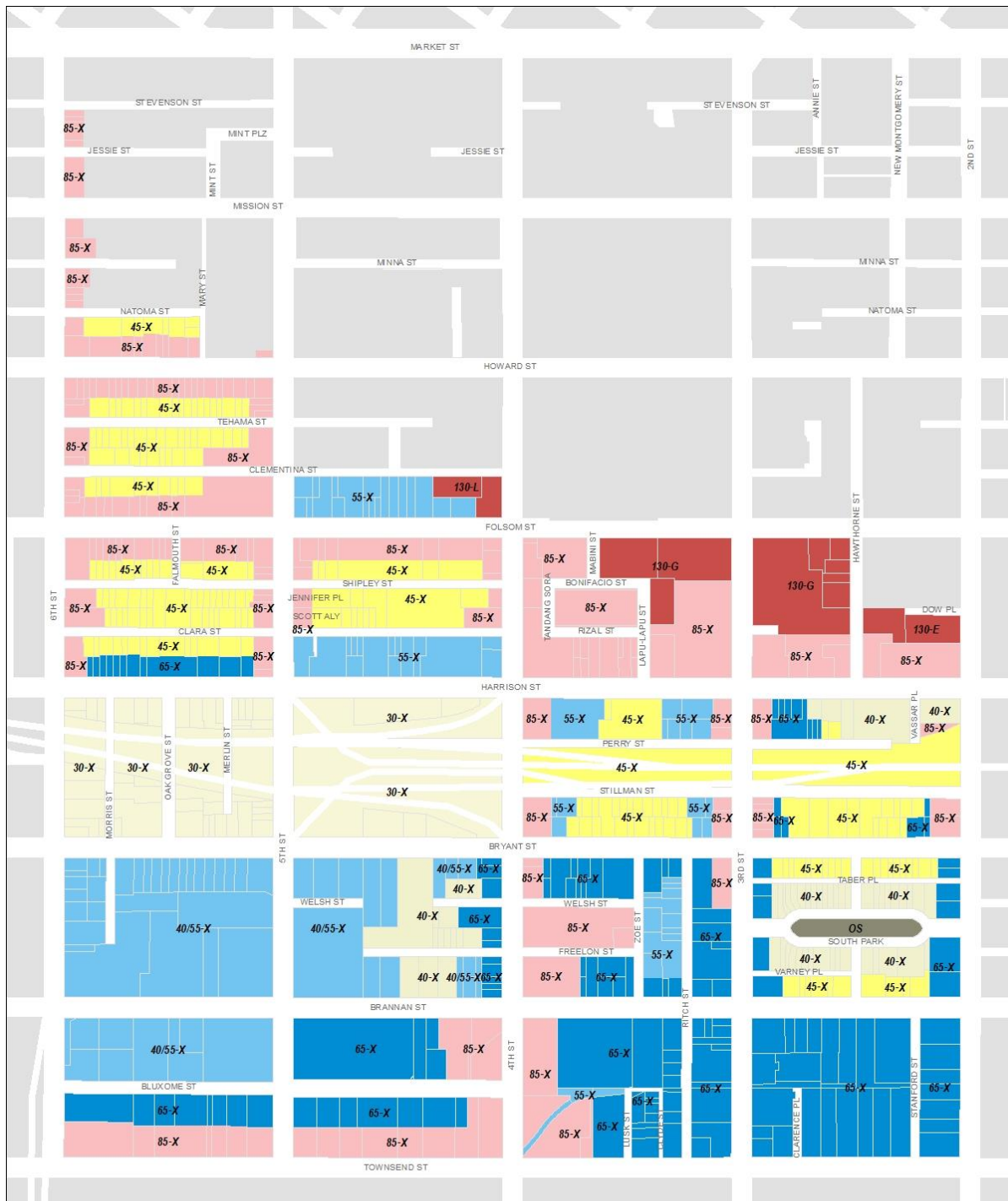


Central SoMa Plan
Proposed Zoning Districts
SAN FRANCISCO

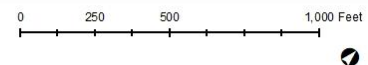


February 2018

FIGURE 2A – EXISTING HEIGHT LIMITS AND BULK DISTRICTS



Central SoMa Plan
Existing Height/Bulk Districts
SAN FRANCISCO



February 2018

**Case Number 2011.1356Z
Initiation of Zoning Map Amendments
related to the Central SoMa Plan**

[illegible]

February 2018

RECOMMENDATION

The Department recommends adoption of the draft Resolution of Intent to initiate proposed amendments to the Zoning Map for consideration on or after March 22, 2018.

BASIS FOR RECOMMENDATION

The Department recommends that the Commission initiate the proposed Ordinance because it will allow for the Central SoMa Plan effort to move forward.

REQUIRED COMMISSION ACTION

The proposed Ordinance is before the Commission so that it may initiate the proposed Ordinance and schedule a time for the ordinance to be heard for adoption.

ENVIRONMENTAL REVIEW

The Department published the Draft Environmental Impact Report in December 2016. The Planning Commission will consider certification of the Final Environmental Impact Report on the Central SoMa Plan and adoption of CEQA findings at a hearing on or after March 22, 2018 prior to considering action on the Zoning Map Amendments.

RELATED ACTIONS

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

ATTACHMENTS

Exhibit III-2. Zoning Map Amendments Initiation Draft Resolution
Exhibit III-3. Zoning Map Draft Ordinance

**EXHIBIT III.2 – ZONING MAP
AMENDMENTS INITIATION
DRAFT RESOLUTION**



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Draft Resolution No. XXXXX

HEARING DATE MARCH 1, 2018

Project Name: Central SoMa Plan – Zoning Map Amendments
Date: February 15, 2017
Record No.: **2011.1356MTZU [Board File. No 170961]**
Staff Contact: Steve Wertheim, Principal Planner, Citywide Planning
(415) 558-6612; steve.wertheim@sfgov.org

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

ADOPTING A RESOLUTION OF INTENTION TO INITIATE AMENDMENTS TO THE SAN FRANCISCO ZONING MAPS PURSUANT TO THE ADOPTION OF THE CENTRAL SOMA 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 Zoning Maps to implement the Central SoMa Plan ("the Plan"); and

WHEREAS, The desire for a Central SoMa Plan began during the Eastern Neighborhoods planning process. In 2008 the City adopted the Eastern Neighborhoods Plan, including new land use controls and proposed community improvements for the eastern part of the South of Market neighborhood (SoMa), as well as the Central Waterfront, Mission, and Showplace Square/Potrero Hill neighborhoods. At that time, the City determined that the development potential of the industrially zoned part of East SoMa, coupled with the improved transit to be provided by the Central Subway, necessitated a subsequent, focused planning process that took into account the city's growth needs and City and regional environmental goals. The Central SoMa Plan is the result of that subsequent process; and

WHEREAS, Similarly, the Western SoMa Area Plan, adopted in 2013, explicitly recognized the need to increase development capacity near transit in Objective 1.5, which states that the City should "Support continued evaluation of land uses near major transit infrastructure in recognition of citywide and regional sustainable growth needs." The explanatory text in Objective 1.5 concludes that "The City must continue evaluating how it can best meet citywide and regional objectives to direct growth to transit-oriented locations and whether current controls are meeting identified needs." The Objective's implementing Policy 1.5.1 states that the City should "Continue to explore and re-examine land use controls east of 6th Street, including as part of any future evaluation along the 4th Street corridor." The Central SoMa Plan is intended to fulfill the Western SoMa Plan's Objective 1.5 and Policy 1.5.1; and

WHEREAS, The process of creating the Central SoMa Plan began in 2011. Since that time, the Planning Department released a draft Plan and commenced the California Environmental Quality Act (CEQA) process in April 2013, released an Initial Study in February of 2014, released a revised Draft Plan and Implementation Strategy in August of 2016, and released the Draft Environmental Impact Report in December of 2016; and

WHEREAS, Throughout the process, the Central SoMa Plan has been developed based on robust public input, including ten public open houses; ten public hearings at the Planning Commission; two public hearings at the Board of Supervisor's Land Use & Transportation Committee; additional hearings at the Historic Preservation Commission, Arts Commission, and Youth Commission; a "technical advisory committee" consisting of multiple City and regional agencies; a "storefront charrette" (during which the Planning Department set up shop in a retail space in the neighborhood to solicit community input on the formulation of the plan); two walking tours, led by community members; two community surveys; an online discussion board; meetings with over 30 of the neighborhoods groups and other community stakeholders; and thousands of individual meetings, phone calls, and emails with stakeholders; and

WHEREAS, The Central SoMa Plan Area runs from 2nd Street to 6th Street, Market Street to Townsend Street, exclusive of those areas that are part of the Downtown Plan that comprise much of the area north of Folsom Street. The vision of the Central SoMa Plan is to create a sustainable neighborhood by 2040, where the needs of the present are met without compromising the ability of future generations to meet their own needs. The Central SoMa Plan seeks to achieve sustainability in each of its aspects – social, economic, and environmental. The Plan's philosophy is to keep what is already successful about the neighborhood, and improve what is not. Utilizing the Plan's philosophy to achieve the Plan's vision will require implementing the following three strategies:

- Accommodate growth;
- Provide public benefits; and
- Respect and enhance neighborhood character;

and

WHEREAS, Implementing the Plan's strategies will require addressing all the facets of a sustainable neighborhood. To do so, the Plan seeks to achieve eight Goals:

1. Accommodate a Substantial Amount of Jobs and Housing
2. Maintain the Diversity of Residents
3. Facilitate an Economically Diversified and Lively Jobs Center
4. Provide Safe and Convenient Transportation that Prioritizes Walking, Bicycling, and Transit
5. Offer an Abundance of Parks and Recreational Opportunities
6. Create an Environmentally Sustainable and Resilient Neighborhood
7. Preserve and Celebrate the Neighborhood's Cultural Heritage
8. Ensure that New Buildings Enhance the Character of the Neighborhood and the City

and

WHEREAS, The Plan would implement its vision, philosophy, and goals by:

- Accommodating development capacity for up to 40,000 jobs and 7,000 housing units by removing much of the area's industrially-protective zoning and increasing height limits on many of the area's parcels;
- Maintaining the diversity of residents by requiring that over 33% of new housing units are affordable to low- and moderate-income households and requiring that these new units are built in SoMa;
- Facilitating an economically diversified and lively jobs center by requiring most large sites to be jobs-oriented, by requiring production, distribution, and repair uses in many projects, and by allowing retail, hotels, and entertainment uses in much of the Plan Area;
- Providing safe and convenient transportation by funding capital projects that would improve conditions for people walking, bicycling, and taking transit;
- Offering an abundance of parks and recreational opportunities by funding the rehabilitation and construction of parks and recreation centers in the area and requiring large non-residential projects to provide publicly-accessible open space;
- Creating an environmentally sustainable and resilient neighborhood by requiring green roofs and use of non-greenhouse gas energy sources, while funding projects to improve air quality, provide biodiversity, and help manage stormwater;
- Preserving and celebrating the neighborhood's cultural heritage by helping fund the rehabilitation and maintenance of historic buildings and funding social programs for the neighborhood's existing residents and organizations; and
- Ensuring that new buildings enhance the character of the neighborhood and the city by implementing design controls that would generally help protect the neighborhood's mid-rise character and street fabric, create a strong street wall, and facilitate innovative yet contextual architecture.

WHEREAS, The San Francisco Planning Department is seeking to adopt and implement the Central SoMa Plan. The core policies and supporting discussion in the Plan have been incorporated into an Area Plan proposed to be added to the General 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 that the City must pursue to implement the Plan, as well as controls for key development sites and key streets, and design guidance for new development; and

WHEREAS, As a means to implement the goals of the General Plan that are specific to the Central SoMa Plan, the Department is proposing Zoning Map amendments that would generally reclassify areas currently zoned M-1, MUO, RED, SLI, SSO, WSMUG, and one parcel zoned P to the new Central SoMa Mixed Use Office zoning district (CMUO); most of the areas zoned SALI to CMUO and WMUO, and areas zoned MUR to CMUO and MUG. Areas currently zoned C-3-O, NCT-SoMa, SPD, and the remainder of the P and SALI zoned areas would remain unchanged. These amendments would also add a new Central SoMa Special Use District to the Plan area and remove the Western SoMa Special Use District from a subset of the Plan area, and amend certain height limits and bulk districts. These changes correspond to conforming amendments to Sectional Maps ZN01, ZN08, HT01, HT08, SU01, and SU08 of the Zoning Maps of the City and County of San Francisco; and

WHEREAS, The proposed Zoning Map amendments specify the application of Planning Code amendments to specific parcels; and

WHEREAS, The proposed zoning map changes to land use, special use, height and bulk districts are included in a draft Ordinance, attached hereto as Exhibit III-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 Central SoMa Area Plan to the General 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 ZN01, ZN08, HT01, HT08, SU01, and SU08.

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 and attached hereto as Exhibit III-3 to be considered at a publicly noticed hearing on or after March 22, 2018.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on March 1, 2018.

Jonas P. Ionin
Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED:

**EXHIBIT III.3 – ZONING MAP
AMENDMENTS DRAFT ORDINANCE**

[Zoning Map – Central SoMa Plan]

Ordinance amending the Zoning Map of the Planning Code to create the Central South of Market (SoMa) Special Use District and make other amendments to the Height and Bulk District Maps and Zoning Use District Maps consistent with the Central SoMa Area Plan, encompassing an area generally bounded on its western portion by 6th Street, on its eastern portion by 2nd Street, on its northern portion by the border of the Downtown Plan Area, and on its southern portion by Townsend Street; and affirming the Planning Department’s determination under the California Environmental Quality Act; and making findings of consistency with the General Plan and the eight priority policies of Planning Code Section 101.1.

NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.
Additions to Codes are in *single-underline italics Times New Roman font*.
Deletions to Codes are in ~~*strikethrough italics Times New Roman font*~~.
Board amendment additions are in double-underlined Arial font.
Board amendment deletions are in ~~Arial font~~.
Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

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

Section 1. Environmental and Planning Code Findings.

(a) On _____, 2018 after a duly noticed public hearing, the Planning Commission certified the Final Environmental Impact Report (EIR) for the proposed Central SoMa Area Plan (the Project) by Motion No. _____, finding the Final EIR reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, contains no significant revisions to the Draft EIR, and the content of the report and the procedures through which the Final EIR was prepared, publicized, and reviewed comply with the provisions of the California Environmental Quality Act (CEQA)

1 (Public Resources Code Section 21000 et seq.), the CEQA Guidelines (14 Cal. Code Regs.
2 Section 15000 et seq.) and Chapter 31 of the San Francisco Administrative Code. Copies of
3 the Planning Commission Motion and Final EIR are on file with the Clerk of the Board in File
4 No. _____ and are incorporated herein by reference.

5 (b) The Project evaluated in the Final EIR includes the proposed amendments to the
6 Planning Code and Zoning Map as well as amendments to the General Plan, adopting the
7 Central SoMa Area Plan and other related amendments. The proposed Planning Code and
8 Zoning Map amendments set forth in this ordinance are within the scope of the Project
9 evaluated in the Final EIR.

10 (c) At the same hearing during which the Planning Commission certified the Final EIR,
11 the Planning Commission adopted findings under CEQA regarding the Project's
12 environmental impacts, the disposition of mitigation measures, and project alternatives, as
13 well as a statement of overriding considerations (CEQA Findings) and adopted a mitigation
14 monitoring reporting program (MMRP), by Resolution _____.

15 (d) At the same hearing, the Planning Commission, in Resolution No. _____,
16 recommended the proposed Planning Code and Zoning Map amendments for approval and
17 adopted findings that the actions contemplated in this ordinance are consistent, on balance,
18 with the City's General Plan and eight priority policies of Planning Code Section 101.1. The
19 Board adopts these findings as its own. A copy of said Resolution is on file with the Clerk of
20 the Board of Supervisors in File No. _____, and is incorporated herein by reference.

21 (e) Pursuant to Planning Code Section 302, the Board of Supervisors finds that this
22 Zoning Map Amendment will serve the public necessity, convenience, and welfare for the
23 reasons set forth in Planning Commission Resolution No. _____, and the Board
24 incorporates such reasons herein by reference.

1 (f) The Board of Supervisors has reviewed and considered the Final EIR and the
2 environmental documents on file referred to herein. The Board of Supervisors has reviewed
3 and considered the CEQA Findings, and hereby adopts them as its own and incorporates
4 them by reference as though such findings were fully set forth in this Ordinance.

5 (g) The Board of Supervisors adopts the MMRP as a condition of this approval, and
6 endorses those mitigation measures that are under the jurisdiction of other City Departments,
7 and recommends for adoption those mitigation measures that are enforceable by agencies
8 other than City agencies, all as set forth in the CEQA Findings and MMRP.

9 (h) The Board of Supervisors finds that no substantial changes have occurred in the
10 proposed Project that would require revisions in the Final EIR due to the involvement of new
11 significant environmental effects or a substantial increase in the severity of previously
12 identified significant effects, no substantial changes have occurred with respect to the
13 circumstances under which the proposed Project is to be undertaken that would require major
14 revisions to the Final EIR due to the involvement of new environmental effects or a substantial
15 increase in the severity of effects identified in the Final EIR, and no new information of
16 substantial importance to the proposed Project has become available which indicates that (1)
17 the Project will have significant effects not discussed in the Final EIR, (2) significant
18 environmental effects will be substantially more severe, (3) mitigation measure or alternatives
19 found not feasible that would reduce one or more significant effects have become feasible or
20 (4) mitigation measures or alternatives that are considerably different from those in the Final
21 EIR would substantially reduce one or more significant effects on the environment.

22 Section 2. The Planning Code is hereby amended by revising Zoning Use District
23 Maps ZN01 and ZN08, Height and Bulk District Maps HT01 and HT08, and Special Use
24 District Maps SU01 and SU08, as follows:
25

(a) The San Francisco Planning Code is hereby amended by amending Zoning Use District Map ZN01 of the Zoning Map of the City and County of San Francisco, as follows:

<u>Description of Property</u>		<u>Use Districts to</u>	<u>Use Districts</u>
<u>Assessor's</u>	<u>Lot</u>	<u>be Superseded</u>	<u>Hereby Approved</u>
<u>Block</u>			
3725	007, 014-015, 017-021, 029, 031, 033, 035, 102-103	MUR	MUG
3732	003-005, 008-009, 018, 023-026, 028-030, 035, 040, 044-045, 048, 062, 064, 066-068, 080, 087-090, 090A, 091, 094-097, 099-103, 106-108, 110-112, 114, 117, 119, 125-127, 129-130, 137-140, 143, 145A, 146-147, 149-200, 202-239, 261-265, 271-555, 561-759, 763-764	MUR	MUG
3733	014, 017-020, 020A, 021, 024-026, 028-031, 034, 091-092, 145-158	WMUG	CMUO
	093, 105	M-1	CMUO
3750	003, 008, 073, 515-598	MUO	CMUO
	009, 013, 050, 054, 078, 081-082, 086	MUR	CMUO
3751	028-029, 033-034, 053-054, 150, 157-158, 161-162, 165, 411-415, 420-522	MUO	CMUO
	105, 112, 155, 167-170, 173, 175-409	MUR	CMUO

1	3752	001-003, 008-010, 051-054, 070, 076,	MUR	CMUO
2		078-081, 083, 107, 109-126, 130-153,		
3		156-392, 394-473, 501-502, 521-589		
4		011, 011A, 014-015, 017-018, 026-028,	WMUG	CMUO
5		032-033, 036, 095, 590-617		
6	3753	001, 003-005, 006A, 007-010, 022, 024-	MUR	MUG
7		029, 033-034, 037, 041-042, 048-049,		
8		056-063, 070-072, 075-079, 081-085,		
9		089-090, 093-101, 106, 113-122, 129-		
10		132, 138-139, 141-142, 145-148, 150,		
11		152-165, 169-204, 207-239, 241-304,		
12		311-312, 315-318, 328-344		
13	3762	001, 003, 007-008, 011-012, 014, 016-	SLI	CMUO
14		019, 021, 023-026, 032, 036-037, 040-		
15		041, 043, 046, 048-049, 053-055, 058,		
16		106, 108-109, 112-113, 116-119, 121-		
17		124, 126-146		
18	3763	001, 105	SSO	CMUO
19		006-009, 011-015, 015A, 015B, 015C,	MUO	CMUO
20		032-034, 037, 078-080, 080A, 081,		
21		093-096, 113, 116, 119-124		
22		016-025	SLI	CMUO
23		099-101	M-1	CMUO
24	3775	001-002, 004-005, 008, 012, 015, 087,	MUO	CMUO
25		089, 091-096, 099-101, 104-105, 164-		

1		171, 181-216		
2		016-018, 020-022, 025, 072-073, 075,	SLI	CMUO
3		078-081, 083-086, 122-136, 140-		
4		163		
5	3776	004-005, 007-008, 011, 015, 019-021,	SLI	CMUO
6		024-025, 032, 034, 038-044, 049, 062,		
7		077, 080, 093-094, 098-101, 105-106,		
8		113-115, 117-118, 120-148, 151, 153-		
9		475		
10	3777	001-003, 017, 019-020, 030-	SLI	CMUO
11		034		
12		005, 007, 009, 013, 023-027, 056-070,	RED	CMUO
13		073-174		
14		011, 028-029, 035-037, 042, 044-045,	SALI	CMUO
15		050-051, 054-055		
16		047-049	SALI	WMUO
17		052	P	CMUO
18	3786	027-028, 036-037	WMUO	CMUO
19		035, 038, 321-322	MUO	CMUO
20	3787	001-008, 012-019, 021-024, 026, 028,	SLI	CMUO
21		033, 036-037, 040, 040A, 044, 048-50,		
22		052-139, 144-149, 151-159, 161-164,		
23		166-218, 241-246		
24		031	MUO	CMUO
25	3788	002, 006, 008-009, 009A, 037-039,	MUO	CMUO

	042-044, 049-073		
	010, 012-015, 020-024, 024A, 041, 045, 074-085, 088-107, 110-113, 131-226	SLI	CMUO

(b) The San Francisco Planning Code is hereby amended by amending Zoning Use District Map ZN08 of the Zoning Map of the City and County of San Francisco, as follows:

<u>Description of Property</u>		<u>Use Districts to</u>	<u>Use Districts</u>
<u>Assessor's</u>	<u>Lot</u>	<u>be Superseded</u>	<u>Hereby Approved</u>
<u>Block</u>			
3778	001, 001C, 001D, 001E, 001F, 016-019, 022-023, 025-026, 032, 046A, 046B, 046C, 046D, 046E, 046F, 046G, 046H, 051-087	SALI	WMUO
	001B, 002B, 004-005, 047-048	SALI	CMUO
3785	002, 002A, 003-004, 004A, 004B, 005, 022-024, 030-131	WMUO	CMUO
	009, 016-018, 132, 137-313	SALI	CMUO
3786	014, 14B, 15-016, 018, 19A, 043-102, 161-262	WMUO	CMUO
	020, 104-160, 263-307	MUO	CMUO

(c) The San Francisco Planning Code is hereby amended by amending Height and Bulk District Map HT01 of the Zoning Map of the City and County of San Francisco, as follows:

1 **this table double checked and done**

<u>Description of Property</u>		<u>Height and</u>	<u>Height and</u>	<u>Additional</u>
<u>Assessor's</u>	<u>Lot</u>	<u>Bulk Districts</u>	<u>Bulk Districts</u>	<u>Information for</u>
<u>Block</u>		<u>to be</u>	<u>Hereby</u>	<u>Split Lots</u>
		<u>Superseded</u>	<u>Approved</u>	
3732	003	85-X	180-CS/300-CS	300 feet to a depth of 75 feet from 5th Street
	004	45-X/85-X	45-X/180-CS/300-CS	300 feet to a depth of 75 feet from 5th Street, 45 to a depth of 50 feet from Tehama Street
	005, 149	85-X	300-CS	
	099	45-X	45-X/180-CS	45 feet to a depth of 50 feet from Tehama Street
	100	45-X/85-X	45-X/180-CS	45 feet to a depth of 50 feet from Tehama Street
	145A, 146	85-X	180-CS	
3733	014, 148-158	55-X	180-CS	
	017-020, 020A, 021, 024-026, 031, 034,	55-X	85-X	

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

	091-092, 145-147			
	028-030	55-X	130-CS	
	093, 105	130-L	180-CS	
3750	003	130-E	200-CS	
	008, 073, 086	85-X	200-CS	
	009	85-X	130-G	
	013	85-X	130-CS	
	090-509	85-X/130-G	130-G	
	515-598	130-E	200-CS	
3751	029, 150	85-X	45-X/85-X	85 feet to a depth of 80 feet from Harrison Street
	053-054	85-X	45-X	
	168	85-X	45-X/85-X	45 feet to a depth of 150 feet from Lapu Lapu Street
	169	85-X	45-X/85-X	45 feet to a depth of 150 feet from Lapu Lapu Street, 45 to a depth of 45 feet from Rizal Street
	173	130-G	OS	
3752	011, 011A	55-X	85-X	

	012, 014-015, 017-018, 026-028, 032-033, 036	55-X	45-X	
	095	55-X	45-X/85-X	85 feet to a depth of 85 feet from Harrison Street
	590-617	55-X	85-X	
3762	001, 032, 121	85-X	130-CS	
	003	55-X/85-X	130-CS	
	011-012, 014, 016-019, 021, 023-024, 040-041, 043, 046, 048-049, 053-055, 124, 126, 139-146	45-X	85-X	
	025	45-X	130-CS	
	026, 036-037, 118	55-X	130-CS	
	058, 119, 122-123	55-X	85-X	
	106	55-X	130-X-160-CS	
	108-109, 117	55-X	85-X-160-CS	
	112	55-X/85-X	130-X-160- CS/160-CS	160 feet to a depth of 250 feet from 4th Street
	113	45-X	130-X-160-CS	
	116	45-X	85-X-160- CS/130-X-160-	130-160 feet to a depth of 350 feet

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

			CS	from 4th Street
3763	001	40-X	350-CS	
	008-009, 017-018, 025, 037	65-X	85-X	
	011-115, 115A, 115B, 115C, 016, 032-034, 119-124	45-X	85-X	
	078-079	45-X	130-CS-350-CS	
	080, 080A, 081	65-X	130-CS-350-CS	
	093-096	65-X	130-CS	
	099-101	40-X	130-CS-350-CS	
	105	40-X	130-CS-200-CS	
	112	45-X	45-X/200-CS/350-CS	200 feet from a depth of 145 feet from Harrison Street to a depth of 175 feet from Harrison Street; 350 to a depth of 145 feet from Harrison Street

	113	85-X	200-CS/350-CS	350 feet to a depth of 145 feet from Harrison Street
	116	65-X/85-X	130-CS	
3776	008, 011, 015, 019-021, 024, 077, 080, 113-114	65-X	85-X	
	025	85-X	200-CS	
	032, 117	85-X	130-CS	
	034, 038-044, 049, 118	65-X	130-CS	
	151	55-X/65-X	85-X	
	455	55-X/65-X	65-X/85-X	85 feet to a depth of 205 feet from Brannan Street
3777	005, 007, 009, 013, 023-027, 056-070	40-X	45-X	
	011	40/55-X	45-X/65-X	65 feet to a depth of 85 feet from Bryant Street

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

	017	65-X	45-X/65-X	65 feet to a depth of 80 feet from 4th Street
	028-029	40/55-X	45-X	
	035-036, 054-055	40/55-X	65-X	
	037	40/55-X	45-X/65-X	65 feet to a depth of 80 feet from Brannan Street
	042, 044	40/55-X	45-X/85-X	85 feet to a depth of 80 feet from Brannan Street
	045	40/55-X	160-CS	
	047-049	40/55-X	130-CS	
	050	40/55-X	45-X/130-CS/160-CS	130 feet to the depth of a linear extension of the northwest edge of the Welsh Street right-of-way, 45 feet in the area between the linear extension of the northwest edge of the Welsh Street right-of-

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

				way and the linear extension of the southeast edge of the Welsh Street right-of-way
	051	40/55-X	45-X/130-CS	130 feet to the depth of a linear extension of the northwest edge of the Welsh Street right-of-way
	052	40-X	45-X/130-CS/160-CS	130 feet to the depth of a linear extension of the northwest edge of the Welsh Street right-of-way, 160 feet to a depth of 345 feet from 5th Street
	073-174	40-X	45-X/65-X	65 feet to a depth of 80 feet from Brannan Street
3786	027-028, 036, 039	65-X	130-CS	

	035, 038, 321-322	85-X	250-CS	
	037	65-X	130-CS/200-CS	200 feet to a depth of 310 feet from 5th Street
3787	026, 028, 050	85-X	400-CS	
	144-149	55-X	65-X	
	161-164	55-X	400-CS	

(d) The San Francisco Planning Code is hereby amended by amending Height and Bulk District Map HT08 of the Zoning Map of the City and County of San Francisco, as follows:

Description of Property		Height and Bulk Districts to be Superseded	Height and Bulk Districts Hereby Approved	Additional Information for Split Lots
Assessor's Block Number	Lot			
3778	001, 001C, 001D, 001E, 001F	40/55-X	85-X	
	001B, 002B, 004-005	40/55-X	270-CS	
	016	40/55-X	65-X	
	017-019, 022-023, 025-026, 032, 046A,	40/55-X	55-X	

	046B, 046C, 046D, 046E, 046F, 046G, 046H, 051-087			
	047-048	40/55-X	160-CS	
3785	002	65-X	160-CS	
	003	85-X	160-CS	
	002A, 004	65-X/85-X	85-X	
	009, 016	40/55-X	65-X/85-X	85 feet to a depth of 137.5 feet from Brannan Street
	017, 185-232	40/55-X	85-X	
	018, 135, 137-184, 233-313	40/55-X	65-X	
	132	40/55-X	160-CS	
3786	014	65-X/85-X	300-CS	
	015-016, 043-082, 104- 160, 263-307	85-X	130-CS	
	018, 19A, 020, 083- 102, 161-262	65-X	130-CS	
	014B	65-X/85-X	130-CS	

(e) The San Francisco Planning Code is hereby amended by amending Special Use District Map SU01 of the Zoning Map of the City and County of San Francisco, as follows:

<u>Description of Property</u>		<u>Special Use</u>	<u>Special Use</u>
Assessor's Block	Lot	<u>District Hereby Superseded</u>	<u>District Hereby Approved</u>
3704	025-026, 049-053	N/A	Central SoMa Special Use District
3725	007, 014-015, 017-021, 025-026, 029, 031, 033, 035, 060-064, 079, 081, 102-103	N/A	
3732	003-005, 008-009, 018, 023-026, 028-033, 035, 040, 044-045, 048, 062, 064, 066-068, 074, 076, 078, 080, 087-090, 090A, 091, 094-097, 099-103, 106-108, 110-112, 114, 117, 119, 122-127, 129-130, 137-140, 143, 145A, 146-147, 149-200, 202-239, 261-265, 271-555, 561-759, 763-764	N/A	
3733	014, 017-020, 020A, 021, 024-026, 028-031, 034, 091-092, 145-158	Western SoMa Special Use District	
	093, 105	N/A	
3750	003, 008-009, 013, 050, 054, 073, 078, 081-082, 086, 089-509, 515-598	N/A	
3751	028-029, 033-034, 053-054, 105, 112, 150, 155, 157-158, 161-162, 165, 167-170, 173, 175-409, 411-415, 420-522	N/A	

1	3752	001-003, 008-010, 051-054, 070, 076,	N/A	
2		078-081, 083, 107, 109-126, 130-153,		
3		156-392, 394-473, 501-502, 521-589		
4	3752	011, 011A, 012, 014-015, 017-018, 026-	Western SoMa	
5		028, 032-033, 036, 095, 590-617	Special Use	
6			District	
7	3753	001, 003-005, 006A, 007-010, 021-022,	N/A	
8		024-029, 033-034, 037, 041-042, 048-		
9		049, 056-063, 070-072, 075-079, 081-		
10		085, 089-090, 093-101, 106, 113-122,		
11		129-132, 138-139, 141-142, 145-148,		
12		150, 152-165, 169-204, 207-239, 241-		
13		304, 311-318, 328-344, 367-375		
14	3760	001-002, 011-014, 016-017, 019-022,	Western SoMa	
15		024-026, 026A, 027-028, 035, 055, 059,	Special Use	
16		071, 081, 100, 105-108, 111-112, 114,	District	
17		116-117, 119-129, 131, 134-141		
18	3761	002, 005C, 006-007, 062-064	Western SoMa	
19			Special Use	
20			District	
21	3762	001, 003-004, 007-008, 011-012, 014,	N/A	
22		016-019, 021, 023-026, 032, 036-037,		
23		040-041, 043, 046, 048-049, 053-055,		
24		058, 106, 108-109, 112-113, 116-119,		
25		121-124, 126-146		

1	3763	001, 006-009, 011-015, 015A, 015B,	N/A	
2		015C, 016-025, 032-034, 037, 078-080,		
3		080A, 081, 093-096, 099-101, 105, 112-		
4		113, 116, 119-124		
5	3775	001-002, 004-005, 008, 012, 015-018,	N/A	
6		020-022, 025, 028-030, 032-033, 036,		
7		038-040, 042, 046, 048-049, 053-055,		
8		057-070, 072-073, 075, 078-081, 083-		
9		087, 089, 091-096, 099-217, 219-224		
10	3776	004-005, 007-008, 011, 015, 019-021,	N/A	
11		024-025, 032, 034, 038-044, 049, 062,		
12		077, 080, 093-094, 098-101, 105-106,		
13		113-115, 117-118, 120-148, 151, 153-		
14		475		
15	3777	001-003, 017, 019-020, 030-034	N/A	
16	3777	005, 007, 009, 011, 013, 023-029, 035-	Western SoMa	
17		037, 042, 044-045, 047-052, 054-070,	Special Use	
18		073-174	District	
19	3786	027-028, 036-037, 039	Western SoMa	
20			Special Use	
21			District	
22	3786	035, 038, 321-322	N/A	
23	3787	001-005, 007-008, 012-019, 021-024,	N/A	
24		026, 028, 031, 033, 036-037, 040,		
25		040A, 044, 048-050, 052-139, 144-149,		

	151-159, 161-164, 166-218, 241-246		
3788	002, 006, 008-009, 009A, 010, 012-015, 020-024, 024A, 037-039, 041-045, 049- 085, 088-107, 110-113, 131-226	N/A	

(f) The San Francisco Planning Code is hereby amended by amending Special Use District Map SU08 of the Zoning Map of the City and County of San Francisco, as follows:

<u>Description of Property</u>		<u>Special Use</u> <u>District Hereby</u> <u>Superseded</u>	<u>Special Use</u> <u>District Hereby</u> <u>Approved</u>
Assessor's Block	Lot		
3778	001, 001B, 001C, 001D, 001E, 001F, 002B, 004-005, 016-019, 022-023, 025- 026, 032, 046A, 046B, 046C, 046D, 046E, 046F, 046G, 046H, 047-048, 051-087	Western SoMa Special Use District	Central SoMa Special Use District
3785	002, 002A, 003-004, 004A, 004B, 005, 009, 016-018, 022-024, 030-132, 135, 137-313	Western SoMa Special Use District	
3786	014, 014B, 015-016, 018, 019A, 043- 102, 161-262,	Western SoMa Special Use District	

3786	020, 104-160, 263-307	N/A	
------	-----------------------	-----	--

Section 3. Effective Date. This ordinance shall become effective 30 days after enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board of Supervisors overrides the Mayor's veto of the ordinance.

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

By: _____
ATTORNEY'S NAME
Deputy City Attorney

n:\land\as2017\1200444\01241112.docx

IV. IMPLEMENTATION PROGRAM – U CASE

**EXHIBIT IV.1 – DRAFT
IMPLEMENTATION MATRIX**

CENTRAL SOMA PLAN IMPLEMENTATION MATRIX

GOAL #1 – ACCOMMODATE A SUBSTANTIAL AMOUNT OF JOBS AND HOUSING

#	OBJECTIVE	#	POLICY	#	IMPLEMENTATION MEASURE	IMPLEMENTATION MECHANISM	TIMELINE	LEAD AGENCY
1.1	Ensure there is sufficient land area where space for jobs and housing can be built	1.1.1	Retain zoning that supports capacity for new jobs and housing	1.1.1.1	Maintain existing MUG, SOMA NCT, and South Park zoning. Convert MUO zoning to CMUO zoning.	Ongoing implementation of existing Zoning Map	Complete	Planning
		1.1.2	Limit zoning that restricts capacity for development	1.1.2.1	Change SLI, SALI, WSMUO, and RED zoning to CMUO zoning.	Zoning Map amendment	Upon Plan adoption	Planning
				1.1.2.2	Change SALI zoning to WSMUO zoning along the south side of Bryant Street from just east of 5th Street to 6th Street.	Zoning Map amendment	Upon Plan adoption	Planning
1.2	Ensure that developable land has, collectively, sufficient capacity for jobs and housing	1.2.1	Set height limits on parcels as appropriate to fulfill this Objective	1.2.1.1	Increase height limits from existing to proposed.	Zoning Map amendment	Upon Plan adoption	Planning
		1.2.2	Allow physical controls for height, bulk, setbacks, and open space to determine density	1.2.2.1	Remove Floor Area Ratio (FAR) limits on non-residential buildings.	Planning Code amendment	Upon Plan adoption	Planning

GOAL #2 – MAINTAIN THE DIVERSITY OF RESIDENTS

#	OBJECTIVE	#	POLICY	#	IMPLEMENTATION MEASURE	IMPLEMENTATION MECHANISM	TIMELINE	LEAD AGENCY
2.1	Maintain the existing stock of housing	2.1.1	Continue implementing controls that maintain the existing supply of housing	2.1.1.1	Continue implementing unit merger and demolition controls.	Ongoing implementation of the Planning Code	Ongoing	Planning
				2.1.1.2	Continue enforcing restrictions on conversion of units to hotels rooms, including Short Term Rentals.	Ongoing implementation of the Planning and Administrative Codes	Ongoing	Office of Short Term Rentals
				2.1.1.3	Continue implementation strategies to ensure livability of units – particularly Single Room Occupancy housing (SROs).	Ongoing implementation of the Administrative Code	Ongoing	Department of Public Health
2.2	Maintain the affordability of the existing stock of housing	2.2.1	Continue implementing controls and strategies that help maintain the existing supply of affordable housing	2.2.1.1	Continue enforcing rent control and eviction protection regulations.	Ongoing implementation of the Administrative Code	Ongoing	Rent Board and Mayor's Office of Housing and Community Development (MOHCD)

#	OBJECTIVE	#	POLICY	#	IMPLEMENTATION MEASURE	IMPLEMENTATION MECHANISM	TIMELINE	LEAD AGENCY
				2.2.1.2	Continue implementing funding strategies such as the Rental Assistance Demonstration program and rehabilitation loans for affordable buildings.	Ongoing implementation of MOHCD programs	Ongoing	MOHCD
		2.2.2	Support the conversion of existing housing into permanently affordable housing	2.2.2.1	Continue implementing the City's Small Sites program.	Ongoing implementation of MOHCD programs	Ongoing	MOHCD
				2.2.2.2	Continue to enable new development to satisfy their affordable housing requirements supporting the conversion of existing housing into permanently affordable housing.	Ongoing implementation of the Planning Code	Ongoing	MOHCD
2.3	Ensure that at least 33 percent of new housing is affordable to very low, low, and moderate-income households	2.3.1	Set affordability requirements for new residential development at rates necessary to fulfill this Objective	2.3.1.1	Set the percentage of affordable housing by Central SoMa Public Benefits Tiers in accordance with the City's requirements for below-market rate units, specified in Planning Code Section 415.	Ongoing implementation of the Planning Code	Ongoing	Planning
		2.3.2	Require contribution to affordable housing from commercial uses	2.3.2.1	Continue requiring contribution from commercial developments through the Jobs-Housing Linkage Fee.	Ongoing implementation of the Planning Code	Ongoing	Planning
		2.3.3	Ensure that affordable housing revenue generated in Central SoMa stays in the neighborhood	2.3.3.1	Require affordable housing revenue generated by the Central SoMa Plan to be expended within the boundaries of SoMa (Market Street, the Embarcadero, King Street, Division Street, and South Van Ness Avenue).	Planning Code amendment	Upon Plan adoption	Planning
				2.3.3.2	Allow the application of the "land dedication" option for both residential and non-residential development. <ul style="list-style-type: none"> For residential development, the land dedication requirement would be equivalent to 45% of the potential Gross Floor Area that could be provided on the principal site. For non-residential development, the land dedication would be based on an appraisal of land value. For all sites, the requirements and rules for land dedication projects stipulated in Planning Code Section 419.5(2) would apply.	Planning Code amendment	Upon Plan adoption	Planning
		2.3.4	Allow affordable housing sites to sell any unused development rights	2.3.4.1	Add affordable housing sites to list of sites eligible for the Transfer of Development Rights program (as discussed in Implementation Measure 7.5.2.1).	Planning Code amendment	Upon Plan adoption	Planning
2.4	Support housing for other households that cannot afford market rate housing	2.4.1	Continue implementing strategies that support the development of "gap" housing	2.4.1.1	Apply ongoing strategies for creating middle-income housing, such as funding created through 2015's Proposition A, down payment assistance loan programs, and the middle-income housing requirements imposed by June 2016's Proposition C and subsequent Board actions.	Ongoing application of funds and requirements	Ongoing	MOHCD, Planning

#	OBJECTIVE	#	POLICY	#	IMPLEMENTATION MEASURE	IMPLEMENTATION MECHANISM	TIMELINE	LEAD AGENCY
2.5	Support housing for a diversity of household sizes	2.5.1	Continue requiring a diversity of family sized units	2.5.1.1	Require that new development provide at least 40% two-bedroom, 30% three-bedroom units, or 35% two or more bedrooms with at least 10% containing three or more bedrooms.	Planning Code amendment	Upon Plan adoption	Planning
		2.5.2	Continue to incentivize rental units	2.5.2.1	Continue implementing the requirements of Section 415 that include lower requirements for rental projects than for-sale projects.	Ongoing implementation of the Planning Code	Ongoing	Planning
2.6	Support the schools, child care, and community services that serve local residents	2.6.1	Help fund public schools	2.6.1.1	Continue implementing the Schools Impact Fee.	Ongoing implementation of existing Planning Code requirements	Ongoing	San Francisco Unified School District
		2.6.2	Help facilitate the creation of child care facilities	2.6.2.1	Continue implementing the Child Care Impact Fee and Eastern Neighborhoods Impact Fee.	Ongoing implementation of existing Planning Code requirements	Ongoing	Planning
		2.6.3	Help facilitate the creation of new community services	2.6.3.1	Create a new Community Services Impact Fee (for specific requirements, see the "Requirements for New Development" document). New development will be given the option to provide community facilities directly via an In-Kind Agreement with the City instead of paying the fees.	Planning Code amendment	Upon Plan adoption	Planning

GOAL #3 – FACILITATE AN ECONOMICALLY DIVERSIFIED AND LIVELY JOBS CENTER

#	OBJECTIVE	#	POLICY	#	IMPLEMENTATION MEASURE	IMPLEMENTATION MECHANISM	TIMELINE	LEAD AGENCY
3.1	Ensure the Plan Area accommodates significant space for job growth	3.1.1	Require non-residential development on large parcels	3.1.1.1	On parcels larger than 30,000 square feet south of Harrison Street require that two-thirds of new development below 160 feet in height be non-residential.	Planning Code amendment	Upon Plan adoption	Planning
		3.1.2	Limit restrictions on non-residential development	3.1.2.1	Change MUR zoning to be CMUO zoning east of 5 th Street, change MUR to MUG Zoning west of 5 th Street, change WSMUG zoning to CMUO zoning, and change RED to CMUO zoning south of Harrison Street	Zoning Map amendment	Upon Plan adoption	Planning
3.2	Support the growth of office space	3.2.1	Facilitate the growth of office	3.2.1.1	See Implementation Measure 3.1.1.1.	Planning Code amendment	Upon Plan adoption	Planning
3.3	Ensure the removal of protective zoning does not result in a loss of PDR in the Plan Area	3.3.1	Maintain zoning that restricts non-PDR development in certain locations	3.3.1.1	Maintain SALI zoning between 4 th and 6 th Streets and Harrison and Bryant Streets.	Ongoing implementation of existing Zoning Map	Upon Plan adoption	Planning

#	OBJECTIVE	#	POLICY	#	IMPLEMENTATION MEASURE	IMPLEMENTATION MECHANISM	TIMELINE	LEAD AGENCY
		3.3.2	Limit conversion of PDR space in formerly industrial districts	3.3.2.1	Maintain existing PDR replacement requirements contained in Planning Code Section 202.8.	Ongoing implementation of the Planning Code	Upon Plan adoption	Planning
		3.3.3	Require PDR space as part of large commercial development	3.3.3.1	<p>In new office developments of greater than 50,000 square feet, require new PDR, via one of the following options:</p> <ul style="list-style-type: none"> • Build PDR on-site to whichever amount is greater: the amount required by Code Section 202.8 or 40% of the lot area. Exempt from land area for purposes of calculating the FAR any land dedicated to affordable housing or publicly accessible open space fully open to the sky. • Build net new PDR off-site at 1.5 times the on-site requirement. This PDR can be built anywhere in SoMa (Market, Embarcadero, South Van Ness, 13th St, Division St, China Basin). • Preserve existing PDR space at 2.0 times the on-site requirement. This PDR can be preserved anywhere in SoMa not zoned SALI after Plan adoption (Market Street, the Embarcadero, Division Street, and South Van Ness Avenue). 	Planning Code amendment	Upon Plan adoption	Planning
				3.3.3.2	Explore the potential for development to meet their PDR requirement through an in-lieu fee to the City to be used for the construction of new PDR and preservation/retention of existing PDR space.	Planning Code amendment	Ongoing	Office of Economic and Workforce Development (OEWD)
		3.3.4	Provide incentives to fund, build, and/or protect PDR	3.3.4.1	Require ground floor ceiling heights of 17 feet for non-residential uses.	Planning Code amendment	Upon Plan adoption	Planning
				3.3.4.2	Continue technical support and strategic programs and agreements that support the growth of PDR businesses and the development of new PDR space.	Ongoing implementation of City programs	Ongoing	OEWD
				3.3.4.3	Continue implementing the 1% Art Program, including the option for development to participate in the Public Art Trust.	Ongoing implementation of City programs	Ongoing	Arts Commission
3.4	Facilitate a vibrant retail environment that serves the needs of the community	3.4.1	Allow retail throughout the Plan Area	3.4.1.1	Continue allowing retail in all zoning districts.	Ongoing implementation of the existing Planning Code	Ongoing	Planning
		3.4.2	Require ground-floor retail along important streets	3.4.2.1	Maintain retail requirements along 4 th Street between Townsend and Bryant.	Ongoing implementation of the existing Planning Code	Ongoing	Planning

#	OBJECTIVE	#	POLICY	#	IMPLEMENTATION MEASURE	IMPLEMENTATION MECHANISM	TIMELINE	LEAD AGENCY
				3.4.2.2	Require retail on following streets: <ul style="list-style-type: none"> • 2nd Street on the west side between Dow Place and Townsend Street; • 3rd Street between Folsom Street and Townsend Street; • 4th Street between Bryant St and Folsom St; • Folsom Street between 4th and 6th; • Brannan Street between 4th Street and 5th Street; • Townsend Street on the north side between 2nd Street and 4th Street. 	Planning Code amendment	Upon Plan adoption	Planning
		3.4.3	Support local, affordable, community-serving retail	3.4.3.1	Ban formula restaurants and bars. Require other formula retail uses to attain a Conditional Use Permit throughout the Plan Area.	Planning Code amendment	Upon Plan adoption	Planning
				3.4.3.2	For development on lots greater than 20,000 square feet, require micro retail units (1,000 sqft or less) of one for every 20,000 square feet of lot area (rounding to the nearest unit).	Planning Code amendment	Upon Plan adoption	Planning
				3.4.3.3	Continue banning stand-alone big box retail.	Ongoing implementation of the existing Planning Code	Ongoing	Planning
3.5	Support development of hotels	3.5.1	Allow hotels throughout the growth-oriented parts of the Plan Area	3.5.1.1	Continue permitting small hotels in the WSMUO District. Permit hotels in the MUG and CMUO with a Conditional Use.	Planning Code amendment	Upon Plan adoption	Planning
				3.5.1.2	Support the development of one or more large (>500 room) hotels in the vicinity of the Moscone Convention Center.	City engagement with private developers during entitlement process	Ongoing	OEWD
3.6	Recognize the importance of nightlife uses in creating a complete neighborhood	3.6.1	Allow nightlife where appropriate	3.6.1.1	Continue allowing restaurants and bars throughout the Plan Area, as controlled by district.	Ongoing implementation of the existing Planning Code	Ongoing	Planning
				3.6.1.2	Continue permitting nighttime entertainment uses as-of-right in those areas being converted from SALI to CMUO and WSMUO.	Planning Code amendment	Upon Plan adoption	Planning

GOAL #4 - PROVIDE SAFE AND CONVENIENT TRANSPORTATION THAT PRIORITIZES WALKING, BICYCLING, AND TRANSIT

#	OBJECTIVE	#	POLICY	#	IMPLEMENTATION MEASURES	IMPLEMENTATION MECHANISM	TIMELINE	LEAD AGENCY
4.1	Provide people walking a safe, convenient, attractive environment on all the streets in the Plan Area	4.1.1	Ensure streets throughout the Plan Area are designed in accordance with the City's Vision Zero policy.	4.1.1.1	Undertake a comprehensive complete streets plan for all of the major streets in the Plan Area (i.e., 3rd, 4th, 5th, 6th, Howard, Folsom, Harrison, Bryant, Brannan, and Townsend Streets). This strategy should incorporate pedestrian, bicycle, and transit improvements designed in accordance with the City's Vision Zero policy. Designs should incorporate on- and off-street loading needs and emergency vehicle access. Dedicate funding towards the planning and construction of recommended improvements through the Transportation Sustainability Fee (TSF), Eastern Neighborhoods Impact (EN) Fee, and/or a Mello-Roos Community Facilities District (CFD).	Designed by the City with community input, adopted by legislation from San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Department of Public Works (DPW), and implemented by a combination of the City and new development (through meeting the Better Streets Plan and/or In-Kind Agreements with the City)	Ongoing, as funding accrues, as prioritized through City and community processes	San Francisco Municipal Transportation Agency (SFMTA), San Francisco Department of Public Works (DPW), Planning
		4.1.2	Ensure sidewalks on major streets meet Better Streets Plan standards	4.1.2.1	See Implementation Measure 4.1.1.1.			
				4.1.2.2	Require a five-foot setback on all development on 4th Street south of Bryant Street. This setback must occur at the ground floor, and have minimum height of 25 feet.	Planning Code amendment	Upon Plan adoption	Planning
		4.1.3	Prohibit new curb cuts on key major streets and limit them elsewhere	4.1.3.1	Ban curb cuts within the Plan Area on all of Folsom, Brannan, Townsend, 2nd, 3rd, 4th, and 6th Streets, and any blocks of Howard Street that are one-way; require a Conditional Use permit for curb cuts for all other major streets in the Plan Area.	Planning Code amendment	Upon Plan adoption	Planning
		4.1.4	Provide signalized crosswalks across major streets	4.1.4.1	See Implementation Measure 4.1.1.1.			
		4.1.5	Ensure there are crosswalks at all signalized intersections	4.1.5.1	See Implementation Measure 4.1.1.1.			
		4.1.6	Ensure there are safe intersections at freeway ramps	4.1.6.1	Work with Caltrans to redesign or improve intersections at freeway ramps.	Intergovernmental coordination	Within 5 years of Plan adoption	SFMTA, San Francisco County Transportation Authority (SFCTA)
		4.1.7	Provide corner sidewalk extensions to enhance pedestrian safety at crosswalks, in keeping with the Better Streets Plan	4.1.7.1	Implement strategies identified through the City's Walk First and Vision Zero programs, as well as additional strategies identified in the complete streets plan discussed in Implementation Measure 4.1.1.1.	Walk First and Vision Zero programs; also Implementation Measure 4.1.1.1.	Ongoing	SFMTA

#	OBJECTIVE	#	POLICY	#	IMPLEMENTATION MEASURES	IMPLEMENTATION MECHANISM	TIMELINE	LEAD AGENCY
		4.1.8	Ensure safe and convenient conditions on narrow streets and alleys for people walking	4.1.8.1	Undertake a follow-up Narrow Streets and Alleys Strategy, and implement recommendations adopted by that Strategy, as well as additional strategies identified in the complete streets plan discussed in Implementation Measure 4.1.1.1.	Community planning effort; also Implementation Measure 4.1.1.1.	Start process within two years of Plan Adoption	Planning, DPW
		4.1.9	Ensure there are street trees and street furnishings on sidewalks wherever possible, in keeping with the Better Streets Plan	4.1.9.1	Ongoing implementation of street tree requirements in the Planning Code, as well as additional strategies identified in the complete streets plan discussed in Implementation Measure 4.1.1.1.	See Implementation Measure 4.1.1.1.		
		4.1.10	Expand the pedestrian network wherever possible through creation of new narrow streets, alleys, and mid-block connections	4.1.10.1	Continue implementing the existing requirements for development on large lots.	Application of existing Planning Code requirements, with further guidance in the Central SoMa Key Site Guidelines	Ongoing	Planning
				4.1.10.2	Prioritize the creation of new connections wherever possible through acquisitions and/or easements on private lots (as part of Implementation Measure 4.1.7.1).	Community planning effort	Start process within 12 months of Plan Adoption	Planning
		4.1.11	Use public art, lighting, and other amenities to improve the pedestrian experience beneath elevated freeways	4.1.11.1	See Implementation Measure 4.1.1.1			
				4.1.11.2	Continue working with Caltrans to facilitate these improvements on their property.	Intergovernmental coordination	Ongoing	Office of Economic and Workforce Development (OEWD), Planning
				4.1.11.3	Encourage projects to dedicate their 1% for art requirements to the Arts Trust, and the City to dedicate this funding for art in this area.	City engagement with private developers during entitlement process	Ongoing	Planning, Arts Commission
4.2	Make cycling a safe and convenient transportation option throughout the Plan Area for all ages and abilities	4.2.1	Ensure that the bicycle network is in accordance with the City's Vision Zero policy and Bicycle Strategy.	4.2.1.1	Implement the recommendations of the City's Bicycle Plan designed in accordance with the City's Vision Zero policy.	Implementation of the Bicycle Plan and Vision Zero programs	Ongoing	SFMTA

#	OBJECTIVE	#	POLICY	#	IMPLEMENTATION MEASURES	IMPLEMENTATION MECHANISM	TIMELINE	LEAD AGENCY
		4.2.2	Minimize gaps in the existing bicycle network by providing bicycle routes through the Plan Area, designed for safety in accordance with the City's Vision Zero policy and Bicycle Strategy.	4.2.2.1	See Implementation Measure 4.1.1.1.	Implementation of the Bicycle Plan and Vision Zero programs	Ongoing, as funding accrues, as prioritized through City and community processes	SFMTA
		4.2.3	Provide additional bicycle infrastructure, such as bicycle parking, to support ridership	4.2.3.1	Continue implementing bicycle parking regulations in buildings.	Application of existing Planning Code requirements	Ongoing	Planning
				4.2.3.2	Support the implementation and expansion of Bay Area Bike Share.	Application of existing SFMTA process	Ongoing	SFMTA
				4.2.3.3	Support the creation of bicycle parking facilities on streets and sidewalks, as appropriate.	Application of existing SFMTA process	Ongoing	SFMTA, Planning
4.3	Ensure that transit serving the Plan Area is adequate, reliable and pleasant	4.3.1	Provide a robust network of lanes that are exclusively for transit	4.3.1.1	Implement transit lanes identified by the Muni Forward Program, as well as additional strategies identified in the complete streets plan discussed in Implementation Measure 4.1.1.1.	Implementation of the Muni Forward Program; also Implementation Measure 4.1.1.1.	Ongoing	SFMTA, DPW
		4.3.2	Support funding maintaining a state of good repair of the existing fleet and infrastructure	4.3.2.1	Dedicate funding towards maintaining a state of good repair of the existing fleet and infrastructure through the Transportation Sustainability Fee (TSF), Eastern Neighborhoods Impact (EN) Fee, a new Central SoMa (CS) Fee, and/or a Mello-Roos Community Facilities District (CFD).	The Transportation Sustainability Fee (TSF) and Eastern Neighborhoods Impact Fee (EN Fee) are existing. The Central SoMa (CS) Fee and Mello-Roos Community Facilities District (CFD) would need to be created upon adoption of the Central SoMa Plan	Ongoing	Planning, SFMTA
		4.3.3	Support funding to implement Muni Forward	4.3.3.1	Dedicate funding towards implementing the Muni Forward program through the TSF, EN Fee, CS Fee, and/or a CFD.	The TSF and EN Fee are existing. The CS Fee and CFD would need to be created upon adoption of the Central SoMa Plan	Ongoing	Planning, SFMTA
		4.3.4	Support funding to meet future needs for both local and regional transit service to the Plan Area	4.3.4.1	Dedicate funding towards the improvement and expansion of transit through the TSF, EN Fee, CS Fee and/or a CFD.	The TSF and EN Fee are existing. The CS Fee and CFD would need to be created upon adoption of the Central SoMa Plan	Ongoing	Planning, SFCTA, SFMTA
		4.3.5	Study adjustment of transit service program to serve the demand from the increase in jobs and housing in the neighborhood	4.3.5.1	Study the need to revise transit service after a substantial amount of the expected development has occurred.	SFMTA study with community input	After 10 years of Plan adoption	SFMTA

#	OBJECTIVE	#	POLICY	#	IMPLEMENTATION MEASURES	IMPLEMENTATION MECHANISM	TIMELINE	LEAD AGENCY
4.4	Encourage mode shift away from private automobile usage	4.4.1	Limit the amount of parking in new development	4.4.1.1	<p>Within the CMUO District, reduce the amount of parking allowed as follows:</p> <ul style="list-style-type: none"> For residential development, set the as-of-right amount at 0.5 spaces per unit, with no potential more. For all non-residential development, set the maximum amount allowed as follows: <ul style="list-style-type: none"> Office: one space for every 3,500 square feet, Retail: one space for every 1,500 square feet, and All other uses as currently listed in Planning Code Section 151.1. 	Planning Code amendment	Upon Plan adoption	Planning
		4.4.2	Utilize Transportation Demand Management strategies to encourage use of alternatives to the private automobile	4.4.2.1	Implement Transportation Demand Management (TDM) measures required by the Planning Code, removing grandfathering provision for projects that could not be built but for the Central SoMa Plan.	Application of existing Planning Code requirements	Ongoing	Planning
4.5	Accommodate regional, through, and delivery traffic where necessary, but mitigate the impacts of such traffic on local livability and circulation	4.5.1	Maintain the ability of certain streets to accommodate through-traffic while ensuring they meet minimum needs for safety and comfort of all road users	4.5.1.1	Design and construct Bryant and Harrison Streets to accommodate more through traffic than other east-west streets in the Plan Area.	Community planning efforts	Ongoing, as funding accrues, as prioritized through City and community processes	SFMTA
		4.5.2	Design buildings to accommodate delivery of people and goods with a minimum of conflict	4.5.2.1	Require sponsors of development projects that provide more than 100,000 square feet to prepare a Driveway and Loading Operations Plan (DLOP), and submit the plan for review and approval by the Planning Department and the SFMTA. The DLOP shall focus on reducing potential conflicts between driveway operations, including loading activities, and pedestrians, bicycles and vehicles, and to maximize reliance of on-site loading spaces to accommodate new loading demand. The DLOP shall include consider, at a minimum, loading dock management, large truck access, garage/loading dock attendants, and refuse collection. The DLOP shall also look at designs to separate loading from sensitive land uses as well as building design strategies to better support off-peak and unattended deliveries.	Planning Code amendment	Upon Plan adoption	Planning, SFMTA

GOAL #5 – OFFER AN ABUNDANCE OF PARKS AND RECREATIONAL OPPORTUNITIES

#	OBJECTIVE	#	POLICY	#	IMPLEMENTATION MEASURE	IMPLEMENTATION MECHANISM	TIMELINE	LEAD AGENCY
5.1	Maximize the benefit provided by existing parks and recreational facilities	5.1.1	Support funding for the rehabilitation of Gene Friend Recreation Center	5.1.1.1	Help fund the rehabilitation and/or rebuild of Gene Friend Recreation Center.	Funding from the Eastern Neighborhoods Impact Fee (EN Fee) and/or a Mello-Roos Community Facilities District (CFD) to supplement other funding processes	As funding accrues, as prioritized through City and community processes	Recreation and Parks Department (RPD)
		5.1.2	Support funding for the activation of Victoria Manalo Draves Park	5.1.2.1	Help fund activation of and/or capital upgrades to Victoria Manalo Draves Park.	Funding from CFD and/or EN Fee to support ongoing RPD efforts	As funding accrues, as prioritized through City and community processes	RPD
		5.1.3	Explore funding for rehabilitation of Yerba Buena Gardens	5.1.3.1	Identify appropriate ways to fund the rehabilitation of Yerba Buena Gardens, potentially including funding from the Central SoMa Community Facilities District.	Collaborative process facilitated by the City involving stakeholders in the Yerba Buena area	Ongoing	Department of Real Estate
		5.1.4	Explore additional strategies to fund existing parks	5.1.4.1	Ongoingly seek out grants, partnerships, etc.	Ongoing dedicated staff time	Ongoing	RPD
5.2	Create new public parks	5.2.1	Create a new public park in the highest growth portion of the Plan Area	5.2.1.1	Help fund, design, and construct a new public park on the block bounded by 4th Street, 5th Street, Bryant Street, and Brannan Street.	Funded by EN Fee, designed through community planning efforts, constructed by City and/or adjacent development	As funding accrues, as prioritized through City and community processes	Planning, RPD
		5.2.2	Create a new linear park along Bluxome Street between 4th Street and 5th Street	5.2.2.1	Help fund, design, and construct a new public park on Bluxome Street between 4th Street and 5th Street.	Funded from EN Fee, CFD, or off-site POPOS. Designed through community planning efforts. Implemented by the City.	As funding accrues, as prioritized through City and community processes	Planning
		5.2.3	Pursue the creation of a large new park within or near Central SoMa to serve the burgeoning greater SoMa area	5.2.3.1	Dedicate funding towards the creation of a large new park within or near Central SoMa, including site identification and design, and potentially site acquisition and construction pending costs and funding.	Funding from EN Fee or CFD. Designed through community planning efforts. Implemented by the City.	Ongoing, as funding accrues, as prioritized through City and community processes	Planning

#	OBJECTIVE	#	POLICY	#	IMPLEMENTATION MEASURE	IMPLEMENTATION MECHANISM	TIMELINE	LEAD AGENCY
5.3	Create new public recreational opportunities	5.3.1	Increase the amount of public recreation center space, including the creation of a new public recreation center	5.3.1.1	Work with developers of large new projects to explore the potential to locate a new recreational center in their development.	Public/private engagement	Ongoing until completed	Planning
				5.3.1.2	As appropriate, help fund, design, and construct a public recreation center.	Funding from EN Fee or CFD	Ongoing	RPD
		5.3.2	Develop public recreational facilities under the I-80 freeway	5.3.2.1	Work with Caltrans to lease land at affordable rates for the purpose of building recreational facilities under the freeway.	Intergovernmental process	Upon Plan completion	Planning
				5.3.2.2	As appropriate, help fund, design, and construct public recreation facilities under the I-80 freeway.	Funding from EN Fee, CFD, or offsite POPOS. Designed through community planning efforts. Implemented by the City.	Ongoing	Planning
5.4	Utilize the street right-of-way for additional green spaces, gathering and recreational opportunities	5.4.1	Where appropriate, promote pedestrian-only or shared-street design concepts for narrow streets, alleys, and mid-block connections	5.4.1.1	Support pedestrian-only or shared streets in new developments required to provide mid-block connections.	Design and review of development projects	Ongoing, as development proposals occur	Planning
		5.4.2	Improve 2nd and Folsom Streets as Green Connections per the City's Green Connections Plan	5.4.2.1	See Implementation Measure 4.1.1.1.			
5.5	Augment the public open space and recreation network with privately-owned public open spaces (POPOS)	5.5.1	Require new non-residential development and encourage residential development to provide POPOS that address the needs of the community	5.5.1.1	Require new non-residential development (exclusive of PDR and Institutional Uses) of 50,000 square feet or more to provide POPOS at a rate of one square foot for every 50 square feet of gross floor area. Require these POPOS to meet certain design standards, in consultation with staff of the Recreation and Parks Department, and incentivize them to provide community space as follows: <ul style="list-style-type: none"> On large sites south of Bryant Street, POPOS must be at grade and open to the sky, On other sites, POPOS requirements may be met outdoors, indoors, or through an in-lieu fee, with preference for outdoor space, and all on-site space provided at-grade up to the first 15% of lot area POPOS must be on-site or within 900 feet of the development, POPOS must be open evening and weekends, POPOS must be lined by active uses, and Every square foot of the following amenities shall reduce required open space by 33%: a playground, community garden, sport court, and/or dog run. 	Planning Code amendment	Upon Plan adoption	Planning

#	OBJECTIVE	#	POLICY	#	IMPLEMENTATION MEASURE	IMPLEMENTATION MECHANISM	TIMELINE	LEAD AGENCY
				5.5.1.2	Continue enabling residential and non-residential development to have a reduced open space requirement where such open space is publicly accessible	Ongoing implementation of the existing Planning Code	Ongoing	Planning
				5.5.1.3	Review and approve design and operations strategy of proposed POPOS.	Design and review of development projects	Ongoing, as development proposals occur	Planning, RPD
5.6	Ensure the neighborhood's parks and recreation offerings function as a network and complement the facilities of the broader SoMa area	5.6.1	Design the parks and recreational opportunities in a systematic manner to serve the community's needs	5.6.1.1	Develop and implement a parks and recreation strategy for the Plan Area and/or larger South of Market area. This strategy should identify the neighborhood needs in the context of both existing and planned facilities and population. It should also identify locations to meet these needs as new parks and recreational facilities are built and/or rehabilitated.	Community planning effort	Within two years of Plan adoption	Planning, RPD

GOAL #6 – CREATE AN ENVIRONMENTALLY SUSTAINABLE AND RESILIENT NEIGHBORHOOD

#	OBJECTIVE	#	POLICY	#	IMPLEMENTATION MEASURE	IMPLEMENTATION MECHANISM	TIMELINE	LEAD AGENCY
6.1	Develop a comprehensive strategy for creating an environmentally sustainable and resilient neighborhood	6.1.1	Create an implementing entity within the City	6.1.1.1	Support the formation of an inter-agency "Central SoMa Sustainability Team" (CSST) to implement Central SoMa's comprehensive environmental and resilience strategy. The team will include the Planning Department, San Francisco Department of the Environment (SFE) and the San Francisco Public Utilities Commission (SFPUC), and other City departments. This team would provide a forum for connecting with residents and community groups, businesses and workers, visitors, developers of new buildings, owners and managers of existing buildings, utilities, potential funders, and other key stakeholders.	Work program of the Central SoMa Sustainability Team	Ongoing	Planning
		6.1.2	Provide guidance to private and public entities	6.1.2.1	Produce a Sustainable Neighborhoods Guide to support the Central SoMa Plan, containing the vision, goals, policies, and implementation measures, as well as best-practice examples and technical resources.	Planning Department's Sustainable City team work program	By Plan adoption	Planning
		6.1.3	Ensure that environmental sustainability and resiliency is considered holistically in public investment decisions	6.1.3.1	The CSST will participate in the City's capital planning processes, including the Interagency Plan Implementation Team (IPIC) and the Streets Design Advisory Team (SDAT). In these roles, the CSST will seek efficiencies and cross-cutting strategies that could fulfill multiple goals at once.	Work program of the Central SoMa Sustainability Team	Ongoing	Planning
		6.1.4	Ensure that property owners, developers, and tenants have the opportunity to maximize environmental sustainability and resilience	6.1.4.1	The CSST will participate in the City's design and development review processes, including the Preliminary Project Assessment (PPA) process and the Urban Design Advisory Team (UDAT). The CSST will offer solutions, help reduce barriers, and foster innovation to enable high-performing development.	Work program of the Central SoMa Sustainability Team	Ongoing	Planning

#	OBJECTIVE	#	POLICY	#	IMPLEMENTATION MEASURE	IMPLEMENTATION MECHANISM	TIMELINE	LEAD AGENCY
				6.1.4.2	The CSST will undertake all relevant outreach and engagement to property owners to inform them about opportunities and encourage them to increase the environmental sustainability and resilience of their buildings and their occupants.	Work program of the Central SoMa Sustainability Team	Ongoing	San Francisco Department of the Environment (SFE)
		6.1.5	Continue to evolve the requirements and recommendations with changing needs and technologies	6.1.5.1	Monitor environmental conditions and trends, and evolving technologies and other strategies to fulfill the vision and goals of the Central SoMa Plan.	Work program of the Central SoMa Sustainability Team	Ongoing	Planning
6.2	Minimize greenhouse gas emissions	6.2.1	Maximize energy efficiency in the built environment	6.2.1.1	For new and existing buildings, continue implementing the energy efficiency requirements of San Francisco's Green Building Code and the California Building Code Standards ("Title 24").	Ongoing implementation of the San Francisco Green Building Code and California Title 24	Ongoing	Department of Building Inspection (DBI), SFE
				6.2.1.2	Provide information to new development proposals on how to increase energy efficiency beyond current requirements.	Inclusion in the Sustainable Neighborhoods Guide	At PPA and subsequent project review	Planning, SFE
				6.2.1.3	Provide information to existing building owners about energy retrofit programs.	Inclusion in the Sustainable Neighborhoods Guide	At annual benchmarking and 5-year audit requirements	SFE
				6.2.1.4	Explore requiring energy use intensity (EUI) estimates for new development.	Work program of the Central SoMa Sustainability Team	Within two years of Plan adoption	SFE
				6.2.1.5	Support SFPUC's ongoing LED upgrades of its streetlights throughout the District.	Ongoing SFPUC work program	Upon Plan adoption	San Francisco Public Utilities Commission (SFPUC)
				6.2.1.6	Support the replacement and/or conversion of streetlights to LED as part of the Central SoMa complete streets upgrades (See Implementation Measure 4.1.1.1).	See Implementation Measure 4.1.1.	Ongoing, as funding accrues, as prioritized through City and community processes	San Francisco Municipal Transportation Agency (SFMTA), San Francisco Department of Public Works (DPW), Planning
				6.2.1.7	Explore upgrades to street lighting not planned for conversion through either SFPUC's current LED program or the Central SoMa Plan complete streets upgrades.	Work program of the Central SoMa Sustainability Team	Within two years of Plan adoption	DPW, MTA
		6.2.2	Maximize onsite renewable energy generation	6.2.2.1	Implement existing requirements on new development and major alterations for installation and operation of rooftop solar energy generation and/or solar thermal hot water systems.	Ongoing implementation of the existing Environment Code and Green Building Code	Required for development applications received after December 31, 2016	DBI
				6.2.2.2	Expand current solar requirements to all new development up to 160 feet tall, regardless of number of occupied floors.	Planning Code amendment	Upon Plan adoption	Planning

#	OBJECTIVE	#	POLICY	#	IMPLEMENTATION MEASURE	IMPLEMENTATION MECHANISM	TIMELINE	LEAD AGENCY
				6.2.2.3	Explore strategies to increase onsite renewable energy generation and/or solar thermal hot water systems beyond current minimums; including, increased roof-top productivity, building facades, and other innovations.	Work program of the Central SoMa Sustainability Team and inclusion in the Sustainable Neighborhoods Guide	Within two years of Plan adoption	SFE
				6.2.2.4	Provide information to existing building owners about funding opportunities for solar energy generation systems, as well as opportunities to combine living roofs with solar systems to increase performance and co-benefits.	Inclusion in the Sustainable Neighborhoods Guide	At annual benchmarking and 5-year audit requirements	SFE
				6.2.2.5	Design and implement solar projects on key public sites, in coordination with a better roof program.	Work program of the Central SoMa Sustainability Team	Within two years of Plan adoption	SFPUC
		6.2.3	Satisfy 100 percent of electricity demand using greenhouse gas-free power supplies	6.2.3.1	After maximizing efficiency measures and/or on-site renewable energy generation, require all remaining electricity demand in new development (and major renovations) to come from 100% greenhouse gas-free electricity sources.	Planning Code amendment	Upon Plan adoption	Planning
				6.2.3.2	Provide existing buildings with information on green power purchase options.	Inclusion in the Sustainable Neighborhoods Guide	At annual benchmarking and 5-year audit requirements	SFE
		6.2.4	Explore strategies to reduce fossil fuel use in buildings	6.2.4.1	Explore fossil-free energy building standards and requirements for Central SoMa that either eliminate or greatly reduce fossil free use (e.g., natural gas). As feasible, develop zero-carbon (net zero) building guidelines and program.	Work program of the Central SoMa Sustainability Team	Within two years of Plan adoption	SFE
				6.2.4.2	Conduct a district energy infrastructure feasibility study focusing on major development sites.	Work program of the Central SoMa Sustainability Team	Within two years of Plan adoption	Planning, SFE
				6.2.4.3	Continue interagency and private sector initiative to identify appropriate locations and funding for district energy systems, as informed district energy feasibility study.	Work program of the Central SoMa Sustainability Team	Ongoing	Planning, SFE
		6.2.5	Minimize transportation-based greenhouse gas emissions	6.2.5.1	Support the reduction of vehicle miles travelled through dense development patterns, robust transit service, and walkable and bikeable neighborhoods (see Implementation Measures in Goal 1 and Goal 4).	See Implementation Measures in Goal 1 and Goal 4	Ongoing	Planning, SFMTA
				6.2.5.2	Meet citywide requirements for electrical distribution and service capacity standards that support electrical vehicle (EV) charging in off-street parking spaces, in new development and major renovations.	Ongoing implementation of the Green Building Code	Ongoing	SFE
				6.2.5.3	Explore requirement for installing EV plug-in stations at off-street loading docks in new and existing development that eliminates delivery trucks idling emissions.	Work program of the Central SoMa Sustainability Team	Within two years of Plan adoption	SFE
				6.2.5.4	Explore a program to plan and install EV charging stations in publicly accessible parking spaces (on-street and off-street) throughout Central SoMa.	Work program of the Central SoMa Sustainability Team	Within two years of Plan adoption	SFE

#	OBJECTIVE	#	POLICY	#	IMPLEMENTATION MEASURE	IMPLEMENTATION MECHANISM	TIMELINE	LEAD AGENCY
				6.2.5.5	Explore the potential of vacuum systems for refuse materials management on multi-building/district-scale development sites, in part to significantly reduce refuse hauling noise and emissions impacts by minimizing material pick-up locations and frequency.	Work program of the Central SoMa Sustainability Team	Within three years of Plan adoption	SFE
6.3	Minimize water waste	6.3.1	Efficiently use potable water	6.3.1.1	Continue implementing existing City requirements for water efficiency and conservation in new development.	Green Building Code	Ongoing	SFPUC
				6.3.1.2	Continue to explore opportunities to increase water use efficiency and conservation in new and existing development and open spaces.	Inclusion in the Sustainable Neighborhoods Guide	Within two years of Plan adoption	SFPUC
		6.3.2	Increase non-potable water use in buildings	6.3.2.1	Implement the Non-Potable Ordinance: <ul style="list-style-type: none"> Require non-potable treatment systems in new developments 250k square feet or larger, leveraging all available non-potable water sources (rainwater, graywater, showers and laundry, and foundation drainage) for maximum reuse for irrigation and toilet flushing, and Continue implementing existing City requirement that all new development 40,000 square feet and larger conduct a Water Balance Study considering non-potable water capture and use. 	Ongoing implementation of the Health Code	Ongoing	SFPUC
				6.3.2.2	Explore opportunities for maximizing non-potable water use in building cooling systems.	Inclusion in the Sustainable Neighborhoods Guide	Within two years of Plan adoption	SFPUC
				6.3.2.3	Encourage and facilitate the development of district, multi-project scale non-potable water systems: <ul style="list-style-type: none"> Continue to increase awareness and reduce barriers to district-scale systems, Continue to provide technical guidance to interested project sponsors, and <ul style="list-style-type: none"> Consider augmenting the currently required Water Balance Study to consider potential synergies between properties; i.e., projects 250,000 square feet and greater consider expanding systems to support neighboring projects, and projects of less than 250,000 square consider if adjacent projects are developing non-potable systems to which they might connect. 	Inclusion in the Sustainable Neighborhoods Guide	Ongoing	SFPUC
		6.3.3	Increase non-potable water use in parks, open spaces, sidewalks, and streets	6.3.3.1	Fund the planning, design, and construction of non-potable water collection, treatment, and storage systems as part of Central SoMa's major public park and open space projects that eliminate their use of potable water for irrigation, while supporting neighborhood flood resilience.	Planned as part of the Central SoMa sea level rise and flood management strategy (see Implementation Measures 6.6.1.1)	Within 10 years of Plan adoption	SFPUC
				6.3.3.2	Fund the planning, design, and construction of sufficient non-potable water filling stations to satisfy all street cleaning needs in the District.	Work program of the Central SoMa Sustainability Team	Within two years of Plan adoption	Planning

#	OBJECTIVE	#	POLICY	#	IMPLEMENTATION MEASURE	IMPLEMENTATION MECHANISM	TIMELINE	LEAD AGENCY
6.4	Support biodiversity, access to nature, and a healthy ecosystem	6.4.1	Maximize greening of parks, streets, and other publicly-accessible spaces	6.4.1.1	Continue implementing the Urban Forest Master Plan, Green Connections, and other efforts to maximize street trees, sidewalk gardens, and green public spaces.	Ongoing implementation of the Public Works Codes and the Urban Forest Master Plan	Ongoing	DPW
				6.4.1.2	As part of a comprehensive freeway corridor transformation strategy, increase greening and provide habitat areas in and around the freeway.	Work program of the Central SoMa Sustainability Team	Concept Plan within one year of Plan Adoption, implementation phased over 10 years	Planning
				6.4.1.3	Recommend all privately-owned public open spaces (POPOS) to contain greening to the greatest degree possible.	Planning Code amendment	Upon Plan adoption	Planning
		6.4.2	Maximize greening of rooftops and walls	6.4.2.1	Require new development (sites 5,000 square feet and larger, with building heights 160 feet and less) to construct at least 50% of roof area as a living roof, to be designed in a manner that meets applicable non-potable water and stormwater management requirements.	Planning Code Amendment and inclusion in the Sustainable Neighborhoods Guide	Upon Plan adoption	Planning, SFPUC
				6.4.2.2	Fund the planning, design, and construction of at least one "Better Roofs" demonstration project on a highly visible public building, focused on greening and urban agriculture.	Work program of the Central SoMa Sustainability Team	0-5 years from Plan adoption	Planning
				6.4.2.3	Encourage "living" walls indoors and outdoors, as part of comprehensive greening strategies and projects that also coordinate with applicable stormwater and non-potable water requirements.	Inclusion in the Sustainable Neighborhoods Guide	Upon Plan adoption	Planning
		6.4.3	Ensure that greening supports habitat and biodiversity	6.4.3.1	For all greening on streets and public open spaces, encourage the use of climate appropriate, habitat supportive, pollution filtering, and non-invasive plants, as well as integrated pest management that meets City standards.	SDAT and DPW review of streets, sidewalks, and open space plans	Ongoing	DPW
				6.4.3.2	For all greening on private roofs and privately-owned public open spaces, require the use of climate appropriate, habitat supportive, pollution filtering, non-invasive plants (as identified in the SF Plant Finder, Bay Friendly Guidelines, or similar tool), and meet the City's Integrated Pest Management Ordinance.	SFPUC review as part of living roof and/or stormwater management approvals	Ongoing	SFPUC
				6.4.3.3	Continue implementing Bird Safe Buildings Standards in new development.	Ongoing implementation of the Planning Code	Ongoing	Planning
				6.4.3.4	Encourage the inclusion of interpretive elements and other public information dissemination on biodiversity, habitat, and nature in POPOS and other publicly accessible open spaces.	Inclusion in the Sustainable Neighborhoods Guide	Upon Plan adoption	SFE
6.5	Improve air quality	6.5.1	Support a reduction in vehicle miles travelled	6.5.1.1	See Implementation Measures in Goal 4.	See Implementation Measures in Goal 4	See Implementation Measures in Goal 4	See Implementation Measures in Goal 4

#	OBJECTIVE	#	POLICY	#	IMPLEMENTATION MEASURE	IMPLEMENTATION MECHANISM	TIMELINE	LEAD AGENCY
		6.5.2	Utilize greening to reduce pollution and heat	6.5.2.1	See Implementation Measures associated with Policies 6.4.1 through 6.4.3.	See Implementation Measures associated with Policies 6.4.1 through 6.4.3	See Implementation Measures associated with Policies 6.4.1 through 6.4.3	See Implementation Measures associated with Policies 6.4.1 through 6.4.3
		6.5.3	Improve the air quality around the freeway	6.5.3.1	As part of a comprehensive freeway corridor transformation strategy, develop and implement air quality improvement measures along the freeway corridor, such as of greening, use of air filtration materials technologies, and other innovations.	Work program of the Central SoMa Sustainability Team	Strategy within one year of Plan adoption, ongoing implementation as funding permits	Planning
		6.5.4	Utilize healthier building materials and technologies that improve indoor and outdoor air quality	6.5.4.1	All new development must meet the highest current City standards for Low Emitting Materials in building interiors.	Ongoing implementation of the Green Building Code	Ongoing	SFE
				6.5.4.2	Require enhanced filtration systems for areas of poor air quality, in accordance with Article 38 of the Health Code.	Ongoing implementation of the Health Code	Ongoing	Planning
				6.5.4.3	Provide examples, resources, and standards, such as the use of pollution filtering building skins and other exterior materials that promote healthier outdoor air.	Inclusion in the Sustainable Neighborhoods Guide	Upon Plan adoption	Planning
				6.5.4.4	Promote the best available control technologies for diesel generators and fire pumps.	Inclusion in the Sustainable Neighborhoods Guide	Upon Plan adoption	SFE
6.6	Maximize flood resilience	6.6.1	Develop a comprehensive sea level rise and flood management strategy for Central SoMa and adjacent at-risk areas	6.6.1.1	Develop a Central SoMa sea level rise and flood management strategy, including: <ul style="list-style-type: none"> District-wide hydrology study (extreme storm and 100-year flood flows, considering sea level rise impacts), Comprehensive plan of optimally sized, located, and prioritized flood management infrastructure, including potential green infrastructure systems in streets and sidewalks, street grade adjustments, floodways, detention basins, and stormwater systems, and Targeted policies and programs to reduce flood risk. 	Work program of the Central SoMa Sustainability Team	Within one year of Plan adoption	Planning
		6.6.2	Reduce building vulnerability to sea level rise and extreme storms	6.6.2.1	All new development and substantial modifications to existing development should meet the flood resistant building standards of the City's Floodplain Management Ordinance and Building Code, especially as flood hazard maps are updated to reflect precipitation-driven flooding and sea level rise.	Floodplain Management Ordinance and Building Code	Ongoing	City Administrator's Office
				6.6.2.2	Develop and implement flood resistant design guidelines for representative building typologies in Central SoMa that help protect structures while ensuring vibrant/livable sidewalks and streets.	Work program of the Central SoMa Sustainability Team, in collaboration with Sea Level Rise Action Plan implementation	Within one year of Plan adoption	Planning

#	OBJECTIVE	#	POLICY	#	IMPLEMENTATION MEASURE	IMPLEMENTATION MECHANISM	TIMELINE	LEAD AGENCY
		6.6.3	Maximize stormwater and flood management using streets, sidewalks, and open spaces	6.6.3.1	Integrate stormwater and flood management tools into all "complete streets" improvements through both functional landscape elements and street design, according to the Central SoMa sea level rise and flood management strategy and associated design guidelines.	Integrated into complete streets design and construction (see Implementation Measure 4.1.1.1)	Ongoing (see Implementation Measure 4.1.1.1)	Planning (see Implementation Measure 4.1.1.1)
				6.6.3.2	Integrate stormwater and flood management tools into existing and new open spaces, according to the Central SoMa sea level rise and flood management strategy and associated design guidelines.	Integrated in park design processes (see Implementation Measures 5.2.1.1 through 5.2.4.1)	Ongoing (see Implementation Measures 5.2.1.1 through 5.2.4.1)	Recreation and Parks Department (RPD)
6.7	Maximize earthquake resilience	6.7.1	Ensure the ability of new and existing buildings to withstand a major seismic event	6.7.1.1	Continue implementing Building Code requirements for seismic safety.	Ongoing implementation of the Building Code	Ongoing	DBI
				6.7.1.2	Provide project sponsors with information on latest citywide resilience efforts, such as Resilient SF, the Solar Storage initiative, etc.	Engagement through the PPA and entitlement process	Ongoing	Planning
		6.7.2	Secure sufficient power and water supplies to withstand a 72-hour emergency	6.7.2.1	Consider developing a Central SoMa program for securing emergency on-site power and water capacity, in new private developments, existing buildings, public sites, neighborhood emergency center, etc.	Work program of the Central SoMa Sustainability Team	Within one year of Plan adoption	DBI
6.8	Help achieve zero solid waste	6.8.1	Maximize recycling and composting of solid waste from all buildings	6.8.1.1	Ensure adequate refuse sorting and storage facilities and operations in all buildings to support achieving a target of zero waste, including: <ul style="list-style-type: none"> • Enforce current requirements to provide adequate and equally convenient collection, sorting, and storage space for recyclables, compostables, and trash streams, in order to allow the recovery of 100% of a facility's refuse materials, and • Enforce requirements that all multi-family residential and commercial buildings have on-site staff to facilitate source separation and tenant education. 	Ongoing implementation of the Building Code and Environment Code	Ongoing	DBI, SFE
				6.8.1.2	Develop refuse collection and storage design guidelines for Central SoMa's common residential and commercial building typologies.	Inclusion in the Sustainable Neighborhoods Guide	Upon Plan adoption	SFE
		6.8.2	Maximize recycling and reuse of construction and demolition materials	6.8.2.1	Encourage all new development to pursue onsite source separation that facilitates higher recycling rates for construction and demolition debris.	Inclusion in the Sustainable Neighborhoods Guide	Upon Plan adoption	SFE
		6.8.3	Reduce litter in streetscapes and parks	6.8.3.1	Require 3-stream sorting and/or collection systems in privately managed open spaces (POPOS).	Planning Code amendment	Upon Plan adoption	SFE
				6.8.3.2	Explore development of a Central SoMa Litter Waste Abatement Strategy, including public education, facilities, and signage.	Work program of the Central SoMa Sustainability Team	Within three years of Plan adoption	Planning

GOAL #7 - PRESERVE AND CELEBRATE THE NEIGHBORHOOD'S CULTURAL HERITAGE

#	OBJECTIVE	#	POLICY	#	IMPLEMENTATION MEASURE	IMPLEMENTATION MECHANISM	TIMELINE	LEAD AGENCY
7.1	Ensure that the history of the neighborhood is adequately documented	7.1.1	Complete and adopt the historic context statement	7.1.1.1	Not applicable – already adopted.	Motion #0277 of the Historic Preservation Commission	Completed March 2016	Planning
		7.1.2	Complete and adopt the historic resources survey	7.1.2.1	Not applicable – already adopted.	Motion #0277 of the Historic Preservation Commission	Completed March 2016	Planning
7.2	Support the preservation, recognition, and wellbeing of the neighborhood's cultural heritage resources	7.2.1	Facilitate the creation and implementation of a SoMa Pilipinas Cultural Heritage Strategy	7.2.1.1	Staff community process of developing the SoMa Pilipinas Cultural Heritage Strategy.	Ongoing community process culminating in presentations to the Planning Commission, Historic Preservation Commission, and Board of Supervisors	Expected Fall of 2016	Planning
				7.2.1.2	To be determined, based on results of Strategy.	TBD based on results of Strategy	Upon adoption of Strategy	To be determined
		7.2.2	Facilitate the creation and implementation of other social or cultural heritage strategies, such as for the LGBTQ community	7.2.2.1	Support efforts to implement the recommendations of the LGBTQ Historic Context Statement.	Ongoing community and City conversation	Ongoing	Planning
				7.2.2.2	As appropriate, undertake community process of developing a cultural heritage strategy for groups important to the living history of Central SoMa.	Ongoing community and City conversation	Ongoing	Planning
7.3	Ensure the neighborhood's tangible and intangible industrial and arts legacy is not lost	7.3.1	Implement strategies that maintain PDR jobs in the neighborhood	7.3.1.1	See implementation measures related to Objective 3.3.	Planning Code amendment	Upon Plan Adoption	Planning
		7.3.2	Support the preservation of buildings and features that reflect the industrial and arts legacy of the neighborhood	7.3.2.1	See implementation measures related to Objectives 7.4, 7.5, and 7.6.	Planning Code amendment	Upon Plan adoption	Planning
7.4	Prevent demolition of or insensitive alterations to cultural heritage resources in the built environment	7.4.1	Protect Landmark-worthy cultural heritage properties through designation to Article 10 of the Planning Code	7.4.1.1	Maintain and safeguard properties already designated to Articles 10 and 11 of the Planning Code within the Plan Area.	Ongoing implementation of existing Planning Code requirements	Ongoing	Planning

#	OBJECTIVE	#	POLICY	#	IMPLEMENTATION MEASURE	IMPLEMENTATION MECHANISM	TIMELINE	LEAD AGENCY
				7.4.1.2	Designate properties and districts to Article 10 of the Planning Code	Planning Code amendment	Upon Plan adoption and ongoing until complete, with the sequence of additions based on prioritization of the Historic Preservation Commission	Planning
		7.4.2	Protect “Significant” and “Contributory” cultural heritage properties through designation to Article 11 of the Planning Code	7.4.2.1	Expand Article 11 of the Planning Code to include Central SoMa.	Planning Code amendment	Upon Plan adoption	Planning
				7.4.2.2	Reclassify properties and districts to Article 11 of the Planning Code.	Planning Code amendment	Upon Plan adoption	Planning
7.5	Support mechanisms for the rehabilitation and maintenance of cultural heritage properties	7.5.1	Support funding for the rehabilitation of the Old Mint	7.5.1.1	Dedicate funding through a Community Facilities District to support the restoration of the Old Mint.	Requirement of the Community Facilities District	Ongoing, as funding accrues	Planning
		7.5.2	Enable “Significant” and “Contributing” buildings underbuilt per applicable zoning to sell Transferable Development Rights	7.5.2.1	Revise the Transfer of Development Rights (TDR) program to extend to Central SoMa.	Planning Code amendment	Upon Plan adoption	Planning
		7.5.3	Require large new development projects to purchase Transferable Development Rights	7.5.3.1	Require projects to buy TDR (for specific requirements, see the “Requirements for New Development” document). TDR must be purchased from buildings within Central SoMa or public buildings.	Planning Code amendment	Upon Plan adoption	Planning
		7.5.4	Support additions over wholesale demolition to preserve cultural heritage properties	7.5.4.1	For historic buildings not included in Article 10 or 11, require buildings to explore additions as an alternative to demolition. Only support demolition upon demonstrative proof of the infeasibility of additions. Projects informed through the City’s Urban Design Guidelines and the Historic Design Guidelines documents.	Planning Code amendment	Upon Plan adoption	Planning
		7.5.5	Encourage the use of existing strategies and incentives that facilitate the preservation and rehabilitation of designated cultural heritage properties	7.5.5.1	Continue implementing existing programs where appropriate. Such programs include the Mills Act, Federal Rehabilitation Tax Incentives, façade easements, Planning Code exemptions and the use of the California Historic Building Code.	Ongoing promotion and technical support provided by Planning Department’s Preservation Planning team.	Ongoing	Planning, Department of Building Inspection (DBI)

#	OBJECTIVE	#	POLICY	#	IMPLEMENTATION MEASURE	IMPLEMENTATION MECHANISM	TIMELINE	LEAD AGENCY
7.6	Support retention of fine-grained developed pattern and character-enhancing buildings	7.6.1	Restrict the consolidation of small- and medium-sized lots with character-enhancing buildings	7.6.1.1	Ban the consolidation of lots containing buildings with historic or neighborhood-character buildings (California Historic Resources Status Codes 1, 2, 3, 4, 5, and 6L) where the frontage that could be merged is under 200 feet in length (excepting the frontage along the north side of Perry Street and on small blocks where there is a non-character building on the corner).	Planning Code amendment	Upon Plan adoption	Planning
		7.6.2	Incentivize retention of character-enhancing buildings	7.6.2.1	See Implementation Measure 7.6.1.1			

GOAL #8 - ENSURE THAT NEW BUILDINGS ENHANCE THE CHARACTER OF THE NEIGHBORHOOD AND THE CITY

#	OBJECTIVE	#	POLICY	#	IMPLEMENTATION MEASURE	IMPLEMENTATION MECHANISM	TIMELINE	LEAD AGENCY
8.1	Ensure that the ground floors of buildings contribute to the activation, safety, and dynamism of the neighborhood	8.1.1	Require that ground floors actively engage the street	8.1.1.1	Continue implementing the existing requirements that buildings be lined with active uses. Revise the definition of "active" to remove offices and to allow PDR on the ground floor if it meets the transparency and fenestration requirements of non-PDR-uses. Expand the definition of frontages to POPOS and mid-block connections.	Planning Code amendment	Upon Plan adoption	Planning
				8.1.1.2	Comply with the City's Urban Design Guidelines (pending adoption) with regards to design of ground floors.	Design review of individual projects	Ongoing	Planning
				8.1.1.3	Require ground floor ceiling heights of 17 feet for non-residential uses.	Planning Code amendment	Upon Plan adoption	Planning
		8.1.2	Design building frontages and public open spaces with furnishings and amenities to engage a mixed-use neighborhood	8.1.2.1	Review and support building designs where fixtures, furnishings, art, utilities, and programming at the ground floor or adjacent open space invite and support more active and consistent use of public areas including alleys, open spaces, and sidewalks.	Design review of individual projects	Ongoing	Planning
		8.1.3	Ensure buildings are built up to the sidewalk edge	8.1.3.1	Require that new buildings to be built along the street-facing property line up to the top of the podium, which can be between 65 and 85 feet, with an exception for residential buildings with walk-up units (which should have setbacks in accordance with the Ground Floor Residential Guidelines).	Planning Code amendment	Upon Plan adoption	Planning
		8.1.4	Minimize parking and loading entrances	8.1.4.1	Implement the curb cut controls from Policy 4.1.2.	Planning Code amendment	Upon Plan adoption	Planning

#	OBJECTIVE	#	POLICY	#	IMPLEMENTATION MEASURE	IMPLEMENTATION MECHANISM	TIMELINE	LEAD AGENCY
8.2	Ensure that the overall development pattern is complementary to the skyline	8.2.1	Set height limits, bulk controls, and architectural guidelines mindful of important views	8.2.1.1	Set height limits and bulk controls to be complementary to the overall city skyline pattern.	Zoning Map amendment	Upon Plan adoption	Planning
				8.2.1.2	Utilize design and architecture techniques to Central SoMa's tallest buildings to demarcate the 4 th and Townsend intersection and to be able to distinguish the area on the skyline.	Design review of individual projects	Ongoing	Planning
8.3	Reinforce the character of Central SoMa as a mid-rise district with tangible "urban rooms"	8.3.1	Set height limits to enable mid-rise development	8.3.1.1	Set height limits along the major streets to facilitate podiums of 65 to 85 feet.	Zoning Map amendment	Upon Plan adoption	Planning
		8.3.2	Require new buildings to reinforce the "urban room"	8.3.2.1	See Implementation Measure 8.1.3.1.	Planning Code amendment	Upon Plan adoption	Planning
		8.3.3	Require buildings whose height exceeds the width of the major streets to step back at the upper stories	8.3.3.1	For buildings 160 feet or less in height, apply "skyplane" to the portion of the building between 85-160 feet, as follows (and as visually conveyed in the "Guide to Site Design" document): <ul style="list-style-type: none"> • At 85 feet in height, require a 15 foot setback for at least 60% of each frontage, • On the north side of the street: <ul style="list-style-type: none"> ▪ Height district of 130 feet: Require apparent mass reduction of 50%, ▪ Height district of 160 feet: Require apparent mass reduction of 70%. • On the south side of the street: <ul style="list-style-type: none"> ▪ Height district of 130 feet: Require apparent mass reduction of 67%, ▪ Height district of 160 feet: Require apparent mass reduction of 80% 	Planning Code amendment	Upon Plan adoption	Planning
				8.3.3.2	Require setbacks of 15-feet above a height of 85 feet on all sides of the building not facing a public right-of-way.	Planning Code amendment	Upon Plan adoption	Planning
				8.3.3.3	Do not allow any bridges between buildings to be above 130 feet in height.	Planning Code amendment	Upon Plan adoption	Planning

#	OBJECTIVE	#	POLICY	#	IMPLEMENTATION MEASURE	IMPLEMENTATION MECHANISM	TIMELINE	LEAD AGENCY
				8.3.3.4	<p>Require the following additional controls to apply when there is a proposed tower (i.e., building over 160 feet) (as visually conveyed in the "Guide to Site Design" document):</p> <ul style="list-style-type: none"> When there is an existing tower, the second tower should be at least 115 feet. The distance between towers may be reduced to a minimum of 85 feet if <ul style="list-style-type: none"> The difference in the height of the two towers is at least 50 feet, The bulk of the second tower is reduced relative to the reduction in tower separation, such that at 85 feet, the maximum tower bulk shall be 10,000 square feet. Any tower seeking reduced tower separation will be required to be designed contextually to the other tower, and to maximize apparent distance and architectural differentiation, When a tower is adjacent to a building that is between 85 to 160 feet, at least 30 feet separation is required, and On lots large enough to contain a building with a tower portion (taller than 160') and a portion between 85 to 160 feet along a street frontage, in addition to these masses needing to be separated by at least 30 feet, these portions should be designed to look like different buildings from the frontage(s). 	Planning Code amendment	Upon Plan adoption	Planning
		8.3.4	Limit the distribution and bulk of new towers and focus them at important nodes	8.3.4.1	Limit new buildings greater than 160 feet (i.e., towers) to important nodes, including along the new Central Subway, 5 th and Howard, 2 nd and Harrison, and 5 th and Howard, and 5 th and Brannan.	Zoning Map amendment	Upon Plan adoption	Planning
				8.3.4.2	<p>Require the following bulk controls for buildings taller than 160 feet (as visually conveyed in the "Guide to Site Design" document):</p> <ul style="list-style-type: none"> Tower bulk controls apply starting at a podium height 85 feet, Above 85 feet, a 15-foot setback will be required along all property lines, No residential or hotel use allowed to have a floor exceed 12,000 gross square feet, The average floor for commercial uses cannot exceed 15,000 gross square feet and no single floor may exceed 17,000 gross square feet, For towers 250 feet or more, the upper 1/3 of the tower portion must feature minimum bulk reductions of 15% of the floorplate and the maximum diagonal of 7.5%. The upper tower bulk reduction shall not be required for any tower for which the overall tower is reduced from the maximum bulk allowance by an equal or greater volume (above a height of 85 feet), The maximum horizontal ("plan") dimension of 150 feet, and The maximum diagonal dimension of 190 feet. 	Planning Code amendment	Upon Plan adoption	Planning

#	OBJECTIVE	#	POLICY	#	IMPLEMENTATION MEASURE	IMPLEMENTATION MECHANISM	TIMELINE	LEAD AGENCY
		8.3.5	Limit heights in areas with a high concentration of historic buildings and areas of unique character	8.3.5.1	Keep height limits as is at South Park, the South End Historic District and the South End Historic District Extension.	Zoning Map amendment	Upon Plan adoption	Planning
				8.3.5.2	Create lower heights on 4 th and near Bessie Carmichael Annex.	Zoning Map amendment	Upon Plan adoption	Planning
		8.3.6	Minimize the impact of shadows on public spaces to the extent feasible, balanced with other core objectives	8.3.6.1	Set height limits districts to minimize shadow impacts on South Park, Yerba Buena Gardens, and Bessie Carmichael School's 6th-8th grade campus.	Zoning Map amendment	Upon Plan adoption	Planning
				8.3.6.2	Sculpt new development to the degree possible to minimize shadows on public spaces without unduly impacting development capacity.	Design review of individual projects	Ongoing	Planning
		8.3.7	Utilize new buildings to diminish the dominant presence of the freeway in the neighborhood	8.3.7.1	Raise height limits above the existing 30 feet limits between 2 nd and 4 th Streets.	Zoning Map amendment	Upon Plan adoption	Planning
8.4	Ensure that narrow streets and alleys maintain their intimacy and sense of openness to the sky	8.4.1	Require new buildings facing alleys and narrow streets to step back at the upper stories	8.4.1.1	Maintain existing sun-angle requirements on the south side of east-west narrow streets (35-foot wide or less).	Ongoing implementation of existing Planning Code requirements	Ongoing	Planning
				8.4.1.2	Extend the sun-angle requirement on the south side of east-west narrow streets (35 feet wide or less) to the south side of north-south narrow streets.	Planning Code amendment	Upon Plan adoption	Planning
				8.4.1.3	Apply skyplane to north side narrow streets (35 feet wide or less) at heights above 35 feet as follows (and as visually conveyed in the "Guide to Site Design" document): <ul style="list-style-type: none"> • Height districts of 55 feet and under: require upper stories set back at least 10 feet at the property line above a height equivalent to 1.25 times the width of the abutting alley, • Height district of 65 feet: Require apparent mass reduction of 50%, • Height district of 85 feet: Require apparent mass reduction of 70%, • Height district of 130 feet: Require apparent mass reduction of 85%, • For towers, the skyplane controls do not apply, and • For buildings along Perry Street, require upper stories set back at least 10 feet at the property line above a height equivalent to 1.25 times the width of the street. 	Planning Code amendment	Upon Plan adoption	Planning

#	OBJECTIVE	#	POLICY	#	IMPLEMENTATION MEASURE	IMPLEMENTATION MECHANISM	TIMELINE	LEAD AGENCY
				8.4.1.4	On streets between 36 and 80 feet in width, apply the skyplane requirements of major streets as described in Implementation Measure 8.3.3.1, but begin the apparent mass reduction requirements at a height equivalent to the width of the street.	Planning Code amendment	Upon Plan adoption	Planning
8.5	Ensure that large development sites are carefully designed to maximize public benefit	8.5.1	Provide greater direction and flexibility for large development sites in return for improved design and additional public benefits	8.5.1.1	Develop "Key Development Site Guidelines" that lay out more detailed design guidance and convey specific exceptions allowed and specific public benefits received in return (see "Draft Key Development Site Guidelines" document).	Planning Code amendment	Upon Plan adoption	Planning
				8.5.1.2	An additional 25 feet of height may be permitted on sites where such flexibility in height would facilitate the provision of affordable housing and/or public parks and recreational facilities beyond what would otherwise be required by the Plan, as long as that additional height did not increase the overall amount of development otherwise enabled by the Plan or cause new significant impacts related to wind and shadow.	Planning Code amendment	Upon Plan adoption	Planning
		8.5.2	Limit the length of new buildings	8.5.2.1	Continue implementing the existing requirements for horizontal mass reductions.	Ongoing implementation of existing Planning Code requirements	Ongoing	Planning
				8.5.2.2	Continue limiting the length of any new building to 300 feet.	Ongoing implementation of existing Planning Code requirements	Ongoing	Planning
8.6	Promote high quality architecture that enhances the neighborhood	8.6.1	Conform to the City's Urban Design Guidelines	8.6.1.1	Comply with the City's Urban Design Guidelines (pending adoption).	Design review of individual projects	Ongoing	Planning
		8.6.2	Promote innovative and contextually-appropriate design	8.6.2.1	Utilize application of "skyplane" as a device to create interestingly shaped buildings (as detailed in the "Guide to Site Design" document).	Design review of individual projects	Ongoing	Planning
				8.6.2.2	Harmonize new building designs with existing neighborhood materials but in a contemporary or reinterpreted way (as detailed in the "Guide to Site Design" document).	Design review of individual projects	Ongoing	Planning
				8.6.2.3	Recognize and enhance existing local material and geometry variations to support neighborhood-specific architecture (as detailed in the "Guide to Site Design" document).	Design review of individual projects	Ongoing	Planning
				8.6.2.4	Employ innovative architectural ideas for larger projects that provide a clear organizing principle for design (as detailed in the "Guide to Site Design" document).	Design review of individual projects	Ongoing	Planning
				8.6.2.5	Allow rooftop screening mechanisms to be proportional to building height	Planning Code amendment	Upon Plan adoption	Planning

#	OBJECTIVE	#	POLICY	#	IMPLEMENTATION MEASURE	IMPLEMENTATION MECHANISM	TIMELINE	LEAD AGENCY
		8.6.3	Design the upper floors to be deferential to the "urban room"	8.6.3.1	Require buildings to comply with skyplane controls discussed under Policy 8.3.3 and 8.4.1.	Planning Code amendment	Upon Plan adoption	Planning
				8.6.3.2	Utilize material systems that visually diminish upper facades.	Design review of individual projects	Ongoing	Planning
		8.6.4	Design buildings to be mindful of wind	8.6.4.1	For buildings over 85 feet, set the following wind requirements: <ul style="list-style-type: none"> Do not allow an increase in the number of hours during which wind exceeds the "comfort criterion" defined for Central SoMa. Do not allow an increase in the total exceedances of the "hazard criterion" defined for Central SoMa. Apply the same exceptions included in Section 148. 	Planning Code amendment	Upon Plan adoption	Planning
		8.6.5	Ensure large projects integrate with existing urban fabric and provide a varied character	8.6.5.1	Modulate larger projects vertically or horizontally, whichever is more appropriate, to reflect surrounding lots and massing patterns.	Design review of individual projects	Ongoing	Planning
				8.6.5.2	For projects with more than one building, recognize and respond to the existing pattern of long blocks, open spaces, and large and small streets.	Design review of individual projects	Ongoing	Planning
				8.6.5.3	Vary the roofs of buildings for projects with long facades.	Design review of individual projects	Ongoing	Planning
				8.6.5.4	Require projects on site that are larger than two acres to have multiple architects.	Planning Code amendment	Upon Plan adoption	Planning
8.7	Establish clear rules for development	8.7.1	Wherever possible, delineate via the Planning Code what is allowed and not allowed in new development	8.7.1.1	Utilize the Community Plan Exemption process for complying projects.	Ongoing implementation of CEQA	Ongoing	Planning
				8.7.1.2	Minimize potential exceptions and exemptions within the Planning Code.	Planning Code amendment	Upon Plan adoption	Planning
				8.7.1.3	Increase the threshold for seeking "Large Project Authorization" commensurate with the neighborhood's expected development.	Planning Code amendment	Upon Plan adoption	Planning

#	OBJECTIVE	#	POLICY	#	IMPLEMENTATION MEASURE	IMPLEMENTATION MECHANISM	TIMELINE	LEAD AGENCY
				8.7.1.4	Limit the capacity for complaints against uses operating in a lawful manner.	Administrative Code amendment	Upon Plan adoption	Planning

**EXHIBIT IV.2 – DRAFT
PUBLIC BENEFITS PROGRAM**

CENTRAL SOMA PUBLIC BENEFITS PROGRAM

I. INTRODUCTION

The vision of the Central SoMa Plan is to create a social, economic, and environmentally sustainable neighborhood by 2040, with space for approximately 40,000 new jobs and 7,000 new housing units. With its centralized location near downtown, excellent transit access, and numerous undeveloped or underdeveloped sites, the neighborhood is well-positioned to become a new hub for employment and housing the core of the city and Bay Area Region.

As it grows and evolves over the next 25 years, Central SoMa will require significant investments in infrastructure. As such, the City places requirements on new development to help ameliorate and mitigate its impacts. These requirements and controls will result in approximately \$2 billion in public benefits to serve the neighborhood – compared to the \$500 million in revenues that would occur absent the plan.

The purpose of this Public Benefits Program 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. It includes the following sections:

1. **Process:** This section briefly outlines the process of developing the implementation program and strategy for the Central SoMa Plan, including describing the supporting needs assessments, community outreach and interagency process, and technical analyses.
2. **Public Benefits Package:** This section outlines a range of infrastructure and services that will serve new growth anticipated under the Plan, including a description of the implementing agencies/ organizations and anticipated timeline for delivery.
3. **Funding Strategy:** This section describes the requirements on new development to finance the improvements proposed in the Public Benefits Package.
4. **Administration & Monitoring:** This section describes the interagency processes for ensuring coordination during the plan implementation period, as well as procedures for ongoing monitoring to ensure that the Plan's objectives are being met.

Several of the funding and implementation processes are legally established and more thoroughly described in other City codes and ordinances, including the Planning Code and Administrative Code. Also note that these proposals are designed to be consistent with the requirements of California Mitigation Fee Act and all proposed development impact fees have been evaluated against relevant maximum justified nexus amounts, where applicable.¹

¹ As required by California Mitigation Fee Act (CA Government code § 66000 et seq.), cities may enact development impact fee requirements provided they are roughly proportional in nature and extent to the impact of the new development.

II. PROCESS

The Planning Department worked iteratively with other agencies and stakeholders to develop the public benefits, financing, and administration strategies described in this Implementation Plan. Concepts for infrastructure and public benefits were first developed for the Draft Central Corridor Plan in 2013, and further refined through additional outreach leading up to the Draft Central SoMa Plan in 2016. The Department held a series of public meetings and conducted an online survey in order to solicit public feedback on needs and funding priorities for public benefits. Details from these outreach events is chronicled at the project website (<http://centralsoma.sfplanning.org>).

This document describes a fiscally constrained list of projects that has been prioritized based on City and community feedback. It may not reflect the entire scope of possible infrastructure and service needs in the Plan Area, nor the longer term needs beyond the life of the Plan (anticipated as 25 years). It reflects public input on key neighborhood priorities and needs, informed by feedback from implementing agencies on project feasibility and cost. All public benefits identified will require further scoping and analysis on project design, financial feasibility, and implementation. Project scoping and planning has already begun for a number of the City agency projects identified here, with the goal of having projects ready for construction by the time that funding generated by the Plan becomes available.

Additional technical analysis was conducted to support these proposed public benefits. A financial feasibility analysis by Seifel Consulting, Inc. was conducted in order to quantify the value created by the Plan and establish a financially feasible level of development requirements. Other nexus studies conducted for the City's development impact fees provided further information on the amount of new infrastructure and services needed to serve new development. This document was also informed by methods and processes used for prior area planning processes (including Eastern Neighborhoods, Market & Octavia, and Transit Center District Plan).

The City may choose to revisit this list of projects in the future, as the neighborhood evolves and/or new needs are identified. Any such process would involve substantial public input and would require a revision to this Implementation Document. As described further in Section IV (Administration & Monitoring), oversight for implementation of this plan will be shared among various public agencies and elected officials, with input from the public through Community Advisory Committees (CACs) and other events or hearings. These regulatory bodies will be responsible for overseeing ongoing capital planning efforts, including: financial reporting and monitoring; deliberation regarding the sequencing and prioritization of expenditures; and if necessary, modifications to the Implementation Document, which would require ultimate approval by the Board of Supervisors.

III. PUBLIC BENEFITS PACKAGE

Public benefits are goods and services expected to be generated by new development that typically: 1) support the broader community's wellbeing; 2) are not provided voluntarily by the private sector (or at least not in sufficient quantity or quality to meet demand); and, 3) require some sort of subsidy or opportunity cost (e.g. public or private funding) to create, operate, and maintain. Common types of public benefits include affordable housing, parks, and transit service. In order to fund public benefits, government agencies utilize "value capture" strategies – such as development requirements, taxes, fees, or other exactions. These strategies are often implemented concurrent to investments in public infrastructure (such as new transit service) or increases in development potential for property owners. The public benefits generated through these strategies are typically delivered through one or more of the following three mechanisms:

- **Direct provision** of benefit by a specific development project (e.g. on-site affordable housing units or the provision of Privately Owned Public Open Spaces (POPOS). These public benefits are typically provided at the same time as the new development or shortly thereafter.
- **One-time impact fees** paid when a project is ready for construction, such as citywide (e.g. Child Care Fee) and area plan fees (e.g. Eastern Neighborhoods Community Infrastructure Fee).
- **Ongoing taxation** such as a Mello-Roos Community Facilities District (CFD).

This section describes the public benefits and the key funding sources expected to be generated by the Plan. There are nine categories of public benefits that would be funded by the Central SoMa Plan in support of its Goals, Objectives, and Policies. Table 1 summarizes how the revenues generated by Plan would be allocated among these public benefits, accompanied by a detailed discussion of each category of public benefit provided in order of allocated funding.²

Notably, in addition to this \$2 billion increase in funding for public benefits expected to be generated directly by new development, taxes from new development in the Plan Area are expected to generate up to \$1 billion additional revenues for the City's General Fund within the same time period, through increased property taxes, sales taxes, and other means. These taxes could be directed toward the neighborhood, other citywide needs, or a combination of the two at the discretion of the City's budgeting process. Additionally, the City could choose to fund public benefits in the neighborhood through other mechanisms, such as bonds or general taxes. Any of these funding sources could be directed to the Plan Area to accelerate delivery of public benefits, which would make the timing of implementation less dependent on the phasing of new development. However, pursuit of these mechanisms are dependent on processes and decision-making external to the adoption of this plan. Such additional funding sources would enable the City to address other neighborhood infrastructure needs, as identified at that time. For additional analysis of the overall economic impact of the Central SoMa Plan, see the Economic Impact Statement prepared by the Office of Economic Analysis.³

² All dollar amounts expressed here are in 2017 dollars. Actual average revenues collected each year will be higher, due to scheduled tax rate escalation as well as indexing of City fees (which are escalated annually to reflect construction costs). The table also includes \$70 million whose allocation is to be determined. Potential use of this money includes for social and cultural programming in the neighborhood.

³ The Economic Impact Statement is not expected until after Initiation of this Plan, at which point a link will be added to the report.

Table 1

CENTRAL SOMA PUBLIC BENEFITS PACKAGE: SUMMARY (IN 2017 DOLLARS)

BENEFIT	TOTAL REVENUES	CATEGORY ALLOCATION (%)
Affordable Housing	\$940,000,000	43%
38% of new/rehabilitated housing is Below-Market Rate (BMR) (35% low/moderate income and 3% middle income)	\$940,000,000	43%
Transit	\$500,000,000	23%
Local transit improvements to enhance convenience and safety	\$340,000,000	16%
Regional transit capacity enhancement and expansion	\$160,000,000	7%
Production, Distribution, & Repair	\$180,000,000	8%
Preservation and creation of PDR space to ensure no net loss of PDR due to the Plan	\$180,000,000	8%
Parks & Recreation	\$170,000,000	8%
Gene Friend Recreation Center Reconstruction/Expansion	\$25,000,000	1%
Victoria Manalo Draves Park Programming	\$5,000,000	0%
New 1-acre park in Southwest portion of Plan Area	\$35,000,000	2%
New public recreation center	\$10,000,000	0%
New large (2+ acre) SoMa park (initial site identification)	\$5,000,000	0%
New Bluxome linear park	\$5,000,000	0%
New under-freeway public recreation area	\$5,000,000	0%
Privately-Owned Public Open Spaces (POPOS)	\$80,000,000	4%
Complete Streets	\$130,000,000	6%
Redesign of all major streets in the Plan Area to be safe and comfortable for people walking, biking, and on transit.	\$130,000,000	6%
Environmental Sustainability & Resilience	\$68,000,000	3%
Enhanced stormwater management in complete street projects	\$32,000,000	1%
Freeway corridor air quality and greening improvements	\$22,000,000	1%
Living Roofs enhanced requirements	\$6,000,000	0%
Other energy and water efficiency projects	\$8,500,000	0%
Schools & Childcare	\$58,000,000	3%
New childcare centers	\$26,000,000	1%
New schools serving K-12 population	\$32,000,000	1%
Cultural Preservation	\$40,000,000	2%
Restoration of the US Mint Building	\$20,000,000	1%
Preservation and maintenance of historic buildings	\$20,000,000	1%
Community services	\$20,000,000	1%
New community facilities (e.g., health care clinics and job training centers)	\$20,000,000	1%
TO BE DETERMINED	\$70,000,000	3%
TOTAL	\$2,176,000,000	100%

Table 2

CENTRAL SOMA PUBLIC BENEFITS PACKAGE: DETAILED FUNDING SOURCES & USES (IN 2017 DOLLARS)

PUBLIC BENEFIT	FUNDING SOURCE										TOTAL (BY CATEGORY)	% SHARE
	DIRECT PROVISION BY	CENTRAL SOMA COMMUNITY FACILITIES DISTRICT (CFD)	EASTERN NEIGHBORHOODS INFRASTRUCTURE FEE (\$423)	TRANSPORTATION SUSTAINABILITY FEE (\$411A)	JOBS-HOUSING LINKAGE FEE (\$413)	AFFORDABLE HOUSING FEE (\$415)	CENTRAL SOMA INFRASTRUCTURE FEE (\$428.2)	SCHOOL IMPACT FEE (CA ED, CODE \$17620)	CHILD CARE FEE (\$414 AND 414(A))	CENTRAL SOMA COMMUNITY FACILITIES FEE (\$428.1)		
AFFORDABLE HOUSING	\$550,000,000				\$210,000,000	\$180,000,000					\$940,000,000	43%
TRANSIT		\$160,000,000	\$90,000,000	\$210,000,000			\$40,000,000				\$500,000,000	23%
PRODUCTION, DISTRIBUTION, & REPAIR (PDR)	\$180,000,000										\$180,000,000	8%
PARKS & RECREATION	\$80,000,000	\$30,000,000	\$60,000,000								\$170,000,000	8%
COMPLETE STREETS		\$30,000,000	\$90,000,000	\$10,000,000							\$130,000,000	6%
ENVIRONMENTAL SUSTAINABILITY	\$10,000,000	\$60,000,000									\$70,000,000	3%
SCHOOLS & CHILDCARE								\$30,000,000	\$30,000,000		\$60,000,000	3%
CULTURAL PRESERVATION	\$20,000,000	\$20,000,000									\$40,000,000	2%
COMMUNITY SERVICES										\$20,000,000	\$20,000,000	1%
TO BE DETERMINED		\$70,000,000									\$70,000,000	3%
TOTAL (BY SOURCE)	\$840,000,000	\$370,000,000	\$240,000,000	\$220,000,000	\$210,000,000	\$180,000,000	\$40,000,000	\$30,000,000	\$30,000,000	\$20,000,000	\$2,180,000,000	100%

AFFORDABLE HOUSING

Central SoMa Plan Objective 2.3, states that the City should “Ensure that at least 33% of new housing is affordable to very low, low, and moderate-income households”.⁴ The Central SoMa Plan will generate approximately 2,670 affordable units. The Plan will require that these below market rate units are developed within SoMa (i.e., the area bounded by Market Street, the Embarcadero, King Street, Division Street, and South Van Ness Avenue).

Table 3

TOTAL ESTIMATED COSTS – AFFORDABLE HOUSING

BENEFIT	TOTAL REVENUES	FUNDING SOURCES	DESCRIPTION	LEAD AGENCIES
1,970 BMR units	\$730,000,000	Inclusionary Housing Program (Planning Code Section (Sec.) 415)	Applicable to new residential developments. Individual developments may choose how to satisfy the program requirements, but revenues are generally expected to be split 50-50 between: 1) onsite Inclusionary Housing Program units provided directly by development projects; and, 2) off-site Inclusionary Housing units or units provided by MOHCD, funded by payment of the Affordable Housing Fee	MOHCD
700 BMR units	\$210,000,000	Jobs-Housing Linkage Fee (Sec. 413)	Fee is paid by new nonresidential developments, and units are provided by MOHCD.	MOHCD
TOTAL	\$940,000,000			

Delivery and Timing

All of the funding sources for below-market rate (BMR) units in the Plan Area are provided through either direct provision or impact fees paid by new developments. As such, the delivery of BMR units is highly dependent on the volume of new development. Onsite and offsite BMR units provided through the Inclusionary Housing Program are expected to be provided at the same time as market rate units of the affiliated project.

BMR units funded through impact fees at the time of development are directed to the Mayor’s Office of Housing and Community Development (MOHCD), which uses the money to identify and purchase sites and construct new affordable housing units, often in conjunction with nonprofit housing developers. MOHCD may need to assemble the impact fees from several market-rate projects to obtain sufficient funds for each new affordable housing project. Thus, the development of these units may lag behind the market rate units, unless additional affordable housing funds are directed to the Plan Area in the interim.

In addition, MOHCD is increasingly exploring affordable housing preservation strategies, in which they convert existing housing units (such as rent-controlled apartments) into permanently affordable BMR units. The City’s

⁴ Meeting this Objective also fulfills the target of 33% affordability in the city, as established by the votes in 2014’s Proposition K.

Small Sites Program is one such tool, funding acquisition and rehabilitation of 5-to-25-unit rental buildings. Central SoMa could rely on both production and preservation strategies in order to achieve the Plan's affordable housing targets.

TRANSIT

Central SoMa Plan Objective 4.3 states that the City should “Ensure that transit serving the Plan Area is adequate, reliable, and pleasant.” This is because new and enhanced public transportation infrastructure is fundamental to accommodating the influx of new jobs and housing units proposed for Central SoMa. Although the completion of the Central Subway system will provide a vital connection between the Plan Area and the rest of the city, additional improvements will be required over time to ensure that people can travel to and from the area safely and conveniently.

Funding from the Plan will be directed to both local and regional transportation systems, reflecting the important role that the Plan Area will serve as a hub in the Bay Area for jobs, housing, and culture. The Plan is expected to generate \$500 million in investments to both near- and long-term transit service and capacity enhancements, serving both local and regional transit. Local transportation funding needs include, but are not limited to: transit enhancement and expansion, preventive maintenance (e.g. state of good repair efforts), streetscape improvements (such as transit priority lanes and boarding islands), and service adjustments.

Regional transit funding would be directed towards “core capacity” enhancement and expansion projects meant to facilitate movement to the Plan Area from the East Bay and Peninsula/South Bay. Studies are ongoing at the regional level to further define the scope and specifics of such projects, including the Core Capacity Study, Plan Bay Area, and related efforts. Efforts may include BART station and fleet upgrades, Bay Bridge corridor efficiency improvements, Caltrain corridor improvements (such as the Downtown Extension, or DTX, project), and longer-term projects (such as advancement of a second Transbay transit crossing).

Table 4

TOTAL ESTIMATED COSTS – TRANSIT⁵

BENEFIT	TOTAL REVENUES	FUNDING SOURCES	DESCRIPTION	LEAD AGENCIES
Local transportation enhancements	\$340,000,000	Transportation Sustainability Fee (TSF) (Sec. 411A); Eastern Neighborhoods Infrastructure Impact Fee (Sec. 423); Central SoMa Infrastructure Impact Fee (CSF) (Sec. 433); Central SoMa Mello-Roos Community Facilities District (CFD)	Funds will go to SFMTA to support transit service expansion/enhancement as well as preventive maintenance projects.	SFMTA
Regional transit capacity enhancement and expansion	\$160,000,000	TSF (Sec. 411A); CSF (Sec. 433); Central SoMa Mello-Roos Community Facilities District (CFD)	These funds will be split roughly equally between (1) near term enhancements on the Transbay corridor, (2) longer-term "core capacity" projects (such as a second Transbay rail crossing), and (3) enhancements on the Caltrain/High Speed Rail corridor.	TBD, but could include BART, Caltrain, MTC, and California High Speed Rail Authority, among others.
TOTAL	\$500,000,000			

Delivery and Timing

Funds for local transit improvements will be directed to and administered by the San Francisco Municipal Transportation Agency (SFMTA). The funds derived from impact fees (the TSF, Eastern Neighborhoods Infrastructure Impact Fee, and the Central SoMa Fee) will accrue as development projects receive their building permits, and are thus tied directly to the rate of new development. The remaining funds derived from the CFD would accumulate over the lifespan of the Plan and beyond, as new development comes online and begins paying the tax. However, the City also has the option of bonding against this revenue stream, thus accruing these funds substantially earlier. This may be desirable, in order to ensure that transportation investments are in place to attract and meet the needs of new development.

In addition, the portion of revenues from Eastern Neighborhoods Infrastructure Impact Fees is programmed through the Interagency Plan Implementation Committee (IPIC) and the Eastern Neighborhoods Community Advisory Committee (ENCAC), described further in Section IV. The ENCAC, comprised of community stakeholders, provides annual recommendations for how to allocate fee revenues to high priority public projects. These proposals are subsequently evaluated, modified, and approved by the IPIC and the City Capital Planning Committee, and included in the City's annual Capital Budget and 10-year Capital Plan (adopted biennially).

The funds for regional transit improvements will come primarily from the CFD following a similar timeline as described above. These funds would be collected by the Assessor-Recorder's office and directed to regional transportation agencies, through a process that will be governed by an interagency Memorandum of Understanding (MOU).

⁵ Central SoMa Planning Code sections pending Plan adoption

PRODUCTION, DISTRIBUTION, AND REPAIR (PDR)

Central SoMa Plan Objective 3.3 states that the City should “Ensure that the removal of protective zoning does not result in a loss of PDR in the Plan Area.” This is because the production, distribution, and repair (PDR) sector is critical to San Francisco. Companies in the PDR sector serve the needs of local residents and businesses, and tend to provide high-paying jobs and career advancement opportunities for people without a four-year college degree. PDR jobs also enhance the city’s economic diversity and therefore our ability to weather times of economic stress.

The SoMa neighborhood has a legacy as a home for PDR jobs. The Plan would ensure that the removal of protective zoning does not result in a net loss of PDR jobs in the Plan Area, by providing requirements to fund, build, and/or protect PDR spaces. The total amount of PDR space that will be preserved or created is approximately 900,000 square feet.

Table 5

TOTAL ESTIMATED COSTS – PRODUCTION, DISTRIBUTION, AND REPAIR⁶

BENEFIT	TOTAL REVENUES	FUNDING SOURCES	DESCRIPTION	LEAD AGENCIES
900,000 sq ft of PDR space	\$180,000,000	Direct provision by new development (Sec. 202.8 and Sec. 249.78)	PDR space directly provided by new development	Planning
TOTAL	\$180,000,000			

Delivery and Timing

The direct provision of PDR space will come from land use controls and conditions for allowing residential and non-residential development, in the form of requirements to maintain and/or replace existing spaces and to include new space in developments. As a direct provision, no transfer of funds or payment of fees will occur.⁷ The PDR space will be provided at the same time the associated space becomes ready for occupancy.

PARKS & RECREATION

Central SoMa Plan Goal #5 states that the Plan area should “offer an abundance of parks and recreational opportunities.” Central SoMa and the broader SoMa neighborhood currently suffer from a shortage of public parks and recreational opportunities, largely due to the area’s industrial history. The Plan envisions a range of new parks, recreational facilities, and public open spaces, in addition to funding for renovation and programming of existing facilities (thereby fulfilling Plan Objectives 5.1-5.6). These new and upgraded facilities may include playgrounds, sport facilities, recreational programs, and passive open spaces, catering to diverse open space needs.

⁶ Central SoMa Planning Code sections pending Plan adoption

⁷ The Plan endorses the pursuit and analysis of an in-lieu fee for PDR, but the fee itself is not proposed as part of the Plan.

Table 6

TOTAL ESTIMATED COSTS – PARKS & RECREATION⁸

BENEFIT	TOTAL REVENUES	FUNDING SOURCES	DESCRIPTION	LEAD AGENCIES
Gene Friend Recreation Center Reconstruction/Expansion	\$25,000,000	Eastern Neighborhoods Infrastructure Impact Fee (Sec. 423)	Enhancement/expansion of existing facility to accommodate growth in demand.	Rec & Park
Victoria Manalo Draves Park Programming	\$5,000,000	Central SoMa Mello-Roos Community Facilities District (CFD)	Funding for activation and programming.	Rec & Park
New 1-acre park in Southwest portion of Plan Area	\$35,000,000	Eastern Neighborhoods Infrastructure Impact Fee (Sec. 423)	Development of a potential park on the existing SFPUC-owned lot in the area between 4th, 5th, Bryant, and Brannan Streets. This may potentially be provided by an In-Kind Agreement with surrounding development.	Rec & Park
New public recreation center	\$10,000,000	Eastern Neighborhoods Infrastructure Impact Fee (Sec. 423)	This may potentially be funded through direct provision on a development project.	Rec & Park
New large (2+ acre) SoMa park (initial site identification)	\$5,000,000	Eastern Neighborhoods Infrastructure Impact Fee (Sec. 423)	Funding for initial site identification and coordination for a large signature park in the larger SoMa area.	Rec & Park
New Bluxome linear park	\$5,000,000	Central SoMa Mello-Roos Community Facilities District (CFD)	A park built on the existing Bluxome Street right of way. This may potentially be developed as a privately-owned public open space (POPOS) by nearby developments.	Planning
New under-freeway public recreation area	\$5,000,000	Eastern Neighborhoods Infrastructure Impact Fee (Sec. 423)	This may potentially be developed as a POPOS by nearby developments.	Rec & Park
Privately-Owned Public Open Spaces (POPOS)	\$80,000,000	Direct provision by new development (Sec. 138)	Up to four acres of net new publicly-accessible open space spread across the Plan area, provided directly on new development projects.	Planning
TOTAL	\$170,000,000			

Delivery and Timing

Revenues from impact fees will accrue concurrently with the pace of new development, while the CFD revenues accrue annually as additional projects come online and begin paying the tax (or earlier should the City choose to bond against this revenue stream). The prioritization of projects is conveyed in Table 6, with the highest priority for funding at the top of the table. However, this order may be amended, through input from the Eastern Neighborhoods Community Advisory Committee and Interagency Plan Implementation

⁸ Central SoMa Planning Code sections pending Plan adoption. This list of projects is ordered by priority, based on community feedback and discussions with the Recreation and Parks Department. It is not legally binding and is subject to change in response to future open space opportunities and priorities in the Plan Area. The cost of parks and recreational benefits is highly subject to design decisions and identification of complementary funding sources. If the benefits listed all cost the City the maximum foreseeable, then the sum of these benefits will exceed the amount allocated.

Committee, policymakers, and other public feedback, based on timing considerations (such as shovel readiness) and financial considerations (such as leveraging other funds).

POPOS would be delivered at the same time as their associated development projects, and would undergo an urban design review process involving the Planning Department and Recreation and Parks Department to ensure that they meet minimum requirements for size, usability, and quality. Collectively, the POPOS requirement is expected in result in up to four acres of new publicly accessible open space, all of which will be provided at ground level.

COMPLETE STREETS

Central SoMa Plan Objective 4.1. states that the City should “Provide a safe, convenient, and attractive walking environment on all the streets in the Plan Area.” The current network of streets in the Plan Area provides a poor experience for all users – whether walking, driving, riding transit, or cycling. Streets are clogged with rush hour traffic, many sidewalks are not up to City standards, crosswalks are few and far between, and bicycle infrastructure is incomplete and discontinuous – all of which contribute to high rates of traffic crashes and injuries.

The Plan calls for complete streets improvements to make walking and biking more safe and convenient, in order to complement the transit improvements and encourage people to drive less. Funding generated by new development will be used to transform 100 percent of all major streets in the Plan Area (totaling approximately 25,000 linear feet) into high quality streets for walking, biking, and transit.

Table 7

TOTAL ESTIMATED COSTS – COMPLETE STREETS⁹

BENEFIT	TOTAL REVENUES	FUNDING SOURCES	DESCRIPTION	LEAD AGENCIES
Redesign of all major streets in the Plan Area	\$130,000,000	Transportation Sustainability Fee (TSF) (Sec. 411A); Eastern Neighborhoods Infrastructure Impact Fee (Sec. 423); Central SoMa Infrastructure Impact Fee (CSF) (Sec. 433); Central SoMa Mello-Roos CFD	Redesign of approximately 25,000 linear feet of major streets (including portions of 3rd, 4th, 5th, 6th, Howard, Folsom, Harrison, Bryant, Brannan, and Townsend Streets) at an estimated cost of \$4,400-\$5,400 per linear foot.	SFMTA
TOTAL	\$130,000,000			

Delivery and Timing

All funding dedicated to complete streets would be directed to the SFMTA and San Francisco Department of Public Works (SFPDWP) for planning, design, and construction. These funds are projected to be sufficient to redesign all the major streets in the Plan Area. Although the Central SoMa Plan includes conceptual designs for

⁹ Central SoMa Planning Code sections pending Plan adoption

the major streets, each street will need to undergo a more detailed design process, incorporating additional public feedback and environmental review as necessary, and including opportunities for incorporating environmental sustainability and green landscaping elements. Although improving main streets is the highest priority, improvements may also be implemented on alleyways in the Plan Area as funding allows. Within the main streets, prioritization will be set by SFMTA.

As noted in the Transit section above, revenues from the Eastern Neighborhoods Infrastructure Impact Fees receive additional oversight through the Eastern Neighborhoods Community Advisory Committee and the IPIC. The improvements funded by fees and the CFD could occur as money is accrued. The fees will accrue concurrently with the pace of development, while the CFD accrues annually as additional projects come online and begin paying the tax. As previously noted, the City has the option to accelerate projects by bonding against this revenue stream or utilizing other funds (including general fund revenues).

Alternatively, some improvements may be provided directly by development in order to meet minimum Better Streets Plan requirements or to satisfy an In-Kind Agreement, particularly on the new and renovated mid-block alleys that will not be included in SFMTA streetscape planning efforts. These improvements would be completed at the same time as the affiliated development project.

ENVIRONMENTAL SUSTAINABILITY & RESILIENCE

Central SoMa Plan Goal #6 is to “Create an Environmentally Sustainable and Resilient Neighborhood.” where urban development gives more to the environment than it takes (thereby fulfilling Plan Objectives 6.1–6.8). The Plan proposes innovative building- and neighborhood-scale interventions to improve environmental performance, providing a model for the rest of the city and beyond. New development will be required to incorporate living roofs, generate renewable energy onsite, and use only 100% greenhouse gas-free (GHG-free) electricity for the balance. Funds will also be directed to adding habitat-supportive landscaping and green infrastructure to streets and open spaces, to beautify them while also improving air quality, micro climate comfort, stormwater management, and ecological function. District-scale utility systems (e.g., shared energy and/or water systems linked between both new and existing buildings) are encouraged in order to enhance resource and cost efficiencies.

Table 8

TOTAL ESTIMATED COSTS – ENVIRONMENTAL SUSTAINABILITY & RESILIENCE¹⁰

BENEFIT	TOTAL REVENUES	FUNDING SOURCES	DESCRIPTION	LEAD AGENCIES
Enhanced stormwater management in complete street projects	\$32,000,000	Central SoMa Mello-Roos Community Facilities District (CFD)	Stormwater infrastructure (grey infrastructure, landscaping, etc.) on all major streets.	Planning, SFPUC
Freeway corridor air quality and greening improvements	\$22,000,000	Central SoMa Mello-Roos Community Facilities District (CFD)	Greening improvements along/under the freeway corridor to improve air quality and enhance pedestrian comfort.	Planning
Living Roofs enhanced requirements	\$6,000,000	Direct provision by new development (Sec. 249.77)	Living Roofs requirement of 50% of usable roof area on projects 160' or shorter, surpassing City policy.	Planning
Better Roofs demonstration projects	\$2,000,000	Central SoMa Mello-Roos Community Facilities District (CFD)	Demonstration projects to provide guidance and highlight best practices, including a Living Roof project (\$1mn) and a solar project (\$500k).	Planning
Water recycling and stormwater management in public spaces	\$5,000,000	Central SoMa Mello-Roos Community Facilities District (CFD)	Infrastructure for 100% recycled (non-potable) water for street cleaning and public park irrigation; green stormwater management in parks.	Planning, SFPUC
100% energy-efficient street lights	\$1,000,000	Central SoMa Mello-Roos Community Facilities District (CFD)	Energy efficient upgrades to street lights throughout the Plan area.	Planning, SFPUC
Sustainability studies & guideline documents	\$2,000,000	Central SoMa Mello-Roos Community Facilities District (CFD)	Funding for a District Energy & Water Utility Systems Study (\$500k), a Central SoMa Sea Level Rise & Flood Management Strategy (\$400k), a Fossil Fuel Free Buildings Study & Guidelines Document (\$300k), and Flood Resilient Design Guidelines (\$300k)	Planning
TOTAL	\$68,000,000			

Delivery and Timing

The majority of funding for environmental sustainability improvements will be provided by the CFD, and will occur upon accrual of revenues, or earlier if the City chooses to bond against the CFD revenue stream. The sustainability studies and guideline documents discussed above are proposed to be delivered within two years after adoption of the Central SoMa Plan, and may lead to additional new requirements or public benefits.

The Living Roofs are provided directly onsite by new development and will occur with their respective projects. Additional benefits will be directly provided through new development via existing requirements (such as current energy and water efficiency requirements) and are not quantified here.

¹⁰ Central SoMa Planning Code sections pending Plan adoption. Enhanced Living Roof requirements will be applied to all properties in the Plan Area (private and public). Better Roofs demonstration projects will be developed on public-owned properties.

SCHOOLS AND CHILD CARE

Central SoMa Plan Objective 2.6 states that the City should “Support the schools, child care, and community services that serve the local residents.” In terms of schools and child care, the Plan Area is expected to see a large increase in the number of children as it continues to transition from a primarily industrial neighborhood to a mixed-use hub for jobs and housing. The Plan will generate funding to meet the demand for schools and childcare for youth ages 0-18 through existing City impact fees.

Table 9

TOTAL ESTIMATED COSTS – SCHOOLS & CHILDCARE¹¹

BENEFIT	TOTAL REVENUES	FUNDING SOURCES	DESCRIPTION	LEAD AGENCIES
Schools	\$32,000,000	School Impact Fee (State Education Code Sec. 17620)	Impact fees to meet demand for school facilities to serve growth generated within the Plan Area.	SFUSD
Childcare	\$26,000,000	Child Care Fee (Sec. 414 and Sec. 414A); Eastern Neighborhoods Impact Fee (Sec. 423)	Impact fees to meet demand for child care facilities to serve growth, located within the Plan area.	HSA Office of Early Care & Education
TOTAL	\$58,000,000			

Delivery and Timing

All funding sources for this public benefit category are from impact fees, which will accrue at the time projects receive building permits.

The School Impact Fee is directed to the San Francisco Unified School District for use at their discretion throughout the city. New school facilities are expected to serve a broader area than just Central SoMa and will cost significantly more than the funds generated by the fees in the Plan Area. Additional fees, including those collected by the School Impact Fee in previous years, will be required to accrue enough to build new facilities.

Funds from the Child Care Fee and Eastern Neighborhoods Infrastructure Impact Fee will go to the Child Care Facilities Fund, which is administered jointly by the City’s Human Services Agency Office of Early Care and Education and the Low-Income Investment Fund (LIIF). The Child Care Fee money can be spent throughout the City, while the Eastern Neighborhoods fee must be spent within the Eastern Neighborhoods Plan Areas. Child care facilities are less costly than school facilities and might come online sooner. New developments have the option to satisfy up to their entire Eastern Neighborhoods Impact Fee requirement by directly providing publicly-accessible child care onsite through an In-Kind Agreement (IKA), which could result in faster delivery of services.

¹¹ Central SoMa Planning Code sections pending Plan adoption

CULTURAL PRESERVATION

Central SoMa Plan Objective 7.5 states that the City should “Support mechanisms for the rehabilitation and maintenance of cultural heritage properties.” To fulfill this Objective, revenues generated by the Plan will be used as seed funding for the restoration and seismic upgrade of the celebrated U.S. Mint building at 5th and Mission Streets, one of the City’s most significant historic properties. The building has long been envisioned as a major opportunity site to provide a cultural asset that celebrates the civic history of the City.

Revenues from the Plan will also be used to help preserve and maintain important historic buildings within the Plan Area. This revenue will come from the sale of Transfer of Development Rights (TDR), a voluntary program available to these historic buildings whereby they sell their unused development rights to new development in the area. To facilitate the process, large new non-residential developments will be required to purchase TDR from historic buildings in the Plan Area.

Table 10

TOTAL ESTIMATED COSTS – CULTURAL PRESERVATION¹²

BENEFIT	TOTAL REVENUES	FUNDING SOURCES	DESCRIPTION	LEAD AGENCIES
Restoration of the US Mint Building	\$20,000,000	Central SoMa Mello-Roos Community Facilities District (CFD)	Restoration and seismic upgrade of the US Mint Building.	OEWD
Preservation and maintenance of historic buildings	\$20,000,000	Transfer of Development Rights (TDR) (Sec. 128.1)	The sale of Transferable Development Rights from historic buildings to new development. Revenues from these sales are required to be spent on the preservation and maintenance of the associated historic resource.	Planning
TOTAL	\$40,000,000			

Delivery and Timing

Revenues from the CFD used to support the restoration of the US Mint Building will accrue annually as projects come online and begin paying the tax. As previously noted, the City has the option to accelerate projects by bonding against this revenue stream or utilizing other funds (including general fund revenues). Funding from the Plan will be part of a larger funding and programming effort for restoration, rehabilitation, and ongoing operations of the US Mint Building. This scope of work and budget is currently being developed, and it is anticipated that additional funds will need to be generated.

Sale of TDRs for the preservation and maintenance of other significant historic buildings in the Plan Area could occur upon adoption of the Central SoMa Plan.

¹² Central SoMa Planning Code sections pending Plan adoption

COMMUNITY SERVICES

Central SoMa Plan Objective 2.6 states that the City should “Support the schools, child care, and community services that serve the local residents.” “Community services” includes space for nonprofit and government organizations that provide services to the community, such as health clinics and job training facilities. As commercial rents continue to increase citywide, it becomes increasingly difficult for many of these uses to start, grow, and stay in San Francisco. Central SoMa is already a popular location for many of these services, due to its central and transit-accessible location, and large number of commercial properties. The Plan will provide space for these types of facilities, as part of its central goals of increasing jobs and facilitating economic and cultural diversity.

The City has recently developed a Community Facilities Nexus Study in order to quantify the demand for these services generated by new development, in order to establish a legal nexus for levying development impact fees.¹³

Table 11

TOTAL ESTIMATED COSTS – COMMUNITY SERVICES¹⁴

BENEFIT	TOTAL REVENUES	FUNDING SOURCES	DESCRIPTION	LEAD AGENCIES
60,000 sq ft of new space for community services	\$20,000,000	Central SoMa Community Facilities Fee (Sec. 428.1)	Impact fees to develop new facilities for nonprofit community services (such as health care or job training) needed to serve new growth.	MOHCD
TOTAL	\$20,000,000			

Delivery and Timing

Revenues will be directed to the Mayor’s Office of Housing and Community Development (MOHCD) to fund the development of new community facility space. As an impact fee, funding would accrue concurrently with development over the duration of the Plan. Facilities could potentially be developed through some combination of standalone locations (such as a centralized non-profit “hub” space) or potentially co-located within affordable housing projects. In the latter case, because the development of these affordable units would occur after the market rate development providing the necessary funding, the development of community facilities is likely to occur after these new developments as well.

New developments will also be given the option to provide community facilities directly via an In-Kind Agreement with the City (instead of paying the Community Facilities Fee), which would result in faster delivery of the benefit.

¹³ Available at: http://sfcontroller.org/sites/default/files/Documents/Budget/131124_Central%20SoMa%20Nonprofit%20Nexus_FINAL_2016_03_24.pdf

¹⁴ Central SoMa Planning Code sections pending Plan adoption

IV. FUNDING STRATEGY

The previous section describes the funding necessary for infrastructure and other investments to accommodate the significant number of jobs and housing units envisioned in the Central SoMa Plan, as well as to address social, economic, and environmental needs and achieve the Plan's policy goals. To provide this funding, the City proposes requirements on new developments to help ameliorate and mitigate its impacts, in addition to the existing fees and development requirements in place. As stated previously, these requirements are designed to be consistent with the requirements of California Mitigation Fee Act and all proposed development impact fees have been evaluated against applicable maximum justified nexus amounts.

To help determine the requirements on new development, the City conducted a financial feasibility analysis (Financial Analysis of San Francisco's Central SoMa Plan¹). This analysis utilized a Residual Land Value (RLV) model to evaluate the financial feasibility of prototypical development types (both before and after potential Plan adoption), estimate the amount of value created by the Plan, and test the financial impact of applying proposed development requirements and charges that would offset some amount of the new value created (a "land value capture" approach).

The resulting funding strategy includes different levels of requirements, based on the amount of development potential conferred on each property through adoption of the Plan (expressed as an increase in developable height and/or modifications to permit a greater number of land uses). All parcels in the Plan Area are assigned into one of several Central SoMa Public Benefit Tiers (Table 12), based on the amount of additional development potential created.²

Table 12

CENTRAL SOMA DEVELOPMENT TIERS³

INCREASED DEVELOPMENT CAPACITY	TIER
15-45 feet	Tier A
50-85 feet	Tier B
90 feet or more	Tier C

Tables 13 and 14 below summarize what a specific new development project would be obligated to pay in impact fees and taxes, based on the Development Tier of the underlying parcel and proposed land uses. Figures 15 and 16 map where these public benefit tiers occur in the Plan Area.

¹ Developed by Seifel Consulting Inc. Available for download at: http://default.sfplanning.org/Citywide/Central_Corridor/Central_SoMa_Financial_Analysis_Jan2017_FINAL.pdf

² For areas currently zoned SLI or SALI and being rezoned to CMUO or WMUO, "additional development potential" is equal to the height limit proposed by the Central SoMa Plan. Elsewhere, "additional development capacity" is the change in height limit proposed by the Central SoMa Plan.

³ The Financial Analysis from December 2016 had four public benefit tiers; the prior Tier C (90-165 feet) and Tier D (165+ feet) are now collapsed into a single tier.

Table 13

CENTRAL SOMA REQUIREMENTS FOR NEW DEVELOPMENT: NON-RESIDENTIAL (2017 RATES)⁴

REQUIREMENT	TIER A & B	TIER C
EXISTING REQUIREMENTS		
Jobs-Housing Linkage Fee (\$/GSF; office rate shown; Sec. 413)		\$25.49
Eastern Neighborhoods Infrastructure Impact Fee (\$/GSF; Sec. 423)		\$18.73
Transportation Sustainability Fee (\$/GSF; office rate shown; Sec. 411A)		800-99,999 GSF: \$18.94 >99,999 GSF: \$19.99
Childcare Fee (\$/GSF; office and hotel rate; Sec 414 & 414A)		\$1.65
School Impact Fee (\$/GSF; office rate shown; CA Ed. Code Sec. 17620)		\$0.54
Public Art Fee (\$)		1% of construction cost (or direct provision on-site)
Production, Distribution, and Repair (PDR) [# of Floor Area Ratios (FAR); Sec 202.8 & 249.78*]		
For projects seeking an Office Allocation of 50,000s square feet or more		0.4 FAR or replacement requirements per 2016's Proposition X (Planning Code Section 202.8), whichever is higher
For projects not seeking an Office Allocation, or providing <50,000 square feet of Office		Replacement requirements per 2016's Proposition X (Planning Code Section 202.8)
NEW REQUIREMENTS UNDER THE PLAN		
Central SoMa Community Infrastructure Fee (\$/GSF; Sec. 433*)		
For projects seeking an Office Allocation of 50,000 square feet or more	\$21.50	\$0
All other projects	\$41.50	\$20
Mello-Roos Special Tax Community Facilities District (CFD; \$/GSF/yr)	\$0	\$2.75 (4% escalation annually for 25 years, 2% thereafter)
Community Facilities Fee (\$/GSF; Sec 428.1*)		\$1.75
Transferable Development Rights (# of Floor Area Ratios; Sec 128.1)	\$0	1.25 FAR
Privately-Owned Public Open Space (POPOS; Sec 138)		1 square foot for every 50 GSF of development

*Planning Code section pending Plan adoption.

⁴ These tables show the amount of requirements on new development at the time of Plan Adoption. Impact fees shall be updated on an annual basis as fees are indexed or otherwise changed. The Fee Register and related information can be found online at <http://impactfees.sfplanning.org>. The Financial Analysis from December 2016 had four public benefit tiers; the prior Tier C (90-165 feet) and Tier D (165+ feet) are now collapsed into a single tier.

Table 14

CENTRAL SOMA REQUIREMENTS FOR NEW DEVELOPMENT: RESIDENTIAL (2017 RATES)⁵

REQUIREMENT	TIER A	TIER B	TIER C
EXISTING REQUIREMENTS			
Inclusionary Housing (Sec. 415)			
On-Site Option	18% for rental and 20% for condo, escalating annually, per the requirements of Planning Code Section 415		
Affordable Housing Fee and Off-Site Options	30% for rental and 33% for condo		
Eastern Neighborhoods Infrastructure Impact Fee (\$/GSF; Sec. 423)	\$21.41		
Transportation Sustainability Fee (\$/GSF; Sec. 411A)	21-99 Units: \$8.13		
	100+ Units: \$9.18		
Childcare Fee (\$/GSF; Sec 414 & 414A)	1-9 Units: \$0.96		
	10+ Units: \$1.92		
School Impact Fee (\$/GSF; CA Ed. Code Sec. 17620)	\$3.48		
Production, Distribution, and Repair (PDR) [# of Floor Area Ratios (FAR); Sec 202.8 & 249.78]	Replacement requirements per 2016’s Proposition X (Planning Code Section 202.8)		
NEW REQUIREMENTS UNDER THE PLAN			
Central SoMa Community Infrastructure Fee (\$/GSF; Sec. 433*)	\$0	\$10	\$0
Mello-Roos Special Tax Community Facilities District (CFD; \$/GSF/yr)			
Condo	\$0	\$3.30 (2% escalation)	\$5.50 (2% escalation)
Rental	\$0	\$1.00 (2% escalation)	\$1.75 (2% escalation)
Community Facilities Fee (\$/GSF; Sec 428.1*)	\$1.30		
Production, Distribution, and Repair (PDR; Sec 202.8 & 249.78)	For every gross square foot of PDR required per Proposition X (Planning Code Section 202.8), the project gets a waiver of four gross square feet (GSF) from the Eastern Neighborhoods Impact Fee		

*Planning Code section pending Plan adoption.

⁵ These tables show the amount of requirements on new development at the time of Plan Adoption. Impact fees shall be updated on an annual basis as fees are indexed or otherwise changed. The Fee Register and related information can be found online at <http://impactfees.sfplanning.org>. The Financial Analysis from December 2016 had four public benefit tiers; the prior Tier C (90-165 feet) and Tier D (165+ feet) are now collapsed into a single tier.

Figure 15



Figure 16



V. ADMINISTRATION & MONITORING

The successful implementation of the Central SoMa Plan will require collaboration among a diverse array of agencies, community members, and private actors. This section describes the interagency governance bodies and processes that will be chiefly responsible for overseeing implementation of the Central SoMa Plan and its public benefits. In addition, a number of the aforementioned funding sources each have their own processes for implementation, administration, and monitoring.

PLAN IMPLEMENTATION GOVERNANCE ENTITIES

San Francisco Controller's Office

The Controller serves as the chief accounting officer and auditor for the City and County of San Francisco, and is responsible for governance and conduct of key aspects of the City's financial operations. The office plays a key role in implementing area plans by managing the City's bonds and debt portfolio, and processing and monitoring the City's budget. The department produces regular reports and audits on the City's financial and economic condition and the operations and performance of City government.

The Controller's Office, working in concert with the Mayor's Office, IPIC, and other entities mentioned below, will also be responsible for overseeing a funding prioritization process in Central SoMa to help ensure that funds are allocated to public benefits in a logical and equitable manner.

The City is required to regularly report on impact fees revenues and expenditures. San Francisco Planning Code Article 4, Section 409 requires the San Francisco Controller's Office to issue a biennial Citywide Development Impact Fee Report¹ including:

- All development fees collected during the prior two fiscal years, organized by development fee account;
- All cumulative monies collected and expended over the life of each fee;
- The number of projects that elected to satisfy development impact requirements through in-kind improvements;
- Any annual construction cost inflation adjustments to fees made using the Annual Infrastructure Construction Cost Inflation Estimate published by the Office of the City Administrator's Office of Resilience and Capital Planning; and
- Other information required pursuant to the California Mitigation Fee Act Government Code Section 66001, including: fee rate and description; the beginning and ending balance of the fee account; the amount of fees collected and interest earned; an identification of each public improvement on which fees

¹ The FY2012-2013 and 2013-2014 report is available at: <http://sfcontroller.org/sites/default/files/FileCenter/Documents/6093-FY12-13%20%26%2013-14%20Development%20Impact%20Fee%20Report.Revised.pdf>

were expended and the percentage of the cost of the improvement funded with fees; an approximate construction start date; and a description of any transfers or loans made from the account.

Within the Controller's office, the Office of Public Finance (OPF) is responsible for issuing and managing the City's general fund debt obligations. The OPF will be responsible for administering the Central SoMa CFD, including developing revenue projections and overseeing the bond issuance process. Its mission is to provide and manage low-cost debt financing of large-scale, long-term capital projects and improvements that produce social and economic benefit to the City and its citizens while balancing market and credit risk with appropriate benefits, mitigations and controls.

Capital Planning Committee

The Capital Planning Committee (CPC) makes recommendations to the Mayor and Board of Supervisors on all of the City's capital expenditures. The CPC annually reviews and approves the 10-year Capital Plan, Capital Budget, and issuances of long-term debt. The CPC is chaired by the City Administrator and includes the President of the Board of Supervisors, the Mayor's Finance Director, the Controller, the City Planning Director, the Director of Public Works, the Airport Director, the Executive Director of the Municipal Transportation Agency, the General Manager of the Public Utilities System, the General Manager of the Recreation and Parks Department, and the Executive Director of the Port of San Francisco.

The IPIC fee revenue budgets and associated agency project work programs / budgets are incorporated as part of the 10-year Capital Plan. Updated every odd-numbered year, the Plan is a fiscally constrained expenditure plan that lays out infrastructure investments over the next decade. The Capital Plan recommends projects based on the availability of funding from various sources and the relative priority of each project. Enterprise departments (such as the San Francisco International Airport and Public Utilities Commission) can meet most needs from usage fees and rate payers. However, other fundamental programs that serve the general public (such as streets and fire stations) rely primarily on funding from the City's General Fund and debt financing programs.

Interagency Plan Implementation Committee (IPIC)

The Interagency Plan Implementation Committee (IPIC) is comprised of City staff members from various City Departments who are collectively charged with implementing capital improvements in connection with the City's Area Plans: Eastern Neighborhoods (comprised of separate Area Plans for Central SoMa, Central Waterfront, East Soma, Mission, Showplace Square / Potrero, and Western Soma), Market Octavia, Rincon Hill, Transit Center District, Balboa Park and Visitacion Valley (including the Executive Park Subarea Plan and the Schlage Lock Master Development). Developments within these area plan boundaries are required to pay impact fees specific to the respective Plan geographies, which are allocated through the IPIC and Capital Planning processes towards priority projects and other infrastructure needed to serve new growth.

The IPIC is required to develop a capital plan for each Plan Area and an Annual Progress Report indicating the status of implementation of each of the Area Plans. This report includes a summary of the individual

development projects (public and private) that have been approved during the report period, progress updates regarding implementation of the various community improvements in accordance with the Plan's projected phasing, and 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 community improvements in each plan area. The IPIC Annual Progress Report is heard each year before the Capital Planning Committee, the Planning Commission, and the Land Use and Economic Development Committee of the Board of Supervisors prior to finalization of the report. In addition, the IPIC Annual Progress Report, impact fee allocations, and related agency work programs and budgets are inputs to the City's 10-year Capital Plan, developed by the Capital Planning Committee.

Upon adoption of the Central SoMa Plan, the scope of IPIC's duties and areas of investment will expand. IPIC will be responsible for overseeing allocation of revenues from the Central SoMa Mello-Roos Community Facilities District (CFD). It is anticipated that the City may issue one or more bonds secured by these CFD Special Tax revenues, in order to facilitate timely implementation of public benefits. Annually, the IPIC shall develop a five-year plan for proposed expenditures of Special Tax revenues (these plans will be coordinated with projected Bond Proceeds), as forecasted by the Office of Public Finance.

As needed, the sub-committees will be formed to deliberate on specific issues of relevance to a subset of IPIC agencies, and/or on funding areas that involve non-City public agencies (such as the regional transportation funds). In the latter case, Joint Communities Facilities Agreements (JCFAs) will be formed for projects involving allocation of CFD funds to non-City public agencies.

The IPIC will also oversee administration of capital funding for environmental sustainability projects.

The Board of Supervisors has final authority over CFD revenue expenditures, based on recommendations by the Director of the Office of Public Finance, the Capital Planning Committee, and the IPIC.

Eastern Neighborhoods Community Advisory Committee

The Eastern Neighborhoods Citizens Advisory Committee (EN CAC) is the central community advisory body charged with providing input to City agencies and decision makers with regard to all activities related to implementation of the Eastern Neighborhoods Area Plans. The group was established as part of the Eastern Neighborhoods Area Plans (EN) and accompanying Code Amendments, and is comprised of 19 members representing the diversity of the plan areas, including renters, homeowners, low-income residents, local merchants, and community-based organizations.²

The EN CAC is established for the purposes of providing input on the prioritization of Public Benefits, updating the Public Benefits program, relaying information to community members regarding the status of development proposals in the Eastern Neighborhoods, and providing input to plan area monitoring efforts as appropriate (described further in the Plan Monitoring & Reporting section below). The EN CAC serves an

² More information is available at: <http://sf-planning.org/eastern-neighborhoods-citizens-advisory-committee>

advisory role, as appropriate, to the Planning Department, the IPIC, the Planning Commission, and the Board of Supervisors.

The EN CAC also advises on the allocation of development fees to public benefits in each of the EN Plan Areas. These recommendations are advisory, as an input to the IPIC and Capital Planning Committee processes described above. The EN CAC will play a similar advisory role to recommend how Central SoMa Mello-Roos CFD revenues will be allocated, with the exception of funds for regional transit.

PLAN MONITORING & REPORTING

City agencies will be required to monitor and report on the implementation of the Central SoMa Plan, similar to the process in other established plan areas. The Planning Department, in coordination with the EN CAC, will be required to develop a Central SoMa Monitoring Report concurrently with the Eastern Neighborhoods Monitoring Report (scheduled to be updated in 2021, and at five-year intervals thereafter). This community and data-driven report will provide information on the residential and commercial development in the plan area, revenues from impact fees and other sources, and public/private investments in community benefits and infrastructure, and will include the following components:

- Central SoMa Implementation Matrix
- Development Activity
- Public Benefit
- Fees and Revenues
- Agency Responsibilities
- Budget Implications

Consistent with the procedure in other Plan Areas, this report shall be discussed at a hearing of the Planning Commission, and then forwarded to (and possibly heard at) the Board of Supervisors.

VI. DESCRIPTION OF CENTRAL SOMA FUNDING SOURCES

This section provides further information on the purpose, administration, and uses of various funding sources at time of Plan Adoption. For the most updated information on these funding sources, consult the Planning Code and associated legislation.

AFFORDABLE HOUSING

Inclusionary Housing Program (Sec. 415)

The Inclusionary Housing Program (Planning Code §415) requires new market-rate residential development projects to provide funding for affordable housing, either through direct on-site provision or via payment of the Affordable Housing Fee. Revenues from this Fee are directed to the Mayor's Office of Housing and Community Development (MOHCD), which utilizes the Fee to develop 100 percent affordable housing development and/or preservation of existing affordable units. Revenues from the Affordable Housing Fee may typically be used anywhere within the city. However, as discussed in Section III above, fees generated by projects within Central SoMa will be required to be expended within SoMa (i.e., the area bounded by Market Street, the Embarcadero, King Street, Division Street, and South Van Ness Avenue).

Jobs-Housing Linkage Fee (Sec. 413)

The Jobs-Housing Linkage Fee (§413) is a citywide impact fee levied on new non-residential developments of 25,000 GSF or greater. Analogous to the Affordable Housing fee, revenues from this Fee are directed to MOHCD, which utilizes the Fee to develop 100 percent affordable housing development and/or preservation of existing affordable units. Revenues from the Jobs-Housing Linkage Fee may typically be used anywhere within the city. However, as discussed in Section III above, Fees generated by projects within Central SoMa will be required to be expended within SoMa (i.e., the area bounded by Market Street, the Embarcadero, King Street, Division Street, and South Van Ness Avenue).

TRANSPORTATION

Transportation Sustainability Fee (Sec. 411A)

The Transportation Sustainability Fee (TSF; §411A) is a citywide impact fee assessed on both Residential and Nonresidential development, with funds directed to the Controller's Office and the San Francisco Municipal Transportation Agency (SFMTA) for programing and administration. Funds are allocated to projects specified in the Expenditure Program shown in Table 17 below: state of good repair projects (capital maintenance), system capacity expansion, complete streets projects, and regional transit improvements. Some uses are exempt from

paying the fee, including smaller market-rate residential projects (20 units or fewer), 100% affordable housing projects, and most nonprofit owned and operated uses.

Table 17

TSF EXPENDITURE PROGRAM

IMPROVEMENT TYPE	% ALLOCATION
Transit Capital Maintenance	61%
Transit Service Expansion & Reliability Improvements - San Francisco	32%
Transit Service Expansion & Reliability Improvements - Regional Transit Providers	2%
Complete Streets (Bicycle and Pedestrian) Improvements	3%
Program Administration	2%

Although TSF funds may be spent on transportation system improvements citywide, the Planning Code specifies that revenues will prioritize new/existing area plans and areas anticipated to receive significant new growth.

Central SoMa Infrastructure Impact Fee (Sec. 433)

In order to achieve the Plan's objective of ensuring that the area is well-served by transit, a new Central SoMa Fee (Sec. 433) is proposed on new residential and nonresidential development that would be used to fund local transit improvements within Central SoMa. The fee will be collected by the Planning Department and programmed through the IPIC and Capital Planning process, similar to other area plan impact fees.

PRODUCTION, DISTRIBUTION, & REPAIR (PDR)

Preservation of Production, Distribution & Repair Uses (Proposition X; Sec. 202.8)

Preserving Production, Distribution & Repair (PDR) space is a critical strategy to ensure ongoing economic diversity in the Plan Area. Preservation of existing space will naturally occur on sites where industrial protective zoning remains, such as along the freeway west of 4th Street (an area that is adjacent to other PDR uses and ill-suited for new development due to its lot configuration). In addition, preservation of PDR uses in much of the rest of the Plan Area will be necessitated based on the requirements of San Francisco's Proposition X, passed by the voters in November of 2016. This Proposition, codified in Section 202.8 of the Planning Code, requires retention or replacement of PDR space ranging from 50% of existing space (in areas zoned MUG or MUR before adoption of the Central SoMa Plan) to 75% (in areas zoned SLI or MUO before adoption of the Central SoMa Plan) to 100% (in areas zoned SALI before adoption of the Central SoMa Plan).

Creation of Production, Distribution & Repair Uses (Sec. 249.78)

In addition to the PDR preservation requirements of Proposition X (as discussed above), the Plan will require large office development to provide new PDR space of an area equivalent to 0.4 FAR (40 percent of their lot area). This amount of PDR may exceed what is already required.

The Planning Department will be responsible for overseeing compliance with these requirements, as part of the development review process. The process will verify Planning Code requirements are met to ensure that spaces are suitable for PDR use (including elements such as ceiling heights and parking/loading requirements).

PARKS & RECREATION

Privately-Owned Public Open Spaces (POPOS) Requirement (Sec 138)

Currently, the Plan Area has a great deficit of open spaces and recreation facilities, and significant investment will be needed to meet demand from new growth. In addition to providing new and rehabilitated public parks and recreation facilities, the Central SoMa Plan will also require larger nonresidential developments to provide Privately-Owned Public Open Spaces (POPOS), similar to the requirement in the Downtown Area Plan. Much of this space will be located outdoors at street level, open seven days a week. Some developments will have the option of providing space indoors and/or paying an in-lieu fee. All new office projects will be required to provide one square foot of POPOS for every 50 occupied square feet of office use. Unlike the policy in the Downtown C-3 districts, Central SoMa requires that this space be provided at ground level (for up to 15% of the parcel area), and provides an incentive for “active” recreation uses (including playgrounds, athletic courts, community gardens or dog runs).

The Planning Department is the agency primarily responsible for reviewing and approving POPOS proposals as part of the associated development application.

SCHOOLS & CHILDCARE

School Impact Fee (CA Education Code Sec. 17620)

The School Impact Fee (enabled by CA State Education Code §17620) is a citywide impact fee on new/expanded Residential and Non-Residential developments, with funds directed to the San Francisco Unified School District (SFUSD) for new capital facilities serving the public school population. Funds are not required to be spent in the Plan Area; revenues are programmed at SFUSD’s discretion based on current and future projections of growth in the school-aged population in each neighborhood.

Child Care Fee (Sec. 414 & 414A)

The Child Care Fee (Planning Code §414 & 414A) is a citywide impact fee collected on Office and Hotel projects greater than 25,000 GSF and on Residential and residential care developments adding more than 800 square feet of net new space. Funds are directed to the Human Services Agency Office of Early Care & Education and the Low-Income Investment Fund (LIIF; a non-profit child care developer contracting with the City) to develop new capital facilities for child care services. Funds may be spent citywide and are not required to be spent within the Plan area.

CULTURAL PRESERVATION

Transferable Development Rights (TDR; Sec. 128.1)

In order to support the preservation of historic resources in the Plan Area, Central SoMa includes a Transferable Development Rights (TDR) requirement, similar to the requirement in the Downtown Area Plan. Non-residential development projects in Public Benefits Tiers C and D will be required to purchase the equivalent of 1.25 Floor Area Ratio (FAR) worth of TDR credits from historic buildings in exchange for the right to build to higher densities. In essence, the program allows historic properties to sell “excess” development capacity (e.g. since the historic resource precludes building to similar densities as surrounding parcels), providing funds for building restoration and maintenance. Although the Planning Department administers and enforces the TDR program, the transactions themselves are implemented privately and purchase terms (i.e. prices) are not regulated by the City.

CULTURAL PRESERVATION & NEIGHBORHOOD STABILIZATION

Community Facilities Fee (Sec. 428.1)

The Community Facilities Fee is a new impact fee that would be applicable to all new development in the Plan Area. Fees will be collected by the Planning Department and directed to MOHCD to support the development of new space for nonprofit community facilities, such as health clinics and job training sites. The City, potentially in partnership with nonprofit developers, will use the funds to develop new space for community facilities. This may take several forms, such as a centralized hub for nonprofit space and/or a network of individual sites. In addition, the City is exploring the potential to provide such spaces collocated with new affordable housing developments, developed by MOHCD and its partners.

AREA-PLAN & MULTI-CATEGORY FUNDING SOURCES

Eastern Neighborhoods Infrastructure Impact Fee (Sec. 423)

The Eastern Neighborhoods Infrastructure Impact Fee (Planning Code §423) is an area plan impact fee that was adopted concurrently with the Eastern Neighborhoods Area Plan in 2008. The Central SoMa Plan Area is an Eastern Neighborhoods Plan, being constituted of areas that were formerly parts of the East SoMa and Western SoMa Plan Areas. Projects in Central SoMa will continue to pay the Eastern Neighborhoods Infrastructure Impact Fee, which is administered by the Planning Department and the Interagency Plan Implementation Committee (IPIC) in consultation with the Eastern Neighborhoods Community Advisory Committee (ENCAC). Funds are used to pay for infrastructure within the following Plan Areas: East SoMa, Showplace/Potrero Hill, Mission, Central Waterfront, Western SoMa, and Central SoMa. Funds are allocated into public benefit categories shown in table A-2 below.

Table 18

EASTERN NEIGHBORHOODS INFRASTRUCTURE IMPACT FEE EXPENDITURE PROGRAM

IMPROVEMENT TYPE	% ALLOCATION (RESIDENTIAL DEVELOPMENT)	% ALLOCATION (NON-RESIDENTIAL DEVELOPMENT)
Complete Streets: Pedestrian and Streetscape Improvements, Bicycle Facilities	31%	34%
Transit	10%	53%
Recreation and Open Space	47.5%	6%
Childcare	6.5%	2%
Program Administration	5%	5%

Central SoMa Mello-Roos Community Facilities District (CFD)

A Mello-Roos Community Facilities District (CFD) is an ongoing tax to pay for necessary infrastructure and services. The Central SoMa Plan proposes to establish a Mello-Roos CFD that would be paid by new developments receiving a significant upzoning through the Plan (Non-Residential Tier C and Residential Tiers B & C). This CFD will be established through a legal formation process roughly concurrent with the adoption of the Central SoMa Plan.

CFDs are beneficial for infrastructure planning because they offer a reliable and predictable revenue stream, as the taxes are paid annually over the life of the subject development project for a set term defined by the CFD (as opposed to a one-time payment for impact fees). In addition, the CFD could be established to fund both capital infrastructure and ongoing operations & maintenance, the latter of which is a critical funding need that cannot legally be funded by impact fees. Finally, a CFD provides the City with the option to bond against the future revenue stream, thus providing funding to build needed infrastructure much sooner, ideally before or at the same time as the anticipated new development.

OTHER SOURCES OF FUNDING

The fees and requirements discussed above are largely designed to mitigate the infrastructure needs created by new development. However, there are already substantial needs in the neighborhood. The responsibility for responding to some needs will need to be shared with a broader set of stakeholders than just new developments (sea level rise mitigation, for instance). As such, additional revenue sources will be needed to create a fully sustainable neighborhood. These additional revenue mechanisms will require interdepartmental efforts that continue after the Plan's adoption, and may require future authorization by the Mayor and Board of Supervisors. A few potential sources of additional funding are described below

General Fund

The City's discretionary property tax proceeds are deposited into the General Fund, and are available for the appropriation to any public purpose, including operations, programs, maintenance, and capital projects. Theoretically, these revenues could be directed to the Plan Area to accelerate the delivery of public benefits, or to fund other public benefits not identified here.

Grants & Bonds

Many local, state, and federal agencies offer potential grants to fund needed capital projects. In particular, regional and state funds earmarked to facilitate higher density development near major transit infrastructure (such as the One Bay Area Grants run by the Metropolitan Transportation Commission) are a good fit for the goals of the Plan and could potentially be paired with matching local funds.

Other local bond measures may provide additional opportunities to fund projects identified here or in the future. For instance, San Francisco voters have adopted multiple bond measures in recent years to fund new or renovated parks and open spaces.

Direct provision through Development Agreements and other negotiated conditions of approval

The Plan's Key Development Sites and other sites with significant development potential represent another potential mechanism to provide needed infrastructure. Project sponsors may elect to provide some of these community benefits directly, through mechanisms such as a Development Agreement or other negotiated condition of approval. These benefits may be provided in-lieu of some other requirement, or they may be voluntarily provided above and beyond the development requirements. It is impossible to predict how many projects would opt to do this; however, a number of the initial project proposals for the Key Development Sites do include some amount of voluntary community benefits.

**EXHIBIT IV.3 – DRAFT GUIDE
TO URBAN DESIGN**

GUIDE TO URBAN DESIGN

PURPOSE

- To convey design guidance that is specific to Central SoMa in a way that complements and supplements the requirements of the Planning Code and pending citywide Urban Design Guidelines; and
- To visually demonstrate Central SoMa Plan bulk controls.

CONTENTS

- 1. Additional Architectural Guidance** This section contains additional guidance for implementing the architectural vision for the Plan Area beyond what was written under Objective 8.6 of the Plan;
- 2. Visualizing Bulk Controls** This section contains a graphical representation of the implementation of the skyplane, mid-rise, and tower controls contained in Implementation Measures 8.3.3.1, 8.3.3.2, 8.3.3.4, 8.3.4.1, and 8.3.4.2.



855 Folsom. Photo by Natoma Architects
178 Townsend. Photo by Blake Marvin, HKS, Inc.



Folsom and Dore. Photo by Brian Rose
Historic building. Photo by SF Planning
South Park Cafe. Photo by Julia Spiess and Frank Schott

PART 1: ADDITIONAL ARCHITECTURAL GUIDANCE

This section contains additional guidance for implementing the architectural vision for the Plan Area conveyed by Plan Objective 8.6: “Promote high quality architecture that enhances the neighborhood.” Specifically, it includes guidance around the following Implementation Measures:

- 8.1.2.1** Provide fixtures, furnishings, and art at interior and exterior ground floor openings to invite and support use of adjacent public areas
- 8.6.2.1** Utilize application of “skyplane” as a device to create interestingly shaped buildings
- 8.6.2.2** Harmonize new building designs with existing neighborhood materials but in a contemporary or reinterpreted way
- 8.6.2.3** Recognize and enhance existing local form and geometry variations to support neighborhood-specific architecture
- 8.6.2.4** Employ innovative architectural ideas for larger projects that provide a clear organizing principle for design
- 8.6.3.2** Utilize material systems that visually diminish upper facades
- 8.6.5.1** Modulate larger projects vertically or horizontally, whichever is more appropriate, to reflect surrounding lots and massing patterns
- 8.6.5.2** For projects with more than one building, recognize and respond to the existing pattern of long blocks, open spaces, and large and small streets
- 8.6.5.3** Vary the roofs of buildings for projects with long facades.

Developing Site Concepts and Massing

Unlike downtown, the South of Market long blocks, low-rise buildings, and wide streets provide a more open experience of sun and sky. Central SoMa alleys contrast this “bigness” with more human-scaled environments.

Below are suggested, not prescribed, means that meet the intention of the implementation measure.

Support Lots of Sky

Employ the flexibility of skyplane to creatively shape upper mass away from large streets and alleys. When employing skyplane, consider the building base to be the prominent and durable architecture and the upper building portion above the urban room as a more recessive, sculptural or even ethereal component. Consider volumetrically sculpting the tops of buildings to reflect the human scale, for example: contemporary versions of the mansard roof, indentions for smaller-scale balconies, clock towers, or light boxes that express interior use.

Enhance Horizontality

While vertical articulations are common in most of San Francisco, designers working in the southern portion of Central SoMa should consider how horizontal geometry reads more strongly. The long blocks of Central SoMa offer opportunities for large floorplate

buildings but long undifferentiated facades, however, are not ideal for a positive street experience. Consider developing a modulated horizontality to express the existing environment, but with other articulations and fine-grained texture to create a visually compelling urban room.

Precinct-Specific Form

Central SoMa has several distinct building clusters that require more nuanced site design considerations, for example: 5th and Brannan, South Park, 5th and Howard, smaller residential enclaves, and parcels close to the freeway. Note and respond to urban form types and scales within these areas including nearby proposed projects.

Enhance a Scale-shift

Recognize the scale changes from the large street environments to the small scale alleys by relating facade textures and modulation to equivalent heights



Bryant Street elevation. Photo by Google Maps



Brannan Street. Photo by SF Planning



Taber Alley. Photo by SF Planning

and proportions. Consider how building or landscape corners turn between these two environments and how the pedestrian experience can transition. Examine building openings that lead to alleys or open spaces for opportunities as gateways. Include neighborhood landmark features such as clock towers, special geometry, refined materials, coloration or other demarcating devices.

Engage Wide Streets

The existing wide streets of Central SoMa will remain and be reinforced as the streetwall heights are designed to match their widths. Alternating big and small gaps are a familiar pattern in the pedestrian experience of Central SoMa. Designers should consider the cadence, proportions, and widths of alleys and wide streets in developing mid-block passages, entries to POPOS and courtyard spaces.

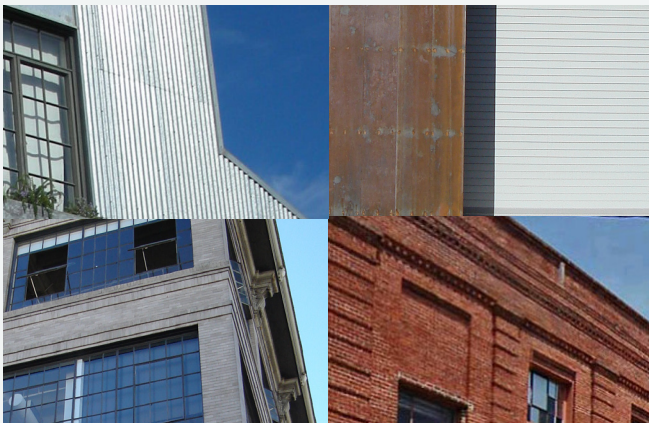
Selecting Contextual Materials

Central SoMa has rich and varied histories that have left material patterns and scales. Contemporary architecture and construction techniques should express their time, but thoughtfully within the lineage of the neighborhood.

Below are suggested, not prescribed, means that meet the intention of the implementation measure.

Express Industrial Legacy

Consider re-introducing familiar elements from historic building elements, for example: sawtooth light portals, longer spans for open floorplates, corrugation for texture and articulation, roll up doors to support active street frontages, and small wall openings to highlight the human scale. These elements should not be considered an industrial aesthetic but rather a reinterpretation of their benefits for contemporary programs and uses.



Neighborhood buildings. Photo by SF Planning

Support Historic Character

Adaptively re-use existing fabric in innovative ways. This includes developing very contemporary language or “hyphenations” with older low-rise buildings.

Provide masonry buildings

Designers should consider using materials that offer textures or geometries at the scale of brick. While brick is not endemic to all of Central SoMa, its scale of texture, however, is a familiar pattern demonstrated in earlier eras, such as corrugated metal, plate steel, industrial sash windows, larger window spans, frame buildings, and load-bearing masonry buildings with large spans. Consider contemporary materials that employ similar logics for scale, texture and access but avoid mimicry or appropriation.

Offer Gritty Architecture

Repeatedly noted by residents as both a benefit and detriment, the “grit” of Central SoMa can be positively interpreted as environments that are “eclectic,” “surprising,” or “hardy.” Provide durable materials at the ground floor that are more rugged and resilient. Consider using facade systems that allow for small-scale flexible or modular insertions that would be easy to repair or swap for a change in technology, artistic exploration, or other future adaptation. Offer pedestrian scale indentions at the ground floor that could host seating or outdoor work areas. Support production activities being visible from or extending into the alley network.

Programming Architecture to Support Public Space

Central SoMa's history of industrial and art production have fostered it as a place of innovation and experimentation. Consider how furnishings and programming will help Central SoMa support this character and evolve over time.

Below are suggested, not prescribed, means that meet the intention of the implementation measure.

Support the Alley Experience

Alleys in Central SoMa foster both quiet residential neighborhoods and industrial overflow. Rather than being just utilitarian, they can sponsor art, outdoor workspace or places to hang out. The Department recommends thoughtfully inventing alley way uses that can support full and safe pedestrian use while still facilitating loading and the other rougher functional uses needed by PDR uses at the ground level.

Offer Mid-Block Surprises

To animate alleys and public open space, offer and program small spaces that are flexible for different activities, for example, fold out galleries, flexible kiosks, micro-retail, art or lighting installations, playful street furnishings, or places for outdoor workshops or maker activities. Create stewardship programs that

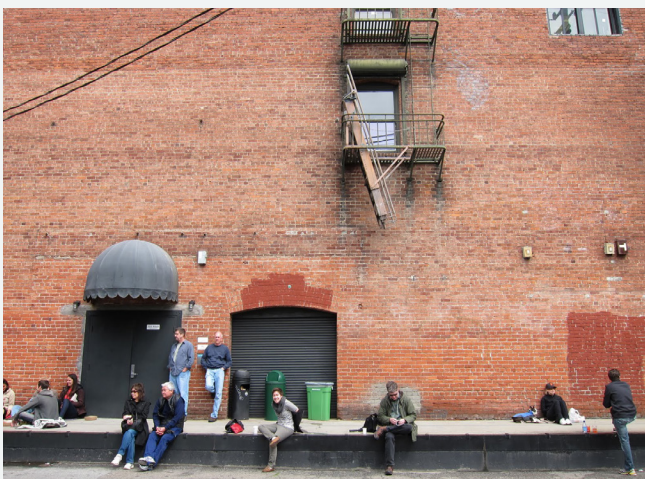


Taber Alley. Photo by Street Arts SF

support or host curated events or activities. Where panels, solid surfaces, or other less pedestrian-friendly elements are required for utilitarian purposes, consider those as opportunities for art, special materials, or display.

Provide Maker Spaces

As a place of production, Central SoMa favored interior uses that were rough, eclectic, and supported invention and less pristine or tightly honed activities. Consider PDR as an active ground floor use where making or distributing material goods can be a recognized human endeavour through the use of transparency, openings, lighting, and doorways. Consider inventing ways for this use to invite pedestrian views or engagement through affiliated retail or more organized cultural events.



Loading dock near Little Skillet. Photo credit: Kendra Aronson.

PART 2: VISUALIZING BULK CONTROLS

This section contains a graphical representation of the implementation of the skyplane and tower controls contained in Implementation Measures 8.3.3.1, 8.3.3.2, 8.3.3.4, 8.3.4.1, and 8.3.4.2. It includes images for three kinds of buildings:

Buildings taller than 160 feet subject to tower controls

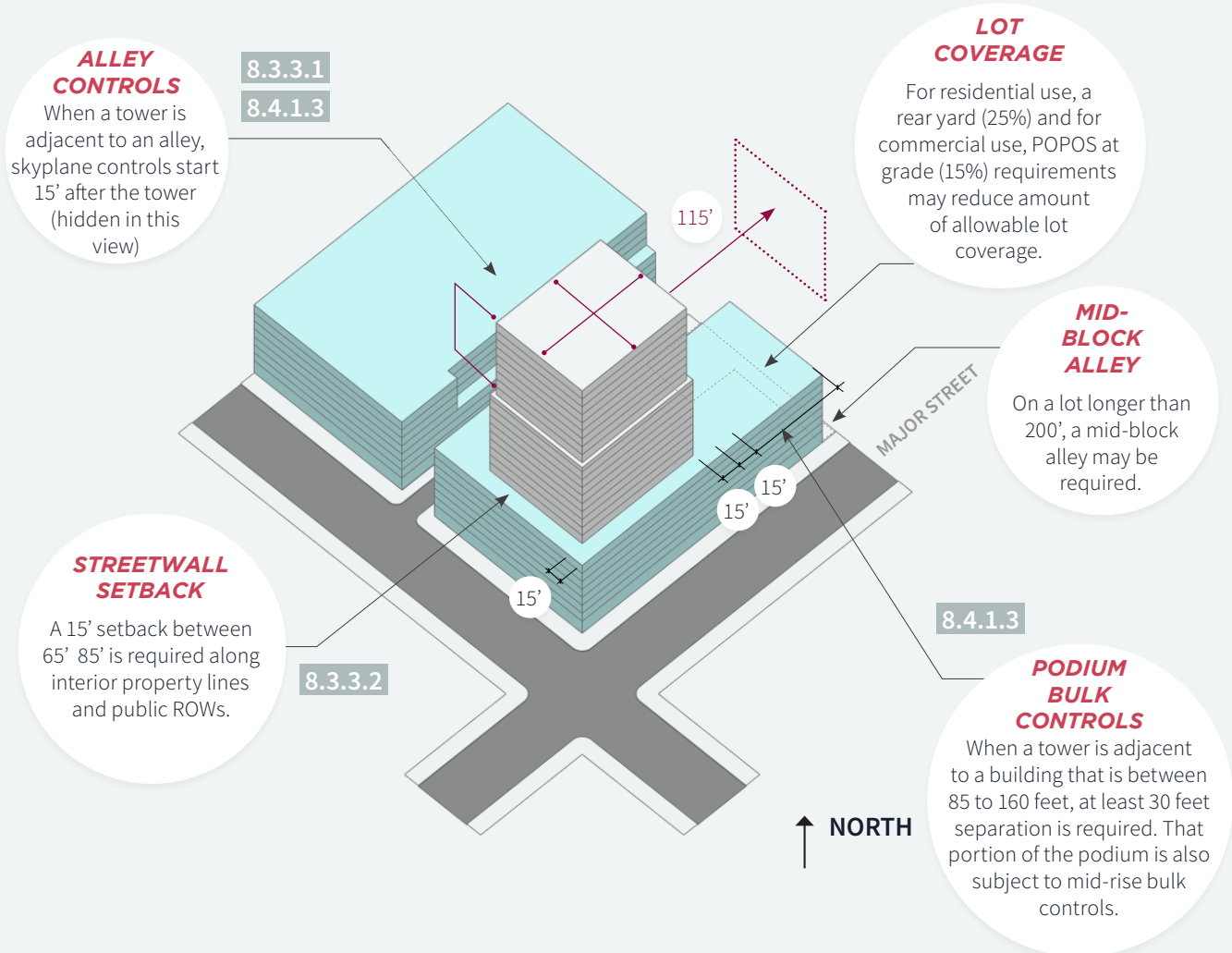
Buildings above 85 feet but not taller than 160 feet subject to skyplane controls

Buildings 85 feet and less subject to skyplane controls when fronting on narrow streets and alleys

Bulk Controls for Buildings Taller than 160'

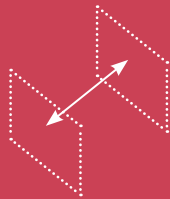
Central SoMa will allow a handful of buildings taller than 160 feet, to punctuate important intersections (such as at the Caltrain station). To support height at these locations while still supporting light, air, and sun access to the streets, the Plan includes:

Below is a majority but not complete depiction of Implementation Measures (referenced by number that may affect the building envelope).



TOWER BULK CONTROLS

TOWER SEPARATION



IMPLEMENTATION MEASURE 8.3.3.4

When there is an existing tower, the second tower should be at least 115'. The distance between towers may be reduced to a minimum of 85' if the difference in the height of the two towers is at least 50' and the bulk of the second tower is reduced relative to the reduction in tower separation, such that at 85', the maximum tower bulk shall be 10,000 sf.

TOWER REDUCTION



IMPLEMENTATION MEASURE 8.3.4.2

For towers 250' or more, the upper 1/3 of any tower must feature minimum bulk reductions of 15% of the floorplate and the maximum diagonal of 7.5%. The upper tower bulk reduction shall not be required for any tower for which the overall tower is reduced from the maximum bulk allowance by an equal or greater volume (above a height of 85').

TOWER BULK



IMPLEMENTATION MEASURE 8.4.1.3

No residential or hotel use would be allowed to have a floor exceed 12,000 gsf. The average floor for commercial uses cannot exceed 15,000 gsf and no single floor may exceed 17,000 gsf. The maximum horizontal dimension would be 150'. The maximum diagonal dimension would be 190'.

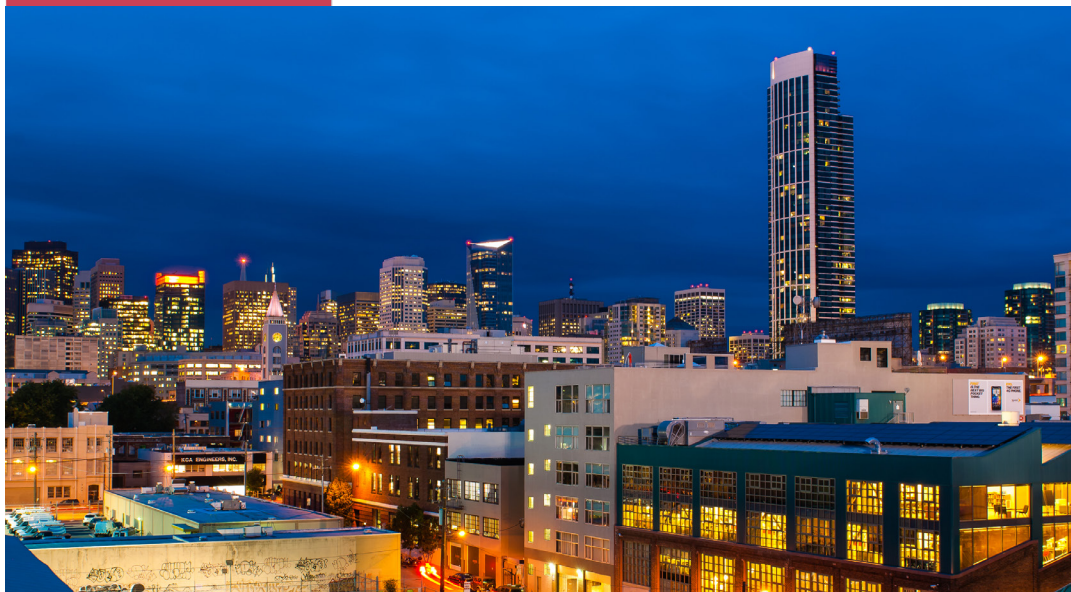
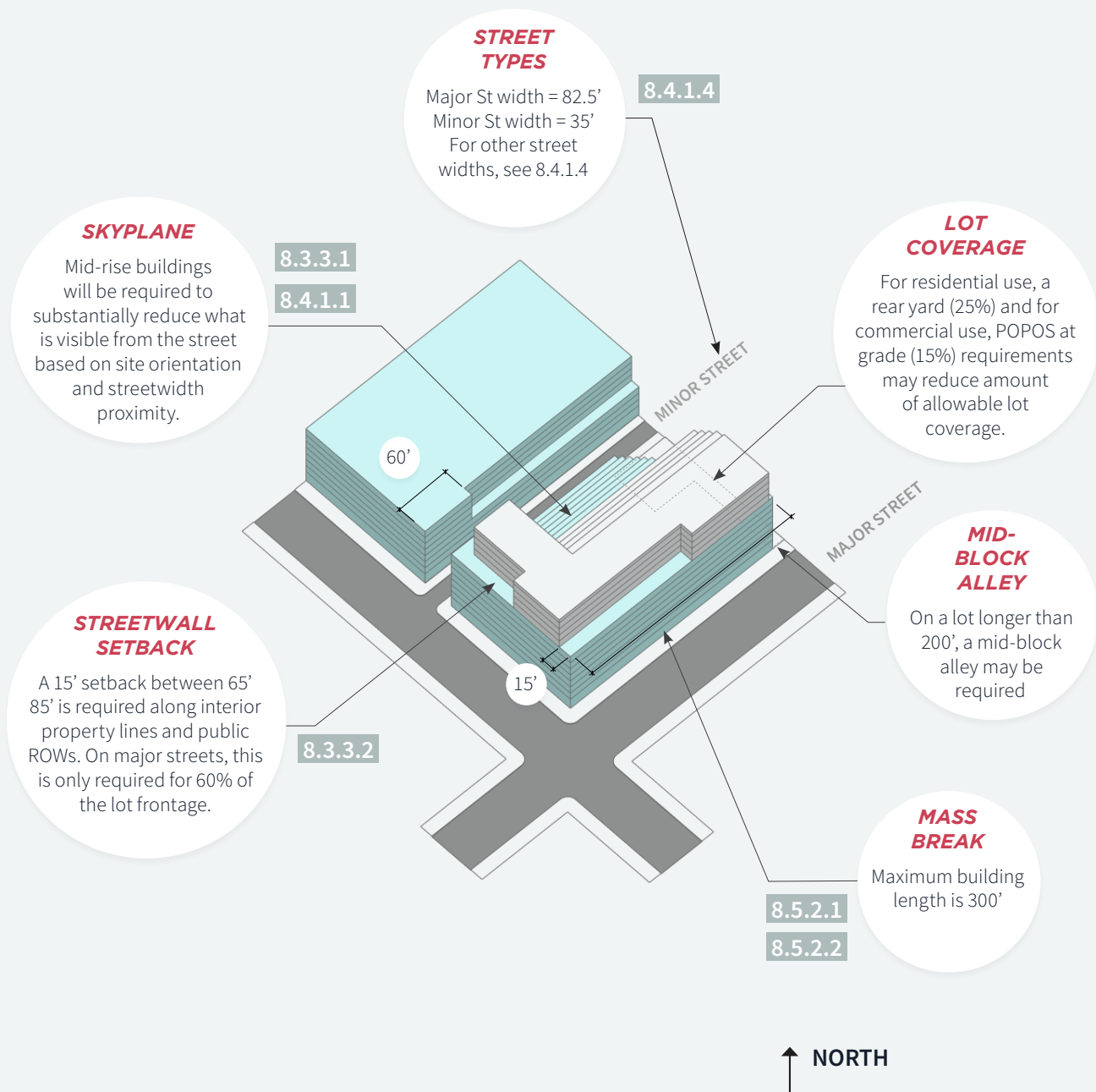


Photo by Daniel Austin Hoherd, Flickr (CC BY-NC 2.0).

Bulk Controls for 130' or 160' Tall Buildings

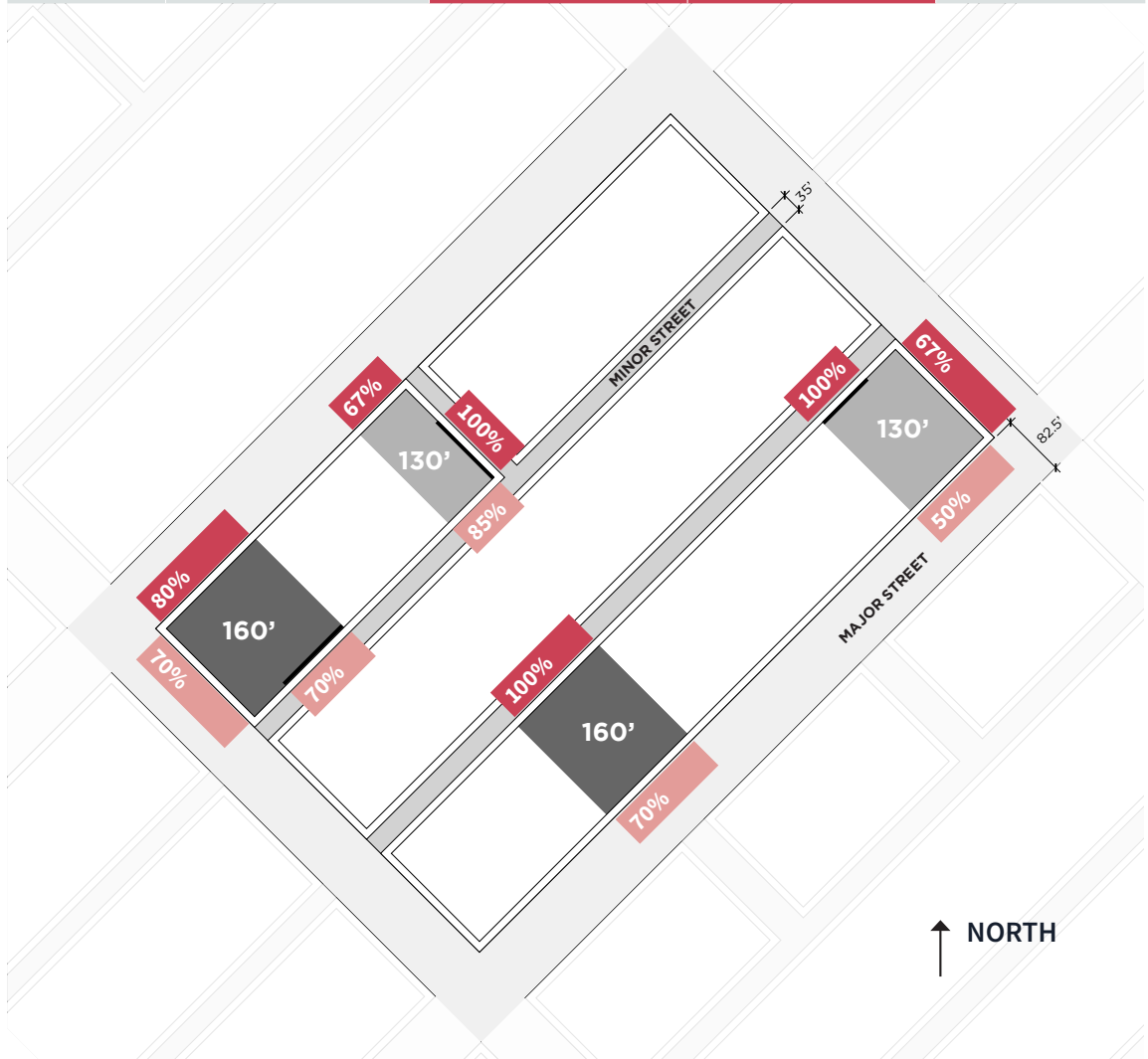
Central SoMa is primarily designed to be a mid-rise district, with buildings of 85 feet to 160 feet. To support this density while still supporting light, air, and sun access to the streets, the Plan includes:

Below is a majority but not complete depiction of Implementation Measures (referenced by number that may affect the building envelope).



SKYPLANE APPARENT MASS REDUCTION %

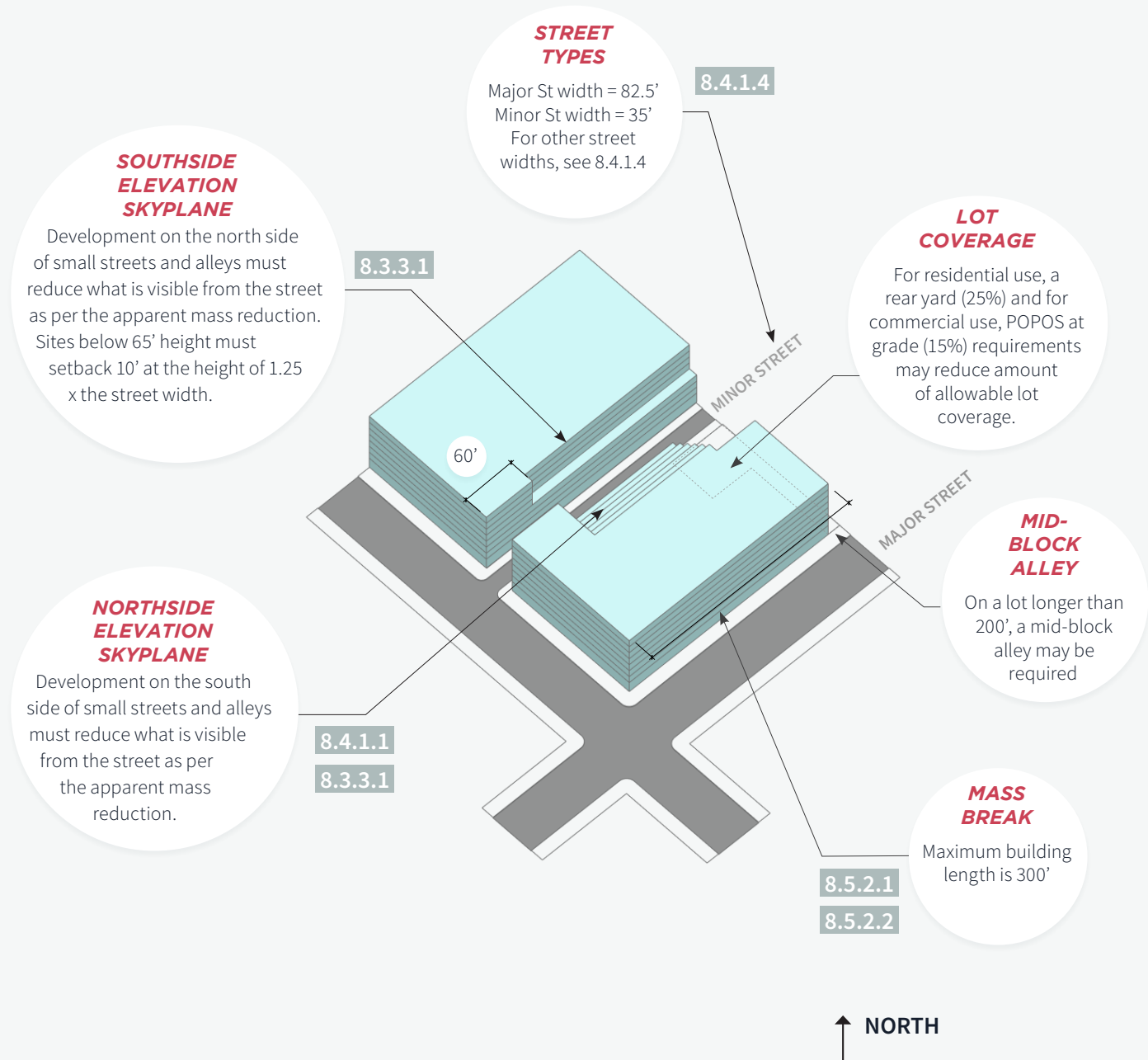
Height:	Building Face is on:	South elevation %:	North elevation %:	At height:
160'	35' wide street 82.5' wide street	70% 70%	100% 80%	above 35' above 85'
130'	35' wide street 82.5' wide street	85% 50%	100% 67%	above 35' above 85'



Bulk Controls for Buildings 85' or Shorter

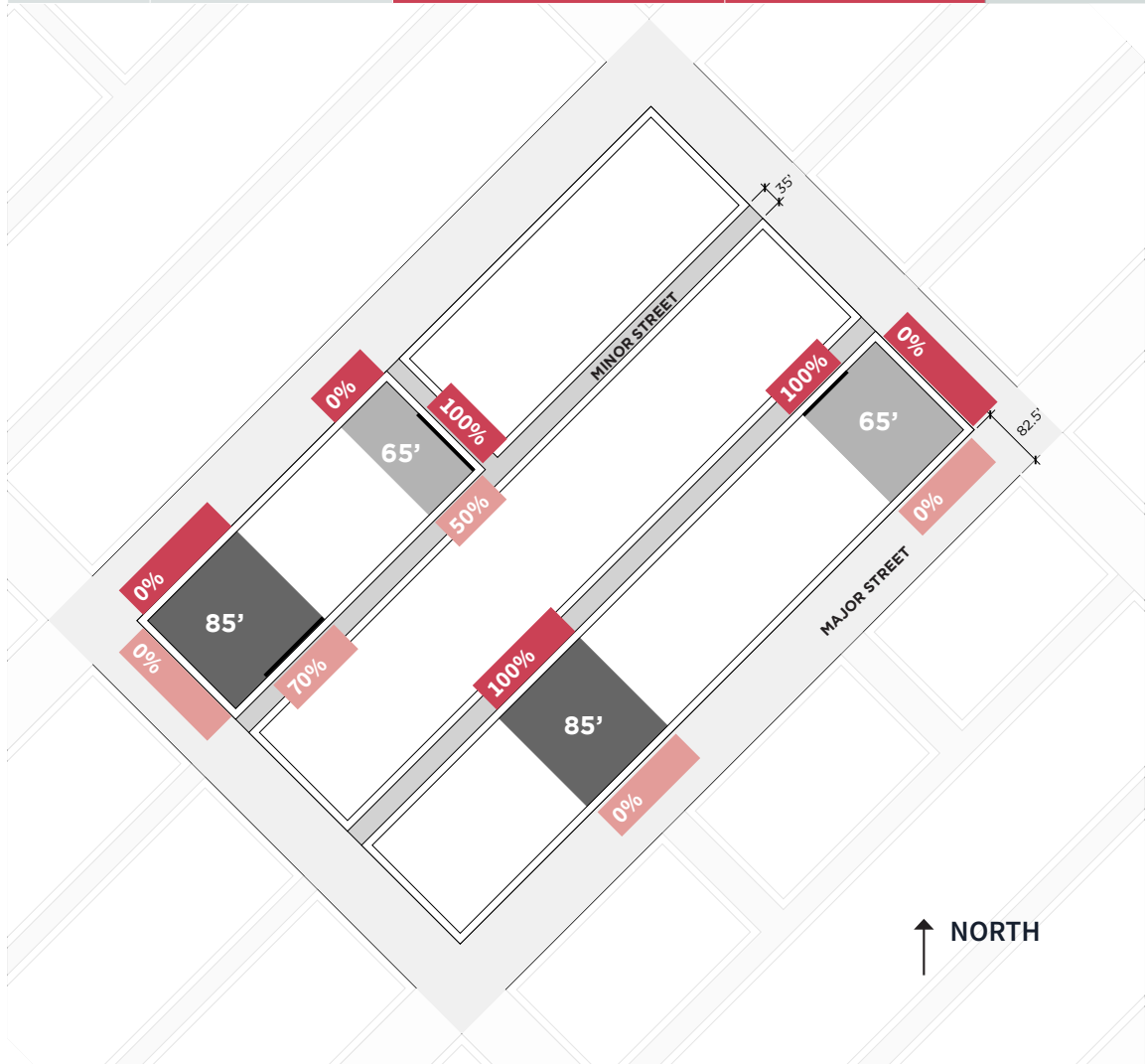
Small streets and alleys in Central SoMa offer special neighborhood character. To maintain this character by supporting light, air, and sun access to these streets, the Plan includes:

Below is a majority but not complete depiction of Implementation Measures (referenced by number that may affect the building envelope).



SKYPLANE APPARENT MASS REDUCTION %

Height:	Building Face is on:	South elevation %:	North elevation %:	At height:
85'	35' wide street	70%	100%	above 35'
65'	35' wide street	50%	100%	above 35'
<65'	35' wide street	10' at 1.25x St width	100%	above 35'



**EXHIBIT IV.4 – DRAFT KEY
DEVELOPMENT SITES GUIDELINES**

KEY DEVELOPMENT SITE GUIDELINES

PURPOSE

The Central SoMa Plan Area contains a number of “key development sites” - large, underutilized development opportunities with lot areas ranging from 30,000 square feet to well over 100,000 square feet (see Figure 1). By providing greater direction to the development of these sites, the City has an opportunity to maximize public benefits and to ensure that their development directly delivers critical public benefits, such as:

- **Affordable housing**, per Plan Policy 2.3.1: “Set affordability requirements for new residential development at rates necessary to fulfill this objective;”
- **Protections and incentives for production, distribution, and repair space**, per Plan Policy 3.3.4: “Provide incentives to fund, build, and/or protect PDR;”
- **A large hotel serving the Convention Center**, per Plan Policy 3.5.1: “Allow hotels throughout the growth-oriented parts of the Plan Area;”
- **Pedestrian access**, per Plan Policy 4.1.9: “Expand the pedestrian network wherever possible through creation of new narrow streets, alleys, and mid-block connections;”
- **New public parks**, per Plan Policy 5.2.1: “Create a new public park in the highest growth portion of the Plan Area” and Plan Policy 5.2.2: “Create a new linear park along Bluxome Street between 4th and 5th Streets;”
- **A new public recreation center**, per Plan Policy 5.3.1: “Increase the amount of public recreation center space, including the creation of a new public recreation center;”
- **Child care**, per Plan Policy 2.6.2: “Help facilitate the creation of childcare facilities”; and

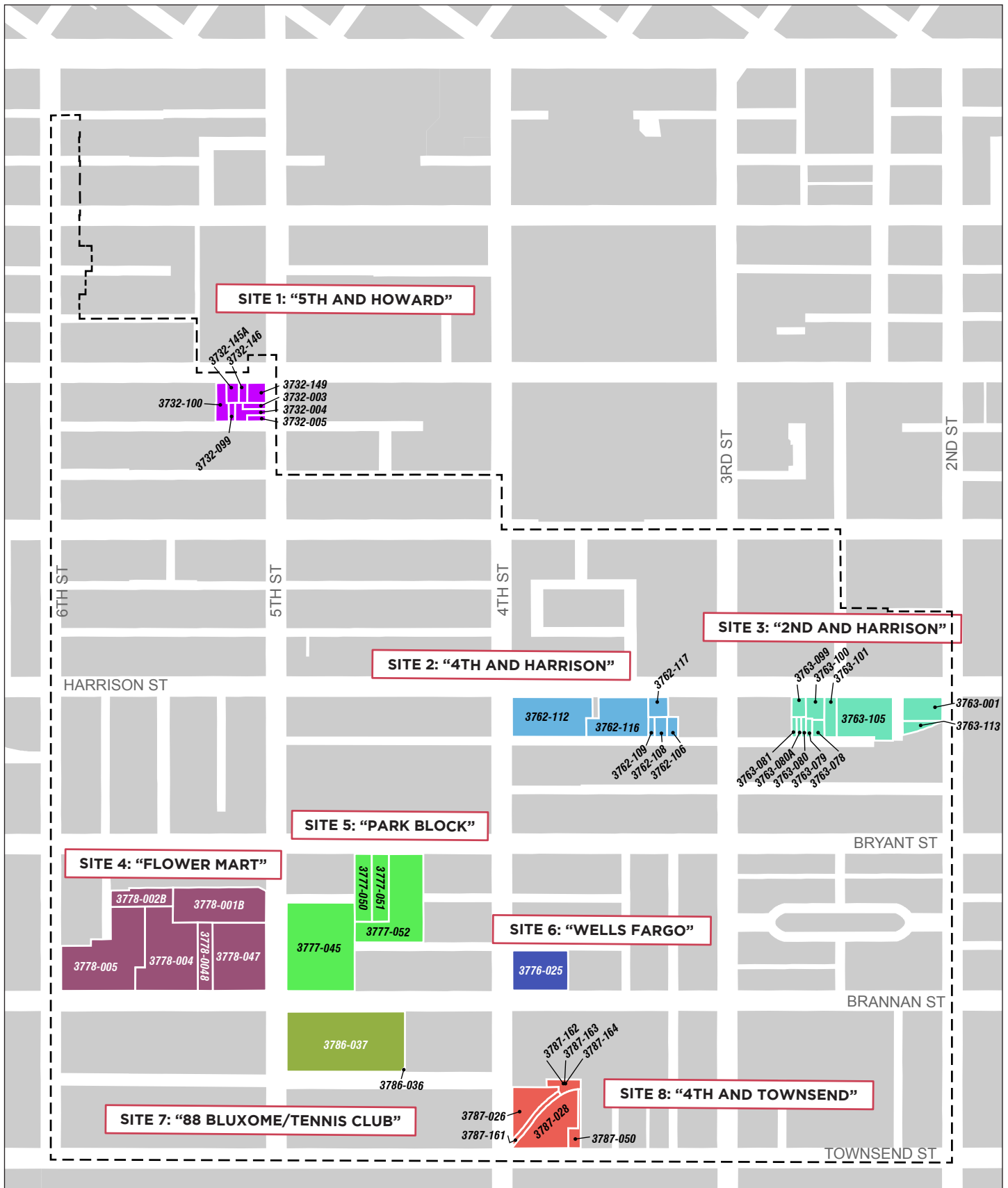
- **Public plazas**, per Plan Policy 5.5.1: “Require new non-residential development and encourage residential development to provide POPOS that address the needs of the community.”

Finding space on which to locate these kinds of public assets is tremendously difficult in a highly developed neighborhood like SoMa. But on these key development sites, the City can partner with the developer to address the unique design challenges that could constrain the creation of these amenities in exchange for their provision.

The draft Key Development Site Guidelines contained in this document are intended to help fulfill the opportunities for public benefits and address these design challenges. In doing so, these Guidelines are intended to help implement Objective 8.5 and Policy 8.5.1 of the Central SoMa Plan. Objective 8.5 states, “Ensure that large development sites are carefully designed to maximize public benefit,” whereas Policy 8.5.1 states, “Provide greater direction and flexibility for large development sites in return for improved design and additional public benefits.” The intent is for these guidelines to be further refined and codified with the adoption of the Central SoMa Plan, with additional refinement to occur as these projects seek entitlement from the City.

Figure 1

KEY DEVELOPMENT SITES



CONTENTS

The following information is contained for each key development site:

- The existing conditions on the site (as of August 2016);
- Its development potential, based on proposed zoning and height limit;
- The “Potential Public Benefits,” which, as the name implies, describes the public benefits that could be provided on the site that are not otherwise required by the Plan, tailored to the unique potential of the site;
- The “Potential Flexibility,” which describes the potential exceptions from the Plan’s Implementation Measures that may be necessary to achieve the increased public benefits, tailored to the unique circumstances of each site and of provision of the potential public benefits; and
- The “Design Guidelines,” which describe site-specific strategies to best implement the Plan’s policies where such explicit direction is not already given by the Plan.

SITE 1: “5TH AND HOWARD”

Existing Conditions

The 31,000 square foot site currently contains a large surface parking lot covering most of its area. It also includes two small two-story commercial buildings, one fronting Howard Street with parking in the rear and one extending from Howard Street to Tehama Street.

Development Potential

Based on the proposed height, bulk and zoning parameters, there is potential for approximately four to five hundred thousand square feet of total development at this site across all uses, including any office, residential, retail, hotel, and PDR on the site. This site is currently under the ownership of a non-profit housing development organization, and the expected development on the site would consist of a residential project with a very high percentage of affordable housing.

Potential Public Benefits

This site has the potential to provide a substantial amount of affordable housing, approximately 400 housing units, at least 2/3 of which would be affordable to very low, low, and moderate income San Franciscans. This would greatly exceed the percentage of below market rate housing otherwise required for the site (as contained in Part C of the Central SoMa Implementation Strategy, “Requirements for New Development”).

Potential Flexibility

Height

The site could contain two buildings – one of 300 feet and one of 180 feet. To maximize affordable housing units, the Plan could allow the 180-foot building to utilize the height to be treated as a mid-rise building rather than a tower (per Implementation Measure 8.5.1.2), in which case it would be allowed to have floor plates larger than 12,000 square feet and be within 30 feet of the adjacent tower.

Massing

Where buildings are taller than 160 feet, the Plan requires a 15-foot setback along all property lines at a height of 85 feet (per Implementation Measure 8.3.4.2). To maximize affordable housing units, the Plan could allow a partial reduction this setback requirement. However, at that height, design techniques including articulation (and not simply materiality and surface treatments) must be used to distinguish the streetwall podium from the tower. The Plan could also modify the apparent mass reduction requirement (per Implementation Measure 8.3.3.1) along Howard Street for the 180-foot building.

Design Guidelines

Parking and Loading Access

To minimize conflicts on Howard and 5th Streets, any parking and loading for provided on this site shall be accessed off of Tehama Street.

SITE 2: “4TH AND HARRISON”

Existing Conditions

The 102,000 square foot site currently contains four single-story buildings, including automobile parking for commuters and other non-residential uses.

Development Potential

Based on the proposed height, bulk and zoning parameters, including requirements for mid-block alleys, there is potential for approximately one million square feet of total development at this site across all uses, including any office, residential, retail, hotel, and PDR on the site.

Potential Public Benefits

Because of its large size, the site has the potential to provide space for one or more of the following as described further below: 1) an affordable housing site, 2) affordable space for production, distribution, and repair, 3) a public recreation center.

Affordable Housing Site

This site contains the potential for dedicating a portion of the site for a 100% affordable housing development while still including a large footprint for a substantial commercial development. Should this site yield an affordable housing site, the preferred location would be interior to the block facing Harrison Street, with a size of between 15,000 – 30,000 square feet (which is the Mayor’s Office of Housing and Community Development’s preferred size for affordable housing developments).

Production, Distribution, and Repair

Any proposed office building on this site would be required to provide PDR space (per Implementation Measure 3.3.3.1). While the City cannot require that this

space be subsidized as part of the Plan, the project sponsor could provide affordable rents to through a development agreement or other mechanism.

Public Recreation Center

Because of its large size and development potential, this site contains the potential to include the new public recreation center being sought by the City. Such a recreation center could be stand-alone, or for purposes of site efficiency, incorporated into the affordable housing site or a proposed office development. Any proposed recreation center should coordinate the amenities and offerings with those available at the Gene Friend Recreation Center located at 6th and Folsom Streets.

Potential Flexibility

Height

If providing on-site affordable housing and/or a recreation center, the Plan could allow up to 25 feet of additional height on the buildings on the site (per Implementation Measure 8.5.1.2).

Massing

The Plan’s “skyplane” requirements mandate mass reduction from 50-80% along street-facing property lines (per Implementation Measure 8.3.3.1). If required to provide on-site affordable housing and/or a recreation center without diminishing overall project development potential, the Plan could allow a reduction of the “skyplane” requirements along some combination of Harrison Street and 4th Street. This reduction would be designed to shift the building mass in a manner that emphasizes the corner of 4th and Harrison.

Design Guidelines

Mid-Block Connections

Per Planning Code Section 270.2, the site will be required to provide a mid-block connection between Harrison and Perry Streets. The mid-block connection should be located in the middle-third of the block.

Pedestrian Experience under I-80

Current pedestrian conditions along 4th Street under I-80 along could be improved in a number of ways to create a safer, more engaging environment. The project could provide or contribute to public art, lighting and other improvements in coordination with the City.

Parking and Loading Access

Any parking and loading provided shall be accessed off of Perry Street and/or the new mid-block alley.

Privately-owned public open space (POPOS)

New development is required to provide POPOS, on-site or within 900 feet of the project. A good location for this project's POPOS is off-site under the I-80 freeway, on the west side of 4th Street, where it could serve to activate the street (in keeping with Implementation Measures 4.1.10.1 and 5.3.2.1). If provided on-site, the project's POPOS should be an inviting indoor space along 4th Street as well as the mid-block alley between Harrison Street and Perry Street.

SITE 3: “2ND AND HARRISON”

Existing Conditions

The site currently contains five buildings. There is a four story, 65,000 square foot commercial building on Harrison Street between 2nd Street and Vassar Place. To the west of Vassar Place, covering the full lot from Harrison Street to Perry Street, is a four story, 150,000 square foot historically significant commercial building. West of that building are three two-story commercial buildings fronting Harrison Street with parking lots fronting Perry Street.

Development Potential

Based on the proposed height, bulk and zoning parameters, there is potential for approximately 1.2 million square feet of total development at this site across all uses, including any office, residential, retail, hotel, and PDR on the site.

Potential Public Benefits

As a large site, the site has the potential to deliver one or more of the following as described further below: 1) increased affordable housing, 2) affordable space for production, distribution, and repair, 3) a large hotel, 4) child care, and 5) pedestrian experience under I-80.

Affordable Housing Site

The collection of parcels west of the site’s historic building has been proposed for a residential tower. With additional development potential, the site could potentially exceed the affordability levels required by the Plan (as contained in Part C of the Implementation Strategy, “Requirements for New Development”).

Production, Distribution, and Repair

Any proposed office building on this site would be required to provide PDR space (per Implementation

Measure 3.3.3.1). While the City cannot require that this space be subsidized as part of the Plan, the project sponsor could provide affordable rents to through a development agreement or other mechanism.

Large Hotel

The City is seeking large hotels (500 rooms or more) in the proximity of the Moscone Convention Center (as discussed in Implementation Measure 3.5.1.1). This site could accommodate such a hotel.

Childcare

Neighborhood support services, particularly childcare, are critical to support the vision of Central SoMa and maintain a diversity of residents in the Plan area, consistent with Draft Plan Objective 2.6. The proposed site would have the potential to provide an on-site child-care facility, to support the expanding population.

Pedestrian Experience under I-80

Perry Street runs between this site and the AC Transit bus storage facility, and is largely underneath the I-80 freeway. In addition, Perry Street dead-ends before reaching 2nd Street. The result is that existing conditions are unattractive and unsafe, as well as lacking connectivity. This project may have the opportunity to incorporate public realm and street improvements that connect Perry Street to both 2nd Street and Vassar Street and thereby improve the connectivity. Additionally, the project could provide or contribute to public art, lighting and other improvements along the bus facility and otherwise under I-80.

Potential Flexibility

Height

The Plan contains two potential height limits for this key development site – a lower height and a higher height that could only be achieved through provision of the affordable housing and large hotel described above. This would include up to 350 feet east of Vassar Place, 200 feet on the Lot 105 and 350 feet on the collection of parcels to its west.

Massing

The Plan's tower controls establish a maximum floorplate of 12,000 square feet for hotels (per Implementation Measure 8.3.4.2) and a minimum distance of 115 feet between any two towers (per Implementation Measure 8.3.3.4). Achieving the City's desired minimum number of hotel rooms on-site could require the hotel tower to exceed the Plan's proposed maximum floor size and dimensions, as well as its minimum tower separation. However, such a tower would be required to be set back to the maximum degree possible from Harrison Street.

Privately-owned public open space (POPOS)

The Plan's POPOS requirements state that the development's POPOS should be open to the sky (per Implementation Measure 5.5.1.1). However, the location of the site adjacent to the freeway is not highly conducive to an outdoor POPOS. Simultaneously, a use that activates 2nd Street for pedestrians is very important along that busy street. As such, the Plan could allow an exception to the requirement that the POPOS be open to the sky, and instead provide an enclosed POPOS, as long as it is at sidewalk grade and has a clear ceiling height of at least 25 feet and meets other standards for design and performance.

Lot Consolidation

To maintain historic neighborhood character, the Plan bans consolidation of lots containing buildings with historic or neighborhood-character buildings (per Implementation Measure 7.6.1.1). As shown in Plan Figure 7.2, several parcels fronting Harrison and 2nd Streets would not be allowed to consolidate with other parcels under this provision. However, on this large site, this requirement may impact the ability to achieve both public benefits and superior design and potential for public benefits. Therefore, the Plan could allow the project to consolidate these lots.

Design Guidelines

Mid-Block Connections

The development site has the potential to add a portion of Lot 112. If this occurs, the development should connect Vassar Place all the way from Harrison Street to Perry Street. However, a second mid-block connection in addition to Vassar Place is unlikely to provide an important pedestrian route, given the availability of Vassar Street and the lack of a mid-block connection south of Perry Street, and could diminish from the street wall along Harrison Street. Therefore, the project may not be required to develop a second mid-block connection.

Parking and Loading Access

Parking and loading should be provided off of Perry Street or Vassar Place, but not 2nd Street or Harrison Street.

SITE 4: “FLOWER MART”

Existing Conditions

The site currently contains a large wholesale flower market consisting of single-story warehouses, smaller shops, parking, and ancillary facilities. Additionally, there is a surface parking lot at the corner of 5th and Brannan that has been used to store utility vehicles. Located at the north end of the site is a shared easement that serves as a service drive for the wholesale flower market and its northern neighbors.

Development Potential

Based on the proposed height, bulk and zoning parameters, including requirements for mid-block alleys, there is potential for at least 2.4 million square feet of total development at this site across all uses, including any office, residential, retail, hotel, and PDR on the site.

Potential Public Benefits

As a large collection of parcels, the site has the potential to deliver one or more of the following as described further below: 1) a replacement Flower Mart at subsidized rents, 2) an affordable housing site.

Wholesale Flower Market

Any proposed office building on this site would be required to provide PDR space (per Implementation Measure 3.3.3.1). It is important that such space be provided for the current wholesale flower market tenants as well as future operators, and that the facility is provided at affordable rents to ensure their longevity and financial success. The City and the project sponsor are considering a development agreement to ensure that this occurs.

Affordable Housing Site

Current plans for the site do not contemplate the inclusion of housing, due to potential conflicts with the operations of the wholesale flower market. However, if such conflicts were mitigatable, and housing were contemplated on the site, such housing could also provide space for on-site affordability. The large size of the site could enable the potential for a 100% affordable housing development of 15,000 – 30,000 square feet, potentially at the corner of 6th and Brannan, while still including a substantial commercial development.

Potential Flexibility

Massing

The site design is driven by the wholesale flower market’s need for a continuous ground floor operation of almost three acres. Given this consideration, the City could allow the following exceptions to the streetwall (per Implementation Measure 8.1.3.1), skyplane (per Implementation Measure 8.3.3.1), tower separation (per Implementation Measure 8.3.3.4), tower bulk (per Implementation Measure 8.3.4.2), setback requirements (per Implementation Measure 8.3.4.2), and building length (per Implementation Measure 8.5.2.2):

- The potential for the building at the corner of 5th and Brannan to have its 15-foot setback would occur up to a height of 105 feet rather than 85 feet;
- The “mid-rise” portion of the building above the wholesale flower market to go to 200 feet rather than 160 feet, provided this increase is only located internally to the block along the mid-block connection created by the project;

- A reduced setback at 85 feet along 5th Street and Morris Street for a small percentage of the building;
- A reduced setback for the tower proposed at the corner of 6th and Brannan Streets;
- A waiver of the the bulk reduction in the top 1/3 of the tower;
- An ability to exceed the maximum building length of 300 feet if the project still contains an architectural mass break (respecting the intent of Planning Code Section 270.1) and is largely permeable and open to the elements at the ground floor; and
- A waiver of the narrow streets setback and skyplane requirements at the new midblock east-west paseo and expanded service lane.

PDR Space

To ensure no net loss of PDR due to the Plan, the Plan proposes 100 percent replacement of PDR space in areas being rezoned from SALI to PDR (per Implementation Measure 3.3.3.1). However, by increasing the efficiency of the current wholesale flower market, it is possible to have the same amount of businesses and workers on a smaller footprint. As such, the Plan could allow an exception to the 100 percent replacement requirement.

Lot Consolidation

To maintain historic neighborhood character, the Plan bans consolidation of lots containing buildings with historic or neighborhood-character buildings (per Implementation Measure 7.6.1.1). As shown in Plan Figure 7.2, the site parcels fronting both 5th and 6th Streets that would not be allowed to consolidate with other parcels. On this large site, this requirement runs counter to the ability to achieve superior design and

potential for public benefits. Therefore, the Plan could allow the project to consolidate these lots.

Design Guidelines

Mid-Block Connections

Per Planning Code Section 270.2, the site will be required to provide multiple mid-block connections. These should be utilized to create an alley network on this block – one of the few in SoMa without one. This should include an east-west connection through the entire block, potentially as an extension of Freelon Street. This should also include a north-south connection from Brannan Street to the east-west connection.

Pedestrian Experience under I-80

Current pedestrian conditions along 5th Street under I-80 along could be improved in a number of ways to create a safer, more engaging environment. The project could provide or contribute to public art, lighting or other improvements in coordination with the City.

Parking and Loading Access

Parking and loading should be provided off of an existing or new alley or service drive. Given the size and industrial nature of this site, it may require multiple parking access points.

Privately-owned public open space (POPOS)

Due to the site's size, there are multiple ways to meet the intent of the POPOS requirement. This could include pedestrianizing a large portion of the required mid-block connections. This could also include a large centralized public space on the site. Any such space should be oriented to maximize sunshine.

Ground Floor Activation

Presuming the replacement wholesale flower market is at the ground floor, it will be important to ensure that the facility is designed to support activation at this level during the afternoon and evening hours when the wholesale flower market typically has no to low activity. The portion of the building fronting POPOS should be lined with active commercial and/or community uses that serve the local population into the evenings and weekends.

SITE 5: “PARK BLOCK”

Existing Conditions

The site includes a nearly 100,000 square foot parcel (Lot 045) fronting Brannan and 5th Streets that includes a two-story building of approximately 40,000 square feet that formerly was a San Francisco Chronicle printing plant (now partially used for animal care), as well as a large parking lot. The site includes three parcels fronting Brannan Street, including a 60,000 square foot “L” shaped parcel (Lot 052) currently owned by the San Francisco Public Utilities Commission (SFPUC) and used primarily for open air storage of light poles. The other two lots are each about 19,000 square feet and contain low-rise industrial structures; one (Lot 051) contains a one-story auto body shop and the other (Lot 050) is used for additional storage by the SFPUC.

Development Potential

Based on the proposed height, bulk and zoning parameters, including requirements for mid-block alleys, there is potential for approximately one million one hundred thousand square feet of total development at this site across all uses, including any office, residential, retail, hotel, and PDR on the site.

Potential Public Benefits

As a large collection of parcels, the site has the potential to deliver one or more of the following as described further below: 1) a public park, 2) an affordable housing site, 3) affordable space for production, distribution, and repair.

Public Park

The Central SoMa Plan has identified this site as the preferred location for a new public park (as discussed in Implementation Measure 5.2.2.1). The potential

park on this site could be up to an acre in size (~43,000 square feet), with a minimum desirable size of approximately three-quarters of an acre (~32,000 square feet). If located on the interior to this typical large SoMa block, it would be protected from noise and traffic by its location and could be accessed by up to six public streets based on implementation of the design recommendations discussed below. Given the limited opportunities to identify a site for a park of this size, the creation of this park is a very high priority of the Plan.

Affordable Housing Site

This site contains the potential for development on a portion of the site (between 12,000 – 18,000 square feet) of a 100% affordable housing development while still including a large footprint for a substantial commercial development. Should this site yield an affordable housing site, the preferred location would include a significant frontage facing the proposed park, which would directly benefit the residents and help provide “eyes” on the park around the clock throughout the week, in addition to that provided by the new adjacent commercial buildings, as well as ensuring a diversity of uses fronting the park.

Production, Distribution, and Repair

Any proposed office building on this site would be required to provide PDR space (per Implementation Measure 3.3.3.1). While the City cannot require that this space be subsidized as part of the Plan, the project sponsor could provide affordable rents to through a development agreement or other mechanism.

Potential Flexibility

Height

If providing a public park and/or on-site affordable housing, the Plan could allow up to 25 feet of additional height on the buildings on the site (per Implementation Measure 8.5.1.2).

Massing

The Plan's "skyplane" requirements mandate mass reduction from 50-80% along street-facing property lines (per Implementation Measure 8.3.3.1). Recognizing that the proposed park substantially reduces the site's development potential, the Plan could allow the "skyplane" requirements to be reduced on this site, as viewed from Brannan, 5th, Bryant, and Welsh Streets. This reduction would shift the building mass in a manner that increases sun access to the park by moving it towards the corner of 5th and Brannan, towards Welsh Street, and towards Bryant. The buildings would still need to establish a strong streetwall of 65 feet to 85 feet along the major streets, step back substantially above that height, and use architectural techniques to render the upper portion deferential to the lower portion.

Design Guidelines

Mid-Block Connections

The new mid-block connections required on this site should connect and extend the existing dead end alleys directly to the public open space, and increase the pedestrian permeability through the interior of this block, as follows:

1. *Connect the two ends of Welsh Street:* This alley would provide east-west pedestrian access through the block and remove two dead-end conditions.

Welsh Street will be connected through the newly created park.

2. *Connect Freelon Street to 5th Street:* This alley would provide east-west access pedestrian through the block and remove a dead-end condition.
3. *Connect Freelon Street to Brannan Street:* This connection should provide direct access to the proposed park (discussed above) from Brannan Street. The intersection of this mid-block connection with Brannan Street should be located as far to the east as possible, in order to effectively reduce the block length, provide most direct alignment to the park, and most closely align with both a proposed mid-block pedestrian crossing on Brannan Street and with a required mid-block connection on block 3786 ("88 Bluxome/Tennis Club" site).
4. *Connect Bryant Street to Welsh Street:* This connection should provide direct access to the proposed park from Bryant Street.

Pedestrian Experience under I-80

Current pedestrian conditions along 5th Street under I-80 along could be improved in a number of ways to create a safer, more engaging environment. The project could contribute to this improvement in coordination with the City.

Parking and Loading Access

Any parking and loading provided shall be designed to minimize conflicts with the use of and access to the public park.

Privately-owned public open space (POPOS)

As required by the Plan, the site will provide a significant amount of POPOS. This space should be located adjacent to the proposed public park to expand its size, and/or designed to enhance access to the park (via making the new mid-block connections pedestrian-only).

Ground Floor Activation

Activation of the park is critical. As required by the Plan, the park shall be lined with active uses, particularly retail, community uses (e.g., childcare), and PDR. To maximize activation, the ground floor uses should be diversified, in terms of users and time of use. Residential uses should be located facing to the park to provide additional eyes on it round the clock.

Light and Wind in the Public Park

The park and the development must be designed cooperatively to ensure that the project remains feasible and that the park does not reduce the site's development potential. That being said, the massing and design of the buildings should afford the park a substantial amount of sunshine and a minimum amount of wind to ensure its use and enjoyment.

SITE 6: “WELLS FARGO”

Existing Conditions

The site includes a 6,000 square foot single-story building containing a Wells Fargo bank branch and a chain coffee shop, as well as a large parking lot.

Development Potential

Based on the proposed height, bulk and zoning parameters, there is potential for approximately three- to four-hundred thousand square feet of total development at this site across all uses, including any office, residential, retail, hotel, and PDR on the site.

Potential Public Benefits

As a single, relatively modest sized parcel the site has the potential to deliver one or more of the following as described further below: 1) affordable space for production, distribution, and repair, 2) a public recreation center.

Production, Distribution, and Repair

Any proposed office building on this site would be required to provide PDR space (per Implementation Measure 3.3.3.1). While the City cannot require that this space be subsidized as part of the Plan, the project sponsor could provide affordable rents to through a development agreement or other mechanism.

Public Recreation Center

This site contains the potential to include the new public recreation center being sought by the City. Any proposed recreation center should coordinate the amenities and offerings with those available at the Gene Friend Recreation Center located at 6th and Folsom Streets.

Potential Flexibility

Massing

Since the site is proposed to be zoned at 200 feet, it could choose to develop as a tower, subject to the rules discussed in Implementation Measure 8.3.3.4, and the exceptions discussed here would not be necessary. However, if the site chooses to develop subject to the controls of a mid-rise building, with a maximum height of 160 feet, it could provide significantly more light and air onto Freelon Alley than the tower scenario. To support this outcome, the Plan could allow 1) an alteration of the skyplane requirements so that there is still significantly more light and air on Freelon Street than under the tower scenario, though less than otherwise required by Implementation Measure 8.4.1.1, and 2) a minor reduction in apparent mass reduction on Brannan Street. Such a gesture could help emphasize the importance of the corner of 4th and Brannan Streets.

Privately-owned public open space (POPOS)

To maximize development potential on the site, and in return for the public benefits described above, the City could allow the POPOS not open to the sky, as long as it has a clearance of at least 25 feet and meets other standards for design and performance included in Implementation Measure 5.5.1.1.

Design Guidelines

Mid-Block Connections

Per Planning Code Section 270.2, the site may be required to provide a new mid-block connection connecting 225-foot long lot frontages on Brannan and Freelon. However, given the existing permeability of the block (via such alleys as Freelon, Welsh, Zoe, and Ritch), such an alley is not necessary. If provided,

it should serve as a POPOS and be activated by uses within the development.

Pedestrian Experience under I-80

Current pedestrian conditions along 4th Street under I-80 along could be improved in a number of ways to create a safer, more engaging environment. The project could provide or contribute to improvements in coordination with the City.

Parking and Loading Access

Any parking and loading provided shall be accessed off of Freelon Street, rather than 4th Street or Brannan Street.

Privately-owned public open space (POPOS)

Part of the POPOS requirement on this site can be met through the required five foot setback along 4th Street, which is necessary to provide adequate sidewalk widths (see Implementation Measure 4.1.1.2). As per the remaining POPOS requirement, notwithstanding the potential exception discussed above, a good location for this project's POPOS is off-site under the I-80 freeway, where it could serve to activate the street (in keeping with Implementation Measures 4.1.10.1 and 5.3.2.1). If such a POPOS is infeasible, the site should consider a pedestrianized mid-block connection on the eastern end of the property (as discussed above) or through a setback along Freelon Street. The POPOS should not be provided as a "carve out" along 4th or Brannan Streets that diminishes from the streetwall provided by the building (per Implementation Measure 8.1.3.1).

SITE 7: “88 BLUXOME/TENNIS CLUB”

Existing Conditions

The site is currently utilized as a private recreational facility, most prominently featuring the city’s only indoor tennis courts.

Development Potential

Based on the proposed height, bulk and zoning parameters, including requirements for mid-block alleys, there is potential for approximately one million square feet of total development at this site across all uses, including any office, residential, recreational, retail, hotel, and PDR on the site.

Potential Public Benefits

This large site has the potential to deliver one or more of the following as described further below: 1) an affordable housing site, 2) public recreation center, 3) Bluxome Linear Park.

Affordable Housing Site

This site contains the potential for dedicating a portion of the site (between 15,000 – 30,000 square feet) for a 100% affordable housing development while still including a large footprint for a substantial commercial development. Should this site yield an affordable housing site, the preferred location would be interior to the block.

Public Recreation Center

This site contains the potential to include the new public recreation center being sought by the City. For purposes of site efficiency, such a recreation center could be incorporated into the affordable housing site or a proposed office development. Any proposed recreation center should coordinate the amenities and offerings with those available at the Gene Friend Recreation Center located at 6th and Folsom Streets.

Bluxome Linear Park

The site contains the potential to create the new linear park along Bluxome Street between 4th and 5th Streets. While part of this requirement could meet the Plan’s POPOS requirements (per Implementation Measure 5.5.1.1), construction of the entire park would likely exceed the amount of required POPOS.

Potential Flexibility

Height

If providing an on-site affordable housing and/or a public recreation center, the Plan could allow up to 25 feet of additional height on the buildings on the site (per Implementation Measure 8.5.1.2).

Massing

The Plan’s “skyplane” requirements mandate mass reduction from 50-80% along street-facing property lines (per Implementation Measure 8.3.3.1). In return for the public benefits discussed above, the City could allow a reduction of the “skyplane” requirements along some combination of Bluxome, Brannan, and 5th Streets. This reduction would be designed to shift the building mass in a manner that emphasizes the corner of 5th and Brannan Streets. For the potential tower on the western portion of the site, the design should explore ways to increase floorplates and dimensions in a fashion that is minimally visible from the street, given the depth of the development lot. For the potential mid-rise building in the eastern portion of the site, it may be necessary to add mass on the upper floors to account for development capacity lost in providing the additional public benefits. These potential exceptions should be mindful of potential shadow impacts on the proposed park on the north side of Brannan Street (see “Park Block” site).

Production, Distribution, and Repair

The Plan requires that any proposed office building on the site would be required to provide PDR space (per Implementation Measure 3.3.3.1). The City could allow this PDR requirement to be waived in return for providing more than one of the public benefits discussed above.

Design Guidelines

Mid-Block Connections

Per Planning Code Section 270.2, the site will be required to provide a mid-block connection between Brannan and Bluxome Streets. The mid-block connection between Brannan and Bluxome Streets should be located in the middle-third of the block. While a new mid-block connection could be required east from 5th Street, it is unlikely that such a connection would benefit the circulation pattern in the area, and is therefore not a priority.

Parking and Loading Access

Any parking and loading provided shall be accessed off of Bluxome Street, rather than 5th Street or Brannan Street. To minimize disruption of the proposed linear park along Bluxome, this loading should occur as far east on the site as possible.

Light and Wind in the Public Park

The development on the site should consider its effects on shadows and wind on the proposed Bluxome Street linear park, balancing this issue against other massing considerations on the site.

SITE 8: “4TH AND TOWNSEND”

Existing Conditions

The site currently has several uses. On the triangular lot fronting 4th Street is a single-story building hosting two retail uses – a restaurant and a coffee shop. On the triangular lot fronting Townsend Street is a single story furniture store. In the northeast corner of the site are two residential condominiums and a commercial condominium. These are connected via a driveway to a curb cut at the intersection of 4th and Townsend.

Development Potential

Based on the proposed height, bulk and zoning parameters, including requirements for mid-block alleys, there is potential for approximately one million square feet of total development at this site across all uses, including any office, residential, retail, hotel, and PDR on the site.

Potential Public Benefits

As a large collection of parcels, the site has the potential to deliver one or more of the following as described further below: 1) an architectural identifier for the Plan Area, 2) pedestrian access to transit.

Architecture

The corner of 4th and Townsend is the intersection of two rail lines – Caltrain and the Central Subway. The Plan seeks to emphasize the importance of this location by establishing the Plan Area’s highest height limits. Additionally, the Plan seeks to use distinctive architecture to demarcate the importance of this site and serve as an identifier of Central SoMa on the skyline.

Pedestrian Access to Transit

The ongoing upgrades to Caltrain and the completion

of the Central Subway are both going to bring a lot of new people to the intersection of 4th and Townsend Streets. To facilitate the movement of these pedestrians across this busy intersection, this development sites should consider ways to facilitate pedestrian movement through this block, including a new connection to Lusk Street. It should also consider incorporation of underground pedestrian access to the Caltrain station.

Potential Flexibility

Land Use

The Plan requires parcels larger than 30,000 square feet south of Harrison Street to be primarily non-residential (per Implementation Measure 3.1.1.1). The Plan could allow this site to be a primarily residential development, with potential for ground floor retail. This exception would be tied to the provision of non-residential development beyond otherwise required at an affiliated site (i.e., the Park Block site, currently proposed for development by the same sponsor).

Massing

The site has the potential for two towers designed in an architecturally superior way. Given this consideration, the City could allow exceptions to tower separation (per Implementation Measure 8.3.3.4), tower bulk (per Implementation Measure 8.3.4.2), and setback requirements (per Implementation Measure 8.3.4.2), as follows:

- A reduced tower separation between the two buildings, to a minimum of 50 feet on the lower half of the tower and a minimum of 70 feet on upper third of the building;

- Allow the expression of the desired 50 foot height difference be within the massing of each tower, rather than between towers;
- An increase in the bulk such that the towers may have an individual floorplate of more than 12,000 square feet until the upper third of the towers, and the top 1/8 of the towers must be have floorplates of no more than 8,000 square feet each;
- A waiver from the streetwall requirement to allow the setbacks below the podium to be gradual and to exceed five feet;
- An increase in the plan dimension and diagonals of the towers up to 270 feet;
- A reduced setback at 85 feet along Townsend Street, though this setback could be no less than 10 feet

Design Guidelines

Parking and Loading Access

To minimize impacts to transit vehicles traversing the intersection of 4th and Townsend Streets, all vehicle access to the site must be from Townsend Street at the eastern edge of the site. New curb cuts are not permitted along 4th Street.

Public Plaza

The City requires residential projects to provide open space, and provides an incentive to make such open space publicly accessible. This site would be a good location for one or more such public open spaces, which could include a substantial, accessible, and inviting public plaza.

**EXHIBIT IV.5 – DRAFT KEY
STREETS GUIDANCE**

CENTRAL SOMA KEY STREETS GUIDANCE

PURPOSE

This Key Streets Guidance document will further the implementation of the Central SoMa Plan by providing street-specific guidance for the neighborhood’s major east-west and north-south streets: 2nd, 3rd, 4th, 5th, 6th, Howard, Folsom, Harrison, Bryant, Brannan, and Townsend. This additional guidance will benefit City agencies, the community, and major development project sponsors as the design of these “key streets” is considered and implemented over the 25-year Plan horizon.

Although the Central SoMa Plan area only includes four to five blocks of each key street, the visions and benefits described in this guidance could inform planning for the entire length of each roadway corridor. For ease of use, this document is organized by street, which is how most of these improvements will be implemented. As with much of the Plan, an underlying goal is to thoughtfully leverage each future investment to maximize quality of life for everyone living, working, and playing in Central SoMa. In the neighborhood, streets and sidewalks occupy over 70% acres - nearly one-third of the land area. As such, our investments in these streets should emphasize creating healthy, vibrant, and green places for people to walk, gather, recreate, and experience nature.



RELEVANT PLAN GOALS, OBJECTIVES, AND POLICIES

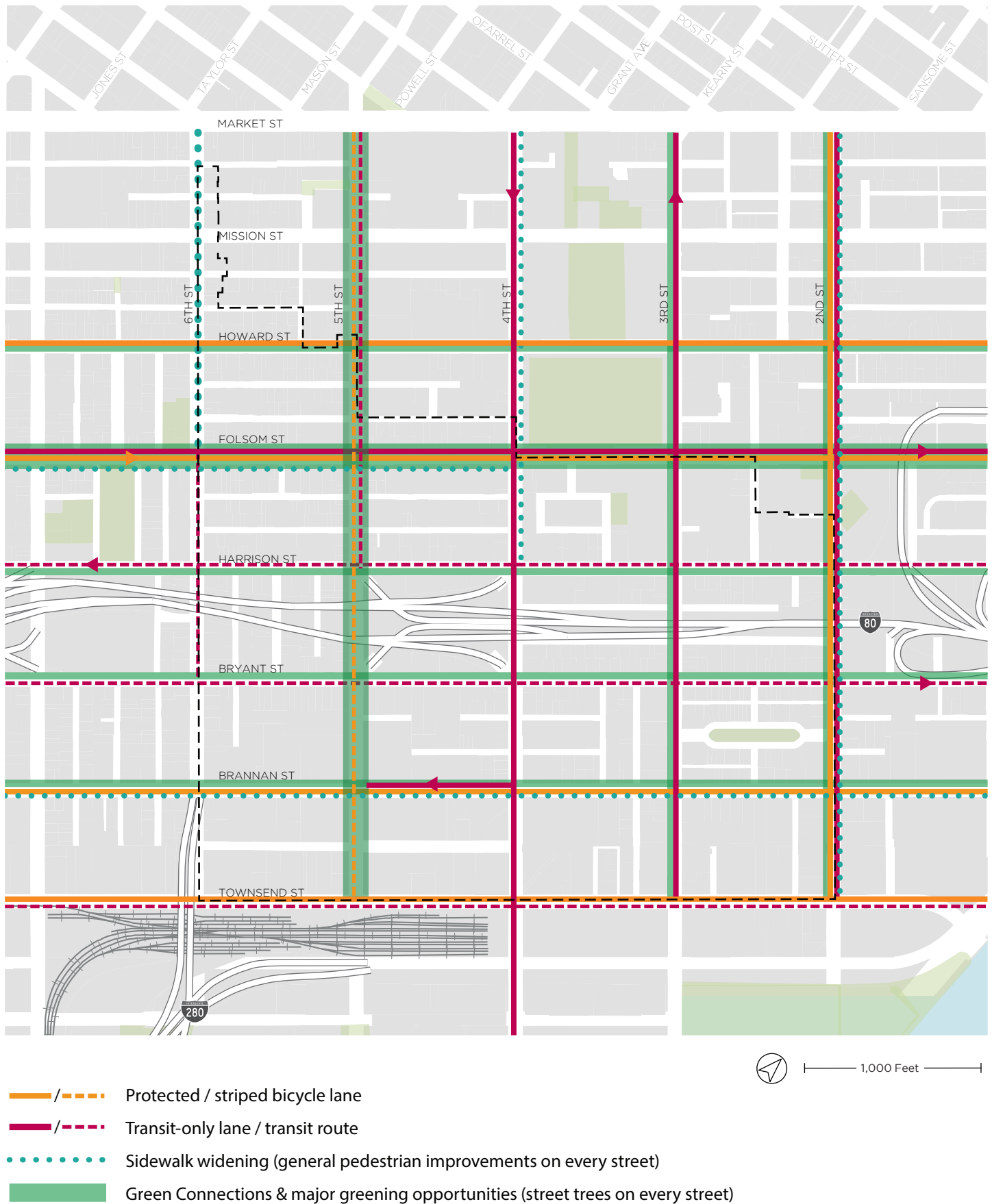
Goal 4 of the Central SoMa Plan (contained in Chapter 4) is to “Provide Safe and Convenient Transportation that Prioritizes Walking, Bicycling, and Transit.” Chapter 4’s comprehensive suite of Objectives and Policies seeks to improve mobility and reduce traffic congestion through street and sidewalk improvements that support and prioritize sustainable transportation modes (walking, biking, and transit). In addition, Goal 6, “Create and Environmentally Sustainable and Resilient Neighborhood,” recognizes complete streets and sidewalks as critical opportunities to amplify environmental sustainability and resilience (air quality, stormwater management, urban flooding, greening/ biodiversity, and energy use). Together, the Objectives and Policies of this chapter also support the City’s larger climate mitigation (greenhouse-gas reduction) goals.



¹ SFMTA, SFDPPW, SF Planning, SFPUC, and SF Environment (as needed)

Figure 1

NEIGHBORHOOD MOBILITY AND PROPOSED IMPROVEMENTS SUMMARY



UNIVERSAL ELEMENTS AND DESCRIPTIONS

Pedestrian comfort, greening, resiliency, and resource efficiency are concepts applicable to all of Central SoMa's streets. This section describes these concepts in more detail.

- **Pedestrian comfort** includes amenities along sidewalks and medians that contribute to safe, convenient, and attractive walking environments. Such improvements help fulfill the City's pedestrian safety policies (especially Vision Zero) and sustainability policies (such as having 80% of all trips be by sustainable means by 2030). Elements include wider sidewalks to accommodate increased populations, signalized crosswalks and bulb outs to improve crossings, street trees and landscaping for experience of nature and more, furnishings and other public amenities for respite and gathering, and improved lighting and public art.
- **Greening** refers to a mix of street trees for shade and beauty, landscaped medians and sidewalks for pollinator habitat, green infrastructure incorporated as urban design and place making elements, and living walls on adjacent building facades. These elements may be incorporated throughout streets, sidewalks, medians and bike lane buffers, and adjacent open spaces. Local air quality, mental health, biodiversity, stormwater management, micro-climate comfort, and environmental justice issues are all enhanced through a robust integration of nature into the built environment. In Central SoMa, special attention is needed on the identified Green Connections (2nd Street and Folsom Street) and around/under the elevated freeway. The Plan directs all landscaping throughout the neighborhood to use climate appropriate and habitat supportive plants, which prioritize native or non-native/non-invasive species (see www.sfplantfinder.org for an easy-to-use tool for plant selections that support this biodiversity vision).

- **Resilience and resource-efficiency** tools include those that reduce greenhouse gas emissions and energy use include well-designed and appointed streets that encourage walking/biking/transit (sustainable mobility), publicly accessible electric vehicle charging, and LED streetlights. Well-designed green infrastructure helps reduce urban flooding impacts by detaining and slowing precipitation that falls on streets and sidewalks. This is especially helpful in already built urban centers like Central SoMa where raising site elevations on a project-by-project basis is challenging. Advanced stormwater management also provides downstream benefits to the City's wastewater system by reducing water volumes in the combined sewer system. Finally, stormwater is a non-potable water source that if captured, detained, and treated properly may be used for local park irrigation and street cleaning.

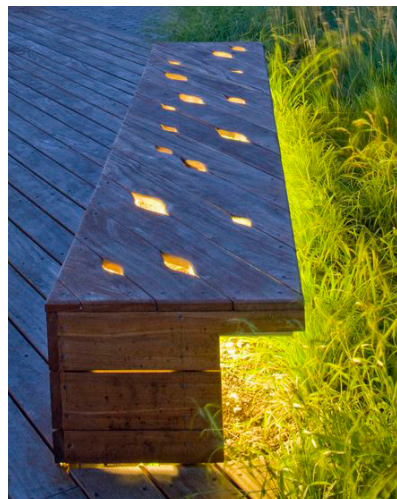











Figure 2

PROPOSED AMENITY SUMMARY

This table summarizes the information contained in the following pages.

										
STREET										
2nd	X	X	X			X	X		X	
3rd		X	X	X			X	X		
4th		X	X	X			X			
5th		X			X		X	X		
6th	X	X			X		X			
Howard		X				X	X	X	X	
Folsom	X	X	X	X		X	X	X		
Harrison	X	X					X		X	
Bryant								X	X	
Brannan	X	X		X		X	X	X		
Townsend		X	X			X	X		X	
	SIDEWALK WIDENING		PEDESTRIAN IMPROVEMENTS		TRANSIT IMPROVEMENTS		TRANSIT-ONLY LANES		CONVENTIONAL BIKE LANES	
	PROTECTED BIKE LANES		CURB SPACE DEMAND MGMT		GREEN INFRASTRUCTURE		ENHANCED STREET TREES		SF GREEN CONNECTION	
	LED STREETLIGHTS (SFPUC)		LED STREETLIGHTS (CSP)		EV-CHARGING STATIONS					

HOWARD STREET

Vision

Howard Street is the westbound companion to eastbound Folsom Streets to its south. It is envisioned as a one-way roadway with two travel lanes and a two-way protected bicycle lane. Identified in the SFMTA's Fiscal Year 2017-2021 Capital Improvements Program from 3rd to 11th streets, Howard Street is a key piece of the neighborhood's pedestrian and bicycle network, as well as a major conduit for people biking from downtown through SoMa to areas further south and west.

Key Features & Co-Benefits

- Pleasant and safe pedestrian realm with sufficient sidewalks, shorter and more frequent crossings, greening, furnishings/gathering spaces, and art.
- Safe cycling with a two-way protected bike lane on the south side of the street, in between the existing sidewalk and new median strip.
- A new median is envisioned to protect the bicycle lane users and for a mix of loading, greening, and other public amenities.
- Landscape areas should be included in medians, bulb-outs, and sidewalks as feasible. As complementary to local stormwater management, landscape areas should also be considered for functional green infrastructure, such as rain gardens and bioswales. Especially on the blocks between 4th and 6th streets, these systems may also provide downstream system benefits and help minimize urban flooding on 5th Street.

² Per SFMTA's SoMa Improvement Strategy, near-term projects include those where construction is expected by 2022. Long-term projects are expected to start after 2022.

FOLSOM STREET

Vision

Functionally, Folsom Street is the eastbound companion to westbound Howard Street. In the City's General Plan, Eastern Neighborhoods Plan, and Central SoMa Plan, it is envisioned as a civic boulevard linking multiple existing and emerging neighborhoods in the SoMa area and beyond. Folsom Street is also identified in San Francisco's Green Connection Plan as SoMa's main traverse. Thus, designs should foster linkages between inland open spaces and the Bay, and provide verdant habitat for native plants and wildlife. Identified in the SFMTA's Fiscal Year 2017-2021 Capital Improvements Program from the Embarcadero to 11th Street, Folsom Street is a key piece of the neighborhood's transit and bicycle network, as well as a major conduit for people that bike downtown from adjacent neighborhoods to the south and west. As part of a robust planning process, Folsom Street is intended to maintain one-way travel on two to three lanes and include the amenities outlined.

Key Features & Co-Benefits

- Dedicated transit-only lane to increase bus speeds and reliability, along with new and enhanced boarding areas and bus shelters with real-time schedules to enhance user experience.
- Safe cycling with a one-way protected bike lane situated in between the existing sidewalk and protective new median strip, which will accommodate a mix of passenger and commercial loading, greening (street trees and green infrastructure), and other public amenities.
- Pleasant pedestrian realm comprised of enhanced existing sidewalks, wider sidewalks on the north side of the street between 4th and 8th Streets, shorter and more frequent crossings, landscaping, sidewalk furnishings, and art. In addition to buffering cyclists from vehicle traffic, the new median will also expand the usable space for public respite and stormwater management to reduce urban flooding, especially on the bike lane.
- Landscape areas should be included in medians, bulb-outs, and sidewalks as feasible. As complimentary to local stormwater management, landscape areas should also be considered for functional green infrastructure, such as rain gardens and bioswales. Especially on the blocks between 4th and 6th Streets, these systems may also provide downstream system benefits and help minimize urban flooding on 5th Street.

HARRISON & BRYANT

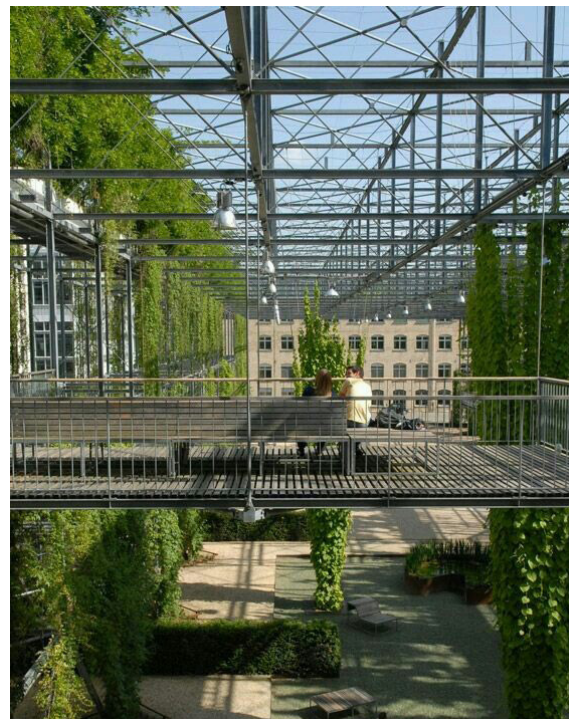
Vision

Harrison and Bryant streets are a couplet recognized as major regional freeway access corridors for vehicles entering or exiting the San Francisco Bay Bridge. Both roadways are also identified as important local transit corridors. Therefore, neither are seen as appropriate roadways for people that bike. As pedestrian safety and comfort is a priority throughout SoMa, sidewalk and street crossing improvements are important, especially in around freeway on and off ramps. SFMTA's SoMa improvement strategy does not include Bryant or most of Harrison in its list of capital projects priorities. Therefore, it is understood that four of the existing five general traffic lanes on each street could be retained, with the fifth lane converted to transit-only during daytime/peak hours. Off-peak, both curb lanes would be used for on-street parking. Similarly, on-street parking would be limited to off-peak hours, but curbside loading pockets would be provided where needed.

In general, the Central SoMa Plan prioritizes healthy air quality improvements for all local residents and workers. Since a bulk of today's impacts center around emissions from vehicles traversing the neighborhood on the elevated I-80 freeway impacts, as well as queuing and idling at on and off ramps, parallel and adjacent Harrison and Bryant streets (and the areas beneath the freeway) provide key opportunities to add protective and filtering layers of urban greening, such as significant tree canopies, living walls, and the neighborhoods larger green infrastructure investments.

Key Features & Co-Benefits

- Pedestrian safety and comfort improvements will be made along with major development projects, recognizing that the current sidewalks (typically 8' wide) are insufficient and below the City's Better Streets standards. Additionally, the 5th Street project will include pedestrian improvements to the 5th/Harrison and 5th/Bryant freeway ramps.
- Significant greening and tree planting is to be implemented along the freeway corridor to help mitigate current air quality impacts, which depends on the streetscapes of Harrison and Bryant streets to support these aims.



BRANNAN STREET

Vision

Brannan Street is the east-west spine of the southern half of the Plan area where substantial employment and residential growth is expected. Currently it is a two-way street with narrow sidewalks and no provisions for safe bicycle travel. The street is envisioned to retain two-way operations but re-balance Brannan Street to function as a neighborhood hub. For the stretch of Brannan between the Embarcadero and 8th Street, the SFMTA Fiscal Year 2017-2021 Capital Improvements Program identifies sidewalk improvements and protected bicycle lane in both directions, and reduced vehicle lanes. As with 5th Street, required streetscape improvements associated with major development projects will be coordinated to contribute maximum benefits to an enhanced roadway condition for people that walk, bike, and take transit.

Key Features & Co-Benefits

- Protected bike lanes in both directions.
- Sidewalk improvements, such as enhanced crossings, street trees, and landscaping; note, sidewalk widening may occur along blocks with major new developments.
- Opportunities for green infrastructure rain gardens and bioswales, especially on the blocks between 4th and 6th streets, to help manage local stormwater and minimize local urban flooding on downstream 5th street, as well as contribute to the streets overall greening goals.

TOWNSEND STREET

Vision

Townsend Street is important due to the density of residents, bicycle use, and proximity to Caltrain. Currently conditions vary greatly - east of 4th Street, Townsend functions like other SoMa streets. West of 4th Street it lacks some of the basic amenities, such as sidewalks. Townsend Street between 8th and 4th is also part of the Vision Zero High Injury Network. Envisioned improvements support better walking, biking, and transit service. Long-term, these efforts will be tied into improvements related to changes to the Caltrain station and yard, which are tied to the proposed High Speed Rail project.

Key Features & Co-Benefits

- New and/or improved transit boarding areas.
- Protected bike lanes in both directions.

2ND STREET

Vision

Incorporating community input, the SFMTA SoMa Improvement Strategy describes 2nd Street as a primary bike, transit, and pedestrian thoroughfare, as well as a ‘green connector’ for the neighborhood. Second Street is a major, near-term capital project delivered by SFMTA and SFDPW, which includes a repaved street curb-to-curb with protected bicycle lanes, wider sidewalks and additional signalized crosswalks, and transit amenities. Landscape features are included, although not designed to function as green infrastructure. Construction is underway and is estimated to conclude in Fall 2019.

Key Features & Co-Benefits

- Protected one-way bicycle lane facilities in both directions to enhance safety and provide a major piece of the City’s bike network.
- Transit boarding islands in both directions to improve service speeds and user experience.
- Landscaped bulb-outs to improve pedestrian (ADA) safety at crossings and connect people to nature.
- Road diet to accommodate the above removes one vehicle travel lane in each direction.

3RD AND 4TH STREETS

Vision

Third and Fourth Streets connect the City’s downtown commercial center, Moscone convention center, major cultural institutions, Caltrain station (4th and King), and Mission Bay (hospital, university, office, and residential clusters with interconnected parks system). Currently they are auto-centric one-way couplets with multiple traffic lanes, narrow sidewalks, and no facilities for safe bicycle travel. A priority transit lane was added to northbound Third Street and the Central Subway is under construction. The portion of 4th Street south of the freeway will soon include a center-running, above-ground light rail, while the northern balance will be tunnelized below ground; in SoMa, new transit stations are planned at Folsom and between Bryant/Brannan.

SFMTA identifies both streets for longer-term capital projects such as pedestrian improvements, transit

lanes and facilities, and curb management. On 3rd Street, these projects span the entire length through SoMa, while on 4th Street, they focus on the portion north of Harrison to coordinate with the Central Subway. The Central SoMa Plan prioritizes the rebalancing of both streets to better support these sustainable transportation upgrades, as well as their important civic role to support higher-density pedestrian activity.

Key Features & Co-Benefits

- Major transit improvements, including the City’s new underground subway.
- Pedestrian improvements, such as enhanced crossings, street trees, and other amenities to support the anticipated activity levels along these major civic linkages.
- Calmed vehicle traffic, more appropriate to a denser urban environment.

5TH STREET

Vision

The City's Bicycle Plan identifies 5th Street as an important north-south bicycle corridor and suggests improvements. The SFMTA Fiscal Year 2017-2021 Capital Improvements Program has identified 5th Street as a smaller near-term capital project from Market to Townsend streets, focusing on more minor yet potentially impactful upgrades. For example, envisioned improvements include restriping the street to add conventional (non-protected/buffered) bike lanes in both directions, and adding sidewalk bulb outs at intersections to facilitate safer pedestrian crossings. The portion between Market and Harrison streets also serves as a local transit corridor. Timing of any improvements may be impacted by the Central Subway construction schedule on 4th Street, during which transit has been being diverted to 5th Street.

Per the Central SoMa Plan, any north-south street traversing under the freeway should enhance pedestrian and bike comfort under the elevated infrastructure using sufficient and aesthetically pleasing lighting (including illuminated art installations), widened and beautified sidewalks, and safe bicycle lanes. 5th Street, especially south of the freeway, will also host some of the plan area's largest development projects, and associated mobility needs of an expanded daytime employee population. This quadrant will also include the new Central SoMa public park and Bluxome Alley linear park, both of which have critical linkages to and from 5th Street.

Finally, 5th Street and its surrounds comprise some of the lower-lying topography of the neighborhood; in fact, portions of 5th Street around and under the freeway sit on top of the historic Hayes Marsh

and thus serve as key points in its watershed.

The complete length of 5th Street is an important linkage in the neighborhood's stormwater and urban flood management network—by integrating green infrastructure into new landscape areas along its length, the corridor can also provide important neighborhood greening benefits.

Key Features & Co-Benefits

- Pedestrian safety and comfort improvements, such as bulb outs at key crossings, street trees, and furnishings. Sidewalk widening may be possible adjacent to major development projects, recognizing that the current sidewalks do not meet the City's Better Streets standards.
- Tree planting and landscaped bulb outs are envisioned to add habitat-supportive greening along the length of 5th Street.



5TH STREET, CONTINUED

- Localized air quality improvements, not only through transportation demand management strategies, but also through 5th Street's opportunity to help mitigate air quality impacts through functional greening.
- Urban flood management (and associated co-benefits) through integration of cost efficient and most effective green infrastructure investments; typically, on 5th Street this would take the form of bioswales and rain gardens, which slow, filter, and help redirect peak flows.



6TH STREET

Vision

The 6th Street corridor is a Vision Zero priority due to its high concentrations of pedestrian collisions, injuries, and fatalities. The SFMTA Fiscal Year 2017-2021 Capital Improvements Program includes 6th Street as a near-term capital project; planning and environmental review is underway and construction is estimated to begin in Winter 2019. The proposed project includes safety improvements for all modes. From Market to Folsom, vehicle travel lanes are to be removed to accommodate wider sidewalks and conventional bike lanes in both directions. South of Folsom, 6th Street is identified as a regional freeway access and transit corridor, but will also include pedestrian safety improvements such as bulb-outs, new signals and crosswalks, and enhanced lighting.

Key Features & Co-Benefits

- Road diet reducing four lanes to two; one lane in each direction from Market Street to Folsom Street.
- Wider sidewalks, corner bulb-outs, new traffic signals, and new crosswalks at targeted intersections to encourage slow, calm, and predictable movement.
- Streetscape improvements such as distinct paving, street furniture, and pedestrian-scale lighting.

V. SUPPLEMENTAL INFORMATION

**EXHIBIT V.1 – SUMMARY
OF REVISIONS – CENTRAL
SOMA PLAN**

Summary of Revisions – Central SoMa Plan

This document conveys proposed revisions to the Central SoMa Plan between the version published in the August 2016 Draft Plan and the version published February 2018 as part of the Plan’s legislative package.

In addition to the changes discussed below, the February 2018 version has been revised to be ready for adoption as an Area Plan of the City’s General Plan. Based on best practice and State law, information in the General Plan is focused and limited to core policy items, such as Goals, Objectives, and Policies. As such, this document, including removal of implementation materials (such as the “Public Benefits Package” and “Guide to Urban Design”), illustrative materials (such as figures and photographs), and contextual and process materials (such as the “Acknowledgements,” “Planning Process,” and “Fulfilling the Vision” sections). Some of these materials, including those included in the “Implementation Strategy” portion of the August 2016 Draft Central SoMa Plan, will be adopted separately but concurrently by the City. Additionally, the Planning Department will publish a compilation document containing all of the adopted materials, as well as illustrative and background materials, upon adoption of the Central SoMa Plan.

#	Topic	Change	Rationale
Plan Area Boundary	Plan Area Boundary	Add text clarifying boundaries of the Plan Area	Non-substantive change made to improve readability.
Policies 1.1.1, 2.3.2, 3.1.1, 3.3.2, 4.1.2, 4.3.1, 5.2.1, 5.5.1, 7.4.1, 8.6.1	Various	Revised policy language from “shall” or “must” to “should,” or added a “should” statement to the Policy.	Changes to language and format made to be consistent with the other ~120 policies in the Plan.
Goal #1, Objectives 1.1, 1.2, and 5.5 and Policies 1.1.1, 1.1.2, 1.2.1, 3.1.2, 3.3.1, 4.1.2, 4.1.4, 4.1.5, 4.1.6, 4.1.8, 4.1.9.	Various	In those instances when a Goal, Objective, or Policy would be completed via the legislation that accompanies the Plan, revised the language to be reflective of the desired result rather than the action itself.	Non-substantive change made to improve clarity of the desired results of the Plan and actions necessary to achieve them, particularly for those readers tasked with implementing the adopted Plan. E.g., Objective 1.1 formerly read: “Increase the area where space for jobs and housing can be built.” Such text, when read by someone upon Plan adoption, could be construed as advocating for ongoingly removing any protective zoning in the Area, which is not the intended result of the Plan (which is calling to protect some industrially-zoned areas along the freeway). The true intent is better captured by the revised Objective 1.1: “Ensure that there is sufficient land area where space for jobs and housing can be built.”
Policy 1.2.2	Floor Area Ratio (FAR)	Removed reference to the heights at which FAR requirements would be removed, with explanatory language.	Upon further consideration, the same rationale for removing FAR limits above 85 feet applies to buildings below 85 feet – that bulk and other design controls are sufficient to ensure

#	Topic	Change	Rationale
			appropriate development.
Policy 2.1.1	Maintaining existing housing	Changed “maintains” to “maintain.”	Non-substantive change to correct grammatical mistake.
Objective 2.3	Affordable housing target	Removed specific definition of what constitutes very low, low, and moderate income households. Clarified that the 33% target will be met through a variety of mechanisms.	The definition of “moderate” income is defined in the Code. This definition is subject to change and should not be defined with specificity in the Plan, but should be consistent with citywide standards that are determined elsewhere.
Policy 2.3.1	Inclusionary housing requirement	Completely revised the policy to 1) be more explanatory of the City’s affordable housing program and 2) focus the text on the goal of meeting the City’s affordable housing target rather than the mechanism.	The City’s affordable housing requirements have undergone a major overhaul since the passage of Proposition C in June Of 2016 and the subsequent Board legislation to amend affordability requirements. These changes have greatly increased the amount of affordable housing required in Central SoMa so that they are akin to what had previously been proposed by the Plan. As such, it is no longer necessary to require additional affordability through the Plan, as these requirements already exist. However, if affordable housing requirements are reduced in the future, it should still be the Plan’s policy that both residential and non-residential projects in Central SoMa contribute substantially to the affordable housing needs of the Plan Area, so that the objective of 33% affordability is met.
Policy 2.3.2	Affordable housing requirement for non-residential uses	Revised to remove additional affordable housing requirements for commercial uses based on increased development capacity	The City is able to meet its target of 33% affordable housing based on existing requirements for commercial uses combined with the recent amendments to affordable housing requirements (see Policy 2.3.1). As such, additional funding capacity from commercial uses will be directed towards transportation needs.
Objective 2.4	Middle income housing	Removed specific definition of what constitutes housing that is not “affordable” but not market rate.	The threshold for affordability is defined elsewhere, such as the Code and other state and federal programs. These are subject to change and need not be defined with specificity in the Plan.
Policy 2.4.1	Middle Income Housing	Revised the language to recognize that the City’s inclusionary housing requirements now include mechanisms to build middle-income housing.	This revision reflects changes made to the Planning Code since release of the 2016 Draft Plan.
Policy 2.5.2	Rental housing	Added a new policy to incentivize rental housing.	Rental housing is an important part of Central SoMa’s diversity and it is important that the Plan specifically recognize its importance and highlight the need to incentivize it.

#	Topic	Change	Rationale
Policy 2.6.2	Childcare	Revised the policy name and text to focus on the creation of childcare space, not just its funding.	Upon further consideration, the Plan should seek to achieve not just funding for childcare but creation of childcare space (which is often more challenging). Fortunately, since release of the 2016 Draft Plan the City has undertaken important efforts to facilitate the creation of childcare centers, including removing some of the processing and physical restrictions, and engaging the State to create clearer and more achievable rules.
Policy 2.6.3	Community Services	Revised the policy name and text to focus on the creation of community services facilities.	Important to emphasize the City's role in creating new community services facilities with the funding generated from the new impact fee.
Objective 3.1	Space for job growth	Revised the name of this Objective and fleshed out the narrative.	These changes were merited by the robust conversation over the past year about the jobs-orientation of the proposed Plan. The Plan is still very supportive of housing, but it is important to emphasize this area's regional importance for locating jobs that would be coming to the Bay Area anyway, but otherwise would likely be in less dense and less transit-oriented areas.
Policy 3.3.2	Conversion of PDR	Revised language to reflect that requirements to maintain and replace PDR are already in place.	The revision captures the fact that, since the release of the 2016 Draft Plan, the City's voters passed Proposition X that requires maintaining and/or replacing PDR space in parts of SoMa and the Mission.
Policy 3.3.4	Supporting PDR	Noted that the City should consider requiring higher ceiling heights as a way to support Production/Distribution/Repair (PDR). Other edits made to increase readability.	It is considered best practice in the City for buildings with PDR uses to have a ground floor ceiling height of 17 feet. This should also apply to Central SoMa, recognizing that many buildings in the area will be required to have PDR (see proposed amendments to Code Section 145.4).
Policy 3.4.3	Local retail	Revised to include supporting neighborhood character as a desired characteristic of retail.	Central SoMa already has excellent character and maintaining it is part of the core philosophy of the Plan.
Policy 4.1.1	Vision Zero re walking	Added a new policy to improve streets throughout the Plan Area in accordance with the City's Vision Zero policy. Add subsequent policies are renumbered accordingly.	Vision Zero is San Francisco's road safety policy, as adopted since 2014. It is important that the Plan recognizes and emphasizes the importance of Vision Zero for pedestrian improvements.
Policies 4.2.1. and 4.2.2	Vision Zero re bicycling	Removed the existing Policy 4.2.1 ("Create a network of convenient and safe bicycle lanes.") with two policies: 1) improving existing bike lanes to Vision Zero standards and 2) creating new bike lanes to Vision Zero standards.	As stated above, Vision Zero is San Francisco's road safety policy. It is important that the Plan recognizes and emphasizes the importance of Vision Zero for bicycle improvements.
Policy 4.4.2	TDM	Revised language to be clearer that	The revision captures the fact that, since the

#	Topic	Change	Rationale
		Transportation Demand Management (TDM) strategies shall be employed in Central SoMa.	release of the 2016 Draft Plan, the City adopted a new TDM Ordinance that covers the whole city.
Policy 5.1.3	Yerba Buena Gardens	Added a policy to explore funding for Yerba Buena Gardens.	Yerba Buena Gardens is an important amenity for the Plan Area and the City. This is a critical time in its history, as there is a high degree of uncertainty regarding the funding mechanisms associated with its transfer from the former Redevelopment Agency to management by other City agencies, including the amount of necessary funding and potential sources. Revenue generated from new development in Central SoMa should be considered as a potential source for funding.
Policy 5.3.3	Private recreational facilities	Deleted policy that the City should not require private recreational facilities to be replaced.	Upon further consideration, this policy felt out of place in the Area Plan as the only one that listed what the City should <i>not</i> do.
Policy 5.4.2	Green Connections	Added a measure supporting the implementation of the City's proposed "Green Connections" improvements in the Plan Area.	The City's Green Connections Plan is a strategy to make it safer and more pleasant to travel to parks by walking, biking, and other forms of active transportation. It is important that the Plan recognizes and emphasizes the importance of the Green Connections Plan as a way to best utilize the street right-of-way for additional green spaces, gathering and recreational opportunities.
Policy 5.5.1	POPOS	Softened language about requiring POPOS to be outside. Also included language to improve readability.	Upon further consideration, not all POPOS should be outside – especially if there are particularly poor environmental conditions (e.g., freeway noise) or they would undermine the pedestrian experience (e.g., they would create an ungainly setback for a building). (see proposed amendments to Code Section 138).
Environmental Sustainability and Resilience Introductory Text	Environmental Justice	Added next language to convey that the State has identified SoMa as an area environmental justice concern area, which emphasizes the need for the proactive strategies contained in the Plan.	In 2017 the State's Office of Environmental Health Hazard Assessment's Cal Enviroscreen identified areas throughout the state that are both disproportionately exposed to pollutants and has a lower income population. Parts of Central SoMa were identified as one of these areas.
Objectives 6.1, 6.5, and 6.8, Policies 6.1.1, 6.1.2, 6.1.3, 6.1.4, 6.1.5, and 6.8.3	Name of the district	Removed the term "Eco-District." Where appropriate, replaced with appropriate terms.	Since the inception of the Plan, the term "Eco-District" has become a trademarked standard, akin to LEED. Given that Central SoMa is not technically an "Eco-District", the choice was made to change this language in the Plan.
Objective 6.1, Policies 6.1.1 and 6.1.2	Developing a comprehensive eco-	Revised the Objective to focus on creating an overall strategy for environmental sustainability and	The removal of the term "Eco-District" left no overall frame for the work. So the creation of a comprehensive strategy (formerly Policy 6.1.1)

#	Topic	Change	Rationale
	strategy	resilience in the neighborhood. Revised Policy 6.1 to focus on an entity to implement the strategy and Policy 6.2 to focus on guidance for the implementers.	became the frame (Objective 6.1). The other language was then moved around to nest the implementing team (Policy 6.1.1) and guidance (Policy 6.1.2) under the new Objective.
Cultural Preservation Introductory Text	Cultural assets	Revised language for length and clarity.	Revisions warranted because the introductory language was quite long, and much of the language was covered again (often verbatim) under the relevant Objectives and Policies.
Policies 7.1.1 and 7.1.2	Historic documentation	Revised the text to remove references to the already undertaken Historic Context Statement and Historic Resource Survey	Although the Historic Context Statement and Historic Resource Survey have already been undertaken, it still felt out of character to reference specific implementation measures in the Area Plan. Instead, these measures will be captured in the Implementation Matrix.
Policy 7.4.2	Article 11	Revised the text describing to use appropriate technical language.	Non-substantive amendment made to enhance clarity.
Policy 7.6.2	Character-enhancing buildings	Amended this policy to remove the reference to a particular implementation strategy – allowing character-enhancing buildings to sell TDR.	In a tight TDR marketplace, allowing character-enhancing buildings to sell TDR could undermine the ability for significant historic and architectural resources. The City will continue looking for incentives to protect these buildings – with the ban on lot consolidation discussed in Policy 7.6.1 being the strongest measure proposed in the City to date.
Policy 8.1.1	Ceiling Heights	Noted that the City already requires high ceiling heights as a way to ensure ground floors actively engage the street.	Existing requirements for high ceiling heights is a critical mechanism to support active ground floors, and this should be reflected in the Plan.

**EXHIBIT V.2 – SUMMARY
OF REVISIONS – EAST
SOMA PLAN**

Summary of Revisions – East SoMa Area Plan

This document conveys revisions to the adopted East SoMa Plan proposed as part of the Central SoMa Plan legislative package.

#	Topic	Change	Rationale
Map 1	Plan Area Boundaries	Updated Plan Area boundaries.	The parts of the East SoMa Plan Area between 2 nd Street and 6 th Street are now part of the Central SoMa Plan Area.
Land Use chapter introductory text	Land use	Deleted specific data reference.	Non-substantive change to explanatory text. With the change in the Plan Area boundary the data in the text is no longer accurate. Additionally, the data included is outdated.
Objective 1.1	Zoning Districts	Removed description of the SLI and MUR Districts	These districts are no longer within the boundaries of the East SoMa Plan Area.
Policy 1.1.1	Retain the SLI zoning until completion of further study	Deleted the existing policy, which spoke to the need to revisit SLI land use controls after further study of future needs and transportation services. Replaced policy with one that reflects states that land use policies should be made with multiple geographic scales in mind.	During the Eastern Neighborhoods planning process, the SLI portion of East SoMa was proposed to be rezoned the UMU (a housing-oriented district) with 85 foot height limits. In 2007 the City decided that the land use orientation and heights of this area necessitated further study, based on such factors as the need to accommodate job growth and the implementation of significant transportation upgrades via the new Central Subway. The “further study” evolved in to the Central SoMa Plan, whose adoption reflects the fulfillment of this Policy. The replacement language is meant to reflect that Objective 1.1’s desire to encourage growth while maintaining neighborhood character can best be achieved by making land use decisions considering multiple geographic scales, from the neighborhood through the region.
Policy 1.1.3	Housing development	Removed language regarding specific locations. Amended language to speak more generally about the need to produce housing, especially affordable housing.	The specific streets referenced in this policy are no longer in the East SoMa Plan Area. The policy goal of encouraging housing in this area, especially affordable housing, are included in the Central SoMa Plan (see Central SoMa Goals 1 and 2).
Policy 1.1.4	SLR Zoning	Amended reference from SLR to MUG zoning.	Non-substantial amendment necessary to reflect changes made by adoption in 2008 of the legislation affiliated with Eastern Neighborhoods Plan.
Policy 1.1.9	Active uses	Removed reference to 4 th Street.	4 th Street is no longer in the East SoMa Plan Area. The policy goal of encouraging an active, neighborhood commercial character on 4 th Street is included in the Central SoMa Plan (see Central SoMa Policy 3.4.2).
Map 2	Generalized Zoning Districts	Revised map	The parts of the East SoMa Plan Area between 2 nd Street and 6 th Street are now part of the Central SoMa Plan Area.
Housing chapter introductory	Housing	Deleted specific data reference.	Non-substantive change to explanatory text. With the change in the Plan Area boundary the data in the text is no longer accurate. Additionally, the data included is outdated.

#	Topic	Change	Rationale
text			
Objective 2.1	Housing affordability	<ul style="list-style-type: none"> Deleted references to zoning districts no longer in the East SoMa Plan Area. Added a date reference for data. 	<ul style="list-style-type: none"> The language referenced the RSD District, which was replaced by the MUR District as part of the East SoMa Plan, as well as the SLI District, which is being replaced by the Central SoMa Plan. The overall notion that these geographies should support affordable housing is contained in the Objectives and Policies of the Central SoMa Plan (see Central SoMa Plan Objective 2.3 and affiliated policies). The date reference in a non-substantive change that better contextualizes the period at which the data was collected.
Policy 2.1.3	Market rate SROs in the SLI	Deleted this policy	This policy was implemented via the adoption in 2008 of the legislation affiliated with Eastern Neighborhoods Plan. With the removal of the SLI District from the Code via the Central SoMa Plan, this policy is also no longer relevant.
Policy 2.1.4	Higher affordability in the SLI and RSD	Deleted this policy	The SLI and RSD Districts will not exist upon adoption of the Central SoMa Plan (in fact, the RSD District already does not exist). The policy goals of requiring higher affordability are embedded in the Central SoMa Plan (see Central SoMa Plan Objective 2.3 and affiliated policies).
Objective 2.3	Diversity of housing types	Made a specific data reference more general.	Non-substantive change to explanatory text. With the change in the Plan Area boundary the data in the text is no longer accurate. Additionally, the data included is outdated.
Built Form chapter introductory text	Built Form	Removed reference to South Park	Non-substantive change to explanatory text, as South Park now is entirely within the Central SoMa Plan Area.
Policy 3.1.4	Heights	Removed references to South Park	With the adoption of the Central SoMa Plan, South Park moves from the East SoMa Plan Area to the Central SoMa Plan Area. However, the intent of this policy to maintain lower heights around South Park is captured in the Central SoMa Plan (see Central SoMa Policy 8.3.5)
Policy 3.1.12	Alley controls	Removed reference to specific streets.	With the reconfiguration of the East SoMa Plan Area, the list of specific streets was no longer accurate. Additionally, a list of specific streets is unnecessary because the alley controls implemented via the adoption in 2008 of the legislation affiliated with Eastern Neighborhoods Plan are applicable to all of the alleys in the East SoMa Plan Area.
Historic Resources chapter introductory text	Historic resources	Removed reference to specific landmarks.	Non-substantive change to explanatory text, as many of these buildings are no longer within the East SoMa Plan Area.
Historic Resource concluded list and map	South End Historic District	Deleted list and map	The General Plan is not the appropriate place for a specific list of Significant and Contributory buildings, as it is too specific for a policy document. The list of Significant and Contributory Buildings in the South End Historic District already exists in Article 10 of the Planning Code, and is updated as appropriate through legislation.

**EXHIBIT V.3 – SUMMARY
OF REVISIONS – WESTERN
SOMA PLAN**

Summary of Revisions – Western SoMa Area Plan

This document conveys revisions to the adopted Western SoMa Plan proposed as part of the Central SoMa Plan legislative package.

#	Topic	Change	Rationale
Map 01	Plan Area Boundaries	Updated Plan Area boundaries.	The parts of the Western SoMa Plan Area east of 6 th Street are now part of the Central SoMa Plan Area.
Objective 1.5	Growth in the easternmost part of the Plan area	Deleted Objective	The Central SoMa Plan fulfills this Objective to evaluate how to accommodate regional growth needs in the eastern part of the Western SoMa Plan Area.
Policy 1.5.1	Growth east of 6 th Street	Deleted Policy	The Central SoMa Plan fulfills this Policy to accommodate regional growth needs east of 6 th Street.
Policy 4.23.2	Pedestrian network	Added a reference to Central SoMa	Reference needed to accurately reflect list of surrounding Plan Areas.

**EXHIBIT V.4 – SUMMARY
OF REVISIONS –
PLANNING CODE AND
ADMINISTRATIVE CODE**

Summary of Revisions – Planning Code and Administrative Code

This document conveys revisions to the adopted Planning Code and Administrative Code proposed as part of the Central SoMa Plan legislative package.

#	Topic	Code Amendment	Rationale
102	Definition of Gross Floor Area	Amended to apply definition utilized in C-3 Districts to the CMUO District. Also updated references	The definition in C-3 provides a more rational way of determining gross floor area.
124	Floor Area	Updated references	Non-substantive amendments
128.1	Transferable Development Rights (TDR)	Created a new Section granting the right for historic buildings and affordable housing projects to sell transferable development rights in the Central SoMa Special Use District.	<ul style="list-style-type: none"> Per CSP Policy 7.5.2, “significant” and “contributing” historic buildings in Central SoMa should be allowed to sell their unused development potential to facilitate their maintenance and rehabilitation. Per CSP Policy 2.3.4, 100% affordable housing development in Central SoMa should be allowed to sell their unused development potential to facilitate their economic viability.
132.4	Setbacks and Streetwall	Added requirements for buildings to be built to the street-facing property line, required upper-story setbacks starting at 85 feet in height, and required towers to be substantially separated from other buildings.	To help make Central SoMa a mid-rise district with a distinct “urban room,” new buildings should be built up to the sidewalk edge (Per CSP Policy 8.1.3), have substantial setbacks above 85 feet and have towers that are separated an distinct (Per CSP Policy 8.3.3).
134	Rear yards	Updated references	Non-substantive amendments
135	Open space for residential projects	Stated that residential towers in the CMUO District may fulfill a substantial portion of their open space requirements via a fee rather than through direct provision of the space. Additionally, made technical amendments to improve readability.	Open space in residential buildings is often provided on roofs and in courtyards. As buildings get taller, and therefore contain more units relative to the lot size, it becomes more difficult to meet open space requirements on site. Recognizing this, this change allows taller buildings to meet their open space requirements without seeking a special exception from the Planning Commission.
135.3	Open space for non-residential projects	Technical amendments clarifying which projects are subject to Section 138.	Non-substantive amendments
138	POPOS	Added a requirement that large projects in the CMUO District provide privately-owned public open space (POPOS). Additionally, made technical amendments to clarify where requirements applied to the C-3 and where they applied in the CMUO and to improve readability.	Per CSP Policy 5.5.1, POPOS should be required to augment the neighborhood’s open space and recreational network
140	Dwelling Units Facing Open Areas	Updated references	Non-substantive amendments
145.1	Active Uses	Specified which ceiling height requirement would apply in the CMUO District: 14 feet for residential buildings and 17 feet for non-residential buildings.	Per CSP Policy 3.3.4, projects should be incentivized to build PDR. For new projects, part of making that PDR space functional is having ceilings of a minimum height of 17 feet, as is

#	Topic	Code Amendment	Rationale
			also required in the PDR Districts.
145.4	Required ground floor commercial space	Added Folsom Street between 4 th and 6 th Streets and 4 th Street between Folsom and Bryant Streets to the list of streets with required ground floor retail uses.	Per CSP Policy 3.4.2, ground floor retail should be required should be required along these streets.
151.1	Parking	Set parking maximums in the CMUO District to one space for every two dwelling units, one space for every 3,500 square feet of office, and one space for every 1,500 square feet of retail; updated references	Per CSP Policy 4.4.1, strict parking maximums should apply to help shift transportation choices away from the private automobile
152	Loading	Updated references	Non-substantive amendments
152.1	Loading	Updated references	Non-substantive amendments
153	Calculating Parking	Updated references	Non-substantive amendments
155	Curb cut restrictions	Added Howard, Folsom, Brannan, Townsend, 2 nd , 3 rd , 4 th , and 6 th to the streets where curb cuts would be banned, and Harrison, Bryant, and 5 th to the streets where curb cuts would require a Conditional Use permit	Per CSP Policy 4.1.2, access to parking and loading across the sidewalk degrades conditions for people walking and biking as well as other drivers, and thus is limited in the Plan Area
163	Transportation Management	Updated references	Non-substantive amendments
169.3	Transportation Demand Management (TDM)	Removed grandfathering provision for projects that could not be approved without the adoption of the Central SoMa Plan.	Per CSP Policy 4.4.2, projects should encourage mode shift away from private automobile usage. To do so, projects that could not be built without the Central SoMa Plan should fully comply with TDM requirements.
175.1	Grandparenting	Added a section for projects that are already Code compliant (pre-Central SoMa) and already have in a development application that “grandparents” them from new requirements.	Per CSP Policy 8.7.1, it is preferable to establish clear rules for development to increase clarity and certainty in the development process. Grandparenting for in-progress and Code-compliant projects is one way to do so.
181	Non-Conforming Uses	Updated references	Non-substantive amendments
182	Non-Conforming Uses	Updated references	Non-substantive amendments
201	Use Districts	Updated references	Non-substantive amendments
206.4	100% Affordable Housing Density Bonus Program	Updated references	Non-substantive amendments
207.5	Dwelling Unit Density	Updated references	Non-substantive amendments
208	Density for Group Housing	Updated references	Non-substantive amendments
211.2	CUs in P Districts	Updated references	Non-substantive amendments
249.36	Life Science SUD	Updated references	Non-substantive amendments
249.40	Potrero Center SUD	Updated references	Non-substantive amendments

#	Topic	Code Amendment	Rationale
249.45	Visitation Valley/Schlage Lock SUD	Updated references	Non-substantive amendments
249.78	Central SoMa SUD	<p>Created a new Central SoMa Special Use District covering the entire Plan Area. This SUD includes the following controls:</p> <p>Subsection (c)</p> <ol style="list-style-type: none"> 1. Clarifies what constitutes an “active use” 2. Permits entertainment in the area west of 4th Street and south of Bryant 3. Allows large hotels 4. Requires “micro-retail” in large development 5. Requires PDR development in large office projects 6. Requires large sites to have a commercial orientation <p>Subsection (d)</p> <ol style="list-style-type: none"> 1. Identifies additional guidance for building design 2. Removes Floor Area Ratio requirements 3. Requires living roofs and use of renewable energy on large developments 4. Specifies lot coverage requirements for residential development 5. Restricts the consolidation of lots containing historic and/or character-enhancing buildings 6. Sets wind standards and requirements for the neighborhood based on global best practices <p>Subsection (e)</p> <ol style="list-style-type: none"> 1. Requires affordable housing fees generated from projects in the Plan Area to be expended in SoMa. 2. Allows development to satisfy its affordable housing requirement through land dedication 3. Requires the purchase of Transferable Development Rights by large projects 	<p>This Special Use District is a place to contain the controls and requirements that apply only within Central SoMa, including those that apply to more than just the CMUO zoning (Sec 848). These include:</p> <p>Subsection (c)</p> <ol style="list-style-type: none"> 1. Per CSP Policy 8.1.1, require ground floor uses that activate the street, including along POPOS and mid-block alleys, via removing office from the definition of an “active use” while allowing POPOS and PDR, and requiring PDR uses to have a high degree of fenestration and transparency. 2. Per CSP Policy 3.6, maintain existing allowances for nighttime entertainment. 3. Per CSP Policy 3.5.1, hotels of any size should be permissible (with a CU) (also see 848.49) 4. Per CSP Policy 3.4.3, support affordability of retail by requiring smaller spaces in large development. 5. Per CSP Policy 3.3.3, new office development needs to provide PDR space to ensure that the removal of protective zoning does not result in a loss of PDR in the Plan Area 6. Per CSP Policy 3.1.1, require large sites south of Harrison Street to be predominantly non-residential to facilitate growth in space for jobs. <p>Subsection (d)</p> <ol style="list-style-type: none"> 1. Per CSP Policy 8.6.2, promote innovative and contextually-appropriate building design through use of the “additional architectural guidance” section of the Central SoMa Guide to Urban Design. 2. Per CSP Policy 1.2.2, density should be controlled by height, bulk, setback, and open space controls. 3. Per CSP Policy 6.4.2, the Plan should maximize greening of rooftops. Per CSP Policy 6.2.3, projects should

#	Topic	Code Amendment	Rationale
			<p>satisfy 100% of their electricity demand using greenhouse gas-free power supplies.</p> <ol style="list-style-type: none"> Per CSP Policy 8.7.1, the Code should establish clear rules for development rather than relying on exceptions. This provision will enable projects to meet City best practices without requiring projects to seek an exception (which they often do today). Per CSP Policy 7.6.1, restrict the consolidation of small- and medium-sized lots with character-enhancing buildings. Per CSP Policy 8.6.4, buildings should be designed to be mindful of wind. <p>Subsection (e)</p> <ol style="list-style-type: none"> Per CSP Policy 7.5.3, require large Per CSP Policy 2.3.3, all affordable housing revenues generated in the Plan Area should be expended in SoMa. Per CSP Policy 2.3.3, one way to ensure that affordable housing generated by the Central SoMa Plan stays in the neighborhood is to facilitate the dedication of land for affordable housing from development sites (also see 419.6). Per CSP Policy 7.5.3, large non-residential developments should purchase Transferable Development Rights
260	Rooftop Screening	Allowed rooftop screening to be 10% of building height above 200 feet, and allow enclosed space related to recreational use of the roof.	<ul style="list-style-type: none"> Per CSP Policy 8.6.2, projects should innovative and contextually-appropriate design. One such mechanism for tall buildings is to ensure that uninhabited portion of the top of the building is proportional to the rest of the building. Per CSP Policy 3.6.1, the City should allow nightlife where appropriate. One such potential venue is rooftop bars. Due to recent changes to the Building Code, rooftop bars will require restrooms on the rooftop, which this change enables.
261.1	Height Limits on Narrow Streets	Added additional bulk controls for the south side of north-south alleys and the north side of alleys for parcels with higher heights.	Per CSP Policy 8.4.1, the Plan supports continued openness to the sky by requiring buildings along alleys to set back at lower floors.

#	Topic	Code Amendment	Rationale
263.11	RSD Special Height Limit	Removed Section from Code	(see 802.1)
263.32	Special Height Exceptions	Allowed a 25-foot height bonus for projects that provide sites for 100% affordable housing projects and/or new parks.	Per CSP Policy 8.5.1, the City should provide greater flexibility for large development sites in return for additional public benefits.
263.33	Special Height Exceptions	Allowed the development project on the south side of Harrison Street between 2 nd and 3 rd Street to exceed the base height in return for additional public benefits.	Per CSP Policy 8.5.1, large sites should have increased flexibility in return for improved design and additional public benefits.
263.34	Special Height Exceptions	Allowed the development project on the south side of Harrison Street between 3 rd Street and 4 th Street to exceed the base height in return for additional public benefits.	Per CSP Policy 8.5.1, large sites should have increased flexibility in return for improved design and additional public benefits.
270	Bulk Districts	Created a new CS Bulk District, including bulk limitations for buildings along alleys and along major streets, and well as restrictions on the bulk of towers. Restrict exceptions for these controls.	Per CSP Policies 8.3.3, 8.3.4, and 8.4.1, the Plan supports continued openness to the sky by requiring buildings from 85 to 160 to set back at upper floors, buildings along alleys to set back at lower floors, and by limiting the bulk of towers. Also, per CSP Policy 8.7.1, it is preferable to establish clear rules for development to increase clarity and certainty in the development process.
270.2	Mid-Block Alleys	Removed references to South of Market Mixed Use Districts	(see 802.1)
303.1	Formula Retail	Added CMUO to the list of districts where formula retail requires a Conditional Use permit, and banned formula restaurants and bars.	Per CSP Policy 3.4.3, it is preferable that retail be of local origin.
304	Planned Unit Developments	Removed references to South of Market Mixed Use Districts	(see 802.1)
307	Powers of the Zoning Administrator	Removed references to South of Market Mixed Use Districts	(see 802.1)
329	Large Project Authorization	<ul style="list-style-type: none"> Increased the threshold for requiring an “LPA” from over 75 feet to over 85 feet, and from over 25,000 square feet to over 50,000 square feet. Identifies key sites for which exceptions can be granted in return for additional public benefits, and conveys the process by which this can occur 	<ul style="list-style-type: none"> Per CSP Policy 8.7.1, it is preferable to establish clear rules for development to increase clarity and certainty in the development process. Simultaneously, some new controls introduced by the Central SoMa Plan may need additional flexibility. Per CSP Policy 8.5.1, large sites should have increased flexibility in return for improved design and additional public benefits.
401	Definition of “Designated Affordable Housing Zones”	Removed reference to the MUR Districts in SoMa that are included in the definition of “designated affordable housing zones”	Per CSP Policy 3.1.2, the MUR zoning in SoMa is being removed.
411A.3	Application of TSF	Added language requiring projects in Central SoMa receiving an increase in development capacity to pay the full TSF.	Per CSP Policies 4.3.2, 4.3.3, and 4.3.4, projects should supporting funding for implementation of transit improvements. To do so, projects that could not be built without the Central SoMa

#	Topic	Code Amendment	Rationale
			Plan should fully contribute their portion of the Transportation Sustainability Fee.
413.7	Jobs-Housing Linkage	Added the potential for sites in Central SoMa to dedicate land for affordable housing rather than by paying a fee or constructing it themselves.	Per CSP Policy 2.3.3, one way to ensure that affordable housing generated by the Central SoMa Plan stays in the neighborhood is to facilitate the dedication of land for affordable housing from development sites.
413.10	Jobs-Housing Linkage	Cross-referenced requirement in 249.78 that affordable housing funds be spent in SoMa.	Per CSP Policy 2.3.3, all affordable housing revenues generated in the Plan Area should be expended in SoMa.
415.3	Inclusionary Housing Program – Application	Added language ensuring that projects in Central SoMa receiving an increase in development capacity contribute the full amount of inclusionary housing.	Per CSP Policy 2.3.1, the affordability requirements for new development should be set to meet the objective of 33% affordability. To do so, projects that could not be built without the Central SoMa Plan should fully contribute their share of affordable housing.
415.5	Inclusionary Housing Program – Fee	Cross-referenced requirement in 249.78 that affordable housing funds be spent in SoMa.	Per CSP Policy 2.3.3, all affordable housing revenues generated in the Plan Area should be expended in SoMa.
415.7	Inclusionary Housing Program – Off-Site	For Central SoMa project, requires off-site units to be built within SoMa.	Per CSP Policy 2.3.3, all affordable housing revenues generated in the Plan Area should be expended in SoMa.
417.5	EN Affordable Housing Fee Alternative	Cross-referenced requirement in 249.78 that affordable housing funds be spent in SoMa.	Per CSP Policy 2.3.3, all affordable housing revenues generated in the Plan Area should be expended in SoMa.
419	Land Dedication	Amended the name of the title to reflect that the land dedication alternative will be available in the Central SoMa Special Use District	Non-substantive amendments
419.6	Land Dedication	Added the potential for sites in Central SoMa to dedicate land for affordable housing rather than by paying a fee or constructing it themselves.	Per CSP Policy 2.3.3, one way to ensure that affordable housing generated by the Central SoMa Plan stays in the neighborhood is to facilitate the dedication of land for affordable housing from development sites.
423.1	EN Impact Fee and Fund – Purpose	Added Central SoMa to the list of Eastern Neighborhoods Plan	Central SoMa is an Eastern Neighborhoods Plan and projects therein are subject to the rules of EN Impact Fees and Fund
423.2	EN Impact Fee and Fund – Definitions	Added definitions related to Central SoMa Development Tiers. Clarified definitions for Eastern Neighborhoods Fee Tiers	These definitions are necessary for projects to understand their fee requirements (as captured elsewhere – e.g., see Sections 432 and 433).
423.3	EN Impact Fee and Fund – Application	Created a waiver process for residential projects subject to the PDR replacement requirements of Section 202.8.	CSP Policies 3.3.2 and 3.3.3 speak to the Plan’s support for replacement and addition of PDR space. This waiver is necessary to balance the impact to project feasibility of the passage in November 2016 of Proposition X (codified in Section 202.8), which requires PDR replacement in residential development.
423.5	EN Impact Fee and Fund – Fund	Removed references to the MUR District within East SoMa and Western SoMa	Per CSP Policy 3.1.2, the MUR zoning in SoMa is being removed. The requirements for how and where to spend affordable housing revenue are being superseded and surpassed by the

#	Topic	Code Amendment	Rationale
			requirements of the Central SoMa Plan (see Sections 413.10, 415.5, 417.5).
425	Fee Out for Open Space in SoMa	Removed references to South of Market Mixed Use Districts	(see 802.1)
426	Open space fee for non-residential projects	Stated the fee for non-residential projects in the CMUO District that do not meet their open space provision per Section 135 or choose to pay an in-lieu fee for their POPOS per Section 138. Revised language to improve readability.	In the Eastern Neighborhoods Mixed Use Districts, non-residential projects have the ability to pay an in-lieu fee for their required open space. The fees established by these amendments are a better approximate the cost for the City to provide this open space than the existing fees established in Section 426.
427	Open space fee for residential projects	Stated the fee for residential towers in the CMUO District that receive a Variance or Exception or choose to pay an in-lieu fee for a portion of their open space requirement. Revised language to improve readability.	The fees established by these amendments are a better approximate the cost for the City to provide this open space than the existing fees established in Section 427. (also see 135)
429.2	Public Art Fee	Updated references	Non-substantive amendments
432	Central SoMa Community Services Fee and Fund	Created a new fee and fund for community services.	Per CSP Policy 2.6.3, new development should help fund the creation of new community services, such as health care clinics and job training centers.
433	Central SoMa Infrastructure Impact Fee and Fund	Created a new fee and fund to help pay for transit, complete streets, and recreation.	Many of the public benefits identified in the Central SoMa Plan require funding through this new fund.
603	Exempted Signs	Removed references to South of Market Mixed Use Districts	(see 802.1)
608.1	Signs near R Districts	Removed references to South of Market Mixed Use Districts	(see 802.1)
802.1	Mixed Use Districts	Added CMUO in the list of Mixed Use Districts, and removed RSD, SLI, SLR, and SSO	Changes reflect the Central SoMa zoning map, which adds CMUO and removes SLI and SSO, as well as changes made by the Western SoMa Plan and 5M Project, which eliminated the RSD and SLR Districts from the map.
802.4	Eastern Neighborhoods Mixed Use Districts	Added CMUO to the list of Eastern Neighborhoods Mixed Use Districts	(see 802.1)
802.5	South of Market Mixed Use Districts	Removed Section from Code	(see 802.1)
803.3	Uses permitted in Mixed Use Districts	Added references to CMUO and removed references to RSD, SLI, SLR, SSO, and the South of Market Mixed Use Districts	(see 802.1)
803.4	Uses not permitted in Mixed Use Districts	Added references to CMUO and removed references to RSD, SLI, SLR, SSO, and the South of Market Mixed Use Districts	(see 802.1)
803.5	Good neighbor policy in Mixed	Removed references to South of Market Mixed Use Districts	(see 802.1)

#	Topic	Code Amendment	Rationale
	Use Districts		
803.8	Housing in Mixed Use Districts	Removed Section from Code.	Subsection (a) references the SLI District, which is removed by the Central SoMa Plan. Subsection (b) references the RSD District, which was removed by the Western SoMa Plan. Subsection (c) has been moved to Section 803.9.
803.9	Commercial Uses in Mixed Use Districts	<ul style="list-style-type: none"> Removed “Commercial” from title of section, Throughout, removed reference to South of Market Mixed Use Districts as well as RSD, SLI, SLR, and SSO Districts, Consolidated 803.8 and 803.9, Added in housing controls for MUR District previously in 803.8 (subsection (a)), Enable hotel projects to be built without requiring three square feet of other uses for every square foot of hotel use (in subsection (g)). 	(see 802.1, 803.8, and 848.49). Additionally, made non-substantive amendments.
809	Guide to Mixed Use Districts	Updated references	Non-substantive amendments
813	RED	Updated references	Non-substantive amendments
815	RSD	Deleted the Residential/Service Mixed Use District from the Code	Non-substantive amendment. District had already been removed from the zoning map as part of the 2013 Western SoMa Community Plan.
816	SLR	Deleted the Service/Light Industrial/Residential Mixed Use District from the Code	Non-substantive amendment. District had already been removed from the zoning map as part of the 2013 Western SoMa Community Plan.
817	SLI	Deleted the Service/Light Industrial Mixed Use District from the Code	Per CSP Policy 1.1.2, the Plan eliminates this district from the Plan Area, which is the only place it exists in the City.
818	SSO	Deleted the Service/Secondary Office District from the Code	The District only applies to two parcels in the City, which are rezoned to CMUO by the Central SoMa Plan.
825	DTR Districts	Updated references	Non-substantive amendments
840	MUG	Updated references	Non-substantive amendments
841	MUR	Amended the description of the MUR to reflect its revised geography, updated references.	Per CSP Policy 3.1.2, the MUR zoning in SoMa is being removed.
842	MUO	Amended to reflect the creation of the Central SoMa MUO District from what currently is the MUO District	With the creation of the Central SoMa MUO District (Sec 848) the geographic description and geography-based controls of MUO were incorrect.
843	UMU	Updated references	Non-substantive amendments
844	WMUG	Updated references	Non-substantive amendments
845	WMUO	Updated references	Non-substantive amendments
846	SALI	Updated references	Non-substantive amendments
847	RED-MX	Updated references	Non-substantive amendments
848	CMUO	Created a new Central SoMa MUO District. The	This zoning will contain all the changes

#	Topic	Code Amendment	Rationale
		<p>controls are the same as for MUO, except as noted below or elsewhere in this document.</p> <ul style="list-style-type: none"> 848.03: Conveyed that there are no non-residential density limits 848.04: Required setback along 4th Street south of Bryant Street 848.11: Noted which residential buildings may pay the open space in lieu fee 848.30: Made hospitals a Conditional Use 848.31: Made residential care principally permitted 848.46: Conveyed that formula retail is a Conditional Use for most retail, and NP for restaurants and bars 848.49: Allowed hotels with a Conditional Use permit, and exempt hotels from requirement to have three square feet of another use for every one square foot of hotel. 848.60: Allowed movie theaters as a principally permitted use. 	<p>proposed by the Plan without affecting the MUO that is outside of Central SoMa.</p> <ul style="list-style-type: none"> 848.03: Per CSP Policy 1.2.2, density should be controlled by height, bulk, setback, and open space controls. 848.04: Per CSP Policy 4.1.1, sidewalk widths should meet the goals of the Better Streets Plan. Given the presence of the rail line along 4th, widening the sidewalk on this street requires the buildings be set back. 848.11: See 135 848.30: Hospitals are a very intensive use of space, and where allowed, they are a Conditional Use throughout most of the city, including the downtown. It seemed appropriate to emulate that control in the CMUO. 848.31: Given the diversity of uses permissible in the CMUO, it seemed appropriate to allow this as a principally permitted use. 848.46: Per CSP Policy 3.4.3, it is preferable that retail be of local origin 848.49: Per CSP Policy 3.5.1, hotels of any size should be permissible (with a CU). 848.60: As a retail use, movie theaters are subject to requirements to prevent stand-alone big box retail. As such, existing restrictions on the number of screens seemed superfluous.
890.37	Other Entertainment	Removed references to South of Market Mixed Use Districts	(see 802.1)
890.116	Personal Services	Removed references to South of Market Mixed Use Districts	(see 802.1)
890.124	Trade Shop	Removed references to South of Market Mixed Use Districts	(see 802.1)
Admin Code 35	No Kvetching	Revised to update language based on changes in past 10 years and best practices from Admin Code 116, and to add hotel dwellers to list of uses that are not allowed to complain about being in a neighborhood with PDR.	Per CSP Objectives 3.3 and 3.6, PDR and entertainment uses are part of a complete neighborhood. As Central SoMa evolves, these uses should be protected from complaints from lawfully emitted noise.
TBD	Central SoMa CFD	Language forthcoming. Proposed amendment would identify projects that would participate in the Central SoMa Mello Roos Community Facilities District	Many of the public benefits identified in the Central SoMa Plan require funding through this CFD.
TBD	Fee Waiver for New Park	Language forthcoming. Proposed amendment would permit impact fee waivers that would facilitate the in-kind provision of a Plan's proposed park on the block bounded by 4th,	Additional fee waivers, in addition to the existing waiver option for the Eastern Neighborhoods Impact Fee, will be necessary to fund the in-kind construction of this park.

#	Topic	Code Amendment	Rationale
		5th, Bryant, and Brannan Streets.	

**EXHIBIT V.5 – SUMMARY OF
REVISIONS – ZONING MAP**

Summary of Revisions – Zoning Map

This document conveys proposed revisions to the Zoning Map between the version published in the August 2016 Draft Plan and the version published February 2018 as part of the Plan’s legislative package.

Block and Lot	Previous	Proposed	Rationale
Various	MUO	CMUO	In writing the Code language it became clear that there were enough differences between the proposed controls in Central SoMa and those for the rest of the MUO District outside of Central SoMa to warrant creating a new zoning district.
Block 3762 Lots 108, 109, the eastern portion of 116, and 117	85 feet	85 feet-160 feet, whereas 85 feet is the base and 160 feet is the height achievable through dedication to the City of land for affordable housing.	These parcels are part of the 4 th and Harrison “Key Site”, a multiple acre development site where the City has the opportunity to attain a large piece of land for an 100% affordable housing project. Given the challenges of finding land for affordable housing in SoMa, the City is proposing provide an increase in height to 160 feet is such a land dedication occurs, per the requirements of proposed Planning Code Section 263.34,
Block 3762 Lots 113, and the easternmost portion of 112, and the westernmost portion of 116	130 feet	130 feet-160 feet, whereas 130 feet is the base and 160 feet is the height achievable through the requirements of Section 263.34	(see above)
Block 3776 Lot 455 for the portion 205 feet north of Brannan Street	55 feet	65 feet and 85 feet	Lot 455 is a long lot that will require a mid-block crossing. This mid-block crossing is essential for creating a pedestrian pathway from South Park to the new proposed park west of 4 th all the way through the Flower Mart site to 6 th Street. Lot 455 is also awkwardly shaped and will be subject to substantial setbacks due to proposed “skyplane” requirements along alleys. Most of the lot had previously been proposed to 85 feet. The additional 30 feet between 160-205 north of Brannan Street 10 feet over the rest of the parcel will facilitate a feasible project that would be able to provide the desired mid-block crossing.
Block 3786 Lots 321 and 322	130 feet	250 feet	The Central SoMa Plan requires that new towers (i.e., buildings over 160 feet) are at least 115 feet apart, horizontally. When two adjacent development sites have potential towers closer than 115, the first entitled project is able to build the tower and the second one is not. Recognizing the potential for this conflict between these parcels and adjacent Lot 035, the 2016 Central SoMa Plan proposed to reduce the heights on lots 321 and 322 to 130 feet from the 250 feet proposed. However, a single tower at any of these locations would be consistent with the urban design goals and principles of this Plan. As such, upon further reflection, the Department has decided that instead of presuming the preferred location of the tower through the Plan the decision will be deferred to the entitlement process.

**EXHIBIT V.6 – SUMMARY
OF REVISIONS –
IMPLEMENTATION MATRIX**

Summary of Revisions – Implementation Matrix

This document conveys proposed revisions to the Zoning Map between the version published in the August 2016 Draft Plan and the version published February 2018 as part of the Plan’s legislative package.

Notes:

- For changes to Goals, Objectives, and Policies, see “Summary of Plan Changes” document
- All references to figures have been removed from the Implementation Matrix, as these figures will not be included in the adopted version of the Area Plan.

Measure	Topic	Change	Rationale
1.1.1.1, 1.1.1.2, 3.1.2.1, 3.3.2.1, 3.3.2.2, 3.5.1.1, 3.6.1.2	CMUO	Changed references to “MUO” District to “CMUO” District.	In writing the Code language it became clear that there were enough differences between the proposed controls in Central SoMa and those for the rest of the MUO District outside of Central SoMa to warrant creating a new zoning district.
1.2.2.1	Floor Area Ratio (FAR)	Adjusted amendment for the removal of FAR limits to all non-residential buildings, not just those above 85 feet in height.	Upon further consideration, the same rationale for removing FAR limits above 85 feet applies to buildings below 85 feet – that bulk and other design controls are sufficient to ensure appropriate development.
2.2.2.2	Conversion to affordable housing	Changed to convey that projects should continue to be able to contribute to the Small Sites Program.	The proposed Implementation Measure (IM) was implemented through Ordinance 7-17, adopted after the release of the Draft Plan. This strategy allows projects to contribute funding to MOHCD to fund the Small Sites program rather than expect projects to implement it themselves.
2.3.1.1	Affordable housing provided by residential development	Linked below-market rate requirements for new housing Central SoMa to the requirements in Planning Code Section 415.	The City’s affordable housing requirements have undergone a major overhaul since the passage of Proposition C in June Of 2016 and the subsequent Board legislation to amend affordability requirements. These changes have greatly increased the amount of affordable housing required in Central SoMa so that they are akin to what had previously been proposed by the Plan. As such, it is no longer necessary to require additional affordability through the Plan, as these requirements already exist. However, if affordable housing requirements are reduced in the future, it should still be the Plan’s policy that both residential and non-residential projects in Central SoMa contribute substantially to the affordable housing needs of the Plan Area, so that the objective of 33% affordability is met.
2.3.2.1	Affordable housing	Linked affordable housing fee requirements for non-	The City is able to meet its target of 33% affordable housing based on existing

Measure	Topic	Change	Rationale
	provided by non-residential development	residential development in Central SoMa to the requirements in Planning Code Section 413.	requirements for commercial uses combined with the recent amendments to affordable housing requirements (see Policy 2.3.1). As such, additional funding capacity from commercial uses will be directed towards transportation needs.
2.3.3.1	Affordable housing expenditures	Amended the boundaries of SoMa.	To avoid confusion, utilized boundaries of SoMa already established in the Planning Code.
2.3.3.2	Land dedication	Added the specific percentage of the land dedication alternative. Also updated reference.	Change necessitated as the Plan is relying on the affordable housing requirements of Section 415 (see Implementation Measure 2.3.1.1).
2.5.1.1	Units size	Updated to reflect the option for 35% of all dwelling units shall contain two or more bedrooms with at least 10% containing three or more bedrooms.	Change reflects the adoption of BOS File 160281 since release of the Draft Plan.
3.3.2.1, 3.3.2.2	PDR Requirement	Changed from making specific PDR replacement recommendations to citing the existing Section that created those requirements.	Proposition X was passed by the voters in November 2016 and codified as Planning Code Section 202.8. Proposition X established PDR replacement requirements that were the same as or higher than those proposed by the Central SoMa Plan. The Central SoMa Plan will utilize these requirements as a baseline for PDR provision rather than those proposed in the 2016 Draft Plan.
3.3.3.1	PDR Requirement	<ol style="list-style-type: none"> 1. Amended the minimum PDR replacement requirement to align with the requirements of Code Section 202.8. 2. Reduced the PDR requirement from 50% of built area to 40% of build area. 3. Amended the boundaries of SoMa. 	<ol style="list-style-type: none"> 1. Proposition X was passed by the voters in November 2016 and codified as Planning Code Section 202.8. Proposition X established PDR replacement requirements that were the same as or higher than those proposed by the Central SoMa Plan. The Central SoMa Plan will utilize these requirements as a baseline for PDR provision rather than those proposed in the 2016 Draft Plan. 2. Upon further consideration, it was determined that requiring PDR on 50% of built area would provide insufficient space for street-activating retail space. 3. To avoid confusion, utilized boundaries of SoMa already established in the Planning Code.
3.3.4.1	TDR PDR	Deleted IM (replaced with a new measure, as discussed below).	IM 3.3.4.1 said that PDR buildings should be able to sell their TDR to new development. A similar mechanism is created through Section 249.77(c)(6), which allows PDR buildings to be preserved by counting towards a new

Measure	Topic	Change	Rationale
			development's PDR requirement – thereby satisfying the goal of allowing PDR uses to receive financial compensation to remain. Deleting this IM avoids “double-dipping” and challenges around implementing TDR based on use on not building size.
3.3.4.1	Ground floor ceiling heights	Added new IM requiring 17' ceiling heights for non-residential uses.	The Central SoMa Plan is going to require PDR uses in many new residential and non-residential buildings. This revision was made to emulate best practice in the City (e.g., the PDR and UMU Districts) is to require 17 ground floors where buildings are expected to provide PDR – which better serves the loading and storage needs of such businesses.
3.4.2.2	Required ground floor commercial	Added to streets with required retail parts of 2 nd , 3 rd , Brannan, and Townsend.	Based on community input, these streets were added to the list of streets requiring ground floor commercial uses
3.4.3.1	Formula retail	Banned formula restaurants and bars.	Based on community input, these uses were determined to undermine the Policy of supporting local, affordable, and community-serving retail.
3.5.1.1	Hotels	Clarified that small hotels are already permitted in the WSMUO District.	The previous version incorrectly stated that hotels in the WSMUO District require a Conditional Use.
4.1.1.1	Walking	Included a reference that streets will be designed in accordance with the City's Vision Zero policy.	Vision Zero is San Francisco's road safety policy, as adopted since 2014. It is important that the Plan recognizes and emphasizes the importance of Vision Zero for pedestrian improvements.
4.2.1.1	Bicycling	Included a reference that bike lanes will be designed in accordance with the City's Vision Zero policy.	Vision Zero is San Francisco's road safety policy, as adopted since 2014. It is important that the Plan recognizes and emphasizes the importance of Vision Zero for pedestrian improvements.
4.3.2.1, 4.3.2.2, 4.3.2.3	Transit	Included the Central SoMa Fee in the list of mechanism to fund transit.	Upon overhaul of the City's affordable housing requirements (see IM 2.3.1.1), the City is able to meet the 33% affordability target in Central SoMa without use of an additional fee. This revenue has therefore been shifted to transportation to help meet needs in this area.
4.4.1.1	Parking	Clarified that proposed changes to parking controls are only for the CMUO District.	The Plan does not seek to change parking requirements in zoning districts that extend beyond Central SoMa. However, parking in these areas will be affected by required Transportation Demand Management policies (see IM 4.4.2.1)
4.4.2.1	Transportation Demand Management	Clarified that the Code's grandfathering provision for projects with existing applications does not apply to projects that could not be built without the Central SoMa Plan.	The original IM did not anticipate the “grandfathering” provision that was included in the final legislation adopted this February by the City. This grandfathering provision is applicable to projects that would otherwise have been developable, and for which the TDM legislation changed the rules. By contrast, projects that

Measure	Topic	Change	Rationale
			could not be built without the Central SoMa Plan should be held to the standards for other new projects.
5.1.3.1	Yerba Buena Gardens	Added an implementation measure, mechanisms, timeline, and lead agency	Necessitated by the addition of this new Policy to the Plan.
5.5.1.1	POPOS	<ol style="list-style-type: none"> 1. Set threshold at 50,000 square feet, not 25,000. 2. Included all non-residential uses in PDR requirement (excluding institution and PDR), not just office and hotel. 3. Except for large sites south of Bryant Street, allow POPOS requirements to be met indoors or through an in-lieu fee 4. Allowed portion of POPOS exceeding 15% of lot area to be above grade 	<ol style="list-style-type: none"> 1. Upon further consideration, it was determined that POPOS smaller than 1,000 square feet would not serve as a useful public space. As one square foot of POPOS is required for every 50 square feet of applicable development, the minimum applicable size should be 50,000 square feet. 2. POPOS are required as a percentage development, not lot area. However, for taller projects on smaller sites, POPOS could eat up a disproportionate amount of the development site, undermining other goals around development amount as well as street wall and other design considerations. Thus the reason to have a maximum amount of lot area for POPOS. This maximum existed in previous policy papers regarding POPOS but was mistakenly excluded from the 2016 Draft. 3. Upon further consideration, it was determined that in many locations – especially on smaller mid-block sites – outdoor POPOS would substantially degrade from the streetwall (and thus the pedestrian experience) and/or be subject to continuous shading or other negative environmental conditions. Thus the provision for including options of providing indoor space or paying a fee for such spaces. 4. Including a wider range of uses emulates the existing requirements in the C-3.
6.1.1.1, 6.1.3.1, 6.1.4.1, 6.1.4.2, 6.2.1.7, 6.2.2.3, 6.2.2.5, 6.2.4.1, 6.2.4.2, 6.2.4.3, 6.2.5.3, 6.2.5.4, 6.2.5.5, 6.3.3.2, 6.4.1.2, 6.4.2.2, 6.5.3.1, 6.6.1.1, 6.6.2.2, 6.7.2.1, 6.8.3.2	Name of eco-implementing body	Changed name from “Central SoMa Eco-District Team” (CSEDt) to “Central SoMa Sustainability Team” (CSST). Changed implementing mechanism to “Work Program of the Central SoMa Sustainability Team”	Necessitated because of trademarking of the name Eco-District. Additionally.
6.1.2.1, 6.2.1.2, 6.2.1.3, 6.2.2.3,	Name of Central SoMa	Changed name from “Central SoMa Eco-District Guidebook”	Necessitated because of trademarking of the name Eco-District. Additionally, addresses

Measure	Topic	Change	Rationale
6.2.2.4, 6.2.3.2, 6.3.1.2, 6.3.2.2, 6.4.2.1, 6.4.2.3, 6.4.3.4, 6.5.4.3, 6.5.4.4, 6.8.1.2, 6.8.1.3	eco-Guidebook	to “Sustainable Neighborhoods Guide.”	recognition that this Guide could be valuable to people throughout the city, not just in Central SoMa.
6.1.4.2, 6.2.1.4, 6.2.1.7, 6.2.2.2, 6.2.3.1, 6.2.4.1, 6.2.4.2, 6.2.4.3, 6.2.5.4, 6.4.3.1, 6.5.4.4, 6.6.1.1, 6.6.2.2, 6.6.3.1, 6.6.3.2, 6.7.1.1, 6.8.1.1,	Lead Agency	Revised Lead Agency	Updated based on further conversation between City agencies on the best way to implement this environmental sustainability and resilience strategy.
6.2.5.1, 6.3.1.2, 6.3.2.2, 6.3.2.3, 6.7.2.1	Various	Revised timeline	Updated based on further conversation between City agencies on the best timeline to implement this environmental sustainability and resilience strategy.
6.4.1.2, 6.5.3.1, 6.6.1.1, 6.6.2.2, 6.6.3.1, 6.6.3.2,	Various	Removed the formal names of certain studies and strategies	The studies and strategies references may wind up being named something differently, and it seemed premature to give them formal titles now.
6.1.1.1	Central SoMa eco-strategy	Moved IM 6.1.2.1 to here. Revised name of team. Rephrased language for clarity. Clarified that the timeline is “ongoing”	Necessitated by the revisions to the Plan.
6.2.2.2, 6.2.3.1	Roofs and renewables	Revised the implementing mechanism from “Green Building Code” to “Planning Code.”	Upon guidance provided by the Building Department and City Attorney’s Office, it was determined that the Planning Code was a better place to house these amendments.
6.4.1.3	POPOS greening	Changed requirement for POPOS to be 50% landscaped to be a recommendation	Upon further consideration, it was determined that such a high greening requirement may interfere with other goals, such as providing a performance plaza or sport court.
6.5.4.1	Building materials	Revised implementing mechanism to be “ongoing”.	Since the release of the draft Plan the law implementing this policy has been implemented.
7.5.3.1	TDR purchase	Removed requirement that TDR must be purchased from within Central SoMa.	Analysis of potential sellers of TDR in Central SoMa revealed that there could be a severely constrained market. To preclude projects being halted because of inability to purchase TDR, the marketplace was expanded to include the C-3.
7.6.1.1	Lot mergers	Added the capacity for lot mergers on short blocks (under 200 feet) where there is a non-character building on the corner.	Having strong buildings at corners is an important part of creating a successful neighborhood, as these building are visible from the most vantage points. As such, where corner buildings are not enhancing neighborhood character, they should not be disincentivized from redeveloping because of their inability to

Measure	Topic	Change	Rationale
			merge with an adjacent lot.
7.6.2.1	TDR for non-historic buildings	Deleted IM	IM 7.6.2.1 recommended expanding the ability to sell TDR beyond Designated Historic Buildings and Landmarks to other historic and character-enhancing buildings. However, given the limited demand for TDR relative to the possible supply, it was decided to continue limiting the right to sell TDR only to Designated Historic Buildings and Landmarks. The intent of this policy is still implemented through the ban on lot mergers contained in IM 7.6.1.1.
8.1.1.2	Ground floor activation	Removed reference to adoption date of the Urban Design Guidelines	The adoption date is uncertain.
8.1.1.3	Ground floor ceiling heights	Added a new IM requiring ground floors to have high ceiling heights.	For non-residential ground floors, high ceiling heights are an important way to make sure that buildings actively engage the street. While ground floors in this area are already required to be 14' in this area, the Plan should increase the height to accommodate expected PDR uses (also see IM 3.3.4.1).
8.3.7.1	Height limits	Corrected that the increase in height limits along the freeway is proposed along 2 nd to 4 th Streets, not 4 th to 6 th Streets.	The original version incorrectly conveyed the Plan's proposed height increase.
8.4.1.4	Skyplane	Corrected reference.	Reference was incorrect in original version
8.5.1.2	Large sites	Added implementation mechanism, timeline, and lead agency.	These were mistakenly left out of the original version.
8.5.5.2	Building length	Revised statement that this measure continue to be implemented.	This control already exists per Planning Code Section 270.2.
8.6.2.5	Rooftop Screening	Added a new IM allowing rooftop screening mechanisms to be proportional to building height.	Upon further consideration, one useful way to implement the policy for projects to provide innovative and contextually-appropriate design (Policy 8.6.2) is to ensure that uninhabited portion of the top of the building is proportional to the rest of the building.
8.6.4.1	Wind	Updated references to point to wind standards created specifically for Central SoMa.	Existing wind standards do not apply outside of the downtown C-3. In consultation with wind experts, the Department determined that Central SoMa needed its own wind standards to reflect its position as a new neighborhood rather than a cluster of existing high rise buildings. The Central SoMa wind standards are based on global best practices for wind comfort and hazards.
8.6.6.1	Urban Design Guidelines	Removed reference to potential adoption date.	The adoption date is uncertain.
8.7.1.3	Large Project	Added a new IM to increase the	The City's Large Project Authorization (LPA)

Measure	Topic	Change	Rationale
	Authorization	threshold for seeking “Large Project Authorization” commensurate with the neighborhood’s expected development.	process was created as part of the Eastern Neighborhoods Plan to ensure that the largest projects in the area would be brought to the Planning Commission for design review. Upon further consideration, the Department determined that the existing threshold for projects (75 feet in height and/or 25,000 square feet in size) is too low in Central SoMa, where 85 feet is a typical height limit. As such, the Department is proposing to increase the threshold to 85 feet and/or 50,000 square feet.
8.7.1.4	No Kvetching	Added a new IM to limit the capacity for complaints against uses operating in a lawful manner.	This change reflects community input that new residential and hotel uses should be aware that they are moving into an area with existing PDR uses, and to the degree that these existing uses are acting lawfully than they should not be subject to nuisance complaints from new residential and hotel uses.

**EXHIBIT V.7 – SUMMARY
OF REVISIONS – PUBLIC
BENEFITS PROGRAM**

Summary of Revisions – Public Benefits Program

This document conveys proposed revisions to the Public Benefits Program between the version published in the August 2016 Draft Plan (including Part II.B and II.C) and the version published February 2018 as part of the Plan’s legislative package.

Topic	Revision	Rationale
Affordable Housing	Established a consistent requirement across residential projects. Increased the total provision by \$40M resulting in 35% affordability (up from 33%).	The 2017 changes to the City’s Inclusionary Housing Program established new affordable housing requirements. These requirements are similar, but not the same, as proposed in the 2016 Draft Plan. To avoid confusion, the Plan now utilizes the same Citywide rates. ¹ The inclusion of State Density Bonus units in the calculation increased the overall amount of residential units, including affordable housing units. The escalation of the affordability requirements over time and the increase in Area Median Income (AMI) levels for affordable housing units resulted in a higher overall percentage of affordability.
Parks and Recreation	Increased the total provision by \$10M.	Increase made to cover more of the proposed amenities.
Schools and Childcare	Increased the total provision by \$10M.	Increase based on year-to-year increase in existing impact fees.
“TBD”	Added a “To Be Determined” category with \$70M. There have been public discussions on the potential for this funding to be spent on social and cultural programming, such as funding for SoMa Pilipinas and LGBTQ heritage groups, neighborhood cleaning, and operations and maintenance of public parks.	The inclusion of potential State Density Bonus units increased the potential revenue total. At this point, we are awaiting further direction from decision-makers on its expenditure. The ability to spend more for social and cultural programming has been determined to be a potentially viable use for the Community Facilities District.
Mello-Roos Community Facilities District	The rates were reduced for both residential and non-residential developments. A faster escalation rate was added for non-residential projects.	Upon discussions with the development community, the City determined that the City had overestimated the ability of development to “pass through” taxes to new development, particularly in the early years of Plan implementation before the public benefits are completed. In later years, the provision of public benefits will justify higher rents due to higher land values.
PDR	PDR replacement requirements now apply to all projects in areas currently zoned MUR, MUO, SLI, and SALI.	2016’s Proposition X requires PDR replacement for both residential and non-residential uses. The Plan still requires PDR for large office buildings whether or not they have a replacement requirement.

¹ Please note that the Plan document displays Inclusionary Housing Program rates as established in 2017, but the actual rate for each project will be subject to the escalation schedule as described in Sec. 415.

Topic	Revision	Rationale
Central SoMa Community Infrastructure Fee	Was adjusted for all uses. Funding is now dedicated to transit.	This fund was adjusted based on effects of changes to affordable housing, PDR, and Mello-Roos requirements (as discussed above). Funding is dedicated to transit because the affordable housing target is fully funded by changes to the Inclusionary Housing Program (as discussed above).
Fee Tiers	Combined Tier C and Tier D into a single Tier C	With the realignment of requirements, the exactions for all projects with increased development capacity of 90 feet or more was the same.

**EXHIBIT V.8 – SUMMARY OF
REVISIONS – KEY DEVELOPMENT
SITES GUIDELINES**

Summary of Revisions – Key Development Sites Guidelines

This document conveys proposed revisions to the Key Development Sites Guidelines between the version published in the August 2016 Draft Plan and the version published February 2018 as part of the Plan’s legislative package.

Site #1 – 5th and Harrison

None

Site #2 – 4th and Harrison

Section	Change	Rationale
Design Guidelines	Revised guidance around POPOS to focus on 4 th Street and the mid-block alley.	Upon further consideration, an inviting indoor POPOS at this location adjacent to the freeway could be more beneficial than an outdoor space. Additionally, a the mid-block alley between Harrison Street and Perry Street should be car-free, and thus a great place for POPOS.

Site #3 – 2nd and Harrison

Section	Change	Rationale
Existing Conditions	Corrected the number of floors of the historic commercial building from five to four.	This corrects a mistake in the original version.
Development Potential	Clarified potential amount for all uses is about 1.2 million square feet.	Change needed to reflect all uses.
Potential Public Benefits	Added that the project has the potential to provide on-site child care and create pedestrian connectivity on Perry Street, which is now a dead end street.	Revisions reflect potential benefits identified by the project sponsor.
Potential Flexibility	Included information about the proposed height on the sites east of Vassar Place.	This corrects an oversight in the original version.
Potential Flexibility	Amended setback requirement from Harrison Street for the proposed hotel site.	Upon further consideration, the most important consideration on the hotel site is the preservation of the integrity of the historic building beneath it. This preservation may require additional flexibility in design of the site.
Design Guidelines	Removed the discussion of pedestrian experience under I-80.	This has been moved up to the public benefits discussion.

Site #4 – Flower Mart

Section	Change	Rationale
Throughout	Changed “Flower Mart” to “wholesale flower market” when referring to the market itself.	The “Flower Mart” is the name of the project, but for clarity it was important to specify when referring to the market itself.
Existing Conditions	Added reference to the existing service alley.	Needed to complete the description of the site.
Development Potential	Clarified potential amount for all uses is about 2.4 million square feet.	Change needed to reflect all uses, not just office use.
Potential Flexibility	Revised the specifics of the massing flexibility	Revisions necessitated based on evolution of the proposed development.
Design Guidelines	Clarified parking and loading access could come off a service drive in addition to an alley	Reflects that the existing loading on this site comes off of a service drive that reads like, but is not, a public alley. The proposed project could utilize this service drive as well.

Site #5 – Park Block

Section	Change	Rationale
Development Potential	Refined amount to 1.1 million.	Reflects the square footage of the proposed 100% affordable housing building.
Potential Public Benefits	Clarified that affordable housing building would be built, and not a land dedication to the City. Amended size of the land area for this building.	Revision based on evolution of the proposed development, where affordable housing is meant to be constructed as part of the off-site requirement for the “Creamery” site (Key Development Site #8).
Design Guidelines	Clarified that the new connections of Welsh Street and Freelon Street will not allow cars, and that for Welsh Street the new portion will be part of the new park on this block.	Revision based on further evolution of the proposed development.

Site #6 – Wells Fargo

None

Site #7 – 88 Bluxome/Tennis Club

Section	Change	Rationale
Design Guidelines	Corrected street references to those surrounding the site	Revision necessitated by technical error in the previous version of this document.

Site #8 – 4th and Townsend

Section	Change	Rationale
Potential Public Benefits	Added additional potential benefit of new pedestrian connections to the interior of this block, and removed specificity around location of potential pedestrian access to Caltrain.	Addition of new pedestrian connection based on potential opportunity identified by project sponsor. Removal of specificity around location of potential Caltrain access because of evolution of project design and high uncertainty around future Caltrain station design and needs.
Potential Flexibility	Revised the specifics of the massing flexibility.	Revisions necessitated based on evolution of the proposed development.
Design Guidelines	Removed reference to access needing to be off of an alley.	Upon further reflection, it is not important that the parking be accessed off of an alley, just that it occur on the eastern portion of the site off of Townsend Street.
Design Guidelines	Removed specificity on the location of the public plaza.	Revisions necessitated based on evolution of the proposed development, which could include a major public plaza between the two towers.