

EASTERN NEIGHBORHOODS

CITIZEN ADVISORY COMMITTEE

MONDAY, MAY 18, 2015

PRESENTATION MATERIAL

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Agenda Item No. 4

The Eastern Neighborhoods Five-Year Monitoring Report. Presentation on the current City Code requirements for the Eastern Neighborhoods Five-Year Monitoring Report and some of the five Area Plans' objective and policies that could also inform the contents of the Report. The CAC will discuss other potential questions and metrics to be pursued in the Report's analysis, followed by comment and potential action.

MEMORANDUM

DATE: May 15, 2015

TO: Members of the EN CAC

FROM: Mat Snyder, CAC Staff
mathew.snyder@sfgov.org

SUBJECT: Eastern Neighborhoods Monitoring Report

This memorandum is to describe the current requirements for the Eastern Neighborhoods Five-Year Monitoring Report (due June 30, 2016), staff's proposed structure for the report, and to provide some initial thoughts on other questions the Monitoring Report might seek to answer.

Background

The City's Administrative Code requires that the Planning Department and other City Agencies produce a Monitoring Report on the Eastern Neighborhoods Plan. Planning staff will work on the report in the next fiscal year.

At your regular meetings over the past couple of months, you have been discussing the on-going role of the CAC, and how to address your constituents' concerns about the Plans' progress. Through these discussions, staff has suggested that you utilize the Monitoring Report as a way to ask for information that you think will help test the Plans' progress and whether its been meeting its goals and objectives. The topic is scheduled for your Monday meeting. In preparation for that discussion, I have attached the following: (1) Administrative code requirements for the Monitoring Report; (2) proposed structure of the report; and (3) matrix of key plan objectives and policies, related questions and how to answer them.

**Code Requirement for the Eastern Neighborhoods Monitoring Report (Administrative Code
Section 10E.3)**

- 1. Development activity**
 - a. Office space - net square feet
 - b. Visitor and hotel space - net square feet
 - c. Retail space – net square feet
 - d. Housing - net units
- 2. Business formation and relocation** - an estimate of the rate of establishment of new businesses and business and employment relocation trends and patterns in City and Bay Area)
- 3. Progress on public benefit (from Public Benefit Program)**
 - a. Affordable Housing
 - i. Inclusionary housing program
 - ii. Jobs / Housing Linkage Housing Program
 - b. Streetscape, transportation, and public realm
 - c. Open space and recreational facilities
 - d. Community Facilities
 - i. Child care
 - ii. Library
 - iii. Others deemed relevant, for example:
 1. Health care centers
 2. Human services
 3. Cultural centers
 - e. Neighborhood serving businesses
- 4. Fees and Revenues**
 - a. Fiscal Revenue
 - b. EN Impact fees
 - c. Property tax – net increment
 - d. Business tax – net increment
 - e. Hotel and sales tax – net increment

Proposed Structure for the Monitoring Report

Part 1 -- Data Trends

- Development pipeline information
- General demographic information
- Fee revenue and expenditure information
- (other – to be discussed)

Part 2 – Plan Policies Evaluation

- Housing (with an emphasis on affordable housing)
- PDR / job-creation
- Complete neighborhoods – Infrastructure
- Complete neighborhoods – mix of uses / urban design
- (other – to be discussed)

Considerations:

Seek to evaluate EN Plan specific outcomes (i.e. what would have happened without EN?)

Compare trends in EN to those in to the City and the region

Part 3 – Conclusions and Next Steps

Question / Indicator		Plan Objectives	How to Answer
Housing			
	How many units were taken off the market (Ellis Act)?	2.2 RETAIN AND IMPROVE EXISTING HOUSING AFFORDABLE TO PEOPLE OF ALL INCOMES	
	What is the bedroom-count profile for completed Projects? For projects in the pipeline?	2.3 ENSURE THAT NEW RESIDENTIAL DEVELOPMENTS SATISFY AN ARRAY OF HOUSING NEEDS WITH RESPECT TO TENURE, UNIT MIX AND COMMUNITY	
	How many SRO / micro units? Student housing units? Have the units served the intended populations?	2.3 ENSURE THAT NEW RESIDENTIAL DEVELOPMENTS SATISFY AN ARRAY OF HOUSING NEEDS WITH RESPECT TO TENURE, UNIT MIX AND COMMUNITY	
	How much EN fees have been collected for affordable housing the Mission NCT and South of Market MUR Districts?	2.2 RETAIN AND IMPROVE EXISTING HOUSING AFFORDABLE TO PEOPLE OF ALL INCOMES	
	What efforts has there been to preserve and rehabilitate existing affordable units?	2.2 RETAIN AND IMPROVE EXISTING HOUSING AFFORDABLE TO PEOPLE OF ALL INCOMES	
	List the 100% affordable housing projects in the EN. What is their status?	ENSURE THAT A SIGNIFICANT PERCENTAGE OF NEW HOUSING CREATED IN THE PLAN AREA IS AFFORDABLE TO PEOPLE WITH A WIDE RANGE OF INCOMES	
	How much additional BMR fees have been collected and units produced (both complete and in pipeline) in the UMU above what would have otherwise been collected / produced?	ENSURE THAT A SIGNIFICANT PERCENTAGE OF NEW HOUSING CREATED IN THE PLAN AREA IS AFFORDABLE TO PEOPLE WITH A WIDE RANGE OF INCOMES	
Jobs / PDR / other job-creating uses			
	What is the net change in PDR gsf? Provide these figures for both the PDR, UMU and SALI use districts? How does PDR change in PDR districts compare with rest of City?	1.1 ENCOURAGE THE TRANSITION OF PORTIONS OF THE CENTRAL WATERFRONT TO A MORE MIXED USE CHARACTER, WHILE PROTECTING THE	
	Provide a general accounting of the City's workforce development efforts in the Eastern Neighborhoods; by sector if possible.	6.1 SUPPORT THE ECONOMIC WELLBEING OF A VARIETY OF BUSINESSES IN THE EASTERN NEIGHBORHOODS; 7.1 INCREASE ECONOMIC SECURITY FOR	
	Provide vacancy information for the PDR and SALI districts.	6.1 SUPPORT THE ECONOMIC WELLBEING OF A VARIETY OF BUSINESSES IN THE EASTERN NEIGHBORHOODS	
	The plan had policies to promote R & D, life sciences, and other "knowledge worker" development? Has that type of development happened?	1.4 SUPPORT A ROLE FOR “KNOWLEDGE SECTOR” BUSINESSES IN APPROPRIATE PORTIONS OF THE PLAN AREA	
Complete neighborhoods - infrastructure			
	What parks and open space need has been created by the new development?	5.3 PROVIDE PUBLIC PARKS AND OPEN SPACES THAT MEET THE NEEDS OF RESIDENTS, WORKERS AND VISITORS	
	What streetscape and public realm need has been created by new development?	5.3 CREATE A NETWORK OF GREEN STREETS THAT CONNECTS OPEN SPACES AND IMPROVES THE WALKABILITY, AESTHETICS AND ECOLOGICAL	
	What child care need has been created by new development?	5.3 PROVIDE ESSENTIAL COMMUNITY SERVICES AND FACILITIES	
	What projects have been completed to meet these needs? What projects are currently planned?	5.3 PROVIDE ESSENTIAL COMMUNITY SERVICES AND FACILITIES	
Complete neighborhoods - land use and urban design			
	Outside of major office and institutional development projects, what other non-residential projects have occurred?	(various Land Use policies)	

	Toward the goal of providing complete neighborhoods that include residential-serving uses, provide information on the types of businesses and services that have gone in to the commercial component of mixed-use projects.	3.2 PROMOTE AN URBAN FORM AND ARCHITECTURAL CHARACTER THAT SUPPORTS WALKING AND SUSTAINS A DIVERSE, ACTIVE AND SAFE PUBLIC	
	Is there sufficient residential-serving development for the residential development?	3.2 PROMOTE AN URBAN FORM AND ARCHITECTURAL CHARACTER THAT SUPPORTS WALKING AND SUSTAINS A DIVERSE, ACTIVE AND SAFE PUBLIC	
	Provide vacancy information for the EN's NC Districts.	(various Land Use policies)	

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1	LAND USE	ENCOURAGE THE TRANSITION OF PORTIONS OF THE CENTRAL WATERFRONT TO A MORE MIXED USE CHARACTER, WHILE PROTECTING THE NEIGHBORHOOD'S CORE OF PDR USES AS WELL AS THE HISTORIC DOGPATCH NEIGHBORHOOD	1.1				Revise land use controls in the core PDR area generally south of 23rd Street, to protect and promote PDR activities, as well as the arts, by prohibiting construction of new housing and limiting the amount of office and retail uses that can be introduced.	1.1.1				Amend the Planning Code to establish a new "PDR-2" district in this area	1.1.1.1				Planning
2	LAND USE	ENCOURAGE THE TRANSITION OF PORTIONS OF THE CENTRAL WATERFRONT TO A MORE MIXED USE CHARACTER, WHILE PROTECTING THE NEIGHBORHOOD'S CORE OF PDR USES AS WELL AS THE HISTORIC DOGPATCH NEIGHBORHOOD	1.1				Revise land use controls in formerly industrial areas outside the core Central Waterfront industrial area, to create new mixed use areas, allowing mixed-income housing as a principal use, as well as limited amounts of retail, office, and research and development, while protecting against the wholesale displacement of PDR uses.	1.1.2				Amend the Planning Code to establish a new "Urban Mixed Use" district in this area.	1.1.2.1				Planning
3	LAND USE	ENCOURAGE THE TRANSITION OF PORTIONS OF THE CENTRAL WATERFRONT TO A MORE MIXED USE CHARACTER, WHILE PROTECTING THE NEIGHBORHOOD'S CORE OF PDR USES AS WELL AS THE HISTORIC DOGPATCH NEIGHBORHOOD	1.1				Permit and encourage life science and medical related uses in the northern portion of the Central Waterfront, close to Mission Bay, by eliminating restrictions on life-science and medical-related office and clinical uses that might otherwise apply.	1.1.3				Amend the Planning Code to establish a "Life Science and Medical Special Use District" within the Urban Mixed Use and PDR-2 Districts of the Central Waterfront.	1.1.3.1				Planning
4	LAND USE	ENCOURAGE THE TRANSITION OF PORTIONS OF THE CENTRAL WATERFRONT TO A MORE MIXED USE CHARACTER, WHILE PROTECTING THE NEIGHBORHOOD'S CORE OF PDR USES AS WELL AS THE HISTORIC DOGPATCH NEIGHBORHOOD	1.1				Maintain the integrity of the historic Dogpatch neighborhood.	1.1.4				Continue existing residential zoning in this area.	1.1.4.1				Planning
5	LAND USE	ENCOURAGE THE TRANSITION OF PORTIONS OF THE CENTRAL WATERFRONT TO A MORE MIXED USE CHARACTER, WHILE PROTECTING THE NEIGHBORHOOD'S CORE OF PDR USES AS WELL AS THE HISTORIC DOGPATCH NEIGHBORHOOD	1.1				Create a buffer around the Dogpatch neighborhood to protect against encroachment of larger office and life science research uses	1.1.5				When establishing the Life Science / Medical Special Use District in the northern portion of the Central Waterfront, create a buffer zone including the Dogpatch neighborhood where the provisions of the Special Use District do not apply.	1.1.5.1				Planning
6	LAND USE	ENCOURAGE THE TRANSITION OF PORTIONS OF THE CENTRAL WATERFRONT TO A MORE MIXED USE CHARACTER, WHILE PROTECTING THE NEIGHBORHOOD'S CORE OF PDR USES AS WELL AS THE HISTORIC DOGPATCH NEIGHBORHOOD	1.1				Permit and encourage small and moderate size retail establishments in neighborhood commercial areas of Central Waterfront, while allowing larger retail in the new Urban Mixed Use districts only when part of a mixed-use development.	1.1.6				Maintain existing Planning Code provisions that permit small and moderate sized retail establishments for the neighborhood commercial districts along 22nd and 3rd Streets.	1.1.6.1				Planning

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7	LAND USE	ENCOURAGE THE TRANSITION OF PORTIONS OF THE CENTRAL WATERFRONT TO A MORE MIXED USE CHARACTER, WHILE PROTECTING THE NEIGHBORHOOD'S CORE OF PDR USES AS WELL AS THE HISTORIC DOGPATCH NEIGHBORHOOD	1.1				Ensure that future development of the Port's Pier 70 Mixed Use Opportunity Site supports the Port's revenue-raising goals while remaining complementary to the maritime and industrial nature of the area.	1.1.7				Continue and complete the Port-sponsored planning process for Pier 70. Retain the existing M2 heavy industrial zoning in this area until the planning process concludes and then amend the Planning Code accordingly.	1.1.7.1				Port of San Francisco
8	LAND USE	ENCOURAGE THE TRANSITION OF PORTIONS OF THE CENTRAL WATERFRONT TO A MORE MIXED USE CHARACTER, WHILE PROTECTING THE NEIGHBORHOOD'S CORE OF PDR USES AS WELL AS THE HISTORIC DOGPATCH NEIGHBORHOOD	1.1				Consider the Potrero power plant site as an opportunity for reuse for larger-scale commercial and research establishments.	1.1.8				Retain the existing M2 heavy industrial zoning in this area until after a community planning process has occurred and then amend the Planning Code accordingly.	1.1.8.1				Planning
9	LAND USE	ENCOURAGE THE TRANSITION OF PORTIONS OF THE CENTRAL WATERFRONT TO A MORE MIXED USE CHARACTER, WHILE PROTECTING THE NEIGHBORHOOD'S CORE OF PDR USES AS WELL AS THE HISTORIC DOGPATCH NEIGHBORHOOD	1.1				Permit and encourage greater retail uses on the ground floor on parcels that front 3rd Street to take advantage of transit service and encourage more mixed uses, while protecting against the wholesale displacement of PDR uses.	1.1.9				Amend the Planning Code to establish a "Transit-Oriented Retail Special Use District" along portions of 3rd Street.	1.1.9.1				Planning
10	LAND USE	ENCOURAGE THE TRANSITION OF PORTIONS OF THE CENTRAL WATERFRONT TO A MORE MIXED USE CHARACTER, WHILE PROTECTING THE NEIGHBORHOOD'S CORE OF PDR USES AS WELL AS THE HISTORIC DOGPATCH NEIGHBORHOOD	1.1				While continuing to protect traditional PDR functions that need large, inexpensive spaces to operate, also recognize that the nature of PDR businesses is evolving gradually so that their production and distribution activities are becoming more integrated physically with their research, design and administrative functions.	1.1.10				Amend the Planning Code to provide a limited amount of space in PDR and Mixed Use Districts for a newly defined land use, called "Integrated PDR," in which traditional PDR functions and traditional office functions are permitted in an integrated manner.	1.1.10.1				Planning
11	LAND USE	ENCOURAGE PRODUCTION OF HOUSING AND OTHER MIXED-USE DEVELOPMENT IN EAST SOMA WHILE MAINTAINING ITS EXISTING SPECIAL MIXED-USE CHARACTER		1.1			Retain the existing zoning in the SLI-zoned area of East SoMa. Revisit land use controls in this area once more is known about future needs for downtown San Francisco, the specific configuration of the Central Subway and the outcome of the Western SoMa planning process.		1.1.1			Establish a process to reconsider zoning in this area after adoption of the Eastern Neighborhood Plans and coordinate it with the Western SoMa Plan as well as a comprehensive study of the future growth needs of downtown.		1.1.1.1			Planning
12	LAND USE	ENCOURAGE PRODUCTION OF HOUSING AND OTHER MIXED-USE DEVELOPMENT IN EAST SOMA WHILE MAINTAINING ITS EXISTING SPECIAL MIXED-USE CHARACTER		1.1			Encourage small flexible, office space throughout East SoMa and encourage larger office in the 2nd Street Corridor.		1.1.2			Amend the Planning Code to establish the "Mixed Use – Office"(MUO) district in and around the 2nd Street Corridor to permit large office and permit small office space in all new zoning districts in East SoMa.		1.1.2.1			Planning

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13	LAND USE	ENCOURAGE PRODUCTION OF HOUSING AND OTHER MIXED-USE DEVELOPMENT IN EAST SOMA WHILE MAINTAINING ITS EXISTING SPECIAL MIXED-USE CHARACTER		1.1			Encourage housing development, especially affordable housing, by requiring housing and an increased inclusionary requirement in the area between 5th and 6th and Folsom and Howard Streets, extending along Folsom to 3rd Street.		1.1.3			Amend the Planning Code to establish the "Mixed Use-Residential" district in this area.		1.1.3.1			Planning
14	LAND USE	ENCOURAGE PRODUCTION OF HOUSING AND OTHER MIXED-USE DEVELOPMENT IN EAST SOMA WHILE MAINTAINING ITS EXISTING SPECIAL MIXED-USE CHARACTER		1.1			Encourage housing development, especially affordable housing, by requiring housing and an increased inclusionary requirement in the area between 5th and 6th and Folsom and Howard Streets, extending along Folsom to 3rd Street.		1.1.3			Establish contributions to affordable housing above and beyond citywide requirements.		1.1.3.2			Planning
15	LAND USE	ENCOURAGE PRODUCTION OF HOUSING AND OTHER MIXED-USE DEVELOPMENT IN EAST SOMA WHILE MAINTAINING ITS EXISTING SPECIAL MIXED-USE CHARACTER		1.1			Retain the existing flexible zoning in the area currently zoned SLR, but also allow small offices.		1.1.4			Amend the Planning Code to establish the "Mixed Use – General" district in this area.		1.1.4.1			Planning
16	LAND USE	ENCOURAGE PRODUCTION OF HOUSING AND OTHER MIXED-USE DEVELOPMENT IN EAST SOMA WHILE MAINTAINING ITS EXISTING SPECIAL MIXED-USE CHARACTER		1.1			In the Rincon Point/South Beach Redevelopment area, acknowledge the relatively dense residential development that has already occurred.		1.1.5			Amend the Planning Code to establish the "South Beach Downtown Residential" district in this area.		1.1.5.1			Planning
17	LAND USE	ENCOURAGE PRODUCTION OF HOUSING AND OTHER MIXED-USE DEVELOPMENT IN EAST SOMA WHILE MAINTAINING ITS EXISTING SPECIAL MIXED-USE CHARACTER		1.1			Retain East SoMa’s existing residential alleys for residential uses.		1.1.6			Retain the existing "Residential Enclave (RED)" districts in the Planning Code.		1.1.6.1			Planning
18	LAND USE	ENCOURAGE PRODUCTION OF HOUSING AND OTHER MIXED-USE DEVELOPMENT IN EAST SOMA WHILE MAINTAINING ITS EXISTING SPECIAL MIXED-USE CHARACTER		1.1			Retain the existing small-scale uses and character around South Park.		1.1.7			Retain the "South Park" district in the Planning Code, but amend to allow small offices.		1.1.7.1			Planning

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19	LAND USE	ENCOURAGE PRODUCTION OF HOUSING AND OTHER MIXED-USE DEVELOPMENT IN EAST SOMA WHILE MAINTAINING ITS EXISTING SPECIAL MIXED-USE CHARACTER		1.1			Permit small and moderate size retail establishments in mixed use areas of East SoMa, but permit larger retail only as part of a mixed-use development.		1.1.8			Amend the Planning Code to permit small and moderate size retail establishments and larger retail only as part of a mixed-use development, in all new mixed-use zoning districts throughout East SoMa.		1.1.8.1			Planning
20	LAND USE	ENCOURAGE PRODUCTION OF HOUSING AND OTHER MIXED-USE DEVELOPMENT IN EAST SOMA WHILE MAINTAINING ITS EXISTING SPECIAL MIXED-USE CHARACTER		1.1			Require active commercial uses and encourage a more neighborhood commercial character along 4th and 6th Streets.		1.1.9			Amend the Planning Code to establish a "Neighborhood Commercial – Transit (NC-T)" district along 6th and Folsom Streets and also require ground floor retail uses on both 6th Street and 4th Streets.		1.1.9.1			Planning
21	LAND USE	ENCOURAGE PRODUCTION OF HOUSING AND OTHER MIXED-USE DEVELOPMENT IN EAST SOMA WHILE MAINTAINING ITS EXISTING SPECIAL MIXED-USE CHARACTER		1.1			While continuing to protect traditional PDR functions that need large, inexpensive spaces to operate, also recognize that the nature of PDR businesses is evolving gradually so that their production and distribution activities are becoming more integrated physically with their research, design and administrative functions.		1.1.10			Amend the Planning Code to provide a limited amount of space in PDR and Mixed Use Districts for a newly defined land use, called "Integrated PDR," in which traditional PDR functions and traditional office functions are permitted in an integrated manner.		1.1.10.1			Planning
22	LAND USE	STRENGTHEN THE MISSION'S MIXED USE CHARACTER, WHILE MAINTAINING THE NEIGHBORHOOD AS A PLACE TO LIVE AND WORK			1.1		Revise land use controls in some portions of the Northeast Mission Industrial Zone to stabilize and promote PDR activities, as well as the arts, by prohibiting construction of new housing and limiting the amount of office and retail uses that can be introduced. Also place limitations on heavier industrial activities which may not be appropriate for the Mission			1.1.1		Amend the Planning Code to establish a new "PDR-1" district in this area.			1.1.1.1		Planning
23	LAND USE	STRENGTHEN THE MISSION'S MIXED USE CHARACTER, WHILE MAINTAINING THE NEIGHBORHOOD AS A PLACE TO LIVE AND WORK			1.1		Revise land use controls in portions of the Northeast Mission Industrial Zone outside the core industrial area to create new mixed use areas, allowing mixed income housing as a principal use, as well as limited amounts of retail, office, and research and development uses, while protecting against the wholesale displacement of PDR uses.			1.1.2		Amend the Planning Code to establish a new "Urban Mixed Use" district in this area.			1.1.2.1		Planning
24	LAND USE	STRENGTHEN THE MISSION'S MIXED USE CHARACTER, WHILE MAINTAINING THE NEIGHBORHOOD AS A PLACE TO LIVE AND WORK			1.1		Maintain the successful Mission Street, 24th Street and Valencia Street Neighborhood Commercial districts; recognize the proximity to good transit service by eliminating residential density limits and minimum parking requirements.			1.1.3		Amend the Planning Code to establish "Neighborhood Commercial – Transit" districts along Mission Street, 24th Street, Valencia Street and parts of 16th Street.			1.1.3.1		Planning

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25	LAND USE	STRENGTHEN THE MISSION'S MIXED USE CHARACTER, WHILE MAINTAINING THE NEIGHBORHOOD AS A PLACE TO LIVE AND WORK			1.1		In higher density residential areas of the Mission, recognize proximity to good transit service by eliminating density limits and minimum parking requirements; permit small neighborhood serving retail.			1.1.4		Amend the Planning Code to establish "Residential Transit-Oriented" districts in portions of the Mission residential areas.			1.1.4.1		Planning
26	LAND USE	STRENGTHEN THE MISSION'S MIXED USE CHARACTER, WHILE MAINTAINING THE NEIGHBORHOOD AS A PLACE TO LIVE AND WORK			1.1		In lower density residential areas of the Mission, generally further from good transit service, maintain existing residential controls.			1.1.5		Maintain existing Planning Code provisions in these areas.			1.1.5.1		Planning
27	LAND USE	STRENGTHEN THE MISSION'S MIXED USE CHARACTER, WHILE MAINTAINING THE NEIGHBORHOOD AS A PLACE TO LIVE AND WORK			1.1		Permit and encourage small and moderate size retail establishments in neighborhood commercial areas of the Mission, while allowing larger retail in the formerly industrial areas when part of a mixed-use development.			1.1.6		Retain existing retail use size controls in the Planning Code that principally permit small and moderate sized retail establishments in the neighborhood commercial districts along Mission, Valencia, and 24th and portions of 16th Street. Amend the Planning Code to permit large retail establishments in the new Urban Mixed Use districts when part of a mixed-use development.			1.1.6.1		Planning
28	LAND USE	STRENGTHEN THE MISSION'S MIXED USE CHARACTER, WHILE MAINTAINING THE NEIGHBORHOOD AS A PLACE TO LIVE AND WORK			1.1		Permit and encourage greater retail use on the ground floor on parcels that front 16th Street to take advantage of transit service and encourage more mixed uses, while protecting against the wholesale displacement of PDR uses.			1.1.7		Amend the Planning Code to establish a "Transit-Oriented Retail Special Use District" along portions of 16th Street.			1.1.7.1		Planning
29	LAND USE	STRENGTHEN THE MISSION'S MIXED USE CHARACTER, WHILE MAINTAINING THE NEIGHBORHOOD AS A PLACE TO LIVE AND WORK			1.1		While continuing to protect traditional PDR functions that need large, inexpensive spaces to operate, also recognize that the nature of PDR businesses is evolving gradually so that their production and distribution activities are becoming more integrated physically with their research, design and administrative functions.			1.1.8		Amend the Planning Code to provide a limited amount of space in PDR and Mixed Use Districts for a newly defined land use, called "Integrated PDR," in which traditional PDR functions and traditional office functions are permitted in an integrated manner.			1.1.8.1		Planning
30	LAND USE	STRENGTHEN THE MISSION'S MIXED USE CHARACTER, WHILE MAINTAINING THE NEIGHBORHOOD AS A PLACE TO LIVE AND WORK			1.1		Encourage active ground floor uses that open to the BART plazas in any redevelopment of the parcels surrounding the plazas.			1.1.9		Encourage developments that face the BART plazas to include active ground floor uses that open to the plazas and work with BART to establish the necessary agreements with private property owners to allow such use.			1.1.9.1		Planning

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31	LAND USE	ENCOURAGE THE TRANSITION OF PORTIONS OF SHOWPLACE / POTRERO TO A MORE MIXED USE AND NEIGHBORHOOD-SERVING CHARACTER, WHILE PROTECTING THE CORE OF DESIGN-RELATED PDR USES				1.1	Revise land use controls in the core design and showroom area to protect and promote PDR activities, as well as the arts, by prohibiting construction of new housing and limiting the amount of office and retail uses that can be introduced.				1.1.1	Amend the Planning Code to establish a new “PDR-Design” district in this area				1.1.1.1	Planning
32	LAND USE	ENCOURAGE THE TRANSITION OF PORTIONS OF SHOWPLACE / POTRERO TO A MORE MIXED USE AND NEIGHBORHOOD-SERVING CHARACTER, WHILE PROTECTING THE CORE OF DESIGN-RELATED PDR USES				1.1	In the northern part of Showplace Square (around 8th and Brannan, east of the freeway and along 16th and 17th Streets) revise land use controls to create new mixed use areas, allowing mixed-income housing as a principal use, as well as limited amounts of retail, office, and research and development uses, while protecting against the wholesale displacement of PDR uses.				1.1.2	Amend the Planning Code to establish new “Urban Mixed Use” districts in these areas.				1.1.2.1	Planning
33	LAND USE	ENCOURAGE THE TRANSITION OF PORTIONS OF SHOWPLACE / POTRERO TO A MORE MIXED USE AND NEIGHBORHOOD-SERVING CHARACTER, WHILE PROTECTING THE CORE OF DESIGN-RELATED PDR USES				1.1	Allow for active ground floor uses and a more neighborhood commercial character in newly designated mixed use areas within Showplace Square				1.1.3	Amend the planning code to require active ground floor use and to require 60% fenestration and 75% transparency.				1.1.3.1	Planning
34	LAND USE	ENCOURAGE THE TRANSITION OF PORTIONS OF SHOWPLACE / POTRERO TO A MORE MIXED USE AND NEIGHBORHOOD-SERVING CHARACTER, WHILE PROTECTING THE CORE OF DESIGN-RELATED PDR USES				1.1	Permit and encourage greater retail use on the ground floor on parcels that front 16th Street to take advantage of transit service and encourage more mixed uses, while protecting against the wholesale displacement of PDR uses.				1.1.4	Amend the Planning Code to establish a :”Transit-Oriented Retail Special Use District along portions of 16th Street.				1.1.4.1	Planning
35	LAND USE	ENCOURAGE THE TRANSITION OF PORTIONS OF SHOWPLACE / POTRERO TO A MORE MIXED USE AND NEIGHBORHOOD-SERVING CHARACTER, WHILE PROTECTING THE CORE OF DESIGN-RELATED PDR USES				1.1	While continuing to protect traditional PDR functions that need large, inexpensive spaces to operate, also recognize that the nature of PDR businesses is evolving gradually so that their production and distribution activities are becoming more integrated physically with their research, design and administrative functions.				1.1.5	Amend the Planning Code to provide a limited amount of space in PDR and Mixed Use Districts for a newly defined land use, called “Integrated PDR,” in which traditional PDR functions and traditional office functions are permitted in an integrated manner.				1.1.5.1	Planning
36	LAND USE	IN AREAS OF THE PLAN AREA WHERE HOUSING AND MIXED USE IS ENCOURAGED, MAXIMIZE DEVELOPMENT POTENTIAL IN KEEPING WITH NEIGHBORHOOD CHARACTER	1.2	1.2	1.2	1.2	Ensure that in-fill housing development is compatible with its surroundings.	1.2.1	1.2.2	1.2.1	1.2.1	Amend the Planning code to adopt design controls; See design guidelines discussed in the Built Form chapter, air quality and noise objectives below, and affordability requirements in the Housing chapter.	1.2.1.1	1.2.2.1	1.2.1.1	1.2.1.1	Planning

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37	LAND USE	IN AREAS OF THE PLAN AREA WHERE HOUSING AND MIXED USE IS ENCOURAGED, MAXIMIZE DEVELOPMENT POTENTIAL IN KEEPING WITH NEIGHBORHOOD CHARACTER	1.2	1.2	1.2	1.2	Encourage development of new housing throughout East SoMa.		1.2.1			Amend the Planning Code to permit housing in all new zoning districts in East SoMa.		1.2.1.1			Planning
38	LAND USE	IN AREAS OF THE PLAN AREA WHERE HOUSING AND MIXED USE IS ENCOURAGED, MAXIMIZE DEVELOPMENT POTENTIAL IN KEEPING WITH NEIGHBORHOOD CHARACTER	1.2	1.2	1.2	1.2	For new construction, and as part of major expansion of existing buildings in neighborhood commercial districts, require housing development over commercial. <i>In other mixed use districts encourage housing over commercial or PDR where appropriate.</i>	1.2.2	1.2.3	1.2.2		Amend the Planning Code to only allow large retail with a conditional use permit and require it be part of a mixed-use development in the Urban Mixed Use District.	1.2.2.1				Planning
39	LAND USE	IN AREAS OF THE PLAN AREA WHERE HOUSING AND MIXED USE IS ENCOURAGED, MAXIMIZE DEVELOPMENT POTENTIAL IN KEEPING WITH NEIGHBORHOOD CHARACTER	1.2	1.2	1.2	1.2	For new construction, and as part of major expansion of existing buildings in neighborhood commercial districts, require housing development over commercial. <i>In other mixed use districts encourage housing over commercial or PDR where appropriate.</i>	1.2.2	1.2.3	1.2.2		Amend the Planning Code to require ground floor commercial uses in new development in Neighborhood Commercial – Transit districts. Allow (but do not require) housing over commercial or PDR where appropriate in the new Urban Mixed Use district.			1.2.2.1		
40	LAND USE	IN AREAS OF THE PLAN AREA WHERE HOUSING AND MIXED USE IS ENCOURAGED, MAXIMIZE DEVELOPMENT POTENTIAL IN KEEPING WITH NEIGHBORHOOD CHARACTER	1.2	1.2	1.2	1.2	For new construction, and as part of major expansion of existing buildings in neighborhood commercial districts, require housing development over commercial. <i>In other mixed use districts encourage housing over commercial or PDR where appropriate.</i>	1.2.2	1.2.3			Continue to enforce the Planning Code provisions requiring residential development in the "Mixed Use--Residential" District.		1.2.3.1			Planning
41	LAND USE	IN AREAS OF THE PLAN AREA WHERE HOUSING AND MIXED USE IS ENCOURAGED, MAXIMIZE DEVELOPMENT POTENTIAL IN KEEPING WITH NEIGHBORHOOD CHARACTER	1.2	1.2	1.2	1.2	For new construction, and as part of major expansion of existing buildings in neighborhood commercial districts, require housing development over commercial. <i>In other mixed use districts encourage housing over commercial or PDR where appropriate.</i>	1.2.2	1.2.3			Amend the Planning Code to require housing or another permitted use to be built over retail over 25,000 square feet.		1.2.3.2			Planning
42	LAND USE	IN AREAS OF THE PLAN AREA WHERE HOUSING AND MIXED USE IS ENCOURAGED, MAXIMIZE DEVELOPMENT POTENTIAL IN KEEPING WITH NEIGHBORHOOD CHARACTER	1.2	1.2	1.2	1.2	In general, where residential development is permitted, control residential density through building height and bulk guidelines and bedroom mix requirements	1.2.3	1.2.4	1.2.3	1.2.2	Amend the Planning Code for all new zoning districts that permit housing to remove maximum density controls and institute building height, bulk, and bedroom mix requirement.	1.2.3.1	1.2.4.1	1.2.3.1	1.2.2.1	Planning

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43	LAND USE	IN AREAS OF THE PLAN AREA WHERE HOUSING AND MIXED USE IS ENCOURAGED, MAXIMIZE DEVELOPMENT POTENTIAL IN KEEPING WITH NEIGHBORHOOD CHARACTER	1.2	1.2	1.2	1.2	Identify Portions of the <i>Plan Area</i> where it would be appropriate to increase maximum heights for residential development.	1.2.4	1.2.5	1.2.4	1.2.3	Amend the height and bulk controls for <i>the Plan Area</i> to increase height limits in appropriate places. Develop increased levels of public benefits fees to cover these areas.	1.2.4.1	1.2.5.1	1.2.4.1	1.2.3.1	Planning
44	LAND USE	INSTITUTE FLEXIBLE “LEGAL NONCONFORMING USE” PROVISIONS TO ENSURE A CONTINUED MIX OF USES IN <i>THE PLAN AREA</i>	1.3	1.3	1.3	1.3	Continue existing legal nonconforming rules, which permit pre-existing establishments to remain legally even if they no longer conform to new zoning provisions, as long as the use was legally established in the first place.	1.3.1	1.3.1	1.3.1	1.3.1	Continue existing Planning Code regulations for legal nonconforming uses.	1.3.1.1	1.3.1.1	1.3.1.1	1.3.1.1	Planning
45	LAND USE	INSTITUTE FLEXIBLE “LEGAL NONCONFORMING USE” PROVISIONS TO ENSURE A CONTINUED MIX OF USES IN <i>THE PLAN AREA</i>	1.3	1.3	1.3	1.3	Provide flexibility for legal housing units to continue in districts where housing is no longer permitted.	1.3.2		1.3.2	1.3.2	Amend the Planning Code to allow housing units in PDR districts to continue as nonconforming uses, subject to other code requirements.	1.3.2.1		1.3.2.1	1.3.2.1	Planning
46	LAND USE	INSTITUTE FLEXIBLE “LEGAL NONCONFORMING USE” PROVISIONS TO ENSURE A CONTINUED MIX OF USES IN <i>THE PLAN AREA</i>	1.3	1.3	1.3	1.3	Recognize desirable existing uses in the former industrial areas which would no longer be permitted by the new zoning, and afford them appropriate opportunities to establish a continuing legal presence.	1.3.3	1.3.2	1.3.3	1.3.3	Amend the Planning Code to establish a process for “legitimization” of existing uses which had been permitted under the Planning Code.	1.3.3.1	1.3.2.1	1.3.3.1	1.3.3.1	Planning
47	LAND USE	SUPPORT A ROLE FOR “KNOWLEDGE SECTOR” BUSINESSES IN <i>APPROPRIATE PORTIONS OF THE PLAN AREA</i>	1.4	1.4	1.4	1.4	Continue to permit manufacturing uses that support the Knowledge Sector in the Mixed Use <i>and PDR districts of the Plan Area</i> .	1.4.1	1.4.2	1.4.1	1.4.1	Continue to permit manufacturing uses in Mixed Use <i>and PDR districts</i> .	1.4.1.1	1.4.2.1	1.4.1.1	1.4.1.1	Planning
48	LAND USE	SUPPORT A ROLE FOR “KNOWLEDGE SECTOR” BUSINESSES IN <i>APPROPRIATE PORTIONS OF THE PLAN AREA</i>	1.4	1.4	1.4	1.4	Permit limited office space throughout East SoMa to support a flexible space for all types of office users.		1.4.1			Amend the Planning Code to permit limited amounts of office space throughout East SoMa.		1.4.1.1			Planning

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49	LAND USE	SUPPORT A ROLE FOR “KNOWLEDGE SECTOR” BUSINESSES IN <i>APPROPRIATE PORTIONS OF THE PLAN AREA</i>	1.4	1.4	1.4	1.4	Allow medical office and life science uses in portions of the Central Waterfront where it is appropriate.	1.4.2				Amend the Planning Code to establish a Life Science/Medical Special Use District, which permits medical office and life science uses in the northern portions of the Central Waterfront.	1.4.2.1				Planning
50	LAND USE	SUPPORT A ROLE FOR “KNOWLEDGE SECTOR” BUSINESSES IN <i>APPROPRIATE PORTIONS OF THE PLAN AREA</i>	1.4	1.4	1.4	1.4	Allow other Knowledge Sector office uses in portions of the <i>Plan Area</i> where it is appropriate.	1.4.3		1.4.2	1.4.2	Amend the Planning Code to permit limited amounts of office above the ground floor in Mixed Use and PDR districts.	1.4.3.1		1.4.2.1	1.4.2.1	Planning
51	LAND USE	SUPPORT A ROLE FOR “KNOWLEDGE SECTOR” BUSINESSES IN <i>APPROPRIATE PORTIONS OF THE PLAN AREA</i>	1.4	1.4	1.4	1.4	Continue to allow larger research and development office-type uses that support the Knowledge Sector in the 2nd Street Corridor.		1.4.3			Continue to permit all research and development uses in the Mixed Use – Office (formerly Service/Secondary Office) district. Permit limited amounts of R&D office in other mixed use areas.		1.4.3.1			Planning
52	LAND USE	SUPPORT A ROLE FOR “KNOWLEDGE SECTOR” BUSINESSES IN <i>APPROPRIATE PORTIONS OF THE PLAN AREA</i>	1.4	1.4	1.4	1.4	Identify portions of the <i>Plan Area</i> where it would be appropriate to allow other research and development uses that support the Knowledge Sector.	1.4.4		1.4.3	1.4.3	Continue to permit R&D-oriented manufacturing uses in Mixed Use and PDR districts. Permit limited amounts of R&D office above the ground floor in other Mixed Use and PDR districts.	1.4.4.1		1.4.3.1	1.4.3.1	Planning
53	LAND USE	SUPPORT A ROLE FOR “KNOWLEDGE SECTOR” BUSINESSES IN <i>APPROPRIATE PORTIONS OF THE PLAN AREA</i>	1.4	1.4	1.4	1.4	Restrict the development of life science (or “biotech”)-related establishments in Showplace-Potrero. However, if warranted in the future by space needs for these types of businesses, reconsider permitting these uses in some portions of the neighborhood, as long as they are buffered from existing residential areas of Potrero Hill.				1.4.4	As part of the Eastern Neighborhoods Monitoring Report, reevaluate citywide space needs for life-science-type uses and recommend changes to land use controls if warranted.				1.4.4.1	Planning
54	LAND USE	MINIMIZE THE IMPACT OF NOISE ON AFFECTED AREAS AND ENSURE GENERAL PLAN NOISE REQUIREMENTS ARE MET	1.5	1.5	1.5	1.5	Reduce potential land use conflicts by providing accurate background noise-level data for planning.	1.5.1	1.5.1	1.5.1	1.5.1	Update the 1972 San Francisco Transportation Noise-level map in the General Plan Noise Element to reflect current conditions and to ensure compatible land use planning.	1.5.1.1	1.5.1.1	1.5.1.1	1.5.1.1	Planning

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55	LAND USE	MINIMIZE THE IMPACT OF NOISE ON AFFECTED AREAS AND ENSURE GENERAL PLAN NOISE REQUIREMENTS ARE MET	1.5	1.5	1.5	1.5	Reduce potential land use conflicts by carefully considering the location and design of both noise generating uses and sensitive uses in the <i>Plan Area</i> .	1.5.2	1.5.2	1.5.2	1.5.2	For proposed new uses that are expected to generate noise levels that contribute to increased ambient noise levels, work with the Department of Public Health to identify any existing sensitive uses near the location of the proposed new noise generating use and analyze the potential impacts of the proposed noise generating use on those nearby sensitive uses as part of the project design and environmental review process.	1.5.2.1	1.5.2.1	1.5.2.1	1.5.2.1	DPH
56	LAND USE	MINIMIZE THE IMPACT OF NOISE ON AFFECTED AREAS AND ENSURE GENERAL PLAN NOISE REQUIREMENTS ARE MET	1.5	1.5	1.5	1.5	Reduce potential land use conflicts by carefully considering the location and design of both noise generating uses and sensitive uses in the <i>Plan Area</i> .	1.5.2	1.5.2	1.5.2	1.5.2	For proposed new sensitive uses, work with the Department of Public Health to identify any existing noise generating uses near the location of the proposed new sensitive use and analyze the potential impacts on the proposed new sensitive use as part of project design and the environmental review process.	1.5.2.2	1.5.2.2	1.5.2.2	1.5.2.2	DPH
57	LAND USE	IMPROVE INDOOR AIR QUALITY FOR SENSITIVE LAND USES IN THE <i>PLAN AREA</i>	1.6	1.6	1.6	1.6	Minimize exposure to air pollutants from existing traffic sources for new residential developments, schools, daycare and medical facilities.	1.6.1	1.6.1	1.6.1	1.6.1	For proposed sensitive uses, including residential, childcare and school facilities, work with the Department of Public Health to perform appropriate air quality exposure analysis as part of the project design and environmental review process.	1.6.1.1	1.6.1.1	1.6.1.1	1.6.1.1	DPH
58	LAND USE	RETAIN THE ROLE OF <i>THE PLAN AREA</i> AS AN IMPORTANT LOCATION FOR PRODUCTION, DISTRIBUTION, AND REPAIR (PDR) ACTIVITIES, <i>IN PARTICULAR, DESIGN-RELATED ACTIVITIES</i>	1.7		1.7	1.7	In areas designated for PDR, protect the stock of existing buildings used by, or appropriate for, PDR businesses by restricting conversions of industrial buildings to other building types.	1.7.1		1.7.1	1.7.1	Amend the Planning Code to extend PDR demolition controls to new PDR districts	1.7.1.1		1.7.1.1	1.7.1.1	Planning
59	LAND USE	RETAIN THE ROLE OF <i>THE PLAN AREA</i> AS AN IMPORTANT LOCATION FOR PRODUCTION, DISTRIBUTION, AND REPAIR (PDR) ACTIVITIES	1.7		1.7	1.7	Ensure that any future rezoning of areas within PDR districts is proposed within the context of periodic evaluation of the city's needs for PDR space <i>or in the context of the redevelopment of nearby public housing in conjunction with the HopeSF program.</i>	1.7.2		1.7.2	1.7.2	As part of the 5-year monitoring report, Planning staff will recommend any appropriate changes to land use controls, based on new conditions.	1.7.2.1		1.7.2.1	1.7.2.1	Planning
60	LAND USE	RETAIN THE ROLE OF <i>THE PLAN AREA</i> AS AN IMPORTANT LOCATION FOR PRODUCTION, DISTRIBUTION, AND REPAIR (PDR) ACTIVITIES	1.7		1.7	1.7	Require development of flexible buildings with generous floor-to-ceiling heights, large floor plates, and other features that will allow the structure to support various businesses.	1.7.3		1.7.3	1.7.3	Amend the Planning code to adopt design controls; See design guidelines discussed in the Built Form chapter.	1.7.3.1		1.7.3.1	1.7.3.1	Planning

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61	LAND USE	PROTECT MARITIME AND MARITIME-RELATED ACTIVITIES IN THE CENTRAL WATERFRONT	1.8				Ensure that development adjacent to the Pier 70 and Pier 80 facilities does not conflict with intensive 24-hour industrial operations characteristic of these sites or conflict with transportation access to these areas.	1.8.1				Amend the Planning Code to establish a new “PDR-2” district generally east of Illinois Street, prohibiting residential development.	1.8.1.1				Planning
62	LAND USE	PROTECT MARITIME AND MARITIME-RELATED ACTIVITIES IN THE CENTRAL WATERFRONT	1.8				To better serve businesses and industry, enhance the infrastructure and working environment within areas designated for maritime uses.	1.8.2				See Built Form and Transportation Chapters.	1.8.2.1				Planning
63	LAND USE	MAINTAIN AND STRENGTHEN THE MISSION'S NEIGHBORHOOD COMMERCIAL AREAS			1.8		Direct new mixed-use residential development to the Mission's neighborhood commercial districts to take advantage of the transit and services available in those areas.			1.8.1		Amend the Planning Code to create “Neighborhood Commercial – Transit” (NC-T) zones along Mission and Valencia Streets, which will continue to permit residential development, while relaxing density and minimum parking controls.			1.8.1.1		Planning
64	LAND USE	MAINTAIN AND STRENGTHEN THE MISSION'S NEIGHBORHOOD COMMERCIAL AREAS			1.8		Ensure that the Mission's neighborhood commercial districts continue to serve the needs of residents, including immigrant and low income households.			1.8.2		Retain the existing use and size controls for the Mission, Valencia, and 24th Street Neighborhood Commercial districts to ensure they serve the needs of local residents that are unique to each of the Mission's neighborhood commercial streets.			1.8.2.1		Planning
65	LAND USE	MAINTAIN AND STRENGTHEN THE MISSION'S NEIGHBORHOOD COMMERCIAL AREAS			1.8		Ensure that the Mission's neighborhood commercial districts continue to serve the needs of residents, including immigrant and low income households.			1.8.2		Work with the Mayors Office of Workforce and Economic Development (MOEWD) to promote local businesses, including those that serve the immigrant community.			1.8.2.2		MOEWD
66	HOUSING	ENSURE THAT A SIGNIFICANT PERCENTAGE OF NEW HOUSING CREATED IN THE <i>PLAN</i> AREA IS AFFORDABLE TO PEOPLE WITH A WIDE RANGE OF INCOMES	2.1	2.1	2.1	2.1	Require developers in some formally industrial areas to contribute towards the City's very low, low, moderate and middle income needs as identified in the Housing Element of the General Plan.	2.1.1		2.1.1	2.1.1	Amend the Planning Code to designate an “Urban Mixed Use” (UMU) zoning district in some formerly industrial areas, imposing “mixed income” housing requirements	2.1.1.1		2.1.1.1	2.1.1.1	Planning

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67	HOUSING	ENSURE THAT A SIGNIFICANT PERCENTAGE OF NEW HOUSING CREATED IN THE <i>PLAN AREA</i> IS AFFORDABLE TO PEOPLE WITH A WIDE RANGE OF INCOMES	2.1	2.1	2.1	2.1	Provide land and funding for the construction of new housing affordable to very low and low income households.	2.1.2	2.1.1	2.1.2	2.1.2	Amend the Planning Code to provide options within the “mixed income” housing requirements which allow developers to dedicate land for construction of affordable housing.	2.1.2.1		2.1.2.1	2.1.2.1	Planning
68	HOUSING	ENSURE THAT A SIGNIFICANT PERCENTAGE OF NEW HOUSING CREATED IN THE <i>PLAN AREA</i> IS AFFORDABLE TO PEOPLE WITH A WIDE RANGE OF INCOMES	2.1	2.1	2.1	2.1	Provide land and funding for the construction of new housing affordable to very low and low income households.	2.1.2	2.1.1	2.1.2	2.1.2	Continue SLI zoning which preserves land for affordable housing.		2.1.1.1			Planning
69	HOUSING	ENSURE THAT A SIGNIFICANT PERCENTAGE OF NEW HOUSING CREATED IN THE <i>PLAN AREA</i> IS AFFORDABLE TO PEOPLE WITH A WIDE RANGE OF INCOMES	2.1	2.1	2.1	2.1	Provide land and funding for the construction of new housing affordable to very low and low income households.	2.1.2	2.1.1	2.1.2	2.1.2	Focus available revenue for affordable housing development, including fees from the MUR district to development of affordable housing in East SoMa.		2.1.1.2			Planning & MOH
70	HOUSING	ENSURE THAT A SIGNIFICANT PERCENTAGE OF NEW HOUSING CREATED IN THE <i>PLAN AREA</i> IS AFFORDABLE TO PEOPLE WITH A WIDE RANGE OF INCOMES	2.1	2.1	2.1	2.1	Provide units that are affordable to households at moderate and “middle incomes” – working households earning above traditional below-market rate thresholds but still well below what is needed to buy a market priced home, with restrictions to ensure affordability continues.	2.1.3		2.1.3	2.1.3	Amend the Planning Code to provide options within the “mixed income” housing requirements which allow developers to construct housing priced for moderate and “middle” incomes.	2.1.3.1		2.1.3.1	2.1.3.1	Planning
71	HOUSING	ENSURE THAT A SIGNIFICANT PERCENTAGE OF NEW HOUSING CREATED IN THE <i>PLAN AREA</i> IS AFFORDABLE TO PEOPLE WITH A WIDE RANGE OF INCOMES	2.1	2.1	2.1	2.1	Allow single-resident occupancy hotels (SROs) and “efficiency” units to continue to be an affordable type of dwelling option, and recognize their role as an appropriate source of housing for small households.	2.1.4	2.1.2	2.1.4	2.1.4	Consider adjustments to current inclusionary policies that would enable SROs to contribute to affordable housing stock.	2.1.4.1	2.1.2.1	2.1.4.1	2.1.4.1	Planning
72	HOUSING	ENSURE THAT A SIGNIFICANT PERCENTAGE OF NEW HOUSING CREATED IN THE <i>PLAN AREA</i> IS AFFORDABLE TO PEOPLE WITH A WIDE RANGE OF INCOMES	2.1	2.1	2.1	2.1	Allow single-resident occupancy hotels (SROs) and “efficiency” units to continue to be an affordable type of dwelling option, and recognize their role as an appropriate source of housing for small households.	2.1.4	2.1.2	2.1.4	2.1.4	Amend the Planning Code to exempt SROs and other small household types such as affordable senior housing from requirements to provide a minimum of 40% two-bedroom units.	2.1.4.2	2.1.2.2	2.1.4.2	2.1.4.2	Planning

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73	HOUSING	ENSURE THAT A SIGNIFICANT PERCENTAGE OF NEW HOUSING CREATED IN THE <i>PLAN AREA</i> IS AFFORDABLE TO PEOPLE WITH A WIDE RANGE OF INCOMES	2.1	2.1	2.1	2.1	Allow single-resident occupancy hotels (SROs) and “efficiency” units to continue to be an affordable type of dwelling option, and recognize their role as an appropriate source of housing for small households.	2.1.4	2.1.2	2.1.4	2.1.4	Amend the Planning Code to require SRO development to adhere to moderate and “middle income” pricing requirements.	2.1.4.3		2.1.4.3	2.1.4.3	Planning
74	HOUSING	ENSURE THAT A SIGNIFICANT PERCENTAGE OF NEW HOUSING CREATED IN THE <i>PLAN AREA</i> IS AFFORDABLE TO PEOPLE WITH A WIDE RANGE OF INCOMES	2.1	2.1	2.1	2.1	Allow single-resident occupancy hotels (SROs) and “efficiency” units to continue to be an affordable type of dwelling option, and recognize their role as an appropriate source of housing for small households.	2.1.4	2.1.2	2.1.4	2.1.4	Maintain an inventory of SRO hotels and units. Include in the Plan’s regular monitoring program a review of affordability levels of SROs. If monitoring demonstrates that SROs are no longer a reliable source of affordable housing, revise SRO policies above.	2.1.4.4	2.1.2.3	2.1.4.4	2.1.4.4	Planning
75	HOUSING	ENSURE THAT A SIGNIFICANT PERCENTAGE OF NEW HOUSING CREATED IN THE <i>PLAN AREA</i> IS AFFORDABLE TO PEOPLE WITH A WIDE RANGE OF INCOMES	2.1	2.1	2.1	2.1	Eliminate the provision in the existing SLI zoning which permits market rate SRO units.		2.1.3			Amend the Planning Code to remove the existing exception for SROs from requirements that housing developed in the SLI district be affordable.		2.1.3.1			Planning
76	HOUSING	ENSURE THAT A SIGNIFICANT PERCENTAGE OF NEW HOUSING CREATED IN THE <i>PLAN AREA</i> IS AFFORDABLE TO PEOPLE WITH A WIDE RANGE OF INCOMES	2.1	2.1	2.1	2.1	Eliminate the provision in the existing SLI zoning which permits market rate SRO units.		2.1.4			Amend the Planning Code to establish fee requirements to be dedicated to affordable housing within the “Mixed Use-Residential” zoning district.		2.1.4.1			Planning
77	HOUSING	RETAIN AND IMPROVE EXISTING HOUSING AFFORDABLE TO PEOPLE OF ALL INCOMES	2.2	2.2	2.2	2.2	Adopt Citywide demolition policies that discourage demolition of sound housing, and encourage replacement of affordable units.	2.2.1	2.2.1	2.2.1	2.2.1	Consider affordability and tenure type of replacement units as criteria for demolition.	2.2.1.1	2.2.1.1	2.2.1.1	2.2.1.1	Planning
78	HOUSING	RETAIN AND IMPROVE EXISTING HOUSING AFFORDABLE TO PEOPLE OF ALL INCOMES	2.2	2.2	2.2	2.2	Preserve viability of existing rental units	2.2.2	2.2.2	2.2.2	2.2.2	Explore programs to acquire and rehabilitate existing at-risk rental housing.	2.2.2.1	2.2.2.1	2.2.2.1	2.2.2.1	MOH

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79	HOUSING	RETAIN AND IMPROVE EXISTING HOUSING AFFORDABLE TO PEOPLE OF ALL INCOMES	2.2	2.2	2.2	2.2	Consider acquisition of existing housing for rehabilitation and dedication as permanently affordable housing.	2.2.3	2.2.3	2.2.3	2.2.3	The Mayor's Office of Housing will continue to allocate funds for rehabilitation projects, and pursue acquisition and rehabilitation of major projects.	2.2.3.1	2.2.3.1	2.2.3.1	2.2.3.1	MOH
80	HOUSING	RETAIN AND IMPROVE EXISTING HOUSING AFFORDABLE TO PEOPLE OF ALL INCOMES	2.2	2.2	2.2	2.2	Ensure that at-risk tenants, including low-income families, seniors, and people with disabilities, are not evicted without adequate protection.	2.2.4	2.2.4	2.2.4	2.2.4	The Mayor's Office of Housing will work with the Rent Board and other agencies to prevent unfair evictions.	2.2.4.1	2.2.4.1	2.2.4.1	2.2.4.1	MOH
81	HOUSING	RETAIN AND IMPROVE EXISTING HOUSING AFFORDABLE TO PEOPLE OF ALL INCOMES	2.2	2.2	2.2	2.2	Ensure that at-risk tenants, including low-income families, seniors, and people with disabilities, are not evicted without adequate protection.	2.2.4	2.2.4	2.2.4	2.2.4	The Mayor's of Housing will continue to provide housing for at-risk residents through existing programs.	2.2.4.2	2.2.4.2	2.2.4.2	2.2.4.2	MOH
82	HOUSING	RETAIN AND IMPROVE EXISTING HOUSING AFFORDABLE TO PEOPLE OF ALL INCOMES	2.2	2.2	2.2	2.2	Facilitate the redevelopment of the Potrero View Public Housing through the HopeSF program.				2.2.5	The Mayor's Office of Housing will undertake a separate planning process and coordinate the rezoning of the public housing site and parcels in the immediate vicinity after the completion of such planning process.				2.2.5.1	MOH
83	HOUSING	ENSURE THAT NEW RESIDENTIAL DEVELOPMENTS SATISFY AN ARRAY OF HOUSING NEEDS WITH RESPECT TO TENURE, UNIT MIX AND COMMUNITY SERVICES	2.3	2.3	2.3	2.3	Target the provision of affordable units for families.	2.3.1	2.3.1	2.3.1	2.3.1	Work with the Mayor's Office of Housing to identify potential development sites for family housing.	2.3.1.1	2.3.1.1	2.3.1.1	2.3.1.1	MOH
84	HOUSING	ENSURE THAT NEW RESIDENTIAL DEVELOPMENTS SATISFY AN ARRAY OF HOUSING NEEDS WITH RESPECT TO TENURE, UNIT MIX AND COMMUNITY SERVICES	2.3	2.3	2.3	2.3	Target the provision of affordable units for families.	2.3.1	2.3.1	2.3.1	2.3.1	The Mayors Office of Housing will work with relevant city agencies to explore ways to increase public funding for family-sized units.	2.3.1.2	2.3.1.2	2.3.1.2	2.3.1.2	MOH

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85	HOUSING	ENSURE THAT NEW RESIDENTIAL DEVELOPMENTS SATISFY AN ARRAY OF HOUSING NEEDS WITH RESPECT TO TENURE, UNIT MIX AND COMMUNITY SERVICES	2.3	2.3	2.3	2.3	Target the provision of affordable units for families.	2.3.1	2.3.1	2.3.1	2.3.1	Amend the Planning Code to enable two bedroom units provided through inclusionary or other affordable housing programs to substitute for this requirement.	2.3.1.3	2.3.1.3	2.3.1.3	2.3.1.3	Planning
86	HOUSING	ENSURE THAT NEW RESIDENTIAL DEVELOPMENTS SATISFY AN ARRAY OF HOUSING NEEDS WITH RESPECT TO TENURE, UNIT MIX AND COMMUNITY SERVICES	2.3	2.3	2.3	2.3	Prioritize the development of affordable family housing, both rental and ownership, particularly along transit corridors and adjacent to community amenities.	2.3.2	2.3.2	2.3.2	2.3.2	Draft design guidelines for family friendly housing to guide development in these areas.	2.3.2.1	2.3.2.1	2.3.2.1	2.3.2.1	Planning
87	HOUSING	ENSURE THAT NEW RESIDENTIAL DEVELOPMENTS SATISFY AN ARRAY OF HOUSING NEEDS WITH RESPECT TO TENURE, UNIT MIX AND COMMUNITY SERVICES	2.3	2.3	2.3	2.3	Prioritize the development of affordable family housing, both rental and ownership, particularly along transit corridors and adjacent to community amenities.	2.3.2	2.3.2	2.3.2	2.3.2	Prioritize funding for family and rental units in distribution of affordable housing monies in transit and amenity-rich areas.	2.3.2.2	2.3.2.2	2.3.2.2	2.3.2.2	MOH
88	HOUSING	ENSURE THAT NEW RESIDENTIAL DEVELOPMENTS SATISFY AN ARRAY OF HOUSING NEEDS WITH RESPECT TO TENURE, UNIT MIX AND COMMUNITY SERVICES	2.3	2.3	2.3	2.3	Require that a significant number of units in new developments have two or more bedrooms, except Senior Housing and SRO developments unless all Below Market Rate Units are two or more bedroom units.	2.3.3	2.3.3	2.3.3	2.3.3	Amend the Planning Code to eliminate residential densities, instead regulate by bedroom number.	2.3.3.1	2.3.3.1	2.3.3.1	2.3.3.1	Planning
89	HOUSING	ENSURE THAT NEW RESIDENTIAL DEVELOPMENTS SATISFY AN ARRAY OF HOUSING NEEDS WITH RESPECT TO TENURE, UNIT MIX AND COMMUNITY SERVICES	2.3	2.3	2.3	2.3	Require that a significant number of units in new developments have two or more bedrooms, except Senior Housing and SRO developments unless all Below Market Rate Units are two or more bedroom units.	2.3.3	2.3.3	2.3.3	2.3.3	Amend the Planning Code to enable two bedroom units provided through inclusionary or other affordable housing programs to substitute for this requirement.	2.3.3.2	2.3.3.2	2.3.3.2	2.3.3.2	Planning
90	HOUSING	ENSURE THAT NEW RESIDENTIAL DEVELOPMENTS SATISFY AN ARRAY OF HOUSING NEEDS WITH RESPECT TO TENURE, UNIT MIX AND COMMUNITY SERVICES	2.3	2.3	2.3	2.3	Encourage the creation of family supportive services, such as childcare facilities, parks and recreation, or other facilities, in affordable housing or mixed use developments.	2.3.4	2.3.4	2.3.4	2.3.4	Ensure design guidelines contain specifications for child care facilities within multifamily housing.	2.3.4.1	2.3.4.1	2.3.4.1	2.3.4.1	Planning

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91	HOUSING	ENSURE THAT NEW RESIDENTIAL DEVELOPMENTS SATISFY AN ARRAY OF HOUSING NEEDS WITH RESPECT TO TENURE, UNIT MIX AND COMMUNITY SERVICES	2.3	2.3	2.3	2.3	Encourage the creation of family supportive services, such as childcare facilities, parks and recreation, or other facilities, in affordable housing or mixed use developments.	2.3.4	2.3.4	2.3.4	2.3.4	Apprise developers of available incentives, including, for example, grant funding, for licensed childcare centers.	2.3.4.2	2.3.4.2	2.3.4.2	2.3.4.2	Planning
92	HOUSING	ENSURE THAT NEW RESIDENTIAL DEVELOPMENTS SATISFY AN ARRAY OF HOUSING NEEDS WITH RESPECT TO TENURE, UNIT MIX AND COMMUNITY SERVICES	2.3	2.3	2.3	2.3	Encourage the creation of family supportive services, such as childcare facilities, parks and recreation, or other facilities, in affordable housing or mixed use developments.	2.3.4	2.3.4	2.3.4	2.3.4	Amend the Planning Code to require impact fees for new residential and non-residential development to address their impact on community improvements in the project area.	2.3.4.3				Planning
93	HOUSING	ENSURE THAT NEW RESIDENTIAL DEVELOPMENTS SATISFY AN ARRAY OF HOUSING NEEDS WITH RESPECT TO TENURE, UNIT MIX AND COMMUNITY SERVICES	2.3	2.3	2.3	2.3	Explore a range of revenue- generating tools including impact fees, public funds and grants, assessment districts, and other private funding sources, to fund community and neighborhood improvements.	2.3.5	2.3.5	2.3.5	2.3.5	Amend the Planning Code to require impact fees for new residential and non-residential development to address their impact on community improvements in the project area.		2.3.5.1	2.3.5.1	2.3.5.1	Planning
94	HOUSING	ENSURE THAT NEW RESIDENTIAL DEVELOPMENTS SATISFY AN ARRAY OF HOUSING NEEDS WITH RESPECT TO TENURE, UNIT MIX AND COMMUNITY SERVICES	2.3	2.3	2.3	2.3	Explore a range of revenue- generating tools including impact fees, public funds and grants, assessment districts, and other private funding sources, to fund community and neighborhood improvements.	2.3.5	2.3.5	2.3.5	2.3.5	The City Administrators Office and Controller's Office shall establish a Grant Coordination Officer/Office to maintain responsibility for the coordination of funding applications throughout the City to secure grant and bond funding for community improvements.	2.3.5.1	2.3.5.2	2.3.5.2	2.3.5.2	City Administrators Office and Controller's Office
95	HOUSING	ENSURE THAT NEW RESIDENTIAL DEVELOPMENTS SATISFY AN ARRAY OF HOUSING NEEDS WITH RESPECT TO TENURE, UNIT MIX AND COMMUNITY SERVICES	2.3	2.3	2.3	2.3	Explore a range of revenue- generating tools including impact fees, public funds and grants, assessment districts, and other private funding sources, to fund community and neighborhood improvements.	2.3.5	2.3.5	2.3.5	2.3.5	MOEWD will work with the Recreation and Park Department to create neighborhood assessment districts to support maintenance of new parks.	2.3.5.2	2.3.5.3	2.3.5.3	2.3.5.3	MOEWD
96	HOUSING	ENSURE THAT NEW RESIDENTIAL DEVELOPMENTS SATISFY AN ARRAY OF HOUSING NEEDS WITH RESPECT TO TENURE, UNIT MIX AND COMMUNITY SERVICES	2.3	2.3	2.3	2.3	Explore a range of revenue- generating tools including impact fees, public funds and grants, assessment districts, and other private funding sources, to fund community and neighborhood improvements.	2.3.5	2.3.5	2.3.5	2.3.5	Work in cooperation with other City agencies, to support state law changes that will enable use of tax increment financing to support plan based improvements and explore how programs could be implemented in the Eastern Neighborhoods.	2.3.5.3	2.3.5.4	2.3.5.4	2.3.5.4	Planning

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97	HOUSING	ENSURE THAT NEW RESIDENTIAL DEVELOPMENTS SATISFY AN ARRAY OF HOUSING NEEDS WITH RESPECT TO TENURE, UNIT MIX AND COMMUNITY SERVICES	2.3	2.3	2.3	2.3	Establish an impact fee to be allocated towards an Eastern Neighborhoods Public Benefit Fund to mitigate the impacts of new development on transit, pedestrian, bicycle, and street improvements, park and recreational facilities, and community facilities such as libraries, child care and other neighborhood services in the area.	2.3.6	2.3.6	2.3.6	2.3.6	Amend the Planning Code to require impact fees for new residential and non-residential development to address their impact on neighborhood infrastructure <i>in the project area</i> .	2.3.6.1	2.3.6.1	2.3.6.1	2.3.6.1	Planning
98	HOUSING	LOWER THE COST OF THE PRODUCTION OF HOUSING	2.4	2.4	2.4	2.4	Require developers to separate the cost of parking from the cost of housing in both for sale and rental developments.	2.4.1	2.4.1	2.4.1	2.4.1	Amend parking requirements in the Planning Code.	2.4.1.1	2.4.1.1	2.4.1.1	2.4.1.1	Planning
99	HOUSING	LOWER THE COST OF THE PRODUCTION OF HOUSING	2.4	2.4	2.4	2.4	Require developers to separate the cost of parking from the cost of housing in both for sale and rental developments.	2.4.1	2.4.1	2.4.1	2.4.1	Monitor the sales prices of parking spaces in new developments, and re-evaluate policies based on information.	2.4.1.2	2.4.1.2	2.4.1.2	2.4.1.2	Planning
100	HOUSING	LOWER THE COST OF THE PRODUCTION OF HOUSING	2.4	2.4	2.4	2.4	Revise residential parking requirements so that structured or off-street parking is permitted up to specified maximum amounts in certain districts, but is not required.	2.4.2	2.4.2	2.4.2	2.4.2	Amend parking requirements in the Planning Code.	2.4.2.1	2.4.2.1	2.4.2.1	2.4.2.1	Planning
101	HOUSING	LOWER THE COST OF THE PRODUCTION OF HOUSING	2.4	2.4	2.4	2.4	Encourage construction of units that are “affordable by design.”	2.4.3	2.4.3	2.4.3	2.4.3	Establish a working group including representatives of the development community, the Department of Building Inspection and the Department of Public Health to explore making changes to the Planning and Building Codes, as appropriate, that will make development less costly without compromising design excellence.	2.4.3.1	2.4.3.1	2.4.3.1	2.4.3.1	Planning
102	HOUSING	LOWER THE COST OF THE PRODUCTION OF HOUSING	2.4	2.4	2.4	2.4	Facilitate housing production by simplifying the approval process wherever possible.	2.4.4	2.4.4	2.4.4	2.4.4	Eliminate the majority of conditional use permit requirements in the Eastern Neighborhoods.	2.4.4.1	2.4.4.1	2.4.4.1	2.4.4.1	Planning

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103	HOUSING	LOWER THE COST OF THE PRODUCTION OF HOUSING	2.4	2.4	2.4	2.4	Facilitate housing production by simplifying the approval process wherever possible.	2.4.4	2.4.4	2.4.4	2.4.4	Explore ways to facilitate efficient environmental review of individual projects by developing and adopting comprehensive local guidance for land use projects that includes significance thresholds, best-practice analytic methods, and standard feasible mitigations. Borrow from best practices in local guidance development from other California jurisdictions.	2.4.4.2	2.4.4.2	2.4.4.2	2.4.4.2	Planning
104	HOUSING	LOWER THE COST OF THE PRODUCTION OF HOUSING	2.4	2.4	2.4	2.4	Facilitate housing production by simplifying the approval process wherever possible.	2.4.4	2.4.4	2.4.4	2.4.4	Utilize state authorized infill exemptions where appropriate to limit environmental review of residential development consistent with this plan.	2.4.4.3	2.4.4.3	2.4.4.3	2.4.4.3	Planning
105	HOUSING	PROMOTE HEALTH THROUGH RESIDENTIAL DEVELOPMENT DESIGN AND LOCATION	2.5	2.5	2.5	2.5	Consider how the production of new housing can improve the conditions required for health of San Francisco residents.	2.5.1	2.5.1	2.5.1	2.5.1	In an effort to evaluate the healthfulness of project location and/or design choices, encourage new residential development projects to use the San Francisco Healthy Development Measurement Tool (HDMT) at the design or project review phase.	2.5.1.1	2.5.1.1	2.5.1.1	2.5.1.1	Planning
106	HOUSING	PROMOTE HEALTH THROUGH RESIDENTIAL DEVELOPMENT DESIGN AND LOCATION	2.5	2.5	2.5	2.5	Develop affordable family housing in areas where families can safely walk to schools, parks, retail, and other services.	2.5.2	2.5.2	2.5.2	2.5.2	The Mayor's Office of Housing and the SF Housing Authority will work with the Department of Recreation and Parks and the SFUSD to seek sites for family housing with good access to community amenities like parks, social services, and schools.	2.5.2.1	2.5.2.1	2.5.2.1	2.5.2.1	MOH
107	HOUSING	PROMOTE HEALTH THROUGH RESIDENTIAL DEVELOPMENT DESIGN AND LOCATION	2.5	2.5	2.5	2.5	Develop affordable family housing in areas where families can safely walk to schools, parks, retail, and other services.	2.5.2	2.5.2	2.5.2	2.5.2	Draft design guidelines for family friendly housing, and include guidelines for licensed childcare centers and licensed family childcare in multi- family housing.	2.5.2.2	2.5.2.2	2.5.2.2	2.5.2.2	Planning
108	HOUSING	PROMOTE HEALTH THROUGH RESIDENTIAL DEVELOPMENT DESIGN AND LOCATION	2.5	2.5	2.5	2.5	Develop affordable family housing in areas where families can safely walk to schools, parks, retail, and other services.	2.5.2	2.5.2	2.5.2	2.5.2	The Mayor's Office of Housing will work with Department of Children, Youth, and Families to co-locate affordable licensed childcare in new affordable family housing units.	2.5.2.3	2.5.2.3	2.5.2.3	2.5.2.3	MOH

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109	HOUSING	PROMOTE HEALTH THROUGH RESIDENTIAL DEVELOPMENT DESIGN AND LOCATION	2.5	2.5	2.5	2.5	Require new development to meet minimum levels of “green” construction.	2.5.3	2.5.3	2.5.3	2.5.3	Follow pending legislation, Chapter 13C of the Building Code.	2.5.3.1	2.5.3.1	2.5.3.1	2.5.3.1	Planning
110	HOUSING	PROMOTE HEALTH THROUGH RESIDENTIAL DEVELOPMENT DESIGN AND LOCATION	2.5	2.5	2.5	2.5	Provide design guidance for the construction of healthy neighborhoods and buildings.	2.5.4	2.5.4	2.5.4	2.5.4	Establish a workgroup with participants from DBI, DPH, and Planning and the building design community to consider and recommend health-based building design guidelines and, where appropriate, related amendments to the Planning Code or Building Code.	2.5.4.1	2.5.4.1	2.5.4.1	2.5.4.1	DPH
111	HOUSING	CONTINUE AND EXPAND THE CITY’S EFFORTS TO INCREASE PERMANENTLY AFFORDABLE HOUSING PRODUCTION AND AVAILABILITY	2.6	2.6	2.6	2.6	Continue and strengthen innovative programs that help to make both rental and ownership housing more affordable and available.	2.6.1	2.6.1	2.6.1	2.6.1	Support efforts of the Mayor’s Office of Housing and other City departments by continuing to provide departmental resources.	2.6.1.1	2.6.1.1	2.6.1.1	2.6.1.1	Planning
112	HOUSING	CONTINUE AND EXPAND THE CITY’S EFFORTS TO INCREASE PERMANENTLY AFFORDABLE HOUSING PRODUCTION AND	2.6	2.6	2.6	2.6	Explore housing policy changes at the Citywide level that preserve and augment the stock of existing rental and ownership housing.	2.6.2	2.6.2	2.6.2	2.6.2	Amend the Planning Code to allow pre-existing, nonconforming units such as Live/Work lofts, to pay retroactive development impact fees to achieve conformance status.	2.6.2.1	2.6.2.1	2.6.2.1	2.6.2.1	Planning
113	HOUSING	CONTINUE AND EXPAND THE CITY’S EFFORTS TO INCREASE PERMANENTLY AFFORDABLE HOUSING PRODUCTION AND AVAILABILITY	2.6	2.6	2.6	2.6	Explore housing policy changes at the Citywide level that preserve and augment the stock of existing rental and ownership housing.	2.6.2	2.6.2	2.6.2	2.6.2	Continue to monitor neighborhood support for accessory dwelling units (ADUs), and provide information to interested groups on the topic.	2.6.2.2	2.6.2.2	2.6.2.2	2.6.2.2	Planning
114	HOUSING	CONTINUE AND EXPAND THE CITY’S EFFORTS TO INCREASE PERMANENTLY AFFORDABLE HOUSING PRODUCTION AND AVAILABILITY	2.6	2.6	2.6	2.6	Explore housing policy changes at the Citywide level that preserve and augment the stock of existing rental and ownership housing.	2.6.2	2.6.2	2.6.2	2.6.2	The Mayor’s Office of Housing will work with the Board of Supervisors to develop citywide housing initiatives, including bond funding, housing redevelopment programs, and employer subsidies for workforce housing.	2.6.2.3	2.6.2.3	2.6.2.3	2.6.2.3	MOH

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115	HOUSING	CONTINUE AND EXPAND THE CITY'S EFFORTS TO INCREASE PERMANENTLY AFFORDABLE HOUSING PRODUCTION AND AVAILABILITY	2.6	2.6	2.6	2.6	Research and pursue innovative revenue sources for the construction of affordable housing, such as tax increment financing, or other dedicated City funds.	2.6.3	2.6.3	2.6.3	2.6.3	The Mayor's Office of Housing will keep apprised of existing state, Federal and other housing grants and opportunities which can leverage the City's ability to construct or rehabilitate affordable housing.	2.6.3.1		2.6.3.1	2.6.3.1	MOH
116	HOUSING	CONTINUE AND EXPAND THE CITY'S EFFORTS TO INCREASE PERMANENTLY AFFORDABLE HOUSING PRODUCTION AND AVAILABILITY	2.6	2.6	2.6	2.6	Research and pursue innovative revenue sources for the construction of affordable housing, such as tax increment financing, or other dedicated City funds.	2.6.3	2.6.3	2.6.3	2.6.3	Continue coordinated efforts across agencies such as Mayor's Office of Housing, Department of Recreation and Parks and Planning to prioritize adopted area plans for state and regional funding applications, including bonds and grants.		2.6.3.1			MOH
117	HOUSING	CONTINUE AND EXPAND THE CITY'S EFFORTS TO INCREASE PERMANENTLY AFFORDABLE HOUSING PRODUCTION AND AVAILABILITY	2.6	2.6	2.6	2.6	Research and pursue innovative revenue sources for the construction of affordable housing, such as tax increment financing, or other dedicated City funds.	2.6.3	2.6.3	2.6.3	2.6.3	Work in cooperation with <i>the Mayor's Office and</i> other City agencies, to support state law changes that will enable use of tax increment financing to support plan based improvements and explore how programs could be implemented in the Eastern Neighborhoods.	2.6.3.2	2.6.3.2	2.6.3.2	2.6.3.2	Planning
118	HOUSING	CONTINUE AND EXPAND THE CITY'S EFFORTS TO INCREASE PERMANENTLY AFFORDABLE HOUSING PRODUCTION AND AVAILABILITY	2.6	2.6	2.6	2.6	Recognize the concentration of low-income families and youth in the South of Market, particularly in the area generally bounded by 4th Street and LapuLapu Street on the northeast, Langton Street on the southwest, Harrison Street on the southeast, and Natoma Street on the northwest by encouraging affordable, family housing.		2.6.4			Work with the Mayor's Office of Housing to identify potential development sites for family housing.		2.6.4.1			MOH
119	HOUSING	CONTINUE AND EXPAND THE CITY'S EFFORTS TO INCREASE PERMANENTLY AFFORDABLE HOUSING PRODUCTION AND AVAILABILITY	2.6	2.6	2.6	2.6	Recognize the concentration of low-income families and youth in the South of Market, particularly in the area generally bounded by 4th Street and LapuLapu Street on the northeast, Langton Street on the southwest, Harrison Street on the southeast, and Natoma Street on the northwest by encouraging affordable, family housing.		2.6.4			The Mayor's Office of Housing will work with relevant city agencies to explore ways to increase public funding for family-sized units.		2.6.4.2			MOH
120	BUILT FORM	PROMOTE AN URBAN FORM THAT REINFORCES THE <i>PLAN AREA'S</i> DISTINCTIVE PLACE IN THE CITY'S LARGER FORM AND STRENGTHENS ITS PHYSICAL FABRIC AND CHARACTER.	3.1	3.1	3.1	3.1	Adopt heights that are appropriate for the <i>Plan Area's</i> location in the city, the prevailing street and block pattern, and the anticipated land uses, while producing buildings compatible with the neighborhood's character (i.e., residential enclaves and areas).	3.1.1	3.1.1	3.1.1	3.1.1	Amend the Planning Code to set height controls.	3.1.1.1	3.1.1.1	3.1.1.1	3.1.1.1	Planning

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121	BUILT FORM	PROMOTE AN URBAN FORM THAT REINFORCES THE <i>PLAN AREA'S</i> DISTINCTIVE PLACE IN THE CITY'S LARGER FORM AND STRENGTHENS ITS PHYSICAL FABRIC AND CHARACTER.	3.1	3.1	3.1	3.1	Development should step down in height as it approaches the Bay to reinforce the city's natural topography and to encourage and active and public waterfront.	3.1.2	3.1.2			Work with the Port to step heights down as they approach the Bay.	3.1.2.1	3.1.2.1			Planning and Port
122	BUILT FORM	PROMOTE AN URBAN FORM THAT REINFORCES THE <i>PLAN AREA'S</i> DISTINCTIVE PLACE IN THE CITY'S LARGER FORM AND STRENGTHENS ITS PHYSICAL FABRIC AND CHARACTER.	3.1	3.1	3.1	3.1	The design of new mixed-use infill development in the Northeast Mission Industrial Zone (NEMIZ) should strengthen the area's industrial character through appropriate materials, massing, and setback.			3.1.2		Amend the Planning Code to adopt massing and setback requirements. Adopt design guidelines regarding appropriate materials.			3.1.2.1		Planning
123	BUILT FORM	PROMOTE AN URBAN FORM THAT REINFORCES THE <i>PLAN AREA'S</i> DISTINCTIVE PLACE IN THE CITY'S LARGER FORM AND STRENGTHENS ITS PHYSICAL FABRIC AND CHARACTER.	3.1	3.1	3.1	3.1	Development should respect the natural topography of Potrero Hill.				3.1.2	Adopt these requirements as design guidelines.				3.1.2.1	Planning
124	BUILT FORM	PROMOTE AN URBAN FORM THAT REINFORCES THE <i>PLAN AREA'S</i> DISTINCTIVE PLACE IN THE CITY'S LARGER FORM AND STRENGTHENS ITS PHYSICAL FABRIC AND CHARACTER.	3.1	3.1	3.1	3.1	Relate the prevailing heights of buildings to street and alley width throughout the plan area.	3.1.3	3.1.3	3.1.3	3.1.3	Amend the Planning Code to set height and alley controls.	3.1.3.1	3.1.3.1	3.1.3.1	3.1.3.1	Planning
125	BUILT FORM	PROMOTE AN URBAN FORM THAT REINFORCES THE <i>PLAN AREA'S</i> DISTINCTIVE PLACE IN THE CITY'S LARGER FORM AND STRENGTHENS ITS PHYSICAL FABRIC AND CHARACTER.	3.1	3.1	3.1	3.1	Heights should reflect the importance of key streets in the city's overall urban pattern (<i>like Mission and Valencia</i>), while respecting the lower scale development of <i>Dogpatch, South Park, Potrero Hill, and residential enclaves areas throughout the Plan Areas</i> .	3.1.4	3.1.4	3.1.4	3.1.4	Amend the Planning Code to set height controls.	3.1.4.1	3.1.4.1	3.1.4.1	3.1.4.1	Planning
126	BUILT FORM	PROMOTE AN URBAN FORM THAT REINFORCES THE <i>PLAN AREA'S</i> DISTINCTIVE PLACE IN THE CITY'S LARGER FORM AND STRENGTHENS ITS PHYSICAL FABRIC AND CHARACTER.	3.1	3.1	3.1	3.1	Respect public view corridors. <i>Of particular interest are the East SoMa's east-west views to the bay or hills, views towards the downtown, t Twin Peaks Potrero Hill, and Bernal Hill.</i>	3.1.5	3.1.5	3.1.5	3.1.5	Adopt these requirements as design guidelines.	3.1.5.1	3.1.5.1	3.1.5.1	3.1.5.1	Planning

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127	BUILT FORM	PROMOTE AN URBAN FORM THAT REINFORCES THE <i>PLAN AREA'S</i> DISTINCTIVE PLACE IN THE CITY'S LARGER FORM AND STRENGTHENS ITS PHYSICAL FABRIC AND CHARACTER.	3.1	3.1	3.1	3.1	New buildings should epitomize the best in contemporary architecture, but should do so with full awareness of, and respect for, the height, mass, articulation and materials of the best of the older buildings that surrounds them.	3.1.6	3.1.6	3.1.6	3.1.6	Adopt these requirements as design guidelines.	3.1.6.1	3.1.6.1	3.1.6.1	3.1.6.1	Planning
128	BUILT FORM	PROMOTE AN URBAN FORM THAT REINFORCES THE <i>PLAN AREA'S</i> DISTINCTIVE PLACE IN THE CITY'S LARGER FORM AND STRENGTHENS ITS PHYSICAL FABRIC AND CHARACTER.	3.1	3.1	3.1	3.1	Attractively screen rooftop HVAC systems and other building utilities from view.	3.1.7	3.1.7	3.1.7	3.1.7	Amend the Planning Code to require HVAC screening.	3.1.7.1	3.1.7.1	3.1.7.1	3.1.7.1	Planning
129	BUILT FORM	PROMOTE AN URBAN FORM THAT REINFORCES THE <i>PLAN AREA'S</i> DISTINCTIVE PLACE IN THE CITY'S LARGER FORM AND STRENGTHENS ITS PHYSICAL FABRIC AND CHARACTER.	3.1	3.1	3.1	3.1	New development should respect existing patterns of rear yard open space. Where an existing pattern of rear yard open space does not exist, new development on mixed-use-zoned parcels should have greater flexibility as to where open space can be located.	3.1.8	3.1.8	3.1.8	3.1.8	Amend the Planning Code to allow greater flexibility for the placement of rear yards in new Mixed Use zones that do not have an established mid-block rear yard open space pattern.	3.1.8.1	3.1.8.1	3.1.8.1	3.1.8.1	Planning
130	BUILT FORM	PROMOTE AN URBAN FORM THAT REINFORCES THE <i>PLAN AREA'S</i> DISTINCTIVE PLACE IN THE CITY'S LARGER FORM AND STRENGTHENS ITS PHYSICAL FABRIC AND CHARACTER.	3.1	3.1	3.1	3.1	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.	3.1.9	3.1.9	3.1.9	3.1.9	Amend the Planning Code to allow office and housing uses without restriction in appropriate historic buildings to encourage rehabilitation and preservation.	3.1.9.1	3.1.9.1	3.1.9.1	3.1.9.1	Planning
131	BUILT FORM	PROMOTE AN URBAN FORM THAT REINFORCES THE <i>PLAN AREA'S</i> DISTINCTIVE PLACE IN THE CITY'S LARGER FORM AND STRENGTHENS ITS PHYSICAL FABRIC AND CHARACTER.	3.1	3.1	3.1	3.1	After results are obtained from the historic resources surveys, make necessary adjustments to these built form guidelines to ensure that new structures, particularly in historic districts, will be compatible with the surrounding historic context.	3.1.10	3.1.10	3.1.10	3.1.10	Revise design guidelines in the <i>Area Plan</i> , as appropriate upon completion of the historic resource surveys.	3.1.10.1	3.1.10.1	3.1.10.1	3.1.10.1	Planning
132	BUILT FORM	PROMOTE AN URBAN FORM THAT REINFORCES THE <i>PLAN AREA'S</i> DISTINCTIVE PLACE IN THE CITY'S LARGER FORM AND STRENGTHENS ITS PHYSICAL FABRIC AND CHARACTER.	3.1	3.1	3.1	3.1	Establish and require height limits along alleyways to create the intimate feeling of being in an urban room.	3.1.11	3.1.11	3.1.11		Amend the Planning Code to set height and alley controls.	3.1.11.1	3.1.11.1	3.1.11.1		Planning

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133	BUILT FORM	PROMOTE AN URBAN FORM THAT REINFORCES THE <i>PLAN AREA'S</i> DISTINCTIVE PLACE IN THE CITY'S LARGER FORM AND STRENGTHENS ITS PHYSICAL FABRIC AND CHARACTER.	3.1	3.1	3.1	3.1	Establish and require height limits and upper story setbacks to maintain adequate light and air to sidewalks and frontages along alleys.	3.1.1 2	3.1.1 2	3.1.1 2		Amend the Planning Code to set alley guidelines.	3.1.12.1	3.1.12.1	3.1.12.1		Planning
134	BUILT FORM	PROMOTE AN URBAN FORM AND ARCHITECTURAL CHARACTER THAT SUPPORTS WALKING AND SUSTAINS A DIVERSE, ACTIVE AND SAFE PUBLIC REALM.	3.2	3.2	3.2	3.2	Require high quality design of street-facing building exteriors.	3.2.1	3.2.1	3.2.1	3.2.1	Adopt these requirements as design guidelines.	3.2.1.1	3.2.1.1	3.2.1.1	3.2.1.1	Planning
135	BUILT FORM	PROMOTE AN URBAN FORM AND ARCHITECTURAL CHARACTER THAT SUPPORTS WALKING AND SUSTAINS A DIVERSE, ACTIVE AND SAFE PUBLIC REALM.	3.2	3.2	3.2	3.2	Make ground floor retail and PDR uses as tall, roomy and permeable as possible.	3.2.2	3.2.2	3.2.2	3.2.2	Amend the Planning code to allow 15' ground floor heights and to require 60% fenestration and 75% transparency.	3.2.2.1	3.2.2.1	3.2.2.1	3.2.2.1	Planning
136	BUILT FORM	PROMOTE AN URBAN FORM AND ARCHITECTURAL CHARACTER THAT SUPPORTS WALKING AND SUSTAINS A DIVERSE, ACTIVE AND SAFE PUBLIC REALM.	3.2	3.2	3.2	3.2	Minimize the visual impact of parking.	3.2.3	3.2.3	3.2.3	3.2.3	Amend the Planning code to require parking be wrapped with active uses and to minimize the size and impact of garage entrances.	3.2.3.1	3.2.3.1	3.2.3.1	3.2.3.1	Planning
137	BUILT FORM	PROMOTE AN URBAN FORM AND ARCHITECTURAL CHARACTER THAT SUPPORTS WALKING AND SUSTAINS A DIVERSE, ACTIVE AND SAFE PUBLIC REALM.	3.2	3.2	3.2	3.2	Strengthen the relationship between a building and its fronting sidewalk.	3.2.4	3.2.4	3.2.4	3.2.4	Amend the planning code to require 60% fenestration and 75% transparency.	3.2.4.1	3.2.4.1	3.2.4.1	3.2.4.1	Planning
138	BUILT FORM	PROMOTE AN URBAN FORM AND ARCHITECTURAL CHARACTER THAT SUPPORTS WALKING AND SUSTAINS A DIVERSE, ACTIVE AND SAFE PUBLIC REALM.	3.2	3.2	3.2	3.2	Building form should celebrate corner locations.	3.2.5	3.2.5	3.2.5	3.2.5	Adopt these requirements as design guidelines.	3.2.5.1	3.2.5.1	3.2.5.1	3.2.5.1	Planning

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139	BUILT FORM	PROMOTE AN URBAN FORM AND ARCHITECTURAL CHARACTER THAT SUPPORTS WALKING AND SUSTAINS A DIVERSE, ACTIVE AND SAFE PUBLIC REALM.	3.2	3.2	3.2	3.2	Sidewalks abutting new developments should be constructed in accordance with locally appropriate guidelines based on established best practices in streetscape design.	3.2.6	3.2.6	3.2.6	3.2.6	Adopt these requirements as design guidelines.	3.2.6.1	3.2.6.1	3.2.6.1	3.2.6.1	Planning
140	BUILT FORM	PROMOTE AN URBAN FORM AND ARCHITECTURAL CHARACTER THAT SUPPORTS WALKING AND SUSTAINS A DIVERSE, ACTIVE AND SAFE PUBLIC REALM.	3.2	3.2	3.2	3.2	Strengthen the pedestrian network by extending alleyways to adjacent streets or alleyways wherever possible, or by providing new publicly accessible mid-block rights of way.	3.2.7	3.2.7	3.2.7	3.2.7	Amend the Planning Code to require developments on properties with 300 or more feet of street frontage on a block face longer than 400' to provide a minimum 20-foot-wide publicly accessible mid-block right of way and access easement for the entire depth of the property, connecting to existing streets or alleys. This can be applied toward a development's open space requirement.	3.2.7.1	3.2.7.1	3.2.7.1	3.2.7.1	Planning
141	BUILT FORM	PROMOTE AN URBAN FORM AND ARCHITECTURAL CHARACTER THAT SUPPORTS WALKING AND SUSTAINS A DIVERSE, ACTIVE AND SAFE PUBLIC REALM.	3.2	3.2	3.2	3.2	Strengthen the pedestrian network by extending alleyways to adjacent streets or alleyways wherever possible, or by providing new publicly accessible mid-block rights of way.	3.2.7	3.2.7	3.2.7	3.2.7	Encourage developments on properties with 100 feet or more, but less than 300 feet of street frontage in the middle one-third of a block face longer than 400' to provide a 10-20 foot-wide publicly accessible mid-block right of way and access easement for the entire depth of the property, connecting to existing streets or alleys. This can be applied toward a development's open space requirement.	3.2.7.2	3.2.7.2	3.2.7.2	3.2.7.2	Planning
142	BUILT FORM	PROMOTE AN URBAN FORM AND ARCHITECTURAL CHARACTER THAT SUPPORTS WALKING AND SUSTAINS A DIVERSE, ACTIVE AND SAFE PUBLIC REALM.	3.2	3.2	3.2	3.2	Recognize the distinctive Mission murals and expand the opportunities for new murals as well as other public art by providing space such as visible and publicly accessible walls in new construction adjacent to or near the murals to allow for these art traditions to thrive and continue, and by ensuring new construction does not obstruct, demolish, damage or otherwise diminish the Mission murals and other public art.			3.2.8		Encourage new development adjacent to the murals and other important public art to provide space for their expansion and to avoid their obstruction, damage or replacement during construction or by the design of new development and encourage project sponsors to contribute to the cleaning and restoration of murals in the vicinity of their project.			3.2.8.1		Planning
143	BUILT FORM	PROMOTE AN URBAN FORM AND ARCHITECTURAL CHARACTER THAT SUPPORTS WALKING AND SUSTAINS A DIVERSE, ACTIVE AND SAFE PUBLIC REALM.	3.2	3.2	3.2	3.2	Preserve sunlight access to BART plazas by encouraging setbacks above the fourth story for new development along the south and east sides of the plazas.			3.2.9		Implementation 3.2.9.1: Encourage developments around the BART plazas to set back to preserve sunlight access.			3.2.9.1		Planning
144	BUILT FORM	PROMOTE THE ENVIRONMENTAL SUSTAINABILITY, ECOLOGICAL FUNCTIONING AND THE OVERALL QUALITY OF THE NATURAL ENVIRONMENT IN THE PLAN AREA	3.3	3.3	3.3	3.3	Require new development to adhere to a new performance-based ecological evaluation tool to improve the amount and quality of green landscaping.	3.3.1	3.3.1	3.3.1	3.3.1	Work with the Department of Building Inspection and Public Utilities Commission to implement these performance-based requirements.	3.3.1.1	3.3.1.1	3.3.1.1	3.3.1.1	Planning

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145	BUILT FORM	PROMOTE THE ENVIRONMENTAL SUSTAINABILITY, ECOLOGICAL FUNCTIONING AND THE OVERALL QUALITY OF THE NATURAL ENVIRONMENT IN THE PLAN AREA	3.3	3.3	3.3	3.3	Discourage new surface parking lots and explore ways to encourage retrofitting existing surface parking lots and off-street loading areas to minimize negative effects on microclimate and stormwater infiltration. The city's Stormwater Master Plan, upon completion, will provide guidance on how best to adhere to these guidelines.	3.3.2	3.3.2	3.3.2	3.3.2	Work with the PUC on the Stormwater Master Plan and explore incentives that would encourage the retrofit of existing parking areas.	3.3.2.1	3.3.2.1	3.3.2.1	3.3.2.1	PUC and Planning
146	BUILT FORM	PROMOTE THE ENVIRONMENTAL SUSTAINABILITY, ECOLOGICAL FUNCTIONING AND THE OVERALL QUALITY OF THE NATURAL ENVIRONMENT IN THE PLAN AREA	3.3	3.3	3.3	3.3	Enhance the connection between building form and ecological sustainability by promoting use of renewable energy, energy-efficient building envelopes, passive heating and cooling, and sustainable materials	3.3.3	3.3.3	3.3.3	3.3.3	Adopt these requirements as design guidelines. Follow pending legislation Chapter 13C of the Building Code.	3.3.3.1	3.3.3.1	3.3.3.1	3.3.3.1	Planning
147	BUILT FORM	PROMOTE THE ENVIRONMENTAL SUSTAINABILITY, ECOLOGICAL FUNCTIONING AND THE OVERALL QUALITY OF THE NATURAL ENVIRONMENT IN THE PLAN AREA	3.3	3.3	3.3	3.3	Compliance with strict environmental efficiency standards for new buildings is strongly encouraged.	3.3.4	3.3.4	3.3.4	3.3.4	Adopt these requirements as design guidelines.	3.3.4.1	3.3.4.1	3.3.4.1	3.3.4.1	Planning
148	TRANSPORTATION	IMPROVE PUBLIC TRANSIT TO BETTER SERVE EXISTING AND NEW DEVELOPMENT IN THE <i>PLAN AREA</i>	4.1	4.1	4.1	4.1	Commit resources to an analysis of the street grid, the transportation impacts of new zoning, and mobility needs in the Eastern Neighborhoods to develop a plan that prioritizes transit while addressing needs of all modes (transit, vehicle traffic, bicyclists, pedestrians).	4.1.1	4.1.1	4.1.1	4.1.1	The San Francisco Municipal Transportation Agency (SFMTA), San Francisco County Transportation Authority (SFCTA), the Department of Public Works (DPW), and the Planning Department will work together to develop the scope, funding and schedule for the Eastern Neighborhoods Transportation Implementation Planning Study.	4.1.1.1	4.1.1.1	4.1.1.1	4.1.1.1	SFMTA
149	TRANSPORTATION	IMPROVE PUBLIC TRANSIT TO BETTER SERVE EXISTING AND NEW DEVELOPMENT IN THE <i>PLAN AREA</i>	4.1	4.1	4.1	4.1	Commit resources to an analysis of the street grid, the transportation impacts of new zoning, and mobility needs in the Mission / Eastern Neighborhoods to develop a plan that prioritizes transit while addressing needs of all modes (transit, vehicle traffic, bicyclists, pedestrians).	4.1.1	4.1.1	4.1.1	4.1.1	As part of the Eastern Neighborhoods Transportation Implementation Planning Study, the SFMTA, SFCTA, DPW and the Planning Department should work together to identify and secure funding for the study recommendations, and collaborate to begin implementing the recommendations as soon as study findings are available.	4.1.1.2	4.1.1.2	4.1.1.2	4.1.1.2	SFMTA
150	TRANSPORTATION	IMPROVE PUBLIC TRANSIT TO BETTER SERVE EXISTING AND NEW DEVELOPMENT IN THE <i>PLAN AREA</i>	4.1	4.1	4.1	4.1	Decrease transit travel time and improve reliability through a variety of means, such as transit-only lanes, transit signal priority, transit "queue jumps," lengthening of spacing between stops, and establishment of limited or express service.	4.1.2	4.1.2	4.1.2	4.1.2	As part of Eastern Neighborhoods Transportation Implementation Planning Study, SFMTA, SFCTA and Planning should identify locations and transit lines for specific transit improvements.	4.1.2.1	4.1.2.1	4.1.2.1	4.1.2.1	SFMTA

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151	TRANSPORTATION	IMPROVE PUBLIC TRANSIT TO BETTER SERVE EXISTING AND NEW DEVELOPMENT IN THE <i>PLAN AREA</i>	4.1	4.1	4.1	4.1	Implement the service recommendations of the Transit Effectiveness Project (TEP).	4.1.3	4.1.3	4.1.3	4.1.3	SFMTA will work with other city agencies to implement the recommendations of the Transit Effectiveness Project.	4.1.3.1	4.1.3.1	4.1.3.1	4.1.3.1	SFMTA
152	TRANSPORTATION	IMPROVE PUBLIC TRANSIT TO BETTER SERVE EXISTING AND NEW DEVELOPMENT IN THE <i>PLAN AREA</i>	4.1	4.1	4.1	4.1	Reduce existing curb cuts where possible and restrict new curb cuts to prevent vehicular conflicts with transit on important transit and neighborhood commercial streets.	4.1.4	4.1.4	4.1.4	4.1.4	Amend Planning Code to restrict construction of curb cuts along key transit and pedestrian streets.	4.1.4.1	4.1.4.1	4.1.4.1	4.1.4.1	Planning
153	TRANSPORTATION	IMPROVE PUBLIC TRANSIT TO BETTER SERVE EXISTING AND NEW DEVELOPMENT IN THE <i>PLAN AREA</i>	4.1	4.1	4.1	4.1	Ensure Muni's Storage and Maintenance facility needs are met to serve increased transit demand and provide enhanced service.	4.1.5	4.1.5	4.1.5	4.1.5	As part of Eastern Neighborhoods Transportation Implementation Planning Study, Planning, SFMTA, SFCTA and the Port will identify future transit facility needs in the Eastern Neighborhoods.	4.1.5.1	4.1.5.1	4.1.5.1	4.1.5.1	SFMTA
154	TRANSPORTATION	IMPROVE PUBLIC TRANSIT TO BETTER SERVE EXISTING AND NEW DEVELOPMENT IN THE <i>PLAN AREA</i>	4.1	4.1	4.1	4.1	Improve public transit in the Central Waterfront including cross-town routes and connections the 22nd Street Caltrain Station and Third Street Light Rail.	4.1.6				As part of Eastern Neighborhoods Transportation Implementation Planning Study, SFMTA, the San Francisco County Transportation Authority (SFCTA) and Planning should identify specific transit service improvements and funding.	4.1.6.1				SFMTA
155	TRANSPORTATION	IMPROVE PUBLIC TRANSIT TO BETTER SERVE EXISTING AND NEW DEVELOPMENT IN THE <i>PLAN AREA</i>	4.1	4.1	4.1	4.1	Improve public transit linking the eastern and western portions of the South of Market and strengthen SoMa's overall transit connections to the Market Street corridor, BART stations, and 4th & King Caltrain station.		4.1.6			As part of Eastern Neighborhoods Transportation Implementation Planning Study, SFMTA, the San Francisco County Transportation Authority (SFCTA) and Planning should identify specific transit service improvements and funding.		4.1.6.1			SFMTA
156	TRANSPORTATION	IMPROVE PUBLIC TRANSIT TO BETTER SERVE EXISTING AND NEW DEVELOPMENT IN THE <i>PLAN AREA</i>	4.1	4.1	4.1	4.1	Enhance existing public transit service linking the Mission to downtown and BART.			4.1.6		As part of Eastern Neighborhoods Transportation Implementation Planning Study, SFMTA, the San Francisco County Transportation Authority (SFCTA) and Planning should identify specific transit service improvements and funding.			4.1.6.1		SFMTA

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157	TRANSPORTATION	IMPROVE PUBLIC TRANSIT TO BETTER SERVE EXISTING AND NEW DEVELOPMENT IN THE <i>PLAN AREA</i>	4.1	4.1	4.1	4.1	Improve public transit service linking Showplace Square / Potrero Hill to the downtown core and regional transit hubs including Market Street, 4th and King Caltrain station, Civic Center BART station, 16th Street BART station, and the Transbay Terminal.				4.1.6	As part of Eastern Neighborhoods Transportation Implementation Planning Study, SFMTA, the San Francisco County Transportation Authority (SFCTA) and Planning should identify specific transit service improvements and funding.				4.1.6.1	SFMTA
158	TRANSPORTATION	IMPROVE PUBLIC TRANSIT TO BETTER SERVE EXISTING AND NEW DEVELOPMENT IN THE <i>PLAN AREA</i>	4.1	4.1	4.1	4.1	Improve direct transit connectivity from downtown and Mission Bay to Potrero Hill.				4.1.7	SFMTA will implement planned bus route changes to the #30 or #45 bus.				4.1.7.1	SFMTA
159	TRANSPORTATION	IMPROVE PUBLIC TRANSIT TO BETTER SERVE EXISTING AND NEW DEVELOPMENT IN THE <i>PLAN AREA</i>	4.1	4.1	4.1	4.1	To the extent possible, balance competing land use and transportation-related priorities for 16th Street in Showplace Square to improve transit speed and reliability.				4.1.8	As part of Eastern Neighborhoods Transportation Implementation Planning Study, SFMTA, SFCTA and Planning will further explore feasibility of 16th Street transit improvements.				4.1.8.1	SFMTA
160	TRANSPORTATION	IMPROVE PUBLIC TRANSIT TO BETTER SERVE EXISTING AND NEW DEVELOPMENT IN THE <i>PLAN AREA</i>	4.1	4.1	4.1	4.1	Study the possibility of creating a “premium” transit service such as Bus Rapid Transit or implementing high-level transit preferential treatments for segments of Mission Street, 16th Street and Potrero Avenue.				4.1.9	As part of Eastern Neighborhoods Transportation Implementation Planning Study, SFMTA, SFCTA and Planning will further explore feasibility of high-level transit treatments for segments of Mission Street, 16th Street and Potrero Avenue.				4.1.9.1	SFMTA
161	TRANSPORTATION	IMPROVE PUBLIC TRANSIT TO BETTER SERVE EXISTING AND NEW DEVELOPMENT IN THE <i>PLAN AREA</i>	4.1	4.1	4.1	4.1	Consider grade separation of the Caltrain tracks at 16th Street as part of a future high speed rail project.				4.1.10	SFMTA, SFCTA, and Planning will work with Caltrain and the California High-Speed Rail Authority in planning for future high-speed rail improvements.				4.1.10.1	SFMTA
162	TRANSPORTATION	INCREASE TRANSIT RIDERSHIP BY MAKING IT MORE COMFORTABLE AND EASIER TO USE	4.2	4.2	4.2	4.2	Improve the safety and quality of streets, stops and stations used by transit passengers.	4.2.1	4.2.1	4.2.1	4.2.1	As part of Eastern Neighborhoods Transportation Implementation Planning Study, SFMTA, DPW and Planning will identify key transit streets, stops and stations to be prioritized for improvements.	4.2.1.1	4.2.1.1	4.2.1.1	4.2.1.1	SFMTA

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163	TRANSPORTATION	INCREASE TRANSIT RIDERSHIP BY MAKING IT MORE COMFORTABLE AND EASIER TO USE	4.2	4.2	4.2	4.2	Improve the safety and quality of streets, stops and stations used by transit passengers.	4.2.1	4.2.1	4.2.1	4.2.1	The Planning Department and Caltrain will work to identify and fund specific improvements to the 22nd Street Caltrain Station.	4.2.1.2				Planning and Caltrain
164	TRANSPORTATION	INCREASE TRANSIT RIDERSHIP BY MAKING IT MORE COMFORTABLE AND EASIER TO USE	4.2	4.2	4.2	4.2	Provide comprehensive and real-time passenger information, both on vehicles and at stops and stations.	4.2.2	4.2.2	4.2.2	4.2.2	SFMTA, BART and Caltrain will establish programs for improved passenger information in the Eastern Neighborhoods, linked to the agency's overall information program.	4.2.2.1	4.2.2.1	4.2.2.1	4.2.2.1	SFMTA, BART, Caltrain
165	TRANSPORTATION	INCREASE TRANSIT RIDERSHIP BY MAKING IT MORE COMFORTABLE AND EASIER TO USE	4.2	4.2	4.2	4.2	Provide comprehensive and real-time passenger information, both on vehicles and at stops and stations.	4.2.2	4.2.2	4.2.2	4.2.2	SFMTA and Planning will work with BART to provide train arrival time information outside of the 16th Street & 24th Street BART Stations.			4.2.2.2		SFMTA
166	TRANSPORTATION	ESTABLISH PARKING POLICIES THAT IMPROVE THE QUALITY OF NEIGHBORHOODS AND REDUCE CONGESTION AND PRIVATE VEHICLE TRIPS BY ENCOURAGING TRAVEL BY NON-AUTO MODES	4.3	4.3	4.3	4.3	For new residential development, provide flexibility by eliminating minimum off-street parking requirements and establishing reasonable parking caps.	4.3.1	4.3.1	4.3.1	4.3.1	Amend the Planning Code.	4.3.1.1	4.3.1.1	4.3.1.1	4.3.1.1	Planning
167	TRANSPORTATION	ESTABLISH PARKING POLICIES THAT IMPROVE THE QUALITY OF NEIGHBORHOODS AND REDUCE CONGESTION AND PRIVATE VEHICLE TRIPS BY ENCOURAGING TRAVEL BY NON-AUTO MODES	4.3	4.3	4.3	4.3	For new non-residential development, provide flexibility by eliminating minimum off-street parking requirements and establishing caps generally equal to the previous minimum requirements. For office uses, parking should be limited relative to transit accessibility <i>and, in East SoMa, downtown parking standards</i> .	4.3.2	4.3.2	4.3.2	4.3.2	Amend the Planning Code.	4.3.2.1	4.3.2.1	4.3.2.1	4.3.2.1	Planning
168	TRANSPORTATION	ESTABLISH PARKING POLICIES THAT IMPROVE THE QUALITY OF NEIGHBORHOODS AND REDUCE CONGESTION AND PRIVATE VEHICLE TRIPS BY ENCOURAGING TRAVEL BY NON-AUTO MODES	4.3	4.3	4.3	4.3	Make the cost of parking visible to users, by requiring parking to be rented, leased or sold separately from residential and commercial space for all new major development.	4.3.3	4.3.3	4.3.3	4.3.3	Apply existing provisions in Code Section 167 to the <i>Plan Area</i> .	4.3.3.1	4.3.3.1	4.3.3.1	4.3.3.1	Planning

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169	TRANSPORTATION	ESTABLISH PARKING POLICIES THAT IMPROVE THE QUALITY OF NEIGHBORHOODS AND REDUCE CONGESTION AND PRIVATE VEHICLE TRIPS BY ENCOURAGING TRAVEL BY NON-AUTO MODES	4.3	4.3	4.3	4.3	Encourage, or require where appropriate, innovative parking arrangements that make efficient use of space, particularly where cars will not be used on a daily basis.	4.3.4	4.3.4	4.3.4	4.3.4	Amend the Planning Code to allow, and in some cases require, the use of mechanical parking lifts, tandem parking arrangements or valet services in lieu of independently accessible parking arrangements.	4.3.4.1	4.3.4.1	4.3.4.1	4.3.4.1	Planning
170	TRANSPORTATION	ESTABLISH PARKING POLICIES THAT IMPROVE THE QUALITY OF NEIGHBORHOODS AND REDUCE CONGESTION AND PRIVATE VEHICLE TRIPS BY ENCOURAGING TRAVEL BY NON-AUTO MODES	4.3	4.3	4.3	4.3	Permit construction of new parking garages in Mixed Use districts only if they are part of shared parking arrangements that efficiently use space, are appropriately designed, and reduce the overall need for off-street parking in the area.	4.3.5	4.3.5	4.3.5	4.3.5	Amend the Planning Code to require that any new parking garages be part of mixed-use development, be wrapped in active uses, be generally available to the public, provide ample spaces for car sharing vehicles, and not be sited on key transit, neighborhood commercial, or pedestrian street frontages.	4.3.5.1	4.3.5.1	4.3.5.1	4.3.5.1	Planning
171	TRANSPORTATION	ESTABLISH PARKING POLICIES THAT IMPROVE THE QUALITY OF NEIGHBORHOODS AND REDUCE CONGESTION AND PRIVATE VEHICLE TRIPS BY ENCOURAGING TRAVEL BY NON-AUTO MODES	4.3	4.3	4.3	4.3	Reconsider and revise the way that on-street parking is managed in both commercial and residential districts in order to more efficiently use street parking space and increase turnover and parking availability.	4.3.6	4.3.6	4.3.6	4.3.6	SFMTA and SFCTA will continue to study implementation of best practices in parking management.	4.3.6.1	4.3.6.1	4.3.6.1	4.3.6.1	SFMTA & SFCTA
172	TRANSPORTATION	SUPPORT THE CIRCULATION NEEDS OF EXISTING AND NEW PDR AND MARITIME USES IN THE PLAN AREA	4.4	4.4	4.4	4.4	Provide an adequate amount of short-term, on-street curbside freight loading spaces in commercial and PDR areas of the <i>Plan Area</i> .	4.4.1	4.4.1	4.4.1	4.4.1	As part of Eastern Neighborhoods Transportation Implementation Planning Study, SFMTA, SFCTA and Planning will determine if adequate on-street truck parking spaces are provided in the <i>Plan Area</i> . If needed, SFMTA will pursue implementation of new truck parking spaces and meters.	4.4.1.1	4.4.1.1	4.4.1.1	4.4.1.1	SFMTA
173	TRANSPORTATION	SUPPORT THE CIRCULATION NEEDS OF EXISTING AND NEW PDR AND MARITIME USES IN THE PLAN AREA	4.4	4.4	4.4	4.4	Continue to require off-street facilities for freight loading and service vehicles in new large non-residential developments.	4.4.2	4.4.2	4.4.2	4.4.2	Continue to enforce Planning Code provisions regarding off-street freight loading.	4.4.2.1	4.4.2.1	4.4.2.1	4.4.2.1	Planning
174	TRANSPORTATION	SUPPORT THE CIRCULATION NEEDS OF EXISTING AND NEW PDR AND MARITIME USES IN THE PLAN AREA	4.4	4.4	4.4	4.4	In areas with a significant number of PDR establishments <i>and particularly along Illinois Street</i> , design streets to serve the needs and access requirements of trucks while maintaining a safe pedestrian <i>and bicycle</i> environment.	4.4.3	4.4.3	4.4.3	4.4.3	As part of Eastern Neighborhoods Transportation Implementation Planning Study, SFMTA, SFCTA and Planning will identify where conflicts exist between PDR vehicles and pedestrians and propose appropriate mitigations.	4.4.3.1	4.4.3.1	4.4.3.1	4.4.3.1	SFMTA

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175	TRANSPORTATION	SUPPORT THE CIRCULATION NEEDS OF EXISTING AND NEW PDR AND MARITIME USES IN THE PLAN AREA	4.4	4.4	4.4	4.4	In areas with a significant number of PDR establishments <i>and particularly along Illinois Street</i> , design streets to serve the needs and access requirements of trucks while maintaining a safe pedestrian <i>and bicycle</i> environment.	4.4.3	4.4.3	4.4.3	4.4.3	SFMTA will assess current priority freight routes as identified in the General Plan, actual truck volumes on streets, and impacts of truck route proximity to residential zoning.	4.4.3.2	4.4.3.2	4.4.3.2	4.4.3.2	SFMTA
176	TRANSPORTATION	SUPPORT THE CIRCULATION NEEDS OF EXISTING AND NEW PDR AND MARITIME USES IN THE PLAN AREA	4.4	4.4	4.4	4.4	Allow existing street encroachments in public rights-of-way to continue if their use will not significantly detract from efficient and safe public use of the street, and the use of the existing development presents strong justifications for occupying the street area.	4.4.4				Place a Notice of Special Restrictions (NSR) on the property describing the permitted use of the public ROW. The NSR will state that the City should rescind the encroachment permit if (1) the industrial use of the site changes and the site no longer supports industrial uses, (2) structures on the adjacent site are demolished, enlarged or substantially changed, or (3) the encroachment permit is not used for its original permitted use.	4.4.4.1				Planning
177	TRANSPORTATION	SUPPORT THE CIRCULATION NEEDS OF EXISTING AND NEW PDR AND MARITIME USES IN THE PLAN AREA	4.4	4.4	4.4	4.4	Maintain and enhance rail access to maritime facilities.	4.4.5				The Port will support PDR and maritime activity with the completion of the Illinois Street bridge.	4.4.5.1				Port of San Francisco
178	TRANSPORTATION	CONSIDER THE STREET NETWORK IN THE PLAN AREA AS A CITY RESOURCE ESSENTIAL TO MULTI-MODAL MOVEMENT AND PUBLIC OPEN SPACE	4.5	4.5	4.5	4.5	Maintain a strong presumption against the vacation or sale of streets or alleys except in cases where significant public benefits can be achieved.	4.5.1	4.5.1	4.5.1	4.5.1	Evaluate street vacation or sale proposals for consistency with General Plan.	4.5.1.1	4.5.1.1	4.5.1.1	4.5.1.1	Planning
179	TRANSPORTATION	CONSIDER THE STREET NETWORK IN THE PLAN AREA AS A CITY RESOURCE ESSENTIAL TO MULTI-MODAL MOVEMENT AND PUBLIC OPEN SPACE	4.5	4.5	4.5	4.5	As part of a development project's open space requirement, require publicly accessible alleys that break up the scale of large developments and allow additional access to buildings in the project.	4.5.2	4.5.2	4.5.2	4.5.2	Amend the Planning Code to require developments on properties with 300 or more feet of street frontage on a block face longer than 400' to provide a minimum 20-foot-wide publicly accessible mid-block right of way and access easement for the entire depth of the property, connecting to existing streets or alleys. This can be applied toward a development's open space requirement.	4.5.2.1	4.5.2.1	4.5.2.1	4.5.2.1	Planning
180	TRANSPORTATION	CONSIDER THE STREET NETWORK IN THE PLAN AREA AS A CITY RESOURCE ESSENTIAL TO MULTI-MODAL MOVEMENT AND PUBLIC OPEN SPACE	4.5	4.5	4.5	4.5	As part of a development project's open space requirement, require publicly accessible alleys that break up the scale of large developments and allow additional access to buildings in the project.	4.5.2	4.5.2	4.5.2	4.5.2	Encourage developments on properties with 100 feet or more, but less than 300 feet of street frontage in the middle one-third of a block face longer than 400' to provide a 10-20 foot-wide publicly accessible mid-block right of way and access easement for the entire depth of the property, connecting to existing streets or alleys. This can be applied toward a development's open space requirement.	4.5.2.2	4.5.2.2	4.5.2.2	4.5.2.2	Planning

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181	TRANSPORTATION	CONSIDER THE STREET NETWORK IN <i>THE PLAN AREA</i> AS A CITY RESOURCE ESSENTIAL TO MULTI-MODAL MOVEMENT AND PUBLIC OPEN SPACE	4.5	4.5	4.5	4.5	Redesign underutilized streets not needed for PDR business circulation needs in the <i>Plan Area</i> for creation of Living Streets and other usable public space.	4.5.3	4.5.3	4.5.3	4.5.3	See Streets and Open Space chapter for a discussion of living streets and public space concepts.	4.5.3.1	4.5.3.1	4.5.3.1	4.5.3.2	Planning
182	TRANSPORTATION	CONSIDER THE STREET NETWORK IN <i>THE PLAN AREA</i> AS A CITY RESOURCE ESSENTIAL TO MULTI-MODAL MOVEMENT AND PUBLIC OPEN SPACE	4.5	4.5	4.5	4.5	Redesign underutilized streets not needed for PDR business circulation needs in the <i>Plan Area</i> for creation of Living Streets and other usable public space.	4.5.3	4.5.3	4.5.3	4.5.3	The Planning Department will accommodate the SFMTA's planned reroute of the #30 or #45 Muni bus from downtown through Mission Bay and Showplace Square into Potrero Hill.				4.5.3.1	Planning
183	TRANSPORTATION	CONSIDER THE STREET NETWORK IN <i>THE PLAN AREA</i> AS A CITY RESOURCE ESSENTIAL TO MULTI-MODAL MOVEMENT AND PUBLIC OPEN SPACE	4.5	4.5	4.5	4.5	Extend and rebuild the street grid, especially in the direction of the Bay.	4.5.4				Work with the Port of San Francisco to extend the street grid as opportunities arise and to reestablish connections to the Bay.	4.5.4.1				Planning and Port
184	TRANSPORTATION	CONSIDER THE STREET NETWORK IN <i>THE PLAN AREA</i> AS A CITY RESOURCE ESSENTIAL TO MULTI-MODAL MOVEMENT AND PUBLIC OPEN SPACE	4.5	4.5	4.5	4.5	Reclaim public rights-of-way that have been vacated or incorporated into private parcels.	4.5.5				Work with the Port of San Francisco to identify street extensions, new rights-of-way, and opportunities to improve unimproved rights-of-way as part of the planning processes for Pier 70 and the power plant site.	4.5.5.1				Planning and Port
185	TRANSPORTATION	SUPPORT WALKING AS A KEY TRANSPORTATION MODE BY IMPROVING PEDESTRIAN CIRCULATION WITHIN <i>THE PLAN AREA</i> AND TO OTHER PARTS OF THE CITY	4.6	4.6	4.6	4.6	Use established street design standards and guidelines to make the pedestrian environment safer and more comfortable for walk trips.	4.6.1	4.6.1		4.6.1	SFMTA, the Department of Public Works (DPW), the Public Utilities Commission (PUC) and Planning will use accepted street design guidelines to guide street improvements.	4.6.1.1	4.6.1.1		4.6.1.1	Planning
186	TRANSPORTATION	SUPPORT WALKING AS A KEY TRANSPORTATION MODE BY IMPROVING PEDESTRIAN CIRCULATION WITHIN <i>THE PLAN AREA</i> AND TO OTHER PARTS OF THE CITY	4.6	4.6	4.6	4.6	Implement recommendations from the Mission Public Realm Plan, Southeast Mission Pedestrian Safety Plan and established street design standards and guidelines to make the pedestrian environment safer and more comfortable for walk trips.			4.6.1		SFMTA, DPW, the Public Utilities Commission (PUC) and Planning will use accepted street design standards and guidelines, the Mission Public Realm Plan, and the Southeast Mission Pedestrian Safety Plan to guide street improvements.			4.6.1.1		DPW

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187	TRANSPORTATION	SUPPORT WALKING AS A KEY TRANSPORTATION MODE BY IMPROVING PEDESTRIAN CIRCULATION WITHIN <i>THE PLAN AREA</i> AND TO OTHER PARTS OF THE CITY	4.6	4.6	4.6	4.6	Prioritize pedestrian safety improvements at intersections and in areas with historically high frequencies of pedestrian injury collisions.	4.6.2	4.6.2	4.6.2	4.6.2	As part of Eastern Neighborhoods Transportation Implementation Planning Study, SFMTA, SFCTA, DPW and Planning will propose pedestrian improvements targeting locations – including intersections, street segments, and small areas - with high frequencies of pedestrian injury collisions.	4.6.2.1	4.6.2.1	4.6.2.1	4.6.2.1	SFMTA
188	TRANSPORTATION	SUPPORT WALKING AS A KEY TRANSPORTATION MODE BY IMPROVING PEDESTRIAN CIRCULATION WITHIN <i>THE PLAN AREA</i> AND TO OTHER PARTS OF THE CITY	4.6	4.6	4.6	4.6	Improve pedestrian access to transit stops <i>including Third Street light rail and the 22nd Street Caltrain Station and the 16th and 24th St. BART Stations</i> .	4.6.3		4.6.3		As part of Eastern Neighborhoods Transportation Implementation Planning Study, SFMTA, SFCTA and Planning will identify pedestrian improvements in the Central Waterfront.	4.6.3.1		4.6.3.1		SFMTA
189	TRANSPORTATION	SUPPORT WALKING AS A KEY TRANSPORTATION MODE BY IMPROVING PEDESTRIAN CIRCULATION WITHIN <i>THE PLAN AREA</i> AND TO OTHER PARTS OF THE CITY	4.6	4.6	4.6	4.6	Improve pedestrian access to transit stops <i>including Third Street light rail and the 22nd Street Caltrain Station and the 16th and 24th St. BART Stations</i> .	4.6.3		4.6.3		SFMTA will work with BART to make pedestrian improvements near BART stations.			4.6.3.2		SFMTA
190	TRANSPORTATION	SUPPORT WALKING AS A KEY TRANSPORTATION MODE BY IMPROVING PEDESTRIAN CIRCULATION WITHIN <i>THE PLAN AREA</i> AND TO OTHER PARTS OF THE CITY	4.6	4.6	4.6	4.6	Consider improvements that target barriers to walking in SoMa such as long blocks and closed crosswalks, particularly at freeway on and off-ramps.		4.6.3			As part of the Eastern Neighborhoods Transportation Implementation Planning Study, SFMTA, SFCTA, DPW and Planning will identify pedestrian improvements addressing SoMa's unique needs.		4.6.3.1			SFMTA
191	TRANSPORTATION	SUPPORT WALKING AS A KEY TRANSPORTATION MODE BY IMPROVING PEDESTRIAN CIRCULATION WITHIN <i>THE PLAN AREA</i> AND TO OTHER PARTS OF THE CITY	4.6	4.6	4.6	4.6	Improve pedestrian connections between Showplace Square / Potrero Hill and Mission Bay.				4.6.3	As part of Eastern Neighborhoods Transportation Implementation Planning Study, SFMTA, SFCTA and Planning will identify pedestrian improvements to better link the neighborhoods.				4.6.3.1	SFMTA
192	TRANSPORTATION	SUPPORT WALKING AS A KEY TRANSPORTATION MODE BY IMPROVING PEDESTRIAN CIRCULATION WITHIN <i>THE PLAN AREA</i> AND TO OTHER PARTS OF THE CITY	4.6	4.6	4.6	4.6	Facilitate improved pedestrian crossings at several locations to better connect the Central Waterfront and surrounding areas - Potrero Hill, Mission Bay, and Showplace Square.	4.6.4				As part of Eastern Neighborhoods Transportation Implementation Planning Study, SFMTA, SFCTA and Planning will identify pedestrian and streetscape improvements in the Central Waterfront.	4.6.4.1				SFMTA

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193	TRANSPORTATION	SUPPORT WALKING AS A KEY TRANSPORTATION MODE BY IMPROVING PEDESTRIAN CIRCULATION WITHIN <i>THE PLAN AREA</i> AND TO OTHER PARTS OF THE CITY	4.6	4.6	4.6	4.6	Consider pedestrian and streetscape improvements to major pedestrian streets and commercial corridors connecting downtown to Mission Bay, especially Pedestrian Streets identified in the General Plan.		4.6.4			As part of the Eastern Neighborhoods Transportation Implementation Planning Study, SFMTA, SFCTA, DPW and Planning will prioritize specific locations for streetscape and pedestrian improvements.		4.6.4.1			DPW
194	TRANSPORTATION	SUPPORT WALKING AS A KEY TRANSPORTATION MODE BY IMPROVING PEDESTRIAN CIRCULATION WITHIN <i>THE PLAN AREA</i> AND TO OTHER PARTS OF THE CITY	4.6	4.6	4.6	4.6	Facilitate completion of the sidewalk network in <i>the Plan Area</i> , especially where new development is planned to occur.	4.6.5	4.6.5			The Department of Public Works (DPW), SFMTA and the Port will work with developers and property owners in areas lacking sidewalks to plan and fund new sidewalk construction	4.6.5.1	4.6.5.1			DPW and Port on Port properties
195	TRANSPORTATION	SUPPORT WALKING AS A KEY TRANSPORTATION MODE BY IMPROVING PEDESTRIAN CIRCULATION WITHIN <i>THE PLAN AREA</i> AND TO OTHER PARTS OF THE CITY	4.6	4.6	4.6	4.6	Explore opportunities to identify and expand waterfront recreational trails and opportunities including the Bay Trail and Blue-Greenway.	4.6.6				The Port, SFMTA and ABAG should work together to identify opportunities for Bay Trail waterfront trail alignments and signage through the Central Waterfront.	4.6.6.1				SFMTA , Port & ABAG
196	TRANSPORTATION	SUPPORT WALKING AS A KEY TRANSPORTATION MODE BY IMPROVING PEDESTRIAN CIRCULATION WITHIN <i>THE PLAN AREA</i> AND TO OTHER PARTS OF THE CITY	4.6	4.6	4.6	4.6	Explore opportunities to identify and expand waterfront recreational trails and opportunities including the Bay Trail and Blue-Greenway.	4.6.6				SFMTA and the Port will examine Blue-Greenway proposals for issues related to safety, feasibility and implementation.	4.6.6.2				SFMTA and Port on Port properties
197	TRANSPORTATION	IMPROVE AND EXPAND INFRASTRUCTURE FOR BICYCLING AS AN IMPORTANT MODE OF TRANSPORTATION	4.7	4.7	4.7	4.7	Provide a continuous network of safe, convenient and attractive bicycle facilities connecting the <i>Plan Area</i> to the citywide bicycle network and conforming to the San Francisco Bicycle Plan.	4.7.1	4.7.1	4.7.1	4.7.1	The SFMTA's Bicycle Program will work to implement planned bicycle network improvements.	4.7.1.1	4.7.1.1	4.7.1.1	4.7.1.1	SFMTA
198	TRANSPORTATION	IMPROVE AND EXPAND INFRASTRUCTURE FOR BICYCLING AS AN IMPORTANT MODE OF TRANSPORTATION	4.7	4.7	4.7	4.7	Provide a continuous network of safe, convenient and attractive bicycle facilities connecting the <i>Plan Area</i> to the citywide bicycle network and conforming to the San Francisco Bicycle Plan.	4.7.1	4.7.1	4.7.1	4.7.1	As part of Eastern Neighborhoods Transportation Implementation Planning Study, SFMTA, SFCTA and Planning will evaluate additional areas for potential bicycle improvements.	4.7.1.2	4.7.1.2	4.7.1.2	4.7.1.2	SFMTA

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199	TRANSPORTATION	IMPROVE AND EXPAND INFRASTRUCTURE FOR BICYCLING AS AN IMPORTANT MODE OF TRANSPORTATION	4.7	4.7	4.7	4.7	Provide secure, accessible and abundant bicycle parking, particularly at transit stations, within shopping areas and at concentrations of employment.	4.7.2	4.7.2	4.7.2	4.7.2	The SFMTA's Bicycle Program will prioritize locations for additional bicycle parking.	4.7.2.1	4.7.2.1	4.7.2.1	4.7.2.1	SFMTA
200	TRANSPORTATION	IMPROVE AND EXPAND INFRASTRUCTURE FOR BICYCLING AS AN IMPORTANT MODE OF TRANSPORTATION	4.7	4.7	4.7	4.7	Support the establishment of the Blue-Greenway by including safe, quality pedestrian and bicycle connections from Central Waterfront.	4.7.3				As part of Eastern Neighborhoods Transportation Implementation Planning Study, SFMTA, SFCTA and Planning will evaluate the potential for safe, quality pedestrian and bicycle connections to the Blue-Greenway.	4.7.3.1				SFMTA
201	TRANSPORTATION	IMPROVE AND EXPAND INFRASTRUCTURE FOR BICYCLING AS AN IMPORTANT MODE OF TRANSPORTATION	4.7	4.7	4.7	4.7	Explore feasibility of the Mission Creek Bikeway project.			4.7.3	4.7.3	SFMTA, SFCTA and Planning will evaluate issues surrounding implementation of the Mission Creek Bikeway.			4.7.3.1	4.7.3.1	SFMTA
202	TRANSPORTATION	ENCOURAGE ALTERNATIVES TO CAR OWNERSHIP AND THE REDUCTION OF PRIVATE VEHICLE TRIPS	4.8	4.8	4.8	4.8	Continue to require car-sharing arrangements in new residential and commercial developments, as well as any new parking garages.	4.8.1	4.8.1	4.8.1	4.8.1	Continue to enforce the Planning Code provisions requiring car-sharing spaces in new developments.	4.8.1.1	4.8.1.1	4.8.1.1	4.8.1.1	Planning
203	TRANSPORTATION	ENCOURAGE ALTERNATIVES TO CAR OWNERSHIP AND THE REDUCTION OF PRIVATE VEHICLE TRIPS	4.8	4.8	4.8	4.8	Require large retail establishments, particularly supermarkets, to provide shuttle and delivery services to customers.	4.8.2	4.8.2	4.8.2	4.8.2	Amend Planning Code to require such services be provided by retail uses over 20,000 sf.	4.8.2.1	4.8.2.1	4.8.2.1	4.8.2.1	Planning
204	TRANSPORTATION	ENCOURAGE ALTERNATIVES TO CAR OWNERSHIP AND THE REDUCTION OF PRIVATE VEHICLE TRIPS	4.8	4.8	4.8	4.8	Develop a Transportation Demand Management (TDM) program for the Eastern Neighborhoods that provides information and incentives for employees, visitors and residents to use alternative transportation modes and travel times.	4.8.3	4.8.3	4.8.3	4.8.3	Amend Planning Code to require as a condition of approval for new large office development or substantial alteration, the provision of "transportation demand management" programs or onsite transportation brokerage services.	4.8.3.1	4.8.3.1	4.8.3.1	4.8.3.1	Planning

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205	TRANSPORTATION	ENCOURAGE ALTERNATIVES TO CAR OWNERSHIP AND THE REDUCTION OF PRIVATE VEHICLE TRIPS	4.8	4.8	4.8	4.8	Develop a Transportation Demand Management (TDM) program for the Eastern Neighborhoods that provides information and incentives for employees, visitors and residents to use alternative transportation modes and travel times.	4.8.3	4.8.3	4.8.3	4.8.3	Planning, SFMTA, SFCTA and the Department of the Environment will develop a plan for implementation of Transportation Demand Management (TDM) measures in the Eastern Neighborhoods, which will include TDM program benchmarks and periodic monitoring to determine the success of measures and needed revisions in standards, charges and procedures.	4.8.3.2	4.8.3.2	4.8.3.2	4.8.3.2	Planning
206	TRANSPORTATION	ENCOURAGE ALTERNATIVES TO CAR OWNERSHIP AND THE REDUCTION OF PRIVATE VEHICLE TRIPS	4.8	4.8	4.8	4.8	Develop a Transportation Demand Management (TDM) program for the Eastern Neighborhoods that provides information and incentives for employees, visitors and residents to use alternative transportation modes and travel times.	4.8.3	4.8.3	4.8.3	4.8.3	Work with SFMTA, SFCTA, Department of the Environment and Mayor's Office of Housing to explore the feasibility of a program requiring that transit passes be provided to residents in large new developments (i.e. 50+ units) as part of homeowner association fees or other methods.	4.8.3.3	4.8.3.3	4.8.3.3	4.8.3.3	Planning & SFMTA
207	TRANSPORTATION	FACILITATE MOVEMENT OF AUTOMOBILES BY MANAGING CONGESTION AND OTHER NEGATIVE IMPACTS OF VEHICLE TRAFFIC	4.9	4.9	4.9	4.9	Introduce traffic calming measures where warranted to improve pedestrian safety and comfort, reduce speeding and traffic spillover from arterial streets onto residential streets and alleyways.	4.9.1	4.9.1	4.9.1	4.9.1	As part of the Eastern Neighborhoods Transportation Implementation Planning Study, SFMTA, SFCTA and Planning will evaluate locations for traffic calming measures in the <i>Plan Area</i> .	4.9.1.1	4.9.1.1	4.9.1.1	4.9.1.1	SFMTA
208	TRANSPORTATION	FACILITATE MOVEMENT OF AUTOMOBILES BY MANAGING CONGESTION AND OTHER NEGATIVE IMPACTS OF VEHICLE TRAFFIC	4.9	4.9	4.9	4.9	Decrease auto congestion through implementation of Intelligent Traffic Management Systems (ITMS) strategies such as smart parking technology, progressive metering of traffic signals and the SFMTA "SFGO" program.	4.9.2	4.9.2	4.9.2	4.9.2	SFMTA will evaluate the potential for increased use of ITMS in the <i>Plan Area</i> .	4.9.2.1	4.9.2.1	4.9.2.1	4.9.2.1	SFMTA
209	TRANSPORTATION	DEVELOP A COMPREHENSIVE FUNDING PLAN FOR TRANSPORTATION IMPROVEMENTS	4.1	4.1	4.1	4.1	As part of the Eastern Neighborhoods Public Benefits Program, pursue funding for transit, pedestrian, bicycle and auto improvements through developer impact fees, in-kind contributions, community facilities districts, dedication of tax revenues, and state or federal grant sources.	4.10.1	4.10.1	4.10.1	4.10.1	As part of Eastern Neighborhoods Transportation Implementation Planning Study, SFMTA, SFCTA, DPW and Planning will develop a funding strategy for transportation improvements identified in the study.	4.10.1.1	4.10.1.1	4.10.1.1	4.10.1.1	SFMTA
210	TRANSPORTATION	DEVELOP A COMPREHENSIVE FUNDING PLAN FOR TRANSPORTATION IMPROVEMENTS	4.1	4.1	4.1	4.1	As part of the Eastern Neighborhoods Public Benefits Program, pursue funding for transit, pedestrian, bicycle and auto improvements through developer impact fees, in-kind contributions, community facilities districts, dedication of tax revenues, and state or federal grant sources.	4.10.1	4.10.1	4.10.1	4.10.1	Amend the Planning Code to require impact fees to address the impact of new residential and non-residential development on neighborhood infrastructure and be applied towards transit and transportation improvements.	4.10.1.2	4.10.1.2	4.10.1.2	4.10.1.2	Planning

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211	TRANSPORTATION	DEVELOP A COMPREHENSIVE FUNDING PLAN FOR TRANSPORTATION IMPROVEMENTS	4.1	4.1	4.1	4.1	As part of the Eastern Neighborhoods Public Benefits Program, pursue funding for transit, pedestrian, bicycle and auto improvements through developer impact fees, in-kind contributions, community facilities districts, dedication of tax revenues, and state or federal grant sources.	4.10.1	4.10.1	4.10.1	4.10.1	The City Administrators Office and Controller's Office shall establish a Grant Coordination Officer/Office to maintain responsibility for the coordination of funding applications throughout the City to secure grant and bond funding for community improvements.	4.10.1.3	4.10.1.3	4.10.1.3	4.10.1.3	City Administrators Office and Controller's Office
212	TRANSPORTATION	DEVELOP A COMPREHENSIVE FUNDING PLAN FOR TRANSPORTATION IMPROVEMENTS	4.1	4.1	4.1	4.1	As part of the Eastern Neighborhoods Public Benefits Program, pursue funding for transit, pedestrian, bicycle and auto improvements through developer impact fees, in-kind contributions, community facilities districts, dedication of tax revenues, and state or federal grant sources.	4.10.1	4.10.1	4.10.1	4.10.1	The Capital Planning Committee shall give consideration toward "emerging needs" improvements that are part of adopted area plans for funding from the Capital Plan, should its current priorities of seismic improvements, good repair/renewal needs, disability access improvements, and branch library improvement program allow.	4.10.1.4	4.10.1.4	4.10.1.4	4.10.1.4	Capital Planning Committee
213	TRANSPORTATION	DEVELOP A COMPREHENSIVE FUNDING PLAN FOR TRANSPORTATION IMPROVEMENTS	4.1	4.1	4.1	4.1	As part of the Eastern Neighborhoods Public Benefits Program, pursue funding for transit, pedestrian, bicycle and auto improvements through developer impact fees, in-kind contributions, community facilities districts, dedication of tax revenues, and state or federal grant sources.	4.10.1	4.10.1	4.10.1	4.10.1	During the City's budgeting process, the Mayor and the Board of Supervisors should support the completion of already funded projects, and wherever possible leverage General or other Citywide funding towards public improvements, in the Eastern Neighborhoods	4.10.1.5	4.10.1.5	4.10.1.5	4.10.1.5	Mayor's Office
214	TRANSPORTATION	DEVELOP A COMPREHENSIVE FUNDING PLAN FOR TRANSPORTATION IMPROVEMENTS	4.1	4.1	4.1	4.1	As part of the Eastern Neighborhoods Public Benefits Program, pursue funding for transit, pedestrian, bicycle and auto improvements through developer impact fees, in-kind contributions, community facilities districts, dedication of tax revenues, and state or federal grant sources.	4.10.1	4.10.1	4.10.1	4.10.1	The Mayor's Office of Economic and Workforce development, in cooperation with Planning, shall establish a Public Benefits Finance Working Group to explore and implement creative methods of financing/ implementing the Eastern Neighborhoods Public Benefits Program, including tax increment financing, CFDs, neighborhood partnerships such as commercial district CBDs and park assessment districts.	4.10.1.6	4.10.1.6	4.10.1.6	4.10.1.6	Mayor's Office, Planning
215	TRANSPORTATION	DEVELOP A COMPREHENSIVE FUNDING PLAN FOR TRANSPORTATION IMPROVEMENTS	4.1	4.1	4.1	4.1	As part of the Eastern Neighborhoods Public Benefits Program, pursue funding for transit, pedestrian, bicycle and auto improvements through developer impact fees, in-kind contributions, community facilities districts, dedication of tax revenues, and state or federal grant sources.	4.10.1	4.10.1	4.10.1	4.10.1	Work in cooperation with other City agencies, to support state law changes that will enable use of tax increment financing to support plan based improvements and explore how programs could be implemented in the Eastern Neighborhoods.	4.10.1.7	4.10.1.7	4.10.1.7	4.10.1.7	Planning
216	OPEN SPACE	PROVIDE PUBLIC PARKS AND OPEN SPACES THAT MEET THE NEEDS OF RESIDENTS, WORKERS AND VISITORS	5.1	5.1	5.1	5.1	Identify opportunities to create new public parks and open spaces and provide at least one new public park or open space serving the <i>Plan Area</i> .	5.1.1	5.1.1	5.1.1	5.1.1	Evaluate sites for the ability to provide opportunities for passive and active recreation. Work with the Recreation and Park Department to identify a site that is a minimum of 1/4 acre, but preferably up to one acre in <i>the Plan Area</i> .	5.1.1.1	5.1.1.1	5.1.1.1	5.1.1.1	Planning and RPD

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217	OPEN SPACE	PROVIDE PUBLIC PARKS AND OPEN SPACES THAT MEET THE NEEDS OF RESIDENTS, WORKERS AND VISITORS	5.1	5.1	5.1	5.1	Identify opportunities to create new public parks and open spaces and provide at least one new public park or open space serving the <i>Plan Area</i> .	5.1.1	5.1.1	5.1.1	5.1.1	Amend the Planning Code to require impact fees for new residential and non-residential development to address the need they create for new public open space.	5.1.1.2	5.1.1.2	5.1.1.2	5.1.1.2	Planning
218	OPEN SPACE	PROVIDE PUBLIC PARKS AND OPEN SPACES THAT MEET THE NEEDS OF RESIDENTS, WORKERS AND VISITORS	5.1	5.1	5.1	5.1	Identify opportunities to create new public parks and open spaces and provide at least one new public park or open space serving the <i>Plan Area</i> .	5.1.1	5.1.1	5.1.1	5.1.1	The City Administrator's Office and Controller's Office shall establish a Grant Coordination Officer/Office to maintain responsibility for the coordination of funding applications throughout the City to secure grant and bond funding for community improvements.	5.1.1.3	5.1.1.3	5.1.1.3	5.1.1.3	City Administrator's Office and Controller's Office
219	OPEN SPACE	PROVIDE PUBLIC PARKS AND OPEN SPACES THAT MEET THE NEEDS OF RESIDENTS, WORKERS AND VISITORS	5.1	5.1	5.1	5.1	Identify opportunities to create new public parks and open spaces and provide at least one new public park or open space serving the <i>Plan Area</i> .	5.1.1	5.1.1	5.1.1	5.1.1	The Mayor's Office of Economic and Workforce development, in cooperation with Planning, will establish a Public Benefits Finance Working Group to explore and implement creative methods of financing/ implementing the Eastern Neighborhoods Public Benefits Program, including tax increment financing, CFDs, neighborhood partnerships such as commercial district CBDs and park assessment districts.	5.1.1.4	5.1.1.4	5.1.1.4	5.1.1.4	Mayor's Office, Planning
220	OPEN SPACE	PROVIDE PUBLIC PARKS AND OPEN SPACES THAT MEET THE NEEDS OF RESIDENTS, WORKERS AND VISITORS	5.1	5.1	5.1	5.1	Identify opportunities to create new public parks and open spaces and provide at least one new public park or open space serving the <i>Plan Area</i> .	5.1.1	5.1.1	5.1.1	5.1.1	Work in cooperation with <i>the Mayor's Office and</i> other City agencies, to support state law changes that will enable use of tax increment financing to support plan based improvements and explore how programs could be implemented in the Eastern Neighborhoods.	5.1.1.5	5.1.1.5	5.1.1.5	5.1.1.5	Planning
221	OPEN SPACE	PROVIDE PUBLIC PARKS AND OPEN SPACES THAT MEET THE NEEDS OF RESIDENTS, WORKERS AND VISITORS	5.1	5.1	5.1	5.1	Identify opportunities to create new public parks and open spaces and provide at least one new public park or open space serving the <i>Plan Area</i> .	5.1.1	5.1.1	5.1.1	5.1.1	Employ public, participatory process in design of and selection of facilities in new public open spaces.	5.1.1.6	5.1.1.6	5.1.1.6	5.1.1.6	RPD
222	OPEN SPACE	PROVIDE PUBLIC PARKS AND OPEN SPACES THAT MEET THE NEEDS OF RESIDENTS, WORKERS AND VISITORS	5.1	5.1	5.1	5.1	Require new residential and commercial development to contribute to the creation of public open space.	5.1.2	5.1.2	5.1.2	5.1.2	Amend the Planning Code to require impact fees for new residential and non-residential development to address the need they create for new public open space.	5.1.2.1	5.1.2.1	5.1.2.1	5.1.2.1	Planning

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223	OPEN SPACE	ENSURE THAT NEW DEVELOPMENT INCLUDES HIGH QUALITY PRIVATE OPEN SPACE	5.2	5.2	5.2	5.2	Require new residential and mixed-use residential development to provide on-site private open space designed to meet the needs of residents.	5.2.1	5.2.1	5.2.1	5.2.1	Amend the Planning Code to require that all residential developments provide 80 square feet of open space per unit, with an allowance of a 1/3 reduction in the requirement if the open space is publicly accessible.	5.2.1.1	5.2.1.1	5.2.1.1	5.2.1.1	Planning
224	OPEN SPACE	ENSURE THAT NEW DEVELOPMENT INCLUDES HIGH QUALITY PRIVATE OPEN SPACE	5.2	5.2	5.2	5.2	Strengthen/Establish requirements for commercial development to provide on-site open space.	5.2.2	5.2.2	5.2.2	5.2.2	Amend the Planning Code to apply requirements for open space for commercial development to all of the Eastern Neighborhoods but allow an in-lieu open space fee if project sponsors are unable to provide the space on-site due to site constraints.	5.2.2.1	5.2.2.1	5.2.2.1	5.2.2.1	Planning
225	OPEN SPACE	ENSURE THAT NEW DEVELOPMENT INCLUDES HIGH QUALITY PRIVATE OPEN SPACE	5.2	5.2	5.2	5.2	Encourage private open space to be provided as common spaces for residents and workers of the building wherever possible.	5.2.3	5.2.3	5.2.3	5.2.3	Amend the Planning Code to remove the current provision that disincentivizes common open space. Instead, allow sponsors the option to provide space as common or as private open space.	5.2.3.1	5.2.3.1	5.2.3.1	5.2.3.1	Planning
226	OPEN SPACE	ENSURE THAT NEW DEVELOPMENT INCLUDES HIGH QUALITY PRIVATE OPEN SPACE	5.2	5.2	5.2	5.2	Encourage publicly accessible open space as part of new residential and commercial development.	5.2.4	5.2.4	5.2.4	5.2.4	Amend the Planning Code to require that all residential developments provide 80 square feet of open space per unit, with an allowance of a 1/3 reduction in the requirement if the open space is publicly accessible. Allow 50% of this required open space to be off-site if within 800 feet of the project site.	5.2.4.1	5.2.4.1	5.2.4.1	5.2.4.1	Planning
227	OPEN SPACE	ENSURE THAT NEW DEVELOPMENT INCLUDES HIGH QUALITY PRIVATE OPEN SPACE	5.2	5.2	5.2	5.2	Encourage publicly accessible open space as part of new residential and commercial development.	5.2.4	5.2.4	5.2.4	5.2.4	Amend the Planning Code to incentivize commercial developments to provide their open space as publicly accessible open space.	5.2.4.2	5.2.4.2	5.2.4.2	5.2.4.2	Planning
228	OPEN SPACE	ENSURE THAT NEW DEVELOPMENT INCLUDES HIGH QUALITY PRIVATE OPEN SPACE	5.2	5.2	5.2	5.2	New development should respect existing patterns of rear yard open space. Where an existing pattern of rear yard open space does not exist, new development on mixed-use-zoned parcels should have flexibility as to where open space can be located.	5.2.5	5.2.5	5.2.5	5.2.5	Amend the Planning Code to apply existing allowances for greater flexibility for the placement of rear yards for projects that do not have an established mid-block rear yard open space pattern to the new Mixed Use zones in the <i>Plan Area</i> .	5.2.5.1	5.2.5.1	5.2.5.1	5.2.5.1	Planning

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229	OPEN SPACE	ENSURE THAT NEW DEVELOPMENT INCLUDES HIGH QUALITY PRIVATE OPEN SPACE	5.2	5.2	5.2	5.2	Ensure quality open space is provided in flexible and creative ways, adding a well used, well-cared for amenity for residents of a highly urbanized neighborhood. Private open space should meet the following design guidelines: A. Designed to allow for a diversity of uses, including elements for children, as appropriate. B. Maximize sunlight exposure and protection from wind C. Adhere to the performance-based evaluation tool.	5.2.6	5.2.6	5.2.6	5.2.6	Amend the Planning code to require private open spaces follow these design controls.	5.2.6.1	5.2.6.1	5.2.6.1	5.2.6.1	Planning
230	OPEN SPACE	CREATE A NETWORK OF GREEN STREETS THAT CONNECTS OPEN SPACES AND IMPROVES THE WALKABILITY, AESTHETICS AND ECOLOGICAL SUSTAINABILITY OF THE NEIGHBORHOOD	5.3	5.3	5.3	5.3	Redesign underutilized portions of streets as public open spaces, including widened sidewalks or medians, curb bulb-outs, “living streets” or green connector streets.	5.3.1	5.3.1	5.3.1	5.3.1	Identify and map areas in need of improvement. Work with DPW and MTA to prioritize improvements.	5.3.1.1	5.3.1.1	5.3.1.1	5.3.1.1	Planning with assistance from SFMTA and DPW
231	OPEN SPACE	CREATE A NETWORK OF GREEN STREETS THAT CONNECTS OPEN SPACES AND IMPROVES THE WALKABILITY, AESTHETICS AND ECOLOGICAL SUSTAINABILITY OF THE NEIGHBORHOOD	5.3	5.3	5.3	5.3	Maximize sidewalk landscaping, street trees and pedestrian scale street furnishing to the greatest extent feasible.	5.3.2	5.3.2	5.3.2	5.3.2	Review all projects against street design guidelines and standards prior to project approval to ensure that new developments improve adjacent street frontages according to the latest guidelines and standards.	5.3.2.1	5.3.2.1	5.3.2.1	5.3.2.1	Planning
232	OPEN SPACE	CREATE A NETWORK OF GREEN STREETS THAT CONNECTS OPEN SPACES AND IMPROVES THE WALKABILITY, AESTHETICS AND ECOLOGICAL SUSTAINABILITY OF THE NEIGHBORHOOD	5.3	5.3	5.3	5.3	Design the intersections of major streets to reflect their prominence as public spaces.	5.3.3	5.3.3	5.3.3	5.3.3	Identify and map areas in need of improvement. Work with DPW and SFMTA to prioritize improvements.	5.3.3.1	5.3.3.1	5.3.3.1	5.3.3.1	Planning
233	OPEN SPACE	CREATE A NETWORK OF GREEN STREETS THAT CONNECTS OPEN SPACES AND IMPROVES THE WALKABILITY, AESTHETICS AND ECOLOGICAL SUSTAINABILITY OF THE NEIGHBORHOOD	5.3	5.3	5.3	5.3	Enhance the pedestrian environment by requiring new development to plant street trees along abutting sidewalks. When this is not feasible, plant trees on development sites or elsewhere in the plan area.	5.3.4	5.3.4	5.3.4	5.3.4	Amend Planning Code to require that a project sponsor provide an in-lieu payment to DPW/Bureau of Urban Forest for a tree to be planted and maintained within the <i>Plan Area</i> should it not be possible to plant a tree every 20 feet.	5.3.4.1	5.3.4.1	5.3.4.1	5.3.4.1	Planning
234	OPEN SPACE	CREATE A NETWORK OF GREEN STREETS THAT CONNECTS OPEN SPACES AND IMPROVES THE WALKABILITY, AESTHETICS AND ECOLOGICAL SUSTAINABILITY OF THE NEIGHBORHOOD	5.3	5.3	5.3	5.3	Significant above grade infrastructure, such as freeways, should be retrofitted with architectural lighting to foster pedestrian connections beneath.	5.3.5	5.3.5	5.3.5	5.3.5	The Department of Public Works will work with CalTrans to encourage lighting along the freeways.	5.3.5.1	5.3.5.1	5.3.5.1	5.3.5.1	DPW

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235	OPEN SPACE	CREATE A NETWORK OF GREEN STREETS THAT CONNECTS OPEN SPACES AND IMPROVES THE WALKABILITY, AESTHETICS AND ECOLOGICAL SUSTAINABILITY OF THE NEIGHBORHOOD	5.3	5.3	5.3	5.3	Where possible, transform unused freeway and rail rights-of-way into landscaped features that provide a pleasant and comforting route for pedestrians.	5.3.6	5.3.6	5.3.6	5.3.6	Identify and map excess portions of freeway right of way.	5.3.6.1	5.3.6.1	5.3.6.1	5.3.6.1	DPW
236	OPEN SPACE	CREATE A NETWORK OF GREEN STREETS THAT CONNECTS OPEN SPACES AND IMPROVES THE WALKABILITY, AESTHETICS AND ECOLOGICAL SUSTAINABILITY OF THE NEIGHBORHOOD	5.3	5.3	5.3	5.3	Where possible, transform unused freeway and rail rights-of-way into landscaped features that provide a pleasant and comforting route for pedestrians.	5.3.6	5.3.6	5.3.6	5.3.6	Identify agency ownership of space.	5.3.6.2	5.3.6.2	5.3.6.2	5.3.6.2	DPW
237	OPEN SPACE	CREATE A NETWORK OF GREEN STREETS THAT CONNECTS OPEN SPACES AND IMPROVES THE WALKABILITY, AESTHETICS AND ECOLOGICAL SUSTAINABILITY OF THE NEIGHBORHOOD	5.3	5.3	5.3	5.3	Where possible, transform unused freeway and rail rights-of-way into landscaped features that provide a pleasant and comforting route for pedestrians.	5.3.6	5.3.6	5.3.6	5.3.6	The Department of Public Works will work with CalTrans to develop a plan to meet existing landscaping requirements per existing CalTrans code.	5.3.6.3	5.3.6.3	5.3.6.3	5.3.6.3	DPW
238	OPEN SPACE	CREATE A NETWORK OF GREEN STREETS THAT CONNECTS OPEN SPACES AND IMPROVES THE WALKABILITY, AESTHETICS AND ECOLOGICAL SUSTAINABILITY OF THE NEIGHBORHOOD	5.3	5.3	5.3	5.3	Develop a continuous loop of public open space along Islais Creek.	5.3.7				Pursue development of this loop with the Port, SFMTA and DPW.	5.3.7.1				Planning and Port
239	OPEN SPACE	CREATE A NETWORK OF GREEN STREETS THAT CONNECTS OPEN SPACES AND IMPROVES THE WALKABILITY, AESTHETICS AND ECOLOGICAL SUSTAINABILITY OF THE NEIGHBORHOOD	5.3	5.3	5.3	5.3	Develop a comprehensive public realm plan for <i>the Plan Area</i> that reflects the differing needs of streets based upon their predominant land use, role in the transportation network, and building scale.		5.3.7	5.3.7	5.3.7	The Municipal Transportation Agency (SFMTA), San Francisco County Transportation Authority (SFCTA), Department of Public Works (DPW) and the Planning Department will work together to develop the scope, funding and schedule for the Eastern Neighborhoods Transportation Implementation Planning Study.		5.3.7.1		5.3.7.1	SFMTA
240	OPEN SPACE	CREATE A NETWORK OF GREEN STREETS THAT CONNECTS OPEN SPACES AND IMPROVES THE WALKABILITY, AESTHETICS AND ECOLOGICAL SUSTAINABILITY OF THE NEIGHBORHOOD	5.3	5.3	5.3	5.3	Develop a comprehensive public realm plan for <i>the Plan Area</i> that reflects the differing needs of streets based upon their predominant land use, role in the transportation network, and building scale.		5.3.7	5.3.7	5.3.7	Develop and implement the specific streetscaping improvements recommended by the Mission Public Realm Plan.			5.3.7.1		Planning with assistance from SFMTA and DPW

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241	OPEN SPACE	CREATE A NETWORK OF GREEN STREETS THAT CONNECTS OPEN SPACES AND IMPROVES THE WALKABILITY, AESTHETICS AND ECOLOGICAL SUSTAINABILITY OF THE NEIGHBORHOOD	5.3	5.3	5.3	5.3	Pursue acquisition or conversion of the Tubbs Cordage Factory alignment to public access. Should it be infeasible to purchase the necessary property, future development should include the following improvements: • Good night-time lighting for pedestrian safety and comfort. • Limit ground cover to 24" to maximize visibility. • If benches are provided, they should be placed only at the street.	5.3.8				Work with SFMTA and DPW to pursue implementation of these Green Connector Streets.	5.3.8.1				Planning
242	OPEN SPACE	CREATE A NETWORK OF GREEN STREETS THAT CONNECTS OPEN SPACES AND IMPROVES THE WALKABILITY, AESTHETICS AND ECOLOGICAL SUSTAINABILITY OF THE NEIGHBORHOOD	5.3	5.3	5.3	5.3	Consider transforming a major east-west street in the South of Market into a civic boulevard, connecting the Bay to the Mission District.		5.3.8			The SFMTA, SFCTA, and the Planning Department will work together to develop the scope, funding and schedule for the Eastern Neighborhoods Transportation Implementation Planning Study. This study will consider both transportation improvements as well as potential public realm improvements to Folsom Street or another east-west street.		5.3.8.1			SFMTA
243	OPEN SPACE	CREATE A NETWORK OF GREEN STREETS THAT CONNECTS OPEN SPACES AND IMPROVES THE WALKABILITY, AESTHETICS AND ECOLOGICAL SUSTAINABILITY OF THE NEIGHBORHOOD	5.3	5.3	5.3	5.3	Explore opportunities to identify and expand waterfront recreational trails and opportunities including the Bay Trail <i>and Blue-Greenway</i> .	5.3.9	5.3.9			The Port, SFMTA, and ABAG should work together to identify opportunities for Bay Trail waterfront trail alignments and signage through the Central Waterfront	5.3.9.1				ABAG, SFMTA and Port
244	OPEN SPACE	CREATE A NETWORK OF GREEN STREETS THAT CONNECTS OPEN SPACES AND IMPROVES THE WALKABILITY, AESTHETICS AND ECOLOGICAL SUSTAINABILITY OF THE NEIGHBORHOOD	5.3	5.3	5.3	5.3	Explore opportunities to identify and expand waterfront recreational trails and opportunities including the Bay Trail <i>and Blue-Greenway</i> .	5.3.9	5.3.9			SFMTA and the Port will examine Blue-Greenway proposals for issues related to safety, feasibility and implementation.	5.3.9.2				Planning and SFMTA
245	OPEN SPACE	CREATE A NETWORK OF GREEN STREETS THAT CONNECTS OPEN SPACES AND IMPROVES THE WALKABILITY, AESTHETICS AND ECOLOGICAL SUSTAINABILITY OF THE NEIGHBORHOOD	5.3	5.3	5.3	5.3	Explore opportunities to identify and expand waterfront recreational trails and opportunities including the Bay Trail <i>and Blue-Greenway</i> .	5.3.9	5.3.9			Work with ABAG, Port of San Francisco and SFMTA to improve Bay Trail signage along the Embarcadero and directional signage from the City's bicycle network, as appropriate.		5.3.9.1			SFMTA
246	OPEN SPACE	CREATE A NETWORK OF GREEN STREETS THAT CONNECTS OPEN SPACES AND IMPROVES THE WALKABILITY, AESTHETICS AND ECOLOGICAL SUSTAINABILITY OF THE NEIGHBORHOOD	5.3	5.3	5.3	5.3	Explore opportunities to identify and expand waterfront recreational trails and opportunities including the Bay Trail <i>and Blue-Greenway</i> .	5.3.9	5.3.9			ABAG should work with relevant agencies (SFMTA, Planning, MTC, and Caltrans) to examine the proposal to complete the Bay Trail alignment on the West Span of the Bay Bridge with a possible touchdown point in East SoMa.		5.3.9.2			ABAG

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247	OPEN SPACE	THE OPEN SPACE SYSTEM SHOULD BOTH BEAUTIFY THE NEIGHBORHOOD AND STRENGTHEN THE ENVIRONMENT	5.4	5.4	5.4	5.4	Increase the environmental sustainability of the <i>Plan Area</i> 's system of public and private open spaces by improving the ecological functioning of all open space.	5.4.1	5.4.1	5.4.1	5.4.1	Work with the Department of Building Inspection and Public Utilities Commission to implement landscaping and stormwater requirements.	5.4.1.1	5.4.1.1	5.4.1.1	5.4.1.1	Planning
248	OPEN SPACE	THE OPEN SPACE SYSTEM SHOULD BOTH BEAUTIFY THE NEIGHBORHOOD AND STRENGTHEN THE ENVIRONMENT	5.4	5.4	5.4	5.4	Explore ways to retrofit existing parking and paved areas to minimize negative impacts on microclimate and allow for stormwater infiltration.	5.4.2	5.4.2	5.4.2	5.4.2	Work with the PUC on the Stormwater Master Plan and explore incentives that would encourage the retrofit of existing parking areas.	5.4.2.1	5.4.2.1	5.4.2.1	5.4.2.1	PUC
249	OPEN SPACE	THE OPEN SPACE SYSTEM SHOULD BOTH BEAUTIFY THE NEIGHBORHOOD AND STRENGTHEN THE ENVIRONMENT	5.4	5.4	5.4	5.4	Encourage public art in existing and proposed open spaces.	5.4.3	5.4.3	5.4.3	5.4.3	Work with neighborhood groups and the San Francisco Arts Commission to expand public art exhibits.	5.4.3.1	5.4.3.1	5.4.3.1		Arts Commission
250	OPEN SPACE	THE OPEN SPACE SYSTEM SHOULD BOTH BEAUTIFY THE NEIGHBORHOOD AND STRENGTHEN THE ENVIRONMENT	5.4	5.4	5.4	5.4	Encourage public art in existing and proposed open spaces.	5.4.3	5.4.3	5.4.3	5.4.3	Work with the San Francisco Arts Commission, Port of San Francisco and MOCD to incorporate public art into Southeast Waterfront by continuing and expanding upon the Blue Greenway Temporary Public Art Program.	5.4.3.2	5.4.3.2			Arts Commission
251	OPEN SPACE	THE OPEN SPACE SYSTEM SHOULD BOTH BEAUTIFY THE NEIGHBORHOOD AND STRENGTHEN THE ENVIRONMENT	5.4	5.4	5.4	5.4	Encourage public art in existing and proposed open spaces.	5.4.3	5.4.3	5.4.3	5.4.3	Work with neighborhood groups and the San Francisco Arts Commission to expand public art exhibits.			5.4.3.2	5.4.3.2	Arts Commission
252	OPEN SPACE	ENSURE THAT EXISTING OPEN SPACE, RECREATION AND PARK FACILITIES ARE WELL MAINTAINED	5.5	5.5	5.5	5.5	Prioritize funds and staffing to better maintain existing parks and obtain additional funding for a new park and open space facilities, <i>and additional staffing</i> .	5.5.1	5.5.1	5.5.1	5.5.1	The Recreation and Park Department will determine the level of staffing resources required to adequately maintain existing and proposed park sites.	5.5.1.1	5.5.1.1	5.5.1.1	5.5.1.1	RPD

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253	OPEN SPACE	ENSURE THAT EXISTING OPEN SPACE, RECREATION AND PARK FACILITIES ARE WELL MAINTAINED	5.5	5.5	5.5	5.5	Prioritize funds and staffing to better maintain existing parks and obtain additional funding for a new park and open space facilities, <i>and additional staffing</i> .	5.5.1	5.5.1	5.5.1	5.5.1	MOEWD will work with the Recreation and Park Department to pursue alternate financing mechanisms for ongoing maintenance, including Community Benefits Districts, Business Improvement Districts, and landscape assessment districts.	5.5.1.2	5.5.1.2	5.5.1.2	5.5.1.2	MOEWD
254	OPEN SPACE	ENSURE THAT EXISTING OPEN SPACE, RECREATION AND PARK FACILITIES ARE WELL MAINTAINED	5.5	5.5	5.5	5.5	Renovate run-down or outmoded park facilities to provide high quality, safe and long-lasting facilities. Identify at least one existing park or recreation facility in <i>each Plan Area</i> for renovation.	5.5.2	5.5.2	5.5.2	5.5.2	Work with Recreation and Park Department to identify necessary capital improvements at existing park sites.	5.5.2.1	5.5.2.1	5.5.2.1	5.5.2.1	RPD
255	OPEN SPACE	ENSURE THAT EXISTING OPEN SPACE, RECREATION AND PARK FACILITIES ARE WELL MAINTAINED	5.5	5.5	5.5	5.5	Renovate run-down or outmoded park facilities to provide high quality, safe and long-lasting facilities. Identify at least one existing park or recreation facility in <i>each Plan Area</i> for renovation.	5.5.2	5.5.2	5.5.2	5.5.2	Seek to direct impact fees and/or other new revenues generated by new development for improvements to existing parks.	5.5.2.2	5.5.2.2	5.5.2.2	5.5.2.2	Planning
256	OPEN SPACE	ENSURE THAT EXISTING OPEN SPACE, RECREATION AND PARK FACILITIES ARE WELL MAINTAINED	5.5	5.5	5.5	5.5	Explore opportunities to use existing recreation facilities, such as school yards, more efficiently.	5.5.3	5.5.3	5.5.3	5.5.3	Work with Recreation and Park Department, <i>the Mayor's Office of Education</i> , and the San Francisco Unified School District to <i>expand the pilot program to open school yards on weekends to the public and explore programming the schoolyard of IM Scot school as a public open space</i> .	5.5.3.1	5.5.3.1	5.5.3.1	5.5.3.1	RPD with assistance from Planning
257	ECONOMIC AND WORKFORCE DEVELOPMENT	SUPPORT THE ECONOMIC WELLBEING OF A VARIETY OF BUSINESSES IN THE EASTERN NEIGHBORHOODS	6.1	6.1	6.1	6.1	Provide business assistance for new and existing PDR businesses in the Eastern Neighborhoods.	6.1.1	6.1.1	6.1.1	6.1.1	The Mayor's Office of Economic and Workforce Development (MOEWD) will continue to administer the Industrial Business Initiative to retain existing PDR businesses, identify and target industrial sectors poised for job growth, and support the creation of competitive industrial business districts.	6.1.1.1	6.1.1.1	6.1.1.1	6.1.1.1	MOEWD
258	ECONOMIC AND WORKFORCE DEVELOPMENT	SUPPORT THE ECONOMIC WELLBEING OF A VARIETY OF BUSINESSES IN THE EASTERN NEIGHBORHOODS	6.1	6.1	6.1	6.1	Provide business assistance for new and existing PDR businesses in the Eastern Neighborhoods.	6.1.1	6.1.1	6.1.1	6.1.1	PDR businesses will continue to be staffed by an MOEWD industrial manager who serves as a single point of contact for information on real estate, technical assistance, tax incentives, workforce training and hiring programs, and assistance navigating city government.	6.1.1.2	6.1.1.2	6.1.1.2	6.1.1.2	MOEWD

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259	ECONOMIC AND WORKFORCE DEVELOPMENT	SUPPORT THE ECONOMIC WELLBEING OF A VARIETY OF BUSINESSES IN THE EASTERN NEIGHBORHOODS	6.1	6.1	6.1	6.1	Provide business assistance for new and existing PDR businesses in the Eastern Neighborhoods.	6.1.1	6.1.1	6.1.1	6.1.1	MOEWD will continue to provide assistance in the creation of sector specific industrial business associations.	6.1.1.3	6.1.1.3	6.1.1.3	6.1.1.3	MOEWD
260	ECONOMIC AND WORKFORCE DEVELOPMENT	SUPPORT THE ECONOMIC WELLBEING OF A VARIETY OF BUSINESSES IN THE EASTERN NEIGHBORHOODS	6.1	6.1	6.1	6.1	Provide business assistance for new and existing Knowledge Sector businesses in the Eastern Neighborhoods.	6.1.2	6.1.2	6.1.2	6.1.2	Targeted Knowledge Sector industries will be staffed by MOEWD sector specific industry managers, who serve as a single-point of contact for information on real estate, tax incentives, workforce training and hiring programs, and assistance navigating city government. Targeted Knowledge Sector industries may include but not be limited to clean technology, life science and digital media.	6.1.2.1	6.1.2.1	6.1.2.1	6.1.2.1	MOEWD
261	ECONOMIC AND WORKFORCE DEVELOPMENT	SUPPORT THE ECONOMIC WELLBEING OF A VARIETY OF BUSINESSES IN THE EASTERN NEIGHBORHOODS	6.1	6.1	6.1	6.1	Provide business assistance for new and existing Knowledge Sector businesses in the Eastern Neighborhoods.	6.1.2	6.1.2	6.1.2	6.1.2	MOEWD Knowledge Sector Industry Initiatives will retain existing businesses, work to recruit and support the growth of new Knowledge Sector businesses, and develop initiatives to strengthen and grow the industry in San Francisco.	6.1.2.2	6.1.2.2	6.1.2.2	6.1.2.2	MOEWD
262	ECONOMIC AND WORKFORCE DEVELOPMENT	SUPPORT THE ECONOMIC WELLBEING OF A VARIETY OF BUSINESSES IN THE EASTERN NEIGHBORHOODS	6.1	6.1	6.1	6.1	Provide business assistance for new and existing small businesses in the Eastern Neighborhoods.	6.1.3	6.1.3	6.1.3	6.1.3	Develop a strategic plan in collaboration with MOEWD, the Mayor's Office of Community Development (MOCD), local Neighborhood Economic Development Organizations and the Small Business Commission. This strategic plan will focus on creating a system to manage small business interaction with the City, providing outreach to local businesses, exploring financial incentive programs, designating the roles and responsibilities of relevant city agencies and non-profit partners, and streamlining the permit and licensing process for new and existing small businesses.	6.1.3.1	6.1.3.1	6.1.3.1	6.1.3.1	MOEWD
263	ECONOMIC AND WORKFORCE DEVELOPMENT	SUPPORT THE ECONOMIC WELLBEING OF A VARIETY OF BUSINESSES IN THE EASTERN NEIGHBORHOODS	6.1	6.1	6.1	6.1	Provide business assistance for new and existing small businesses in the Eastern Neighborhoods.	6.1.3	6.1.3	6.1.3	6.1.3	Create business assistance resources that includes: web, print, telephone and a "one-stop" small business technical assistance center.	6.1.3.2	6.1.3.2	6.1.3.2	6.1.3.2	MOEWD
264	ECONOMIC AND WORKFORCE DEVELOPMENT	SUPPORT THE ECONOMIC WELLBEING OF A VARIETY OF BUSINESSES IN THE EASTERN NEIGHBORHOODS	6.1	6.1	6.1	6.1	Provide business assistance for new and existing small businesses in the Eastern Neighborhoods.	6.1.3	6.1.3	6.1.3	6.1.3	To support both the economic and environmental benefits of participating in the green business movement, MOEWD will encourage commercial businesses in the Eastern Neighborhoods to seek green business certification.	6.1.3.3	6.1.3.3	6.1.3.3	6.1.3.3	MOEWD

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265	ECONOMIC AND WORKFORCE DEVELOPMENT	INCREASE ECONOMIC SECURITY FOR WORKERS BY PROVIDING ACCESS TO SOUGHT-AFTER JOB SKILLS	6.2	6.2	6.2		Provide workforce development training for those who work in and live in the Eastern Neighborhoods, particularly those who do not have a college degree.	6.2.1	6.2.1	6.2.1	6.2.1	MOEWD is focused on seven industries for employment and training services and business service development. These industries were identified because they currently require a significant number of jobs, or are expected to in the near future. The seven industries are: Health Care and Social Assistance, Biotechnology, Information Technology, Hospitality, Retail, Construction, and Transportation. MOEWD and HSA will identify strategies to link low income and low skilled San Francisco residents to sector based training programs for skills development.	6.2.1.1	6.2.1.1	6.2.1.1	6.2.1.1	MOEWD and HSA
266	ECONOMIC AND WORKFORCE DEVELOPMENT	INCREASE ECONOMIC SECURITY FOR WORKERS BY PROVIDING ACCESS TO SOUGHT-AFTER JOB SKILLS	6.2	6.2	6.2	6.2	Provide workforce development training for those who work in and live in the Eastern Neighborhoods, particularly those who do not have a college degree.	6.2.1	6.2.1	6.2.1	6.2.1	MOEWD and HSA will continue to identify and develop high quality sector-based training programs that have the capacity to transition program participants into sustainable employment.	6.2.1.2	6.2.1.2	6.2.1.2	6.2.1.2	MOEWD and HSA
267	ECONOMIC AND WORKFORCE DEVELOPMENT	INCREASE ECONOMIC SECURITY FOR WORKERS BY PROVIDING ACCESS TO SOUGHT-AFTER JOB SKILLS	6.2	6.2	6.2	6.2	Provide workforce development training for those who work in and live in the Eastern Neighborhoods, particularly those who do not have a college degree.	6.2.1	6.2.1	6.2.1	6.2.1	MOEWD will continue to develop a citywide strategic workforce development plan. The planning process incorporates the assistance of MOEWD's workforce partners. The partners include representatives from educational institutions (both K-12 and higher education); labor unions; workforce not-for profits; government entities and employers.	6.2.1.3	6.2.1.3	6.2.1.3	6.2.1.3	MOEWD
268	COMMUNITY FACILITIES	PROVIDE ESSENTIAL COMMUNITY SERVICES AND FACILITIES	7.1	7.1	7.1	7.1	Support the siting of new facilities to meet the needs of a growing community and to provide opportunities for residents of all age levels.	7.1.1	7.1.1	7.1.1	7.1.1	Amend the Planning Code to require impact fees for new residential and non-residential development to address their impact on community facilities.	7.1.1.1	7.1.1.1	7.1.1.1	7.1.1.1	Planning
269	COMMUNITY FACILITIES	PROVIDE ESSENTIAL COMMUNITY SERVICES AND FACILITIES	7.1	7.1	7.1	7.1	Support the siting of new facilities to meet the needs of a growing community and to provide opportunities for residents of all age levels.	7.1.1	7.1.1	7.1.1	7.1.1	Amend the Planning Code to enable large-scale development to meet fee obligations through in-kind provision of a City-approved community facility, where such a facility meets a demonstrated community need.	7.1.1.2	7.1.1.2	7.1.1.2	7.1.1.2	Planning
270	COMMUNITY FACILITIES	PROVIDE ESSENTIAL COMMUNITY SERVICES AND FACILITIES	7.1	7.1	7.1	7.1	Support the siting of new facilities to meet the needs of a growing community and to provide opportunities for residents of all age levels.	7.1.1	7.1.1	7.1.1	7.1.1	Encourage development agreements that provide favorable leases or purchase agreements to needed community facilities providers and non-profit providers.	7.1.1.3	7.1.1.3	7.1.1.3	7.1.1.3	Planning

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271	COMMUNITY FACILITES	PROVIDE ESSENTIAL COMMUNITY SERVICES AND FACILITIES	7.1	7.1	7.1	7.1	Recognize the value of existing facilities, including recreational and cultural facilities, and support their expansion and continued use.	7.1.2	7.1.2	7.1.2	7.1.2	Utilize existing city revenue and impact fee revenue to expand existing facilities to support increased usage from new residents.	7.1.2.1	7.1.2.1	7.1.2.1	7.1.2.1	RPD, MOCD
272	COMMUNITY FACILITES	PROVIDE ESSENTIAL COMMUNITY SERVICES AND FACILITIES	7.1	7.1	7.1	7.1	Recognize the value of existing facilities, including recreational and cultural facilities, and support their expansion and continued use.	7.1.2	7.1.2	7.1.2	7.1.2	Work with the San Francisco Unified School District, the Department of Children Youth and Families, the San Francisco Redevelopment Agency and the Mayor's Office of Community Development to explore revitalizing older or closed schools and other unused community and public facilities as multi-use facilities, with joint use agreements and leases or other appropriate arrangements that permit co-location of neighborhood services such as youth-serving community-based organizations, low-income clinics, recreation centers and job skills training sites.	7.1.2.2	7.1.2.2	7.1.2.2	7.1.2.2	Mayor's Office and SFUSD
273	COMMUNITY FACILITES	PROVIDE ESSENTIAL COMMUNITY SERVICES AND FACILITIES	7.1	7.1	7.1	7.1	Recognize the value of existing facilities, including recreational and cultural facilities, and support their expansion and continued use.	7.1.2	7.1.2	7.1.2	7.1.2	The Mayor's Office of Education and the SFUSD will continue monitoring the pilot program that enables use of selected school playgrounds on weekends and select holidays, and work with the Department of Children, Youth and Families and other agencies to continue exploring possibilities for joint use of school playgrounds outside of school hours. (See Streets and Open Space Chapter for further discussion).	7.1.2.3	7.1.2.3	7.1.2.3	7.1.2.3	Mayor's Office and SFUSD
274	COMMUNITY FACILITES	PROVIDE ESSENTIAL COMMUNITY SERVICES AND FACILITIES	7.1	7.1	7.1	7.1	Ensure childcare services are located where they will best serve neighborhood workers and residents.	7.1.3	7.1.3	7.1.3	7.1.3	Ensure that zoning permits childcare facilities in schools, near residential areas, on-site in new residential complexes, near transit facilities, or near employment centers to support families by reducing the time spent going to and from daycare, and to support other plan goals of traffic reduction and increased transit ridership.	7.1.3.1	7.1.3.1	7.1.3.1	7.1.3.1	Planning
275	COMMUNITY FACILITES	PROVIDE ESSENTIAL COMMUNITY SERVICES AND FACILITIES	7.1	7.1	7.1	7.1	Ensure childcare services are located where they will best serve neighborhood workers and residents.	7.1.3	7.1.3	7.1.3	7.1.3	Continue to require office or hotel development projects to pay the childcare impact fee to mitigate the impact on the availability of child care facilities.	7.1.3.2	7.1.3.2	7.1.3.2	7.1.3.2	Planning
276	COMMUNITY FACILITES	PROVIDE ESSENTIAL COMMUNITY SERVICES AND FACILITIES	7.1	7.1	7.1	7.1	Ensure childcare services are located where they will best serve neighborhood workers and residents.	7.1.3	7.1.3	7.1.3	7.1.3	Amend the Planning Code to require impact fees for new residential and non-residential development to address their impact on neighborhood infrastructure, including community facilities such as child care facilities.	7.1.3.3	7.1.3.3	7.1.3.3	7.1.3.3	Planning

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277	COMMUNITY FACILITES	PROVIDE ESSENTIAL COMMUNITY SERVICES AND FACILITIES	7.1	7.1	7.1	7.1	Ensure childcare services are located where they will best serve neighborhood workers and residents.	7.1.3	7.1.3	7.1.3	7.1.3	Amend the Planning Code to enable large-scale development to meet fee obligations through in-kind provision of a City-approved community facility, where such a facility meets a demonstrated community need.	7.1.3.4	7.1.3.4	7.1.3.4	7.1.3.4	Planning
278	COMMUNITY FACILITES	PROVIDE ESSENTIAL COMMUNITY SERVICES AND FACILITIES	7.1	7.1	7.1	7.1	Seek the San Francisco Unified School District's consideration of middle school options in the Central Waterfront or East SoMa, or the expansion of existing schools to accommodate middle school demand from projected population growth in the Eastern Neighborhoods.	7.1.4	7.1.4		7.1.4	Work with the San Francisco Unified School District, as new development occurs in this area, to continue to monitor attendance and population trends in the <i>Plan Areas</i> , as well as future school relocation, closure and merger decisions data to determine the need for new or expanded school facilities.	7.1.4.1	7.1.4.1		7.1.4.1	Mayor's Office of Education and SFUSD
279	COMMUNITY FACILITES	PROVIDE ESSENTIAL COMMUNITY SERVICES AND FACILITIES	7.1	7.1	7.1	7.1	Ensure public libraries that serve the plan area have sufficient materials to meet projected growth to continue quality services and access for residents of the area.	7.1.5	7.1.5	7.1.4	7.1.5	Amend the Planning Code to require impact fees for new residential and non-residential development to address their impact on community infrastructure in the project area, including library materials.	7.1.5.1	7.1.5.1	7.1.4.1	7.1.5.1	Planning
280	COMMUNITY FACILITES	ENSURE CONTINUED SUPPORT FOR HUMAN SERVICE PROVIDERS <i>AND SOCIAL AND CULTURAL INSTITUTIONS</i> THROUGHOUT THE EASTERN NEIGHBORHOODS	7.2	7.2	7.2	7.2	Promote the continued operation of existing human and health services that serve low-income and immigrant communities in the Eastern Neighborhoods.	7.2.1	7.2.1	7.2.1	7.2.1	Work with the Mayor's Office of Community Development, local economic development organizations and other relevant organizations to explore providing financial incentive programs and other strategies to protect existing facilities from displacement.	7.2.1.1	7.2.1.1	7.2.1.1	7.2.1.1	MOCD
281	COMMUNITY FACILITES	ENSURE CONTINUED SUPPORT FOR HUMAN SERVICE PROVIDERS <i>AND SOCIAL AND CULTURAL INSTITUTIONS</i> THROUGHOUT THE EASTERN NEIGHBORHOODS	7.2	7.2	7.2	7.2	Encourage new facilities and spaces for providers of services such as English as a Second Language, employment training services, art, education and youth programming.	7.2.2	7.2.2	7.2.2	7.2.2	The Mayors Office of Community Development will serve to connect interested project sponsors with service providers to develop mutually supportive development plans in areas with identified service gaps.	7.2.2.1	7.2.2.1	7.2.2.1	7.2.2.1	MOCD
282	COMMUNITY FACILITES	ENSURE CONTINUED SUPPORT FOR HUMAN SERVICE PROVIDERS <i>AND SOCIAL AND CULTURAL INSTITUTIONS</i> THROUGHOUT THE EASTERN NEIGHBORHOODS	7.2	7.2	7.2	7.2	Encourage new facilities and spaces for providers of services such as English as a Second Language, employment training services, art, education and youth programming.	7.2.2	7.2.2	7.2.2	7.2.2	Encourage development agreements that provide favorable leases or purchase agreements to needed community facilities providers and non-profits.	7.2.2.2	7.2.2.2	7.2.2.2	7.2.2.2	Planning

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283	COMMUNITY FACILITES	ENSURE CONTINUED SUPPORT FOR HUMAN SERVICE PROVIDERS <i>AND SOCIAL AND CULTURAL INSTITUTIONS</i> THROUGHOUT THE EASTERN NEIGHBORHOODS	7.2	7.2	7.2	7.2	Encourage new facilities and spaces for providers of services such as English as a Second Language, employment training services, art, education and youth programming.	7.2.2	7.2.2	7.2.2	7.2.2	Amend the Planning Code to require impact fees for new residential and non-residential development to address their impact on neighborhood infrastructure, including community facility space.	7.2.2.3	7.2.2.3	7.2.2.3	7.2.2.3	Planning
284	COMMUNITY FACILITES	ENSURE CONTINUED SUPPORT FOR HUMAN SERVICE PROVIDERS <i>AND SOCIAL AND CULTURAL INSTITUTIONS</i> THROUGHOUT THE EASTERN NEIGHBORHOODS	7.2	7.2	7.2	7.2	Explore a range of revenue- generating tools to support the ongoing operations and maintenance of public health and community facilities, including public funds and grants as well as private funding sources.	7.2.3	7.2.3	7.2.3	7.2.3	The Mayor's Office of Community Development will work in cooperation with implementing agencies such as the Human Services Agency, to secure grant and bond funding for community services.	7.2.3.1	7.2.3.1	7.2.3.1	7.2.3.1	MOCD
285	COMMUNITY FACILITES	ENSURE CONTINUED SUPPORT FOR HUMAN SERVICE PROVIDERS <i>AND SOCIAL AND CULTURAL INSTITUTIONS</i> THROUGHOUT THE EASTERN NEIGHBORHOODS	7.2	7.2	7.2	7.2	Explore a range of revenue- generating tools to support the ongoing operations and maintenance of public health and community facilities, including public funds and grants as well as private funding sources.	7.2.3	7.2.3	7.2.3	7.2.3	Work in cooperation with other City agencies, to support state law changes that will enable use of tax increment financing to support plan based improvements and explore how programs could be implemented in the Eastern Neighborhoods.	7.2.3.2	7.2.3.2	7.2.3.2	7.2.3.2	Planning
286	COMMUNITY FACILITES	ENSURE CONTINUED SUPPORT FOR HUMAN SERVICE PROVIDERS <i>AND SOCIAL AND CULTURAL INSTITUTIONS</i> THROUGHOUT THE EASTERN NEIGHBORHOODS	7.2	7.2	7.2	7.2	Explore a range of revenue- generating tools to support the ongoing operations and maintenance of public health and community facilities, including public funds and grants as well as private funding sources.	7.2.3	7.2.3	7.2.3	7.2.3	MOEWD will work with the Recreation and Park Department and other city agencies to create neighborhood assessment districts to support maintenance of new recreation and community facilities.	7.2.3.3	7.2.3.3	7.2.3.3	7.2.3.3	MOEWD
287	COMMUNITY FACILITES	ENSURE CONTINUED SUPPORT FOR HUMAN SERVICE PROVIDERS <i>AND SOCIAL AND CULTURAL INSTITUTIONS</i> THROUGHOUT THE EASTERN NEIGHBORHOODS	7.2	7.2	7.2	7.2	Explore a range of revenue- generating tools to support the ongoing operations and maintenance of public health and community facilities, including public funds and grants as well as private funding sources.	7.2.3	7.2.3	7.2.3	7.2.3	All implementing agencies will continue coordinated efforts to prioritize adopted area plans for state and regional funding applications, including bonds and grants.	7.2.3.4	7.2.3.4	7.2.3.4	7.2.3.4	All agencies
288	COMMUNITY FACILITES	ENSURE CONTINUED SUPPORT FOR HUMAN SERVICE PROVIDERS <i>AND SOCIAL AND CULTURAL INSTITUTIONS</i> THROUGHOUT THE EASTERN NEIGHBORHOODS	7.2	7.2	7.2	7.2	Explore a range of revenue- generating tools to support the ongoing operations and maintenance of public health and community facilities, including public funds and grants as well as private funding sources.	7.2.3	7.2.3	7.2.3	7.2.3	The City Administrators Office and Controller's Office will establish a Grant Coordination Officer/Office to maintain responsibility for the coordination of funding applications throughout the City to secure grant and bond funding for community improvements.	7.2.3.5	7.2.3.5	7.2.3.5	7.2.3.5	Office of the Controller, City Administrator

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289	COMMUNITY FACILITES	ENSURE CONTINUED SUPPORT FOR HUMAN SERVICE PROVIDERS <i>AND SOCIAL AND CULTURAL INSTITUTIONS</i> THROUGHOUT THE EASTERN NEIGHBORHOODS	7.2	7.2	7.2	7.2	Support efforts to preserve and enhance social and cultural institutions.	7.2.4			7.2.4	The Arts Commission will work to secure grant and bond funding for social and cultural institutions.	7.2.4.1			7.2.4.1	Arts Commission
290	COMMUNITY FACILITES	ENSURE CONTINUED SUPPORT FOR HUMAN SERVICE PROVIDERS <i>AND SOCIAL AND CULTURAL INSTITUTIONS</i> THROUGHOUT THE EASTERN NEIGHBORHOODS	7.2	7.2	7.2	7.2	Support efforts to preserve and enhance social and cultural institutions.	7.2.4			7.2.4	Recognize the work of cultural and social institutions in the <i>Plan Area</i> through creative strategies - events, awards, and physical signs and placards - that acknowledge their contributions.	7.2.4.2			7.2.4.2	Arts Commission
291	COMMUNITY FACILITES	ENSURE CONTINUED SUPPORT FOR HUMAN SERVICE PROVIDERS <i>AND SOCIAL AND CULTURAL INSTITUTIONS</i> THROUGHOUT THE EASTERN NEIGHBORHOODS	7.2	7.2	7.2	7.2	Encourage the creation of new social and cultural facilities in the Central Waterfront area.	7.2.5			7.2.5	The Mayors Office of Community Development will connect interested project sponsors with social and cultural organizations to develop mutually supportive development plans.	7.2.5.1			7.2.5.1	MOCD
292	COMMUNITY FACILITES	ENSURE CONTINUED SUPPORT FOR HUMAN SERVICE PROVIDERS <i>AND SOCIAL AND CULTURAL INSTITUTIONS</i> THROUGHOUT THE EASTERN NEIGHBORHOODS	7.2	7.2	7.2	7.2	Encourage the creation of new social and cultural facilities in the Central Waterfront area.	7.2.5			7.2.5	Encourage development agreements that provide favorable leases or purchase agreements to new social and cultural facilities.	7.2.5.2			7.2.5.2	Planning
293	COMMUNITY FACILITES	REINFORCE THE IMPORTANCE OF THE SOUTH OF MARKET AS THE CENTER OF FILIPINO-AMERICAN LIFE IN SAN FRANCISCO		7.3			Support efforts to preserve and enhance social and cultural institutions.		7.3.1			The Arts Commission will work to secure grant and bond funding for social and cultural institutions.		7.3.1.1			Arts Commission
294	COMMUNITY FACILITES	REINFORCE THE IMPORTANCE OF THE SOUTH OF MARKET AS THE CENTER OF FILIPINO-AMERICAN LIFE IN SAN FRANCISCO		7.3			Support efforts to preserve and enhance social and cultural institutions.		7.3.1			Recognize the work of cultural and social institutions in East SoMa through creative strategies - events, awards, and physical signs and placards - that acknowledge their contributions.		7.3.1.2			Arts Commission

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295	COMMUNITY FACILITES	REINFORCE THE IMPORTANCE OF THE SOUTH OF MARKET AS THE CENTER OF FILIPINO-AMERICAN LIFE IN SAN FRANCISCO		7.3			Encourage the creation of new social and cultural facilities in the East SoMa area.		7.3.2			The Mayors Office of Community Development will connect interested project sponsors with social and cultural organizations to develop mutually supportive development plans.		7.3.2.1			MOCD
296	COMMUNITY FACILITES	REINFORCE THE IMPORTANCE OF THE SOUTH OF MARKET AS THE CENTER OF FILIPINO-AMERICAN LIFE IN SAN FRANCISCO		7.3			Encourage the creation of new social and cultural facilities in the East SoMa area.		7.3.2			Encourage development agreements that provide favorable leases or purchase agreements to new social and cultural facilities.		7.3.2.2			Planning
297	COMMUNITY FACILITES	REINFORCE THE IMPORTANCE OF THE SOUTH OF MARKET AS THE CENTER OF FILIPINO-AMERICAN LIFE IN SAN FRANCISCO		7.3			Protect and support Filipino and other culturally significant local business, structures, property and institutions in the East SoMa.		7.3.3			The San Francisco Arts Commission to develop a public way finding system or other physical demarcation to memorialize the important cultural and social resources in East SoMa.		7.3.3.1			Arts Commission
298	COMMUNITY FACILITES	REINFORCE THE IMPORTANCE OF THE SOUTH OF MARKET AS THE CENTER OF FILIPINO-AMERICAN LIFE IN SAN FRANCISCO		7.3			Protect and support Filipino and other culturally significant local business, structures, property and institutions in the East SoMa.		7.3.3			Pursue formal designation of East SoMa's historic and cultural resources, as appropriate (see Historic Preservation Chapter for further discussion).		7.3.3.2			Planning
299	COMMUNITY FACILITES	REINFORCE THE IMPORTANCE OF THE SOUTH OF MARKET AS THE CENTER OF FILIPINO-AMERICAN LIFE IN SAN FRANCISCO		7.3			Protect and support Filipino and other culturally significant local business, structures, property and institutions in the East SoMa.		7.3.3			Provide business assistance for new and existing small businesses in the Eastern Neighborhoods (see Economic Development Chapter for further discussion).		7.3.3.3			MOEWD
300	COMMUNITY FACILITES	REINFORCE THE IMPORTANCE OF THE MISSION AS THE CENTER OF LATINO LIFE IN SAN FRANCISCO			7.3		Support efforts to preserve and enhance social and cultural institutions.			7.3.1		The Arts Commission will work to secure grant and bond funding for social and cultural institutions.			7.3.1.1		Arts Commission

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301	COMMUNITY FACILITES	REINFORCE THE IMPORTANCE OF THE MISSION AS THE CENTER OF LATINO LIFE IN SAN FRANCISCO			7.3		Support efforts to preserve and enhance social and cultural institutions.			7.3.1		Recognize the work of cultural and social institutions in the Mission through creative strategies - events, awards, and physical signs and placards - that acknowledge their contributions.			7.3.1.2		Arts Commission
302	COMMUNITY FACILITES	REINFORCE THE IMPORTANCE OF THE MISSION AS THE CENTER OF LATINO LIFE IN SAN FRANCISCO			7.3		Encourage the creation of new social and cultural facilities in the Mission area.			7.3.2		The Mayors Office of Community Development will connect interested project sponsors with social and cultural organizations to develop mutually supportive development plans.			7.3.2.1		MOCD
303	COMMUNITY FACILITES	REINFORCE THE IMPORTANCE OF THE MISSION AS THE CENTER OF LATINO LIFE IN SAN FRANCISCO			7.3		Encourage the creation of new social and cultural facilities in the Mission area.			7.3.2		Encourage development agreements that provide favorable leases or purchase agreements to new social and cultural facilities.			7.3.2.2		Planning
304	COMMUNITY FACILITES	REINFORCE THE IMPORTANCE OF THE MISSION AS THE CENTER OF LATINO LIFE IN SAN FRANCISCO			7.3		Protect and support Latino and other culturally significant local business, structures, property and institutions in the Mission.			7.3.3		Work with the Arts Commission to develop a public way finding system or other physical demarcation to memorialize the important cultural and social resources in the Mission.			7.3.3.1		Arts Commission
305	COMMUNITY FACILITES	REINFORCE THE IMPORTANCE OF THE MISSION AS THE CENTER OF LATINO LIFE IN SAN FRANCISCO			7.3		Protect and support Latino and other culturally significant local business, structures, property and institutions in the Mission.			7.3.3		Pursue formal designation of the Mission's historic and cultural resources, as appropriate. (See the Historic Preservation Chapter for further discussion).			7.3.3.2		Planning
306	COMMUNITY FACILITES	REINFORCE THE IMPORTANCE OF THE MISSION AS THE CENTER OF LATINO LIFE IN SAN FRANCISCO			7.3		Protect and support Latino and other culturally significant local business, structures, property and institutions in the Mission.			7.3.3		Provide business assistance for new and existing small businesses in the Eastern Neighborhoods (see Economic Development Chapter for further discussion).			7.3.3.3		MOEWD

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307	HISTORIC PRESERVATION	IDENTIFY AND EVALUATE HISTORIC AND CULTURAL RESOURCES WITHIN THE PLAN AREA	8.1	8.1	8.1	8.1	Periodically update context-based historic resource surveys within the Central Waterfront area plan.	8.1.1				The Planning Department has completed a survey of historical resources in the Central Waterfront area plan and will continue to update this document as needed.	8.1.1.1				Planning
308	HISTORIC PRESERVATION	IDENTIFY AND EVALUATE HISTORIC AND CULTURAL RESOURCES WITHIN THE PLAN AREA	8.1	8.1	8.1	8.1	Conduct context-based historic resource surveys within the <i>Plan Area</i> .		8.1.1	8.1.1	8.1.1	Complete a survey of historical resources in the <i>Plan Area</i> by the end of 2008.		8.1.1.1	8.1.1.1	8.1.1.1	Planning
309	HISTORIC PRESERVATION	IDENTIFY AND EVALUATE HISTORIC AND CULTURAL RESOURCES WITHIN THE PLAN AREA	8.1	8.1	8.1	8.1	Pursue formal designation of the Pier 70 Waterfront, the Third Street Industrial District and other historic and cultural resources for Article 10 designation, as appropriate.	8.1.2				Work with the Port and the community to support additional nominations for listing of resources on the National Register or California Register, as well as nominations for local designation under Article 10 of the Planning Code and the Pier 70 Plan, in conformance with the Landmarks Preservation Advisory Board's annual work plan and based on the results of the historic resource surveys within the Central Waterfront area plan.	8.1.2.1				Planning
310	HISTORIC PRESERVATION	IDENTIFY AND EVALUATE HISTORIC AND CULTURAL RESOURCES WITHIN THE PLAN AREA	8.1	8.1	8.1	8.1	Pursue formal designation of the <i>Plan Area</i> historic and cultural resources, as appropriate.		8.1.2	8.1.2	8.1.2	Support nominations for listing of resources on the National Register or California Register, as well as nominations for local designation under Article 10 of the Planning Code in conformance with the Landmarks Preservation Advisory Board's annual work plan and based on the results of the historic resource surveys within the <i>Plan Area</i> .		8.1.2.1	8.1.2.1	8.1.2.1	Planning
311	HISTORIC PRESERVATION	IDENTIFY AND EVALUATE HISTORIC AND CULTURAL RESOURCES WITHIN THE PLAN AREA	8.1	8.1	8.1	8.1	Recognize and evaluate historic and cultural resources that are less than fifty years old and may display exceptional significance to the recent past.	8.1.3	8.1.3	8.1.3	8.1.3	Continue to identify and document significant cultural and architectural resources from the recent past within the <i>Plan Area</i> through survey, property specific historic resource evaluations and context development.	8.1.3.1	8.1.3.1	8.1.3.1	8.1.3.1	Planning
312	HISTORIC PRESERVATION	IDENTIFY AND EVALUATE HISTORIC AND CULTURAL RESOURCES WITHIN THE PLAN AREA	8.1	8.1	8.1	8.1	Protect important examples of engineering achievements such as bridges and tunnels in the Central Waterfront.	8.1.4				Designate, as appropriate, engineering achievements as city landmarks or as contributors to historic districts.	8.1.4.1				Planning

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313	HISTORIC PRESERVATION	PROTECT, PRESERVE, AND REUSE HISTORIC RESOURCES WITHIN THE <i>PLAN AREA</i>	8.2	8.2	8.2	8.2	Protect individually significant historic and cultural resources and historic districts in the <i>Plan Area</i> from demolition or adverse alteration, <i>particularly those elements of the Maritime and Industrial Area east of Illinois Street</i> .	8.2.1	8.2.1	8.2.1	8.2.1	A Planning Department Preservation Technical Specialist will work with neighborhood planning, <i>the Port and the community</i> to carefully evaluate projects for their impacts to historic resources as well as to the overall historic character of the area, <i>and to develop a preservation strategy for eligible districts like the Pier 70 area</i> .	8.2.1.1	8.2.1.1	8.2.1.1	8.2.1.1	Planning
314	HISTORIC PRESERVATION	PROTECT, PRESERVE, AND REUSE HISTORIC RESOURCES WITHIN THE <i>PLAN AREA</i>	8.2	8.2	8.2	8.2	Protect individually significant historic and cultural resources and historic districts in the <i>Plan Area</i> from demolition or adverse alteration, <i>particularly those elements of the Maritime and Industrial Area east of Illinois Street</i> .	8.2.1	8.2.1	8.2.1	8.2.1	Scrutinize all proposals to demolish or significantly alter any historic or cultural resource within the <i>Plan Area</i> in an effort to protect the character and quality of historic and cultural resources.	8.2.1.2	8.2.1.2	8.2.1.2	8.2.1.2	Planning
315	HISTORIC PRESERVATION	PROTECT, PRESERVE, AND REUSE HISTORIC RESOURCES WITHIN THE <i>PLAN AREA</i>	8.2	8.2	8.2	8.2	Protect individually significant historic and cultural resources and historic districts in the <i>Plan Area</i> from demolition or adverse alteration, <i>particularly those elements of the Maritime and Industrial Area east of Illinois Street</i> .	8.2.1	8.2.1	8.2.1	8.2.1	Develop design guidelines that provide guidance for the rehabilitation of the <i>Plan Area's</i> historic resources <i>and will work with the Port to develop detailed design guidelines for Port properties as necessary</i> . The design guidelines will provide specific examples and case studies as guidance for appropriate historic rehabilitation in order to prevent adverse alteration.	8.2.1.3	8.2.1.3	8.2.1.3	8.2.1.3	Planning
316	HISTORIC PRESERVATION	PROTECT, PRESERVE, AND REUSE HISTORIC RESOURCES WITHIN THE <i>PLAN AREA</i>	8.2	8.2	8.2	8.2	Apply the Secretary of the Interior's Standards for the Treatment of Historic Properties in conjunction with the <i>Plan Area's</i> objectives and policies for all projects involving historic or cultural resources.	8.2.2	8.2.2	8.2.2	8.2.2	A Planning Department Preservation Technical Specialist will apply the Secretary of the Interior Standards for the Treatment of Historic Properties in conjunction with the preservation policies and objectives of the <i>Plan Area</i> to minimize the overall impact upon historic or cultural resources.	8.2.2.1	8.2.2.1	8.2.2.1	8.2.2.1	Planning
317	HISTORIC PRESERVATION	PROTECT, PRESERVE, AND REUSE HISTORIC RESOURCES WITHIN THE <i>PLAN AREA</i>	8.2	8.2	8.2	8.2	Promote and offer incentives for the rehabilitation and adaptive reuse of historic buildings in the <i>Plan Area</i> .	8.2.3	8.2.3	8.2.3	8.2.3	Amend the Planning Code to allow for market rate housing in certain planning districts where such designation promotes preservation and rehabilitation of historic or cultural resources pursuant to the Secretary of the Interior's Standards.	8.2.3.1	8.2.3.1	8.2.3.1	8.2.3.1	Planning
318	HISTORIC PRESERVATION	ENSURE THAT HISTORIC PRESERVATION CONCERNS CONTINUE TO BE AN INTEGRAL PART OF THE ONGOING PLANNING PROCESSES FOR THE <i>PLAN AREA</i> AS THEY EVOLVE OVER TIME	8.3	8.3	8.3	8.3	Pursue and encourage opportunities, consistent with the objectives of historic preservation, to increase the supply of affordable housing within the <i>Plan Area</i> .	8.3.1	8.3.1	8.3.1	8.3.1	Work with the Mayor's Office of Housing to develop protocols that address the need for housing while allowing for the continued preservation and use of historic and cultural resources within the <i>Plan Area</i> , particularly those that were previously developed for industrial uses.	8.3.1.1	8.3.1.1	8.3.1.1	8.3.1.1	Planning and MOH

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319	HISTORIC PRESERVATION	ENSURE THAT HISTORIC PRESERVATION CONCERNS CONTINUE TO BE AN INTEGRAL PART OF THE ONGOING PLANNING PROCESSES FOR THE <i>PLAN AREA</i> AS THEY EVOLVE OVER TIME	8.3	8.3	8.3	8.3	Pursue and encourage opportunities, consistent with the objectives of historic preservation, to increase the supply of affordable housing within the <i>Plan Area</i> .	8.3.1	8.3.1	8.3.1	8.3.1	Continue to work with the Department of Building Inspection to apply priority processing of all applications filed for projects that provide 100% affordable housing to low and moderate income households.	8.3.1.2	8.3.1.2	8.3.1.2	8.3.1.2	Planning and DBI
320	HISTORIC PRESERVATION	ENSURE THAT HISTORIC PRESERVATION CONCERNS CONTINUE TO BE AN INTEGRAL PART OF THE ONGOING PLANNING PROCESSES FOR THE <i>PLAN AREA</i> AS THEY EVOLVE OVER TIME	8.3	8.3	8.3	8.3	Pursue and encourage opportunities, consistent with the objectives of historic preservation, to increase the supply of affordable housing within the <i>Plan Area</i> .	8.3.1	8.3.1	8.3.1	8.3.1	Continue to work with the public agencies and the private sector to develop legislation and programs for projects that retain and rehabilitate historic resources for low-income and workforce housing.	8.3.1.3	8.3.1.3	8.3.1.3	8.3.1.3	Planning and MOH
321	HISTORIC PRESERVATION	ENSURE THAT HISTORIC PRESERVATION CONCERNS CONTINUE TO BE AN INTEGRAL PART OF THE ONGOING PLANNING PROCESSES FOR THE <i>PLAN AREA</i> AS THEY EVOLVE OVER TIME	8.3	8.3	8.3	8.3	Ensure a more efficient and transparent evaluation of project proposals which involve historic resources and minimize impacts to historic resources per CEQA guidelines.	8.3.2	8.3.2	8.3.2	8.3.2	Update Planning Department Bulletin #16, "City and County of San Francisco Planning Department CEQA Review Procedures for Historic Resources" which outlines the requirements and procedures regarding how a property is evaluated as a potential historic resource and whether proposals are in keeping with current preservation policies.	8.3.2.1	8.3.2.1	8.3.2.1	8.3.2.1	Planning
322	HISTORIC PRESERVATION	ENSURE THAT HISTORIC PRESERVATION CONCERNS CONTINUE TO BE AN INTEGRAL PART OF THE ONGOING PLANNING PROCESSES FOR THE <i>PLAN AREA</i> AS THEY EVOLVE OVER TIME	8.3	8.3	8.3	8.3	Prevent destruction of historic and cultural resources resulting from owner neglect or inappropriate actions.	8.3.3	8.3.3	8.3.3	8.3.3	Seek remedies in cases of neglect or impairment of historic or cultural resources through owner action/inaction within the <i>Plan Area</i> .	8.3.3.1	8.3.3.1	8.3.3.1	8.3.3.1	Planning
323	HISTORIC PRESERVATION	ENSURE THAT HISTORIC PRESERVATION CONCERNS CONTINUE TO BE AN INTEGRAL PART OF THE ONGOING PLANNING PROCESSES FOR THE <i>PLAN AREA</i> AS THEY EVOLVE OVER TIME	8.3	8.3	8.3	8.3	Prevent destruction of historic and cultural resources resulting from owner neglect or inappropriate actions.	8.3.3	8.3.3	8.3.3	8.3.3	Work with the Department of Building Inspection, in cases of resource deterioration or diminishment due to unapproved owner activity/inactivity, to seek corrective remedies such as restoration, repair, and maintenance, through enforcement, as appropriate.	8.3.3.2	8.3.3.2	8.3.3.2	8.3.3.2	Planning and DBI
324	HISTORIC PRESERVATION	ENSURE THAT HISTORIC PRESERVATION CONCERNS CONTINUE TO BE AN INTEGRAL PART OF THE ONGOING PLANNING PROCESSES FOR THE <i>PLAN AREA</i> AS THEY EVOLVE OVER TIME	8.3	8.3	8.3	8.3	Consider the <i>Plan Area's</i> historic and cultural resources in emergency preparedness and response efforts.	8.3.4	8.3.4	8.3.4	8.3.4	Work with the Department of Building Inspection and the Department of Emergency Services to develop programs to abate hazards posed by existing buildings and structures, while preserving resources and their character-defining features.	8.3.4.1	8.3.4.1	8.3.4.1	8.3.4.1	Planning , DBI and DEM

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325	HISTORIC PRESERVATION	ENSURE THAT HISTORIC PRESERVATION CONCERNS CONTINUE TO BE AN INTEGRAL PART OF THE ONGOING PLANNING PROCESSES FOR THE <i>PLAN AREA</i> AS THEY EVOLVE OVER TIME	8.3	8.3	8.3	8.3	Consider the Plan Area’s historic and cultural resources in emergency preparedness and response efforts.	8.3.4	8.3.4	8.3.4	8.3.4	Develop plans in the preparation and response to natural disasters including earthquakes and fires, and ensure the future welfare of historic and cultural resources.	8.3.4.2	8.3.4.2	8.3.4.2	8.3.4.2	Planning and DEM
326	HISTORIC PRESERVATION	ENSURE THAT HISTORIC PRESERVATION CONCERNS CONTINUE TO BE AN INTEGRAL PART OF THE ONGOING PLANNING PROCESSES FOR THE <i>PLAN AREA</i> AS THEY EVOLVE OVER TIME	8.3	8.3	8.3	8.3	Protect and retrofit local, state, or nationally designated UMB (Unreinforced Masonry Buildings) found in the Plan Area.	8.3.5	8.3.5	8.3.5	8.3.5	Work with the Department of Building Inspection to develop ways for property owners to facilitate the seismic upgrade of the City’s unreinforced historic and cultural resources. This collaboration shall also develop a protocol to minimize the demolition of historic and culturally significant resources that are identified as UMBs through neglect and non-compliance with safety and health codes.	8.3.5.1	8.3.5.1	8.3.5.1	8.3.5.1	Planning and DBI
327	HISTORIC PRESERVATION	ENSURE THAT HISTORIC PRESERVATION CONCERNS CONTINUE TO BE AN INTEGRAL PART OF THE ONGOING PLANNING PROCESSES FOR THE <i>PLAN AREA</i> AS THEY EVOLVE OVER TIME	8.3	8.3	8.3	8.3	Adopt and revise land use, design and other relevant policies, guidelines, and standards, as needed to further preservation objectives.		8.3.6	8.3.6	8.3.6	Revise the <i>Plan Area</i> upon completion of the historic surveys to include official designation of historic resources and/or districts as appropriate, and may also include the adoption of historic design guidelines that are specific to an area or property type.		8.3.6.1	8.3.6.1	8.3.6.1	Planning
328	HISTORIC PRESERVATION	PROMOTE THE PRINCIPLES OF SUSTAINABILITY FOR THE BUILT ENVIRONMENT THROUGH THE INHERENTLY “GREEN” STRATEGY OF HISTORIC PRESERVATION	8.4	8.4	8.4	8.4	Encourage the retention and rehabilitation of historic and cultural resources as an option for increased sustainability and consistency with the goals and objectives of the Sustainability Plan for the City and County of San Francisco.	8.4.1	8.4.1	8.4.1	8.4.1	Continue to evaluate means of encouraging or mandating green building strategies, and historic preservation will be considered among those.	8.4.1.1	8.4.1.1	8.4.1.1	8.4.1.1	Planning
329	HISTORIC PRESERVATION	PROVIDE PRESERVATION INCENTIVES, GUIDANCE, AND LEADERSHIP WITHIN THE <i>PLAN AREA</i>	8.5	8.5	8.5	8.5	Disseminate information about the availability of financial incentives for qualifying historic preservation projects.	8.5.1	8.5.1	8.5.1	8.5.1	Promote awareness and support the use of preservation incentives and provide this information to the public through the planning website, the development of educational materials, the development of preservation and rehabilitation plans, and technical assistance during the application.	8.5.1.1	8.5.1.1	8.5.1.1	8.5.1.1	Planning
330	HISTORIC PRESERVATION	PROVIDE PRESERVATION INCENTIVES, GUIDANCE, AND LEADERSHIP WITHIN THE <i>PLAN AREA</i>	8.5	8.5	8.5	8.5	Encourage use of the California Historic Building Code for qualifying historic preservation projects.	8.5.2	8.5.2	8.5.2	8.5.2	Work with the Department of Building Inspection to ensure that where appropriate the State Historic Building Code is applied.	8.5.2.1	8.5.2.1	8.5.2.1	8.5.2.1	Planning and DBI

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331	HISTORIC PRESERVATION	PROVIDE PRESERVATION INCENTIVES, GUIDANCE, AND LEADERSHIP WITHIN THE <i>PLAN AREA</i>	8.5	8.5	8.5	8.5	Demonstrate preservation leadership and good stewardship of publicly owned historic and cultural resources.	8.5.3	8.5.3	8.5.3	8.5.3	Work collaboratively with, and provide technical expertise to the School District, the Recreation and Park Department, the Port, the Redevelopment Agency, and other agencies as needed, to identify, maintain and rehabilitate the publicly owned historic and cultural resources in the <i>Plan Area</i> .	8.5.3.1	8.5.3.1	8.5.3.1	8.5.3.1	Planning
332	HISTORIC PRESERVATION	PROVIDE PRESERVATION INCENTIVES, GUIDANCE, AND LEADERSHIP WITHIN THE <i>PLAN AREA</i>	8.5	8.5	8.5	8.5	Demonstrate preservation leadership and good stewardship of publicly owned historic and cultural resources.	8.5.3	8.5.3	8.5.3	8.5.3	Work with DPW to develop “cultural landscapes” using elements such as maps locating important cultural, social centers of the plan area; plaques indicating historic sites; and signage to indicate the neighborhood as the <i>Plan Area</i> .	8.5.3.2	8.5.3.2	8.5.3.2	8.5.3.2	Planning and DPW
333	HISTORIC PRESERVATION	PROVIDE PRESERVATION INCENTIVES, GUIDANCE, AND LEADERSHIP WITHIN THE <i>PLAN AREA</i>	8.5	8.5	8.5	8.5	Demonstrate preservation leadership and good stewardship of publicly owned historic and cultural resources.	8.5.3	8.5.3	8.5.3	8.5.3	Work with other city agencies to ensure that the release of city-owned surplus historic and cultural resources is contingent upon their rehabilitation in conformance with the Secretary of the Interior’s Standards.	8.5.3.3	8.5.3.3	8.5.3.3	8.5.3.3	Planning
334	HISTORIC PRESERVATION	PROVIDE PRESERVATION INCENTIVES, GUIDANCE, AND LEADERSHIP WITHIN THE <i>PLAN AREA</i>	8.5	8.5	8.5	8.5	Demonstrate preservation leadership and good stewardship of publicly owned historic and cultural resources.	8.5.3	8.5.3	8.5.3	8.5.3	Participate in the preparation of the Port’s Pier 70 Master Plan.	8.5.3.4				Planning and the Landmarks Preservation Advisory Board
335	HISTORIC PRESERVATION	FOSTER PUBLIC AWARENESS AND APPRECIATION OF HISTORIC AND CULTURAL RESOURCES WITHIN THE <i>PLAN AREA</i>	8.6	8.6	8.6	8.6	Encourage public participation in the identification of historic and cultural resources within the <i>Plan Area</i> .	8.6.1	8.6.1	8.6.1	8.6.1	Work with the Landmarks Preservation Advisory Board to continue to seek public participation in the development of an annual work plan for future preservation planning efforts and Article 10 designation.	8.6.1.1	8.6.1.1	8.6.1.1	8.6.1.1	Planning and the Landmarks Preservation Advisory Board
336	HISTORIC PRESERVATION	FOSTER PUBLIC AWARENESS AND APPRECIATION OF HISTORIC AND CULTURAL RESOURCES WITHIN THE <i>PLAN AREA</i>	8.6	8.6	8.6	8.6	Foster education and appreciation of historic and cultural resources within the <i>Plan Area</i> among business leaders, neighborhood groups, and the general public through outreach efforts.	8.6.2	8.6.2	8.6.2	8.6.2	Develop outreach programs, literature, and internet tools such as the development of a preservation website, the creation of maps of historic districts and landmarked building, and attend public meetings in order to foster better understanding of the historic and architectural importance of the plan area.	8.6.2.1	8.6.2.1	8.6.2.1	8.6.2.1	Planning

ORDER	CHAPTER	Objective	CW#	ES#	M#	P/S#	Policy	CW#	ES#	M#	P/S#	Action	CW#	ES#	M#	P/S#	LEAD AGENCY
337	HISTORIC PRESERVATION	FOSTER PUBLIC AWARENESS AND APPRECIATION OF HISTORIC AND CULTURAL RESOURCES WITHIN THE <i>PLAN AREA</i>	8.6	8.6	8.6	8.6	Foster education and appreciation of historic and cultural resources within the <i>Plan Area</i> among business leaders, neighborhood groups, and the general public through outreach efforts.	8.6.2	8.6.2	8.6.2	8.6.2	Department of Public Works will work to place plaques, signs and markers to aid in the identification of cultural and historic resources.	8.6.2.2	8.6.2.2	8.6.2.2	8.6.2.2	DPW

EASTERN NEIGHBORHOODS
CITIZEN ADVISORY COMMITTEE
MONDAY, MAY 18, 2015
PRESENTATION MATERIAL

Agenda Item No. 5

Transportation Sustainability Program (TSP). Informational presentation by Planning and SFMTA staff on the proposed TSP, followed by discussion and comment.



Photo: Sergio Ruiz

Transportation Sustainability Program



San Francisco is a popular place to work, live and visit, straining the existing transportation network

- Roads and transit vehicles nearing capacity in some areas
- Lifestyle preferences and new infrastructure have contributed to increases in cycling and walking, even in less-than-ideal conditions

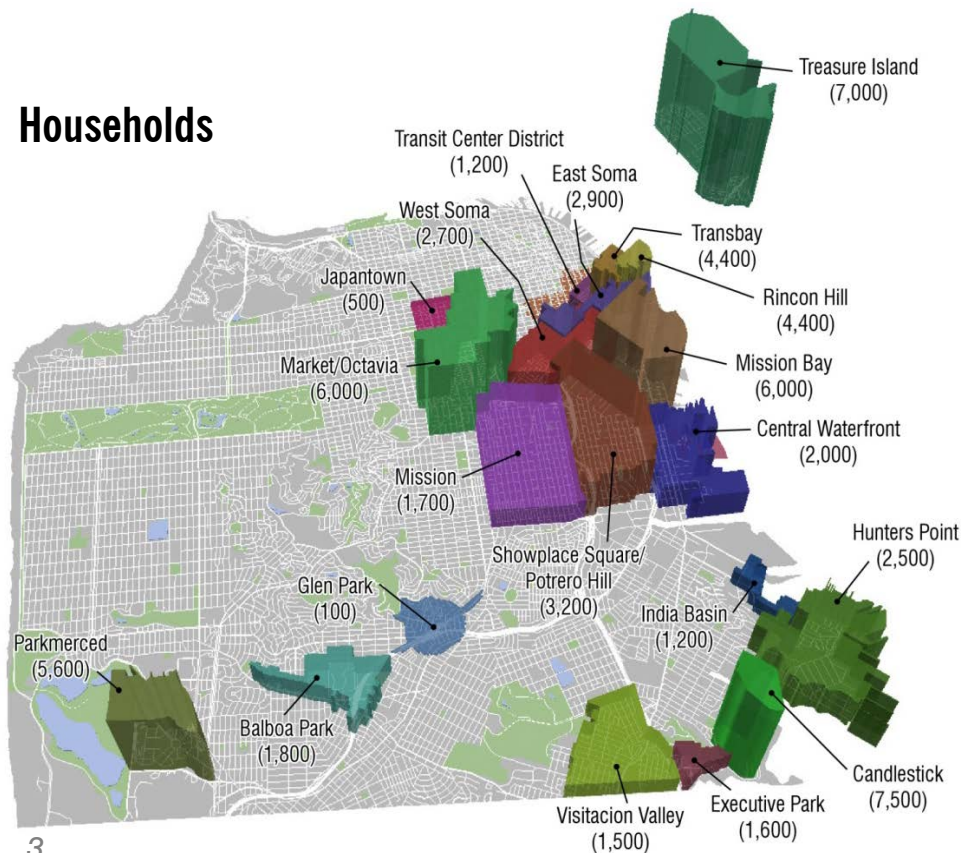


HOW DO WE GROW SUSTAINABLY?

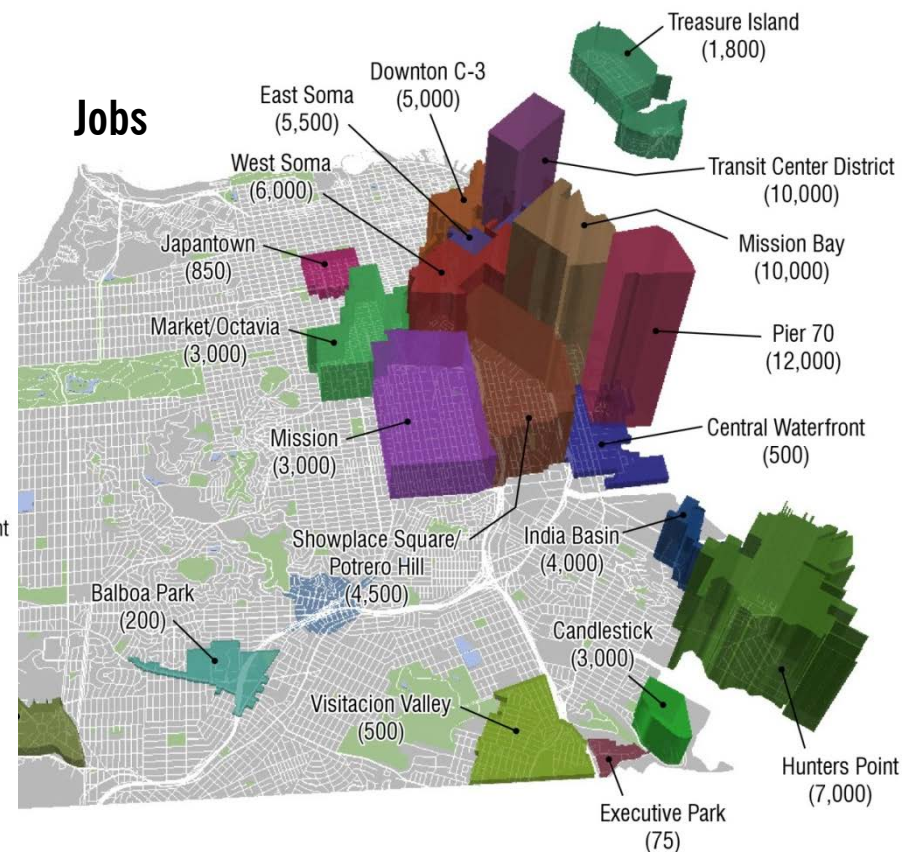
By 2040: **100,000+** new households
190,000+ new jobs

40% of housing projections already in pipeline

Households



Jobs



WE NEED A COMPREHENSIVE APPROACH TO ADDRESS THESE CHALLENGES...



Public investment for existing and future population underway

- Transit capital and operational investments (Central Subway, Muni Forward, BRT, DTX, etc.)
- Bicycle infrastructure (protected lanes, parking, etc.)
- Pedestrian safety (Vision Zero, Walk First, etc.)
- Demand Management (bike sharing, shuttles, citywide TDM, etc.)

New development contribution

- Transportation Sustainability Program



TRANSPORTATION SUSTAINABILITY PROGRAM



*Keeping people moving
as our city grows*



TRANSPORTATION SUSTAINABILITY PROGRAM



*Keeping people moving
as our city grows*

align

shift

invest

**MODERNIZE
ENVIRONMENTAL REVIEW**

**ENCOURAGE
SUSTAINABLE TRAVEL**

**ENHANCE TRANSPORTATION
TO SUPPORT GROWTH**



*More meaningful
transportation analysis that
better captures
environmental effects*

*On-site transportation
amenities that reduce
reliance on driving*

*Development fee
to help fund transit
and safer streets*



MODERNIZE ENVIRONMENTAL REVIEW

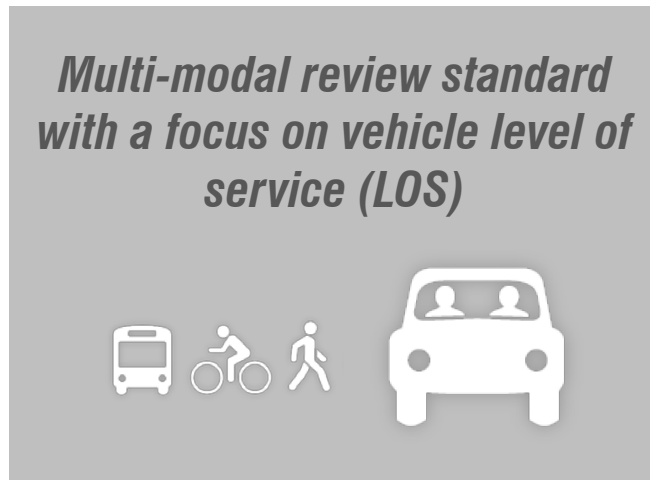
THE WAY IT IS



STATE
sets standard



CITY
develops threshold (metric)



THE WAY IT WOULD BE



SUMMARY OF PROPOSED OPR GUIDELINES



- Land Use Projects
 - VMT ratio < regional average = LTS impact
 - Consistency with City Policies = LTS impact
- Land Use Plans
 - Consistency with Plan Bay Area or achieve similar VMT reduction = LTS impact
- Transportation Projects
 - Improve safety/operations, including transit operations = LTS impact
 - Pedestrian, bicycle and transit projects that lead to a net decrease in VMT = LTS impact (even if they require reallocation or removal of vehicle lanes)
 - Physical automobile roadway capacity increase (induced demand) = **Impact**
- Safety
- Mitigation Measure and Alternatives
 - TDM measures

OUTCOMES OF CEQA REFORM

Goodbye LOS...Hello VMT!



LAND USE PROJECTS

- More certainty during environmental review
- Reduced time & cost of technical studies
- Better environmental outcomes

TRANSPORTATION PROJECTS

- Faster delivery of many transportation projects
- Better environmental outcomes



ENCOURAGE SUSTAINABLE TRAVEL

SAN FRANCISCO TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM



***Developing
a consolidated
TDM Toolkit***

*What can
developers do*

***Creating
a SF TDM
Efficacy Tool***

*How well do the
measures work*

***Establishing
Implementation
Strategy***

*Measuring and
enforcing progress to
ensure goals are
achieved*



TRANSPORTATION DEMAND MANAGEMENT POTENTIAL LEGISLATION

- VMT ratio reduction goal
- Developers select from a menu of TDMs
 - Flexibility
 - Consistency
 - Predictability during the entitlement process
- The City provides technical advisories to guide the TDM selection process
- The City monitors and enforces implementation

EXAMPLE OF TRANSPORTATION DEMAND MANAGEMENT (TDM) MENU



- Subsidize Transit Passes
- Subsidize Bike Share or Car Share Membership
- Hire TDM Coordinator
- Shuttle or Vanpool Service
- Reduce On-site Parking Supply
- Provide Delivery Service
- Sponsor Bike-share Stations
- Commute Reduction Programs
- Charge for Parking/Parking Pricing





invest



ENHANCE TRANSPORTATION
TO SUPPORT GROWTH

URGENT FUNDING NEED



EXISTING PLANS/ PROJECTS/POLICIES

Facilities Vision	Bicycle Strategy	SF Area Plans	SF County Transportation Plan
Ped Strategy	Muni Fleet Plan	SF Capital Plan	
MTA Capital Plan	MTA Strategic Plan	Regional Transportation Growth	
ADA Plan	TEP	Neighborhood Transportation Plans	

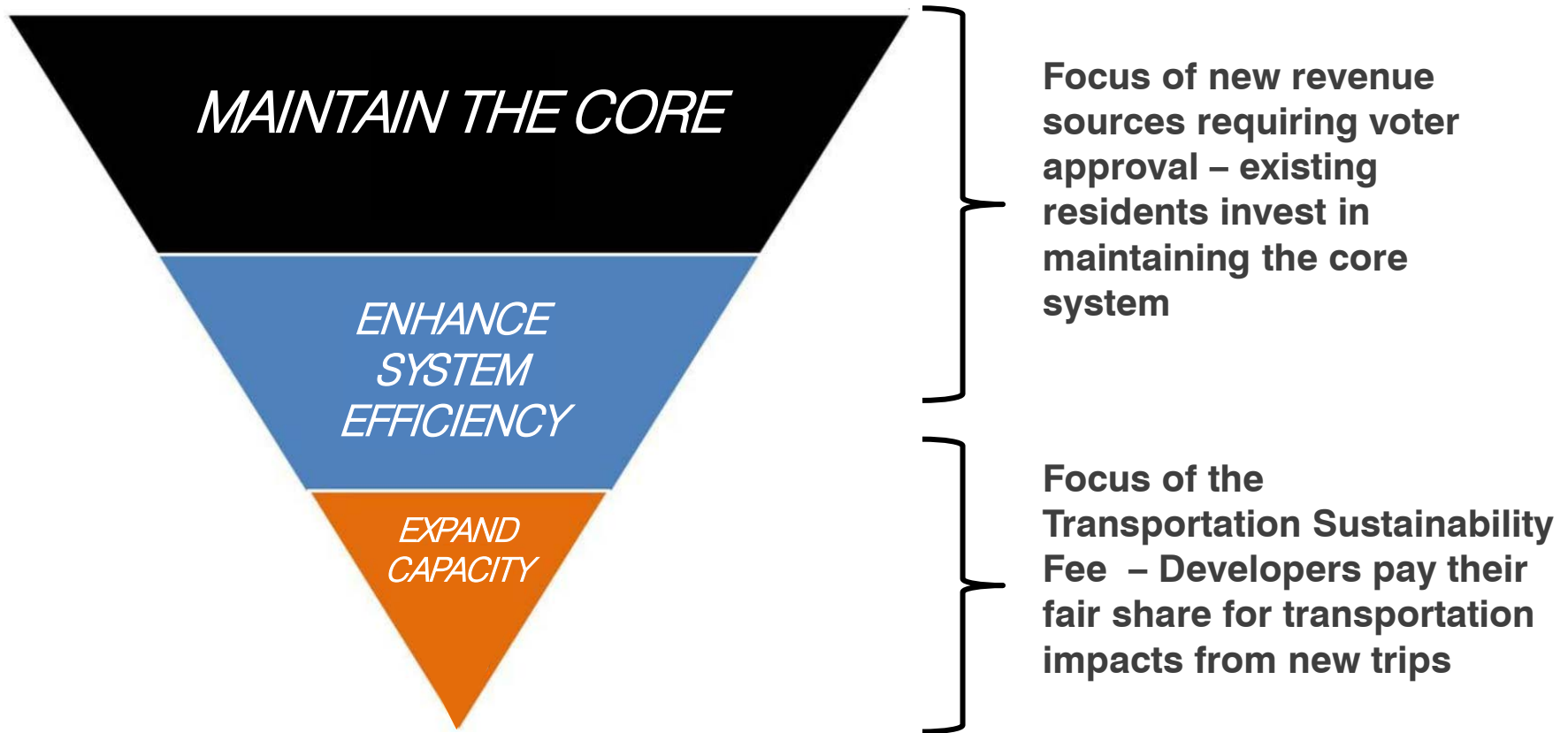
\$10 BILLION TRANSPORTATION FUNDING NEED TO 2030

\$3.7 BILLION IN
EXISTING FUNDING

\$3 BILLION IN TTF FUNDING

\$3.3 BILLION
UNFUNDED

INVESTMENT PRIORITIES

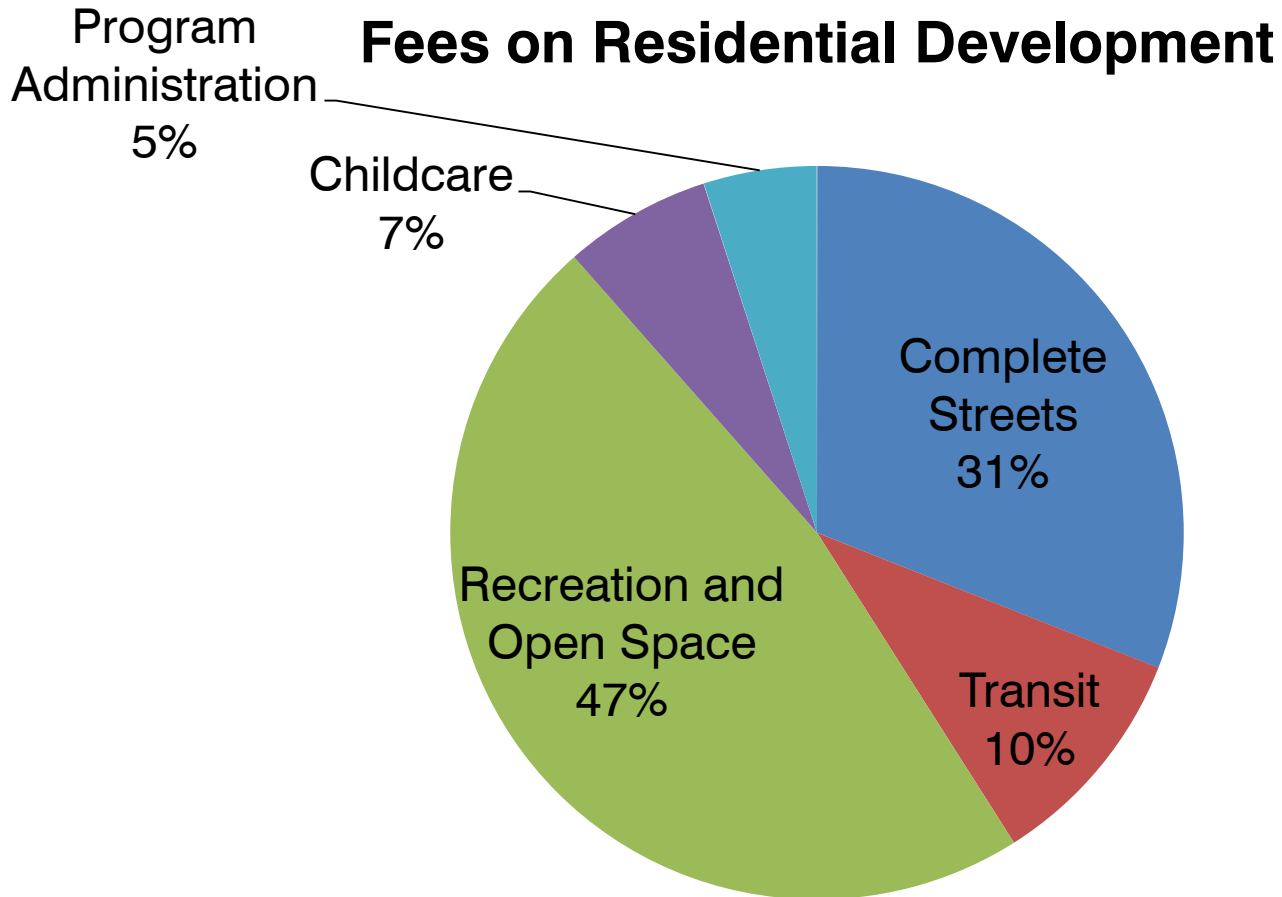


TRANSPORTATION SUSTAINABILITY FEE



- Citywide transportation fee to ensure that new development pays its fair share for impacts on the transit system
- Replaces existing TIDF and expands applicability to include market-rate residential development and major institutions
- Nexus and Feasibility Studies underway

TSF AND EASTERN NEIGHBORHOODS FEES



EXPENDITURE PLAN: OUTCOMES



- More Muni buses and trains
- Faster and more reliable local transit
- Roomier and faster regional transit (e.g. BART)
- Safer walking and bicycling

20



EXPENDITURE PLAN: TYPES OF PROJECTS IN EN



- Folsom/Howard
- 6th Street Improvement Project
- Muni Forward
 - 16th Street/22 Fillmore
 - 14 Mission Travel Time Reduction Project
 - 33 Stanyan Overhead Replacement Project
 - 9 San Bruno Travel Time Reduction Project
 - 8X Travel Time Reduction Project

21



NEXT STEPS

- Finalize the Technical Analysis
- Confirm Policy Approach
- Stakeholder Outreach

TSP TIMELINE

2015

SPRING

SUMMER

FALL

WINTER

Public Outreach

Complete Technical Work



PUBLIC HEARING
*Fee Ordinance
Reintroduced / Adopted*



PUBLIC HEARING
*Sustainable Travel Legislation
Introduced / Adopted*



*State Upgrades
Environmental
Review Standard*

THANK YOU

TRANSPORTATION SUSTAINABILITY PROGRAM



*Keeping people moving
as our city grows*

<http://tsp.sfplanning.org>



EASTERN NEIGHBORHOODS

CITIZEN ADVISORY COMMITTEE

MONDAY, MAY 18, 2015

PRESENTATION MATERIAL

Agenda Item No. 6

The 22Fillmore Transit Priority Project. SFMTA Staff update on the 16th Street / 22-Fillmore Muni Forward project including pursuing grant funding, followed by discussion and potential action

May 22, 2015

The Honorable Anthony Foxx
Secretary of Transportation
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Re: Support for SFMTA's TIGER 7 Application for 22 Fillmore Transit Priority Project

Dear Secretary Foxx:

The Eastern Neighborhoods Citizen's Advisory Committee (EN CAC), is the appointed body charged with advising the City on the implementation of the Eastern Neighborhoods (EN) Plans. The EN Plans are collectively five Area Plans, rezoning and infrastructure implementation strategy that seek, in part, to increase residential densities in appropriate places that can be well served by transit and complementary uses.

The EN CAC strongly supports the San Francisco Municipal Transportation Agency's (SFMTA) application for its 22 Fillmore Transit Priority Project. The SFMTA will be requesting twenty million dollars in 2015 TIGER VII funds to support a sixty-seven million project that will lead the transformation of San Francisco's 16th Street. Along the heavily travelled 16th Street corridor between Church Street and Third Street, the SFMTA envisions implementing safety and transit network enhancements on an upgraded 22 Fillmore route. Key features include implementing transit-only lanes; installing new traffic, pedestrian and transit signal infrastructure; upgrading and extending the trolley coach overhead wire system, including crossing the Caltrain/California High-Speed Rail alignment; widening sidewalks through the construction of transit and pedestrian bulbs; and upgrading bicycle infrastructure.

This project is an excellent example of providing ladders of opportunity. Rents are skyrocketing in Silicon Valley, north through San Francisco. Pursuant to regional plans, San Francisco has designated the 16th Street corridor for increased housing density. Creating more housing in the 16th Street corridor directly benefits residents and workers of all income brackets going east to Mission Bay's biotechnology and medical worksites, as well as to the proposed Warriors professional basketball complex.

From a safety vantage, as San Francisco grows, so do the number of fatal or near-fatal pedestrian/vehicle accidents. This grant will support improvements to the corridor to

San Francisco Eastern Neighborhoods Citizen Advisory Committee
22 Fillmore Transit Priority Project
Letter of Support

create a much safer route for pedestrians, bicyclists and drivers. Reducing bicycle and pedestrian fatalities to zero by 2024 is the most salient goal of the City's new Vision Zero policy.

Caltrain will soon be electrified as will the SFMTA's 22 Fillmore service (to be run with electric trolleys). The TIGER grant includes funding to support a technical solution that will allow the electrified trolley line to move across the electrified Caltrain line. The federal government should reward agencies that create sound choices that minimize transit construction costs while significantly improving service for the public.

Thank you for your consideration of this grant application. I know that your review will be fair and thorough and that, in the end, the merits of the SFMTA's proposal will be appreciated.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'C Block', with a large, sweeping initial 'C'.

Chris Block
Chair Person
Eastern Neighborhoods Citizen Advisory Committee

cc: Mat Snyder, Planner and Staff of the EN CAC
Cathal Hennessy, Project Manager, 22 Fillmore Transit Priority Project
Committee Members, EN CAC