

MR. IONIN

June 7, 2018

Planning Commission
SF City Hall - Room 400

Received at CPC Hearing 6/7/18
Pub. Com.

Re: **Removal of Dwelling Units**
Periodic Adjustment to Numerical Criteria

Dear President Hillis, Vice President Melgar and Fellow Commissioners:

I am sending this to you, attached to an email, but I will give a hard copy to Mr. Ionin for the record and the City Attorney at today's hearing.

Since 2014 I have taken time during the General Public Comment to show many photos of many projects, mostly around Noe Valley, that appear to be Demolitions. In December of 2015, staff determined from a sample that 40% should have been categorized as Demos. I think it could be higher.


Since 2014 the Zoning Administrator raised the Numerical Criteria for Administrative Approval of Demolition three times. Please see the top half of each of the three attached sheets entitled "Removal of Dwelling Units".

However, the Commission has not made any "Periodic Adjustment" during this same time period, as referenced on the bottom portion of these three sheets for "efficacy" and most importantly, **"to conserve existing sound housing and preserve affordable housing"** per Section 317 (b) (2) (D).

And as you know, the price of housing has surged most spectacularly in the last four years. Affordability is everyone's number one issue.

I am requesting that you now use your powers and make this Adjustment per Section 317 (b) ((2) (D) and consider making three adjustments, just as the Zoning Administrator did in the RH-1 over the last four years.

Sincerely,


Georgia Schuttish

cc: John Rahaim; Scott Sanchez; Commissions Secretary; City Attorney
Attachments: Section 317(b) (D) and Removal of Dwelling Units (3)



Removal of Dwelling Units Periodic Adjustment to Numerical Criteria

The values associated with the following criteria are subject to administrative updates and shall be adjusted periodically by the Zoning Administrator based on established economic real estate and construction indicators.

CRITERION	INITIAL VALUE	BASED UPON
1. 80th Percentile of San Francisco single-family home values (structure & land)	\$1,506,000.00	2013 City Assessor's Data
2. Replacement Cost per square foot for all occupied, finished spaces	\$240.00	DBI Index
3. Replacement Cost per square foot for unfinished space with flat ceiling & >7'-6" of headroom (e.g., basements, garages)	\$110.00	DBI Index
4. Replacement Cost per square foot for unfinished space with sloping ceiling & >5'-0" of headroom (e.g., attic space below pitched roof)	\$60.00	DBI Index
5. Replacement Cost per square foot for non-occupiable space without legal headroom (e.g., 30" high crawl space below raised floor)	\$15.00	DBI Index
6. Replacement Cost per square foot for site work (e.g., walks, driveways, landscaping, retaining walls not part of the building foundation, etc.)	\$0.00	(cost excluded)

The following values are subject to non-legislative updates and may be adjusted periodically by the Planning Commission to further the efficacy of Section 317, in order to promote the objectives of the General Plan and Planning Code.

CRITERION	INITIAL VALUE: (Adopted May 18, 2007)	BASED UPON
1. Definition B of Demolition re: removal of the front and rear building walls	> 50%	policy efficacy
2. Definition B of Demolition re: removal of all exterior walls,	> 65%	policy efficacy
3. Definition C of Demolition re: removal, replacement, relocation of the defining elements of the existing building envelope and volume (measured in square feet)	> 50%	policy efficacy
4. Definition of (Tantamount to) Merger re: reduction of an existing Residential Unit's floor area (measured in square feet)	> 25%	policy efficacy
5. Definition of (Tantamount to) Conversion re: reduction of an existing Residential Unit's floor area (measured in square feet)	> 25%	policy efficacy

MARCH 5, 2014



SAN FRANCISCO
PLANNING
DEPARTMENT

Removal of Dwelling Units Periodic Adjustment to Numerical Criteria

The values associated with the following criteria are subject to administrative updates and shall be adjusted periodically by the Zoning Administrator based on established economic real estate and construction indicators.

CRITERION	INITIAL VALUE	BASED UPON
1. 80th Percentile of San Francisco single-family home values (structure & land)	\$1,630,000.00	2015 City Assessor's Data
2. Replacement Cost per square foot for all occupied, finished spaces	\$240.00	DBI Index
3. Replacement Cost per square foot for unfinished space with flat ceiling & > 7'-6" of headroom (e.g., basements, garages)	\$110.00	DBI Index
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NOVEMBER 17, 2015



Removal of Dwelling Units Periodic Adjustment to Numerical Criteria

The values associated with the following criteria are subject to administrative updates and shall be adjusted periodically by the Zoning Administrator based on established economic real estate and construction indicators.

CRITERION	INITIAL VALUE	BASED UPON
1. 80th Percentile of San Francisco single-family home values (structure & land)	\$1,900,000	2015-2017 City Assessor's Data
2. Replacement Cost per square foot for all occupied, finished spaces	\$240.00	DBI Index
3. Replacement Cost per square foot for unfinished space with flat ceiling & >7'-6" of headroom (e.g., basements, garages)	\$110.00	DBI Index
4. Replacement Cost per square foot for unfinished space with sloping ceiling & >5'-0" of headroom (e.g., attic space below pitched roof)	\$60.00	DBI Index
5. Replacement Cost per square foot for non-occupiable space without legal headroom (e.g., 30" high crawl space below raised floor)	\$15.00	DBI Index
6. Replacement Cost per square foot for site work (e.g., walks, driveways, landscaping, retaining walls not part of the building foundation, etc.)	\$0.00	(cost excluded)

The following values are subject to non-legislative updates and may be adjusted periodically by the Planning Commission to further the efficacy of Section 317, in order to promote the objectives of the General Plan and Planning Code.

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1. Definition B of Demolition re: removal of the front and rear building walls	> 50%	policy efficacy
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DECEMBER 13, 2017

SEC. 316.8. [REDESIGNATED.]

(Former Sec. 316.8 redesignated as Sec. 316.6 and amended by Ord. 104-07, File No. 070327, App. 5/8/2007)

SEC. 317. LOSS OF RESIDENTIAL AND UNAUTHORIZED UNITS THROUGH DEMOLITION, MERGER AND CONVERSION.

(a) **Findings.** San Francisco faces a continuing shortage of affordable housing. There is a high ratio of rental to ownership tenure among the City's residents. The General Plan recognizes that existing housing is the greatest stock of rental and financially accessible residential units, and is a resource in need of protection. Therefore, a public hearing will be held prior to approval of any permit that would remove existing housing, with certain exceptions, as described below. The Planning Commission shall develop a Code Implementation Document setting forth procedures and regulations for the implementation of this Section 317 as provided further below. The Zoning Administrator shall modify economic criteria related to property values and construction costs in the Implementation Document as warranted by changing economic conditions to meet the intent of this Section.

(b) **Definitions.** For the purposes of this Section 317, the terms below shall be as defined below. Capitalized terms not defined below are defined in Section 102 of this Code.

(1) "Residential Conversion" shall mean the removal of cooking facilities, change of occupancy (as defined and regulated by the Building Code), or change of use (as defined and regulated by the Planning Code), of any Residential Unit or Unauthorized Unit to a Non-Residential or Student Housing use.

(2) "Residential Demolition" shall mean any of the following:

(A) Any work on a Residential Building for which the Department of Building Inspection determines that an application for a demolition permit is required, or

(B) A major alteration of a Residential Building that proposes the Removal of more than 50% of the sum of the Front Facade and Rear Facade and also proposes the Removal of more than 65% of the sum of all exterior walls, measured in lineal feet at the foundation level, or

(C) A major alteration of a Residential Building that proposes the Removal of more than 50% of the Vertical Envelope Elements and more than 50% of the Horizontal Elements of the existing building, as measured in square feet of actual surface area.

(D) The Planning Commission may reduce the above numerical elements of the criteria in Subsections (b)(2)(B) and (b)(2)(C), by up to 20% of their values should it deem that adjustment is necessary to implement the intent of this Section 317, to conserve existing sound housing and preserve affordable housing.

Notice of Building Permit Application



**San Francisco
Planning**

**SAN FRANCISCO
PLANNING DEPARTMENT**

1650 Mission Street, Suite 400, San Francisco, CA 94103

A building permit application has been filed with the City for the project described below. Any member of the public may provide comment and/or request a public hearing prior to Expiration Date of this notice.

PROJECT INFORMATION

Project Address: **123 MAIN STREET**
Cross Street: **Mission and Market St.**
Block Lot: **0105/001**
Zoning: **RH-3/40-X**

Project Description: The proposal is to construct a one-story addition to the rear of an existing two-story single-family home. There would be no change in the number of parking spaces or dwelling units on the property.

Building Permit Application No: 2018.00.00.0000

NOTICE EXPIRATION DATE: XX/XX/XXXX

PLANNER:	APPLICANT:
Name: Planner Name	Project Sponsor Name
Telephone: 415-555-1234	415-555-1234
Email: Name@sfgov.org	name@website.com
Record No.: 2018-000000CUA	

Postage

Architectural Plans: The architectural plans for the proposed project are available on the Planning Department's website at: sfplanning.org/notices/123mainst. You may also contact the assigned planner for a paper copy to be mailed to you.

Public Participation: For more information about this project please contact the Applicant and/or Planner listed below. Comments supporting or opposing this project can be made by (1) contacting the assigned planner prior to the hearing via email, phone, or US Mail and/or (2) speaking in-person at the public hearing.

You are receiving this notice because you own or occupy property within 150' of the project site. You do not need to take any action. A copy of this notice will also be posted on the project site until the public hearing.

Mailing Address

MAYOR'S PROCESS IMPROVEMENTS ORDINANCE

ADOPTION HEARING

San Francisco Planning Commission | June 7, 2018



San Francisco
Planning

100% AFFORDABLE AND DOWNTOWN RESIDENTIAL PROJECTS



1. Review of 100% Affordable and Large Residential Projects



- 100% Affordable Housing Projects:
 - 100% Affordable Housing projects could obtain the same level of **modifications** from requirements as allowed for a Planned Unit Development, **administratively**.
 - 100% Affordable Housing *Bonus* projects, could be approved **administratively**, if they are consistent with Bonus Program requirements and Design Guidelines.
 - Delegate **Discretionary Review** to staff for these projects
- Large Residential Projects Downtown:
 - Planning Commission could **approve standard exceptions** to **dwelling unit exposure** and usable **open space** requirements, for streamlined review of large residential projects in downtown C-3 districts, without a Variance.

1. Review of 100% Affordable and Large Residential Projects



- Proposed Modifications

- Amend Section 315 to reference **Urban Design Guidelines** and any other applicable design guidelines

- Benefits:

- Speed the approval process for 100% affordable housing projects, consistent with Design Guidelines. There are roughly **1,700 affordable units under review** or in the MOHCD pipeline that could benefit.
- Reduce duplicative review process for large downtown residential projects. Roughly **1,100 new units are approved each year** in such projects.



MINOR ALTERATIONS TO HISTORIC STRUCTURES



2. Routine Alterations to Historic Building



- Certain minor and routine alterations would be eligible for **administrative review and same-day approval** if consistent with preservation guidelines:

- ADA automatic door openers, and grading to ADA ramps
- Business signs or awnings
- Non-visible rooftop equipment and skylights
- Historic Landmark plaques



- Benefits:

- Reduce administrative permit volume by about one-third to **free up Preservation staff time for other projects**
- Reduce **approval time from months to same-day** for these routine, minor alterations



PUBLIC NOTICE EXPANSION AND MODERNIZATION



3. Public Notice Expansion and Modernization

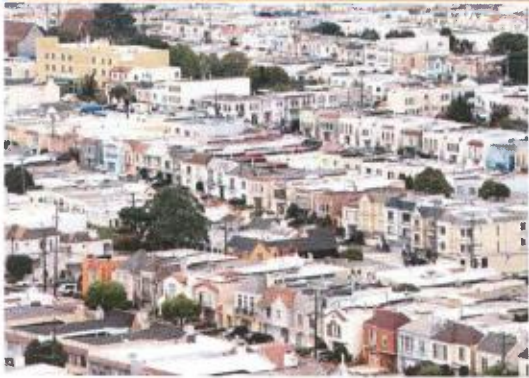
CURRENT REQUIREMENTS



- Notification requirements have become **unnecessarily complicated and wasteful**.
 - 30 different combinations of notice and formats is time consuming and invite simple errors that can delay review.
 - Section 311 and 312 notification requirements alone generated over **3 tons of paper** last year.
- Many forms of notification do not reach **tenants**, are not provided in **multiple languages**, and are not **accessible to the general public**.
- Notification requirements for routine scopes of work add to the Planning Department **review backlog**.

3. Public Notice Expansion and Modernization

PROPOSAL — CONSISTENT PROCEDURES



Operative **January 1, 2019:**

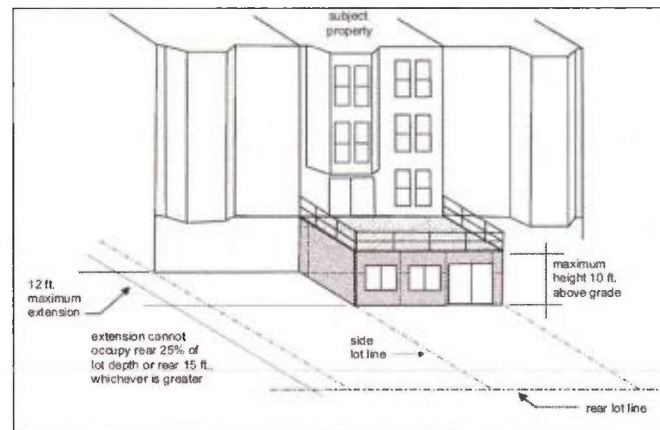
- Consistent notification requirements for all applications and hearings:
 - **Mailed Notice:** 20 day period, 150 foot mailing area for tenants and property owners
 - **Posted Notice:** 20 day period, one poster every 25 feet
 - **Online Notice:** 20 day period, more accessible to the public than newspaper notice
- Reduce paper, expand access:
 - Replace mailed plan sets with a **postcard size mailer**, with a **link to plan sets online** and option to obtain paper copies
 - Adopt a **standard size for posters**, no smaller than 11 x 17"
- Include **multilingual translation instructions** on all forms of notification, not just mailed notice.

3. Public Notice Expansion and Modernization

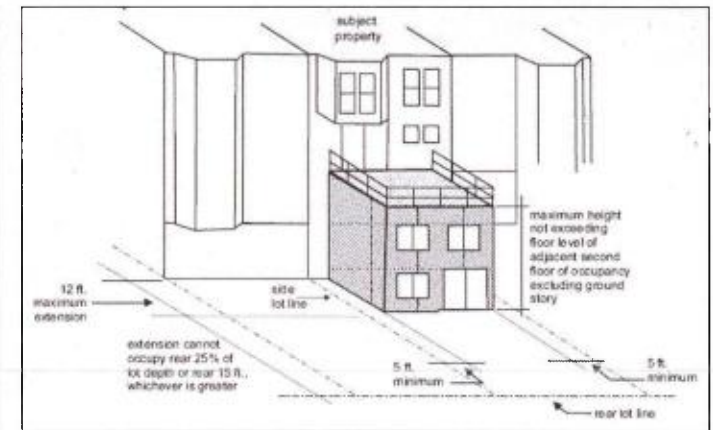
PROPOSAL — LIMITED REAR YARD ADDITIONS



- Allow for **limited rear additions** to be approved at the Planning Information Counter (PIC) without notification, within the required limits of Section 136(c)(25):



[300 gsf max. for typical lot]



[360 gsf max. for typical lot]

- These projects are routinely approved, yet account for up to 2 FTE of staff time to comply with notification procedures, taking planners away from other work.

3. Public Notice Expansion and Modernization

CONCERNS AND PROPOSED MODIFICATIONS



Notification Period (10, 20, or 30 days)

- Except for 311/312 requirements, **most notices require a 10-day or 20-day period**, including for large projects.
- **Pre-Application meetings are required for all notices** to alert neighbors early on, regardless of Notification Period.
- Online notice requirement will make the **notice materials available online immediately** and to the general public.
- Neighbors and organizations can receive email notification of any permit at a property, or in a neighborhood, on the **Permits in My Neighborhood** map.
- **Discretionary Review applications** will be received online starting late 2018 to allow applicants to file 24/7 during the Notification Period

3. Public Notice Expansion and Modernization

CONCERNS AND PROPOSED MODIFICATIONS

Notification Contents, Format, and Placement

1. Re-write all notice materials with **clearer language**
2. Mailed notice: Increase **minimum size to 5.5 x 8.5"**
3. Posted Notice
 - Amend Sec. 333 to maintain Zoning Administrator ability to **revise poster requirements for unique sites**
 - Amend Sec. 333 to require posters be **"visible from the sidewalk or public Right-of-Way"**

3. Public Notice Expansion and Modernization

CONCERNS AND PROPOSED MODIFICATIONS

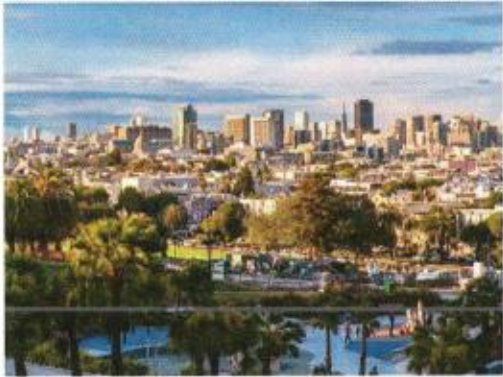


Limited Rear Yard Additions

4. Amend Sec. 311 to address “**serial permitting**” concerns by requiring notice if the existing structure has been expanded within the past 3 years.
5. Adopt Commission Policy to require **Pre-Application meetings** for rear yard additions that don’t require notice
 - Chance for applicant to hear neighbor concerns
 - Neighbors can file a Block Book Notification (BBN) to receive a 10-day notice before Planning approval
 - Neighbors can sign-up for emails from Building Eye to be informed of Building Permit issuance

3. Public Notice Expansion and Modernization

BENEFITS



➤ *This section of the Ordinance would not be operative until **January 1, 2019** to allow time for further outreach, Commission review, and implementation*

- Expanded access to notification materials
 - Online notice for the first time
 - Mailed **notice to tenants** and **multilingual translation instructions**, for all types of notice
- Consistent notification requirements
 - **Reduce opportunities for delay** due to minor noticing errors
 - Provide **more notice**, while using **less paper**
 - **Required contents, with flexibility** to implement appropriately
- Same-day approval for limited rear yard additions
 - Save up to 2 FTE of **staff time to work on other projects** and **reduce review time by months**.

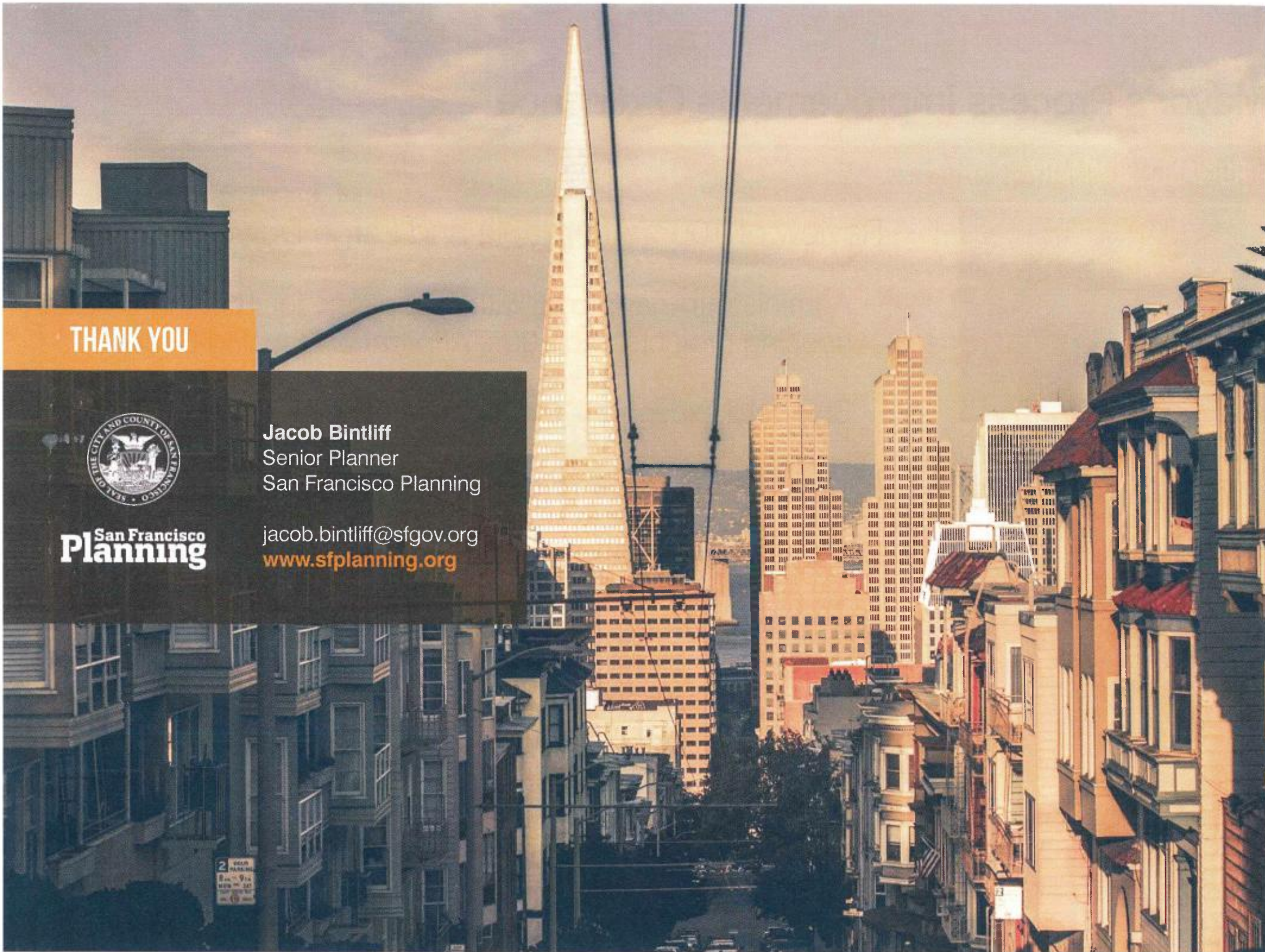
THANK YOU



**San Francisco
Planning**

Jacob Bintliff
Senior Planner
San Francisco Planning

jacob.bintliff@sfgov.org
www.sfplanning.org



Mayor's Process Improvements Ordinance

ORDINANCE SUMMARY



1. Review of 100% Affordable and Large Downtown Projects
 - Administrative approval with exceptions for 100% affordable housing projects and 100% Affordable Housing Bonus
 - Standard exceptions for large residential projects downtown
2. Minor Alterations to Historic Structures
 - ADA improvements, business signage, rooftops, plaques
3. Notification Procedures and Requirements
 - Uniform Notification Requirements
 - Expanded notice to tenants, online, and non-English speakers
 - Limited rear yard additions approvable same-day

Mayor's Process Improvements Ordinance

PROPOSED MODIFICATIONS



- Review of 100% Affordable and Large Downtown Projects
 1. Amend Section 315 to reference **Urban Design Guidelines** and any other applicable design guidelines
- Notification Procedures and Requirements
 2. For mailed notice, increase **minimum size to 5.5 x 8.5"**
 3. Maintain Zoning Administrator ability to **revise poster requirements for unique sites**
 4. Require posters be "**visible from the sidewalk** or Right-of-Way"
- Limited Rear Yard Additions
 5. Address "**serial permitting**" concerns by requiring notice if the existing structure has been expanded **within the past 3 years**.
 6. Adopt Commission Policy to require **Pre-Application meetings** for rear yard additions that don't require notice

Bintliff, Jacob (CPC)

From: Cynthia Gomez <cgomez@unitehere2.org>
Sent: Friday, June 01, 2018 5:26 PM
To: Moore, Kathrin (CPC); Joel Koppel; Johnson, Milicent (CPC); Richards, Dennis (CPC); Melgar, Myrna (CPC); planning@rodneymong.com; Rich Hillis
Cc: Ionin, Jonas (CPC); Bintliff, Jacob (CPC); Sue Hestor; Ian Lewis
Subject: Concern re: PCA004633 (June 7 CPC calendar)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Commissioners,

We are writing to express our opposition to many of the proposed Planning Code Amendments included in PCA004633, proposed for your consideration on the June 7 Planning Commission calendar. These changes go far beyond the stated goals of streamlining the process for affordable housing approvals, and would weaken notification protections that affect the ability of the public to play an active role in determining the fate of their own communities. We are asking that PCA004633 be sent back to Planning Staff until these problems can be addressed.

Speeding up the approvals process for 100% affordable housing projects is a crucial step, and we support all of the proposed changes that would affect projects truly containing 100% affordable housing. (We are assuming, of course, that there is no watering down of restrictions on the quality of the housing construction in the guise of streamlining the process.) There are many laudable proposed changes in PCA004633, such as the addition of tenants to those who must receive notices, and the elimination of cumbersome requirements to include facsimiles of project plans. However, PCA004633 also includes changes that would affect various kinds of projects which are *not* affordable housing. Furthermore, PCA004633 was put on the agenda with no affirmative outreach to any organizations that might be affected by these proposed changes, including but not limited to Local 2.

Even a quick read of PCA004633 reveals some problematic changes, such as the loosening of approval and notification requirements for projects seeking exceptions for dwelling unit exposure and usable open space requirements. To the extent that these changes would apply to "all projects located in C-3 districts," this would represent a step backwards. Many of our members live in SRO hotels and other tiny units, and they can attest to how their quality of life is impacted when developers attempt to reduce the already inadequate light and air and open space available. Also problematic is the proposal of adding "non-visible rooftop appurtenances" to the list of projects no longer requiring a Certificate of Appropriateness; we are currently watching a possibly unpermitted rooftop appurtenance spring up very near our office, yet this appurtenance is, by some criteria, "non-visible."

As stated, these proposed amendments were drafted and agendized without consultation or outreach, and bundles in some very problematic changes together with some very helpful ones. We urge you to send this back to Staff for an excision of these changes. If that is not possible, then PCA004633 must be disapproved, and that would be a loss for the City and its ability to support the building of affordable housing.

Sincerely,

--
Cynthia Gómez
Research Analyst
UNITE/HERE, Local 2
209 Golden Gate Avenue
San Francisco, CA 94102
cgomez@unitehere2.org
415.864.8770, ext. 763

Bintliff, Jacob (CPC)

From: Secretary, Commissions (CPC)
Sent: Monday, June 04, 2018 10:22 AM
To: Bintliff, Jacob (CPC)
Cc: Feliciano, Josephine (CPC)
Subject: FW: Support of proposed Process Improvements by Planning Staff

Jonas P. Ionin,
Director of Commission Affairs

Planning Department | City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309 | Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: Brandon Philips [<mailto:brandon@ifup.org>]
Sent: Saturday, June 02, 2018 8:50 AM
To: Melgar, Myrna (CPC); planning@rodneymong.com; Johnson, Milicent (CPC); Koppel, Joel (CPC); Moore, Kathrin (CPC); Richards, Dennis (CPC); richhillissf@gmail.com
Cc: Secretary, Commissions (CPC)
Subject: Support of proposed Process Improvements by Planning Staff

Hello President Hillis and Members of the Planning Commission-

I am writing in support of the proposed Process Improvements as introduced by the Planning staff on May 17th. Namely:

- Reducing neighborhood notification periods to increase throughput
- Replacing paper notifications for digital notifications
- Issuing over the counter permits for smaller low-impact projects like pop-outs

I think the overall objectives of reducing paper waste, review times, and time for open comment on straightforward proposals are practical and easy to implement.

I respectfully request that you continue to introduce process improvements that you see necessary to improve throughput of housing production and housing stock improvements. Perhaps make it a tradition to introduce a few improvements every quarter. I believe the best way to convince people these are the right changes is to move boldly, measure the effects, and report their success/failure back to the community to build trust with the community.

As an aside I continue to marvel, in sadness, at how many of my fellow San Franciscans demand oversight of process changes and proposals that the commission oversees such as these. I hope that sometime in the future, say five years from now, San Francisco has reliable rules based approval processes for the majority of proposals.

Thank You,

Brandon Philips and Nisha George
Castro / Upper Market

Bintliff, Jacob (CPC)

From: Stuart Hills <stuart@apparatus.com>
Sent: Tuesday, June 05, 2018 1:10 PM
To: Bintliff, Jacob (CPC)
Cc: Conner, Kate (CPC)
Subject: Mayor's Process Improvements Ordinance

Dear Mr. Bintliff and Ms. Conner,

I am emailing you to record my support of the Mayor's Process Improvements Ordinance. I have reviewed the proposed language and the Supplemental Memorandum and support the staff recommendations of approval.

Sincerely,

Stuart D. Hills - Architect
APPARATUS Architecture
www.apparatus.com
4450 18th Street
San Francisco, CA 94114
415.703.0904 x2# studio
415.722.3860 mobile

Bintliff, Jacob (CPC)

From: Viral Vithalani <viral@tefarch.com>
Sent: Tuesday, June 05, 2018 2:35 PM
To: Bintliff, Jacob (CPC); Conner, Kate (CPC)
Subject: Support for MPIO

Jacob and Kate:

I'd like to record my support of this much needed ordinance.

Thanks.

Viral Vithalani, RA

T 415.391.7918 x134
D 415.901.4915
viral@TEFarch.com

TEF Design
1420 Sutter St, 2nd floor, San Francisco, CA 94109
TEFarch.com



Bintliff, Jacob (CPC)

From: Bill Bloomfield <bill@mobleybloomfield.com>
Sent: Tuesday, June 05, 2018 1:42 PM
To: Bintliff, Jacob (CPC)
Cc: Conner, Kate (CPC)
Subject: Mayor's Process Improvements Ordinance

Dear Ms. Conner and Mr. Bintliff,

I am emailing you to record my support of the Mayor's Improvement Ordinance, dated May 31, 2018. I have reviewed the Proposed Planning Code Amendments and the Supplemental Memorandum, and I support the staff recommendations of approval.

Sincerely,

Bill Bloomfield - Architect
MOBLEY BLOOMFIELD
bill@mobleybloomfield.com
T: 415-647-8776
C: 415-205-5341
mobleybloomfield.com

Bintliff, Jacob (CPC)

From: Paul Wermer <pw-sc_paul@sonic.net>
Sent: Wednesday, June 06, 2018 4:04 AM
To: Secretary, Commissions (CPC); richhillissf@gmail.com; Melgar, Myrna (CPC); RODNEY FONG; Johnson, Milicent (CPC); Koppel, Joel (CPC); Moore, Kathrin (CPC); Richards, Dennis (CPC)
Cc: Bintliff, Jacob (CPC); Marlayne Morgan; 'George Wooding'; Greg Scott
Subject: Oppose: Mayor's Process Improvements Ordinance, 2018-004633PCA

San Francisco Planning Commission
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Commissioners:

I urge you to reject 2018-004633PCA, Mayor's Process Improvements Ordinance (Item 11 on the June 7 Calendar) as written.

There are 3 items of concern:

1) Reducing all public notice periods to 20 days. That means that for many hearings Neighborhood associations, which tend to meet on a monthly basis, would not necessarily be able to meet between notice and hearing. In several cases I have helped neighbors attempt to resolve conflicts, and so know from personal experience how difficult and time-consuming it is for people to understand the issues, the process and what options are. Neighbors seeking support would find it difficult to engage with the local association or other advisors in a timely manner. In addition to suppressing constructive (as opposed to legally compliant) notice, this risks increasing DR filings in contentious cases. Public notice is intended to inform the public, not serve the convenience of Planning Staff or project sponsors. **REQUEST: Amend to set all public notice to 30 days** if a common notice period is required.

2) The public notice process (sec 333): The current proposed process requires only on-line posting for proposed legislation, and restricts radius notification to 150 ft. Both of these would require interested parties to regularly visit a web site to see if a notice is posted. This "Pull" process is significantly less likely to get timely notice to interested parties. A "Push" process is much more effective at reaching the public - this could be implemented by having an opt-in registry so people can request e-mail notification for project notices in their neighborhood, notices of proposed policy or code amendments, notices of area plans, etc. **REQUEST: Amend to require that SF Planing establish an opt-in e-mail registry so that individuals can sign up to receive e-mail notice of projects as well as proposed legislation and proposed changes to Planning policies and procedures.** (unfortunately, notification to Neighborhood Associations does not always result in interested residents receiving notification from the local neighborhood association, so opt-in is essential for interested individuals) (San Francisco buildingeye notifications are very cumbersome to work through - to the point of being of very limited value - because all types of notices are lumped together, and there is no effective sorting. San Francisco buildingeye notification format would not be effective at communicating hearings or other public notices)

3) Eliminating DR for 100% affordable housing: There needs to be more discussion on this, as depending on who the occupants are may require additional conditions. While the San Francisco non-profits currently serving this need are extremely responsible, the broader history of public/private partnerships for e.g half-way houses has shown that responsible operators are not guaranteed. Eliminating DR without establishing performance standards to address predictable problems means that neighborhoods may end up with very difficult to solve problems. **REQUEST: defer action on this item until additional meetings are held to determine what**

performance standards are appropriate for various housing clients. (It is clear that for the vast majority of affordable housing projects no specific performance standards are needed, but for supportive housing projects and "half-way" housing clear protocols for dealing with emergent problems are needed. If these are clearly established in advance as use conditions, then waiving DR for these projects is less of an issue)

Sincerely yours,
Paul Wermer

--

Paul Wermer
2309 California Street
San Francisco, CA 94115

+1 415 929 1680
paul@pw-sc.com

Bintliff, Jacob (CPC)

From: Secretary, Commissions (CPC)
Sent: Wednesday, June 06, 2018 4:02 PM
To: Richards, Dennis (CPC); Johnson, Milicent (CPC); Koppel, Joel (CPC); Moore, Kathrin (CPC); Melgar, Myrna (CPC); planning@rodneyfong.com; Rich Hillis
Cc: Feliciano, Josephine (CPC); Bintliff, Jacob (CPC)
Subject: FW: Planning permit streamline process

Jonas P. Ionin,
Director of Commission Affairs

Planning Department | City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309 | Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: Michael Lam [<mailto:michaelkylam2002@yahoo.com>]
Sent: Wednesday, June 06, 2018 3:49 PM
To: Secretary, Commissions (CPC)
Subject: Planning permit streamline process

I am in support of Mayor's process improvements Ordinance, especially in streamlining the process and allow the planning department to review smaller additions over the counter.

Michael Lam
745 Darien Way,
San Francisco, CA 94127

Sent from [Mail](#) for Windows 10

Bintliff, Jacob (CPC)

From: Secretary, Commissions (CPC)
Sent: Wednesday, June 06, 2018 3:19 PM
To: Richards, Dennis (CPC); Johnson, Milicent (CPC); Koppel, Joel (CPC); Moore, Kathrin (CPC); Melgar, Myrna (CPC); planning@rodneyfong.com; Rich Hillis
Cc: Feliciano, Josephine (CPC); Bintliff, Jacob (CPC)
Subject: FW: Process Improvements Ordinance

Jonas P. Ionin,
Director of Commission Affairs

Planning Department | City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309 | Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

-----Original Message-----

From: Peggy [<mailto:peggyvelee@gmail.com>]
Sent: Wednesday, June 06, 2018 3:16 PM
To: Secretary, Commissions (CPC)
Subject: Process Improvements Ordinance

Dear Commissioners

I am in support of the Mayor's process Improvements Ordinance started by late Mayor Ed Lee. We need a streamline process and less cumbersome process to renovating homes.

Thank you,
Peggy

Peggy Lee Mirpuri
65 Maywood Dr
San Francisco CA 94127

Sent from my iPhone

Bintliff, Jacob (CPC)

From: Jonathan Pearlman <jonathan@elevationarchitects.com>
Sent: Wednesday, June 06, 2018 4:32 PM
To: Bintliff, Jacob (CPC); Rich Hillis; Melgar, Myrna (CPC); planning@rodneyfong.com; millicent.johnson@sfgov.org; Koppel, Joel (CPC); Richards, Dennis (CPC); Moore, Kathrin (CPC)
Subject: Support for the Mayor's Process Improvement Ordinance

Dear President Hillis and Commission Members,

I am writing in support of case 2018-004366PCA for the Mayor's Process Improvement Ordinance. All of the elements of the proposed ordinance will go a long way to not only streamline the process for the staff, but will also help to make the current draconian system slightly easier for the public to understand and navigate.

As a practicing architect in San Francisco for 25 years, I have watched as the Planning Code has ballooned with much more regulation and, in many cases, odd discrepancies such as the varying time for notification that depends on the particular type of review being noticed. It never made sense to me why a variance notification, which is a request to do something not allowed in the code, would be 10 days less than for a sec. 311 notification which is for projects that are fully code-compliant. By making all of the notification periods the same, this will remove much of the head-scratching about what is required for projects. In addition, making all of the posters the same will serve a similar purpose.

The allowance of the sec. 136 "pop-outs" as either over-the-counter or at least not requiring notification is a step in the right direction. While a request for a permit for a "pop-out" as a stand alone project is now relatively rare, the idea that one could get permits quickly to add the space for an additional bedroom for a new baby or for aging parents with minor interior modifications coupled with the "pop-out" would allow this type of project to become far more common. And in the same vein, the creation of more space for an ADU with a one-story "pop-out" with space at the ground floor (behind a garage, for instance) will make that type of construction much more appealing.

The concern expressed by some about their loss of some control over the property development in their neighborhood is not well-founded. While there may not be notification, it does appear that the requirements would include notifying the immediate neighbors prior to applying for permits as well as the right of appeal at the Board of Appeals.

Clogging up the Planning Department with many months of review for small projects such as these does not serve anyone and certainly does not have any effect on the overall built environment of the city. This type of project, if submitted under the current system, could take upwards of 1 1/2 years to get a permit. That is patently absurd and only serves to drive up the cost of housing and continues to erode the public's trust of the Planning and Building Department's ability to get anything done. It is discouraging to talk to my clients about the process that they will go through and have them crest-fallen because of the costs, the time and the lack of surety in them receiving the "green light" to do code-allowed work on their property. While but a small step, these process improvements will help to relieve some of the pressure on the Planning staff as well as offer some sense of sanity to a treacherous process.

I encourage you to vote to support this Ordinance

Jonathan

Jonathan Pearlman



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Planning Code Text Amendment HEARING DATE: JUNE 7, 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: Public Parking Lot as a Permitted Use in the Glen Park NCT and Adjoining Locations
Case Number: 2018-003260PCA [Board File No. 180191]
Initiated by: Supervisor Sheehy / Introduced February 27, 2018
60-Day Extension Introduced May 15, 2018
Staff Contact: Audrey Butkus, Legislative Affairs
audrey.butkus@sfgov.org, 415-575-9129
Reviewed by: Aaron Starr, Manager of Legislative Affairs
aaron.starr@sfgov.org, 415-558-6362
Recommendation: Disapproval

PLANNING CODE AMENDMENT

The proposed Ordinance would amend the Planning Code to permit a Public Parking Lot as of right on a parcel of land currently straddling two zoning districts: Glen Park NCT and RH-2.

The Way It Is Now:

A parcel at 21 Brompton Avenue straddles two zoning districts: Residential House - Two Family (RH-2) and the Glen Park Neighborhood Commercial District (Glen Park NCT). The parcel has operated as an unwarranted parking lot without improvements since the 1970's. Under the current zoning, a Public Parking Lot is not permitted in RH-2 Districts, and only permitted as a temporary use (five year maximum) with a Conditional Use authorization in the Glen Park NCT.



The Way It Would Be:

A Public Parking Lot would be allowed as of right on the parcel at 21 Brompton Avenue.

BACKGROUND

History of the Subject Property:

In 1963, as part of a Planned Unit Development application submitted by the Real Estate Department, Bosworth Street was proposed to be widened in the area adjacent to the subject property. At the time of filing, the subject property was seven separate lots, with the first three lots from the east zoned C-2 and developed with a mixture of single-family and two-family dwellings, stores and a gas station at the rear of the lot on the northeast corner of Diamond Street and Bosworth Street. The four lots on the western portion of the block were zoned R-2 and developed with a two-family dwelling and three single-family dwellings. In the years immediately following the application's approval, these buildings were demolished or relocated. Bosworth Street was widened and the remaining portion of the lot was reserved for a future City-owned parking lot under the City's neighborhood parking program, as indicated in the Planning Commission report for Case R70.13:

"The sale of Lot 29, Block 6744 is in conflict with the Master Plan because a portion of it has been landscaped by the City as a part of the Bosworth Street widening project and because the remainder of it should be reserved for a public parking lot under the City's neighborhood parking program."

However, as indicated in a Memorandum to the City Planning Commission from the Director of Planning on December 13, 1971 in reference to Case R71.48, the City's Parking Authority had failed to demonstrate further interest in the parking lot proposal and the lot was proposed for sale:

"The Parking Authority has shown no interest in developing a neighborhood shopping district parking lot on the level portion of the property. The site would be suitable for housing for the elderly and staff members of Housing Authority have shown some interest, but at present the outlook for public housing there seems remote because of federal policies. In the meantime, a local realtor has actively sought to have the property declared surplus, and since there is no immediate public use it is difficult to recommend that the City retain it on the basis of unforeseen future public needs."

In 1971, and as a result of the proposed sale, the Planning Department issued a General Plan Referral finding that the sale of the landscaped portion of the subject lot along Bosworth Street was in conflict with the Master Plan, but that sale of the un-landscaped portion of the property along Kern Street —that which is now the subject property -would be consistent with the Master Plan. Three years later the subject property was sold to a private owner, who is still the owner present day.

As part of the General Plan Referral case file, a July 21, 1971 Memorandum identified potential uses of the lot and gave recommendations for future development. The Memorandum specified that the then current use of the lot was that of "unauthorized parking":

"Parking Authority does not see need to develop subject city-owned lot for parking; however lot is presently used for unauthorized parking."

The property has been operating as an unimproved parking lot by the property owner since the 1970's. In 2013 the property owners requested a Project Review Meeting with Planning Department staff. The purpose of the meeting was to help the owners determine the possibilities for future development of their property. Department staff concluded that the site at 21 Brompton Avenue would best fulfill the objectives of the General Plan by being developed as multi-unit housing.

In 2017, the property owners filed a request for a Zoning Administrator Determination letter to establish that the subject property was a legal nonconforming Public Parking Lot. The ZA found the lot was never established with the benefit of a permit. Additionally, the letter stated that although the PUD at one time slated the lot to be parking, as early as 1971 the Planning Director at the time wrote that the site would be suitable for housing and that there was no interest from the Parking Authority to develop a parking lot. The Zoning Administrator further concluded that it would be difficult to establish as Public Parking Lot on the parcel. The only portion of the parcel eligible to apply for a Conditional Use authorization for a Parking Lot would be the smaller portion on the eastern side of the parcel which is zoned Glen Park NCT. The small size of the portion of the parcel would make it nearly impossible to meet street tree requirements without cutting into the property owner's proposed number of parking spaces. The western portion of the parcel, zoned RH-2, would not be eligible for establishing a Public Parking Lot as the underlying zoning does not permit this use.

ISSUES AND CONSIDERATIONS

Rezoning to Encourage Housing Development:

The subject property's location just one block from the Glen Park BART station makes it an ideal site for housing development. The Glen Park Area Plan identifies a small cluster of sites, (including the subject parcel), as ideal for future development of a mix of retail and housing. The Glen Park Area Plan recognizes that the neighborhood contains a very limited amount of space available for development. This limitation in available land further emphasizes the importance of treating the subject parcel with the utmost consideration of the Glen Park Area Plan's desire to see more dense land uses in this location.

The Department recognizes that the current split zoning of the subject parcel makes coherent development of the lot difficult. Staff would recommend the Commission support any future proposal to rezone the western portion of the lot from RH-2, to the Glen Park NCT. This rezoning would not only solidify the parcel as a single zoning district, but also facilitate the opportunity for more dense development.

Glen Park Greenway Plan:

Glen Canyon Park lies to the west of the subject parcel. Running between the park and the subject parcel is a longstanding pedestrian pathway used by residents for both recreation, and commuting between the park and other parts of the neighborhood. The neighborhood identified this corridor as a valuable community asset that should be enhanced and maintained. The result has been the development of the Glen Park Greenway Plan. Residents have been constructing this plan for over eight years, involving professional planners, designers, and local residents to develop a strategy for the corridor's future development. Although the Greenway Plan has not been adopted into the General Plan, its objectives should be considered in any potential development within the area identified by the Greenway Plan. The

subject parcel has been identified in the Greenway Plan as an entranceway to the greenway. The Plan shows that the subject parcel and its street frontage along Kern Street should be developed in a way that promotes safe pedestrian access to the greenway and acts as the gateway to the greenway. The Plan also identifies the public parcel abutting the subject parcel along Bosworth Street as being retained as public greenspace.

Underlying Zoning of the Subject Parcel:

The subject parcel lies across two zoning districts: the Glen Park NCT covers approximately one third of the eastern side of the property, and RH-2 covers the western two thirds. The Glen Park NCT requires a Conditional Use Authorization to establish a Public Parking Lot, and may not exceed a period of more than five years. Public Parking Lots are not permitted in RH-2 Districts. If the proposed ordinance is approved, the ability for a Public Parking Lot to establish at this site would be as of right.

The purpose of NCT Districts are to create an environment that is friendly to pedestrians and public transit, rather than private vehicle traffic. RH-2 Districts do not permit parking, as the main goal of these districts is to reserve the land within them for housing. The establishment of a parking lot at this site, therefore, does not conform to the ideals of the NCT District or RH-2 Districts.

General Plan Compliance:

The proposed Ordinance is **not** in conformance with the following objectives of the General Plan:

GLEN PARK AREA PLAN

OBJECTIVE 1

PROTECT AND STRENGTHEN THE QUALITIES THAT MAKE DOWNTOWN GLEN PARK SPECIAL.

Policy 2.2

Update existing neighborhood zoning to strengthen Glen Park's commercial district and reinforce the area's pedestrian and transit oriented character.

The subject parcel, although currently used for parking, is in a pivotal location, between the Glen Park Greenway and the Glen Park BART station. This permanent installation of parking at this site will only impede the pedestrian experience and safety to residents traveling along the greenway and BART station.

OBJECTIVE 2

ENSURE THE COMPATIBILITY OF NEW DEVELOPMENT WITH THE FORM AND CHARACTER OF GLEN PARK.

Policy 2.2

Consider new housing and commercial opportunities in appropriately scaled infill development that supports the commercial area.

Glen Park is a largely built-out neighborhood and will not experience massive new growth or development. Only a limited number of sites for future development exist in the commercial core. These include the parcels at the

northwest corner of Diamond and Bosworth Streets and the BART parking lot. The prominence of these sites requires they receive a high level of attention to ensure any development proposals support the context and character of the village.

TRANSPORTATION ELEMENT

OBJECTIVE 2

USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

POLICY 2.1

Use rapid transit and other transportation improvements in the city and region as the catalyst for desirable development, and coordinate new facilities with public and private development.

OBJECTIVE 3

MAINTAIN AND ENHANCE SAN FRANCISCO'S POSITION AS A REGIONAL DESTINATION WITHOUT INDUCING A GREATER VOLUME OF THROUGH AUTOMOBILE TRAFFIC.

OBJECTIVE 3.2

ENSURE THAT THE PROVISION OF NEW OR ENLARGED PARKING FACILITIES DOES NOT ADVERSELY AFFECT THE LIVABILITY AND DESIRABILITY OF THE CITY AND ITS VARIOUS NEIGHBORHOODS.

POLICY 3.2.4

Restrict long term automobile parking at rapid transit stations in the city in favor of development of effective feeder transit service and enhanced access for pedestrians and bicyclists.

The subject parcel is located just one block from the Glen Park BART station and is one of few developable parcels left in the neighborhood. Its future should be carefully considered and proposals should only be approved if the highest and best use of the property is being proposed. Surface parking is generally not encouraged nor considered the highest and best use of parcels located close to both neighborhood commercial districts and public transit hubs.

HOUSING ELEMENT

OBJECTIVE 1

IDENTIFY AND MAKE AVAILABLE FOR DEVELOPMENT ADEQUATE SITES TO MEET THE CITY'S HOUSING NEEDS, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING.

POLICY 1.10

Support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips.

OBJECTIVE 12

Balance housing growth with adequate infrastructure that serves the City's growing population.

Policy 12.1

Encourage new housing that relies on transit use and environmentally sustainable patterns of movement.

OBJECTIVE 13

PRIORITIZE SUSTAINABLE DEVELOPMENT IN PLANNING FOR AND CONSTRUCTING NEW HOUSING.

POLICY 13.1

Support "smart" regional growth that locates new housing close to jobs and transit.

POLICY 13.3 +

Promote sustainable land use patterns that integrate housing with transportation in order to increase transit, pedestrian, and bicycle mode share.

Each of the above objectives and policies directs the Planning Department to identify sites that are ideal for housing development due to their access to public transit and pedestrian accessibility. The subject parcel's location sits between the entrance to the Glen Park Greenway and the Glen Park BART station, making it extremely accessible to both public transportation and pedestrian infrastructure. The permanent development of this site to a Public Parking Lot would be a great waste of land with great potential for denser housing and commercial development.

Implementation

The Department determined that this Ordinance will not impact our current implementation procedures; however the proposed changes can be implemented without increasing permit costs or review time.

RECOMMENDATION

The Department recommends that the Commission recommend *disapproval* of the proposed Ordinance and adopt the attached Draft Resolution to that effect.

BASIS FOR RECOMMENDATION

While the Department recognizes that this property has been used a public parking lot for several decades without the benefit of a permit, the proposed ordinance is not consistent with the Glen Park Plan. Further, the property's proximity to the Glen Park BART station makes it more suitable for housing or a mixed use development. The proposal to allow the subject parcel to become a Public Parking Lot would be a missed opportunity for a property that is ideal for housing and commercial uses. The Glen Park neighborhood is largely developed, leaving few other parcels as options for future housing development. The owners of this parcel have themselves expressed to Planning Department staff that they desire to see

the site developed as housing in the future. Granting a Public Parking Lot to exist not only as of right, but as a permanent land use will only stunt this land from being developed to its highest and best use.

If the Board adopts the proposed ordinance, the Department recommends that the ordinance include a sunset provision to make the parking lot use temporary, rather than permanent. The site is an ideal candidate for dense transit-friendly housing, and the property owners have expressed a desire to develop the property for housing in the future. Allowing a Public Parking Lot to establish by right will only impede the highest and best use of this property for housing.

REQUIRED COMMISSION ACTION

The proposed Ordinance is before the Commission so that it may recommend adoption, rejection, or adoption with modifications to the Board of Supervisors.

ENVIRONMENTAL REVIEW

The proposed amendments are not defined as a project under CEQA Guidelines Section 15060(c) and 15378 because they do not result in a physical change in the environment.

PUBLIC COMMENT

The Department has received one letter in opposition to the proposed ordinance, which is attached as Exhibit B. The letter states that the proposed ordinance goes against the neighborhood's stated desire to see the subject parcel used for housing and retail.

RECOMMENDATION:	Recommendation of Disapproval
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Attachments:

- Exhibit A: Draft Planning Commission Resolution
- Exhibit B: Written Public Comment
- Exhibit C: Glen Park Greenway Design Concepts
- Exhibit D: Board of Supervisors File No. 150731



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Draft Resolution

HEARING DATE JUNE 7, 2018

Project Name: Public Parking Lot as a Permitted Use in the Glen Park NCT and Adjoining Locations
Case Number: 2018-003260PCA [Board File No. 180191]
Initiated by: Supervisor Sheehy / Introduced February 27, 2018
60-Day Extension Introduced May 15, 2018
Staff Contact: Audrey Butkus, Legislative Affairs
audrey.butkus@sfgov.org, 415-575-9129
Reviewed by: Aaron Starr, Manager of Legislative Affairs
aaron.starr@sfgov.org, 415-558-6362
Recommendation: Disapproval

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

RECOMMENDING THAT THE BOARD OF SUPERVISORS DISAPPROVE A PROPOSED ORDINANCE THAT WOULD AMEND THE PLANNING CODE TO REVISE THE DEFINITION OF FORMULA RETAIL TO INCLUDE SUBSIDIARIES OR AFFILIATES OF FORMULA RETAIL MEETING CERTAIN CRITERIA; ADOPTING FINDINGS, INCLUDING ENVIRONMENTAL FINDINGS, PLANNING CODE SECTION 302 FINDINGS, AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND PLANNING CODE SECTION 101.1.

WHEREAS, on February 27, 2018, Supervisor Sheehy introduced a proposed Ordinance under Board of Supervisors (hereinafter "Board") File Number 180191, which would amend the Planning Code to permit as of right Public Parking Lot uses where the parcel is located in both the Glen Park Neighborhood Commercial Transit and RH-2 (Residential, House Districts, Two-Family) zoning districts, the property has been used as Public Parking Lot for the past ten years without the benefit of a permit, and the adjoining RH-2 parcel is no larger than 40 feet by 110 feet;

WHEREAS, The Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Ordinance on June 7, 2018; and,

WHEREAS, the proposed Ordinance has been determined to be categorically exempt from environmental review under the California Environmental Quality Act Section 15060(c)(2) and 15378; and

WHEREAS, the Planning Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of Department staff and other interested parties; and

WHEREAS, all pertinent documents may be found in the files of the Department, as the custodian of records, at 1650 Mission Street, Suite 400, San Francisco; and

WHEREAS, the Planning Commission has reviewed the proposed Ordinance; and

MOVED, that the Planning Commission hereby recommends that the Board of Supervisors **disapprove** the proposed ordinance.

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

General Plan Compliance. The proposed Ordinance is inconsistent with the following Objectives and Policies of the General Plan:

GLEN PARK AREA PLAN

OBJECTIVE 1

PROTECT AND STRENGTHEN THE QUALITIES THAT MAKE DOWNTOWN GLEN PARK SPECIAL.

Policy 2.2

Update existing neighborhood zoning to strengthen Glen Park's commercial district and reinforce the area's pedestrian and transit oriented character.

The subject parcel, although currently used for parking, is in a pivotal location, between the Glen Park Greenway and the Glen Park BART station. This permanent installation of parking at this site will only impede the pedestrian experience and safety to residents traveling along the greenway and BART station.

OBJECTIVE 2

ENSURE THE COMPATIBILITY OF NEW DEVELOPMENT WITH THE FORM AND CHARACTER OF GLEN PARK.

Policy 2.2

Consider new housing and commercial opportunities in appropriately scaled infill development that supports the commercial area.

Glen Park is a largely built-out neighborhood and will not experience massive new growth or development. Only a limited number of sites for future development exist in the commercial core. These include the parcels at the northwest corner of Diamond and Bosworth Streets and the BART parking lot. The prominence of these sites requires they receive a high level of attention to ensure any development proposals support the context and character of the village.

TRANSPORTATION ELEMENT

OBJECTIVE 2

USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

POLICY 2.1

Use rapid transit and other transportation improvements in the city and region as the catalyst for desirable development, and coordinate new facilities with public and private development.

OBJECTIVE 3

MAINTAIN AND ENHANCE SAN FRANCISCO'S POSITION AS A REGIONAL DESTINATION WITHOUT INDUCING A GREATER VOLUME OF THROUGH AUTOMOBILE TRAFFIC.

OBJECTIVE 32

ENSURE THAT THE PROVISION OF NEW OR ENLARGED PARKING FACILITIES DOES NOT ADVERSELY AFFECT THE LIVABILITY AND DESIRABILITY OF THE CITY AND ITS VARIOUS NEIGHBORHOODS.

POLICY 32.4

Restrict long term automobile parking at rapid transit stations in the city in favor of development of effective feeder transit service and enhanced access for pedestrians and bicyclists.

The subject parcel is located just one block from the Glen Park BART station and is one of few developable parcels left in the neighborhood. Its future should be carefully considered and proposals should only be approved if the highest and best use of the property is being proposed. Surface parking is generally not encouraged nor considered the highest and best use of parcels located close to both neighborhood commercial districts and public transit hubs.

HOUSING ELEMENT

OBJECTIVE 1

IDENTIFY AND MAKE AVAILABLE FOR DEVELOPMENT ADEQUATE SITES TO MEET THE CITY'S HOUSING NEEDS, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING.

POLICY 1.10

Support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips.

OBJECTIVE 12

Balance housing growth with adequate infrastructure that serves the City's growing population.

Policy 12.1

Encourage new housing that relies on transit use and environmentally sustainable patterns of movement.

OBJECTIVE 13

PRIORITIZE SUSTAINABLE DEVELOPMENT IN PLANNING FOR AND CONSTRUCTING NEW HOUSING.

POLICY 13.1

Support “smart” regional growth that locates new housing close to jobs and transit.

POLICY 13.3

Promote sustainable land use patterns that integrate housing with transportation in order to increase transit, pedestrian, and bicycle mode share.

Each of the above objectives and policies directs the Planning Department to identify sites that are ideal for housing development due to their access to public transit and pedestrian accessibility. The subject parcel's location sits between the entrance to the Glen Park Greenway and the Glen Park BART station, making it extremely accessible to both public transportation and pedestrian infrastructure. The permanent development of this site to a Public Parking Lot would be a great waste of land with great potential for denser housing and commercial development.

NOW THEREFORE BE IT RESOLVED that the Commission hereby recommends that the Board DISAPPROVE the proposed Ordinance described in this Resolution.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on May 3, 2018.

Jonas P. Ionin
Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED: June 7, 2018



May 3, 2018

Supervisor Jeff Sheehy
City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco CA 94102

Re: Planning Code - Public Parking Lot as a Permitted Use in the Glen Park Neighborhood Commercial Transit District and Adjoining Locations (file #180191)

Dear Supervisor Sheehy,

On behalf of Livable City, I am writing to express our opposition to your proposed ordinance to allow the expansion of Public Parking Lot uses onto a residentially-zoned portion of a lot adjacent to the Glen Park Neighborhood Commercial District. It is contrary to the intent of the Glen Park Community Plan, and contrary to city policies and good planning practice which support housing and neighborhood-serving non-residential uses in walkable neighborhoods close to major transit stations.

I participated in the Glen Park Community Plan process over a decade ago, and in my role as a BART director, helped provide funding for the planning effort. The plan sought to foster a vital and walkable neighborhood commercial district around Glen Park BART station, including providing more badly-needed housing.

The plan identified two main opportunity sites for buildings that could provide new housing and commercial space – the BART station parking lot, and a cluster of parcels owned by the Hayes family and Bernie Kelly, on either side of Kern Street between Diamond and Brompton streets. The plan envisaged a mixed-use infill project on the Hayes and Kelly sites, replacing the open lots with storefronts and housing. Some of the relevant policies in the City's Glen Park Community Plan include:

“Recognize Kern Street and the BART plazas as important public space opportunities.”

“Glen Park is a largely built-out neighborhood and will not experience massive new growth or development. Only a limited number of sites for future development exist in the commercial core. These include the parcels at the northwest corner of Diamond and Bosworth Streets and the BART parking lot. The prominence of these sites requires they receive a high level of attention to ensure any development proposals support the context and character of the village.”

“The vibrancy and safety of downtown Glen Park depends on a certain intensity and concentration of activity. The addition of appropriately scaled and designed housing or

small-scale retail should be considered to reinforce the established pattern. Two potential locations where this type of development may be possible and beneficial include the cluster of parcels at the northwest corner of Diamond and Bosworth Streets and the BART parking lot.”

“Rather than creating new parking spaces and introducing related congestion and traffic, demand for existing parking spaces should be optimized to improve parking availability at all times of day.”

At the time, several of the Kelly and Hayes parcels were dilapidated and ill-maintained, which blighted the area and proved burdensome to neighbors and tenants of the properties. So have some of the landowners’ ongoing uses – a large billboard, and an unpermitted parking lot operation – which are both nonconforming and inconsistent with the community plan.

Over the years the buildings facing Diamond Street have been cleaned up and the storefronts and upper-story units are occupied. However no new housing or commercial space has been built, and the parcels on either side of Kern Street are remain ill-maintained, and neither has proper sidewalks. The lack of usable sidewalks, together with the illegal parking operation’s encroachment into the public right-of-way, forces people to walk in the rutted roadway, and access, especially for children, seniors, people with disabilities, is unacceptably treacherous.

Since the Planning Director decided not to rezone the BART parking lot to permit housing to be built there, the Hayes-Kelly parcels are the only lots in the neighborhood where new housing or storefronts can be built without displacing existing residents or small businesses – principally lot 6744/031, which is the largest parcel (approximately 6,637 square feet) and the only developable privately-owned parcel in the NCT district without a building on it.

Lot 6744/031 is currently split between two zoning districts – a portion is in the Glen Park NCT, and a larger portion in RH-2. The Glen Park NCT district permits housing with no lot-area density limits, as well as various neighborhood-serving commercial and institutional uses, with no required off-street parking. RH-2 zoning permits only two units per lot, and no commercial uses, with one parking space required per unit. Public Parking lots are permitted on a temporary basis in NCT districts, including the Glen Park NCT District, with conditional use authorization, and not permitted in RH districts.

The proposed ordinance would permit a Public Parking Lot use **in perpetuity** on lot 6744/031, the neighborhood’s best candidate site for transit-oriented infill development, while continuing to restrict housing and neighborhood-serving commercial uses across most of the lot. This is a terrible idea. Parking lots are generally bad neighbors – they deaden sidewalks, create conflicts with walking, cycling, and transit, generate automobile traffic and pollution, and attract crime, litter, and graffiti. Making the parking lot use permanent, while continuing to limit housing and commercial uses on the site, makes it more likely that the site will never be developed. Allowing commercial parking to encroach into residential neighborhoods is also a bad precedent; it displaces housing, and is incompatible with the purpose and intent of residential districts.

A far better idea is to amend the zoning map to include the entire parcel in the Glen Park NCT district. This would encourage development of the site by increasing the allowable density and range of uses on the RH portion of the site, and would eliminating minimum parking requirements. The owners could, with conditional use approval, use the lot as a public parking lot for up to five years (per Section 161(f) of the Planning Code), but would also have a stronger incentive to develop the parcel with an appropriate transit-

oriented use, or mix of uses, consistent with both the Glen Park Community Plan and the City's policies encouraging housing and walkable communities near high capacity transit.

We ask that you withdraw or amend your proposed ordinance, and instead consider amending the zoning to encourage housing and transit-oriented commercial uses, not a parking lot, on lot 6744/031.

Sincerely,

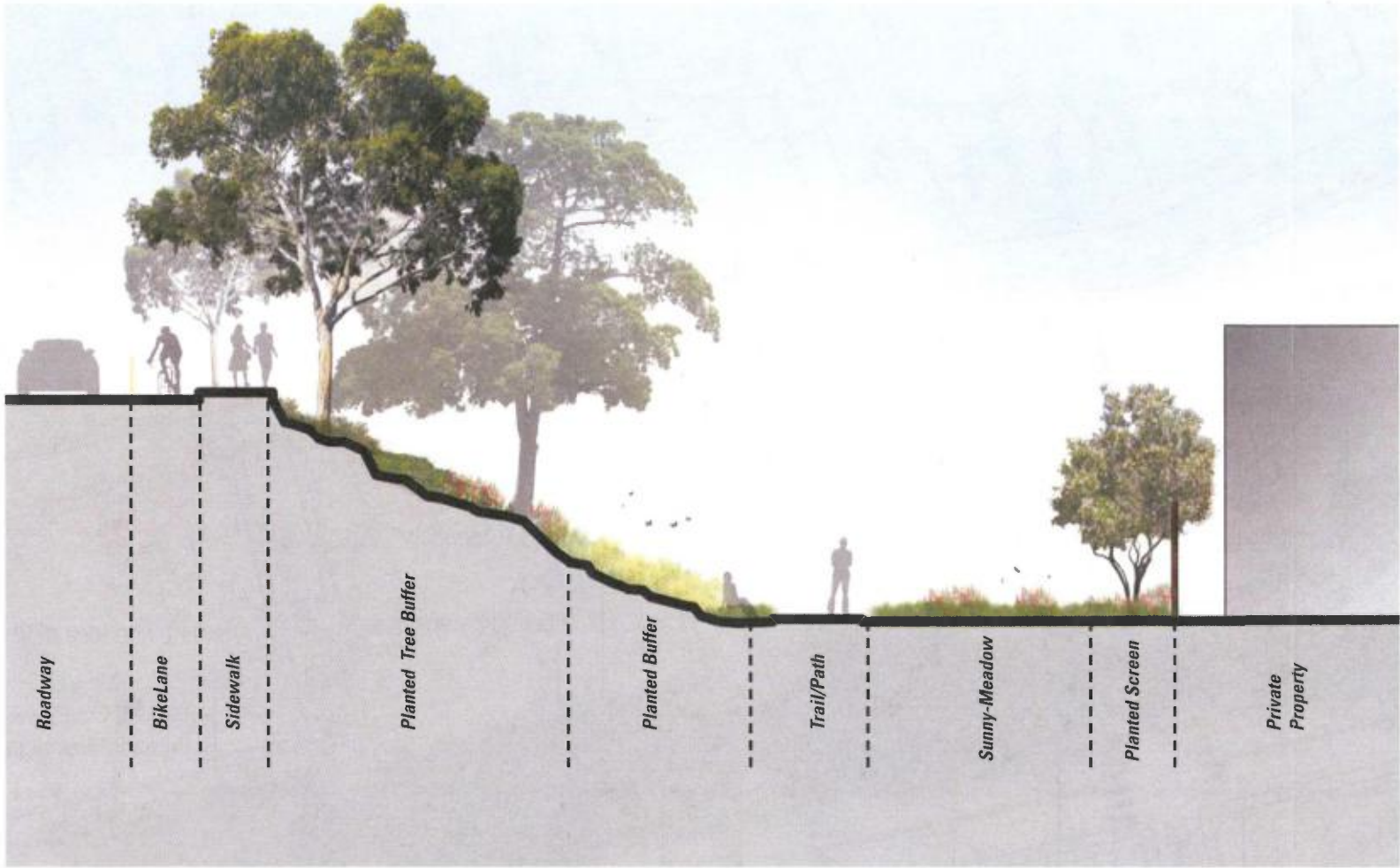
A handwritten signature in black ink that reads "Tom Radulovich". The signature is fluid and cursive, with the first name "Tom" and last name "Radulovich" clearly legible.

Tom Radulovich
Executive Director

cc: Planning Department
Other interested parties

Trail Entrance (Sunny Meadow)

EXHIBIT C



1
2 Section Elevation Near Brompton Ave



2
2 Perspective Rendering Near Brompton Ave

Glen Park Greenway

Project: Glen Park Greenway
Location: Bosworth St-Glen Park, San Francisco, CA
Phase: Conceptual Design- Community Workshop #3



Any Paradise Ave Landscape, Streetscape, Wayfinding and Signage TBD

Greenway Wayfinding and Signage

Existing Path Reinforced

Sunny Chaparral and Grassland

Planted Privacy Screen

Vegetation Management

Planted Privacy Screen

Walking Path-Circulation Non-Loitering Zone Throughout

CHENERY ST.

Chenery Bike Route

Sunny Spot Meadow

Planted Privacy Screen

Alternate Entrance of Greenway

Parking Court/
Potential Development Site

BOSWORTH ST.

Proposed Crosswalk

Interpretive Overlook

Eliminate Noise Generation at
Potential Boardwalk

existing Crosswalk

CHILTON AVE.

Bosworth Bike Path

Woodland Zones
Noise Abatement

Traffic Calming Paving

LIPPARD AVE.

Traffic Calming Paving

Glen Park Entrance

Greenway Wayfinding and Signage TBD

BROMPTON AVE.

DIAMO

- Planted Privacy Screen- Protects residences from intrusive views by users of paths.
- Walking Path Circulation- Discourage people from lingering, especially near residences.
- Path Paving Surface- Unsuitable for the use of skateboarding.

Bosworth Greenway Plan

Project:
Glen Park Greenway

Phase:
Conceptual

Scale: 1"=25'-0"



[Planning Code - Public Parking Lot as a Permitted Use in the Glen Park Neighborhood Commercial Transit District and Adjoining Locations]

Ordinance amending the Planning Code to permit as of right Public Parking Lot uses where the parcel is located in both the Glen Park Neighborhood Commercial Transit and RH-2 (Residential, House Districts, Two-Family) zoning districts, the property has been used as Public Parking Lot for the past ten years without the benefit of a permit, and the adjoining RH-2 parcel is no larger than 40 feet by 110 feet; affirming the Planning Department's determination under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and making findings of public necessity, convenience, and welfare pursuant to 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 Land Use Findings.

(a) The Planning Department has determined that the actions contemplated in this ordinance comply with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.). Said determination is on file with the Clerk of the Board of Supervisors in File No. _____ and is incorporated herein by reference. The Board affirms this determination.

(b) On _____, the Planning Commission, in Resolution No. _____, adopted findings that the actions contemplated in this ordinance are consistent, on balance, with the City's General Plan and eight priority policies of Planning Code Section 101.1. The Board adopts these findings as its own. A copy of said Resolution is on file with the Clerk of the Board of Supervisors in File No. _____, and is incorporated herein by reference.

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

Section 2. The Planning Code is hereby amended by revising Planning Code Sections 209.1 and 756, to read as follows:

SEC. 209.1. RH (RESIDENTIAL, HOUSE) DISTRICTS.

* * * *

Table 209.1

ZONING CONTROL TABLE FOR RH DISTRICTS

Zoning Category	§ References	<i>RH-1(D)</i>	<i>RH-1</i>	<i>RH-1(S)</i>	<i>RH-2</i>	<i>RH-3</i>
NON-RESIDENTIAL STANDARD AND USES						
Automotive Use Category						
Automotive Uses*	§ 102	NP	NP	NP	NP	NP
Parking Garage, Private	§ 102	C	C	C	C	C

Parking Lot, Private	§ 102	C	C	C	C	C
<u>Parking Lot, Public</u>	<u>§§ 102, 142,</u> <u>156</u>	<u>NP</u>	<u>NP</u>	<u>NP</u>	<u>P(8)</u>	<u>NP</u>

* * * *

* Not listed below.

(1) P for Limited Commercial Uses per § 136.1(a) only; otherwise NP.

(2) [Note Deleted]

(3) C required for seven⁷ or more persons.

(4) C for five⁵ or fewer guest rooms or suites of rooms; NP for six⁶ or more guest rooms.

(5) Must be located on a landmark site, and where the site is within a Height and Bulk District of 40 feet or less, and where a columbarium use has lawfully and continuously operated since the time of designation.

(6) Construction of Accessory Dwelling Units may be permitted pursuant to Sections 207(c)(4) and 207(c)(5).

(7) C if a Macro WTS Facility; P if a Micro WTS Facility.

(8) P only for parcels located in both the Glen Park NCT and RH-2 zoning districts where the property has been used as a Public Parking Lot for the past 10 years without the benefit of a permit, and the adjoining RH-2 parcel is no larger than 40 feet by 110 feet.

SEC. 756. GLEN PARK NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT.

* * * *

**Table 756. GLEN PARK NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT
ZONING CONTROL TABLE**

Zoning Category	§ References	Controls		
NON-RESIDENTIAL STANDARD AND USES				
		Controls by Story		
		1st	2nd	3rd+
Automotive Use Category				
Automotive Uses*	§§ 102, 202.2(b)	NP	NP	NP
Automotive Repair	§ 102	C	NP	NP
Automotive Service Station	§§ 102, 187.1, 202.2(b), 202.5	C	NP	NP
Gas Station	§§ 102, 187.1, 202.2(b)	C	NP	NP
Parking Garage, Private	§ 102	C	C	C
Parking Garage, Public	§ 102	C	C	C
Parking Lot, Private	§§ 102, 142, 156	C	C	C
Parking Lot, Public	§§ 102, 142, 156	C(5)	C	C

* * * *

* Not listed below

(1) C required for ground floor residential use when street frontage is listed in 145.4(b)

(2) [Note deleted.]

1 (3) C required for seven or more persons.

2 (4) C if a Macro WTS Facility; P if a Micro WTS Facility.

3 (5) P only for parcels located in both the Glen Park NCT and RH-2 zoning districts
4 where the property has been used as a Public Parking Lot for the past 10 years without the
5 benefit of a permit, and the adjoining RH-2 parcel is no larger than 40 feet by 110 feet.
6

7 Section 3. Effective Date. This ordinance shall become effective 30 days after
8 enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns
9 the ordinance unsigned or does not sign the ordinance within ten days of receiving it, or
10 the Board of Supervisors overrides the Mayor's veto of the ordinance.
11

12 Section 4. Scope of Ordinance. In enacting this ordinance, the Board of
13 Supervisors intends to amend only those words, phrases, paragraphs, subsections,
14 sections, articles, numbers, punctuation marks, charts, diagrams, or any other
15 constituent parts of the Municipal Code that are explicitly shown in this ordinance as
16 additions, deletions, Board amendment additions, and Board amendment deletions in
17 accordance with the "Note" that appears under the official title of the ordinance.
18

19 APPROVED AS TO FORM:
20 DENNIS J. HERRERA, City Attorney

21 By: _____
22 AUSTIN M. YANG
23 Deputy City Attorney

24 n:\legana\as2018\1800425\01255796.docx
25

Member, Board of Supervisors
District 3



Received at GPC Hearing 6/7/18
J. Bintliff
City and County of San Francisco

AARON PESKIN
佩斯金 市參事

June 7, 2018

San Francisco Planning Commission
San Francisco City Hall
1 Dr. Carlton B. Goodlett Pl.
San Francisco, CA 94102

Commission President Hillis and Commissioners:

I write with regard to Item 11 on your June 7 Meeting Agenda, the Mayor's Process Improvements Ordinance (the "Ordinance"). The 70-page legislative text consists of a number of substantive amendments which curtail neighborhood notification, absent any indication that the impacted community has been consulted on – much less informed of – the various ways in which its voice is potentially being stifled. Ultimately, the proposed Ordinance foments further distrust of development in San Francisco at a moment when trust among its residents is sorely lacking.

Following the Planning Department's May 17, 2018 informational presentation on the Ordinance, various Commissioners expressed support for expediting delivery of 100% affordable housing projects. But Commissioners also expressed reservation about restricting the notice period for certain projects from 30 to 20 days, reducing the size of notice documents from 11x17 inches to the size of a postcard, and eliminating notification altogether for certain rear yard additions. I share these sentiments and further suggest that the Ordinance's fundamental flaw is also its core irony – i.e., that the Department is presenting for adoption a complex measure to restrict community input absent any effort to consult with, solicit feedback or even inform neighborhoods regarding the changes.

Before City officials go down the treacherous path of limiting opportunities for community input, the City must acknowledge and honor the community's repeat requests for holistic reforms that *inhibit* instead of incentivize speculation, and which *preserve* existing housing while *protecting* our City's majority-renter population from eviction and displacement. Inasmuch as trust is currency in our system of democracy, the cost of limiting neighborhood notification and opportunity for community input – absent clear and enforceable code reform – is the critical expenditure of the community's trust in our processes.

At a minimum, this matter should be continued until meaningful progress is made on reforming Section 317 and related provisions of the Planning and Building Codes. Further, to the extent that the Ordinance purports to issue from the City's Executive Branch, it would be prudent to continue this item until there is further clarity regarding the next administration's priorities.

8/1/2 7-17-18.6

Such a continuance would provide the Department an opportunity to fulfill its duty to inform impacted community groups of the proposal *prior* to its adoption. If your Commission sees fit to recommend some form of the Ordinance today, it should do so absent any changes to the current rubric for neighborhood notification.

Sincerely,



Aaron Peskin



May 24, 2018

Commission President Rich Hillis
San Francisco Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: Mayor's Process Improvement Ordinance, scheduled for hearing on June 7, 2018

President Hillis and Commissioners,

The Coalition for San Francisco Neighborhoods appreciates the goal to streamline the planning and approval process as embodied in the Mayor's Process Improvement Ordinance. We are still reviewing the legislation, but certain sections of the legislation stand out as raising concerns for public participation in the planning process - in particular, the proposed changes to the notifications process, including the omission of notifications for the construction of pop-outs and certain other 136(c) items.

- Notifications Process: The changes to the notifications process include but are not limited to eliminating full written notifications, eliminating newspaper notifications, narrowing the radius for certain notifications, and shortening the timeline for residents to respond to notifications. All of these have the potential to disenfranchise local residents, who as a result may not be able to respond on a timely manner. The Coalition for San Francisco Neighborhoods believes that the current notification process should not be pared down as outlined in this legislation, with the exception of adding the notification of occupants. Notifying occupants will facilitate keeping tenants informed of changes to their surrounding buildings. Notification of tenants is an important increase in transparency and should be instituted.
- Pop-outs: We are concerned about the proposal to eliminate the planning review and neighborhood notifications for pop-outs, in the interest of issuing over-the-counter permits for them. Pop-outs can extend out into the yards up to 12 feet and go up to two stories. This kind of building project could have a serious impact on neighbors' uses of and enjoyment of their property, in addition to having an impact from construction such as excavations and installing foundations for these additions. The Coalition for San Francisco Neighborhoods asks that this change be eliminated.
- Other Sec. 136(c) Items: Bases of items such as for flagpoles (136(c)(11)), retaining walls (136(c)(13)), underground garages (136(c)(26)), e.g., can also involve excavation and impact foundations, especially in required side setback areas. These potentially impactful items should be noticed.

We are troubled by the lack of a true community outreach process in formulating this legislation and ask that, before proceeding with this legislation, the Planning Department reach out to the neighborhoods for their input.

Thank you for your consideration.

Sincerely,

George Wooding
President

CC: Board of Supervisors, Clerk of the Board



6/7/18

Coalition for San Francisco Neighborhoods (CSFN) sees certain sections of the Mayor's Process Improvements Ordinance as concerning:

- Lacked community outreach in formulating legislation – lacked public participation
- Reduction of time period to respond to notifications
- Reduction of notification radius
- Elimination of newspaper notices
- Changes to noticing disenfranchises residents
- Good to add occupants to noticing for transparency
- Removal of Notification e.g. pop-outs into rear yards that extend into side and rear yards and up 2 stories, etc.
 - Serious impact to quiet enjoyment of property
 - Impacts from excavations & foundation installations
- Notifications for Sec. 136(c) items where bases of flagpoles, underground garages, retaining walls, e.g., potential excavation and foundation impacts
- Request Planning to outreach to neighborhoods for meaningful input before proceeding with legislation

CSFN

Look at my 5-29-2018 letter in Supplements & 4-15-2018
"Housing Now" document (future plan).
Rose H.

Issue	Current Controls	Proposed Controls	Proposed Modification(s), if any
4. ADU bicycle parking requirement	<p>a) Corridors that provide access to required bicycle parking must be five feet wide.</p> <p>- b) No more than 1/3 of required bicycle parking spaces can be provided as vertical spaces.</p>	<p>Create a Zoning Administrator waiver process that could allow a new ADU to:</p> <ul style="list-style-type: none"> - use existing corridors of no less than three feet; - provide all required bicycle parking spaces as vertical spaces. 	Support as proposed.
5. ADU exposure requirement	Zoning Administrator waiver can allow for a reduction of required open area to 15' by 15'.	Replace the 15' by 15' dimension with a minimum 225 sf area with no dimension less than nine feet.	Support as proposed.
6. ADU pre-application meetings	Applicants can request a pre-application meeting with staff from the Department of Building Inspection and Fire Department. Applicants can also request a separate "Project Review Meeting" with the Planning Department.	Require Planning Department staff to attend pre-application meetings for ADUs along with DBI and Fire Department staff.	Support as proposed.
7. Legalization of multiple unauthorized units	Only one unauthorized unit per lot can use the legalization program.	Remove the numeric unit legalization cap.	Support as proposed.
8. Legalization loophole	A no-fault eviction disqualifies a unit from the legalization program. Without a path to legalization, an illegal unit can be removed without the otherwise applicable Conditional Use authorization. This results in an unintended incentive to evict tenants so that illegal units can be removed more easily.	None.	<p>Remove the no-fault eviction disqualifier from the legalization program. Further, amend the Planning and Administrative Codes in regards to no-fault evictions in order to:</p> <ul style="list-style-type: none"> i. clarify that existing five year price control applies to no-fault evictions in unauthorized units ii. provide a right-of-return to the tenant evicted from an unauthorized unit, similar to existing provisions for capital improvement-related evictions, Ellis Act evictions, and owner move-in evictions. <p>(recommended modification #7)</p>

ADU and Legalization Programs: Existing, Proposed, and Recommended Provisions

June 7, 2018

Issue	Current Controls	Proposed Controls	Proposed Modification(s), if any
1. ADUs in new construction	Not allowed.	Allow one ADU for proposed new buildings of three or fewer units.	Limit the new ADU to a maximum size of 1,200 sf. (recommended modification #1)
2. Expansions of existing building envelope to accommodate ADUs	a) When located within the buildable envelope, ADUs can be built in “in-filled” space under certain decks and enclosed building area. Neighborhood notification generally not required.	Allow ADUs to occupy in-fill space regardless of location on lot without requiring neighborhood notification.	Codify in Section 136 in addition to Section 207(c) as proposed. (recommended modification #3)
	b) Standalone structures (e.g. garages) can be converted to ADUs but may not be expanded.	Allow the addition of dormers when converting a standalone structure to an ADU.	Clarify that dormers can be added even if the standalone structure is located within the required rear yard. (recommended modification #5)
		In a letter received on June 4, Supervisor Tang requested that the Commission consider –along with the other provisions of the proposed ordinance - allowing new ADU structures within backyards of corner lots.	The Department is supportive of a one-story expansion to existing standalone structures on corner lots. (recommended modification #4) The Department is also interested in a discussion of new stand-alone ADU structures within the rear yards of corner lots.
	c) Most ADUs can only expand within the existing built envelope, however ADUs permitted under the State Law program can expand within the <u>buildable envelope</u> .	None.	Provide consistency by allowing all ADUs to expand within the buildable envelope. (recommended modification #2)
3. ADU Street tree requirement	The street tree requirement applicable to conventional dwelling units also applies to ADUs.	Exempt ADUs from the street tree requirement.	Maintain the street tree requirement but allow in-lieu fee payment in all cases. Similarly, modify the legalization program to provide consistent controls. (recommended modification #6)



June 4, 2018

San Francisco Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: ADUs - Case No. 2018-004194PCA (Board File No. 180268, (Tang))

Dear Commission President Hillis, Vice President Melgar, and Members of the Commission,

The Coalition for San Francisco Neighborhoods (CSFN) has the following requests and seeks clarification in re the draft ADU legislation and Supervisor Tang's "Overview" Document:

1. Under the proposed "fee-out" provision for ADUs it is unclear as to when street trees will be planted.

Who is responsible for taking the fee to assure introduction, retention and replacement of trees for San Francisco's urban forest? Will tree wells be provided along with construction, or will that be an additional cost paid for by the City?

Amend to say that there shall be assurance that the appropriate number of trees will be planted within a reasonable amount of time (e.g. within 90 days).

2. When converting any non-living space to living space, neighbors shall be notified.

There can be significant impacts to the enjoyment on people's properties with the introduction of people living in previously unoccupied structures (e.g. garages, tool sheds, etc.). Neighbors deserve to be notified of this possibility.

Amend the draft legislation such that neighbors shall be noticed when the conversions are proposed.

3. Under the proposed legislation, fill-ins of existing structures might not comply with existing code for rear and side setback areas.

If these setback areas are not respected per existing Planning Code, two-story pop-outs (which necessitate setbacks today) will be allowed to go the entire width of the lot and into the rear-yard setback, and would therefore not be in compliance with the pop-out section of Planning Code.

Amend the legislation that any structure fill-ins shall comply with existing code for rear and side setback areas.



4. Adding additional ADUs to a new building under this legislation may mean that the number of Dwelling Units in that building exceeds code.

There is no such thing as an ADU in a newly constructed building. A new 3-unit building with an ADU is really a 4-unit building, not a 3-unit "plus ADU". The number of Dwelling Units (DUs) shall comply with code such that any "additional" unit for a new building beyond the zoning (e.g. RH-2 ("2-units"), RH-3 ("3-units"), etc.) shall not be considered an ADU and not be permitted.

Amend the legislation so a new building proposal that proposes to add a unit above the count for the zone shall not be considered an ADU.

5. Language regarding permitting unauthorized units needs to be stronger.

Language change needed. Current language says "should" meet building and fire code regulations.

*Amend to say that for allowing an unauthorized unit to be permitted, instead of "Any existing ADUs *should* meet building and fire code regulations," make it "**shall**".*

In addition, some confusion arose in that the "Overview" did not reference the draft legislation sections - it would be helpful if, in the future, the specific legislation sections were included in the appropriate "overview" sections.

Thank you for your consideration.

Sincerely,

George Wooding
President

Cc: Planning Commissions Secretary, Kimia Haddadan (CPC Staff), Board of Supervisors, Clerk of the Board



Received at CPC Hearing

K. Haddan

6/7/18

Street tree planting for ADU "fee-out" provision unclear. Amend to say: there ***shall*** be assurance that appropriate number of trees be planted within a reasonable amount of time (e.g. 90 days).

Converting non-living space (e.g. garages, tool sheds, etc.) to living space causes impacts to enjoyment on neighbors' properties. Amend code so neighbors ***shall*** be noticed for conversions.

Fill-ins of existing structures (e.g. pop-outs) might not comply with code for rear/side setback areas. Amend legislation so they shall for these setback areas.

Proposal to allow adding ADUs to a new building would result in number of Dwelling Units in that building exceeds code. Amend legislation so a new building proposal that proposes to add a unit above the count for the zone shall ***not*** be considered an ADU so total unit maximum meets code.

For permitting unauthorized units: State: "Any existing ADUs ***shall*** meet building and fire code regulations."

CSFN

A. Harris



TRANSPORTATION DEMAND MANAGEMENT PROGRAM FIRST-YEAR REPORT



TDM PROGRAM STRUCTURE



TDM Program Standards

Provides the explanation & tools for conforming with the program, including target calculations, menu of measures, monitoring, etc.

Adopted by PC August 4, 2016



Planning Code Section 169

Codifies the legal framework, applicability, exemptions, timing requirements, etc.

Effective by BOS March 19, 2017

TDM PROGRAM FIRST-YEAR REPORT

PURPOSE

To analyze the implementation of the Program and to discuss any amendments made to the Program

INFORMATION COVERED

- Universe of TDM Plans
- Program Feedback
- Program Highlights

TIMING

This report reflects information gathered between March 19, 2017 and March 18, 2018.

TDM PROGRAM PHASE-IN

ACTION & TIMING	TARGET REQUIRED
Projects with a completed EE submitted on or before 9/4/16	50%
Projects with a Development Application submitted between 9/5/16 and 12/31/2017	75%
Projects with a Development Application submitted after 12/31/2017	100%

TDM PROGRAM PHASE-IN + TDM PLANS

ACTION & TIMING	TARGET REQUIRED	NUMBER OF TDM PLANS FILED*
Projects with a completed EE submitted on or before 9/4/16	50%	66
Projects with a Development Application submitted between 9/5/16 and 12/31/2017	75%	19
Projects with a Development Application submitted after 12/31/2017	100%	1
Total Number of TDM Plans Filed		86

* As of March 18, 2018

TDM PLANS

ACTION & TIMING	NUMBER OF TDM PLANS FILED*
Pre-Program TDM Plans Approved	12
Number of TDM Plan Applications Filed	86
Number of TDM Plans Finalized - NSR Recorded	3

* As of March 18, 2018

FEEDBACK

INFORMATION GATHERED ON

- TDM Program Standards and measures
- Applications and forms
- Implementation process

SMALLER RESIDENTIAL PROJECTS

No issues have arisen.

RESEARCH ON TRANSPORTATION NETWORK COMPANIES (TNCs)

Still, no data presented thus far indicates that TNCs reduce VMT.

ONGOING MONITORING & REPORTING

TIMING

Every 4 years, when the County Transportation Plan is released

PURPOSE

To present again on the monitoring of the TDM Program and the individual TDM Plans in more detail

INFORMATION COVERED

- Monitoring & Reporting
- Rates of Compliance
- Program Feedback

TDM PROGRAM FIRST-YEAR HIGHLIGHTS

- Department hired dedicated staff for the Program
- Forms, applications, and templates for the Program's implementation were published
- Developed procedures to the Monitoring and Reporting phase
- Staff trainings on the details of the Program

TDM PROGRAM FIRST-YEAR HIGHLIGHTS, CONTINUED

- Update to the Program's Technical Justification document
- Program staff explored and will continue to explore updates
- The online *TDM Tool* was refined
- Improvements to the Program's *web page* were made
- Two awards from the American Planning Association and the Association for Commuter Transportation

TDM PROGRAM RESOURCES

TDM WEBSITE

SFPLANNING.ORG/TDM

TDM TOOL

WWW.SFTDMTOOL.ORG

Example: 100 dwelling unit project with 50 parking spaces

AMENDING THE PROGRAM STANDARDS

SUBSTANTIAL AMENDMENTS

Subject to Planning Commission Approval only.

MINOR AMENDMENTS

Can be approved by Planning Director or designee. Not subject to Planning Commission Approval.

AMENDMENTS CAN INCLUDE:

- The addition or removal of TDM measures
- Adjustment of definitions, points, or monitoring and reporting actions
- Corrections to text references and clarifying implementation requirements

ACTIVE-1 IMPROVED WALKING CONDITIONS

THE WAY IT IS NOW

Option A: If a streetscape plan is required, provide the following in addition:

- 10 additional streetscape elements; or
- 5 additional streetscape elements, PLUS streetscaping adjacent and beyond the project site; or
- 5 additional streetscape elements, PLUS at least 2 safety tools identified in the WalkFirst toolkit

Option B: If a streetscape plan is not required, provide the required streetscape and pedestrian improvements, PLUS:

- 5 additional streetscape elements; or
- At least 2 safety tools identified in the WalkFirst toolkit

ACTIVE-1 IMPROVED WALKING CONDITIONS

THE WAY IT WOULD BE

If a streetscape plan is required, provide the following in addition:

- 5 additional streetscape elements (Option A); or
- Streetscaping adjacent and beyond the project site (Option B); or
- At least 2 safety tools identified in the WalkFirst toolkit (Option C)

If a streetscape plan is not required, provide the required streetscape and pedestrian improvements. (Option D).

ACTIVE-2 BICYCLE PARKING

LAND USE CATEGORY C - RESIDENTIAL, CLASS 1 BICYCLE PARKING SPACES

OPTION	THE WAY IT IS NOW	THE WAY IT WOULD BE
A	1 per DU up to 100; plus 1 per every 4 DUs above 100 DUs	No change
B	1 per DU	1 per DU up to 100; plus 1 per 2 DUs above 100
C	1.5 per DU	1 per DU up to 100; 1 per 1.33 DUs above 100
D	1.5 per DU or 1 per bedroom, whichever is greater	1 per DU or 1 per bedroom, whichever is greater

Note: Dwelling Unit (DU)

Transportation Demand Management Program | 15

ACTIVE-2 BICYCLE PARKING

LAND USE CATEGORY C - RESIDENTIAL, CLASS 1 BICYCLE PARKING SPACES

Example: 200 dwelling unit project

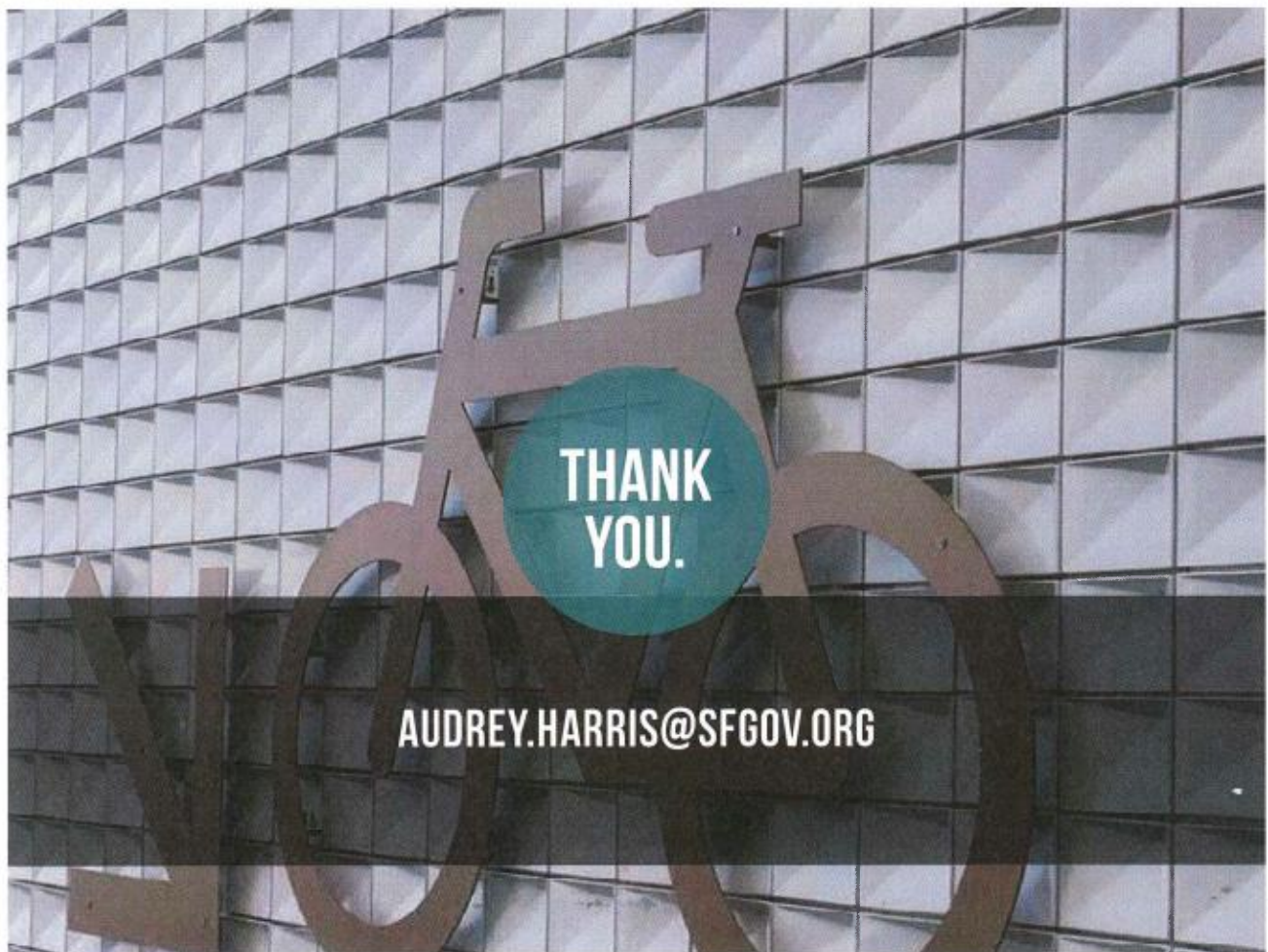
OPTION	THE WAY IT IS NOW	THE WAY IT WOULD BE
A	125 bicycle spaces	125 bicycle spaces
B	200 bicycle spaces	150 bicycle spaces
C	300 bicycle spaces	175 bicycle spaces
D	300 bicycle spaces	200 bicycle spaces

Transportation Demand Management Program | 16

STAFF RECOMMENDATION

APPROVE THE SUBSTANTIAL AMENDMENTS TO ACTIVE-1 AND ACTIVE-2

Transportation Demand Management Program | 17



6/7/8

N. Kwiatkowska

From: Jeremy Schaub
To: John Brickett
Cc: Kwiatkowska, Natalia (CPC); Tommy Lee; My My Ly; Gabriel Ng; Mei Lam; Man Yip Li
Subject: Re: 1420 Hampshire
Date: Thursday, May 31, 2018 2:51:03 PM
Attachments: image021.png
image015.png
image020.png
image018.png
image016.png
image019.png
image017.png
State Inspection 1-24-18.pdf

John-

I did say that we'd take a look at placing a ramp into the building from the Hampshire Street corner. We did a thorough analysis on both options, and determined that the driveway version is better for several reasons. The driveway has less vertical rise to the basement (about 3'-10") than from the street to the 1st floor (about 4'-4"). If we built a ramp to the front door, it would need to be 52' long plus at least 3 landings, which would take up about 340 s.f. where the recreation room currently is. Using the ADA compliant slope of 8.33%, we can build a new ramp along the driveway and still leave 13' for vehicles.

By relocating the loading zone, that will also mean that garbage and other trucks will be using the Hampshire Street side instead of 26th Street. Regarding the rest of your comments, I can assure you that the building is regularly inspected by California Department of Social Services. Each facility is also required to have an emergency disaster plan on file, and have inspections of their elevators and generators. I've attached their most recent report, showing no deficiencies or citations.

Let me know if you have any other questions.

Jeremy Schaub

Schaub | Ly | Architects Inc.

1360 9th Avenue, Suite 210

San Francisco, CA 94122

415-682-8060 ext. 103

slasf.com

On Thu, May 31, 2018 at 1:49 PM, John Brickett <lcdbrick@sbcglobal.net> wrote:

Then that is unsatisfactory. At our meeting you said a ramp on the Hampshire Street at street level was feasible and now your only planning a ramp into the basement? The employees will not use that steep ramp and push wheelchairs to street level (I challenge you to try doing that now up that ramp) and the vans for picking up the residents for the day cannot navigate to the lower level, neither will family members who come to pick up their kin, so the employees will continue to use the rear exit on 26th St. as they now do past the large overflowing garbage bins stored outside and not in the

lower level garbage room and they will continue to block access to the driveway to the eight condo units located adjacent to that egress point with the white zone that makes it presently tolerable. Adding 54 more residents will entail quite a few more bins and no additional storage provide (they do not use now in any case) is completely unsatisfactory. What if some type of natural disaster should strike and no electricity to operate the elevator? The emergency generator is covered in vines and has not been tested to my knowledge over the past 17 years. A complete farce and not up to code in my opinion. I plan to attend the public meeting and express my disappointment that adequate ADA access/egress at street level is not being provided. John Brickett, Resident next to current Rest home

On Thursday, May 31, 2018 1:18 PM, Jeremy Schaub <jeremy@slasf.com> wrote:

Natalia & John-

I think there's some confusion about the two types of ramp. You are correct that an ADA compliant curb ramp will be built across Hampshire. This is a DPW requirement, separate from the loading zone issue. We have shown the new ramp adjacent to our property, but not the curb that will be constructed to the park.

We will also be relocating the white loading zone from 26th Street to Hampshire Street, and then constructing a new accessible ramp into the building. This will generally follow the slope of the driveway down to the basement level. That is the same route as the accessible parking space. Again, there will be no loading zone on 26th Street blocking their driveway.

We are not proposing to alter the currently underused garbage area, but could always increase pickup or resize the room at a later time.

Please let me know if you have any other comments or questions.

Jeremy Schaub
Schaub | Ly | Architects Inc.

1360 9th Avenue, Suite 210
San Francisco, CA 94122
415-682-8060 ext. 103
slasf.com

On Thu, May 31, 2018 at 11:33 AM, Kwiatkowska, Natalia (CPC)
<natalia.kwiatkowska@sfgov.org> wrote:

Hi Jeremy,

I just met with John, a resident next door to the project cc'd on this email, and he had some questions and concerns in regards to the ADA ramps. Per our correspondence, a second ADA compliant ramp will be built at the crosswalk across Hampshire Street to provide access to the new loading zone along Hampshire Street, which will have a painted white curb and signage. This feature (ramp) is not depicted on the plans.

Can you please provide a response to John, cc'd on this email, with further details. John is specifically concerned that the residents will have to use the 26th Street entrance since the Hampshire Street entrance does not have a ramp shown on the plans. Another questions was whether the existing basement level garbage room will be sufficient for the increased number of residents.

Thank you,

Natalia Kwiatkowska

Senior Planner | Zoning and Compliance & Historic Preservation

Direct: 415-575-9185 | Fax: 415-558-6409

San Francisco Planning 1650 Mission Street, Suite 400
SF Planning Department San Francisco, CA 94103
Hours of Operation | Property Information Map



From: John Brickett
To: solorog@aol.com
Cc: Kwiatkowska, Natalia (CPC); jeremy@slasf.com; tleemerced@gmail.com; mymy@slasf.com; gabriel@gabrielngarchitects.com; mei@gabrielngarchitects.com; manyip@slasf.com
Subject: Re: 1420 Hampshire
Date: Thursday, May 31, 2018 2:50:06 PM
Attachments: [image021.png](#)
[image020.png](#)
[image019.png](#)
[image018.png](#)
[image017.png](#)
[image016.png](#)
[image015.png](#)

What I see is the steps down and the garage entrance at street level are about four or more feet below the first floor and no egress/exit from the first floor to the present steps or proposed ramp is possible. Note the main entrance to the first level is several steps up from the sidewalk. I do not see how they can push a wheelchair resident up that slope or have any control descending. John

On Thursday, May 31, 2018 1:59 PM, "solorog@aol.com" <solorog@aol.com> wrote:

It looks like the incline of the existing shared ramp slopes down to street level from first floor. The garage driveway/ramp goes up from street level to first floor, then down to garage.

-----Original Message-----

From: solorog <solorog@aol.com>
To: lcdrbrick <lcdrbrick@sbcglobal.net>; ritasperez <ritasperez@gmail.com>; dy.nguyen <dy.nguyen@gmail.com>; jfoxworth22 <jfoxworth22@gmail.com>; sandy_lau <sandy_lau@gap.com>; sital.mystery <sital.mystery@gmail.com>; mario3370708 <mario3370708@gmail.com>
Cc: natalia.kwiatkowska <natalia.kwiatkowska@sfgov.org>; jeremy <jeremy@slasf.com>
Sent: Thu, May 31, 2018 1:48 pm
Subject: Re: 1420 Hampshire

Thanks for forwarding John. I spoke with Jeremy the other day too. I actually drove by and walked to that Hampshire St side. There is a vehicle ramp which it shares with long inclined steps, with a handrail separating vehicle vs pedestrian/wheel chair. Then next to that vehicle gate is the pedestrian gate for that inclined walkway. Same as the 26th Street side gate currently used. I assume that will be part of renovation as an actual smooth ramp. Anyone can walk over and check it out. It's already here, just whatever planned to improve it. And the plan indicates 40 feet of parking curb. Then no longer a white passenger drop-off zone, and now indicated on Hampshire Street.

Roger

-----Original Message-----

From: John Brickett <lcdrbrick@sbcglobal.net>
To: Rita Perez <ritasperez@gmail.com>; Roger Solomon <solorog@aol.com>; Dy Nguyen <dy.nguyen@gmail.com>; Jennifer Foxworth <jfoxworth22@gmail.com>; Sandy Lau <sandy_lau@gap.com>; Sital Mistry <sital.mystery@gmail.com>; Mario3370708 <mario3370708@gmail.com>
Sent: Thu, May 31, 2018 12:27 pm
Subject: Fw: 1420 Hampshire

On Thursday, May 31, 2018 11:33 AM, "Kwiatkowska, Natalia (CPC)" <natalia.kwiatkowska@sfgov.org> wrote:

Hi Jeremy,

I just met with John, a resident next door to the project cc'd on this email, and he had some questions and concerns in regards to the ADA ramps. Per our correspondence, a second ADA compliant ramp will be built at the crosswalk across Hampshire Street to provide access to the new loading zone along Hampshire Street, which will have a painted white curb and signage. This feature (ramp) is not depicted on the plans.

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Thank you,

Natalia Kwiatkowska
Senior Planner | Zoning and Compliance & Historic Preservation

Direct: 415-575-9185 | Fax: 415-558-6409



1650 Mission Street, Suite 400
San Francisco, CA 94103

SF Planning
Department

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Received at CPC Hearing 6/7/18
F. McMillan

June 1, 2018

To: SF Planning Commissioners
SF Planning Department, 1650 Mission Ste 400
San Francisco, CA 94103

Re: Clyde and Crooks Warehouse Historic District

Dear Planning Commissioners,

I am writing to you in opposition to designating the Clyde and Crooks Warehouse District as a historic district.

This designation will place many burdens on the owners of the properties with few to no benefits, especially in regards to "non-contributor" building within the district such as ours at 340 Ritch St.

As an owner, and CFO of our HOA, I do take pride in the neighborhood and our building. Navigating the city's rules/regulations and completing work to code to maintain our building is already difficult and expensive enough in San Francisco. If we are required to comply with additional regulations and procedures associated with this designation it could make upkeep on our "non-contributing" building unaffordable for many of the owners in the HOA as well as slow down progress to keeping our building in excellent condition.

There are multiple buildings within this district in the same situation as ours and the impact to these buildings needs to be taken into consideration as well. Many of the contributing buildings in the districted are owned by wealthy property owners and rented out to companies with significantly more resources than the non-contributing buildings. They will be the ones receiving the benefits of the Mills Act while the rest of us are forced to deal with the city's bureaucracy with no support.

Lastly, this will just slow down the neighborhood's ability to adapt to a changing city and keep itself beautiful. We have not needed a historic designation to keep the buildings healthy to date, so why do we need the city to grant this designation at this time.

This historic district designation is unneeded, creates additional bureaucracy and provides no value add to the owners except for the wealthy commercial property owners that do not need any additional support.

Regards,



Glenn Teuber
340 Ritch St - unit owner and HOA CFO