

An aerial, black and white photograph of the San Francisco downtown skyline, showing numerous skyscrapers and buildings. The image is slightly faded and serves as the background for the report cover.

25

YEARS

DOWNTOWN PLAN
MONITORING
REPORT

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SAN FRANCISCO PLANNING DEPARTMENT
JUNE 2011

SAN FRANCISCO
PLANNING DEPARTMENT

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**25 YEARS:
DOWNTOWN PLAN
MONITORING REPORT
1985-2009**

San Francisco Planning Department

June 2011



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**25 YEARS:
DOWNTOWN PLAN MONITORING REPORT, 1985-2009**

When the Board of Supervisors approved the *Downtown Plan* in 1985, the Board also required that *Downtown Plan* monitoring reports be prepared periodically to keep track of and observe the impact of the *Downtown Plan*.

This report looks back at the 25 years since the *Downtown Plan* was adopted and approved. It is a compilation of monitoring reports covering the period between 1985 and 2009. Implementing actions listed in the *Downtown Plan* are also evaluated by examining the degree to which they have been achieved. This report will then discuss the regional context and what may lie ahead for Downtown San Francisco.

Executive Summary

25 Years: *Downtown Plan*

San Francisco's downtown commercial space has grown by some 26.2 million square feet since 1985 – much of this within the Downtown Commercial (C-3) districts. The *Downtown Plan* shifted new commercial development to the South of Market (SoMa) as intended. The *Plan's* annual limit on new office space, institutionalized by a voter initiative, helped to manage the pace of new office development and diminished the construction of speculative office buildings.

Establishing additional retail and other public serving establishments at street level was another achievement of the *Downtown Plan*, as was guiding new hotel construction to the Moscone Convention Center area. Together, these measures enhanced the downtown for residents, workers, and visitors.

The *Plan's* overall housing production goals were also met, with a majority of new housing constructed in the downtown and neighboring areas as specified by the *Plan*. Since 1985, over 21,000 new units have been constructed in the downtown area and its environs.

The *Plan's* efforts to protect existing housing – especially affordable housing – were among its greatest achievements. Today, through various rezonings supported by the *Plan*, Chinatown, North Beach, and surrounding residential areas remain intact, as have most single resident occupancy residential hotels (SROs) in and around downtown San Francisco. The *Downtown Plan* contributed to the retention of up to 29,000 units of housing and the preservation of over 19,000 rooms in SRO hotels.

New open space was also created downtown as a result of the *Plan*. These spaces have been generally successful and well used. Many open spaces are now connected by a network of pedestrian thoroughways as called for by the *Downtown Plan*.

The preservation of individual buildings and historic districts was another significant achievement of the *Downtown Plan*. Its historic preservation requirements have contributed to the retention of hundreds of individual buildings, as well as the character of historic districts. Moreover, new construction in conservation districts established by the *Plan* has generally respected the massing of existing historic structures. Also, the Transfer of Development Rights (TDR) Program has reduced development pressure to demolish historic buildings, by enabling the sale of development rights to other parcels in the C-3 district.

The *Plan* also reinforced San Francisco's position as a top tourist destination by protecting Chinatown from downtown development. Today, Chinatown remains a major draw for tourists and visitors alike, and significantly contributes to San Francisco's vital visitor economy.

Available evidence suggests that key transportation targets contained in the *Plan* have been achieved. Since 1985, the number of long term parking spaces has been limited and transit ridership likely increased, both important provisions of the *Downtown Plan*.

Economic Change and Unexpected Trends

The *Downtown Plan* could not have anticipated the impact of larger economic forces on downtown San Francisco. These economic trends, among other factors, substantially affected San Francisco and the region.

Downtown San Francisco remains a prime center for office based professional activities, but employment growth did not occur as expected. Regional decentralization drew most office jobs to the suburbs. A substantial amount of new job growth took place outside the downtown area in sectors – Medical, Cultural, Institutional, and Educational – not foreseen by the *Plan*. The conversion of office and other commercial space to residential units was another unexpected trend. And despite the increase in the supply of housing, affordability remains an issue. Since 1985 only 18% of housing constructed in the downtown area was affordable.

Downtown Park Special Funds have not been used to acquire new land for open space in the center of the C-3 as intended. To date, these funds have only been used for open space development on existing public parcels at the edges of the Downtown C-3 district.

And, although some transportation related targets have likely been met, vehicle trips entering downtown significantly increased, in direct contrast to the *Plan*'s transportation goals. Ridesharing also declined, and while the number of long-term parking has remained stable, the amount of off-street parking has continued to grow.

Regional Context and What Lies Ahead

Downtown as currently envisioned by the *Downtown Plan* is at a point where it is largely built out, and the areas for growth are diminishing and limited. When the *Downtown Plan* was adopted, major pieces of infrastructure were in place or envisioned. Now, key changes have occurred and new investments are planned.

The 1989 Loma Prieta earthquake severely damaged the Embarcadero Freeway. With its removal, the City was reconnected to the waterfront with a promenade, roadway and light rail line. This change also fostered the growth of downtown to the south, improving linkages to Rincon Hill and the Transbay area. The *Rincon Hill Plan* and *Transbay Redevelopment Plan*, both adopted in 2005, will guide the creation of a new residential neighborhood downtown centered on Folsom Street.

The most significant project planned for the downtown however, is the new Transbay Transit Center. The *Transit Center District Plan* area will not only create an underground rail station to serve as the San Francisco terminus for Caltrain and the California high speed rail, but will likely include several million square feet of new commercial and residential space.

While the idea for improving the Transbay Terminal has existed for a number of years, the potential for dramatically increasing transit capacity, creating new public space, and constructing several major new high rise buildings was not envisioned for the area in 1985 when the *Downtown Plan* was adopted. Today, the *Transbay Center District Plan* promises to build on the *Downtown Plan*, making adjustments where necessary, to ensure that the Transbay Transit Center and other infrastructure needed downtown are built.

In the future, the core premise of downtown area planning must continue to be that a compact, walkable, and transit oriented downtown is the key precondition for the successful and sustainable growth of the city and the region. This planning should occur with increasing regional coordination, as it seeks to capitalize on the City's core assets including its transit infrastructure, visitor economy, and vibrant diversity.

25 Years: *Downtown Plan* Monitoring Report 1985-2009

Approval of the *Downtown Plan* in 1985 included a requirement – mandated in Chapter 10E of the San Francisco Administrative Code – to conduct ongoing monitoring of the impacts of the *Plan*. In the 25 years since, four *Downtown Plan Monitoring Reports* have been prepared, with each issue changing format and focus. Nevertheless, all four reports chronicled basic monitoring requirements, noting changes in the amount of commercial space, employment, housing production, parking supply, collection and use of fees and other revenues, and historic preservation.

This report represents a compilation of the *Downtown Monitoring Report* series and also builds on information and analysis contained in the *Housing Inventory*, the *Commerce and Industry Inventory*, the *Pipeline Quarterly Report*, and the *Transbay Center District Plan*.

Report Organization

This report is organized into two sections, “*Downtown Plan: 25 Years*,” and “Economic Change and Regional Growth Since 1985.” The first section evaluates to what extent the *Plan*’s primary objectives were achieved. (See *Appendix A* for a list of *Downtown Plan* Objectives.) This section follows the *Downtown Plan*’s chapters, covering in turn, Space for Commerce, Space for Housing, Open Space, Preserving the Past, Urban Form, and Moving About.¹

The second section, “Economic Change and Regional Growth Since 1985,” explores the impact of larger economic forces on Downtown San Francisco and how these affected the ability of the *Plan* to achieve its objectives. The section also places Downtown San Francisco in a regional context and hints at what lies ahead. As with previous *Downtown Plan Monitoring Reports*, this *25 Years Monitoring Report* provides pertinent data to inform current and future policy changes.

The *Downtown Plan* also includes development guidelines and public policy actions; furthermore, it created requirements for new programs to improve services and infrastructure. These implementing actions as listed in the *Downtown Plan* are evaluated separately in *Appendix B*.

¹ The *Plan* also contains a section on Seismic Safety that has been fully implemented and is not discussed in this report.



I. 25 Years : *Downtown Plan*

Introduction

The *Downtown Plan*, adopted in 1985, was developed under the fundamental assumption that significant employment and office development growth would occur. New commercial development would provide new revenue sources to cover a portion of the costs of necessary urban service improvements. Specific programs were created to satisfy needs for additional housing, transit, childcare and open space.

Twenty-five years following adoption of the *Downtown Plan*, Downtown San Francisco remains the most concentrated employment and retail center in the Bay Area, retaining its compact and walkable form. Important architectural and historic buildings have been spared from demolition and conservation districts ensure that new buildings and modifications to older ones are in keeping with the architectural character of many downtown streets. Employment growth and development have also been managed so that new and existing residents, workers, and businesses will not be adversely impacted.

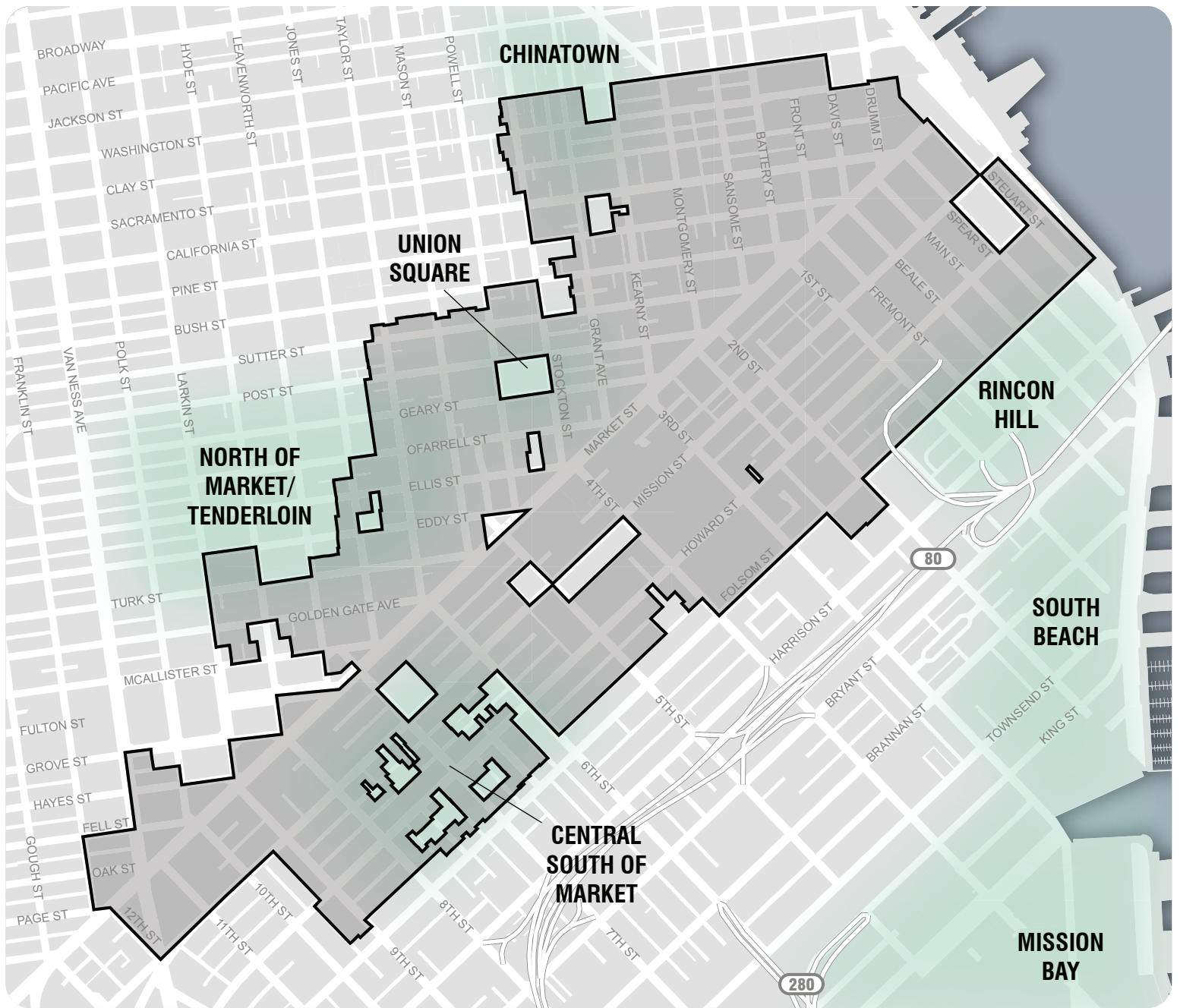
Since 1985, over 26.2 million commercial square feet was built in the downtown area.¹ Of this new space, office buildings represent 19.7 million square feet, or 75%. New retail space also added 2.7 million square feet, while hotels added 3.8 million square feet in downtown San Francisco. Most of the new development occurred in the Downtown Commercial (C-3) zoned districts and in areas called for in the *Downtown Plan*.

The *Plan* established a special use district near the Transbay Terminal to shift office construction to that area as a means of avoiding further disruption of the financial center north of Market. As an incentive to save older buildings and to shift construction to the South of Market (SoMa) where greater development capacity existed, the *Plan* enabled owners of buildings designated for preservation to sell development rights to office developers in the special use district. Much of the office growth since 1985 has occurred in the Transbay special use district.

The *Downtown Plan* contains many more features. Open space, for instance, is required of all new office construction at a rate of one square foot of open space for each 50 square feet of office space. The shape of new buildings are evaluated using policies that reduce building bulk, increase light to the streets, control wind currents at street level, improve

¹ Counting large projects only.

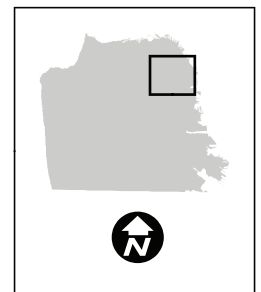


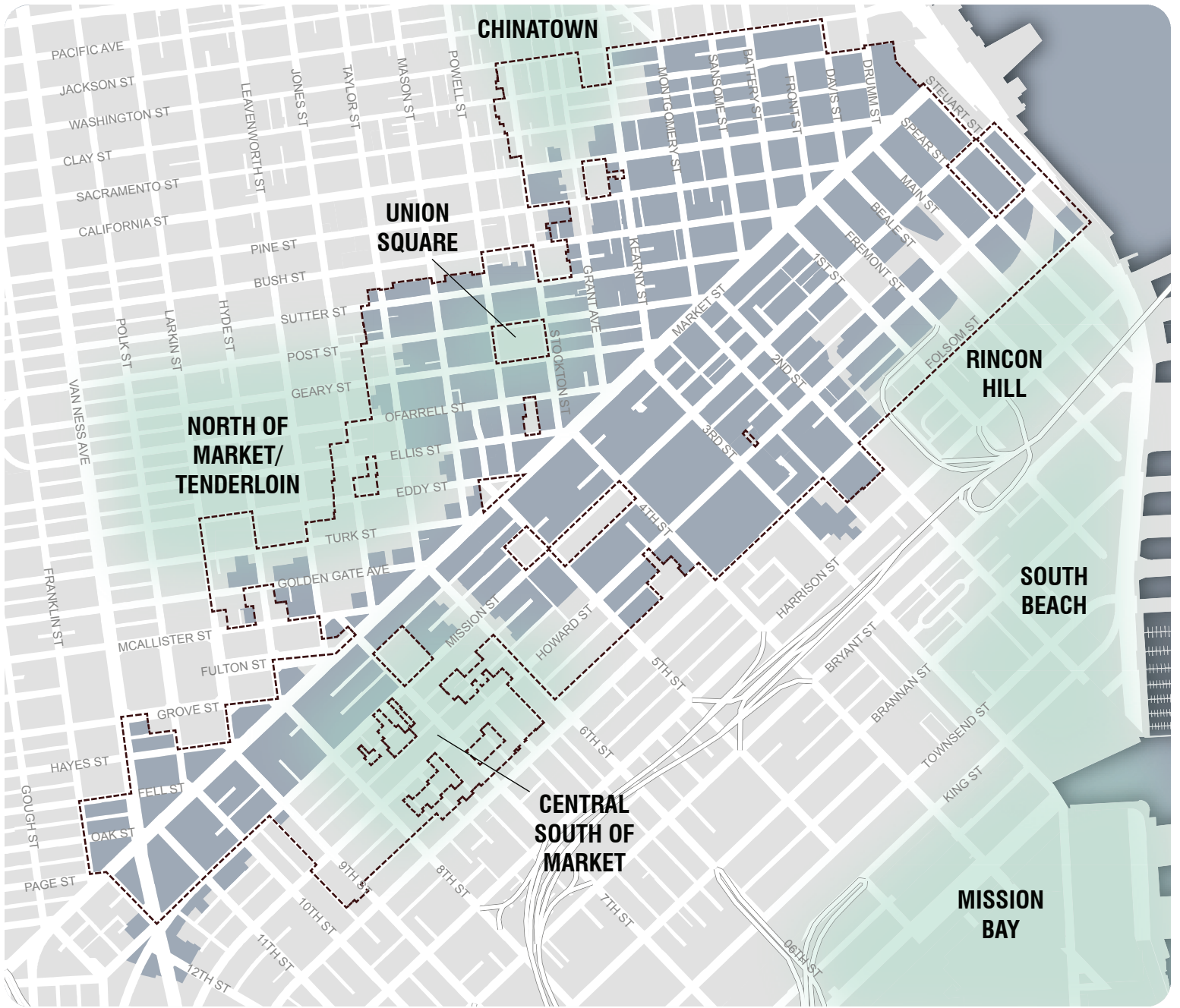


1985 DOWNTOWN C-3 ZONE



MAP 01



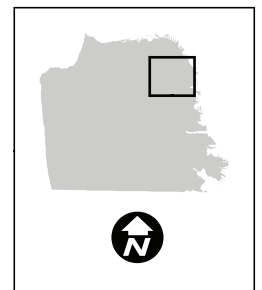


2010 DOWNTOWN C-3 ZONE

- Current Downtown C-3 Zone
- 1985 Downtown C-3 Zone



MAP 02





the pedestrian experience while measuring the skyline effects of tall buildings. The *Downtown Plan* is also associated with several requirements and fees related to office growth's impact on housing, transit, public art, childcare, and open space.

The *Downtown Plan* guides decisions affecting downtown San Francisco, defined as the C-3 District. This report refers to the original 1985 C-3 zone, shown in Map 1, which included portions of Chinatown, SoMa, and the Tenderloin. The area covered by the C-3 zone today is shown in Map 2.

SPACE FOR COMMERCE

The principal section of the *Downtown Plan* is the Space for Commerce chapter. This section emphasizes the creation and expansion of office-based employment, especially in professional activities including legal, finance, and insurance, and identifies downtown San Francisco as the region's employment center. It calls for concentrating commercial development to create a dense, walkable employment core.

The *Downtown Plan*, as modified by Proposition M, limited annual office space approvals to 950,000 square feet. Unused annual office space can "roll over" and

accumulate over time, allowing for annual approvals to exceed this amount.

Additionally, this key section of the *Plan* called for various rezonings to encourage street-level activity by requiring ground floor retail, the rezoning of Chinatown to protect it from commercial encroachment, and the retention of space for support commercial activities.

New Commercial Construction Downtown

Since the adoption of the *Plan* in 1985, San Francisco built millions of new commercial square feet much of it in the C-3 zone. Counting just large projects, 135 buildings representing an estimated 26.2 million square feet were constructed in the downtown area (Map 3). Approximately 18.7 million square feet in 80 buildings was constructed in the existing C-3 zone. Most of this construction (75%) was in office buildings (Figure 1). (See Appendix B, Tables 1-3 for lists of major new commercial construction including office, retail and hotel).

Zoning changes called for by the *Plan* were also established. These changes promoted the visitor economy by requiring additional ground floor retail, preserving Chinatown, and guiding new hotel construction to the Moscone Convention Center area. The C-3-S (Downton

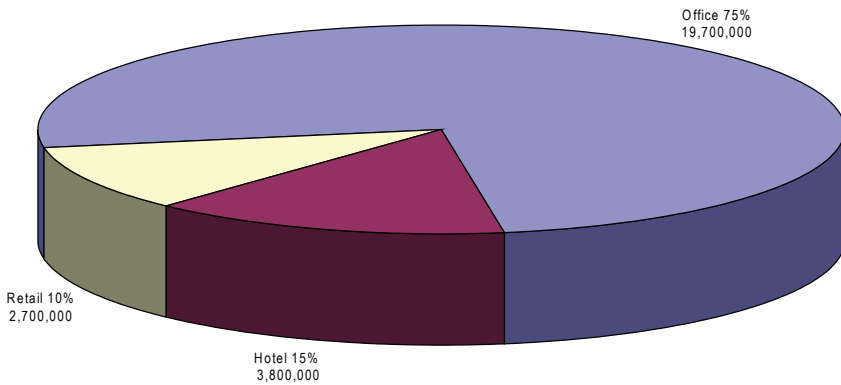


Figure 1
Major New Construction Downtown

Source: Department of Building Inspection, Planning Department

Support) zone was also established to provide space for support commercial activities.

Office

Since 1985, a total of 19.7 million square feet of office was constructed in large projects in the downtown area. Of this space, 12.6 million was constructed in the C-3 zone, or 64%. Nearby, SoMa and Mission Bay each added approximately 1.3 million square feet of office space.

Some notable office buildings constructed during this period include the Life Sciences complex in Mission Bay, Letterman Digital Arts in the Presidio, and in downtown the Federal Building, Rincon Center, and 560 Mission.

Retail

A substantial amount of new retail was also created, much of it at street level as called for in the *Plan*. Twenty-three retail projects representing 2.7 million square feet were built since 1985. The majority of this space (89%) was built in the C-3 zone, with 65%

created in the C-3-R, Downtown Retail zoning district. These retail projects include the San Francisco Center (Nordstrom), the Ferry Building Marketplace, and the Westfield Center (Bloomingdale's).

Redevelopment areas produced 57% of new retail space, or over 1.5 million square feet. Nearly half of this space however (750,000 square feet), is represented by the Westfield Center project.

Hotel

Seventeen new hotels were completed in and around downtown since the adoption of the *Plan*, with all but two located in the C-3 district where 95% of new rooms were created. Together these new hotels added almost 6,180 rooms, increasing total San Francisco visitor hotel rooms to over 33,000.

About 40% of new hotel rooms were built in redevelopment areas, including the San Francisco Marriott (by far the largest at 1,498 rooms) and the W Hotel. Other hotels constructed during this period include the Intercontinental, Hotel Nikko, and the Downtown Courtyard by Marriott. Beyond these, almost every hotel in the downtown area has been renovated since 1985.

Downtown Commercial Space Today

With mandated office development caps, San Francisco did not see the level of speculative office development as other cities have experienced over the past 25 years. Prior to the annual office limit controls, an average 1.7 million square feet of office space was built annually between 1965 and 1981. Since the implementation of the office limit controls, the annual average amount of new office space approved has dropped to about 788,000 square feet.²

New retail development reinforced the downtown retail core centered on Union Square. Indeed, San Francisco retained and expanded its status as the primary retail destination in the region. The addition of ground floor retail to many new and existing buildings contributed to the overall vitality of the downtown area.

This contributed to a successful visitor economy and promoted new hotel development around the Moscone Convention Center. Along with the preservation of Chinatown, which the *Plan* also called for, these measures successfully promoted the retention and expansion of the City's visitor economy.

Not everything, however, went as the *Plan* anticipated. Although San Francisco remains a prime center for regional office activities, employment in legal, finance, and other professional activities including corporate headquarters, did not expand as expected. (See the next section, *Economic Change and Regional Growth*, for a discussion of these changes).

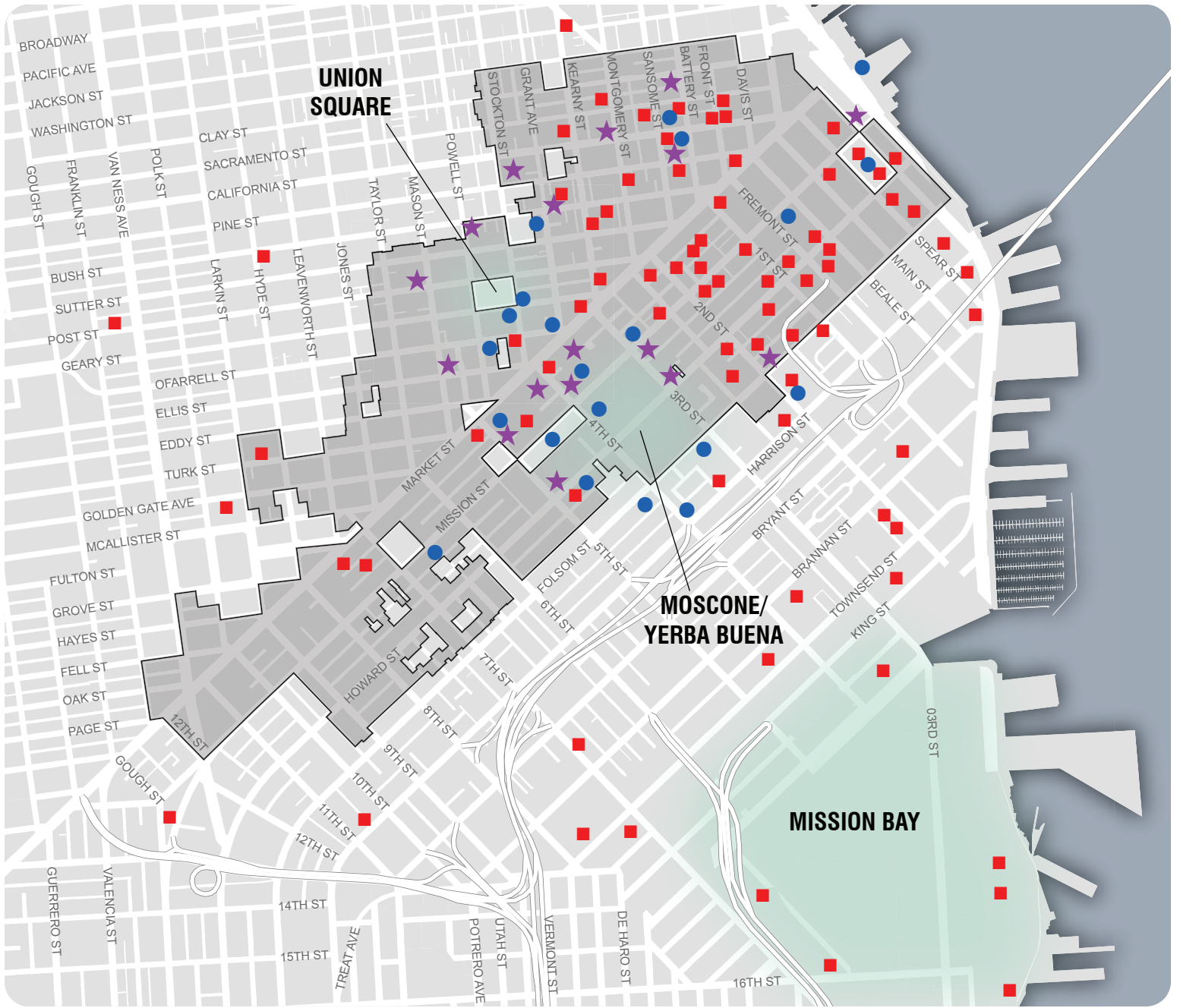
Commercial to residential conversions in downtown was another unanticipated trend. Since 2006, 18 commercial buildings representing an estimated 700,000 square feet converted to 683 residential units.³ About 64% of these conversions occurred in former C-3 district office buildings. (See Appendix B, Table 4 for a list of commercial to residential conversions).

New high rise housing construction was concentrated in and around the downtown area, while most office development proposed in recent years was outside the C-3 district, largely in Mission Bay. Although near downtown and served by the new 3rd Street light rail, new office space in Mission Bay is built on larger blocks and provides more parking than C-3 office buildings, resulting in additional auto trips and traffic and in contrast to the *Downtown Plan's* goal to concentrate employment uses in a walkable core.

The C-3-S support commercial zone also did not substantially retain "back office" activities as intended: the *Plan* identified these businesses as important supporting functions including wholesaling, printing, building services, secondary office space and parking. Today, some of these activities are classified as production, distribution and repair (PDR). Although in some cases economic change contributed to decline in these industries (discussed in the next section *Economic Change and Regional Growth*), space designated for PDR businesses was developed for other uses. Of the space produced in the C-3-S zone since 1985, 65% was office, 14% was hotel (960 rooms), 12% was residential (562 units), and 9% was retail. Much of this development occurred around the Yerba Buena and Convention Center area.

2 Since 1985, the office space development limit has not been reached with the exception of a single year, 2000, when there were more development proposals than available space. Since then, enough office space has been available to accommodate office development.

3 2006 is the first year commercial to residential conversion information is available.

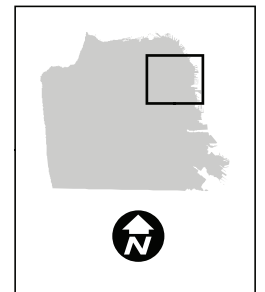


NEW COMMERCIAL DEVELOPMENT DOWNTOWN 1985-2009



MAP 03

- Office
- ★ Hotel
- Retail
- 1985 C-3 Boundary





SPACE FOR HOUSING

To encourage a vibrant downtown, the *Plan* called for the preservation of existing housing and for the majority of new housing to be located in and near the downtown area. Recognizing the potential impact of commercial encroachment, the *Plan* protected downtown area housing – including single room occupancy (SRO) residential hotels – from demolition or conversion to non-residential use.

To partially meet the demand forecasted by 90,000 new jobs, the *Downtown Plan* sought to increase the overall supply of housing in San Francisco, with the majority located in the downtown area (Map 4). Specifically, the *Plan* sought to build between 1,000 and 1,500 new units annually citywide. Today, there are approximately 68,000 units in the downtown area, about 20,000 of which are in the C-3 district.

The *Downtown Plan* envisioned a series of high-density residential neighborhoods ringing the area, enabling people to live within walking distance of the central business district. Integrating housing would reduce the burden on transit and would help to enliven the downtown throughout all hours and days of the week.

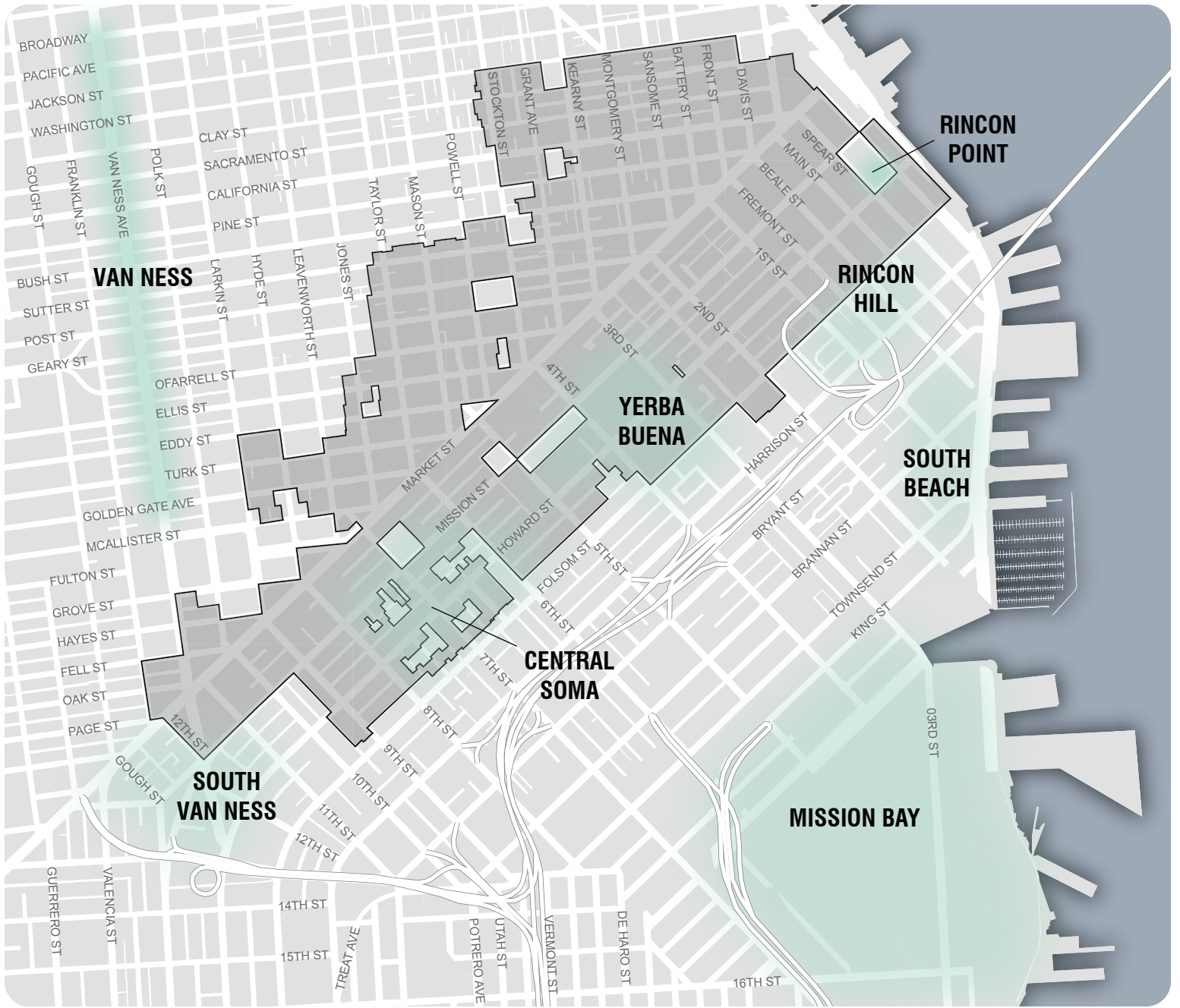
New Housing Downtown

San Francisco housing production averaged over 1,670 units annually since 1985, exceeding the *Downtown Plan's* goal for new housing construction. As shown in Map 5, more than 21,680 units in over 250 buildings were produced in downtown. Of these new units, 39% were in redevelopment areas and 18% were affordable. As specified by the *Plan*, the majority of new housing was developed in the downtown area, with the C-3 zone accommodating 4,140 or 19%, of all housing units downtown.⁴

Notable residential buildings constructed in the downtown area since 1985 include One Rincon Hill, The Beacon at 250 King, and the Infinity. In the C-3 zone, the Paramount, Trinity Plaza 1, and the Millennium were also constructed. (See Appendix B, Table 5 for a list of new housing constructed downtown).

The *Downtown Plan* also called for the conversion of underutilized industrial and commercial areas around downtown to residential use. It specifically identified Rincon Hill and the Van Ness corridor as areas to be rezoned for housing, and recommended that the

⁴ In projects of ten units or more - the 21,680 units in the downtown area represent just over half of the 41,130 units constructed citywide since 1985.

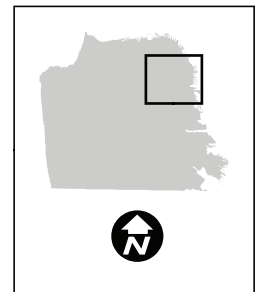


AREAS IDENTIFIED FOR NEW HOUSING DOWNTOWN

■ 1985 C-3 Boundary



MAP 04



Central South of Market and South Van Ness areas be studied as potential housing areas. It also acknowledged two redevelopment areas in the downtown area that created capacity for a large number of housing units: Yerba Buena Center and Rincon Point-South Beach Redevelopment Project Areas.

Rincon Hill

The 55-acre Rincon Hill area was specified by the *Downtown Plan* to be rezoned for mixed use development and high-density housing. The area was rezoned twice since 1985. The first rezoning was adopted in 1985 and divided the Rincon Hill area into residential and commercial/industrial sub-districts. That plan was revised in 2005 to focus primarily on high-density housing and raised height limits substantially for the area. To date, some 2,530 units have been completed.

Rincon Point/South Beach

The *Plan* called for the 115-acre *Rincon Point/South Beach Redevelopment Plan* to be implemented in two areas near the waterfront south of downtown. This redevelopment area, adopted in 1981, has provided more than 2,800 new housing units to date.

Yerba Buena

The 81-acre Yerba Buena Center area has created more than 2,500 new units. More than 1,400 units are designated for low and moderate-income residents.

Van Ness

The *Downtown Plan* called for the Van Ness Avenue corridor to be rezoned for mixed use development with an emphasis on high-density housing. The Planning Department adopted the Van Ness Avenue Special Use District in 1988 that required new housing to be developed at a 3:1 residential to non-residential ratio from Golden Gate Avenue to Vallejo Street. To date, about 1,190 units of housing have been completed here.

South Van Ness

A portion of the South Van Ness area was rezoned as part of the Market and Octavia Plan adopted in 2007. A small portion of the area is now being studied as part of the Western SoMa planning process. To date, 330 units have been completed within the South Van Ness area identified by the *Downtown Plan*.

SoMa (Central)

The *Downtown Plan* also called for existing housing clusters in SoMa to be studied as places for housing retention. In 1990, the Department adopted zoning changes in the Central South of Market that preserved existing residential enclaves. To date, 3,980 new units have been completed within this area.

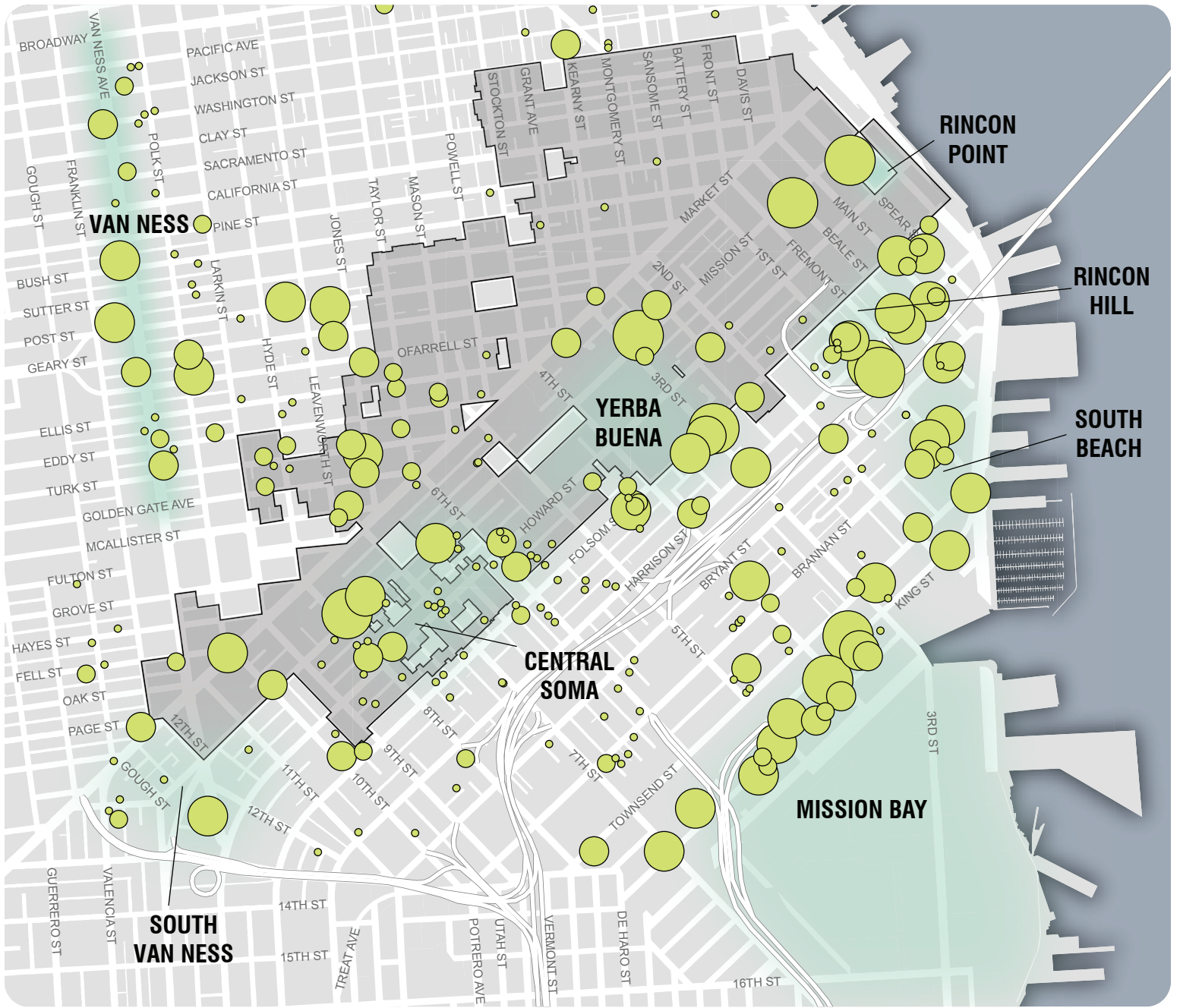
Mission Bay

Although not specifically addressed in the *Plan*, the redevelopment of Mission Bay has created a large number of units just outside the downtown area. In addition to a new UCSF campus and other activities, Mission Bay has produced 2,719 new units.

Jobs Housing Linkage Program (JHLP)

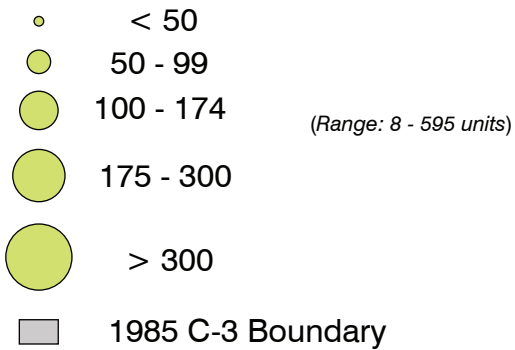
Prompted by the *Downtown Plan* in 1985, a program to require large office developments to partially fund affordable housing was also established.⁵ Today this program is known as the Jobs Housing Linkage program, which requires all net commercial additions of 25,000 square feet or more to contribute to the fund. Since 1985, the program collected \$72.3 million, partially subsidizing the construction of over 1,000 units of affordable housing. (See Appendix B, Table 6 for a list of JHLP funds collected annually).

⁵ Originally called the Office Affordable Housing Production Program (OAHPP).

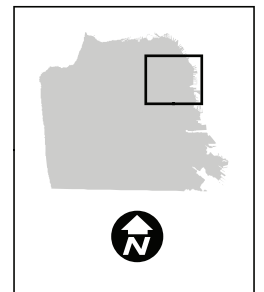


NEW HOUSING DOWNTOWN 1985-2009

UNITS



MAP 05



Protecting Existing Housing Downtown

At the time the *Downtown Plan* was adopted, existing zoning did not prevent housing conversions or demolitions. Housing was being lost in the downtown area due to on-going office and commercial development.

Because of their proximity to downtown, the *Plan* identified the North of Market/Tenderloin, Chinatown, and North Beach areas as locations where housing was most at risk of demolition or conversion to non-residential use. Single room occupancy residential hotels (SROs) were deemed especially at risk and identified as an irreplaceable resource for affordable housing. As a result, the *Plan* called for the preservation of housing and supported various efforts to realize this goal. Ultimately, these efforts made demolition and conversion of all housing subject to conditional use review and, in certain areas, prohibited this entirely.⁶ Together these actions contributed to the retention of up to 29,000 units in the downtown area.

Single Room Occupancy Hotels (SROs)

The *Downtown Plan* supported regulations that prohibited the conversion or demolition of residential hotels. Today, SROs cannot convert to tourist hotels unless lost units are replaced.⁷

SRO conversion and demolition controls were first enacted in 1981 after identifying the loss of residential hotels as a growing problem. In 1990, more comprehensive regulations were adopted, slowing the loss of SRO units. Enforcement however, remained difficult until 1995 when the Department of Building Inspection was charged with enforcing city laws protecting tenants against SRO conversion.

⁶ In 2008, Planning Code Section 317 added additional requirements and findings that the Planning Commission must make when considering any permit that involves the removal of a dwelling unit (Ord. 69-08, approved 04/17/08).

⁷ Controls prohibiting the conversion and demolition of residential hotel units were first enacted in 1981 (San Francisco Administrative Code, Chapter 41). In 1991 these controls were substantially revised to prevent SROs from converting into non-residential uses unless they are replaced (Ord. 121-90, approved 4/12/90).

Today there are over 500 SRO buildings with 19,150 rooms, a 12% drop from 1989 when 21,710 rooms were counted.⁸ Since then however, the number of rooms made permanently affordable through non-profit ownership has increased from 2,950 to 5,100. This was due to non-profit organizations converting tourist hotels to residential hotels and constructing new SRO buildings. (See Appendix B, Table 7 for an annual inventory of SRO rooms).

Tenderloin/North of Market

In the Tenderloin, the *Downtown Plan* called for the rezoning of the North of Market area to protect existing housing from encroachment by hotels and office buildings.⁹ Specifically, the *Plan* supported new zoning that required conditional use approval for housing demolition or conversion above the second floor, banned new tourist hotels, and reduced heights in most areas to 80'. Together these measures contributed to the preservation of 17,500 small rental apartments and residential hotel rooms, while allowing for the construction of 1,730 new units, many of which were affordable.

Chinatown

The *Downtown Plan* also called for the rezoning of Chinatown, immediately adjacent to the Downtown Financial District, to protect it from commercial encroachment. Ultimately this retained 5,500 units while allowing for the construction of 160 new units.

North Beach

North Beach was another area identified by the *Plan* where existing housing could be lost as employment in the adjacent Financial District expanded. In 1987, zoning changes were adopted that restricted residential conversions on the second storey and above and required conditional use approval for residential demolitions. This contributed to the retention of up to 6,000 units.

⁸ Department of Building Inspection. 1989 is the first year SRO information is available.

⁹ The North of Market Rezoning Study Plan was released by the Planning Department in 1983 outlining a series of controls to preserve existing housing including rezoning the neighborhood to ban commercial development above the second floor, ban all new tourist development, and limit the height of new buildings in much of the area to 80 feet.

Downtown Housing Today

The *Downtown Plan*'s overall housing production goals were met. Since 1985, new housing construction has averaged over 1,670 units per year, exceeding the *Plan*'s goal of building between 1,000 to 1,500 new units annually. The majority of this housing, or 53%, was produced in and around downtown as specified by the *Plan*.

Recognizing that existing housing in the downtown area was inherently more affordable than new construction, and that housing demand increases with job growth, the *Plan*'s efforts to protect existing housing were especially effective. The *Plan* supported efforts that made demolitions and conversions of all housing subject to conditional use review, and in some areas restricted the loss of housing units within buildings by floor or prohibited this entirely. The continued existence of SRO units today and the affordable housing resource they represent, are partly due to actions supported by the *Plan*. Chinatown, North Beach, and surrounding residential areas remain intact because of rezonings called for in the *Plan*.

Some housing trends however, were not anticipated by the *Plan*. Since 2006 – the first year data is available – approximately 18 buildings representing 680 units are known to have converted from commercial to residential use. Some of these conversions include the 1,575 live-work units also constructed during this period, 76% of which were located in the South of Market (SoMa) area.

Housing affordability also remains an issue. Although the majority of SRO rooms have been retained, only 26% represent permanently affordable housing. Furthermore, the cost of housing in surrounding areas identified by the *Plan* remains high. Except for designated affordable housing in redevelopment areas, new housing created downtown tends to be expensive and have done little to meet the demand of moderate to low income households.



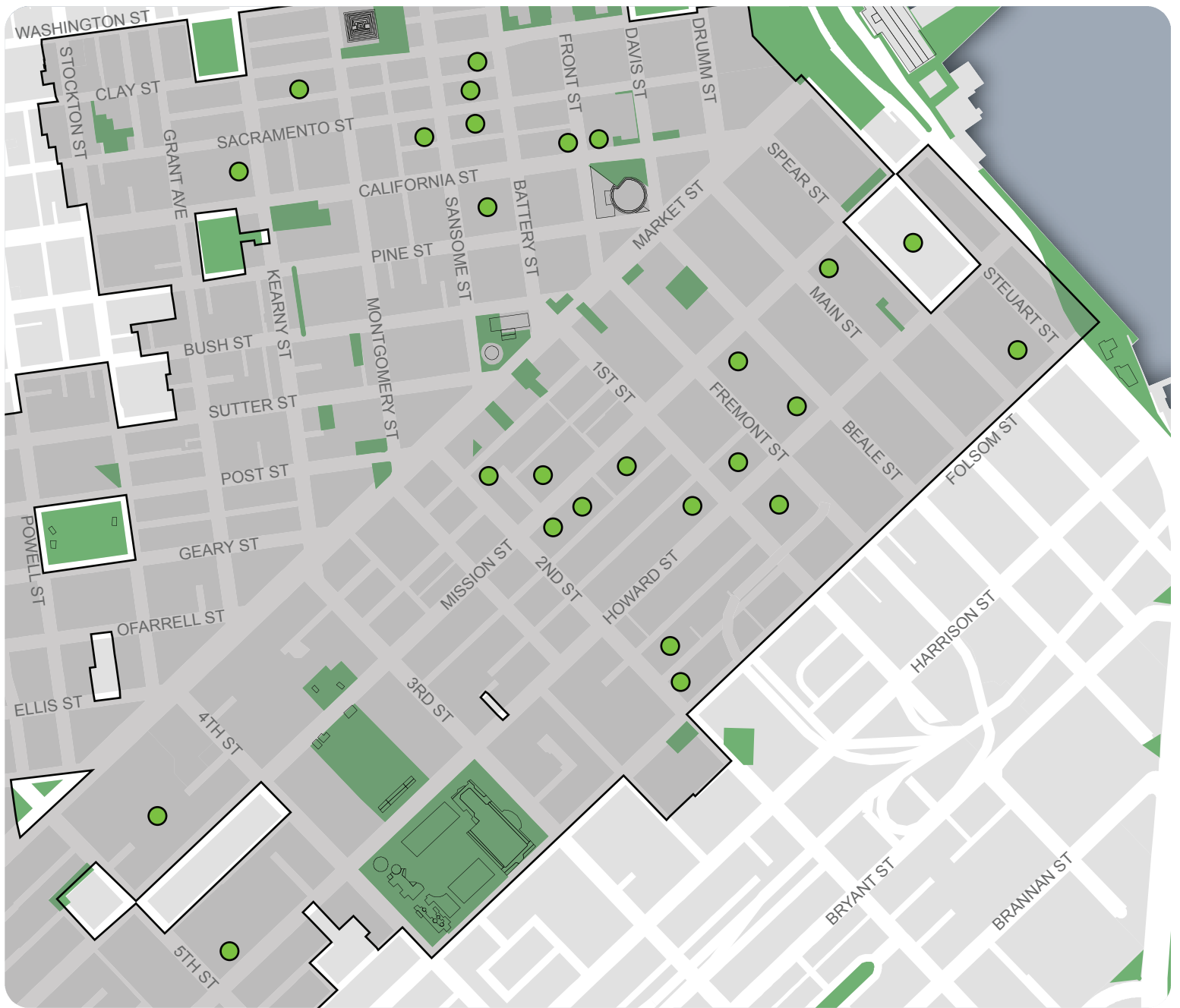
OPEN SPACE

The *Downtown Plan* anticipated the need for more open space to meet downtown's projected job growth and serve the needs of employees, residents and visitors. To address this, the *Plan* called for the preservation and enhancement of existing open spaces and the creation of a network of additional open space through public and private efforts.

To create this open space network, the *Plan* required that publicly accessible open space be provided for all new construction projects, including substantial additions, in the C-3 district. One square foot of open space per 50 gross square feet of building space was required for all C-3 districts, except the C-3-R (Downtown Retail) district (where the requirement is one square foot of open space per 100 square feet of building space).

New office developments in the C-3 were also required to contribute \$2 per square foot of building space to the Downtown Park Special Fund. These funds were designated for the acquisition and development of parks and open spaces within the C-3.

The *Downtown Plan* also created guidelines for open space to ensure that new spaces were well designed. Location, access, landscaping, access to sunlight and other standards were all a part of these guidelines.

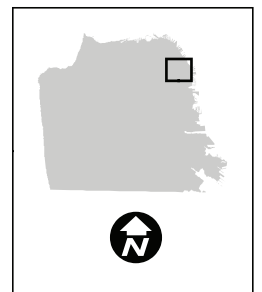


OPEN SPACE CREATED BY THE DOWNTOWN PLAN 1985-2009

- Plan Created Open Space
- Existing Open Space
- 1985 C-3 Boundary

0 Feet 1,000

MAP 06



Downtown Open Space Today

Since 1985, 27 open spaces were created or enhanced as part of the *Downtown Plan* requirements (Map 6). These spaces include a 13,848 square foot urban garden at 560 Mission, an 11,140 square foot plaza at 555 Mission, and three plazas as part of the Foundry Square development at Howard and 1st Street. (See Appendix B, Table 8 for a list of Open Space created by the Plan).

In general, downtown open spaces have been successful. Publicly and privately funded projects have created attractive spaces that are generally well-used. Developments have utilized a range of open space types, from plazas to roof gardens to walkways. Indoor spaces, roof gardens, and view terraces, which are required to be open to the public during normal working hours and to have street-level signs identifying the public space, generally meet those criteria. Public art is integrated into the design of many spaces, such as the roof garden at 150 California Street or the plaza at 199 Fremont Street.

Because most recent development has taken place south of Market Street, many of the privately-provided small open spaces are located there, relieving somewhat an open space deficiency identified in the *Downtown Plan*. Most portions of the C-3 district are now within 900 feet of a downtown open space, or within one-quarter mile of a neighborhood-serving open space. Additionally, many open spaces are connected by a network of pedestrian thoroughways, enabling easier access to open spaces; for example, parallel pedestrian north/south walkways between First and Second and Market and Mission Streets, connect open spaces at 525 Market, 560 Mission, 55 Second and 77 Stevenson Streets.

This distribution of new parks applies only to small privately-provided open spaces and not to larger new public parks, provided through the Downtown Park Special Fund. These funds, however, have been primarily used to develop parks on the outside edges of the C-3 on existing public parcels and not to acquire new lands for open space in the heart of the C-3 as was envisioned in the *Downtown Plan*. The *Plan* allows for the funds to be used for acquisition and/or development of open spaces, but to date they have only been used for open space development.

Since 1985, contributions to the Downtown Park Special Fund totaled \$10,995,904 million. This amount was collected from 27 new office buildings to provide more public open space in the downtown area. (See Appendix B, Table 9 for a list of funds collected annually).

Some open spaces are also less well-used due to their design. Many types of open space, such as plazas or view terraces, are required to provide food services but do not. Others are difficult to access or are invisible from the street.

Today the distribution of open space is generally adequate. If the downtown residential population continues to expand however, new residents will need neighborhood parks and recreation areas, not just the intimate urban spaces created by the Plan. As the residential population expands downtown, open space policies should evolve to create appropriate spaces.



HISTORIC PRESERVATION

Another important aspect of the *Plan* is the preservation of historic buildings and districts. It identified significant buildings that must be retained as well as buildings regarded as contributory and encouraged for retention. The *Plan* established conservation districts with design guidelines for new buildings to promote compatibility with the existing historic context. It also classified buildings in one of four primary categories according to their age, architectural design, and relationship to the environment.

Categories I and II are considered significant buildings. They are at least 40 years old, are considered “Buildings of Individual Importance,” and are rated excellent in architectural design or very good in both architectural design and relationship to the environment. Categories III and IV are defined as “Contributory Buildings” and are rated very good in architectural design or in relationship to the environment. Buildings in these categories may not be demolished unless the property retains no substantial remaining market value or reasonable use, or presents an imminent safety hazard. If major alterations are proposed, the Planning Commission and the Historic Preservation Commission considers them,

using standards that respect the architectural character of the building. All other buildings not rated in the C-3 District are identified as Category V. (See Appendix B, Tables 10-14 for a list of historic rated buildings).

The Plan also created conservation districts where rated buildings are clustered. In these areas, new construction is expected to match the character and scale of historic buildings. New buildings are evaluated for scale, composition and massing, materials and colors, and detailing and ornamentation.

The *Downtown Plan* also permits the Transfer of Development Rights (TDR) from historically rated buildings in the C-3 district to new development sites in the district. Transferable development rights are calculated as the difference between the gross floor area permitted and the amount of square footage used by the historic building. Parcels that contain certified historic structures may then sell the “remaining” permitted square footage to another parcel within the C-3 district. The intent is to maintain development potential in the C-3 while retaining historic buildings. Revenues from the sale of development rights can then be used to preserve and improve historic structures.

Downtown Historic Preservation Today

The historic preservation requirements created by the *Downtown Plan* have contributed to the preservation of individual buildings and to the scale and character of historic districts. Since 1985, virtually all historic buildings identified by the *Plan* have been retained and not significantly altered so as to lose important facets of their historic nature.

In recent years, several significant buildings have been rehabilitated with façade improvements and seismic upgrades. Two Category II buildings were significantly altered, including 70 Oak Street which now serves as the home for the San Francisco Conservatory of Music. The façade and concert hall remain as a reminder of the historic structure.

New Construction in Conservation Districts

New buildings in conservation districts have generally respected the massing of existing historic structures, especially by creating cornice lines at the level of neighboring buildings and setting back above this height. In some cases, the design of the ground-floor has not been consistent with the historic structure or district in which they are located. Although the standards and guidelines for new construction in conservation districts cover scale, composition and massing, materials and colors, and detailing and ornamentation, they do not specify ground-floor requirements.

New buildings since the *Plan's* adoption include:

- 150 California Street – New high-rise building in the Front/California District; six-storey massing and cornice line on the northern portion of the site aligns with historic buildings along Front Street.
- 244-256 Front Street – Five-storey new building in the Front/California District; height, massing, materials and ornamentation follow the design guidelines for compatibility with neighboring historic buildings. This building and the 150 California Street structure replaced historic buildings that were demolished after the 1989 Loma Prieta earthquake.
- 101 Second Street – New high-rise building in the Second/ New Montgomery District; cornice lines align with neighboring buildings' cornices.

- 199 New Montgomery Street – Sixteen-storey mixed use building containing 165 dwelling units and 5,000 square feet of retail at street level. This building replaces an existing surface parking lot in the New Montgomery/ Second Street Conservation District, and is compatible with the scale and materials of the District.
- 663-665 Sutter Street (Olympic Garage) – A seven-storey public parking and recreation structure, this building expands the facilities of the Olympic Club. This project replaced a four-level parking garage. The façade was designed to be compatible with surrounding buildings in the Kearny-Market-Mason-Sutter Conservation District, and is designed to look like an commercial building, not a garage.
- 466 Bush – A 10-storey hotel with 86 guest rooms. This project replaced a vacant lot. The façade is designed to be compatible with surrounding buildings in the Kearny-Market-Mason-Sutter Conservation District.
- 710 Market Street/1 Kearny Street – This project demolished a Category V Building, replacing an office structure, and created ground floor commercial space within the Kearny-Market- Mason-Sutter Conservation District.

Transfer of Development Rights (TDR)

The sale of TDR has been successful in reducing or eliminating development pressure to demolish historic resources. When the TDR program was created through the *Downtown Plan*, the Planning Department estimated that, based on its inventory of likely eligible historic properties, the potential “supply” of TDR space was approximately 8 million square feet.

Since 1985, approximately 5 million square feet of TDR has been certified as eligible and 2.75 million square feet has been applied by development projects. As a result, there is approximately 2.25 million square feet of supply already certified, and about 3 million additional square feet of “potential” supply remaining. It is estimated that most of the 2.25 million square feet of TDRs certified, but not yet used, have been acquired by developers with projects approved or filed, but not yet built. (See Appendix B, Table 15 for a summary of TDR use by zone).



URBAN FORM

The *Downtown Plan* makes specific recommendations for building height, bulk, and appearance for new construction in the C-3 District. The *Plan* considers the appearance of new construction as it relates to the skyline viewed from a distance, as well as how buildings meet the street.

Specifically, the *Plan* calls for the clustering of tall buildings, heights that taper to surrounding districts and to the waterfront, and tower shapes that decrease in bulk as they increase in height and contain a visually interesting termination. To achieve streetscape interest, the *Plan* calls for buildings to come to the sidewalk edge, façades that are consistent with neighboring buildings, and avoiding blank street frontages in favor of active ground-floor uses. Additionally, the *Plan* uses tower height and bulk requirements to allow sun and sky access to streets, and to minimize wind exposure at street level.

Downtown Urban Form Today

Skyline Composition

For the most part, high-rise construction within San Francisco has taken place within the downtown cluster of buildings where higher height limits are in place. With the C-3 area north of Market largely built out, most new high-rise construction since 1985 has taken place between Market and Howard Streets, moving the peak of the cluster south and retaining height as a visual element. This fulfills the intent of the *Plan* that places peak heights between Mission and Howard Streets.

Street Level Urban Design

Since 1985, most new construction was built to the sidewalk line, defining sidewalk space and creating streetscape interest. This is a positive change when compared with buildings built prior to the *Downtown Plan*. In the 1960s and 1970s, most structures were built away from the street, with landscaping or high arcades in front and entries located well off the street, creating blank often unusable frontage.

Some new commercial buildings contain successful and active retail frontages and high levels of window transparency at ground levels, while others have no retail at all or dark glass at ground level. In some instances, ground level and lower level facades are not as active, visible, or clearly identified as retail spaces as they potentially could be.

Microclimate

The *Downtown Plan* also sets height and massing guidelines so that buildings are oriented to maximize sun access to streets and public spaces and minimize wind exposure at street level. These requirements have resulted in maximum podium heights, related to the angle and width of the street, for new construction in certain locations. This policy has preserved sunlight in these locations at key times of the day.

The *Plan* also contains controls to minimize high-rise construction surrounding important conservation alleys, such as Belden Alley. As a result, these streets have retained an intimately-scaled atmosphere that provides a sunny space for office workers, visitors and residents to lunch. Other alleys and pedestrian ways not identified for conservation do not contain these controls and are, as a result, less likely to have access to sunlight.



<http://www.flickr.com/photos/atmtx/4662416368>

MOVING ABOUT — TRANSPORTATION

The *Downtown Plan* calls for developing transit as the primary mode of transportation to and from downtown, and to accommodate employment growth without generating additional negative impacts associated with increased auto use, including traffic congestion and environmental pollution. To achieve this, the *Plan* sought to limit the number of long term parking spaces to the number that existed in 1985, and to increase ride-sharing into downtown from 1.48 persons per vehicle to 1.66 persons per vehicle.

Increasing transit share for all peak period trips into the Downtown C-3 District was another goal of the *Plan*. Specifically, it sought to increase transit share from 64% when the *Plan* was adopted to 70%.

In 1981, San Francisco also enacted the Transit Impact Development Fee (TIDF) to recover transit operating and capital expansion costs incurred by expected growth. Today, this fee applies to all new non-residential developments Citywide.

Downtown Transportation Today

The *Plan*'s goal to limit the number of long-term parking spaces has generally been achieved. The supply of off-street parking has continued to grow, however. There are approximately 35,200 off-street parking spaces in the Downtown C-3 district, about 22% of the 159,700 off-street parking spaces citywide (SFMTA Parking Census 2010).

Ridesharing data for downtown is not available, but trends for the larger area suggest that ridesharing declined. Transit ridership, however, increased to 72% for buildings surveyed in the Downtown Financial District in 2009.¹⁰

Since it was established in 1981, \$137.4 million in TIDF revenues were collected to fund transit improvements. To date, the fund has been used primarily to fund operating expenses and the purchase of buses to serve the downtown. (See Appendix B, Table 16 for a list of TIDF revenues collected annually).

Transportation Trends

Despite progress in parking and transit improvement fund collections, vehicle trips entering the city and the downtown increased, contrary to *Downtown Plan* goals. If the trend in vehicle trips continues with projected job growth, additional measures may be needed to discourage driving into the downtown core.

Forecast models show levels of auto traffic in the downtown reaching negative levels if significant intervention is not introduced. Many streets in the downtown are already substantially congested, especially during peak commute hours. Additional traffic congestion could impair the basic circulation of MUNI and other transit providers, and hinder local circulation and commercial activity. In addition, it can lead to unpleasant and potentially unsafe conditions for pedestrians and cyclists.

10 2009 Transportation Management Associations' Commuter Behavior Survey



The *Downtown Plan* established per-capita and per-vehicle metrics as core transportation goals. But achieving these targets will likely not be sufficient to achieve the necessary vehicle reductions as actual cumulative trips could grow even more with continued development.

Reducing traffic volumes to achieve the necessary improvements for transit, pedestrians, cycling, and public space needed to support continued growth will require additional measures not stated in the *Downtown Plan*. Pricing intervention, or other intervention, may be required in order to meet necessary volume reduction targets. Moreover, the reduction of traffic volume cannot wholly be achieved by regulation of quantity and pricing of parking. Much of the existing traffic originates outside of downtown and this traffic also uses area streets to access the Bay Bridge and freeways. Even if traffic is re-routed around the downtown core, it is likely that some form of intervention would also be needed to reduce volumes sufficiently to achieve the necessary improvements for transit, pedestrians, cycling, and public space required to support continued growth.

II. Economic Change and Regional Growth Since 1985

Since the *Downtown Plan* was adopted in 1985, global and regional economic changes significantly affected growth in San Francisco. Globalization led to outsourcing, a decline in manufacturing, and a shift from larger to smaller employers. Services and technology related industries expanded the number of self-employed individuals and entrepreneurs. New jobs were created in cultural and institutional activities, especially in health care. Together these trends affected the composition and spatial pattern of downtown employment.

Instead of the substantial employment growth anticipated by the Plan, San Francisco employment increased modestly. The region by contrast grew dramatically (Figure 2).

Until 1975, San Francisco ranked first among Bay Area counties in employment with 33% of all jobs. By 1980, this share had declined to 22%. San Francisco is now the third largest employment center, after Santa Clara and Alameda counties, with 16% of Bay Area jobs. Rapid regional job growth occurred in office based activities, including technology related firms, as well as “back offices” originally located in San Francisco.



San Francisco Employment Change — from Office to Other Activities

The type of jobs in San Francisco also changed. By the end of the 1970s, downtown San Francisco emerged as a corporate headquarters and financial center for the West Coast. Middle-income industrial jobs declined while clerical, back office and professional service employment increased. The *Downtown Plan* sought to further encourage this office-based job growth.¹ But this growth did not occur.²

As shown in Figure 3, office employment did not grow substantially. Instead San Francisco job growth was concentrated in Cultural Institutional and Educational (CIE) activities – including medical employment – and Retail, as large corporate headquarters and financial services moved to the suburbs and other areas.

Since 1977, the percentage of San Francisco jobs in firms with more than 1,000 employees has fallen by 40% while small and mid-size business employment expanded (Figure 4).³ Today, 23% of jobs are in firms with less than 20 employees and 29% are in firms with less than 100 employees.

- 1 The Plan anticipated that 50% of jobs downtown would be professional, technical, administrative, or managerial; 40% clerical, sales, and service; and 10% other including trades and crafts.
- 2 The San Francisco Economic Strategy identifies four trends in San Francisco's occupational structure: professional and technical occupations grew; middle-income occupations, including production-related and office and administrative jobs declined; low-income service occupations grew moderately; and managerial job growth, possibly tied to a growing number of small firms that require more managers.
- 3 County Business Patterns - employment in each category is estimated using range mid-point.

Sole Proprietors - Shift From Large to Smaller Employers

Small business growth is evident in the number of sole proprietorships established in recent decades. Available statistics are mixed and incomplete, but suggest growth in smaller establishments as large employers declined.⁴

Today, sole proprietorships are engaged in a broad range of activities including professional (28%), real estate (10%), arts and entertainment (10%), other services (9%), and health care (8%) (Figure 5). The expanding presence of these firms, and the industries they represent, does not match the large corporate activity originally envisioned by the *Downtown Plan*.

Moreover, jobs provided by these firms are dispersed citywide with only an estimated 19% located in the downtown area. Although 39% of sole proprietors are found in neighborhood commercial areas, an estimated 26% are located in residential zones. Many are home-based businesses. Instead of the downtown-centered job growth expected in the *Plan*, a substantial amount of employment growth appears to have occurred in other areas of the City.⁵

- 4 Total San Francisco employment is higher than published EDD estimates, which include wage and salary jobs eligible for unemployment insurance, not Sole Proprietors. By how much however is unclear. The Bureau of Economic Analysis (BEA) estimates that up to 20% (about 152k employees) of San Francisco employment is from sole proprietors and partnerships, but this likely overstates total employment. Those who are self-employed for example, may hold more than one job and are counted by place of residence not location of work by BEA's methodology. BEA also "double counts" those forming multiple sole proprietorships and partnerships in the same year. For partnerships, up to four partners are counted regardless of their active involvement. Corporate directors who are corporate officers are also counted.

Other total employment estimates, that include sole proprietors and partnerships, are much lower. These estimates are generally 4-6% higher than EDD statistics. For example, the 2006-2008 American Community Survey (ACS) published by the Census Bureau, estimates total employment by means of transportation to work and includes those who work from home. ACS estimates generally match EDD data. ABAG employment estimates are derived from this Census information and include sole proprietorships and self-employed individuals. ABAG total employment estimates are up to 6% higher than information reported by EDD.

Other information is available from the Census Bureau Non Employer Statistics, that reports between 1997 and 2008, the number of firms registered as sole proprietors in San Francisco increased from 63,509 to 79,348, a 25% increase. But as these statistics share BEA's residence-based methodology, firms registered in San Francisco may not operate in the City. This likely overstates the number of firms as a result.

- 5 Available information from Dun & Bradstreet suggests that sole proprietorships are dispersed throughout the City.

Figure 2
Employment Growth in San Francisco and the Bay Area

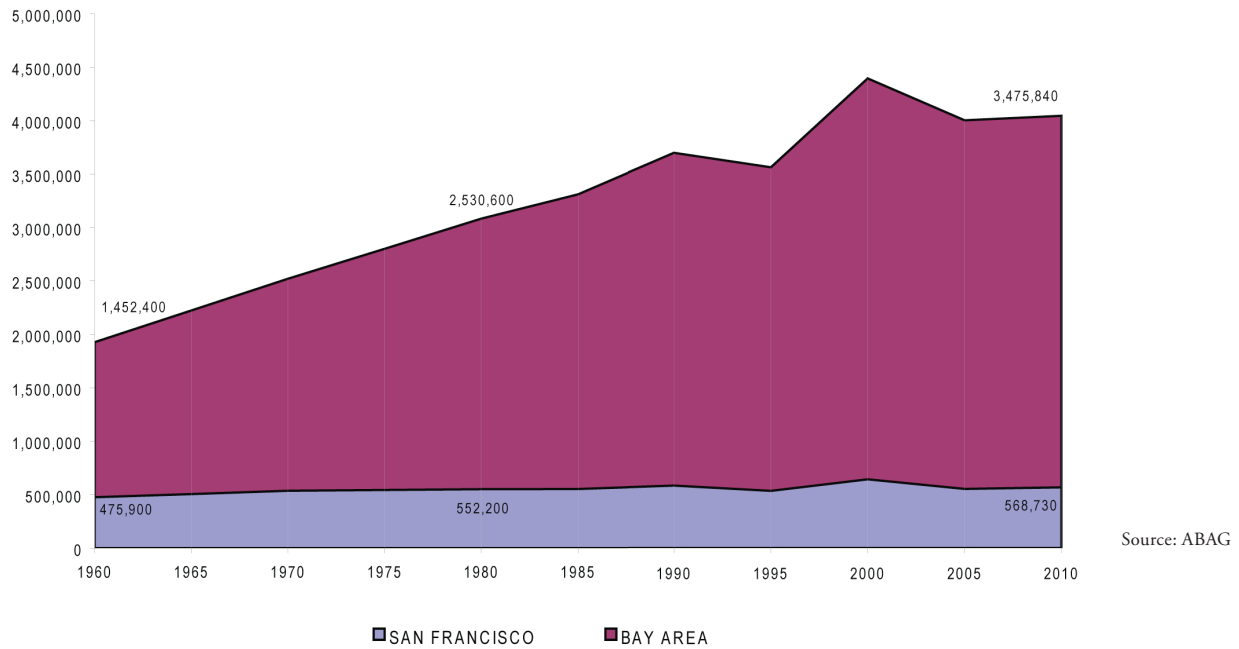
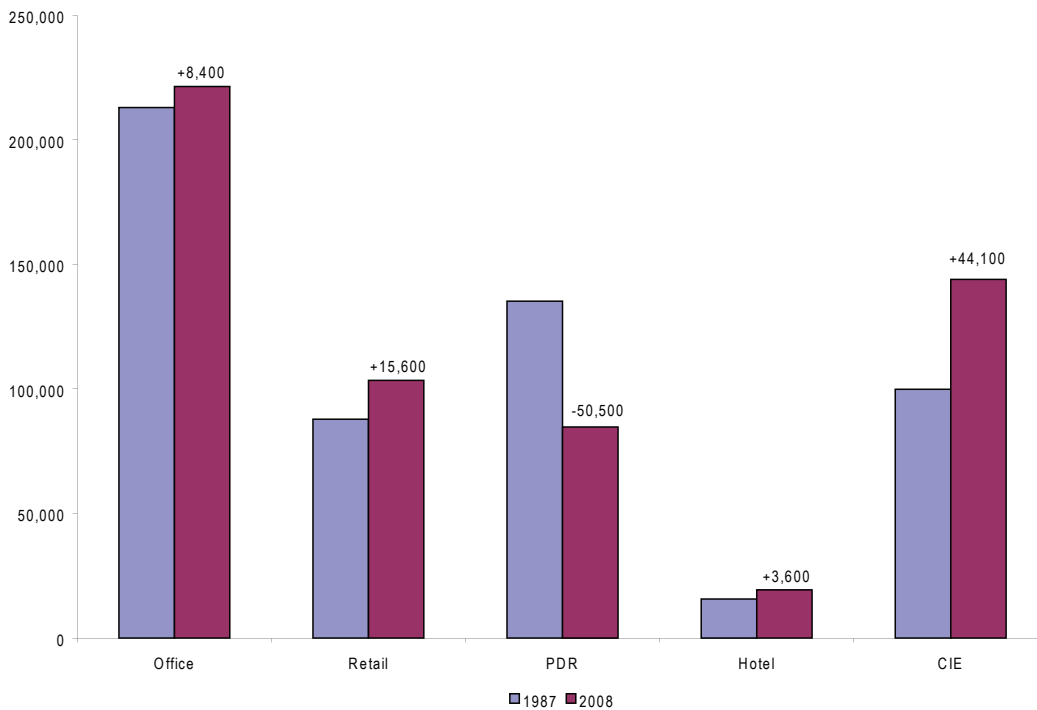


Figure 3
Employment Trends by Land Use



Source: Employment Development Division (EDD)
 Note: 1987 is the first year this data is available.

Figure 4
Employment Trends by Establishment Size

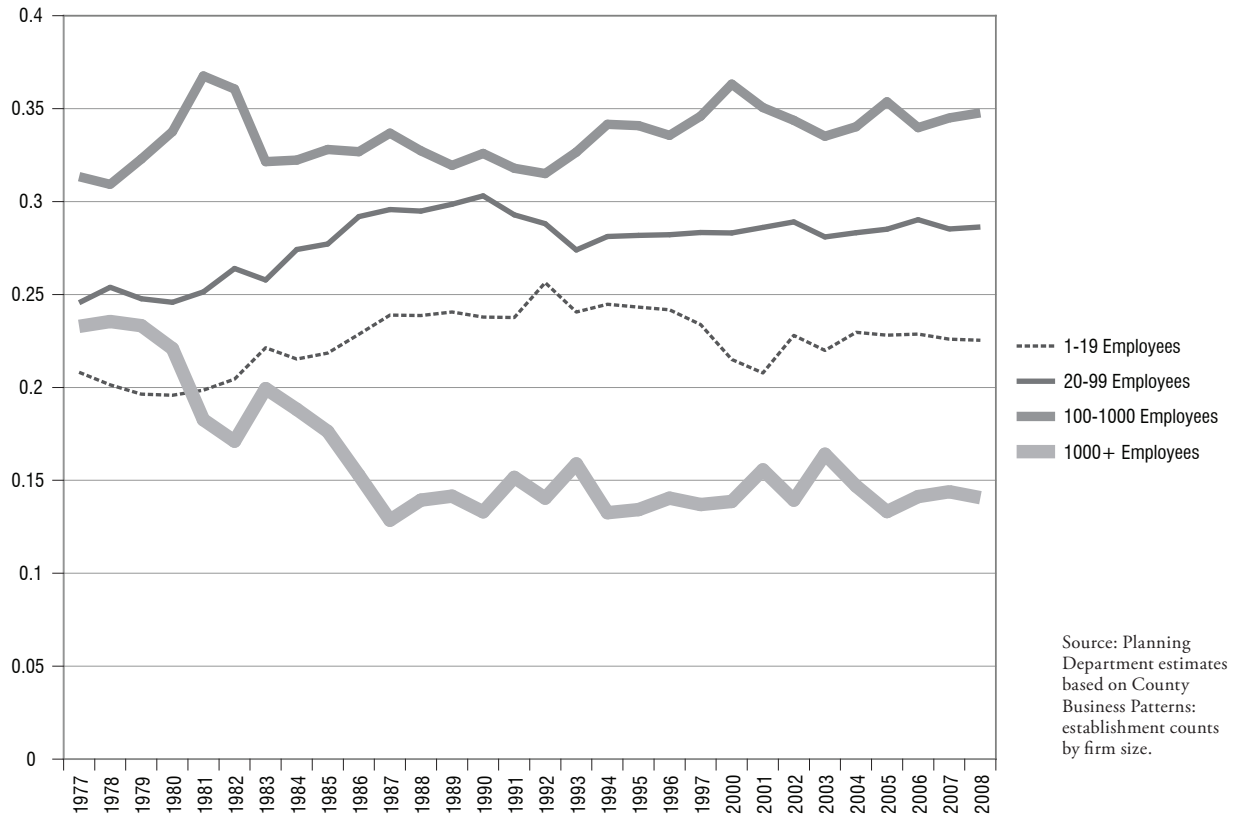
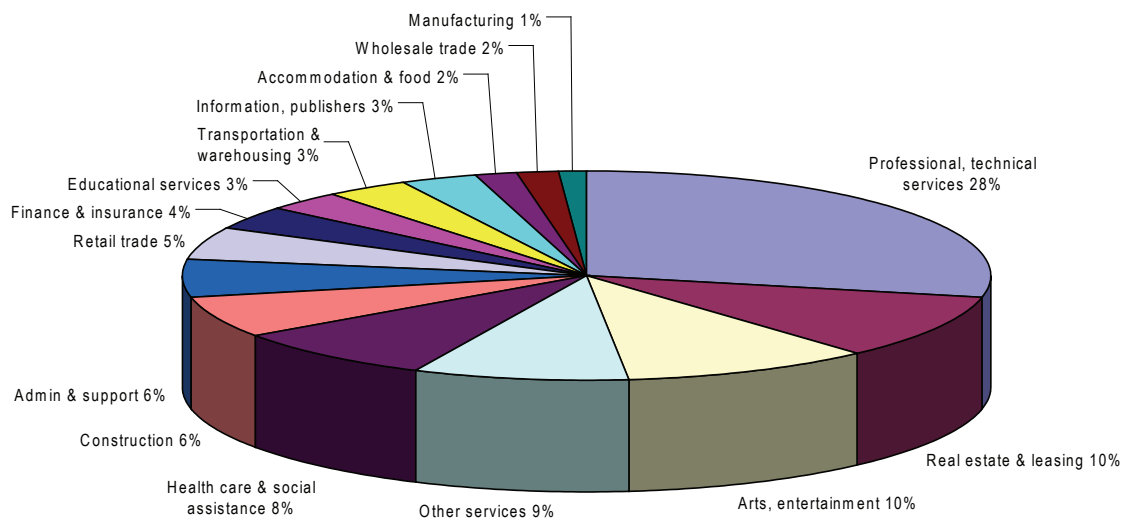


Figure 5
Sole Proprietorships by Industry



Source: Census Bureau, Non-Employer Statistics 2008

Downtown Area Employment – A Change in Location

Shifts in the location and composition of employment also occurred within the downtown area. Between 1987 and 2008, the larger Financial District area which includes part of South of Market (see Map 7 for boundaries) lost 39,700 jobs, while nearby North Beach lost 27,600 jobs. Most of this job loss was in Office and PDR – but as PDR jobs downtown are mostly administrative offices for industrial firms, the decline in office employment was much greater. Together, these areas lost 67,300 jobs (Map 7).

While the downtown office core lost jobs, other areas gained them including the South of Market, North Central, Southwest, and Civic Center (Map 7). This job growth however, was primarily in Cultural, Institutional and Educational activities (CIE) not Office.⁶ Only in the South of Market did office jobs increase significantly by 27,100.

This job growth in the South of Market contrasts with declining employment in the Financial District. While total South of Market employment increased by over 41,000, the Financial District lost a total of almost 40,000 jobs, nearly the same amount.

6 Institutions that contributed to CIE growth include SFMOMA and California College of the Arts in SoMa; UCSF, California Pacific Medical Center and Kaiser in North Central; SF State University in the Southwest; and the Symphony, Opera, Conservatory of Music, and Academy of Art in the Civic Center area.

Downtown C-3 Zone Employment Change

The Downtown C-3 district mirrors this shift in the location and composition of employment. In total, the C-3 district lost about 31,000 jobs between 1981 and 2009.⁷ Office employment declined significantly by 61,800 jobs, while employment in CIE increased by 13,700 and Retail increased by 9,900. PDR employment also increased, but again these jobs are primarily administrative offices in manufacturing firms downtown, further suggesting the movement of office jobs from the Financial District to C-3 zoned areas in the South of Market (Figure 6).

Classifying jobs by general land use remains a useful way to summarize citywide employment, but this does not reflect the diversity of jobs in downtown. Categorizing downtown employment by industry is more revealing.⁸

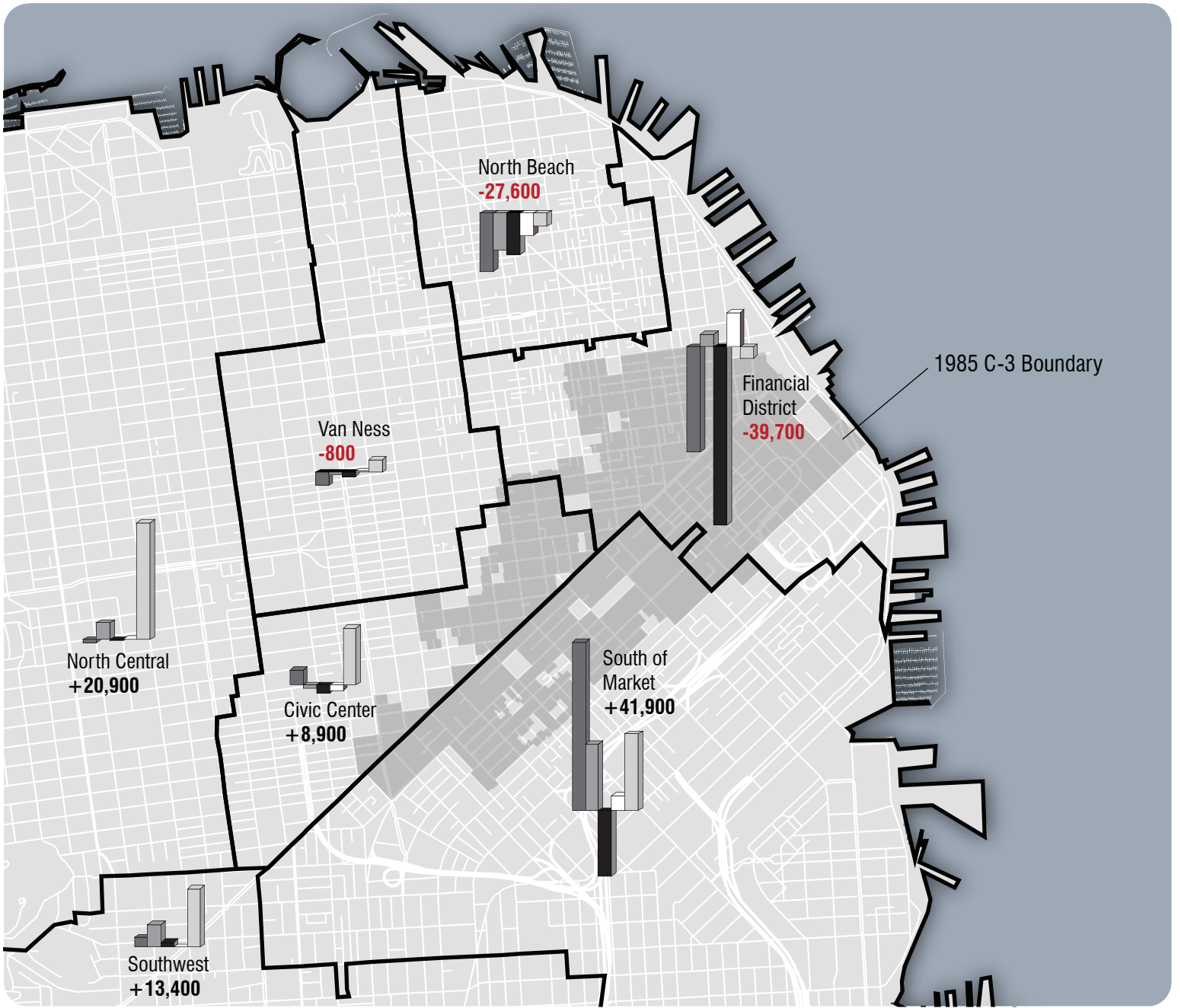
Instead of a growing regional center for corporate headquarters and large office employers, downtown jobs diversified over time. Professional Services and Finance continue to provide the most employment, yet together represent only 33% of all jobs in the C-3 zone (Figure 7).⁹ As of 2009 there were approximately 227,000 jobs in the original C-3 zone, fewer than when the area was surveyed for the *Downtown Plan* in 1981.¹⁰

7 1981 Downtown Plan employment survey.

8 Employment summarized by 2-digit North American Industrial Classification (NAICS) categories.

9 At 5% of downtown employment, adding Management of Companies and Enterprises increases this to 38% of employment.

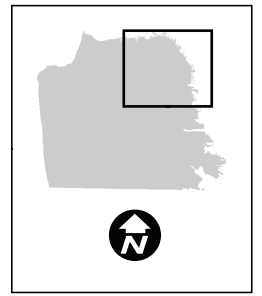
10 2009 employment estimated from EDD wage and salary data; 1981 employment from the Downtown Plan EIR that estimated wage and salary jobs at 258,400. The original C3 zone included portions of Chinatown, SoMa, and the Tenderloin.



EMPLOYMENT CHANGE IN THE DOWNTOWN AREA 1987-2008



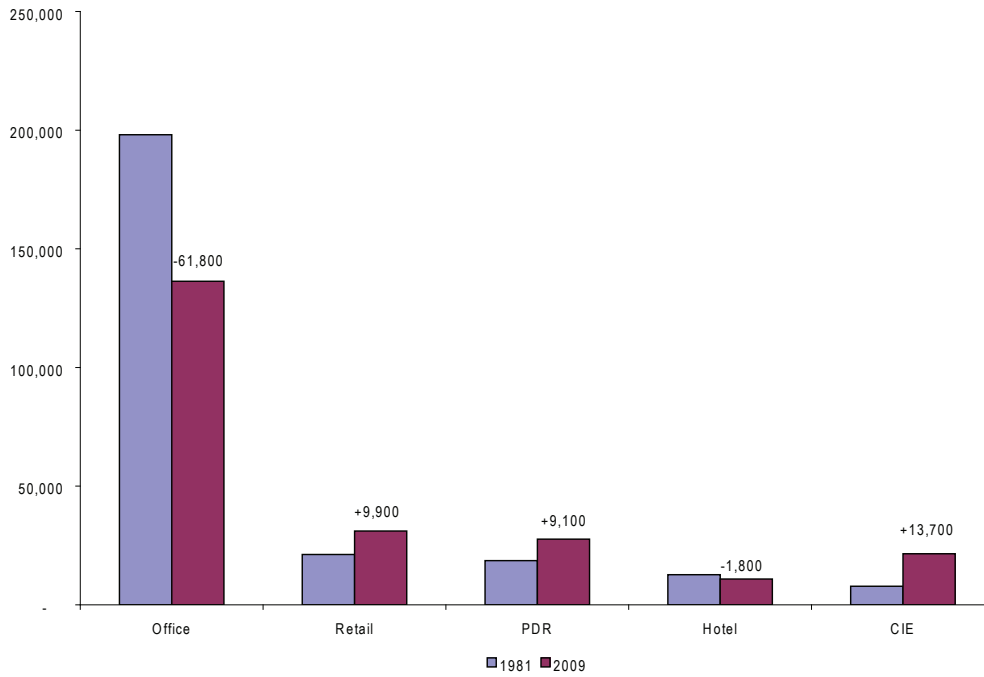
MAP 07



C&I Report District
(Number represents
net job change)

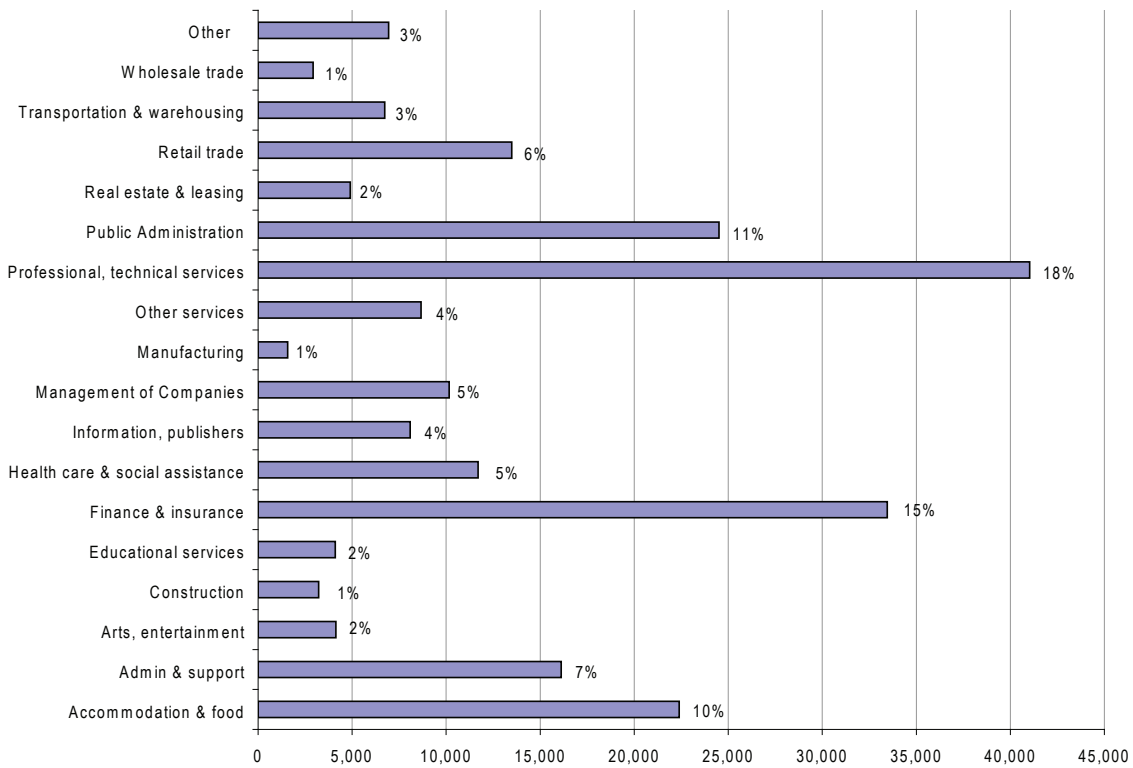
- Office
- Retail
- PDR
- Hotel
- CIE

Figure 6
C-3 Employment Change by Land Use Sector



Source: Downtown Plan EIR, Employment Development Department (EDD)

Figure 7
C-3 Employment by Industry



Source: Employment Development Department (EDD)

DOWNTOWN SAN FRANCISCO IN A REGIONAL CONTEXT: WHAT LIES AHEAD

Regional economic forces affected the type and amount of employment growth originally anticipated by the *Downtown Plan*. Instead of office-based job growth, employment in professional activities and large corporate headquarters stabilized or declined while sole proprietors and other small employers expanded. This shift from large to small employers also changed the location of employment within San Francisco. Job growth occurred in SoMa and other areas and shifted from Office to CIE activities, while Financial District employment declined.

San Francisco is no longer dominated to the extent it once was by large corporate office headquarters and is now a prime vacation and visitor destination where the experience of the City amounts to one of its greatest assets. This “experience economy” has established San Francisco as a center for innovation and technology that includes a substantial number of start-up firms. Yet, retaining these industries as they expand has remained a challenge.

The *Downtown Plan* has been tremendously successful at protecting entire areas from downtown commercial encroachment, while providing additional infrastructure and improvements such as new open space. The *Plan* not only preserved historic districts and supported the retention of thousands of units of housing, including SROs, but by protecting Chinatown and promoting the presence of street-level retail, it substantially contributed to San Francisco’s vibrant visitor economy.

The *Plan* has been less successful at promoting downtown office, once seen as the primary engine of economic growth. Although downtown remains the most concentrated office employment center on the West Coast, as regional office employment dramatically expanded, office jobs downtown declined. As a result, future planning should be conducted within a regional context and focus on supporting existing businesses as well as promoting today’s growth industries.

San Francisco and the Region

The Bay Area is now intensifying efforts to grapple with the question of sustainability, particularly steps to reduce greenhouse gas emissions without stifling growth. With the passage of AB32 and SB375, there is increasing momentum to encourage transit-oriented development within every jurisdiction in the region and state.¹ Continuing to add development capacity downtown, is a prudent step toward furthering the goal of reducing the region’s development footprint.

Many of these issues of controlled growth were understood in 1985, and reflected in the *Downtown Plan*. The core premise of the *Plan* was that a compact, walkable, and transit-oriented downtown is the key precondition for the successful and sustainable growth of the city and the region. Future planning in the downtown area should reflect these principles and build on them, with a special focus on regional coordination.

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

¹ AB 32 mandates statewide reductions in greenhouse gas emissions, whereas SB 375 requires regions to adopt growth management land use plans that result in reduced greenhouse gas emissions.

Increasing development around downtown San Francisco's transit system and increased revenues for public projects should remain core goals of the *Plan*, but it is also critical that policies be shaped by the values and principles of place-making that are essential to maintaining and creating what makes San Francisco a livable and unique city. The guiding principal behind planning efforts downtown in the future, should be to balance increased density with the quality of life and place considerations that define downtown and the City of San Francisco.

The *Downtown Plan* Today and Tomorrow

Much has changed in the 25 years since the *Downtown Plan* was adopted. Hundreds of new buildings, many of which were office, were constructed in the downtown area and beyond. Retail expanded from Union Square to south of Market Street, reinforcing the retail core and creating more active ground floor space. New hotels added thousands of rooms within walking distance of the Convention Center. But the *Plan* did not anticipate economic changes that affected growth in unforeseen ways.

Since 1985, San Francisco's expanding visitor economy and shrinking support commercial and back-office activity reflected larger economic changes that the *Plan* could not have anticipated. These changes call into question some of the central assumptions that the *Plan* was based on, namely that downtown office would be the primary engine of San Francisco economic and employment growth, and that a policy-based *Plan*, implemented primarily through local zoning regulations, could shape the core economic structure of an expanding region. (See Appendix C for a list of *Downtown Plan* Implementing Actions). These changes are now redefining the role of San Francisco in the region.

Nevertheless, after 25 years the core principles of the *Downtown Plan* remain relevant. Concentrating growth in proximity to San Francisco's greatest concentration of transit service, remains the most productive and responsible place to do so. New development here will continue to provide additional revenue for the necessary improvements and infrastructure downtown. The guiding principal of planning efforts in the future should be to continue to balance increased density with the quality of life considerations that define the downtown today.

APPENDICES



APPENDIX A: DOWNTOWN PLAN OBJECTIVES

SPACE FOR COMMERCE

- 1 Manage economic growth and change to ensure enhancement of the total city living and working environment.
- 2 Maintain and improve San Francisco's position as a prime location for financial, administrative, corporate, and professional activity.
- 3 Improve downtown San Francisco's position as the region's prime location for specialized retail trade.
- 4 Enhance San Francisco's role as a tourist and visitor center.
- 5 Retain a diverse base of support commercial activity in and near downtown.
- 6 Within acceptable levels of density, provide adequate space to meet demand for future office, retail, hotel, and related uses in downtown San Francisco.

SPACE FOR HOUSING

- 7 Expand the supply of housing in and adjacent to downtown.
- 8 Protect residential uses in and adjacent to downtown from encroachment by commercial uses.

OPEN SPACE

- 9 Provide quality open space in sufficient quantity and variety to meet the needs of downtown workers, residents, and visitors.
- 10 Assure that open spaces are accessible and usable.
- 11 Provide contrast and form by consciously treating open space as a counterpoint to the built environment.

PRESERVING THE PAST

- 12 Conserve resources that provide continuity with San Francisco's past.

URBAN FORM

- 13 Create an urban form for downtown that enhances San Francisco's stature as one of the world's most visually attractive cities.
- 14 Create and maintain a comfortable pedestrian environment.
- 15 Create a building form that is visually interesting and harmonized with surrounding buildings.
- 16 Create and maintain attractive, interesting urban streetscapes.

MOVING ABOUT

- 17 Develop transit as the primary mode of travel to and from downtown.
- 18 Ensure that the number of auto trips to and from downtown will not be detrimental to the growth and amenity of downtown.
- 19 Provide for safe and convenient bicycle use as a means of transportation.
- 20 Provide for the efficient, convenient, and comfortable movement of people and goods, transit vehicles, and automobiles within the downtown.
- 21 Improve facilities for freight deliveries and business services.
- 22 Implement a downtown streetscape plan to improve the downtown pedestrian circulation system, especially within the core, to provide for efficient, comfortable, and safe movement.

SEISMIC SAFETY

- 23 Reduce hazards to life safety and minimize property damage and economic dislocation resulting from future earthquakes.

APPENDIX B:

Table 1. NEW COMMERCIAL CONSTRUCTION

Significant Office Buildings Approved Before and After the Downtown Plan

Project Name	Address	Square Feet	Zoning	Year
Foremost	111 Pine	231,000	C-3-O	1965
Hartford	650 California	467,000	C-3-O	1965
Standard Oil	555 Market	336,000	C-3-O	1965
Pacific Telephone	686 Folsom	492,000	C-3-S	1965
Hong Kong Bank	160 Sansome	135,980	C-3-O	1966
Wells Fargo	44 Montgomery	750,490	C-3-O	1966
Fox Plaza	1390 Market	403,180	C-3-G	1967
Alcoa (1 Maritime Plaza)	300 Clay	590,000	C-3-O	1967
Bank of California	400 California	252,000	C-3-O	1967
Insurance Center	450 Sansome	121,549	C-3-O	1967
Matson	100 Mission	155,000	C-3-O	1967
Pacific Telephone Addition	555 Pine	296,970	C-3-O	1967
Bechtel I	50 Beale	706,000	C-3-O	1968
Great Western	425 California	199,524	C-3-O	1968
PG&E	245 Market	342,000	C-3-O	1968
Aetna Life	1 Post	455,000	C-3-O	1969
Bank of America	555 California	1,771,000	C-3-O	1969
Mutual Benefit Life	1 California	531,400	C-3-O	1969
Wells Fargo Bank	475 Sansome	379,000	C-3-O	1969
One Embarcadero Center	1 Embarcadero Ctr	1,076,000	C-3-O	1970
PG&E	77 Beale	907,000	C-3-O	1970
Pacific Insurance	100 Pine	422,450	C-3-O	1972
Transamerica	600 Montgomery	530,000	C-3-O	1972
Union Bank	50 California	738,000	C-3-O	1972
Qantas	350 Post	107,300	C-3-R	1972
Industrial Indemnity	255 California	186,900	C-3-O	1973
Metropolitan Life	425 Market	1,100,000	C-3-O	1973
Tishman-Cahill	525 Market	1,041,000	C-3-O	1973
211 Main	211 Main	382,000	C-3-S	1973
Pacific Telephone	611 Folsom	213,000	C-3-S	1973
California State AAA	100 Van Ness	475,500	C-3-G	1974
Merchandise Mart Addition	875 Stevenson	410,000	C-3-G	1974
Two Embarcadero Center	2 Embarcadero Ctr	913,953	C-3-O	1974
Standard Oil II	575 Market	536,000	C-3-O	1975
1 Market Plaza, Del Monte	1 Market	675,450	C-3-O	1976
1 Market Plaza, Spear	1 Market	1,034,550	C-3-O	1976
Three Embarcadero Center	3 Embarcadero Ctr	919,318	C-3-O	1976
BankAmerica Center	1455 Market	1,300,000	C-3-G	1977
State Compensation	1275 Market	458,500	C-3-G	1977
Bechtel II	45 Fremont	685,000	C-3-O	1977
California First Bank	350 California	348,000	C-3-O	1977

APPENDIX B:

Table 1. NEW OFFICE CONSTRUCTION (continued)

Project Name	Address	Square Feet	Zoning	Year
Bank of the West	180 Montgomery	381,000	C-3-O	1979
Bechtel	333 Market	600,600	C-3-O	1979
Hibernia Bank	201 California	255,000	C-3-O	1979
Marathon	595 Market	451,000	C-3-O	1979
Trammel Crow	601 Montgomery	247,219	C-3-O	1979
Pacific Mutual	505 Sansome	190,027	C-3-O	1980
Shaklee	444 Market	706,500	C-3-O	1980
Borel	180 Howard	223,208	C-3-S	1980
Apparel Mart II	4th St	250,000	C-3-R	1981
101 California	101 California	1,289,700	C-3-O	1982
150 Spear	150 Spear	330,300	C-3-O	1982
Crocker Bank	1 Montgomery	875,000	C-3-O	1982
Four Embarcadero Center	4 Embarcadero Ctr	1,037,878	C-3-O	1982
Yerba Buena Center West	150 4th St	335,000	C-3-S	1982
1155 Market	1155 Market	147,500	C-3-G	1983
101 Mission	101 Mission	197,000	C-3-O	1983
101 Montgomery	101 Montgomery	277,000	C-3-O	1983
353 Sacramento	353 Sacramento	277,000	C-3-O	1983
580 California	580 California	340,000	C-3-O	1983
Ecker Square	25 Jessie	111,000	C-3-O	1983
Federal Reserve Bank	101 Market	640,000	C-3-O	1983
Five Fremont Center	50 Fremont	843,000	C-3-O	1983
Pacific Gateway	201 Mission	571,000	C-3-O	1983
Convention Plaza	201 3rd St	339,000	C-3-S	1983
135 Main	135 Main	264,600	C-3-O	1984
160 Spear	160 Spear	281,500	C-3-O	1984
456 Montgomery	456 Montgomery	233,050	C-3-O	1984
Bank of Canton	555 Montgomery	230,440	C-3-O	1984
Citicorp Center	1 Sansome	606,700	C-3-O	1984
Washington-Montgomery	655 Montgomery	236,000	C-3-O	1984
201 Spear	201 Spear	256,800	C-3-S	1985
177 Steuart	188 Embarcadero	79,000	C-3-O	1986
222 Kearny	222 Kearny	123,000	C-3-O	1986
250 Montgomery	250 Montgomery	105,700	C-3-O	1986
33 New Montgomery	33 New Montgomery	227,500	C-3-O	1986
333 Bush	333 Bush	526,000	C-3-O	1986
345 California Center	333 California	640,000	C-3-O	1986
388 Market	388 Market	234,500	C-3-O	1986
88 Kearny	88 Kearny	246,800	C-3-O	1986
90 New Montgomery	90 New Montgomery	124,300	C-3-O	1986
PG&E	123 Mission	342,800	C-3-O	1986
Stevenson Place	71 Stevenson	335,450	C-3-O	1986
901 Market	901 Market	145,000	C-3-R	1986
1 Harrison (59)	1 Harrison	120,900	RH DTR	1986
301 Howard	301 Howard	389,000	C-3-O	1987

APPENDIX B:

Table 1. NEW OFFICE CONSTRUCTION (continued)

Project Name	Address	Square Feet	Zoning	Year
455 Market	455 Market	353,100	C-3-O	1987
Rincon Center Phase I	121 Spear	200,000	C-3-O	1987
799 Market	799 Market	98,400	C-3-R	1987
Pacific Telephone Bldg	430 Bush	45,000	C-3-R	1987
75 Hawthorne	75 Hawthorne	347,000	C-3-S	1987
2185 Folsom	2185 Folsom	32,000	M-1/PDR-1-G	1987
3180 18th St	3180 18th St	36,000	M-1/PDR-1-G	1987
1 Daniel Burnham Court	1201 Van Ness	95,000	RC-4	1987
440 Turk	440 Turk	25,000	RC-4	1987
2 Bryant	2 Bryant	49,750	RH DTR	1987
555 7th St	555 7th St	32,000	SLI	1987
1440 Harrison	1440 Harrison	48,000	SLR	1987
340 Townsend	340 Townsend	48,000	SSO	1987
100 1st St	100 1st St	396,313	C-3-O	1988
200 California	200 California	26,983	C-3-O	1988
49 Stevenson	49 Stevenson	108,800	C-3-O	1988
505 Montgomery	505 Montgomery	337,000	C-3-O	1988
55 Stockton	55 Stockton	48,600	C-3-R	1988
730 Harrison	730 Harrison	85,000	M-1/MUO	1988
Marathon	303 2nd St	686,573	SSO/MUO	1988
1145 Market	1145 Market	137,200	C-3-G	1989
Embarcadero Center West	275 Battery	611,000	C-3-O	1989
Rincon Center Phase II	88 Howard	250,000	C-3-O	1989
720 Market	720 Market	41,900	C-3-R	1989
900 Kearny	900 Kearny	25,000	CCB	1989
1635 Divisadero	1635 Divisadero	29,063	NC-3	1989
620 Harrison (600)	620 Harrison	228,000	SSO/MUO	1989
1660 Mission	1660 Mission	62,500	C-M/NCT-3	1990
China Basin Bldg Addition	185 Berry	196,000	M-2/MUO	1990
Hills Brothers	75 Folsom	524,600	RH DTR	1990
235 Pine	235 Pine	147,500	C-3-O	1991
343 Sansome	343 Sansome	160,449	C-3-O	1991
2601 Mariposa	2601 Mariposa	49,850	M-1/PDR-1-G	1991
3235 18th St	3235 18th St	45,350	M-1/PDR-1-G	1991
1199 Bush	1199 Bush	46,645	RC-4	1991
600 California	600 California	318,030	C-3-O	1992
1075 Front	1075 Front	32,000	C-2	1993
945 Battery	945 Battery	52,715	C-2	1998
455 Golden Gate	455 Golden Gate	420,000	P	1998
1301 Sansome	1301 Sansome	31,606	C-2	1999
1 Market	1 Market	51,822	C-3-O	2000
101 2nd St	101 2nd St	368,800	C-3-O	2000
2800 Leavenworth	2800 Leavenworth	34,945	C-2	2001
2801 Leavenworth	2801 Leavenworth	40,000	C-2	2001

APPENDIX B.:

Table 1. NEW OFFICE CONSTRUCTION (continued)

Project Name	Address	Square Feet	Zoning	Year
150 California	150 California	195,503	C-3-O	2001
244 Front	244 Front	58,650	C-3-O	2001
300 Howard	300 Howard	382,582	C-3-O(SD)	2001
650 Townsend	650 Townsend	269,680	M-2/UMU	2001
475 Brannan	475 Brannan	63,500	SSO/MUO	2001
670 02nd St	670 2nd St	60,000	SSO/MUO	2001
55 2nd St	55 2nd St	283,301	C-3-O	2002
215 Fremont	215 Fremont	47,950	C-3-O(SD)	2002
235 2nd St	235 2nd St	244,000	C-3-O(SD)	2002
250 Steuart	250 Steuart	540,000	C-3-S	2002
160 King	160 King	176,000	M-2/MUO	2002
550 Terry Francois	550 Terry Francois	285,154	MB-RA	2002
250 Brannan	250 Brannan	113,540	SSO/MUO	2002
435 Pacific	435 Pacific	32,500	C-2	2003
Pier 1	Pier 1	88,350	C-2	2003
560 Mission	560 Mission	645,000	C-3-O	2003
38-44 Tehama	38-44 Tehama	75,000	C-3-O(SD)	2003
500 Howard	500 Howard	216,000	C-3-O(SD)	2003
350 Rhode Island	350 Rhode Island	250,000	M-2/UMU	2004
405 Howard	405 Howard	460,000	C-3-O(SD)	2005
899 Howard	899 Howard	153,500	C-3-S	2005
845 Market	845 Market	49,100	C-3-R	2006
530 Folsom	530 Folsom	45,944	C-3-S	2006
700 07th St	700 7th St	273,650	M-2/MUO	2006
Letterman Digital Arts	Letterman Digital Arts	839,301	P	2006
501 Folsom	501 Folsom	32,000	RH DTR	2006
Federal Building	90 7th St	514,727	C-3-G	2007
650 Townsend	650 Townsend	375,151	M-2/UMU	2007
1700 Owens	1700 Owens	160,100	MB-RA	2007
35 Stanford	35 Stanford	48,000	SSO/MUO	2007
555 Mission	555 Mission	549,000	C-3-O	2008
400 Howard	400 Howard	295,000	C-3-O(SD)	2008
185 Berry	185 Berry	49,000	M-2/MUO	2008
201 16th St	201 16th St	430,000	MB-RA	2008
500 Terry Francois	500 Terry Francois	280,000	MB-RA	2008
654 Minnesota	654 Minnesota	65,430	M-2/UMU	2009
1500 Owens	1500 Owens	158,500	MB-RA	2009
222 02nd St	222 2nd St	430,650	C-3-O(SD)	2010

Office Space Summary

	Square Feet	Annual Avg	Buildings
TOTAL	55,547,593	1,234,391	167
TOTAL 1985-2009	19,705,357	788,214	95
C-3 Total: 1965-2009	48,446,240	1,076,583	121
C-3 Built: 1985-2009	12,604,004	504,160	49

APPENDIX B:

Table 2. LARGER RETAIL PROJECTS COMPLETED IN AND AROUND DOWNTOWN, 1985-2009

Address	Year	Zoning	Square Feet	SFRA
101 Spear	1987	C-3-O	102,000	Y
123 Battery	1987	C-3-O	35,565	
212 Stockton	1987	C-3-R	21,700	
875 Market	1988	C-3-R	500,000	
303 02nd St	1988	SSO/MUO	41,000	
275 Battery	1989	C-3-O	59,500	
300 03rd St	1990	M-1/MUR	34,508	Y
765 Market	1991	C-3-R	127,000	Y
765 Market	1991	C-3-R	124,617	Y
235 Geary	1999	C-3-R	32,700	
763 Mission	1999	C-3-S	290,000	Y
199 Geary	2000	C-3-R	61,400	
899 Howard	2000	C-3-S	147,571	
788 Harrison	2000	M-1	31,495	
833 Mission	2000	P	24,000	Y
680 Mission	2001	C-3-O	41,990	Y
1045 Mission	2001	SLR/MUG	35,859	Y
1 Ferry Bldg	2003	P	65,000	
821 Folsom	2003	RSD/MUR	61,110	
333 Grant	2004	C-3-R	52,095	
150 Powell	2004	C-3-R	68,108	
865 Market	2006	C-3-R	750,000	Y
301 Mission	2009	C-3-O	7,863	
765 Market	2007	C-3-R	25,000	Y
TOTAL			2,740,081	
in C-3			2,447,109	

SFRA = San Francisco Redevelopment Agency Project Area

APPENDIX B:

Table 3. HOTEL PROJECTS COMPLETED IN AND AROUND DOWNTOWN, 1985-2009

Address	Year	Zoning	Rooms	Square Feet	Type	SFRA
500 Post	1987	C-3-G	337	297,170	Convention	
222 Sansome	1987	C-3-O	158	157,565	Convention	
222 Mason	1988	C-3-G	532	574,080	Convention	
333 Battery	1989	C-3-O	360	281,581	Convention	
55 04th St	1989	C-3-R	1,498	110,000	Convention	Y
600 Stockton	1991	C-3-G	336	420,654	Convention	
55 05th St	1994	C-3-R	108	105,905	Convention	
12 04th St	1999	C-3-R	195	110,000	Convention	
181 03rd St	1999	C-3-S	410	291,200	Convention	Y
665 Bush	2000	RC-4	104	67,913	Hotel	
500 California	2001	C-3-O	362	241,325	Convention	
299 02nd St	2001	C-3-O(SD)	405	277,376	Convention	
757 Market	2001	C-3-R	277		Convention	Y
125 03rd St	2005	C-3-O	260	324,161	Convention	Y
8 Mission	2006	C-2	199		Convention	
466 Bush	2006	C-3-R	86	81,674	Hotel	
888 Howard	2008	C-3-S	550	433,000	Convention	
TOTAL			6,177	3,773,604		
in C-3			5,874	3,705,691		

APPENDIX B:

Table 4. COMMERCIAL TO RESIDENTIAL CONVERSIONS, 2006 - 2009

Year	Address	Units	Zoning	Former Use
2006	201 Sansome St	46	C-3-O	Office
2006	150 Powell St	45	C-3-R	Retail
2006	1016 Grant Ave	26	CRNC	Retail
2007	83 McAllister	60	C-3-G	Office
2007	690 Market St	52	C-3-O	Office
2007	310 Townsend St	45	MUO	Office
2007	1005 Market St	42	C-3-G	Office
2007	942 Market St	33	C-3-G	Office
2007	410 Jessie St	24	C-3-G	Office
2007	733 Front St	69	C-2	Retail
2007	725 Pine St	22	RM-4	Retail
2008	74 New Montgomery St	111	C-3-O	Office
2008	1158 Sutter St	14	Polk NCD	Office
2008	843 Montgomery St	13	C-2	Office
2008	1 South Park Ave	35	SSO	Retail
2008	420 Jessie St	25	C-3-G	Retail
2009	728 Montgomery St	12	C-2	Office
2009	580 Washington St	9	C-2	Office
TOTAL		683		

APPENDIX B:

Table 5. NEW HOUSING CONSTRUCTION IN PROJECTS OF 10 UNITS OR MORE BUILT IN AND AROUND DOWNTOWN, 1985-2009

Project Name	Address	Year	Zoning	Units	SFRA	Note
733 Front	733 Front St	2007	C-2	69		
150 Broadway	810 Battery St	2008	C-2	87		Affordable
843 Montgomery	843 Montgomery St	2008	C-2	13		
Paramount	680 Mission St	2002	C-3-O	495	Y	
St Francis Place	301 03rd St	1986	C-3-S	410	Y	
Rincon Center	121 Spear St	1988	C-3-O	320	Y	
Soma Grand	1160 Mission St	2008	C-3-G	245		
Argenta	1 Polk St	2008	C-3-G	179		
199 New Montgomery	199 New Montgomery St	2006	C-3-O(SD)	166		
Four Seasons Residences	757 Market St	2002	C-3-R	142	Y	
Blu	631 Folsom St	2008	C-3-S	120		
The Montgomery	74 New Montgomery St	2008	C-3-O	111		
St. Regis	125 03rd St	2005	C-3-O	93	Y	
Glide Housing	125 Mason St	2008	C-3-R	81		
Book Concern	83 McAllister St	2007	C-3-G	60		
1000 Market	1000 Market St	1994	C-3-G	59		Affordable
Ritz-Carlton Residences	690 Market St	2007	C-3-O	52		
350 Golden Gate	350 Golden Gate Ave	2001	C-3-G	51		Affordable
The Royal	201 Sansome St	2006	C-3-O	46		
333 Bush	333 Bush St	1987	C-3-O	45		
1 Powell	1 Powell St	2005	C-3-R	44		
1005 Market	1005 Market St	2007	C-3-G	42		Live/Work
333 Grant	333 Grant Ave	2005	C-3-R	39		
938-42 Market	938 Market St	2007	C-3-G	33		
19 Clementina	19 Clementina St	2005	C-3-S	32		Live/Work
421 Turk	421 Turk St	2005	C-3-G	29		Affordable
150 Powell	150 Powell St	2006	C-3-R	29		
36 05th St	36 05th St	2000	C-3-G	26		Live/Work
Mint Lofts	418 Jessie St	2008	C-3-G	25		
410 Jessie	410 Jessie St	2007	C-3-G	24		
580 Howard	580 Howard St	1999	C-3-O(SD)	22	N	Live/Work
69 Clementina	69 Clementina St	2005	C-3-O(SD)	18		
Bayside Senior	777 Broadway	1990	CCB	31		Affordable
International Hotel	848 Kearny St	2005	CRNC	104		Affordable
1000-16 Grant	1000 Grant Ave	2006	CVR	26		
421 Fulton	421 Fulton St	1992	HAYES NCT	22		
333 Fell	333 Fell St	1994	HAYES NCT	82		Affordable
342 Hayes	342 Hayes St	1997	HAYES NCT	14		
Gough Fell Apartments	300 Gough St	2000	HAYES NCT	33		
401 Hayes	401 Hayes St	2003	HAYES NCT	14		
321 Clementina	321 Clementina St	1985	M-1	91	Y	Affordable

APPENDIX B.:

Table 5. NEW HOUSING CONSTRUCTION (continued)

Project Name	Address	Year	Zoning	Units	SFRA	Note
Mendelsohn House	737 Folsom St	1988	M-1	191	Y	
300 03rd St	300 03rd St	1989	M-1	233	Y	
Yerba Buena Commons	401 03rd St	1997	M-1	257	Y	Affordable
500 Delancey	301 Bryant St	1998	M-1	38	Y	
540 Delancey	540 Delancey St	1998	M-1	16	Y	Live/Work
Aurora	788 Harrison St	1999	M-1	160	Y	
540 Delancey	540 Delancey St	2006	M-1	16	Y	Live/Work
500 Beale	500 Beale St	1988	M-2	281	Y	
Bayside Village	160 Brannan St	1988	M-2	282	Y	
South Beach Marina	2 Townsend St	1988	M-2	189	Y	
Bayside Village	501 01st St	1990	M-2	301	Y	
650 Delancey	650 Delancey St	1999	M-2	66	Y	Live/Work
1 Embarcadero South	88 King St	2000	M-2	233	Y	
219 Brannan	219 Brannan St	2002	M-2	130	Y	
239 Brannan	239 Brannan St	2003	M-2	110	Y	
200 Brannan	200 Brannan St	2005	M-2	189	Y	
675 Townsend	675 Townsend St	2006	M-2	148		
The Watermark	501 Beale St	2006	M-2	136		
188 King	188 King St	2006	M-2	44		
170 King	183 Townsend St	2007	M-2	198		
601 King	888 07th St	2008	M-2	224		
Rich Sorro Commons	150 Berry St	2002	MB-RA	100	Y	Affordable
Avalon	255 King St	2003	MB-RA	250	Y	
The Glassworks	213 King St	2003	MB-RA	34	Y	
The Beacon	250 King St	2004	MB-RA	595	Y	
Channel Park	255 Berry St	2004	MB-RA	100	Y	
Avalon Bay II	301 King St	2006	MB-RA	313	Y	
Signature II	235 Berry St	2007	MB-RA	99	Y	
Mission Creek	201 Berry St	2007	MB-RA	139	Y	Affordable
Mission Bay Apartments	420 Berry St	2007	MB-RA	236	Y	Affordable
355 Berry	355 Berry St	2008	MB-RA	194	Y	
Arterra	300 Berry St	2008	MB-RA	268	Y	
1 South Park Ave	1 South Park Ave	2008	MUO	35		
990 Polk	990 Polk St	2008	NC-3	110		Affordable
76 Brady	76 Brady St	1996	NCT-3	16		Live/Work
68 McCoppin	68 McCoppin St	1996	NCT-3	12		Live/Work
101 Valencia	101 Valencia St	1997	NCT-3	35		Affordable
1320 Stevenson	1320 Stevenson St	1997	NCT-3	72		Affordable
33 Haight	33 Haight St	2000	NCT-3	10		
140 South Van Ness	140 South Van Ness Ave	2003	NCT-3	223		
The Hayes	55 Page St	2008	NCT-3	127		
1333 Bush	1333 Bush St	1994	POLK	42		Affordable
1400 Pine	1303 Larkin St	1994	POLK	63		Affordable
1625 Pacific	1625 Pacific Ave	1998	POLK	15		
1601 Pacific	1601 Pacific Ave	2001	POLK	16		

APPENDIX B.:

Table 5. NEW HOUSING CONSTRUCTION (continued)

Project Name	Address	Year	Zoning	Units	SFRA	Note
1801 Polk	1801 Polk St	2001	POLK	16		
1630 California	1529 Polk St	2006	POLK	40		
1725 Washington	1725 Washington St	2006	POLK	16		
1810 Polk	1810 Polk St	2006	POLK	12		
1314-26 Polk	1314 Polk St	2007	POLK	32		
1158 Sutter	1158 Sutter St	2008	POLK	14		
477 Ofarrell	477 Ofarrell St	1985	RC-4	101		Affordable
54 McAllister	54 McAllister St	1986	RC-4	100		
159 Jackson	159 Jackson St	1986	RC-4	24		
1 Daniel Burnham	1 Daniel Burnham Ct	1987	RC-4	245	Y	
888 Ofarrell	888 Ofarrell St	1987	RC-4	200		
440 Turk	440 Turk St	1987	RC-4	89		Affordable
1700 California	1700 California St	1987	RC-4	47		
737 Post	737 Post St	1989	RC-4	255		
840 Post	840 Post St	1989	RC-4	185		
Geary Courtyard	639 Geary St	1990	RC-4	165		
1650 Jackson	1650 Jackson St	1991	RC-4	69		
1700 Van Ness	1776 Sacramento St	1991	RC-4	51		
111 Jones	111 Jones St	1993	RC-4	108		Affordable
201 Turk	201 Turk St	1994	RC-4	175		Affordable
555 Ellis	555 Ellis St	1995	RC-4	38		Affordable
Cecil Williams House	333 Taylor St	1999	RC-4	52		Affordable
1661 Pine	1431 Van Ness Ave	2000	RC-4	250		
Pacific Heights Tower	1901 Van Ness Ave	2001	RC-4	149		
545 Leavenworth	545 Leavenworth St	2001	RC-4	12		Live/Work
301 Ellis	301 Ellis St	2001	RC-4	93		Affordable
851 Van Ness	851 Van Ness Ave	2002	RC-4	32	Y	
900 Van Ness	900 Van Ness Ave	2003	RC-4	28		
949 Post	949 Post St	2003	RC-4	24		
755 Eddy	755 Eddy St	2003	RC-4	12		
1015 Van Ness	1015 Van Ness Ave	2004	RC-4	122	Y	Senior
348 Hyde	348 Hyde St	2004	RC-4	12		
Midori Hotel	240 Hyde St	2005	RC-4	77		
Eugene Coleman House	328 Tehama St	2005	RC-4	85	Y	Affordable
Curran House	145 Taylor St	2005	RC-4	67		Affordable
587 Natoma	587 Natoma St	1996	RED	29	Y	Affordable
Minna Park	529 Minna St	1999	RED	26	Y	Affordable
1025 Minna	1025 Minna St	2003	RED	12		
Hills Plaza	75 Folsom St	1991	RH DTR	88		
Baycrest Towers	201 Harrison St	1991	RH DTR	294		
Portside	403 Main St	1994	RH DTR	62		
81 Lansing	81 Lansing St	1996	RH DTR	33		Live/Work
346 01st St	346 01st St	1996	RH DTR	29		
101 Harrison	101 Harrison St	1997	RH DTR	46		Live/Work
18 Lansing	18 Lansing St	1997	RH DTR	28		Live/Work

APPENDIX B:

Table 5. NEW HOUSING CONSTRUCTION (continued)

Project Name	Address	Year	Zoning	Units	SFRA	Note
88 Guy	88 Guy Pl	1998	RH DTR	17		Live/Work
Bridgeview	400 Beale St	2003	RH DTR	245		
Avalon Bay Towers	388 Beale St	2003	RH DTR	226		
Metropolitan II	355 01st St	2005	RH DTR	206		
Metropolitan I	333 01st St	2005	RH DTR	136		
The Lansing	40 Lansing St	2006	RH DTR	82		
Pineview	1483 Mason St	1990	RM-4	70		Affordable
725 Pine	725 Pine St	2007	RM-4	22		
147 Shipley	147 Shipley St	1992	RSD	20		
518 Minna	518 Minna St	1994	RSD	24	Y	Affordable
Knox Hotel	241 06th St	1994	RSD	140	Y	Affordable
469 Clementina	469 Clementina St	1994	RSD	20	Y	Live/Work
466 Tehama	466 Tehama St	1995	RSD	12	Y	Live/Work
479 Natoma	479 Natoma St	1997	RSD	30		Affordable
Leland	980 Howard St	1998	RSD	24	Y	
920 Harrison	920 Harrison St	1999	RSD	14	Y	Live/Work
221 Clara	221 Clara St	1999	RSD	14		Live/Work
249 Shipley	249 Shipley St	1999	RSD	12	Y	Live/Work
826 Folsom	826 Folsom St	1999	RSD	10		Live/Work
965 Folsom	965 Folsom St	2000	RSD	15	Y	Live/Work
250 Clara	250 Clara St	2001	RSD	15	Y	Live/Work
837-51 Folsom	837 Folsom St	2002	RSD	200		
Shipley Square	821 Folsom St	2004	RSD	78		
470 Clementina	470 Clementina St	2005	RSD	12	Y	
475 Tehama	475 Tehama St	2005	RSD	12	Y	
Plaza Apartments	988 Howard St	2005	RSD	106	Y	Affordable
161 Gilbert	161 Gilbert St	1995	SLI	16		Live/Work
50 Lucerne	50 Lucerne St	1995	SLI	12		Live/Work
125 Gilbert	125 Gilbert St	1996	SLI	16		Live/Work
41 Boardman	41 Boardman Pl	1996	SLI	14		Live/Work
25 Lucerne	727 Brannan St	1997	SLI	20		Live/Work
1 Clarence	1 Clarence Pl	1997	SLI	18		Live/Work
49 Zoe	49 Zoe St	1997	SLI	16		Live/Work
139 Welsh	139 Welsh St	1997	SLI	12		Live/Work
465 10th St	465 10th St	1998	SLI	18		Live/Work
321 Langton	321 Langton St	1999	SLI	16		Live/Work
500 Bryant	500 Bryant St	2000	SLI	12		Live/Work
520 06th St	520 06th St	2001	SLI	24		
590 06th St	590 06th St	2001	SLI	24		Live/Work
128 Morris	128 Morris St	2001	SLI	16		Live/Work
767 Bryant	767 Bryant St	2002	SLI	30		Live/Work
200 Townsend	200 Townsend St	2003	SLI	51		Live/Work
530 Brannan	530 Brannan St	2003	SLI	32		Live/Work
536 Brannan	536 Brannan St	2003	SLI	36		Live/Work
548 Brannan	548 Brannan St	2003	SLI	34		Live/Work

APPENDIX B:
Table 5. NEW HOUSING CONSTRUCTION (continued)

Project Name	Address	Year	Zoning	Units	SFRA	Note
1221-47 Harrison	428 08th St	2004	SLI	56		Live/Work
785 Brannan	785 Brannan St	2006	SLI	56		Affordable
The Palms	555 04th St	2007	SLI	300		
8 McLea	8 McLea Ct	2007	SLI	29		
197 07th St	197 07th St	1991	SLR	32	Y	
South Gardens	180 07th St	1992	SLR	28		
1028 Howard	1028 Howard St	1994	SLR	30	Y	Affordable
701 Natoma	701 Natoma St	1994	SLR	104		Affordable
1035 Folsom	1035 Folsom St	1995	SLR	50	Y	Affordable
1101 Howard	1101 Howard St	1995	SLR	34		Affordable
358 12th St	358 12th St	1997	SLR	16		Live/Work
340 06th St	340 06th St	1997	SLR	10		Live/Work
646 Minna	646 Minna St	1998	SLR	12		Live/Work
1116 Folsom	1116 Folsom St	1998	SLR	15		Live/Work
701 Minna	701 Minna St	1999	SLR	22		Live/Work
190 07th St	1100 Howard St	1999	SLR	14		Live/Work
786 Minna	786 Minna St	1999	SLR	12		Live/Work
1097 Howard	1097 Howard St	1999	SLR	22		Live/Work
370 07th St	370 07th St	1999	SLR	18		Live/Work
1227 Mission	1227 Mission St	1999	SLR	12		Live/Work
1488 Harrison	1488 Harrison St	2000	SLR	15		Live/Work
366 07th St	366 07th St	2000	SLR	12		Live/Work
1150 Folsom	1150 Folsom St	2000	SLR	10		Live/Work
59 Rodgers	59 Rodgers St	2000	SLR	11		Live/Work
SOMA Residences	1045 Mission St	2001	SLR	258	Y	
360 06th St	360 06th St	2001	SLR	19	Y	Live/Work
322 06th St	322 06th St	2001	SLR	15	Y	Live/Work
761 Tehama	761 Tehama St	2001	SLR	14		Live/Work
1026 Folsom	1026 Folsom St	2001	SLR	12	Y	Live/Work
677 Natoma	165 08th St	2002	SLR	48		Affordable
239 08th St	239 08th St	2003	SLR	14		
1166-68 Howard	1166 Howard St	2003	SLR	162		Affordable
1168 Folsom	1168 Folsom St	2005	SLR	20		
75 Dore	1346 Folsom St	2005	SLR	98		Affordable
SoMa Family Apartments	1011 Howard St	2005	SLR	31	Y	Affordable
1277 Howard	776 Tehama St	2006	SLR	14		
30 Dore	30 Dore St	2007	SLR	42		
1234 Howard	1234 Howard St	2007	SLR	18		
20 South Park	20 South Park Ave	1993	SPD	10		Live/Work
601 04th St	601 04th St	1990	SSO	85		Live/Work
461 02nd St	461 02nd St	1990	SSO	127		Live/Work
355 Bryant	355 Bryant St	1992	SSO	44		Live/Work
533 02nd St	533 02nd St	1994	SSO	10		Live/Work
575 Harrison	575 Harrison St	1999	SSO	33		Live/Work
655 05th St	655 05th St	1999	SSO	20		Live/Work

APPENDIX B:

Table 5. NEW HOUSING CONSTRUCTION (continued)

Project Name	Address	Year	Zoning	Units	SFRA	Note
695 05th St	695 05th St	1999	SSO	20		Live/Work
394 Townsend	394 Townsend St	1999	SSO	20		Live/Work
1 Bluxome	1 Bluxome St	2003	SSO	54		
88 Townsend	699 02nd St	2005	SSO	112	Y	
77 Bluxome	77 Bluxome St	2007	SSO	102		
310 Townsend	310 Townsend St	2007	SSO	45		
The Infinity, Tower 1	301 Main St	2008	RC-4	239		
Symphony Towers	730 Van Ness Ave	2008	RC-4	130		
230 Turk	230 Turk St	2008	RC-4	109		
168 Hyde	168 Hyde St	2008	RC-4	31		
Essex	684 Ellis St	2008	RC-4	25		Affordable
The Artani	818 Van Ness Ave	2008	RC-4	52		
75 Moss	75 Moss St	2008	RED	14	Y	
1 Rincon Hill	425 01st St	2008	RH DTR	382		
438 Clementina	438 Clementina St	2008	RSD	20	Y	
728 Montgomery St	728 Montgomery St	2009	C-2	12		
580 Washington St	580 Washington St	2009	C-2	9		
Trinity Plaza, Phase I	1188 Mission St	2009	C-3-G	440		
Mercy Family Housing	1390 Mission St	2009	C-3-G	136		Affordable
77 Van Ness Ave	77 Van Ness Ave	2009	C-3-G	50		
Millennium	301 Mission St	2009	C-3-O	420		
149 Mason St	149 Mason St	2009	C-3-R	56		Affordable
Avalon at Mission Bay III	383 King St	2009	MB-RA	260	Y	
Mission Walk 1	335 Berry St	2009	MB-RA	67		Affordable
Mission Walk 2	330 Berry St	2009	MB-RA	64		Affordable
Cubix	766 Harrison St	2009	MUO	98	Y	
829 Folsom St	829 Folsom St	2009	MUR	69		
1151 Sutter St	1151 Sutter St	2009	POLK	8		
The Infinity, Tower 2	338 Spear St	2009	RC-4	285		
Arnett Watson Apts	650 Eddy St	2009	RC-4	83		Affordable
Infinity Treetops 1	333 Main St	2009	RC-4	66		
Infinity Treetops 1	318 Spear St	2009	RC-4	62		
275 10th St	275 10th St	2009	SLR	135		Affordable
TOTAL				21,682		

SFRA = San Francisco Redevelopment Agency Project Area

APPENDIX B:

Table 6. JOBS-HOUSING LINKAGE PROGRAM FUNDS COLLECTED

Fiscal Year	Projects	Amount Collected
1985-1986	0	\$0
1986-1987	0	\$0
1987-1988	0	\$0
1988-1989	6	\$1,386,316
1989-1990	2	\$1,530,250
1990-1991	2	\$1,586,724
1991-1992	0	\$0
1992-1993	4	\$246,171
1993-1994	3	\$73,506
1994-1995	2	\$245,137
1995-1996	1	\$20,769
1996-1997	1	\$1,000,000
1997-1998	5	\$2,766,662
1998-1999	7	\$58,064
1999-2000	11	\$10,753,894
2000-2001	14	\$14,296,744
2001-2002	8	\$4,799,188
2002-2003	0	\$0
2003-2004	3	\$270,380
2004-2005	3	\$5,021,658
2005-2006	3	\$6,750,711
2006-2007	7	\$11,344,226
2007-2008	3	\$10,213,342
2008-2009	0	\$0
TOTAL	85	\$72,363,743

APPENDIX B:

Table 7. SINGLE RESIDENT OCCUPANCY HOTELS (SROs)
ANNUAL INVENTORY

Year	FOR PROFIT RESIDENTIAL HOTELS			NON-PROFIT RESIDENTIAL HOTELS		TOTAL RESIDENTIAL HOTELS	
	Buildings	Resid. Rooms	Tourist Rooms	Buildings	Resid. Rooms	Buildings	Resid. Rooms
1989	501	18,759	4,676	55	2,949	556	21,708
1990	495	18,521	4,449	36	1,831	531	20,352
1991	492	18,448	4,442	36	1,831	528	20,279
1992	487	18,405	4,416	36	1,481	523	19,886
1994	496	18,415	4,501	36	1,481	532	19,896
1995	496	18,415	4,457	36	1,481	532	19,896
1996	501	18,077	4,293	43	1,690	544	19,767
1997	515	18,132	4,309	43	1,690	558	19,822
1998	522	18,096	4,250	43	1,690	565	19,786
1999	459	16,578	3,954	58	3,040	517	19,618
2000	457	16,331	3,781	61	3,314	518	19,645
2001	460	16,031	4,084	61	3,482	521	19,513
2002	457	15,902	3,846	61	3,473	518	19,375
2003	457	15,878	3,520	62	3,495	519	19,373
2004	455	15,767	3,239	65	3,652	520	19,419
2005	435	15,106	3,345	71	4,217	506	19,323
2006	422	14,385	3,036	82	4,779	504	19,164
2007	419	14,233	3,004	84	4,886	503	19,119
2008	419	14,160	2,998	85	4,978	504	19,138
2009	418	14,040	2,953	87	5,105	505	19,145
1989 to 2009	-83	-4,719	-1,723	32	2,156	-51	-2,563

Source: San Francisco Department of Building Inspection

APPENDIX B:

Table 8. OPEN SPACE CREATED AS REQUIRED BY THE *DOWNTOWN PLAN*

Project or Open Space	Address	Year	Zoning	Type
100 First St	100 1st St	1988	C-3-O	Sun terrace
101 Second St	101 2nd St	2000	C-3-O	Greenhouse
123 Mission	123 Mission	1986	C-3-O	Urban garden
150 California	150 California	2000	C-3-O	Sun terrace
199 Fremont	199 Fremont	2000	C-3-O(SD)	Urban garden
200 California	200 California	1990	C-3-O	Public sitting area in pedestrian walkway
235 Second St	235 2nd St	2002	C-3-O(SD)	Plaza and indoor park
343 Sansome 1	343 Sansome	1990	C-3-O	View and sun terrace
343 Sansome 2	343 Sansome	1990	C-3-O	Lunchtime mall
345 California	345 California	1986	C-3-O	Snippet
55 Second St	55 2nd St	2002	C-3-O	Indoor park and snippet
555 Mission St	555 Mission	2008	C-3-O	Plaza
560 Mission	560 Mission	2002	C-3-O	Urban garden
600 California	600 California	1990	C-3-O	Snippet
Embarcadero Center West 1	400 Commercial	1989	C-3-O	Pedestrian walkway, small seating areas
Embarcadero Center West 2	325 Battery	1989	C-3-O	Snippets (east & west ends)
Embarcadero Center West 3	475 Sacramento	1989	C-3-O	Snippet
Empire Park	642 Commercial	1988	C-3-O	Urban garden
Foundry Square NE	400 Howard	2008	C-3-O(SD)	Plaza
Foundry Square NW	500 Howard	2003	C-3-O(SD)	Plaza
Foundry Square SE	405 Howard	2005	C-3-O(SD)	Plaza
Millennium Tower Plaza	301 Mission	2009	C-3-O	Plaza
Gap Building	2 Folsom	2001	C-3-S	Urban garden
Intercontinental Hotel	888 Howard	2008	C-3-S	Sky terraces 4th & 6th floors
Marriott Courtyard	299 2nd St	2001	C-3-O(SD)	Snippet
Rincon Center	121 Spear	1989	C-3-O	Indoor park
Westfield Sky Terrace	835 Market	2006	C-3-R	Rooftop terrace

APPENDIX B:

Table 9. DOWNTOWN PARK SPECIAL FUND COLLECTIONS BY FISCAL YEAR

Fiscal Year	Projects	Amount Collected
1985-1986	0	\$0
1986-1987	0	\$0
1987-1988	1	\$772,326
1988-1989	0	\$0
1989-1990	3	\$1,034,680
1990-1991	2	\$737,860
1991-1992	0	\$0
1992-1993	0	\$0
1993-1994	0	\$0
1994-1995	0	\$0
1995-1996	0	\$0
1996-1997	0	\$0
1997-1998	1	\$16,310
1998-1999	0	\$0
1999-2000	2	\$906,042
2000-2001	3	\$984,228
2001-2002	7	\$3,569,257
2002-2003	2	\$1,134,140
2003-2004	0	\$0
2004-2005	1	\$112,206
2005-2006	1	\$25,117
2006-2007	3	\$607,192
2007-2008	0	\$0
2008-2009	1	\$1,096,546
TOTAL	27	\$10,995,904

Downtown Park Special Fund Expenditures

Project	Amount Expended
Rincon Park and related Embarcadero improvements	\$1,937,501
Mid-Embarcadero Music Concourse	\$981,553
Union Square park renovation	\$3,300,000
Other Parks and Squares	\$2,371,120
Draves Park	\$450,000
Sue Bierman Park	\$1,812,724
TOTAL	\$10,852,898

APPENDIX B:

Table 10. HISTORIC RATED BUILDINGS DOWNTOWN
Category I Buildings

Address of Building	Name of Building	Landmark	Note	Zoning
22 Battery	Postal Telegraph			C-3-O
98 Battery	Levi Strauss			C-3-O
99 Battery	Donahoe			C-3-O
100 Bush	Shell			C-3-O
130 Bush	Heineman			C-3-O
200 Bush	Standard Oil			C-3-O
225 Bush	Standard Oil			C-3-O
381 Bush	Alto			C-3-O
445 Bush	Pacific States			C-3-R
460-66 Bush	Fire Station No. 2	Y		C-3-R
564 Bush	Notre Dame des Victoires			C-3-G
158 California	Marine		Demolished	C-3-O
240 California	Tadich's Grill (Buich)	Y		C-3-O
260 California	Newhall			C-3-O
301 California				C-3-O
341 California	Harold Dollar Bldg.			C-3-O
400 California	Bank of California	Y		C-3-O
433 California	Insurance Exchange			C-3-O
465 California	Merchants Exchange			C-3-O
554 Commercial				C-3-O
564 Commercial				C-3-O
569 Commercial	PG&E Station J	Y		C-3-O
119 Ellis	Continental Hotel			C-3-G
42-50 Fell				C-3-G
67 Fifth St	Pickwick Hotel			C-3-R
231 First St				C-3-O(SD)
234 First St	Phillips			C-3-O(SD)
54 Fourth St	Keystone Hotel			C-3-R
150 Franklin	Whiteside Apts.			C-3-G
251 Front	DeBernardi's			C-3-O
2 Geary				C-3-O
10 Geary	Schaidt			C-3-O
28 Geary	Rosenstock			C-3-R
108 Geary	Marion			C-3-R
120 Geary	E. Simon			C-3-R
132 Geary	Sacs			C-3-R
166 Geary	Whittell			C-3-R
285 Geary	St. Paul			C-3-R
293 Geary	Lincoln			C-3-R
301 Geary	Elkan Gunst			C-3-R
415 Geary	Geary Theater	Y		C-3-G

APPENDIX B:

Table 10. HISTORIC RATED BUILDINGS DOWNTOWN
Category I Buildings (continued)

Address of Building	Name of Building	Landmark	Note	Zoning
445 Geary	Curran Theater			C-3-G
491 Geary	Clift Hotel			C-3-G
501 Geary	Bellevue Apartments			C-3-G
42 Golden Gate	Golden Gate Theater			C-3-G
200 Golden Gate	YMCA			C-3-G
1 Grant	Security Pacific Bank	Y		C-3-R
17 Grant	Zobel			C-3-R
50 Grant	Ransohoff-Liebes			C-3-R
201 Grant	Shreve			C-3-R
220 Grant	Phoenix			C-3-R
233 Grant				C-3-R
301 Grant	Myers			C-3-R
311 Grant	Abramson			C-3-R
333 Grant	Home Telephone	Y		C-3-R
334 Grant	Beverly Plaza Hotel			C-3-R
101 Howard	Folger Coffee			C-3-O(SD)
1049 Howard				SLR-EPD
125 Hyde	Rulf's Film Exchange			C-3-G
16 Jessie	One Ecker			C-3-O
1 Jones	Hibernia Bank	Y		C-3-G
25 Kearny	O'Bear			C-3-O
49 Kearny	Rouillier			C-3-O
153 Kearny	Bartlett Doe			C-3-O
161 Kearny	Eyre			C-3-O
200 Kearny				C-3-O
201 Kearny				C-3-O
251 Kearny	Charleston			C-3-O
333 Kearny	Macdonough			C-3-O
344 Kearny	Harrigan Weidenmuller			C-3-O
346 Kearny				C-3-O
362 Kearny				C-3-O
222 Leidesdorff	PG&E Station J			C-3-O
1 Market	Southern Pacific			C-3-O
215 Market	Matson			C-3-O
245 Market	Pacific Gas & Electric			C-3-O
540 Market	Flatiron	Y		C-3-O
562 Market	Chancery			C-3-O
576 Market	Finance			C-3-O
582 Market	Hobart			C-3-O
660 Market				C-3-O
673 Market	Monadnock			C-3-O
691 Market	Hearst			C-3-O
704 Market	Citizen's Savings			C-3-O
722 Market	Bankers Investment			C-3-R
744 Market	Wells Fargo	Y		C-3-R

APPENDIX B:

Table 10. HISTORIC RATED BUILDINGS DOWNTOWN
Category I Buildings (continued)

Address of Building	Name of Building	Landmark	Note	Zoning
760 Market	Phelan	Y		C-3-R
783 Market	Humboldt			C-3-R
801 Market	Pacific			C-3-R
835 Market	Emporium		Demolished, 2005	C-3-R
870 Market	Flood	Y		C-3-R
901 Market	Hale Brothers			C-3-R
938 Market		Y		C-3-G
948 Market	Mechanics Savings			C-3-G
982 Market	Warfield Theater			C-3-G
1000 Market	San Christina			C-3-G
1072 Market	Crocker Bank			C-3-G
1095 Market	Grant			C-3-G
1100 Market	Hotel Shaw			C-3-G
1182 Market	Orpheum Theater	Y		C-3-G
1301 Market	Merchandise Mart			C-3-G
34 Mason	Rubyhill Vineyard			C-3-G
101 Mason	Hotel Mason			C-3-G
120 Mason	Kowalsky Apts.			C-3-G
602 Mason	Atlas			C-3-R
83 McAllister	Methodist Book Concern			C-3-G
100 McAllister	Hastings Dormitory			C-3-G
132 McAllister	Argyle Hotel			C-3-G
447 Minna				C-3-S
54 Mint	McElnoy			C-3-G
66 Mint	Remedial Loan			C-3-G
1 Mission	Audiffred	Y		C-3-O
647 Mission	Veronica Hotel		Added, 1985	C-3-O
1018 Mission	Kean Hotel			C-3-G
130 Montgomery	French Bank			C-3-O
149 Montgomery	Alexander			C-3-O
220 Montgomery	Mills	Y		C-3-O
235 Montgomery	Russ			C-3-O
300 Montgomery	Bank of America			C-3-O
315 Montgomery	California Commercial Union			C-3-O
400 Montgomery	Kohl	Y		C-3-O
405 Montgomery	Financial Center			C-3-O
500 Montgomery	American-Asian Bank			C-3-O
520 Montgomery	Paoli's			C-3-O
552 Montgomery	Bank of America			C-3-O
116 Natoma	N. Clark			C-3-O
147 Natoma	Underwriter Fire			C-3-O(SD)
39 New Montgomery	Sharon	Y		C-3-O
74 New Montgomery	Call			C-3-O
79 New Montgomery	Crossley			C-3-O
116 New Montgomery	Rialto			C-3-O

APPENDIX B:

Table 10. HISTORIC RATED BUILDINGS DOWNTOWN
Category I Buildings (continued)

Address of Building	Name of Building	Landmark	Note	Zoning
134 New Montgomery	Pacific Telephone			C-3-O
201 Ninth St				SLR-EPD
20 O'Farrell	Kohler-Chase			C-3-R
235 O'Farrell	Hotel Barclay			C-3-G
301 Pine	Pacific Stock Exchange			C-3-O
333 Pine	Chamber of Commerce			C-3-O
348 Pine	Dividend			C-3-O
621-659 Pine	Ecoles des Victoires		Added, 2007	C-3-G
57 Post	Mechanic's Institute	Y		C-3-O
117 Post	O'Connor Moffat			C-3-R
126 Post	Rochat Cordes			C-3-R
165 Post	Rothchild			C-3-R
175 Post	Liebes			C-3-R
180 Post	Hastings			C-3-R
201 Post	Head			C-3-R
225 Post	S. Christian			C-3-R
275 Post	Lathrop			C-3-R
278 Post	Joseph Fredericks			C-3-R
340 Post	Bullock & Jones			C-3-R
442 Post	Chamberlain			C-3-G
450 Post	Elk's Club			C-3-G
470 Post	Medico-Dental			C-3-G
491 Post	First Congregational Church	Y		C-3-G
524 Post	Olympic Club			C-3-G
600 Post	Alvarado Hotel			C-3-G
1 Powell	Bank of America			C-3-R
200 Powell	Omar Khayyam's			C-3-R
301 Powell	St. Francis Hotel			C-3-R
432 Powell	Sir Francis Drake			C-3-R
433 Powell	Chancellor Hotel			C-3-R
449 Powell	Foetz			C-3-R
540 Powell	Elk's Club Old			C-3-R
114 Sansome	Adam Grant			C-3-O
155 Sansome	Stock Exchange Tower		Added, 1996	C-3-O
200 Sansome	American International			C-3-O
201 Sansome	Royal Globe Insurance	Y		C-3-O
221 Sansome				C-3-O
231 Sansome	TC Kierloff			C-3-O
233 Sansome	Fireman's Fund			C-3-O
400 Sansome	Federal Reserve	Y		C-3-O
401 Sansome	Sun			C-3-O
407 Sansome				C-3-O
71-85 Second	Pacific Bell Building			C-3-O
121 Second St	Rapp			C-3-O
132 Second St				C-3-O

APPENDIX B.

Table 10. HISTORIC RATED BUILDINGS DOWNTOWN
Category I Buildings (continued)

Address of Building	Name of Building	Landmark	Note	Zoning
141 Second St				C-3-O
6 Seventh St	Odd Fellow's			C-3-G
106 Sixth St				RSD-EPD
201 Sixth St	Hotel Argonne		Added, 1985	RSD-EPD
111 Stevenson	Palace Garage			C-3-O
46 Stockton	J. Magnin			C-3-R
101 Stockton	Macy's			C-3-R
234 Stockton	Schroth's			C-3-R
600 Stockton	Metropolitan Life Ins. Co.	Y		C-3-G
108 Sutter	French Bank			C-3-O
111 Sutter	Hunter-Dulin			C-3-O
130 Sutter	Hallidie	Y		C-3-O
216 Sutter	Rose			C-3-R
255 Sutter	White House			C-3-R
256 Sutter	Sather			C-3-R
266 Sutter	Bemiss			C-3-R
301 Sutter	Hammersmith	Y		C-3-R
312 Sutter	Nutall			C-3-R
391 Sutter	Galen			C-3-R
445 Sutter	Pacific Gas & Electric			C-3-R
447 Sutter	Pacific Gas & Electric			C-3-R
450 Sutter	Medical-Dental			C-3-R
500 Sutter	Physician's			C-3-R
609 Sutter	Marines Memorial			C-3-G
620 Sutter				C-3-G
640 Sutter	Metropolitan			C-3-G
403 Taylor	Hotel California			C-3-G
624 Taylor	Bohemian Club			C-3-G
701 Taylor				C-3-G
2 Turk	Oxford Hotel			C-3-G
11 Van Ness	Masonic Temple			C-3-G

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Table 11. HISTORIC RATED BUILDINGS DOWNTOWN

Category II Buildings

Address	Name of Building	Landmark	Zoning	(In Feet)	Portion	Reference Point
350 Bush	SF Mining Exchange	Y	C-3-O	37.5	30	View of Russ Bldg. Courtyard
430 Bush			C-3-R	170	77.6	408 Grant
530 Bush	SF Environmental Center		C-3-G	137.5	67.5	500 Bush
24 California	Marvin		C-3-O	137.5	77.5	13 Drumm
230 California	Hind		C-3-O	127.5	62	260 California
244 California	Welch		C-3-O	127.5	62	260 California Lot configuration
166 Embarcadero	YMCA		C-3-O	137.5	50	Building configuration
450 Geary	Sussex		C-3-G	137.5	60	468 Geary
458 Geary			C-3-G	137.5	60	468 Geary
255 Golden Gate	KGO		C-3-G	97.5	57.5	261 Golden Gate
631 Howard	William Volker Bldg.		C-3-O(SD)	165	82.5	613--617 Howard
835 Howard	Dettners Printing		C-3-S	155	80	855 Howard
1035 Howard	Eng Skell		SLR-EPD	280	115	Building configuration
1126 Howard			SLR-EPD	185	90	1122 Howard
123 Kearny	Young		C-3-O	108	67	161 Kearny
633 Market	Palace Hotel	Y	C-3-O	344	All but SW corner	Original Building
725 Market	Bancroft		C-3-R	170	100	711, 721 Market
735 Market	Carroll & Tilton		C-3-R	170	100	711, 721 Market
825 Market	Commercial		C-3-R	350	145	801 Market
973 Market	Wilson		C-3-G	170	90	991 Market
979 Market	Hale Bros.		C-3-G	170	90	991 Market
1019 Market	Eastern Outfitting		C-3-G	170	90	1023 Market
1059 Market	Ede		C-3-G	170	90	1043 Market
1067 Market	Lippert		C-3-G	170	90	1043 Market
1215 Market	San Franciscan Hotel		C-3-G	275	170	Lot configuration
414 Mason	Native Sons		C-3-G	137.5	92	386 Geary
810 Mission	S.F. Bulletin		C-3-R	160	90	826 Mission
816 Mission			C-3-R	160	90	826 Mission
959 Mission	Calif. Casket Co.		C-3-S	160	80	987 Mission, Lot configuration
1235 Mission	Mangrum & Otter, Inc.		SLR-EPD	160	80	1201 Mission
50 Oak	Young Mens Institute		C-3-G	120	80	Lot configuration
332 Pine	Orient		C-3-O	137.5	65	308 Pine
150 Post	Jewelers Bldg.		C-3-R	137.5	80	200 Kearny, Lot configuration
246 Post	Gumps		C-3-R	122.5	70	272 Post
555 Post	Press Club		C-3-G	137.5	75	569 Post
17 Powell	Powell Hotel		C-3-R	175	75	45 Powell, 57 Powell
135 Powell	Walgreens		C-3-R	137.5	75	111 Powell
154 Sutter	Central Realty		C-3-O	120	60	200 Kearny
250 Sutter	Goldberg Bowen		C-3-R	120	60	256 Sutter, Lot configuration
532 Sutter	Christian Science Ch.		C-3-R	137.5	87.5	576 Sutter
562 Sutter	Hotel Regent		C-3-R	137.5	87.5	576 Sutter
625 Sutter	Academy of Art		C-3-G	137.5	87	Lot configuration

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Table 12. HISTORIC RATED BUILDINGS DOWNTOWN
Category III Buildings

Address of Building	Name of Building	Landmark	Note	Zoning
566 Bush	Notre Dame des Victoires Rectory	Y		C-3-G
608 Commercial	Original U.S. Mint & Subtreasury	Y		C-3-O
33 Drumm				C-3-O
37 Drumm			Added, 1985	C-3-O
572 Folsom			Added, 2002	C-3-O(SD)
51 Grant	Eleanor Green			C-3-R
342 Howard				C-3-O(SD)
583 Howard			Added, 2007	C-3-O(SD)
657 Howard	San Francisco News		Redesignated, 1985	C-3-O(SD)
667 Howard				C-3-O(SD)
1097 Howard	Blindcraft			SLR-EPD
1234 Howard	Guilfoy Cornice		Demolished, 2006	SLR-EPD
96 Jessie	Warring-Wilkinson Building		Added, 1985	C-3-O
703 Market	Central Tower			C-3-R
1083 Market	Federal Hotel			C-3-G
1582 Market	Miramar Apts.			C-3-G
658 Mission			Added, 1985	C-3-O
678 Mission	Builders' Exchange Building		Added, 2001	C-3-O
1087 Mission	L. Lurie Building		Added, 1985	SLR-EPD
615 Sacramento	Jack's Restaurant	Y		C-3-O
343 Sansome	Crown Zellerbach			C-3-O
32 Sixth St	Seneca Hotel			RSD-EPD
83 Stevenson	Calif. Farmers Bank			C-3-O
72 Tehama	Brizard and Young			C-3-O(SD)
1 United Nations Plaza	J.S. Godeau			C-3-G
41 Van Ness			Demolished, 1995	C-3-G

APPENDIX B:

Table 13. HISTORIC RATED BUILDINGS DOWNTOWN
Category IV Buildings

Address of Building	Name of Building	Note	Zoning
28 Belden			C-3-O
40 Belden			C-3-O
52 Belden			C-3-O
364 Bush	Sam's Grill		C-3-O
380 Bush	Shasta Hotel		C-3-O
415 Bush			C-3-O
429 Bush			C-3-O
447 Bush	Hansa Hotel		C-3-R
461 Bush	Mfg. Jeweler's		C-3-R
507 Bush	St. Charles Hotel		C-3-R
515 Bush	Terbush		C-3-R
553 Clay			C-3-O
559 Clay			C-3-O
61 Ellis	John's Grill		C-3-R
111 Ellis	Powell		C-3-R
120 Ellis	Misses Butler		C-3-R
222 Front			C-3-O
235 Front			C-3-O
236 Front	Shroeder		C-3-O
239 Front			C-3-O
246 Front		Demolished, 1998	C-3-O
250 Front			C-3-O
66 Geary	Hotel Graystone		C-3-R
88 Geary	Cailleau		C-3-R
100 Geary	Granat Brothers		C-3-R
101 Geary	Paragon		C-3-R
129 Geary			C-3-R
146 Geary			C-3-R
152 Geary			C-3-R
156 Geary			C-3-R
251 Geary	Werner	Demolished, 1997	C-3-R
347 Geary	Hotel Stewart		C-3-G
366 Geary	Rosebud's English Pub		C-3-G
381 Geary			C-3-G
418 Geary	Paisley Hotel		C-3-G
436 Geary	Somerton Hotel		C-3-G
459 Geary			C-3-G
468 Geary			C-3-G
476 Geary	Hotel David		C-3-G
484 Geary			C-3-G
490 Geary	Hotel Maryland	Added, 1985	C-3-G

APPENDIX B:

Table 13. HISTORIC RATED BUILDINGS DOWNTOWN
Category IV Buildings (continued)

Address of Building	Name of Building	Note	Zoning
39 Grant	Fisher		C-3-R
59 Grant			C-3-R
100 Grant	Livingston Brothers		C-3-R
166 Grant			C-3-R
251 Grant			C-3-R
255 Grant			C-3-R
321 Grant	Hotel Baldwin		C-3-R
45 Kearny	Oscar Luning		C-3-O
209 Kearny			C-3-O
215 Kearny			C-3-O
219 Kearny			C-3-O
220 Kearny	Robins	Demolished, 2003	C-3-O
227 Kearny			C-3-O
240 Kearny	Marston		C-3-O
246 Kearny	Hotel Stanford		C-3-O
260 Kearny			C-3-O
315 Kearny			C-3-O
325 Kearny			C-3-O
334 Kearny			C-3-O
353 Kearny	Kearny-Pine		C-3-O
358 Kearny			C-3-O
215 Leidesdorff			C-3-O
118 Maiden Lane	Lloyd		C-3-R
177 Maiden Lane			C-3-R
601 Market	Santa Fe		C-3-O
609 Market			C-3-O
625 Market	Metropolis Trust		C-3-O
300 Mason	Hotel Virginia		C-3-G
334 Mason	King George Hotel		C-3-G
425 Mason	S. F. Water Dept.		C-3-G
542 Mason	St. Francis Apts.		C-3-R
609 Mission	Stevenson		C-3-O
617 Mission	Koracorp		C-3-O
540 Montgomery	Bank of America		C-3-O
111 New Montgomery	Standard		C-3-O
137 New Montgomery			C-3-O
170 New Montgomery	Furniture Exchange		C-3-O(SD)
180 O'Farrell	St. Moritz Hotel		C-3-R
238 O'Farrell	Spaulding Hotel		C-3-G
272 O'Farrell			C-3-G
280 O'Farrell			C-3-G
340 Pine	Selsbach and Deans		C-3-O
358 Pine	Phoenix		C-3-O
369 Pine	Exchange Block		C-3-O
485 Pine			C-3-O

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Table 13. HISTORIC RATED BUILDINGS DOWNTOWN
Category IV Buildings (continued)

Address of Building	Name of Building	Note	Zoning
216 Post	Guggenheim		C-3-R
228 Post	Gumps--E. Arden		C-3-R
233 Post	Graff		C-3-R
251 Post	Mercedes		C-3-R
272 Post			C-3-R
438 Post	St. Andrew		C-3-G
545 Post	Hotel Cecil		C-3-G
620 Post	J. J. Moore Apts.		C-3-G
624 Post			C-3-G
45 Powell			C-3-R
100 Powell	Hotel Golden State		C-3-R
111 Powell			C-3-R
120 Powell			C-3-R
134 Powell	Elevated Shops		C-3-R
151 Powell	Hotel Herbert		C-3-R
201 Powell	Manx Hotel		C-3-G
207 Powell	Howard		C-3-R
226 Powell			C-3-R
235 Powell			C-3-R
236 Powell	Hotel Stratford		C-3-R
421 Powell	United Airlines		C-3-R
435 Powell			C-3-R
439 Powell			C-3-R
445 Powell		Added, 2002	C-3-R
333 Sacramento			C-3-O
558 Sacramento			C-3-O
560 Sacramento			C-3-O
568 Sacramento	PG&E Station J		C-3-O
576 Sacramento	Potter		C-3-O
415 Sansome	Fugazi Bank		C-3-O
20 Second St	Schwabacher		C-3-O
36 Second St	Morgan		C-3-O
42 Second St			C-3-O
48 Second St	Kentfield & Esser		C-3-O
52 Second St			C-3-O
60 Second St			C-3-O
70 Second St			C-3-O
76 Second St			C-3-O
90 Second St			C-3-O
120 Second St			C-3-O
133 Second St	Morton L. Cook		C-3-O
144 Second St			C-3-O
149 Second St			C-3-O
156 Second St	Jackson		C-3-O
163 Second St	Marcus Modry		C-3-O

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Table 13. HISTORIC RATED BUILDINGS DOWNTOWN
Category IV Buildings (continued)

Address of Building	Name of Building	Note	Zoning
165 Second St	Electrical		C-3-O
168 Second St			C-3-O(SD)
182 Second St	Barker, Knickerbocker & Bostwick		C-3-O(SD)
200 Stockton	Colson	Demolished, 1986	C-3-R
216 Stockton			C-3-R
222 Stockton	A. M. Robertson		C-3-R
334 Stockton	Drake-Wiltshire Hotel Annex		C-3-R
340 Stockton	Drake-Wiltshire Hotel		C-3-R
417 Stockton	All Seasons Hotel		C-3-R
427 Stockton			C-3-R
171 Sutter			C-3-O
307 Sutter	Orpheus		C-3-R
310 Sutter			C-3-R
315 Sutter	Newbegin		C-3-R
323 Sutter	Hotel Alamo		C-3-R
345 Sutter			C-3-R
371 Sutter	Nathalie Nicoli		C-3-R
400 Sutter	McCloud		C-3-R
524 Sutter	Cartwright		C-3-R
535 Sutter	Westphal		C-3-R
540 Sutter	John Simmons		C-3-R
547 Sutter	Lowell		C-3-R
559 Sutter			C-3-R
575 Sutter			C-3-R
595 Sutter	Francisca Club		C-3-R
635 Sutter	Hotel Beresford		C-3-G
655 Sutter			C-3-G
679 Sutter			C-3-G
680 Sutter			C-3-G
690 Sutter			C-3-G
693 Sutter			C-3-G
701 Sutter			C-3-G
717 Sutter	Hotel DeLuxe		C-3-G
420 Taylor	NBC/KBHK		C-3-G
615 Taylor	Taylor Hotel		C-3-G
621 Taylor	Winterburn Hotel		C-3-G
625 Taylor	Eisenberg Apts.		C-3-G
627 Taylor	Hawthorne Apts.		C-3-G

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Table 14. HISTORIC RATED BUILDINGS DOWNTOWN
Unrated Landmarked Buildings

Landmark No.	Name of Landmark	Address	Date	Zoning
4	Saint Patrick's Church	756 Mission	09/03/68	C-3-R
72	V. C. Morris Building	140 Maiden	08/07/75	C-3-R
87	Jessie Street Substation	220 Jessie	07/09/77	C-3-R
107	Rincon Annex	121 Spear	02/10/80	C-3-O
144	Hoffman Grill	619 Market	12/06/81	C-3-O
172	St. Boniface Church and Rectory	133 Golden Gate	10/07/84	C-3-G
183	Crown Zellerbach Complex and Site	1 Bush	05/17/87	C-3-O
236	The Old U.S. Mint	88 05th St	02/21/03	P
243	The Chronicle Building	690 Market	09/15/04	C-3-O

APPENDIX B:

Table 15. TRANSFER OF DEVELOPMENT RIGHTS (TDR) SUMMARY

Zoning District	Certified Properties	Certified For Transfer	Transferred	Remaining	Used in District
C-3-G	25	1,326,931	844,111	482,820	168,104
C-3-O	59	2,719,180	1,285,702	1,433,478	1,467,129
C-3-O (SD)	7	168,758	85,514	83,244	846,774
C-3-R	9	492,531	261,550	230,981	16,000
C-3-S	1	21,130	21,130	0	253,195
P	1	267,728	253,195	14,533	0
TOTAL	102	4,996,258	2,751,202	2,245,056	2,751,202

APPENDIX B:

Table 16. TRANSIT IMPACT DEVELOPMENT FUND (TIDF)
COLLECTIONS BY FISCAL YEAR

Fiscal Year	Fee Structure	Collections
1983-2001*	1981 Ordinance	\$104,716,323
2001-2002	1981 Ordinance	\$7,879,767
2002-2003	1981 Ordinance	\$4,023,552
2003-2004	2004 Ordinance	\$1,344,207
2004-2005	2004 Ordinance	\$928,449
2005-2006	2004 Ordinance	\$11,161,809
2006-2007	2004 Ordinance	\$1,980,198
2007-2008	2004 Ordinance	\$889,475
2008-2009	2004 Ordinance	\$4,513,011
TOTAL		\$137,436,791

*The ordinance was enacted in 1981, but the first collection was made in 1983

APPENDIX C: DOWNTOWN PLAN IMPLEMENTING ACTIONS AND ASSESSMENT

The following section evaluates the impacts of the *Downtown Plan* by examining the degree to which the implementing actions listed in the Adopted *Downtown Plan* have been achieved.

The following format is used for this analysis: **OBJECTIVES** are numbered, bold, and in all caps; Policies are numbered with one decimal place; *Implementing Actions* are in italics and are bulleted. In most instances, there are implementing actions for particular policies. Occasionally, there are a group of policies followed by the implementing actions necessary to implement those policies. Discussion of implementing actions are indented and in a different font.

SPACE FOR COMMERCE

Office Space

1 MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.

1.1 Encourage development which produces substantial net benefits and minimizes undesirable consequences. Discourage development which has substantial undesirable consequences which cannot be mitigated.

- *Prepare an annual report on status of downtown growth.*

ON-GOING. The Planning Department has completed four *Downtown Monitoring Reports* since the *Downtown Plan's* adoption: in 1989, 1994, 2004, and 2009. In July 2006, the Board of Supervisors amended the requirements to provide for both a limited annual report and an expanded report due every five years. These requirements are in the San Francisco Administrative Code Section 10E.

2 MAINTAIN AND IMPROVE SAN FRANCISCO'S POSITION AS A PRIME LOCATION FOR FINANCIAL, ADMINISTRATIVE, CORPORATE, AND PROFESSIONAL ACTIVITY.

2.1 Encourage prime downtown office activities to grow as long as undesirable consequences of such growth can be controlled.

2.2 Guide location of office development to maintain a compact downtown core and minimize displacement of other uses.

APPENDIX C: DOWNTOWN PLAN IMPLEMENTING ACTIONS AND ASSESSMENT (continued)

Changes for Downtown Office (C-3-O) Controls

- *Lower the base Floor Area Ratio (FAR) from 14:1 to 10:1.*

COMPLETED. Planning Code Section 124(a), adopted the Board of Supervisors further reduced FAR in the C-3-O district to 9:1 with Ord. 414-85, approved 09/17/85.

- *Revise district boundaries.*

- *Rezone C-3-O east of YBC as a Special Development District, C-3-O (SD).*

COMPLETED. This change was part of the *Downtown Plan* zoning map changes, Ord. 414-85, approved 09/17/85. In 2005, much of this area became part of the Transbay redevelopment area in preparation for new development associated with the Transbay Transit Center.

- *Remove Chinatown properties from C-3-O.*

COMPLETED. This change was adopted during the Chinatown rezoning, Ord. 130-87, approved 04/27/87.

- *Delete the Yerba Buena Center redevelopment project area.*

NOT COMPLETED. The original proposal was for a new zoning district to be created, C-3-YBC, which would encompass all of the Yerba Buena Center redevelopment project area that was in the original C-3 zoning district. In the end, no change was made in the C-3 zoning districts for Yerba Buena Center. The bulk of the redevelopment area is still zoned C-3-S except for the block between Mission and Market, which is zoned C-3-R.

- *Include Hartford Insurance building in C-3-O.*

COMPLETED. This property, on 650 California Street, was previously zoned C-3-G, but was added to the C-3-O district by the *Downtown Plan* zoning map changes, Ord. 414-85, approved 09/17/85.

- *Include Rincon Annex in C-3-O.*

COMPLETED. The Rincon Annex was originally zoned P (Public) when it was being used as a postal facility. At the time of the *Downtown Plan* adoption, it was being converted to private use. It was part of the *Downtown Plan* zoning changes, Ord. 414-85, approved 09/17/85. This parcel is also within the Rincon Point-South Beach redevelopment area.

- *Rezone Transbay Terminal and bus and freeway ramps.*

COMPLETED. The Transbay Terminal and its bus and freeway ramps were originally zoned C-3-O and C-3-S. Since they were government-owned, they were zoned to P with the *Downtown Plan* zoning map changes, Ord. 414-85, approved 09/17/85. In 2005, these areas became part of the Transbay redevelopment area in preparation for new development associated with the Transbay Transit Center.

- *Encourage public serving uses on the ground floor.*

COMPLETED. Planning Code Section 102.9(b)(12) exempts areas devoted to personal services, restaurants, and retail sales from calculations of gross floor area of buildings. This provision was part of the *Downtown Plan* text amendments, Ord. 414-85, approved 09/17/85.

APPENDIX C: DOWNTOWN PLAN IMPLEMENTING ACTIONS AND ASSESSMENT (continued)

Retail Space

- 3 IMPROVE DOWNTOWN SAN FRANCISCO'S POSITION AS THE REGION'S PRIME LOCATION FOR SPECIALIZED RETAIL TRADE.**
- 3.1 Maintain high quality, specialty retail shopping facilities in the retail core.
- 3.2 Encourage the retail businesses which service the shopping needs of less affluent downtown workers and local residents.
- 3.3 Preserve retail service businesses in upper floor offices in the retail district.
- 3.4 Limit the amount of downtown retail space outside the retail district to avoid detracting from its economic vitality.
- 3.5 Meet the convenience needs of daytime downtown workers.

Changes for Downtown Retail (C-3-R) Controls

- *Lower the base FAR from 10:1 to 6:1.*

COMPLETED. PC Section 124(a), part of Ord. 414-85, approved 09/17/85.
- *Revise district boundaries.*
 - *Add areas at north edge of C-3-R.*

COMPLETED. The areas along Sutter Street between Stockton and Mason Streets and Bush Street between Kearny and Stockton Streets were previously zoned C-3-G. These changes were part of the *Downtown Plan* zoning changes, Ord. 414-85, approved 09/17/85.
 - *Delete YBC from C-3-R.*

NOT COMPLETED. The original proposal was for a new zoning district to be created, C-3-YBC, which would encompass all of the Yerba Buena Center redevelopment project area that was in the original C-3 zoning district. In the end, no change was made in the C-3 zoning districts for Yerba Buena Center. The bulk of the redevelopment area is still zoned C-3-S except for the block between Mission and Market, which is zoned C-3-R.
 - *Delete Mason Street from C-3-R.*

COMPLETED. This change involved a small change for the area just west of Hallidie Plaza which was rezoned to C-3-G with the *Downtown Plan* zoning changes, Ord. 414-85, approved 09/17/85.
- *Make retail uses the primary uses of the ground floor.*

COMPLETED. Planning Code Section 102.9(b)(12) exempts areas devoted to personal services, restaurants, and retail sales from calculations of gross floor area of buildings. This provision was part of the *Downtown Plan* text amendments, Ord. 414-85, approved 09/17/85.
- *Generally limit offices to those providing services to the general public and permit large-scale offices only by conditional use.*

APPENDIX C: DOWNTOWN PLAN IMPLEMENTING ACTIONS AND ASSESSMENT (continued)

COMPLETED. Planning Code Section 219 specifies that only offices of less than 5,000 square feet offering on-site services to the general public are permitted in the C-3-R zoning district. Offices offering services above 5,000 square feet are conditional. Offices not providing services to the general public above the ground floor are also conditional with the additional caveat that the Planning Commission has to find that approving such a use in the C-3-R district “will not detract from the district’s primary function as an area for comparison shopper retailing and direct consumer services.” This provision was part of the *Downtown Plan* text amendments, Ord. 414-85, approved 09/17/85.

- *Permit hotels only by conditional use.*

COMPLETED. Planning Code Section 216 permits hotels of 200 rooms or less in the C-3-R district, but requires a conditional use for hotels with more than 200 rooms. This provision was part of the *Downtown Plan* text amendments, Ord. 414-85, approved 09/17/85.

Hotel Space

4 ENHANCE SAN FRANCISCO’S ROLE AS A TOURIST AND VISITOR CENTER.

- 4.1 Guide the location of new hotels to minimize their adverse impacts on circulation, existing uses, and scale of development.

Changes in Downtown General (C-3-G) Controls

- *Lower the base FAR from 10:1 to 6:1.*

COMPLETED. Planning Code Section 124(a), adopted with Ord. 414-85, approved 09/17/85.

- *Allow residential uses above the base FAR as conditional uses.*

COMPLETED. Planning Code Section 124(f) provides that residential uses in C-3-G and C-3-S districts may exceed the base FAR limit in these districts with a conditional use permit. Moreover, the Board further specified that the units exceeding the base FAR limit must be affordable for 20 years. This provision was part of the *Downtown Plan* text amendments, Ord. 414-85, approved 09/17/85.

- *Revise district boundaries.*

- *Remove Chinatown from C-3-R.*

COMPLETED. This change was adopted during the Chinatown rezoning, Ord. 130-87, approved 04/27/87.

- *Delete Hartford Insurance Building from C-3-G.*

COMPLETED. This property, 650 California Street, was added to the C-3-O district by the *Downtown Plan* zoning map changes, Ord. 414-85, approved 09/17/85.

- *Delete Bush Street parcels from C-3-G.*

COMPLETED. The area along Bush Street between Kearny and Stockton Streets was changed to C-3-R. This change was part of the *Downtown Plan* zoning changes, Ord. 414-85, approved 09/17/85.

APPENDIX C: DOWNTOWN PLAN IMPLEMENTING ACTIONS AND ASSESSMENT (continued)

- *Delete Sutter Street parcels from C-3-G.*

COMPLETED. The area along Sutter Street between Stockton and Mason Streets was changed to C-3-R. This change was part of the *Downtown Plan* zoning changes, Ord. 414-85, approved 09/17/85.
- *Reclassify the North of Market-Tenderloin to a Mixed Use District.*

COMPLETED. A significant part of the existing C-3-G district was changed to RC-4 (high density residential with ground floor commercial and added to a new North of Market Residential Special Use district (Planning Code Section 249.5) with Ord. 165-85, approved 03/28/85.
- *Add Mason Street parcels to C-3-G.*

COMPLETED. This change involved a small change for the area just west of Hallidie Plaza, which was previously zoned C-3-R, with the *Downtown Plan* zoning changes, Ord. 414-85, approved 09/17/85.
- *Encourage provision of retail and personal service uses along the ground floor street frontage.*

COMPLETED. Planning Code Section 102.9(b)(12) exempts areas devoted to personal services, restaurants, and retail sales from calculations of gross floor area of buildings. This provision was part of the *Downtown Plan* text amendments, Ord. 414-85, approved 09/17/85.
- *Protect existing housing.*

COMPLETED. Planning Code Section 212(e) provides that all demolitions of residential buildings and conversions of residential space to non-residential uses be permitted only if authorized by a conditional use permit. This provision was part of the *Downtown Plan* text amendments, Ord. 414-85, approved 09/17/85. In 2008, Planning Code Section 317 added additional requirements and findings that the Planning Commission must make when considering any permit that involves the removal of a dwelling unit (Ord. 69-08, approved 04/17/08).

Support Commercial Space

5 RETAIN A DIVERSE BASE OF SUPPORT COMMERCIAL ACTIVITY IN AND NEAR DOWNTOWN.

5.1 Provide space for support commercial activities within the downtown and adjacent areas.

Changes in Downtown Support (C-3-S) Controls

- *Lower the base FAR from 7:1 to 5:1.*

COMPLETED. Planning Code Section 124(a), adopted with Ord. 414-85, approved 09/17/85.
- *Adopt provisions of the South of Market Housing and Industrial Interim Special Use District as further limitations on C-3-S zoning in the portion of the C-3-S district covered by that Special Use District.*

COMPLETED. When the Downtown Plan text amendments were adopted, they included Section 249 which provided for a Mid-South of Market Special Use District (SUD) governing the portion of the C-3-S district west of Yerba Buena Center. In this SUD, the FAR for office uses was limited to 2.0 to 1. When the South of Market rezoning changes were adopted in 1990 (Ord. 115-90, approved 04/06/90), the Mid-South of Market SUD was replaced with more restrictive controls.

APPENDIX C: DOWNTOWN PLAN IMPLEMENTING ACTIONS AND ASSESSMENT (continued)

- *Allow residential uses above the base FAR as conditional uses.*

COMPLETED. Planning Code Section 124(f) provides that residential uses in C-3-G and C-3-S districts may exceed the base FAR limit in these districts with a conditional use permit. However, the Board further specified that the units exceeding the base FAR limit must be affordable for twenty years. This provision was part of the Downtown Plan text amendments, Ord. 414-85, approved 09/17/85.

- *Revise district boundaries.*

- *Rezone area east of YBC from C-3-S to C-3-O(SD).*

COMPLETED. This change was part of the Downtown Plan zoning map changes, Ord. 414-85, approved 09/17/85. In 2005, much of this area became part of the Transbay redevelopment area in preparation for new development associated with the Transbay Transit Center.

- *Delete Yerba Buena Center from C-3-S.*

Not completed. The original proposal was for a new zoning district to be created, C-3-YBC, which would encompass all of the Yerba Buena Center redevelopment project area that was in the original C-3 zoning district. In the end, no change was made in the C-3 zoning districts for Yerba Buena Center. The bulk of the redevelopment area is still zoned C-3-S except for the block between Mission and Market, which is zoned C-3-R.

- *Require ground floor retail along the street frontage.*

COMPLETED. Planning Code Section 102.9(b)(12) exempts areas devoted to personal services, restaurants, and retail sales from calculations of gross floor area of buildings. This provision was part of the Downtown Plan text amendments, Ord. 414-85, approved 09/17/85.

- *Protect existing housing.*

COMPLETED. Planning Code Section 212(e) provides that all demolitions of residential buildings and conversions of residential space to non-residential uses be permitted only if authorized by a conditional use permit. This provision was part of the Downtown Plan text amendments, Ord. 414-85, approved 09/17/85. In 2008, Planning Code Section 317 added additional requirements and findings that the Planning Commission must make when considering any permit that involves the removal of a dwelling unit (Ord. 69-08, approved 04/17/08).

Location and Density of Commercial Space

6 WITHIN ACCEPTABLE LEVELS OF DENSITY, PROVIDE ADEQUATE SPACE TO MEET DEMAND FOR FUTURE OFFICE, RETAIL, HOTEL, AND RELATED USES IN DOWNTOWN SAN FRANCISCO.

6.1 Adopt a downtown land use and density plan which establishes subareas (use districts) of downtown with individualized controls to guide the density and location of permitted land use.

- *Modify C-3 use districts.*

COMPLETED. These changes were part of the Downtown Plan zoning map changes, Ord. 414-85, approved 09/17/85.

SPACE FOR HOUSING

7 EXPAND THE SUPPLY OF HOUSING IN AND ADJACENT TO DOWNTOWN.

7.1 Promote the inclusion of housing in downtown commercial developments.

- *Allow housing in excess of base FAR in C-3-G and C-3-S districts.*

COMPLETED. Planning Code Section 124(f) provides that residential uses in C-3-G and C-3-S districts may exceed the base FAR limit in these districts with a conditional use permit. However, the Board further specified that the units exceeding the base FAR limit must be affordable for twenty years. This provision was part of the *Downtown Plan* text amendments, Ord. 414-85, approved 09/17/85.

- *Change certain Planning Code rules to facilitate housing.*

COMPLETED. Specifically, two Planning Code changes were cited to carry out this implementing action. The first, to allow solariums to qualify as open space, is codified in Planning Code Section 135(c)(4). The second, to allow the rear yard requirement in C-3 districts to be waivable if there is adequate usable open space provided, is implemented in Planning Code Section 134(d). Both of these changes were made in *Downtown Plan* text amendments, Ord. 414-85, approved 09/17/85.

7.2 Facilitate conversion of underused industrial and commercial areas to residential use.

- *Implement the Rincon Point South Beach Plan.*

COMPLETED. The *Rincon Point-South Beach Redevelopment Plan* was approved by the Mayor and Board of Supervisors in January 1981. To date, 2,556 residential units have been constructed with 26% of the units set aside for low- and moderate-income households.

- *Implement the Yerba Buena Center Plan.*

COMPLETED. The *Yerba Buena Center Redevelopment Plan* was adopted April 25, 1966. Though the project was halted for several years in the 1970s by a series of lawsuits, it is now in the final stages of completion. There are over 2,500 new housing units in Yerba Buena, and more than 1,400 of them are for low- to moderate-income residents.

- *Rezone the Van Ness Avenue corridor for mixed use, including high-density housing.*

COMPLETED. The *Van Ness Avenue Plan* was adopted in 1988 (Ord. 537-88, approved 12/16/88), and implemented in Planning Code Section 243.

- *Rezone Rincon Hill for mixed use including high-density housing.*

COMPLETED. Two Rincon Hill rezoning efforts have been completed since the adoption of the *Downtown Plan*. The first was the Rincon Hill Special Use District (SUD) adopted by Ord. 532-85 on 12/04/85. A more comprehensive effort in 2005 resulted in the creation of the Rincon Hill DTR (Downtown Residential) zoning district. Controls for the new district may be found in Planning Code Section 827 (Ord. 217-05, approved 08/19/05). The original SUD was repealed.

- *Study rezoning of the Central South of Market Area.*

COMPLETED. The entire South of Market area was rezoned in 1990 (Ord. 115-90, approved 04/06/90). The controls for six South of Market zoning districts are located in Planning Code Sections 813 through 818. However, in 2008, new zoning controls in the eastern part of the South of Market area were adopted as part

APPENDIX C. DOWNTOWN PLAN IMPLEMENTING ACTIONS AND ASSESSMENT (continued)

of the East SoMa portion of the Eastern Neighborhoods rezoning effort (Ord. 298-08, approved 12/19/08). Plans for the rest of the South of Market area are being refined in the Western SoMa Planning efforts currently underway.

- *Study rezoning of the South Van Ness area.*

COMPLETED. The Market-Octavia area rezoning in 2008 included the South Van Ness area mentioned in the original plan. The rezoning in this area (Ord. 72-08, approved 04/30/08) may be found in Sections 249.33 (Van Ness and Market Downtown Residential Special Use District) and 731.1 (Moderate-Scale Neighborhood Commercial Transit District).

8 PROTECT RESIDENTIAL USES IN AND ADJACENT TO DOWNTOWN FROM ENCROACHMENT BY COMMERCIAL USES.

8.1 Restrict the demolition and conversion of housing in commercial areas.

- *Make demolition and conversion subject to conditional use approval.*

COMPLETED. Planning Code Section 212(e) provides that all demolitions of residential buildings and conversions of residential space to non-residential uses be permitted only if authorized by a conditional use permit. This provision was part of the *Downtown Plan* text amendments, Ord. 414-85, approved 09/17/85. In 2008, Planning Code Section 317 added additional requirements and findings that the Planning Commission must make when considering any permit that involves the removal of a dwelling unit (Ord. 69-08, approved 04/17/08).

- *Rezone the North of Market residential area.*

COMPLETED. A significant part of the existing C-3-G district was changed to RC-4 (high density residential with ground floor commercial) and added to a new North of Market Residential Special Use district (Planning Code Section 249.5) with Ord. 165-85, approved 03/28/85.

- *Study rezoning of Chinatown.*

COMPLETED. Chinatown was studied and rezoned in 1987 (Ord. 130-87, approved 04/27/87). The rezoned districts may be found in Planning Code Sections 810 through 812.

- *Study rezoning of the North Beach area.*

COMPLETED. Controls for the North Beach and Broadway Neighborhood Commercial Districts (Planning Code Sections 714 and 722 respectively) were adopted as part of the Neighborhood Commercial Rezoning (Ord. 69-87, approved 03/13/87).

8.2 Preserve existing residential hotels.

- *Maintain controls on the conversion and demolition of residential hotel units.*

COMPLETED. Controls prohibiting the conversion and demolition of residential hotel units were enacted in 1981 and are located in the San Francisco Administrative Code, Chapter 41. The controls were substantially revised in 1991 (Ord. 121-90, approved 04/12/90). These controls prevent owners of single-room occupancy residential hotels (SROs) from converting their units historically used for tenants into lodging for tourists, which is typically more lucrative, unless steps are taken to ameliorate the lost housing. These controls are still in effect and were upheld by the United States Supreme Court in 2005 in the case of *San Remo Hotel v. City and County of San Francisco*.

OPEN SPACE

The Open Space chapter of the *Downtown Plan* includes all of its recommended implementing actions after listing its objectives and policies. Therefore, discussion of the implementing actions for Open Space follows the list of objectives and policies.

- 9 PROVIDE QUALITY OPEN SPACE IN SUFFICIENT QUANTITY AND VARIETY TO MEET THE NEEDS OF DOWNTOWN WORKERS, RESIDENTS, AND VISITORS.**
 - 9.1 Require usable indoor and outdoor open space, accessible to the public, as part of new downtown development.
 - 9.2 Provide different kinds of open space.
 - 9.3 Give priority to development of two categories of highly valued open space: sunlit plazas and parks.
 - 9.4 Provide a variety of seating arrangements in open spaces throughout downtown.
 - 9.5 Improve the usefulness of publicly-owned rights-of-way.

- 10 ASSURE THAT OPEN SPACES ARE ACCESSIBLE AND USABLE.**
 - 10.1 Develop an open space system that gives every person living and working downtown access to a sizable sunlit open space within convenient walking distance.
 - 10.2 Encourage the creation of new open spaces that become a part of an interconnected pedestrian network.
 - 10.3 Keep open space facilities available to the public.
 - 10.4 Provide open space that is clearly visible and easily reached from the street or pedestrian way.
 - 10.5 Address the need for human comfort in the design of open spaces by minimizing wind and maximizing sunshine.

- 11 PROVIDE CONTRAST AND FORM BY CONSCIOUSLY TREATING OPEN SPACE AS A COUNTERPOINT TO THE BUILT ENVIRONMENT.**
 - 11.1 Place and arrange open space to complement and structure the urban form by creating distinct openings in the otherwise dominant streetwall form of downtown.
 - 11.2 Introduce elements of the natural environment in open space to contrast with the built-up environment.

APPENDIX C: DOWNTOWN PLAN IMPLEMENTING ACTIONS AND ASSESSMENT (continued)

Implementing Actions for Open Space

- *Amend the Planning Code to require open space for nonresidential uses.*

COMPLETED. Planning Code Section 138 details the requirements for open space for nonresidential uses in the C-3 zoning districts. This provision was part of the *Downtown Plan* text amendments, Ord. 414-85, approved 09/17/85.
- *Allow development rights from an open space site to be transferred to a non-adjacent development site.*

NOT COMPLETED. The ability to transfer development rights (TDR) for open space sites was removed during Committee hearings at the Board of Supervisors as they were considering the *Downtown Plan* text amendments. It was removed because it was believed that allowing TDR for open space sites in addition to historically rated buildings would oversaturate the TDR market.
- *Allow the open space requirement of new buildings to be met off-site by developing open space on public land.*

COMPLETED. Planning Code Section 138(c) allows the open space requirement for new building to be off-site as long as it is within 900 feet of the new building and is located entirely within the C-3 zoning district.
- *Continue to acquire and develop new publicly owned open space to serve downtown residential areas.*

ON-GOING. As part of the *Downtown Plan* text amendments (Ord. 414-85, approved 09/17/85), a Downtown Park Special Fund was created and codified in Planning Code Section 139. It provides for a fee of \$2 per square foot of new office space in C-3 districts to provide a source of funds for the creation of park and open space areas in the downtown area.
- *Acquire needed open space through use of eminent domain powers when other means fail.*

NOT COMPLETED. Eminent domain has not been used to date to acquire new open space for the downtown area.

PRESERVING THE PAST

The Preserving the Past chapter of the *Downtown Plan* includes all of its recommended implementing actions after listing its objectives and policies. Therefore, discussion of the implementing actions for this chapter follows the list of objectives and policies.

12 CONSERVE RESOURCES THAT PROVIDE CONTINUITY WITH SAN FRANCISCO'S PAST.

- 12.1 Preserve notable landmarks and areas of historic, architectural, or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.
- 12.2 Use care in remodeling significant older buildings to enhance rather than weaken original character.
- 12.3 Design new buildings to respect the character of older buildings nearby.

APPENDIX C.: DOWNTOWN PLAN IMPLEMENTING ACTIONS AND ASSESSMENT (continued)

Implementing Actions for Preserving the Past

- *Require retention of the highest quality buildings and provide incentives for retention of other highly rated buildings.*

COMPLETED. Article 11 of the Planning Code establishes four categories of rated buildings (Categories I, II, III, and IV). These buildings are listed in Appendices A-D of Article 11. These provisions were part of the *Downtown Plan* text amendments, Ord. 414-85, approved 09/17/85. Category I and II buildings are classified as “Significant” buildings, while Category III and IV buildings are classified “Contributory.” Of the 1,700 buildings downtown, about 26% are rated and distributed as follows: Category I – 207 building; Category II – 42 buildings; Category III buildings – 26 buildings; and Category IV – 169 buildings.

- *Allow transfer of unused development rights from Significant and Contributory buildings.*

COMPLETED. Planning Code Section 128 sets up a procedure to allow for the transfer of development rights (TDR) from rated buildings to another site within the same C-3 zoning district or to a site in the C-3-O(SD) zoning district. This provision was part of the *Downtown Plan* text amendments, Ord. 414-85, approved 09/17/85.

- *Create conservation districts in areas with special characteristics and qualities.*

COMPLETED. Article 11 of the Planning Code establishes five conservation districts downtown for areas with significant concentrations of rated buildings. These conservation districts are listed in Appendices E-I of Article 11. These provisions were part of the *Downtown Plan* text amendments, Ord. 414-85, approved 09/17/85. The conservations districts created are: Kearny-Market-Mason-Sutter; New Montgomery-Second Street; Commercial-Leidesdorff; Front-California; and Kearny-Belden.

URBAN FORM

Height and Bulk

13 CREATE AND URBAN FORM FOR DOWNTOWN THAT ENHANCES SAN FRANCISCO’S STATURE AS ONE OF THE WORLD’S MOST VISUALLY ATTRACTIVE CITIES.

13.1 Relate the height of buildings to important attributes of the city pattern and to the height and character of existing and proposed development.

13.2 Foster sculpturing of building form to create less overpowering buildings and more interesting building tops, particularly the tops of towers.

- *Modify the allowable heights downtown.*

- *Market Street Spine*

COMPLETED. The *Downtown Plan* zoning map amendments (Ord. 414-85, approved 09/17/85) called for the separation of a smaller cluster of highrises near Van Ness Avenue from the main concentration east of Kearny Street. This separation was achieved by decreasing heights from Kearny to Polk Streets.

- *Retail District*

COMPLETED. *Downtown Plan* zoning map amendments (Ord. 414-85, approved 09/17/85) changed most of the heights in the C-3-R district to 80 feet as of right. Development of up to 130 feet would also be permitted if it can be demonstrated that the building does not add significant shadows on public sidewalks; the building

APPENDIX C: DOWNTOWN PLAN IMPLEMENTING ACTIONS AND ASSESSMENT (continued)

provides an appropriate transition to adjacent higher or lower buildings; and the additional height is set back far enough from the street to maintain the continuity of the predominant streetwall on the block. These conditions are from Planning Code Section 263.8.

○ *Financial District*

COMPLETED. *Downtown Plan* zoning map amendments (Ord. 414-85, approved 09/17/85) shifted higher height districts to the south. Previously, the highest height limits (700 feet) had been on Market Street between Fremont Street and Mark Twain Lane (Annie Street). The highest height district after the *Downtown Plan* allowed for development up to 550 feet in an area along Mission Street between First and Second Streets.

○ *Market-Van Ness*

COMPLETED. *Downtown Plan* zoning map amendments (Ord. 414-85, approved 09/17/85) reduced height limits in the area bounded by Civic Center, Seventh Street, Howard Street, and the Central Freeway and was designed to reduced the visual benching of buildings.

○ *South of Market-West of Yerba Buena Center*

COMPLETED. *Downtown Plan* zoning map amendments (Ord. 414-85, approved 09/17/85) reduced height limits in the South of Market area west of Yerba Buena Center. Previously, there had been three long height districts from Market to Folsom Streets in this area, which if fully developed would have created awkward looking stair steps when viewed from the west and south.

○ *Behind Transbay Terminal*

COMPLETED. *Downtown Plan* zoning map amendments (Ord. 414-85, approved 09/17/85) reduced heights in the half block bounded by Howard, First, Fremont, and the Transbay bus ramps in the hopes that the parcel fronting on Howard Street would be developed as a private urban park. A park was not constructed, and the site is now occupied by 405 Howard Street, one of the Foundry Square office projects. In June 2005, this site became part of the Transbay redevelopment area and the heights were raised significantly in anticipation of the development surrounding the Transbay Transit Center.

○ *Parks and Plazas*

COMPLETED. *Downtown Plan* zoning map amendments (Ord. 414-85, approved 09/17/85) reduced heights in the areas around Union, St. Mary's, and Portsmouth Squares and along Market Street near Crocker (now McKesson), Hallidie, and United Nations Plazas. In June 1984, just five months before the *Downtown Plan* was adopted, San Francisco voters passed Proposition K which prohibited any building over 40 feet that would cause substantial shading of properties under the jurisdiction of or proposed for acquisition by the Recreation and Parks Department. That initiative is codified in Section 295 of the Planning Code (Ord. 62-85, approved 01/31/85).

○ *Belden Street, Front Street, Commercial-Leidesdorff, Pine-Sansome, New Montgomery-Second Street*

COMPLETED. *Downtown Plan* zoning map amendments (Ord. 414-85, approved 09/17/85) reduced heights in the areas around the four smaller conservation districts established in Planning Code Article 11, Appendices F through I.

○ *Mint and Post Office*

COMPLETED. *Downtown Plan* zoning map amendments (Ord. 414-85, approved 09/17/85) reduced heights in the areas around the Old Mint at Fifth and Mission Streets, and the U.S. Court of Appeals building at Seventh and Mission Streets. The goal of these reductions was to ensure that new buildings properly frame these historic properties. In October 1997, the Board of Supervisors authorized the creation of the Federal

APPENDIX C: DOWNTOWN PLAN IMPLEMENTING ACTIONS AND ASSESSMENT (continued)

Office Building redevelopment area on the northwest corner of Mission and Seventh Streets. This redevelopment area was created to help fund acquisition of a site for a new federal building in San Francisco. The building opened in 2007, and while there is low-rise development at the corner of Mission and Seventh, the building rises to a height of 234 feet.

- *Adopt new bulk controls.*

COMPLETED. The *Downtown Plan* zoning amendments (Ord. 414-85, approved 09/17/85) created a new bulk designation “S” that was applied to most of the downtown areas east of Kearny and Third Streets. This bulk control is applied for four components of a structure: the base, lower tower, upper tower, and upper tower extension and is codified in Planning Code Section 270(d). The general principle behind the “S” bulk control is that as a building increases in height, it should decrease in bulk.

- *Require integration of rooftop mechanical functions.*

COMPLETED. The *Downtown Plan* zoning amendments (Ord. 414-85, approved 09/17/85) amended the Planning Code by adding an exemption to the height limit for building volume used to screen rooftop mechanical functions. These provisions may be found in Planning Code Section 260(b)(1)(F).

13.3 Create visually interesting terminations to building towers. (Note: This policy was added after adoption of *Downtown Plan*).

COMPLETED. While there is no implementing action associated with this policy, the policy was realized in Planning Code Section 263.9 which allows for a special exception that could result in additional height in the “S” bulk district for the upper tower extension portion of a new building. This provision was part of the *Downtown Plan* text amendments, Ord. 414-85, approved 09/17/85.

13.4 Maintain separation between buildings to preserve light and air and prevent excessive bulk.

- *Require setbacks and separation of towers.*

COMPLETED. the *Downtown Plan* zoning amendments (Ord. 414-85, approved 09/17/85) created a new series of setback requirements for buildings in C-3 districts and codified in Planning Code Section 132.1. Generally, these provisions require no setback for buildings up to a height 1.25 times the width of the street they front on. Above that height, the setback requirements increase as the building gets taller.

Sunlight and Wind

14 CREATE AND MAINTAIN A COMFORTABLE PEDESTRIAN ENVIRONMENT.

14.1 Promote building forms that will maximize the sun access to open spaces.

- *Establish sun access criteria to ensure direct sunlight to certain public sidewalks.*

COMPLETED. Planning Code Section 146 implements sunlight access criteria for public sidewalks in certain downtown areas during critical periods of use. It establishes firm heights for the front of buildings along eighteen street segments in the downtown area, most of which are in the C-3-R zoning district. These provisions were added as part of the *Downtown Plan* text amendments, Ord. 414-85, approved 09/17/85.

APPENDIX C: DOWNTOWN PLAN IMPLEMENTING ACTIONS AND ASSESSMENT (continued)

- *Implement sun access rules for parks and other open spaces.*

COMPLETED. Planning Code Section 147 minimizes shadows for certain public and publicly accessible open spaces other than those owned by the Recreation and Parks Department, which are protected by the passage of Proposition K described above. The rules in this section would apply to McKesson, Hallidie, and United Nations Plazas among others. These provisions were added as part of the *Downtown Plan* text amendments, Ord. 414-85, approved 09/17/85.

14.2 Promote building forms that will minimize the creation of surface winds near the base of buildings.

- *Modify building forms to reduce local wind currents. This issue would be addressed in design review of individual development projects.*

COMPLETED. Planning Code Section 148 requires that new buildings should be designed so that ground level wind currents will not exceed eleven miles per hour between 7:00 a.m. and 6:00 p.m. more than ten percent of the time year round. These provisions were added as part of the *Downtown Plan* text amendments, Ord. 414-85, approved 09/17/85.

Building Appearance

15 CREATE A BUILDING FORM THAT IS VISUALLY INTERESTING AND HARMONIZED WITH SURROUNDING BUILDINGS.

15.1 Ensure that new facades relate harmoniously with nearby façade patterns.

15.2 Assure that new buildings contribute to visually unity of the city.

- *Prohibit the use of highly reflective materials and encourage the use of light-toned materials in new buildings.*

COMPLETED. While not codified as part of the *Downtown Plan* amendments, the prohibition of highly reflective spandrel glass, mirror glass, or deeply tinted glass has been a standard clause in every downtown projects' "Conditions of Approval" when the building is approved by the Planning Commission.

15.3 Encourage more variation in building facades and greater harmony with older buildings through use of architectural embellishments and bay or recessed windows.

- *Modify the Planning Code to allow architectural projections.*

COMPLETED. *Downtown Plan* zoning text amendments (Ord. 414-85, approved 09/17/85) added Planning Code Section 136(d) permitting decorative architectural projections for buildings where such projections do not increase interior floor area.

- *Modify the Planning Code to encourage architectural embellishments, deep-set windows, and bay windows.*

COMPLETED. Two sections of the Planning Code were amended to implement this implementing action. In Section 102.9, the definition of gross floor area was allowed to be measured from the average line of the window

APPENDIX C: DOWNTOWN PLAN IMPLEMENTING ACTIONS AND ASSESSMENT (continued)

glass to encourage the use of recessed windows. In addition, Section 136(d)(2) was added to encourage bay windows on nonresidential buildings. Both of these amendments were part of the Downtown Plan text amendments (Ord. 414-85, approved 09/17/85).

Streetscape

16 CREATE AND MAINTAIN ATTRACTIVE, INTERESTING URBAN STREETSCAPES.

16.1 Conserve the traditional street to building relationship that characterizes downtown San Francisco.

16.2 Provide setbacks above a building base to maintain the continuity of the predominant streetwalls along the street.

16.3 Maintain and enhance the traditional downtown street pattern of projecting cornices on smaller buildings and projecting belt courses of taller buildings.

16.4 Use designs and materials and include activities at the ground floor to create pedestrian interest.

- *Apply the streetscape policies in the design review of individual projects.*

ON-GOING. While not codified as part of the *Downtown Plan* amendments, the four policies under this objective are addressed during the design review of individual development projects. When appropriate, these policies are included in projects' "Conditions of Approval" when the building is approved by the Planning Commission.

16.5 Encourage the incorporation of publicly visible art works in new private development and in various public spaces downtown.

- *Require investment in artwork as part of major new development projects.*

COMPLETED. Planning Code Section 149 requires artwork equal to one percent of the construction cost of the building. The artwork has to be on the site or clearly visible from the sidewalk or open space feature or on an adjacent public property. This provision was part of the *Downtown Plan* text amendments, Ord. 414-85, approved 09/17/85.

MOVING ABOUT Moving to and from Downtown

Rapid Transit Lines

17 DEVELOP TRANSIT AS THE PRIMARY MODE OF TRAVEL TO AND FROM DOWNTOWN.

17.1 Build and maintain rapid transit lines from downtown to all suburban corridors and major centers of activity in San Francisco.

APPENDIX C: DOWNTOWN PLAN IMPLEMENTING ACTIONS AND ASSESSMENT (continued)

- *Implement a regional mass transit system for the Peninsula corridor.*

PARTIALLY COMPLETED. Two concepts were proposed by the *Downtown Plan* to encourage more Peninsula commuters to use transit: extend BART to San Francisco International Airport and extend Caltrain to the Transbay Terminal. On June 22, 2003, BART officially opened its new line to San Francisco International Airport. Work is currently underway to extend Caltrain to the new Transbay Transit Center which will be built on the site of the existing Transbay Terminal.
- *Construct the Muni Metro turnaround at the Embarcadero.*

COMPLETED. The Muni Metro turnback project was completed in 1998.
- *Construct the Muni Metro extension to the vicinity of Fourth and Townsend.*

COMPLETED. The extension of the Metro system from Embarcadero station to the Caltrain station was completed in 1998.
- *Examine alternatives for Muni Metro service to Geary/Third Street.*

UNDERWAY. Two projects are currently underway that would address this implementing action. The first is the Central Subway project which would extend the T-Third line up Fourth Street (not Third Street) and continuing to Chinatown. The subway portion would start near Bryant Street with stations planned for Brannan Street, Yerba Buena Center, Market Street-Union Square, and Chinatown. Construction is expected to start in 2010 and operation is expected to start in 2016. For the Geary Street corridor, a BRT (bus rapid transit) system is proposed. Environmental review is currently underway for this project with a projected opening date of 2015/2016.
- *Evaluate possible extension of Southern Pacific/Caltrain rail service.*

UNDERWAY. Planning for an extension of Caltrain to the new Transbay Transit Center is now underway. The timeframe for its construction and completion is 2017.

Non-Rail Transit

17.2 Expand existing non-rail transit service to downtown.

- *Carry out plans for expanding transit service.*

COMPLETED. Each of the services providing transit into downtown San Francisco, Muni, Golden Gate Transit, AC Transit, and SamTrans prepare five-year plans and then implement them.

Transit Lanes

17.3 Establish exclusive transit lanes on bridges, freeways, and city streets where significant transit service exists.

Transit Transfers

17.4 Coordinate regional and local transportation systems and provide for interline transit transfers.

APPENDIX C: DOWNTOWN PLAN IMPLEMENTING ACTIONS AND ASSESSMENT (continued)

- *Implement discount MUNI transfer with all suburban corridor lines.*

PARTIALLY COMPLETED. Discount transfer arrangements exist between Muni and all of the carriers in the Bay Area with the exception of Golden Gate Transit bus riders. However, all of the local transit providers are in the process of implementing Clipper, a smartcard-based technology that will allow users to access all of the local transit systems with a single card. It was implemented on Golden Gate Transit and AC Transit in 2006. In December 2008, Muni began accepting Clipper cards for all lines except the Cable Cars. Caltrain and BART began using Clipper in 2009. Samtrans and Santa Clara County's VTA are scheduled to begin using the card in early 2011.

Transit Terminals

17.5 Provide for commuter bus loading at off-street terminals and at special curbside loading areas at non-congested locations.

17.6 Make convenient transfers possible by establishing common or closely located terminals for local and regional transit systems.

- *Improve and expand the Transbay Terminal.*

UNDERWAY. A temporary terminal opened for use in May 2010. Demolition of the existing terminal began in August 2010. Completion of the new Transit Center is expected in 2015.

- *Provide curbside on-street boarding of Golden Gate and SamTrans service.*

COMPLETED. San Francisco transportation planners worked with both Golden Gate Transit and SamTrans to locate stops so as to minimize their impact on Muni service.

Ferries

17.7 Continue ferries and other forms of water-based transportation as an alternative method of travel between San Francisco and the other communities along the Bay, and between points along the waterfront within San Francisco. (Reworded later to include the entire Bay Area)

- *Initiate feasibility studies for additional public or private ferry service.*

COMPLETED. In addition to the ferry service provided by Golden Gate Transit ferries, three additional lines have been added to downtown San Francisco: Vallejo, Alameda-Oakland, and Harbor Bay Isle. In 2007, the California legislature passed a bill creating the Water Emergency Transportation Authority which will oversee all ferry service within San Francisco Bay. Seven additional routes are anticipated.

18. ENSURE THAT THE NUMBER OF AUTO TRIPS TO AND FROM DOWNTOWN WILL NOT BE DETRIMENTAL TO THE GROWTH AND AMENITY OF DOWNTOWN.

18.1 Do not increase (and where possible reduce) the existing automobile capacity of the bridges, highways, and freeways entering the city.

- *Tear down the Embarcadero freeway.*

APPENDIX C: DOWNTOWN PLAN IMPLEMENTING ACTIONS AND ASSESSMENT (continued)

COMPLETED. The Embarcadero freeway was torn down in 1991 after being irreparably damaged by the Loma Prieta earthquake in 1989.

- *Reconstruct the Embarcadero surface roadway.*

COMPLETED. The Embarcadero roadway project was constructed between 1995 and 2000.

- *Reconstruct the stub-end of I-280.*

COMPLETED. A redesigned connection to Interstate 280 was completed in 1997 linking the highway with King Street which eventually turns into the redesigned Embarcadero roadway.

Carpools-Vanpools

- 18.2 Provide incentives for the use of transit, carpools and vanpools, and reduce the need for new or expanded automobile parking facilities.

- *Provide preferential parking spaces and rates for carpools and vanpools.*

COMPLETED. Preferential parking spaces for carpool and vanpool vehicles have been established in a number of locations around downtown San Francisco. The spaces are usually reserved for these users during the early morning hours and are available to general parkers after the posted hours.

- *Require transportation brokers to be employed by each major new development or by groups of smaller projects in the downtown.*

COMPLETED. The *Downtown Plan* text amendments (Ord. 414-85, approved 09/17/85) added Planning Code Section 163 which required all new buildings or additions over 100,000 square feet to provide transportation brokerage services for the life of the project.

- *Provide high-occupancy vehicle (HOV) lanes on freeways and their on-ramps.*

NOT COMPLETED. HOV lanes have been built in all of the surrounding counties, but not in San Francisco.

Commuter Parking

- 18.3 Discourage new long-term commuter parking spaces in and around downtown. Limit long-term parking spaces serving downtown to the number that already exists.

- 18.4 Locate any new long-term parking structures in areas peripheral to downtown only if these areas are not “transit-oriented” neighborhoods. Any new peripheral parking structure should: be concentrated to make transit service efficient and convenient; be connected to transit shuttle service to downtown; and provide preferred space and rates for van and car pool vehicles.

- *Restrict new long-term parking facilities to the periphery of downtown.*

COMPLETED. Long-term parking facilities have only been completed in the area peripheral to downtown, primarily in the areas beneath the Interstate 80 approaches to the Bay Bridge.

APPENDIX C: DOWNTOWN PLAN IMPLEMENTING ACTIONS AND ASSESSMENT continued)

- *Construct new long-term parking garages only as needed to replace the loss of long-term parking in the core.*

NOT COMPLETED. No new long-term parking garages have been built since the *Downtown Plan* was adopted.

- 18.5 Discourage proliferation of surface parking as an interim land use, particularly where sound residential, commercial, or industrial buildings would be demolished.

Bicycles

19 PROVIDE FOR SAFE AND CONVENIENT BICYCLE USE AS A MEANS OF TRANSPORTATION.

- 19.1 Include facilities for bicycle users in governmental, commercial, and residential developments.
- 19.2 Accommodate bicycles on regional transit facilities and important regional transportation links.
- 19.3 Provide adequate and secure bicycle parking at transit terminals.

While there were no implementing actions for this objective, there has been a great deal of progress towards making bicycle travel easier in San Francisco. There are now more than 201 miles of bike routes in San Francisco. The Planning Code in Sections 155.1 through 155.5 spells out bicycle-related requirements for new public and private development. A comprehensive *San Francisco Bicycle Plan* was unanimously adopted by the Board of Supervisors in August 2009. An injunction against implementing the bike plan was lifted a year later.

Moving Around Downtown

20 PROVIDE FOR THE EFFICIENT, CONVENIENT, AND COMFORTABLE MOVEMENT OF PEOPLE AND GOODS, TRANSIT VEHICLES, AND AUTOMOBILES WITHIN THE DOWNTOWN.

Auto Circulation

- 20.1 Develop the downtown core as an automobile control area.
- *Control growth of automobile traffic in the downtown core.*

ON-GOING. Though not a part of the *Downtown Plan*, the City has several policies to control or reduce the amount of traffic downtown. Parking in downtown is extremely limited and priced to favor short-term parking over commuter parking. In March 2007, the San Francisco County Transportation Authority (CTA) initiated their Mobility, Access and Pricing Study to evaluate the feasibility of implementing congestion pricing in San Francisco. The Study is based on the analysis of a range of possible congestion pricing program options including an assessment of the potential benefits and impacts to our transportation system, economy, and environment. A key finding to date is that a congestion pricing program for San Francisco would be both

APPENDIX C: DOWNTOWN PLAN IMPLEMENTING ACTIONS AND ASSESSMENT (continued)

technically feasible and effective. All of the options under study would charge automobiles that enter or pass through the greater downtown area. Tolls would be collected using FasTrak, the electronic toll collection system that relies on transponders in individual cars, or a network of cameras.

20.2 Organize and control traffic circulation to reduce congestion in the core caused by through traffic and to channel vehicles into peripheral parking facilities.

- *Channel auto traffic to primary vehicular streets.*

COMPLETED. The *Downtown Plan* contained a map designating certain streets as “primary vehicular streets” onto which automobile traffic would be channeled. These streets would be designed to move traffic and efficiently through the use of timed stoplights.

20.3 Locate drive-in, automobile-oriented, quick-stop and other auto-oriented uses on sites outside the office, retail, and general commercial districts of downtown.

Transit Lanes

20.4 Improve speed of transit travel and service by giving priority to transit vehicles where conflicts with auto traffic occur, and by establishing a transit preferential streets system.

- *Install and improve transit lanes on downtown streets.*

ON-GOING. The City has expanded the number of streets with exclusive transit only lanes to now include the downtown parts of Market, Mission, Fremont, and First Streets. Muni has implemented traffic signal preemption on some of its routes and has plans to introduce this technology along all designated rapid transit network routes.

- *Assess the desirability and feasibility of north/south shallow subways through the downtown.*

NOT COMPLETED. This proposal was not implemented. However, the proposed Central Subway project will satisfy the intent of this action by providing subway service from the Caltrain station to Chinatown; it is scheduled to open in 2018.

Shuttle Transit

20.5 Develop shuttle transit systems to supplement trunk lines for travel within the greater downtown area.

- *Implement Muni bus improvements for downtown circulation.*

UNDERWAY. Muni has undertaken a comprehensive study of its entire route system called the Transit Effectiveness Project (TEP) designed to increase customer convenience: improve reliability, reduce travel time, provide more frequent service, and update Muni bus routes and rail lines so that they track with current travel patterns. Some route changes were implemented in December 2009. Additional recommendations will be implemented following any requisite environmental assessments.

APPENDIX C: DOWNTOWN PLAN IMPLEMENTING ACTIONS AND ASSESSMENT (continued)

- *Refine proposals and implement the Muni "E" and "F" streetcar lines.*

COMPLETED AND UNDERWAY. Service on the F-Market historic streetcar line began in September 1995. It ran along Market Street from Castro to Steuart. In March 2000, the F-Market line was extended to Fisherman's Wharf providing tourists with an additional option to get to this popular destination. A fully functioning E-Embarcadero line is envisioned once the Transit Effectiveness Project is fully implemented. It will run from Fisherman's Wharf to the Caltrain terminal.

- *Implement additional shuttle transit.*

NOT COMPLETED. None of the three shuttle transit routes recommended in the *Downtown Plan* were implemented.

Taxis

- 20.6 Maintain a taxi service adequate to meet the needs of the city and to keep fares reasonable.

- *Initiate a feasibility study for a second type of taxi service.*

NOT COMPLETED. The *Downtown Plan* had called for a second type of taxi service that focused on service only for the downtown and immediately surrounding areas. This type of taxi service would have had fixed zone fares similar to the fare schedule cabs use in Washington, DC.

Short-Term Parking

- 20.7 Encourage short-term use of existing parking spaces within and adjacent to the downtown core by converting all-day commuter parking to short-term parking in areas of high demand. Provide needed additional short-term parking structures in peripheral locations around but not within the downtown core.

- *Expand the Sutter-Stockton garage.*

COMPLETED. 390 parking spaces were added to the Sutter-Stockton garage in 1986 bringing the total number of spaces at the garage to 1865.

- *Set parking rates to favor short-term parking.*

COMPLETED. Downtown Plan zoning text amendments (Ord. 414-85, approved 09/17/85) added Planning Code Section 155(g) requires that parking rates in privately-owned commercial buildings charge no less than ten times the rate charged for the first hour after parking for eight hours or more. All City-owned garages downtown have been set to favor short-term stays over longer ones. Rates for the first hour range from between \$2.50 to \$3 and increase to between \$22 and \$36 after parking for seven hours.

- 20.8 Make existing and new accessory parking available to the general public for evening and weekend use.

APPENDIX C: DOWNTOWN PLAN IMPLEMENTING ACTIONS AND ASSESSMENT (continued)

Off-Street Loading Facilities

21 IMPROVE FACILITIES FOR FREIGHT DELIVERIES AND BUSINESS SERVICES.

21.1 Provide off-street facilities for freight loading and service vehicles on the site of new buildings sufficient to meet the demands generated by the intended uses, and seek opportunities to create new facilities for existing buildings. (Slightly modified since adopted plan.)

- *Revise Planning Code regarding off-street loading provisions.*

COMPLETED. *Downtown Plan* zoning text amendments (Ord. 414-85, approved 09/17/85) added Planning Code Section 152.1 with a new set of freight loading requirements designed to provide more spaces for the uses that generate higher truck and service vehicle traffic.

- *Discourage semi-truck and tractor-trailer traffic in downtown during business hours.*

NOT COMPLETED. No ordinance or restrictions have been passed to discourage or limit semi-truck or tractor-trailer traffic in downtown San Francisco during business hours.

21.2 Discourage access to off-street freight loading and service vehicle facilities from transit preferential streets, or pedestrian-oriented streets and alleys.

- *Incorporate into the Planning Code rules regarding the appropriate location for off-street building service facilities.*

COMPLETED. *Downtown Plan* zoning text amendments (Ord. 414-85, approved 09/17/85) added Planning Code Section 155(d) to (g) concerning location of off-street freight loading to discourage access from transit preferential streets or pedestrian-oriented streets and alleys.

21.3 Encourage consolidation of freight deliveries and night-time deliveries to produce greater efficiency and reduce congestion.

21.4 Provide limited loading spaces on the street to meet the need for peak period or short-term small deliveries and essential services, and strictly enforce their use.

21.5 Require large hotels to provide off-street passenger loading and unloading of tour buses.

- *Incorporate the requirements for tour bus loading, shown in Table 24, into the Planning Code.*

COMPLETED. *Downtown Plan* zoning text amendments (Ord. 414-85, approved 09/17/85) added Planning Code Section 162 requiring new hotels to provide off-street areas for tour bus passenger loading and unloading.

Pedestrians

22 IMPLEMENT A DOWNTOWN STREETScape PLAN TO IMPROVE THE DOWNTOWN PEDESTRIAN CIRCULATION SYSTEM, ESPECIALLY WITHIN THE CORE, TO PROVIDE FOR EFFICIENT, COMFORTABLE, AND SAFE MOVEMENT.

APPENDIX C: DOWNTOWN PLAN IMPLEMENTING ACTIONS AND ASSESSMENT (continued)

22.1 Provide sufficient pedestrian movement space.

- *Implement proposals for arcades and through block pedestrianways as shown on the Proposed Pedestrian Network map and listed on the Proposed Street Improvements table.*

COMPLETED. These proposals were refined and implemented with the passage of the *Downtown Streetscape Plan* in July 1995. The policies presented in the *Downtown Streetscape Plan* were codified by reference in Planning Code Section 138.1 concerning pedestrian streetscape improvements in C-3 districts (Ord. 314-95, approved 10/06/95).

22.2 Through the development of streetscape standards and guidelines, minimize obstructions to through pedestrian movement on sidewalks in the downtown core.

- *In reviewing proposed downtown developments and plans for street and sidewalk improvements, employ standards and guidelines in the "Pedestrian Improvements Standards and Guidelines" figure to provide sufficient pedestrian movement and standing space.*

COMPLETED. These recommendations were implemented with the passage of the *Downtown Streetscape Plan* in July 1995. The policies presented in the *Downtown Streetscape Plan* were codified by reference in Planning Code Section 138.1 concerning pedestrian streetscape improvements in C-3 districts (Ord. 314-95, approved 10/06/95).

22.3 Ensure convenient and safe pedestrian crossings.

- *Construct pedestrian bridges at the locations listed below.*

- *Over Mission between First and Fremont Streets*

NOT COMPLETED. A pedestrian bridge was not built at this location.

- *Over Mission between Fourth and Fifth Streets*

NOT COMPLETED. A pedestrian bridge was not built at this location, although one was proposed in 1998

- *Over Mission between Third and Fourth Streets*

NOT COMPLETED. A pedestrian bridge was not built at this location.

- *Over Howard between Third and Fourth Streets*

COMPLETED. A pedestrian bridge was built at this location.

22.4 Create a pedestrian network in the downtown core area that includes streets devoted to or primarily-oriented to pedestrian use.

- *Develop a pedestrian network.*

COMPLETED. The pedestrian network proposed in the *Downtown Plan* was refined and implemented with the passage of the *Downtown Streetscape Plan* in July 1995. The policies presented in the *Downtown Streetscape Plan* were codified by reference in Planning Code Section 138.1 concerning pedestrian streetscape improvements in C-3 districts (Ord. 314-95, approved 10/06/95).

APPENDIX C: DOWNTOWN PLAN IMPLEMENTING ACTIONS AND ASSESSMENT (continued)

22.5 Improve the ambience of the pedestrian environment.

- *Implement the improvement projects proposed for downtown streets and alleys.*

COMPLETED. The improvement projects proposed for downtown streets and alleys in the *Downtown Plan* were implemented with the passage of the *Downtown Streetscape Plan* in July 1995. The policies presented in the *Downtown Streetscape Plan* were codified by reference in Planning Code Section 138.1 concerning pedestrian streetscape improvements in C-3 districts (Ord. 314-95, approved 10/06/95).

22.6 Future decision about street space, both in this plan and beyond, should give equal, if not greater, consideration to pedestrian needs. (This policy was added when the *Downtown Streetscape Plan* was adopted.)

SEISMIC SAFETY

The Seismic Safety chapter of the *Downtown Plan* includes all of its recommended implementing actions after listing its objectives and policies. Therefore, discussion of the implementing actions for Seismic Safety follows the list of objectives and policies.

23 **REDUCE HAZARDS TO LIFE SAFETY AND MINIMIZE PROPERTY DAMAGE AND ECONOMIC DISLOCATION RESULTING FROM FUTURE EARTHQUAKES.**

23.1 Apply a minimum level of acceptable risk to structures and uses of land based upon the nature of the use, importance of the use to public safety and welfare, and density of occupancy.

23.2 Initiate orderly abatement of hazards from existing buildings and structures, while preserving the architectural design character of important buildings.

23.3 Require geologic or soil engineering site investigation and compensating structural design based on findings for all new structures in special geologic study areas.

23.4 Review and amend at regular intervals all relevant public codes to incorporate the most current knowledge and highest standards of seismic design, and support seismic research through appropriate actions by all public agencies.

- *Initiate studies on the feasibility of requiring seismic retrofitting for existing buildings.*

COMPLETED. In 1986, the California legislators passed a law requiring all jurisdictions to develop a mitigation program to reduce unreinforced building hazards. In 1989, the Planning Department conducted a study of the unreinforced masonry buildings (UMBs) in San Francisco. About 2,000 buildings were found during this survey. In 1992, the Board of Supervisors passed Ordinance No. 225-92 requiring the City to notify all owners of UMBs and requiring all owners of UMBs to seismically upgrade their buildings by February 15, 2006. Building owners are responsible for financing the cost of the work.

- *Investigate the feasibility of strengthening Code requirements to minimize the danger of falling materials from new buildings.*

COMPLETED. The Department of Building Inspection's Seismic Investigation and Hazards Advisory Committee has been advising the San Francisco Building Inspection Commission for several years to keep Commission apprised of updated seismic hazard information, to review and recommend engineering and

APPENDIX C: DOWNTOWN PLAN IMPLEMENTING ACTIONS AND ASSESSMENT (continued)

planning criteria necessary for the reduction of seismic hazard related to geology, to recommend criteria for seismic investigation and instrumentation, to study post-disaster operating plans and reconstruction criteria. The Committee shall recommend to the Building Inspection Commission such legislation as the Committee deems necessary to improve structural resistance to, and to minimize the risks associated with seismic disturbances for all types of buildings, structures and properties.

- *Require appropriate evacuation and emergency response plans for major new buildings.*

COMPLETED. While not codified as part of the *Downtown Plan* amendments, each major new project is required to prepare an Emergency Response Plan as a standard clause in the project's "Conditions of Approval" when the building is approved by the Planning Commission.

- *Investigate the feasibility of requiring stronger buildings in special geologic study areas.*

COMPLETED. In February 2009, the Planning Department began requiring a new Interdepartmental Project Review process for new construction projects in areas identified as seismic hazard zones. The Planning Department acts as the lead agency in collaboration with the Department of Building Inspection (DBI); the Department of Public Works (DPW); and the San Francisco Fire Department (SFFD). In addition, when a site is included in the State of California Seismic Hazard Zones map, an additional geotechnical report is required for building permits.

Acknowledgments

Mayor Ed Lee

Board of Supervisors

David Chiu, *President*
Michela Alioto-Pier
John Avalos
David Campos
Carmen Chu
Chris Daly
Bevan Dufty
Sean Elsbernd
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