

[Planning Code - Establishing a New Citywide Transportation Sustainability Fee]

Ordinance amending the Planning Code by establishing a new citywide Transportation Sustainability Fee and suspending application of the existing Transit Impact Development Fee, with some exceptions, as long as the Transportation Sustainability Fee remains operative; amending Section 401 to add definitions reflecting these changes; amending Section 406 to clarify affordable housing and homeless shelter exemptions from the Transportation Sustainability Fee; making conforming amendments to the Area Plan fees in Planning Code, Article 4; affirming the Planning Department's determination under the California Environmental Quality Act, and making findings, including general findings, findings of public necessity, convenience and welfare, and findings of consistency with the General Plan, and the eight priority policies of Planning Code Section 101.1.

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

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

Section 1. Findings. The Board of Supervisors of the City and County of San Francisco hereby finds and determines that:

(a) The Planning Department has determined that the actions contemplated in this ordinance comply with the California Environmental Quality Act (California Public Resources Code Section 21000 et seq.). Said determination is on file with the Clerk of the Board of

Supervisors in File No. 150790 and is incorporated herein by reference. The Board affirms this determination.

(b) On September 10, 2015, the Planning Commission, in Resolution No. 19454, adopted findings that the actions contemplated in this ordinance are consistent, on balance, with the City's General Plan and eight priority policies of Planning Code Section 101.1. The Board adopts these findings as its own. A copy of said Resolution is on file with the Clerk of the Board of Supervisors in File No. 150790, and is incorporated herein by reference.

(c) On September 10, 2015, the Planning Commission, in Resolution No. 19454, approved this legislation, recommended it for adoption by the Board of Supervisors, and adopted findings that it will serve the public necessity, convenience and welfare. Pursuant to Planning Code Section 302, the Board adopts these findings as its own. A copy of said Resolution is on file with the Clerk of the Board of Supervisors in File No. 150790, and is incorporated by reference herein.

Section 2. The Planning Code is hereby amended by adding Sections 411A, 411A.1, 411A.2, 411A.3, 411A.4, 411A.5, 411A.6, 411A.7, and 411A.8, and 411A.9, to read as follows:

SEC. 411A. TRANSPORTATION SUSTAINABILITY FEE.

Sections 411A.1 through 411A.8 (hereafter referred to collectively as "Section 411A") set forth the requirements and procedures for the Transportation Sustainability Fee ("TSF").

SEC. 411A.1. FINDINGS.

(a) In 1981, San Francisco ("the City") enacted Ordinance No. 224-81, imposing a Transit Impact Development Fee ("TIDF") on new office development in the downtown area. The TIDF was based on studies showing that the development of new office uses places a burden on the City's transit

1 system, especially in the downtown area of San Francisco during commute hours, known as "peak
2 periods."

3 (b) The City later amended the TIDF, and made it applicable to non-residential
4 Development Projects citywide, recognizing that development has transportation impacts across the
5 City's transportation network.

6 (c) Starting in 2009, the City and the San Francisco County Transportation Authority
7 worked to develop the concept of a comprehensive citywide transportation fee and supporting nexus
8 study (the "TSF Nexus Study"). The fee would offset impacts of Development Projects, both residential
9 and non-residential, on the City's transportation network, including impacts on transportation
10 infrastructure that support pedestrian and bicycle travel. The Nexus Study is on file with the Clerk of
11 the Board of Supervisors in File No. 150790, and is incorporated herein by reference.

12 (d) The TSF Nexus Study concluded that all new land uses in San Francisco will generate
13 an increased demand for transportation infrastructure and services, and recommended that the TSF
14 apply to both residential and non-residential Development Projects in the City. While the Nexus
15 Study found that all new land uses in San Francisco will generate this increased demand for
16 transportation, the Board finds that it is in the public interest to exempt some uses from
17 payment of the fee, in order to promote other important City policies and priorities, such as
18 affordable housing, small businesses and charitable organizations. The Board finds that
19 Hospital projects, however, are generally of such scope and size that they create a substantial
20 demand for transportation infrastructure and services, and therefore, they should contribute to
21 the TSF to meet this demand.

22 (e) In accordance with the TSF Nexus Study, Section 411A imposes a citywide
23 transportation fee, the TSF, which will allow the San Francisco Municipal Transportation Agency
24 ("SFMTA") and other regional transportation agencies serving San Francisco to meet the demand
25 generated by new development and thus maintain their existing level of service. Section 411A will

1 require sponsors of Development Projects in the City to pay a fee that is reasonably related to the
2 financial burden such projects impose on the City. This financial burden is measured by the cost that
3 will be incurred by SFMTA and other transportation agencies serving San Francisco to meet the
4 demand for transit capital maintenance, transit capital facilities and fleet, and pedestrian and bicycle
5 infrastructure (also referred to as "complete streets" infrastructure) created by new development
6 throughout the City.

7 (f) The TSF Nexus Study justifies charging fee rates higher than those Section 411A
8 imposes. The rates imposed herein take into consideration the recommendations of a TSF Economic
9 Feasibility Study that the City prepared in conjunction with TSF. The TSF Economic Feasibility Study
10 took into account the impact of the TSF on the feasibility of development, throughout the City. The TSF
11 Economic Feasibility Study is on file with the Clerk of the Board of Supervisors in File No. 150790,
12 and is incorporated herein by reference.

13 (g) The fee rates charged herein are no higher than necessary to cover the reasonable costs
14 of providing transportation infrastructure and service to the population associated with the new
15 Development Projects, such as residents, visitors, employees and customers. The TSF will provide
16 revenue that is significantly below the costs that SFMTA and other transit providers will incur to
17 mitigate the transportation infrastructure and service needs resulting from the Development Projects.

18 (h) The TSF is an efficient and equitable method of providing funds to mitigate the
19 transportation demands imposed on the City by new Development Projects.

20 (i) Based on the above findings and the TSF Nexus Study, the City determines that the TSF
21 satisfies the requirements of California Government Code Section 66001 et seq. ("the Mitigation Fee
22 Act"), as follows:

23 (1) The purpose of the TSF is to help meet the demands imposed on the City's
24 transportation system by new Development Projects.
25

1 (2) Funds from collection of the TSF will be used to meet the demand for transit
2 capital maintenance, transit capital facilities and fleet, and pedestrian and bicycle infrastructure
3 generated by new development in the City.

4 (3) There is a reasonable relationship between the proposed uses of the TSF and the
5 impacts of Development Projects subject to the TSF on the transportation system in the City.

6 (4) There is a reasonable relationship between the types of Development Projects on
7 which the TSF will be imposed and the need to fund transportation system improvements.

8 (5) There is a reasonable relationship between the amount of the TSF to be imposed
9 on Development Projects and the impact on transit resulting from such projects.

10
11 **SEC. 411A.2. DEFINITIONS.**

12 See Section 401 of this Article 4 for definitions of terms applicable to this Section 411A. In
13 addition, the following abbreviations are used throughout Section 411A: TIDF (Transit Impact
14 Development Fee); TSF (Transportation Sustainability Fee).

15
16 **SEC. 411A.3. APPLICATION OF TSF.**

17 (a) Except as provided in Subsection (b), the TSF shall apply to any Development Project in
18 the City that results in:

19 (1) More than twenty new dwelling units;

20 (2) New group housing facilities, or additions of 800 gross square feet or more to an
21 existing group housing facility;

22 (3) New construction of a Non-Residential ~~or PDR~~ use in excess of 800 gross
23 square feet, or additions of 800 square feet or more to an existing Non-Residential ~~or PDR~~ use; or

24 (4) New construction of a PDR use in excess of 1,500 gross square feet, or
25 additions of 1,500 square feet or more to an existing PDR use; or

1 (45) Change or Replacement of Use, such that the rate charged for the new use is
2 higher than the rate charged for the existing use, regardless of whether the existing use previously paid
3 the TSF or TIDF.

4 (b) Exemptions: Notwithstanding Subsection (a), the TSF shall not apply to the following:

5 (1) City projects. Development Projects on property owned by the City, except for
6 that portion of a Development Project that may be developed by a private sponsor and not intended to
7 be occupied by the City or other agency or entity exempted under Section 411A, in which case the TSF
8 shall apply only to such non-exempted portion. Development Projects on property owned by a private
9 person or entity and leased to the City shall be subject to the fee, unless such Development Project is
10 otherwise exempted under Section 411A.

11 (2) Redevelopment Projects and Projects with Development Agreements.
12 Development Projects in a Redevelopment Plan Area or in an area covered by a Development
13 Agreement in existence at the time a building or site permit is issued for the Development Project, to
14 the extent payment of the TSF would be inconsistent with such Redevelopment Plan or Development
15 Agreement.

16 (3) Projects of the United States. Development Projects located on property owned
17 by the United States or any of its agencies to be used exclusively for governmental purposes.

18 (4) Projects of the State of California. Development Projects located on property
19 owned by the State of California or any of its agencies to be used exclusively for governmental
20 purposes.

21 (5) Affordable Housing Projects. Affordable housing, pursuant to the provisions of
22 Planning Code Section 406(b), other than that required by Planning Code Sections 415 or 419 et seq.,
23 or any units that trigger a Density Bonus under California Government Code Sections 65915-65918,

24 (6) Small Businesses. Each Change of Use from PDR to Non-Residential, or
25 expansion of an existing PDR or Non-Residential use through an addition that adds new gross floor

1 area to an existing building, shall be exempt from the TSF, provided that: (A) the gross square footage
2 of the resulting individual unit of PDR or Non-Residential use is not greater than 5,000 gross square
3 feet, and (B) the resulting use is not a Formula Retail use, as defined in Section 303.1 of this Code. This
4 exemption shall not apply to new construction or Replacement of Use.

5 (7) Charitable Exemptions.

6 (A) The TSF shall not apply to any portion of a project located on a property
7 or portion of a property that will be exempt from real property taxation or possessory interest taxation
8 under California Constitution, Article XIII, Section 4, as implemented by California Revenue and
9 Taxation Code Section 214. However, any Hospital Post-Secondary Educational Institution that
10 requires an Institutional Master Plan under Section 304.5 of the Planning Code shall not be eligible for
11 this charitable exemption.

12 ~~(B) — It is anticipated that by January 1, 2030, the hospital seismic~~
13 ~~retrofitting process mandated by Article 8 (commencing with Section 15097.100) of Chapter 1,~~
14 ~~Division 12.5 of the California Health and Safety Code will have been completed, although the~~
15 ~~State Legislature may extend the deadline. It is the intention of the Board of Supervisors to~~
16 ~~consider, when that process is completed, whether hospitals that require an Institutional~~
17 ~~Master Plan under Section 304.5 of the Planning Code should be subject to the TSF.~~

18 (CB) Any project receiving a Charitable Exemption shall maintain its tax
19 exempt status, as applicable, for at least 10 years after the issuance of its Certificate of Final
20 Completion. If the property or portion thereof loses its tax exempt status within the 10-year period, then
21 the property owner shall be required to pay the TSF that was previously exempted. Such payment shall
22 be required within 90 days of the property losing its tax exempt status.

23 (DC) If a property owner fails to pay the TSF within the 90-day period, a
24 notice for request of payment shall be served by the Development Fee Collection Unit at DBI under
25 Section 107A.13 of the San Francisco Building Code. Thereafter, upon nonpayment, a lien proceeding

1 shall be instituted under Section 408 of this Article and Section 107A.13.15 of the San Francisco
2 Building Code.

3 (ED) The Zoning Administrator shall approve and order the recordation of a
4 Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject
5 property prior to the issuance of a building or site permit. This Notice shall state the amount of the TSF
6 exempted per this subsection (b)(7). It shall also state the requirements and provisions of subsections
7 (b)(7)(AB) and (b)(7)(C) above.

8 (c) Timing of Payment. The TSF shall be paid at the time of and in no event later than when
9 the City issues a first construction document, with an option for the project sponsor to defer payment to
10 prior to issuance of the first certificate of occupancy upon agreeing to pay a deferral surcharge in
11 accordance with Section 107A.13.3 of the San Francisco Building Code.

12 ~~(d) Relationship between the TSF and Area Plan Fees Devoted to Transit. Except~~
13 ~~as provided in subsection (e), all Development Projects subject to the TSF shall pay the full~~
14 ~~TSF. Where Development Projects are subject to both the TSF and an Area Plan Impact Fee,~~
15 ~~a portion of which is dedicated to transit improvements, the Development Projects shall pay~~
16 ~~the fees as follows:~~

17 ~~———— (1) Non-Residential portions of developments shall pay both the TSF and the~~
18 ~~Area Plan Impact Fee.~~

19 ~~———— (2) Residential portions of developments shall pay the TSF. The transit~~
20 ~~component of an Area Plan Impact Fee applicable to the Residential portion of such~~
21 ~~development may be reduced by the amount of TSF due, up to the full amount, as set forth in~~
22 ~~Sections 421.3, 422.3, 423.3 and 424 of this Code.~~

23 ~~———— (3) The Planning Department shall maintain a master fee schedule that clearly~~
24 ~~identifies, for each Area Plan Impact Fee: the transit portion of the Area Plan Impact Fee, the~~
25 ~~amount of such Area Plan Impact Fee that may be reduced in accordance with subsection~~

1 ~~(d)(2), above, and the resulting net Area Plan Impact Fee after taking the TSF reduction into~~
2 ~~account.~~

3 (ed) Application of the TSF to Projects in the Approval Process at the Effective Date of
4 Section 411A. The TSF shall apply to Development Projects that are in the approval process at the
5 effective date of Section 411A, except as modified below:

6 (1) Projects that have a Development Application approved before the effective date
7 of this Section shall not be subject to the TSF, but shall be subject to the TIDF at the rate applicable
8 per Planning Code Sections 411.3(e) and 409, as well as any other applicable fees.

9 (2) Projects that have filed a Development Application or environmental review
10 application on or before the effective date of this Section July 21, 2015, but and have not
11 received approval of any such application, shall be subject to the TSF as follows:

12 (A) Residential Uses subject to the TSF shall pay 50% of the applicable
13 residential TSF rate, as well as any other applicable fees.

14 (B) The Non-residential or PDR portion of any project shall be subject to the
15 TIDF and pay the applicable TIDF rate per Planning Code Sections 411.3(e) and 409, as well as any
16 other applicable fees.

17 (3) Projects that have not filed a Development Application or environmental
18 review application after before July 21, 2015, and file the first such application on or after
19 July 22, 2015, and have not received approval of any such application, shall be subject to the
20 TSF as follows:

21 (A) Residential Uses subject to the TSF shall pay 100% of the
22 applicable residential TSF rate, as well as any other applicable fees.

23 (B) The Non-residential or PDR portion of any project shall be subject
24 to the TIDF and pay the applicable TIDF rate per Planning Code Sections 411.3(e) and 409,
25 as well as any other applicable fees.

1 ~~(fe)~~ Effect of TSF on TIDF and Development Subject to TIDF.

2 (1) The provisions of this Section 411A are intended to supersede the provisions of
3 Section 411 et seq. as to new development in the City as of the effective date of Section 411A, except as
4 stated below. The provisions of Section 411 et seq. are hereby suspended, with the following
5 exceptions:

6 (A) Section 411 et seq. shall remain operative and effective with respect to
7 any Redevelopment Plan, Development Agreement, Interagency Cooperation Agreement, or any other
8 agreement entered into by the City, the former Redevelopment Agency or the Successor Agency to the
9 Redevelopment Agency, that is valid and effective on the effective date of Section 411A, and that by its
10 terms would preclude the application of Section 411A, and instead allow for the application of Section
11 411 et seq.

12 (B) Section 411 et seq. shall remain operative and effective with respect to
13 Development Projects that are in the approval process as of the effective date of Section 411A, and for
14 which the TIDF is imposed as set forth in Section 411A.3(ed).

15 (C) Section 411 et seq. shall remain operative and effective with respect to
16 imposition and collection of the TIDF for any new development for which a Development Application
17 was approved prior to the effective date of Section 411A, and for which TIDF has not been paid.

18 (2) Notwithstanding subsection ~~(fe)~~(1) above, if the City Attorney certifies in writing
19 to the Clerk of the Board of Supervisors that a court has determined that the provisions of Section 411A
20 are invalid or unenforceable in whole or substantial part, the provisions of Section 411 shall no longer
21 be suspended and shall become operative as of the effective date of the court ruling. In that event, the
22 City Attorney shall cause to be printed appropriate notations in the Planning Code indicating that the
23 provisions of Section 411A are suspended, and the provisions of Section 411 are no longer suspended.

24 (3) The City Attorney's certification referenced in subsection ~~(fe)~~(2) above shall be
25 superseded if the City Attorney thereafter certifies in writing to the Clerk of the Board of Supervisors

1 that the provisions of Section 411A are valid and enforceable in whole or in substantial part because
2 the court decision referenced in subsection (e)(2) has been reversed, overturned, invalidated, or
3 otherwise rendered inoperative with respect to Section 411A. In that event, the provisions of Section
4 411A shall no longer be suspended and shall become operative as of the date the court decision no
5 longer governs, and the provisions of Section 411 shall be suspended except as specified in Section
6 411A. Further, the City Attorney shall cause to be printed appropriate notations in the Planning Code
7 indicating the same.

8 9 **SEC. 411A.4. CALCULATION OF TSF.**

10 (a) Calculation. The TSF shall be calculated on the basis of the number of gross square feet
11 of the Development Project, multiplied by the TSF rate in effect at the issuance of the First
12 Construction Document for each of the applicable land use categories within the Development Project,
13 as provided in the Fee Schedule set forth in Section 411A.5, except as provided in subsections (b) and
14 (c), below. An accessory use shall be charged at the same rate as the underlying use to which it is
15 accessory. In reviewing whether a Development Project is subject to the TSF, the project shall be
16 considered in its entirety. A project sponsor shall not seek multiple applications for building permits to
17 evade paying the TSF for a single Development Project.

18 (b) Change or Replacement of Use. When calculating the TSF for a development project in
19 which there is a Change or Replacement of Use such that the rate charged for the new land use
20 category is higher than the rate charged for the category of the existing legal land use, the TSF per
21 square foot rate shall be the difference between the rate charged for the new and the existing use.

22 (c) Calculation Method for Residential Uses. Areas of Residential use within a project
23 that creates no more than 99 dwelling units shall pay the fee listed in Table 411A.5. When a
24 project creates more than 99 dwelling units, the fees for areas of Residential use shall be
25 calculated as follows: The number of dwelling units greater than 99 shall be divided by the

total number of dwelling units created to determine the proportion of the project represented by those dwelling units. The resulting quotient shall be multiplied by the total gross floor area of Residential use in the project. The resulting product represents the number of gross square feet of Residential use in the project that is subject to the higher fee rate in Table 411A.5 for dwelling units above 99. The remainder of gross square feet of Residential use in the project is subject to the lower fee rate in Table 411A.5 for dwelling units at or below 99.

SEC. 411A.5. TSF SCHEDULE.

Development Projects subject to the TSF shall pay the following fees, as adjusted annually in accordance with Planning Code Section 409(b).

Table 411A.5. TSF Schedule

<u>Land Use Categories</u>	<u>TSF Per Gross Square Foot (gsf) of Development Project</u>
<u>Residential, 21-99 units</u>	<u>\$ 7.74 for all gsf of Residential use in the first 99 dwelling units (see Section 411A.4(c) above).</u>
<u>Residential, any all units above 99 units</u>	<u>\$ 8.74 for all gsf of Residential use in all dwelling units at and above the 100th unit (see Section 411A.4(c) above).</u>
<u>Non-Residential, 800-99,999 gsf</u>	<u>\$ 18.04 for all gsf of Non-Residential uses less than 100,000 gsf.</u>
<u>Non-Residential, any all gsf above 99,999 gsf</u>	<u>\$ 19.04 for all gsf of Non-Residential use greater than 99,999 gsf.</u>

1 Production, Distribution and Repair

\$ 7.61

2
3 **SEC. 411A.6. TSF EXPENDITURE PROGRAM**

4 As set forth in the TSF Nexus Study, on file with the Clerk of the Board of Supervisors File No.
5 _____, TSF funds may only be used to reduce the burden imposed by Development Projects on
6 the City's transportation system. Expenditures shall be allocated as follows, giving priority to specific
7 projects identified in the different Area Plans:

8 **Table 411A.6A. TSF Expenditure Program**

9 <u>Transit Capital Maintenance</u>	
10 <u>Subtotal</u>	61%
11 <u>Transit Service Expansion & Reliability Improvements – San Francisco</u>	
12 <u>Subtotal</u>	32%
13 <u>Transit Service Expansion & Reliability Improvements – Regional Transit</u>	
14 <u>Providers</u>	
15 <u>Subtotal</u>	2%
16 <u>Complete Streets (Bicycle and Pedestrian) Improvements</u>	
17 <u>Subtotal</u>	3%
18 <u>Program Administration</u>	2%
19 <u>Total</u>	100.0%

20
21 Within the Rincon Hill Community Improvements Program Area, per Planning Code Section
22 418 and the Visitacion Valley Fee Area, per Planning Code Section 420, expenditures shall be
23 allocated as follows:
24
25

Table 411A.6B. TSF Expenditure Program in Rincon Hill and Visitacion Valley

<u>Transit Capital Maintenance</u>	
<u>Subtotal</u>	<u>61%</u>
<u>Transit Service Expansion & Reliability Improvements – San Francisco</u>	
<u>Subtotal</u>	<u>35%</u>
<u>Transit Service Expansion & Reliability Improvements – Regional Transit Providers</u>	
<u>Subtotal</u>	<u>2%</u>
<u>Complete Streets (Bicycle and Pedestrian) Improvements</u>	
<u>Subtotal</u>	<u>0%</u>
<u>Program Administration</u>	<u>2%</u>
<u>Total</u>	<u>100.0%</u>

SEC. 411A.7. TSF FUND

Money received from collection of the TSF, including earnings from investments of the TSF, shall be held in trust by the Treasurer of the City and County of San Francisco under California Government Code Section 66006 of the Mitigation Fee Act. It shall be distributed according to the fiscal and budgetary provisions of the San Francisco Charter and the Mitigation Fee Act, subject to the following conditions and limitations. As reasonably necessary to mitigate the impacts of new development on the City's public transportation system, TSF funds may be used to fund transit capital maintenance projects, transit capital facilities and fleet, and complete streets (pedestrian and bicycle) infrastructure. These expenditures may include, but are not limited to: capital costs associated with establishing new transit routes, expanding transit routes, and increasing service on existing transit routes, including, but not limited to, procurement of related items such as rolling stock, and design and

1 construction of bus shelters, stations, tracks, and overhead wires; capital or maintenance costs
2 required to add revenue service hours or enhanced capacity to existing routes; capital costs of
3 pedestrian and bicycle facilities, including, but not limited to, sidewalk paving and widening,
4 pedestrian and bicycle signalization of crosswalks or intersection, bicycle lanes within street right-of-
5 way, physical protection of bicycle facilities from motorized traffic, bike sharing, bicycle parking, and
6 traffic calming. Proceeds from the TSF may also be used to administer, enforce, or defend Section
7 411A.

8
9 **SEC. 411A.8. FIVE THREE YEAR REVIEW OF ECONOMIC FEASIBILITY STUDY.**

10 Every five three years, or sooner if requested by the Mayor, the Planning Commission, or
11 the Board of Supervisors, the SFMTA shall update the TSF Economic Feasibility Study. This update
12 shall analyze the impact of the TSF on the feasibility of development, throughout the City. This update
13 shall be in addition to the five-year evaluation of all development fees mandated by Section 410 of this
14 Code.

15
16 **SEC. 411A.9. FURTHER STUDY OF ECONOMIC FEASIBILITY.**

17 The Controller and the Planning Department shall study the feasibility of creating a
18 variable impact fee structure based on economic feasibility of projects in different areas of the
19 City, and report back to the Board of Supervisors within six months of the effective date of this
20 Ordinance No._____.

21
22 Section 3. The Planning Code is hereby amended by amending Section 411, to read
23 as follows:

24 **SEC. 411. TRANSIT IMPACT DEVELOPMENT FEE.**

1 (a) Sections 411.1 through 411.9, hereafter referred to as Section 411.1 *et seq.*, set
2 forth the requirements and procedures for the TIDF. The effective date of these requirements
3 shall be the date the requirements were originally effective or were subsequently modified,
4 whichever applies.

5 (b) Partial Suspension of Section 411 et seq. In accordance with Planning Code Section
6 411A.3(e), the provisions of Section 411A are intended, with certain exceptions, to supersede the
7 provisions of Section 411 et seq., as to new development in the City as of the effective date of Section
8 411A. Accordingly, Section 411A.3(e) suspends, with certain exceptions, the operation of Section 411
9 et seq., and states the circumstances under which such suspension shall be lifted.

10
11 Section 4. The Planning Code is hereby amended by revising Section 401, to read as
12 follows:

13 **SEC. 401. DEFINITIONS.**

14 * * * *

15 “Area Plan Impact Fee” shall mean a development impact fee collected by the City to mitigate
16 impacts of new development in the Area Plans of the San Francisco General Plan, under Article 4 of
17 the Planning Code.

18 * * * *

19 “Development Application” shall mean any application for a building permit, site permit,
20 Conditional Use, Variance, Large Project Authorization, or any application pursuant to Planning Code
21 Sections 309, 309.1, or 322.

22 * * * *

23 “Hope SF Project Area” shall mean an area owned by or previously owned by the San
24 Francisco Housing Authority that is currently undergoing, or planned to undergo redevelopment,
25 whereby existing affordable dwelling units will be replaced, new affordable housing units will be

1 constructed, and market-rate units may be constructed as a means to cross-subsidize newly needed
2 infrastructure and affordable units. Hope SF Project Area shall include the Hunters View project,
3 which is located within the Hunters View Special Use District, the Potrero Terrace and Annex Project,
4 which includes Assessor's Block 4367, Lots 004 and 004A; Block 4220A, Lot 001, Block 4222, Lot 001;
5 and Block 4223, Lot 001; and the Sunnydale / Velasco Project, which includes Assessor's Block 6310,
6 Lot 001; Block 6311, Lot 001; Block 6312, Lot 001; Block 6313, Lot 001; Block 6314, Lot 001; and
7 Block 6315, Lot 001.

8
9 Section 5. The Planning Code is hereby amended by revising Section 406, to read as
10 follows:

11 **SEC. 406. WAIVER, REDUCTION, OR ADJUSTMENT OF DEVELOPMENT**
12 **PROJECT REQUIREMENTS.**

13 (a) Waiver or Reduction Based on Absence of Reasonable Relationship.

14 (1) The sponsor of any development project subject to a development fee or
15 development impact requirement imposed by this Article may appeal to the Board of
16 Supervisors for a reduction, adjustment, or waiver of the requirement based upon the absence
17 of any reasonable relationship or nexus between the impact of development and either the
18 amount of the fee charged or the on-site requirement.

19 (2) Any appeal authorized by this Section shall be made in writing and filed with
20 the Clerk of the Board no later than 15 days after the date the Department or Commission
21 takes final action on the project approval that assesses the requirement. The appeal shall set
22 forth in detail the factual and legal basis for the claim of waiver, reduction, or adjustment.

23 (3) The Board of Supervisors shall consider the appeal at a public hearing within
24 60 days after the filing of the appeal. The appellant shall bear the burden of presenting
25 substantial evidence to support the appeal, including comparable technical information to

1 support appellant's position. The decision of the Board shall be by a simple majority vote and
2 shall be final.

3 (4) If a reduction, adjustment, or waiver is granted, any change in use within the
4 project shall invalidate the waiver, adjustment, or reduction of the fee or inclusionary
5 requirement. If the Board grants a reduction, adjustment or waiver, the Clerk of the Board
6 shall promptly transmit the nature and extent of the reduction, adjustment or waiver to the
7 Development Fee Collection Unit at DBI and the Unit shall modify the Project Development
8 Fee Report to reflect the change.

9 (b) Waiver or Reduction, Based on Housing Affordability.

10 (1) An affordable housing unit shall receive a waiver from the Rincon Hill
11 Community Infrastructure Impact Fee, the Market and Octavia Community Improvements
12 Impact Fee, the Eastern Neighborhoods Infrastructure Impact Fee, the Balboa Park Impact
13 Fee, and the Visitacion Valley Community Facilities and Infrastructure Impact Fee, and the
14 Transportation Sustainability Fee, if the affordable housing unit:

15 (A) is affordable to a household at or below 80% of the Area Median Income (as
16 published by HUD), including units that qualify as replacement Section 8 units under the
17 HOPE SF program;

18 (B) is subsidized by MOH, the San Francisco Housing Authority, and/or the San
19 Francisco Redevelopment Agency; and

20 (C) is subsidized in a manner which maintains its affordability for a term no less
21 than 55 years, whether it is a rental or ownership opportunity. Project sponsors must
22 demonstrate to the Planning Department staff that a governmental agency will be enforcing
23 the term of affordability and reviewing performance and service plans as necessary.

24 (2) Projects that meet the requirements of this subsection are eligible for a 100
25 percent fee reduction until an alternative fee schedule is published by the Department.

1 (3) Projects that are located within a HOPE SF Project Area are eligible for a 100 percent
2 fee reduction from the TSF, applicable both to the affordable housing units and the market-rate units
3 within such projects, and to any Non-Residential or PDR uses. Projects within a HOPE SF Project
4 Area are otherwise subject to all other applicable fees per Article 4 of the Planning Code.

5 (4) Residential uses within projects where all residential units are affordable to households
6 at or below 150% of the Area Median Income (as published by HUD) shall not be subject to the TSF.
7 Non-residential and PDR uses within those projects shall be subject to the TSF. All uses shall be
8 subject to all other applicable fees per Article 4 of the Planning Code.

9 (35) This waiver clause shall not be applied to units built as part of a developer's
10 efforts to meet the requirements of the Inclusionary Affordable Housing Program, ~~and Sections~~
11 ~~415 or 419 of this Code.~~ or any units that trigger a Density Bonus under California Government
12 Code Sections 65915-65918.

13 (c) Waiver for Homeless Shelters. A Homeless Shelter, as defined in Section 102 of
14 this Code, is not required to pay the Rincon Hill Community Infrastructure Impact Fee, the
15 Transit Center District Impact Fees, the Market and Octavia Community Improvements Impact
16 Fee, the Eastern Neighborhoods Infrastructure Impact Fee, the Balboa Park Impact Fee, ~~and~~
17 the Visitacion Valley Community Facilities and Infrastructure Impact Fee. and the Transportation
18 Sustainability Fee.

19 (d) Waiver Based on Duplication of Fees. The City shall make every effort not to
20 assess duplicative fees on new development. In general, project sponsors are only eligible for
21 fee waivers under this Subsection if a contribution to another fee program would result in a
22 duplication of charges for a particular type of community infrastructure. The Department shall
23 publish a schedule annually of all known opportunities for waivers and reductions under this
24 clause, including the specific rate. Requirements under Section 135 and 138 of this Code do
25 not qualify for a waiver or reduction. Should future fees pose a duplicative charge, such as a

1 Citywide open space or childcare fee, the same methodology shall apply and the Department
2 shall update the schedule of waivers or reductions accordingly.

3
4 Section 6. The Planning Code is hereby amended by revising Section 410, to read as
5 follows:

6 **SEC. 410. COMPREHENSIVE FIVE-YEAR EVALUATION OF ALL DEVELOPMENT**
7 **FEES AND DEVELOPMENT IMPACT REQUIREMENTS.**

8
9 Commencing on July 1, 2011, and every five fiscal years thereafter in conjunction with
10 the Annual Citywide Development Fee and Development Impact Requirements Report
11 described in Section 409, above, the Director and the Controller shall jointly prepare and
12 publish a comprehensive report on the status of compliance with this Article, compliance of
13 any development fees in this Article with the California Mitigation Fee Act, Government Code
14 section 66001 et seq., including making specific findings regarding any unexpended funds,
15 the efficacy of existing development fees and development impact requirements in mitigating
16 the impacts of development projects, and the economic impacts of existing development fees
17 and development impact requirements on the financial feasibility of projects and housing
18 affordability in particular, taking into account, to the extent possible, the feasibility of the fees
19 in different areas of the City neighborhoods. In such report, the Director and Controller may
20 recommend any changes in the formulae or requirements or enforcement of any area-specific
21 or Citywide development fee or development impact requirement in this Code, prepare
22 additional economic impact studies on such changes or recommend that additional nexus
23 studies or financial feasibility analyses be done, to improve the efficacy of such fees or
24 requirements in mitigating development impacts or to reduce any unintended deleterious
25 economic or social effects associated with such fees or requirements. In making their joint

1 report and recommendations, the Director and the Controller shall consult with the Directors of
2 OEWD, MOH, the MTA, or other agency whose fees are affected and shall coordinate the
3 report required by this Section with any other development fee evaluations and reports that
4 this Article requires to be performed. The Director and the Controller shall present the Report
5 to the Commission at a public hearing and to the Land Use & Economic Development
6 Committee of the Board of Supervisors at a separate public hearing.

7
8 Section 67. The Planning Code is hereby amended by revising Sections 418.3, 420.3
9 and 424.7.2, to read as follows:

10 **SEC. 418. RINCON HILL COMMUNITY IMPROVEMENTS FUND AND SOMA**
11 **COMMUNITY STABILIZATION FUND.**

12 * * * *

13 **SEC. 418.3. APPLICATION.**

14 * * * *

15 (c) Fee Calculation for the Rincon Hill Community Infrastructure Impact Fee. For
16 development projects for which the Rincon Hill Community Infrastructure Impact Fee is
17 applicable:

18 (1) Any net addition of gross square feet shall pay per the Fee Schedule in Table
19 418.3A, and

20 (2) Any replacement of gross square feet or change of use shall pay per the Fee
21 Schedule in Table 418.3B.

22 ~~(3) No Reduction of Residential Fee. The transit component of this fee applicable~~
23 ~~to the Residential portion of a Development Project shall not be reduced by the amount of~~
24 ~~TSF due for the same Residential portion, pursuant to Planning Code Section 411A.3(b).~~

25 * * * *

1 **SEC. 420. VISITATION VALLEY COMMUNITY FACILITIES AND**
2 **INFRASTRUCTURE FEE AND FUND.**

3 * * * *

4 **SEC. 420.3 APPLICATION OF VISITACION VALLEY COMMUNITY**
5 **IMPROVEMENTS FACILITIES AND INFRASTRUCTURE FEE**

6 * * * *

7 ~~(e) No Reduction of Residential Fee. The transit component of this fee applicable to~~
8 ~~the Residential portion of a Development Project shall not be reduced by the amount of TSF~~
9 ~~due for the same Residential portion, pursuant to Planning Code Section 411A.3(b).~~

10 * * * *

11 **SEC. 424.7. TRANSIT CENTER DISTRICT TRANSPORTATION AND STREET**
12 **IMPROVEMENT IMPACT FEE AND FUND.**

13 * * * *

14 **SEC. 424.7.2. APPLICATION OF TRANSIT CENTER DISTRICT**
15 **TRANSPORTATION AND STREET IMPROVEMENT IMPACT FEE.**

16 * * * *

17 **(c) Fee Calculation for the Transit Center District Transportation and Street**
18 **Improvement Impact Fee.** For development projects for which the Transit Center District
19 Transportation and Street Improvement Impact Fee is applicable the corresponding fee for net
20 addition of gross square feet is listed in Table 424.7A. Where development project includes
21 more than one land use, the overall proportion of each use relative to other uses on the lot
22 shall be used to calculate the applicable fees regardless of the physical distribution or location
23 of each use on the lot. If necessary, the Director shall issue a Guidance Statement clarifying
24 the methodology of calculating fees.

1 (1) **Transit Delay Mitigation Fee.** The fee listed in Column A shall be assessed
2 on all applicable gross square footage for the entire development project.

3 (2) **Base Fee.** The fee listed in Column B shall be assessed on all applicable
4 gross square footage for the entire development project.

5 (3) **Projects Exceeding FAR of 9:1.** For development projects that result in the
6 Floor Area Ratio on the lot exceeding 9:1, the fee listed in Column C shall be assessed on all
7 applicable gross square footage on the lot above an FAR of 9:1.

8 (4) **Projects Exceeding FAR of 18:1.** For development projects that result in the
9 Floor Area Ratio on the lot exceeding 18:1, the fee listed in Column D shall be assessed on all
10 applicable gross square footage on the lot above an FAR of 18:1.

11 (5) For projects that are eligible to apply TDR units to exceed an FAR of 9:1
12 pursuant to Section 123(e)(1), the fee otherwise applicable to such square footage according
13 to subsections (3) and (4) above shall be waived.

14 ~~(6) No Reduction of Residential Fee. The transit component of this fee applicable to~~
15 ~~the Residential portion of a Development Project shall not be reduced by the amount of TSF~~
16 ~~due for the same Residential portion, pursuant to Planning Code Section 411A.3(b).~~

17 * * * *

18
19 Section 78. The Planning Code is hereby amended by revising Sections 421.3, 422.3,
20 423.3, 423.5 and 424.3, and deleting Section 421.7, to read as follows:

21 **SEC. 421. MARKET AND OCTAVIA COMMUNITY IMPROVEMENTS FUND.**

22 * * * *

23 **SEC. 421.3. APPLICATION OF COMMUNITY IMPROVEMENTS IMPACT FEE.**

24 * * * *

(c) Fee Calculation for the Market and Octavia Community Improvement Impact Fee.
For development projects for which the Market and Octavia Community Improvements Impact
Fee is applicable:

(1) Any net addition of gross square feet shall pay per the Fee Schedule in Table
421.3A, and

(2) Any replacement of gross square feet or change of use shall pay per the Fee
Schedule in Table 421.3B.

~~(3) Reduction of Residential Fee. The transit component of this fee applicable to the
Residential portion of a Development Project shall be reduced, up to the full amount, by the
amount of TSF due for the same Residential portion, pursuant to Planning Code Section
411A.3(b).~~

* * * *

~~SEC. 421.7. TRANSPORTATION STUDIES AND FUTURE FEES.~~

~~(a) Purpose. Studies conducted by the City including the Transit Impact Development Fee
nexus study, the ongoing Eastern Neighborhoods studies, and others indicate that new residential
development and the creation of new non-residential or residential parking facilities negatively impact
the City's transportation infrastructure and services. The purpose of this Section is to authorize a nexus
study establishing the impact of new residential development and new parking facilities, in nature and
amount, on the City's transportation infrastructure and parking facilities and, if justified, to impose
impact fees on residential development and projects containing parking facilities.~~

~~(b) Timing. No later than October 15, 2008, the City shall initiate a study as described below.
The agencies described in subsection (c) shall develop a comprehensive scope and timeline of this study
which will enable the Board of Supervisors to pursue policy recommendations through the legislative
process as soon as twelve months after the study's initiation.~~

1 ~~(c) Process. The study shall be coordinated by the Municipal Transportation Agency (MTA)~~
2 ~~and the City Attorney's Office. The study shall build on existing Nexus Study work including recently~~
3 ~~published nexus studies for parks and recreation, childcare facilities, the existing Transit Development~~
4 ~~Impact Fee Nexus Study, and all relevant area plan nexus analysis. The MTA shall coordinate with all~~
5 ~~relevant government agencies including the San Francisco County Transportation Authority, the~~
6 ~~Planning Department, the Mayor's Office of Housing, the Controller's Office, the City Attorney's Office~~
7 ~~and the City Administrator by creating a task force that meets regularly to discuss the study and~~
8 ~~resultant policy and program recommendations. The MTA shall hire consultants as deemed~~
9 ~~appropriate to complete the technical analysis.~~

10 ~~(d) Scope. The study shall determine the impact, in nature and amount, of new residential~~
11 ~~development and new parking facilities, including new individual parking spaces, on transportation~~
12 ~~infrastructure and services within the City and County of San Francisco. The study shall not consider~~
13 ~~or develop specific transportation infrastructure improvement recommendations. The study shall make~~
14 ~~policy and/or program recommendations to the Board of Supervisors on the most appropriate~~
15 ~~mechanisms for funding new transportation infrastructure and services including but not limited to new~~
16 ~~residential transit impact fees and new parking impact fees.~~

17 ~~(e) Springing Condition Projects Subject to Future Fees. Based on the findings of the above-~~
18 ~~referenced study the City anticipates that the Board may adopt new impact fees to offset the impact of~~
19 ~~new parking facilities and residential development on San Francisco's transportation network. As the~~
20 ~~Market and Octavia Plan Area is one of the first transit oriented neighborhood plans in the City and~~
21 ~~County of San Francisco the City should strive for a successful coordination of transit oriented~~
22 ~~development with adequate transportation infrastructure and services. All residential and non-~~
23 ~~residential development projects in the Market and Octavia Plan Area that receive Planning~~
24 ~~Department or Commission approval on or after the effective date of this Section shall be subject to any~~
25 ~~future Citywide or Plan-specific parking impact fees or residential transit impact fees that are~~

1 ~~established before the project receives a first certificate of occupancy. The Planning Department and~~
2 ~~Planning Commission shall make payment of any future residential transit impact fee or parking~~
3 ~~impact fee a condition of approval of all projects in the Market and Octavia Plan Area that receive~~
4 ~~Planning Department or Commission approval on or after the effective date of this Section, with the~~
5 ~~following maximum amounts;~~

6 ~~(1) Parking Impact fee no more than \$5.00 per square foot of floor area dedicated to parking.~~

7 ~~(2) Transit Impact fee no more than \$9.00 per square foot of residential and non-residential~~
8 ~~floor area.~~

9 * * * *

10 **SEC. 422. BALBOA PARK COMMUNITY IMPROVEMENTS FUND.**

11 * * * *

12 **SEC. 422.3. APPLICATION OF COMMUNITY IMPROVEMENT IMPACT FEE.**

13 * * * *

14 (c) Fee Calculation for the Balboa Park Impact Fee. For development projects for
15 which the Balboa Park Impact Fee is applicable:

16 (1) Any net addition of gross square feet shall pay per the Fee Schedule in Table
17 422.3A, and

18 (2) Any replacement of gross square feet or change of use shall pay per the Fee
19 Schedule in Table 422.3B.

20 ~~(3) Reduction of Residential Fee. The transit component of this fee applicable to the~~
21 ~~Residential portion of a Development Project shall be reduced, up to the full amount, by the~~
22 ~~amount of TSF due for the same Residential portion, pursuant to Planning Code Section~~
23 ~~411A.3(b).~~

24 * * * *

1 **SEC. 423. EASTERN NEIGHBORHOODS IMPACT FEES AND PUBLIC BENEFITS**
2 **FUND.**

3 * * * *

4 **SEC. 423.3. APPLICATION OF EASTERN NEIGHBORHOODS INFRASTRUCTURE**
5 **IMPACT FEE.**

6 * * * *

7 (c) Fee Calculation for the Eastern Neighborhoods Infrastructure Impact Fee. For
8 development projects for which the Eastern Neighborhoods Infrastructure Impact Fee is
9 applicable:

10 (1) Any net addition of gross square feet shall pay per the Fee Schedule in Table
11 423.3A. and

12 (2) Any replacement of gross square feet or change of use shall pay per the Fee
13 Schedule in Table 423.3B.

14 ~~(3) Reduction of Residential Fee. The transit component of this fee applicable to the~~
15 ~~Residential portion of a Development Project shall be reduced, up to the full amount, by the~~
16 ~~amount of TSF due for the same Residential portion, pursuant to Planning Code Section~~
17 ~~411A.3(b).~~

18 * * * *

19 **SEC. 423.5. THE EASTERN NEIGHBORHOODS COMMUNITY IMPROVEMENTS**
20 **FUND.**

21 * * * *

Table 423.5 BREAKDOWN OF USE OF EASTERN NEIGHBORHOODS COMMUNITY IMPROVEMENTS FEE/FUND BY IMPROVEMENT TYPE*		
<i>Improvement Type</i>	<i>Dollars Received From</i>	<i>Dollars Received From Non-</i>

	<i>Residential Development</i>	<i>Residential/Commercial Development</i>
Complete Streets: Pedestrian and Streetscape Improvements, Bicycle Facilities	31%	34%
Transit	10%	53%
Recreation and Open Space	47.5%	6%
Childcare	6.5%	2%
Program Administration	5%	5%

* Does not apply to Designated Affordable Housing Zones, which are addressed in Table 423.5A

**Table 423.5A
BREAKDOWN OF USE OF EASTERN
NEIGHBORHOODS PUBLIC BENEFIT-FEE/FUND BY
IMPROVEMENT TYPE FOR DESIGNATED AFFORDABLE
HOUSING ZONES**

<i>Improvement Type</i>	<i>Dollars Received From Residential Development</i>	<i>Dollars Received From Non- Residential/Commercial Development</i>
Affordable Housing preservation and development	75%	n/a
<u>Complete Streets: Pedestrian and Streetscape Improvements, Bicycle Facilities</u>	<u>4%</u>	<u>36%</u>
<u>Open Space and Recreation</u>	<u>10%</u>	<u>6%</u>
Transit	6%	<u>53.85%</u>
<u>Recreation and Open Space</u>	<u>10%</u>	<u>6%</u>

<i>Pedestrian and Streetscape Improvements</i>	4%	4%
Program administration	5%	5%

* * * *

SEC. 424. VAN NESS AND MARKET AFFORDABLE HOUSING AND NEIGHBORHOOD INFRASTRUCTURE FEE AND PROGRAM.

* * * *

SEC. 424.3. APPLICATION OF VAN NESS AND MARKET AFFORDABLE HOUSING AND NEIGHBORHOOD INFRASTRUCTURE FEE AND PROGRAM.

* * * *

(b) Amount of Fee.

(i) All uses in any development project within the Van Ness and Market Downtown Residential Special Use District shall pay \$30.00 per net additional gross square foot of floor area in any portion of building area exceeding the base development site FAR of 6:1 up to a base development site FAR of 9:1.

(ii) All uses in any Development Project within the Van Ness and Market Downtown Residential Special Use District shall pay \$15.00 per net additional gross square foot of floor area in any portion of building area exceeding the base development site FAR of 9:1.

~~—(iii) Reduction of Residential Fee. The transit component of this fee applicable to the Residential portion of a development project shall be reduced, up to the full amount, by the amount of TSF due for the same Residential portion, pursuant to Planning Code Section 411A.3(b).~~

* * * *

Section 89. The Planning Code is hereby amended by revising Sections 421.1, 422.1, 423.1, and 424.1, to read as follows:

SEC. 421.1. PURPOSE AND FINDINGS SUPPORTING THE MARKET AND OCTAVIA COMMUNITY IMPROVEMENTS FUND.

* * * *

(b) Findings. The Board of Supervisors has reviewed the San Francisco Citywide Nexus Analysis prepared by AECOM dated March 2014 ("Nexus Analysis"), ~~and the San Francisco Infrastructure Level of Service Analysis prepared by AECOM dated March 2014, and the Transportation Sustainability Fee Nexus Study (TSF Nexus Study), dated May, 2015, both~~ on file with the Clerk of the Board in Files Nos. 150149 and 150790, and, under Section 401A, adopts the findings and conclusions of those studies and the general and specific findings in that Section, specifically including the Recreation and Open Space Findings, Pedestrian and Streetscape Findings, Childcare Findings, ~~and Bicycle Infrastructure Findings, and Transit Findings,~~ and incorporates those by reference herein to support the imposition of the fees under this Section.

~~The Board takes legislative notice of the findings supporting these fees in former Planning Code Section 421.1 (formerly Section 326 et seq.) and the materials associated with Ordinance No. 72-08 in Board File No. 071157. To the extent that the Board previously adopted fees in this Area Plan that are not covered in the analysis of the 4 infrastructure areas analyzed in the Nexus Analysis, including but not limited to fees related to transit, the Board continues to rely on its prior analysis and the findings it made in support of those fees.~~

* * * *

1 **SEC. 422.1. PURPOSE AND FINDINGS IN SUPPORT OF BALBOA PARK**
2 **COMMUNITY IMPROVEMENTS FUND.**

3 * * * *

4 (b) Findings. The Board of Supervisors has reviewed the San Francisco Citywide
5 Nexus Analysis prepared by AECOM dated March 2014 ("Nexus Analysis"), ~~and~~ the San
6 Francisco Infrastructure Level of Service Analysis prepared by AECOM dated March 2014,
7 and the Transportation Sustainability Fee Nexus Study (TSF Nexus Study), dated May, 2015, both on
8 file with the Clerk of the Board in Files Nos. 150149 and 150790, and, under Section 401A,
9 adopts the findings and conclusions of those studies and the general and specific findings in
10 that Section, specifically including the Recreation and Open Space Findings, Pedestrian and
11 Streetscape Findings, Childcare Findings, ~~and~~ Bicycle Infrastructure Findings and Transit
12 Findings, and incorporates those by reference herein to support the imposition of the fees
13 under this Section.

14 ~~The Board takes legislative notice of the findings supporting these fees in former Planning Code~~
15 ~~Section 422.1 (formerly Section 331 et seq.) and the materials associated with Ordinance No. 61-09 in~~
16 ~~Board File No. 090181 and the Balboa Park Community Improvements Program, on file with the Clerk~~
17 ~~of the Board in File No. 090179. To the extent that the Board previously adopted fees in this Area Plan~~
18 ~~that are not covered in the analysis of the four infrastructure areas analyzed in the Nexus Analysis,~~
19 ~~including but not limited to fees related to transit, the Board continues to rely on its prior analysis and~~
20 ~~the findings it made in support of those fees.~~

21 * * * *

22
23 **SEC. 423.1. PURPOSE AND FINDINGS SUPPORTING EASTERN**
24 **NEIGHBORHOODS IMPACT FEES AND COMMUNITY IMPROVEMENTS FUND.**

25 * * * *

(b) Findings. The Board of Supervisors has reviewed the San Francisco Citywide Nexus Analysis prepared by AECOM dated March 2014 ("Nexus Analysis"), ~~and the San Francisco Infrastructure Level of Service Analysis prepared by AECOM dated March 2014, and the Transportation Sustainability Fee Nexus Study (TSF Nexus Study), dated May, 2015, both~~ on file with the Clerk of the Board in Files Nos. 150149 and 150790, and, under Section 401A, adopts the findings and conclusions of those studies and the general and specific findings in that Section, specifically including the Recreation and Open Space Findings, Pedestrian and Streetscape Findings, Childcare Findings, ~~and Bicycle Infrastructure Findings, and Transit Findings,~~ and incorporates those by reference herein to support the imposition of the fees under this Section.

~~The Board takes legislative notice of the findings supporting these fees in former Planning Code Section 423.1 (formerly Section 327 et seq.) and the materials associated with Ordinance No. 298-08 in Board File No. 081153. To the extent that the Board previously adopted fees in this Area Plan that are not covered in the analysis of the four infrastructure areas analyzed in the Nexus Analysis, including but not limited to fees related to transit, the Board continues to rely on its prior analysis and the findings it made in support of those fees.~~

* * * *

SEC. 424.1. FINDINGS SUPPORTING THE VAN NESS AND MARKET AFFORDABLE HOUSING AND NEIGHBORHOOD INFRASTRUCTURE FEE AND PROGRAM.

* * * *

(b) **Neighborhood Infrastructure.** The Van Ness & Market Residential SUD enables the creation of a very dense residential neighborhood in an area built for back-office and industrial uses. Projects that seek the FAR bonus above the maximum cap would introduce a

1 very high localized density in an area generally devoid of necessary public infrastructure and
2 amenities, as described in the Market and Octavia Area Plan. While envisioned in the Plan,
3 such projects would create localized levels of demand for open space, streetscape
4 improvements, and public transit above and beyond the levels both existing in the area today
5 and funded by the Market and Octavia Community Improvements Fee. Such projects also
6 entail construction of relatively taller or bulkier structures in a concentrated area, increasing
7 the need for offsetting open space for relief from the physical presence of larger buildings.
8 Additionally, the FAR bonus provisions herein are intended to provide an economic incentive
9 for project sponsors to provide public infrastructure and amenities that improve the quality of
10 life in the area. The bonus allowance is calibrated based on the cost of responding to the
11 intensified demand for public infrastructure generated by increased densities available
12 through the FAR density bonus program.

13 The Board of Supervisors has reviewed the San Francisco Citywide Nexus Analysis
14 prepared by AECOM dated March 2014 ("Nexus Analysis"), ~~and~~ the San Francisco
15 Infrastructure Level of Service Analysis prepared by AECOM dated March 2014, and the
16 Transportation Sustainability Fee Nexus Study (TSF Nexus Study), dated May, 2015, both on file with
17 the Clerk of the Board in Files Nos. 150149 and 150790, and, under Section 401A, adopts the
18 findings and conclusions of those studies and the general and specific findings in that Section,
19 specifically including the Recreation and Open Space Findings, Pedestrian and Streetscape
20 Findings, Childcare Findings, ~~and~~ Bicycle Infrastructure Findings, and Transit Findings, and
21 incorporates those by reference herein to support the imposition of the fees under this
22 Section.

23 ~~The Board references the findings supporting these fees in former Planning Code Section 424 et~~
24 ~~seq. (formerly Section 249.33) and the materials associated with Ordinance No. 72-08 in Board File~~
25 ~~No. 071157. To the extent that the Board previously adopted fees in this Area Plan that are not~~

1 ~~covered in the analysis of the 4 infrastructure areas analyzed in the Nexus Analysis, including but not~~
2 ~~limited to fees related to transit, the Board continues to rely on its prior analysis and the findings it~~
3 ~~made in support of those fees.~~

4 * * * *

5
6 Section 910. The Planning Code is hereby amended by revising Section 401A(b), to
7 read as follows:

8 **SEC. 401A. FINDINGS.**

9 * * * *

10 (b) Specific Findings: The Board of Supervisors has reviewed the San Francisco
11 Citywide Nexus Analysis prepared by AECOM dated March 2014 ("Nexus Analysis"), ~~and~~ the
12 San Francisco Infrastructure Level of Service Analysis prepared by AECOM dated March
13 2014, and the Transportation Sustainability Fee Nexus Study (TSF Nexus Study), dated May, 2015,
14 ~~both~~ on file with the Clerk of the Board in Files Nos. 150149 and 150790, and adopts the findings
15 and conclusions of those studies, specifically the sections of those studies establishing levels
16 of service for and a nexus between new development and ~~four~~ five infrastructure categories:
17 Recreation and Open Space, Childcare, Streetscape and Pedestrian Infrastructure, ~~and~~
18 Bicycle Infrastructure, and Transit Infrastructure. The Board of Supervisors finds that, as
19 required by California Government Code Section 66001, for each infrastructure category
20 analyzed, the Nexus Analysis and Infrastructure Level of Service Analysis: identify the
21 purpose of the fee; identify the use or uses to which the fees are to be put; determine how
22 there is a reasonable relationship between the fee's use and the type of development project
23 on which the fee is imposed; determine how there is a reasonable relationship between the
24 need for the public facility and the type of development project on which the fee is imposed;
25 and determine how there is a reasonable relationship between the amount of the fee and the

cost of the public facility or portion of the facility attributable to the development. Specifically, as discussed in more detail in and supported by the Nexus Analysis and Infrastructure Level of Service Analysis the Board adopts the following findings:

* * * *

(5) Transit Findings: See Section 411A.

(56) Additional Findings. The Board finds that the Nexus ~~Analysis~~ Analyses establishes ~~that~~ the fees are less than the cost of mitigation and do not include the costs of remedying any existing deficiencies. The City may fund the cost of remedying existing deficiencies through other public and private funds. The Board also finds that the Nexus ~~Study~~ Analyses establishes that the fees do not duplicate other City requirements or fees. Moreover, the Board finds that ~~this~~ these fees ~~is~~ are only one part of the City's broader funding strategy to address these issues. Residential and non-residential impact fees are only one of many revenue sources necessary to address the City's infrastructure needs.

Section 4011. Effective Date. This ordinance shall become effective 30 days after enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board of Supervisors overrides the Mayor's veto of the ordinance.

Section 4412. Scope of Ordinance. In enacting this ordinance, the Board of Supervisors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, punctuation marks, charts, diagrams, or any other constituent parts of the Municipal Code that are explicitly shown in this ordinance as additions, deletions, Board amendment additions, and Board amendment deletions in accordance with the "Note" that appears under the official title of the ordinance.

1 APPROVED AS TO FORM:
2 DENNIS J. HERRERA, City Attorney

3 By:

4 
5 ANDREA RUIZ-ESQUIDE
6 Deputy City Attorney

7 n:\legana\as2015\1500870\01059212.docx



City and County of San Francisco
Tails
Ordinance

City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

File Number: 150790

Date Passed: November 17, 2015

Ordinance amending the Planning Code by establishing a new citywide Transportation Sustainability Fee and suspending application of the existing Transit Impact Development Fee, with some exceptions, as long as the Transportation Sustainability Fee remains operative; amending Section 401 to add definitions reflecting these changes; amending Section 406 to clarify affordable housing and homeless shelter exemptions from the Transportation Sustainability Fee; making conforming amendments to the Area Plan fees in Planning Code, Article 4; affirming the Planning Department's determination under the California Environmental Quality Act, and making findings, including general findings, findings of public necessity, convenience and welfare, and findings of consistency with the General Plan, and the eight priority policies of Planning Code Section 101.1.

September 21, 2015 Land Use and Transportation Committee - CONTINUED

September 28, 2015 Land Use and Transportation Committee - CONTINUED

October 05, 2015 Land Use and Transportation Committee - AMENDED, AN
AMENDMENT OF THE WHOLE BEARING NEW TITLE

October 05, 2015 Land Use and Transportation Committee - CONTINUED AS AMENDED

October 19, 2015 Land Use and Transportation Committee - AMENDED

October 19, 2015 Land Use and Transportation Committee - RECOMMENDED AS
AMENDED

November 03, 2015 Board of Supervisors - NOT AMENDED

Ayes: 5 - Avalos, Campos, Kim, Mar and Yee

Noes: 6 - Breed, Christensen, Cohen, Farrell, Tang and Wiener

November 03, 2015 Board of Supervisors - NOT AMENDED

Ayes: 4 - Avalos, Campos, Kim and Mar

Noes: 7 - Breed, Christensen, Cohen, Farrell, Tang, Wiener and Yee

November 03, 2015 Board of Supervisors - DUPLICATED

November 03, 2015 Board of Supervisors - AMENDED

Ayes: 11 - Avalos, Breed, Campos, Christensen, Cohen, Farrell, Kim, Mar, Tang,
Wiener and Yee

November 03, 2015 Board of Supervisors - AMENDED

Ayes: 11 - Avalos, Breed, Campos, Christensen, Cohen, Farrell, Kim, Mar, Tang,
Wiener and Yee

November 03, 2015 Board of Supervisors - PASSED ON FIRST READING AS AMENDED


Ayes: 11 - Avalos, Breed, Campos, Christensen, Cohen, Farrell, Kim, Mar, Tang, Wiener and Yee


November 17, 2015 Board of Supervisors - FINALLY PASSED


Ayes: 11 - Avalos, Breed, Campos, Christensen, Cohen, Farrell, Kim, Mar, Tang, Wiener and Yee

File No. 150790

I hereby certify that the foregoing
Ordinance was FINALLY PASSED on
11/17/2015 by the Board of Supervisors of
the City and County of San Francisco.


Angela Calvillo
Clerk of the Board


Mayor


Date Approved