



March 6, 2018

To: Patrick Szeto, Developer 650 Divisadero; San Francisco Planning Commission: Rich Hillis, President, Myrna Melgar, Vice President, Commissioners Rodney Fong, Milicent Johnson, Joel Koppel, Kathrin Moore, Dennis Richards
CC: San Francisco Board of Supervisors, Planning Director John Rahaim, Zoning Administrator Scott Sanchez

Mr. Szeto and San Francisco Planning Commission,

Affordable Divis has now waited over two years for a higher affordable housing requirement for 650 Divisadero. When Supervisor Breed refused to rescind her NCT legislation, Affordable Divis responded by holding community meetings and a neighborhood forum in December 2015 to create the Divisadero Community Plan.

In 2014, Mayor Ed Lee pledged to build 30,000 homes, of which [half would be affordable](#). According to the Mayor's Office:

"In 2014, Mayor Lee pledged to construct 30,000 new and rehabilitated homes throughout the City by 2020, **with half available to low, working and middle income San Franciscans**. San Francisco is well on track towards those goals. Since announcing his Housing Plan in January 2014, over 17,100 units have been built or completely rehabilitated, with over 6,100 of those units permanently affordable to low and moderate income San Franciscans."

The Divisadero Community Plan also calls for half of the new housing units on Divisadero Street to be affordable. In the absence of any additional affordable housing requirement for 650 Divisadero, Affordable Divis requests that the project meet the Affordable Housing requirement of the Divisadero Community Plan.

According to the City's analysis, 650 Divisadero is currently required to build only 13.5% on-site affordable, since the project sponsor filed the first Environmental Application in 2014. 13.5% is equal to just 9 units of low income housing out of 66 units. Affordable Divis proposes the following additional affordable housing requirements for 650 Divisadero, based on the Divisadero Community Plan:

An additional 8 units affordable for low income households (up to 50% AMI) for a total of 17 units; and
An additional 8 units affordable for households 50%-80% AMI; and
An additional 8 units affordable for households 80%-100% AMI

If you can agree to this in writing, Affordable Divis will be ready to support your proposal for 650 Divisadero.

If no additional affordable housing is included for 650 Divisadero above the 9 units already required, then we must oppose this project, since it will not meet the threshold to be necessary or desirable for the neighborhood and for San Francisco.

Thank you,

Affordable Divis Steering Committee

Yayne Abeba, Lisa Awbrey, Maya Chupkov, Charles Dupigny, Gus Hernandez, Richard Kay, Quintin Mecke, Dean Preston, Jennifer Snyder, Tes Welborn, Calvin Welch,

Divisadero Community Plan (DCP)

<p>Part 1. Height/Bulk and Design Principles for New and Infill development</p>	<p>Does 650 Divisadero meet this requirement of the DCP as of 3/1/2018</p>
<p>1.1. Allow bulk, density, and height increases only if affordability and all other development requirements of this plan are strictly adhered to. Any project seeking bulk, density, or height increase within the Divisadero Community Plan Area must go through the Conditional Use authorization process with the San Francisco Planning Department.</p>	<p>No</p>
<p>1.2 Except for 100% affordable projects, no height increase shall exceed two floors above current zoning, as depicted in the attached map as of January 2016.</p>	<p>Yes</p>
<p>1.3 No unit shall be less than 400 square feet in any new development; exceptions may be granted for developments that include 100% senior housing.</p>	<p>No</p>
<p>1.4 Unit types must be varied in any new private development and include 40% 2-bedroom or 30% 3-bedroom units to accommodate families.</p>	<p>Yes</p>
<p>1.5 Project design must maintain and contribute to the architectural character of the neighborhood. No demolition of buildings that are architecturally and/or historically contributory to the character of the neighborhood.</p>	<p>No</p>
<p>1.6 The “Affordable Housing Density Bonus Program” (AHBP) as currently proposed as of January 2016 threatens neighborhood character, fails to require sufficient affordability, and fails to protect existing rent controlled units and neighborhood serving retail businesses. The AHBP shall not apply in the community plan area for this reason, and affordability and density levels defined in this plan shall apply instead.</p>	<p>N/A</p>
<p>Part 2. Affordability</p>	
<p>2.1 Rent controlled units and/or subsidized units shall not be demolished, eliminated, or reduced in any way.</p>	<p>Yes</p>
<p>2.2 Development shall not displace current residents.</p>	<p>Yes</p>
<p>2.3 In light of the acute need for affordable housing, the community wishes to prioritize and affirmatively attract development projects that are 100% affordable to low, moderate, and middle income San Franciscans.</p>	<p>No</p>
<p>2.4 Area Median Income shall be for the city of San Francisco only, not the HUD Metro AMI, which includes Marin and San Mateo counties.</p>	<p>No</p>
<p>2.5 In mixed income developments, all affordable units shall be built onsite.</p>	<p>Yes</p>
<p>2.6 Any new development of 10 units or more shall have 50% of the units affordable to households under the San Francisco median income. One half of those affordable units must be affordable to households earning below or up to 50% of the San Francisco AMI, one fourth must be affordable to households earning between 50%-80% of the AMI, and the remaining affordable units must be affordable to households earning between 80-100% of the AMI.</p>	<p>No</p>
<p>2.7 Affordability restrictions must be permanent.</p>	<p>Yes</p>
<p>2.8 Affordable rental units in new developments must be maintained as affordable permanently even</p>	<p>Yes</p>

if the building converts to ownership units.	
2.9 The community is particularly concerned with the lack of housing for seniors. Housing affordable to seniors on fixed incomes is a neighborhood priority.	No
Part 3. Infrastructure and Transit	
3.1 Infrastructure and transit improvements must be linked to development. The City, SFMTA, and PG&E must present a plan including a timetable and budget on these improvements as a condition of new high-density development (10 units or more). The City shall publicize any proposed infrastructure/transit plan and budget for the Divisadero neighborhood prior to processing any high-density project application. The proposed plan shall be released to the public as a draft through mailings to property owners, renters, and residents, as well as neighborhood groups, with an opportunity for public comment. No new high-density development shall be approved without infrastructure and public transit improvements.	No
3.2 Developer shall pay a Transit Impact Development Fee as shown below. The funds shall be used for public transit improvements that benefit the neighborhood. a. Residential projects up to 50 units: \$7.74 per square foot b. Residential projects of 51 to 99 units: \$8.98 per square foot c. Residential projects of 100 units or more: \$10.21 per square foot	No
3.3 The City shall conduct a community benefit nexus study for the Divisadero Community Plan Area to determine a Community Benefit Fee, and the developer shall pay the maximum Community Benefit Fee as determined by the nexus study.	No
3.4 Pedestrian use must be maximized in all new development with minimum number of curb cuts to minimize car interactions with pedestrians/bikers.	Yes
3.5 No new curb cuts on Divisadero Street. Curb cuts on Oak and Fell streets pose particular problems in light of the volume of traffic on these streets, and are disfavored.	Yes
3.6 Bike friendly street design, which reduces bike conflicts between both cars and pedestrians, must be established. Publically accessible bike sharing pods shall be sited inside new developments whenever possible.	No
3.7 Development shall add green space for community and natural areas. This includes space between buildings, on sidewalks, and rear garden areas. Maximize public access to open spaces created as part of new developments.	No
3.8 Minimum sidewalk width abutting new developments over 10 units shall be 12 feet. The depth of the front setback requirement shall be the average of the existing setbacks of the two adjacent buildings.	Yes
3.9 The City shall provide more public trash cans with any increase in population.	No
Part 4: Preservation and Enhancement of Neighborhood Serving Retail Uses	
4.1 Neighborhood-serving retail uses, as defined in the Planning Code, are a priority in the plan area.	TBD
4.2 High-density new development must dedicate at least 50% of its proposed retail space as neighborhood-serving retail.	TBD
4.3 No new formula retail shall be allowed in any development seeking a density bonus	Yes
4.4 Nonprofit use of commercial space shall be encouraged. The community also favors local hiring,	No

businesses that serve a range of income groups, and businesses that are family friendly.	
4.5 Current requirement of Conditional Use authorization for businesses over 4000 sq. feet shall be maintained and strictly enforced by the City.	N/A
Part 5: Neighborhood Notice	
5.1 Neighborhood Notice. In addition to notice required by law, for any proposed high-density development (10 units or more) in the Community Plan Area, the project developer shall notify all residents and merchants in the Community Plan Area at least 60 days before its required pre-application meeting. Such notice includes, but is not limited to, mailings to both renters and owners near the proposed project, outreach to neighborhood associations and groups, posting in public view, and notice to anyone who has signed up for such notice.	No
5.2 Rezoning – Community Meeting. Any rezoning of the neighborhood must be preceded by a community meeting hosted by the Planning Department and the District 5 Supervisor, and the Affordable Divis organization, and shall be preceded by 60 days’ notice calculated to reach all residents and merchants in the Community Plan Area. In advance of that meeting, the Planning Department shall prepare a written summary of the zoning change that includes specific examples of what would be newly allowable under the change.	No. Rezoning on which this project is based was done without community input.
5.3 Opportunity to Comment on Transit/Infrastructure Plan. The City shall release its draft infrastructure/transit plan and budget for the plan area prior to processing any high-density development applications. The City shall notify neighbors and neighborhood groups in the Community Plan Area of the draft plan, with 60 days’ notice, with an opportunity for public comment.	N/A
5.4 Amendments to Existing Applications. In addition to any notification already required for changes in development applications, any project increasing density, bulk or height by more than 10% from that specified in an original application must begin with a new application, and Planning Department must commence review as if the project is new.	No

650 Divisadero Timeline



Jan 2014

EEA considered complete
16 units
adaptive reuse
12% low income

July 2015

Divisadero NCT Rezoning

Aug 2015

Revised EEA submitted
60 units
demolished building
12% low income

Dec 2015

Divis-Fillmore Ordinance
introduced

Dec 2016

Revised EEA submitted
66 units
demolished building
13.5% low income
(Prop C Grandfather clause
using Jan 2014 filing date)

Conditional Use Authorization:
exceeds 10,000 sq ft,
exceeds bulk limits
Variance:
insufficient rear yard