

SENATE BILL 50

INFORMATIONAL PRESENTATION
SAN FRANCISCO PLANNING COMMISSION
MARCH 14, 2019

OVERVIEW OF SB 50

- Introduced by Senator Scott Wiener on December 3, 2018
- Amended in the Senate on March 12
- Schedule for moving forward TBD

OVERVIEW OF SB 50

- Increase housing development near high quality transit and in ‘jobs rich areas’ statewide
 - Near high-quality bus and in ‘jobs rich’ areas:
Removes density limits and alters parking requirements
 - Near rail and ferry stations
Removes density limits and alters parking requirements
Sets minimum enforceable height and FAR limits
- Minimum inclusionary requirement
- Can be paired with other state laws (Density Bonus, SB35, etc)
- Does not otherwise change local approval process
e.g. Conditional Use, demolition controls, inclusionary requirements

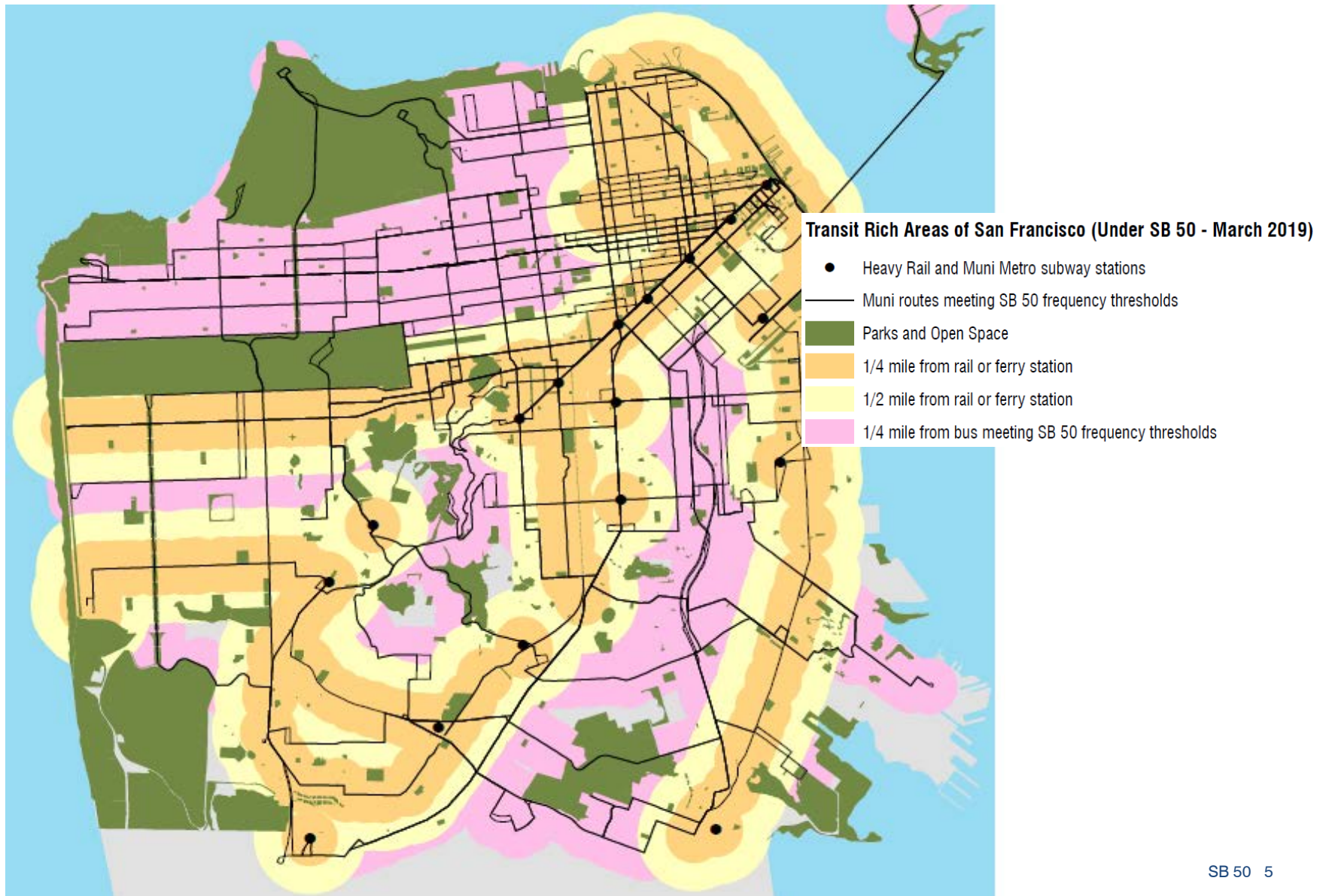
OVERVIEW OF SB 50

SB 50 Applicable Geographies and Proposed Zoning Standards

Qualifying Area	Min. Height Limit	Min. FAR Limit	Min. Parking requirements	Density Limits	On-site Inclusionary Units Required
¼ mile around Rail or Ferry Stop	55 ft	3.25	Waived	Waived	Yes, for projects larger than a certain size
½ mile around Rail or Ferry Stop	45 ft	2.5	Waived	Waived	Yes, for projects larger than a certain size
¼ mile around ‘High Quality Bus’ stop + In ‘jobs-rich’ areas	No change	No change	Waived up to 0.5 space/unit	Waived	Yes, for projects larger than a certain size

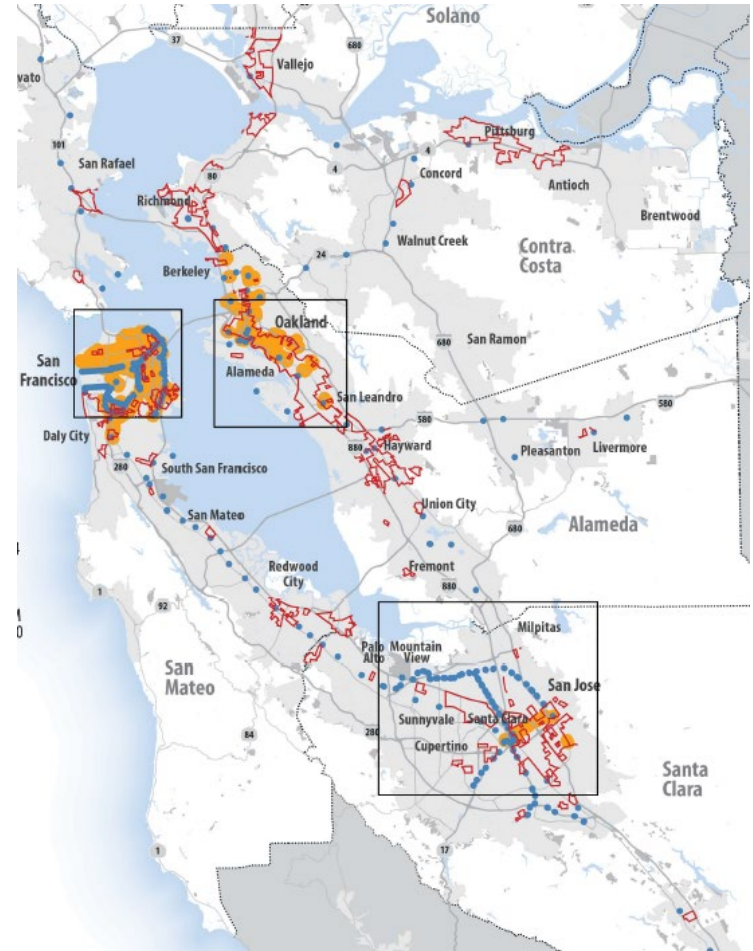
Qualifying projects would also receive three ‘incentives or concessions’

SB 50 IN SAN FRANCISCO — TRANSIT-RICH AREAS

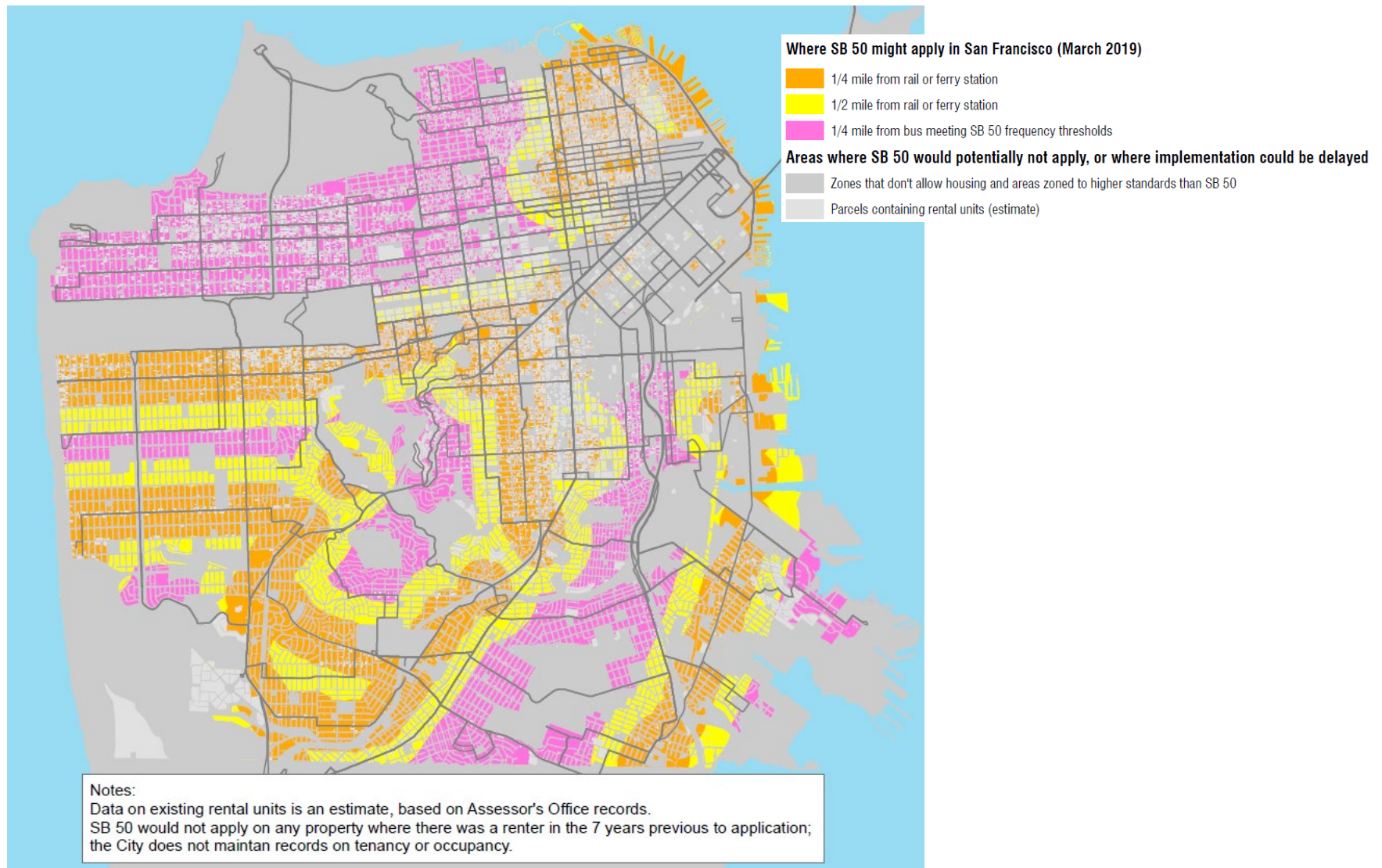


SB 50 IN SAN FRANCISCO – KEY EXEMPTIONS

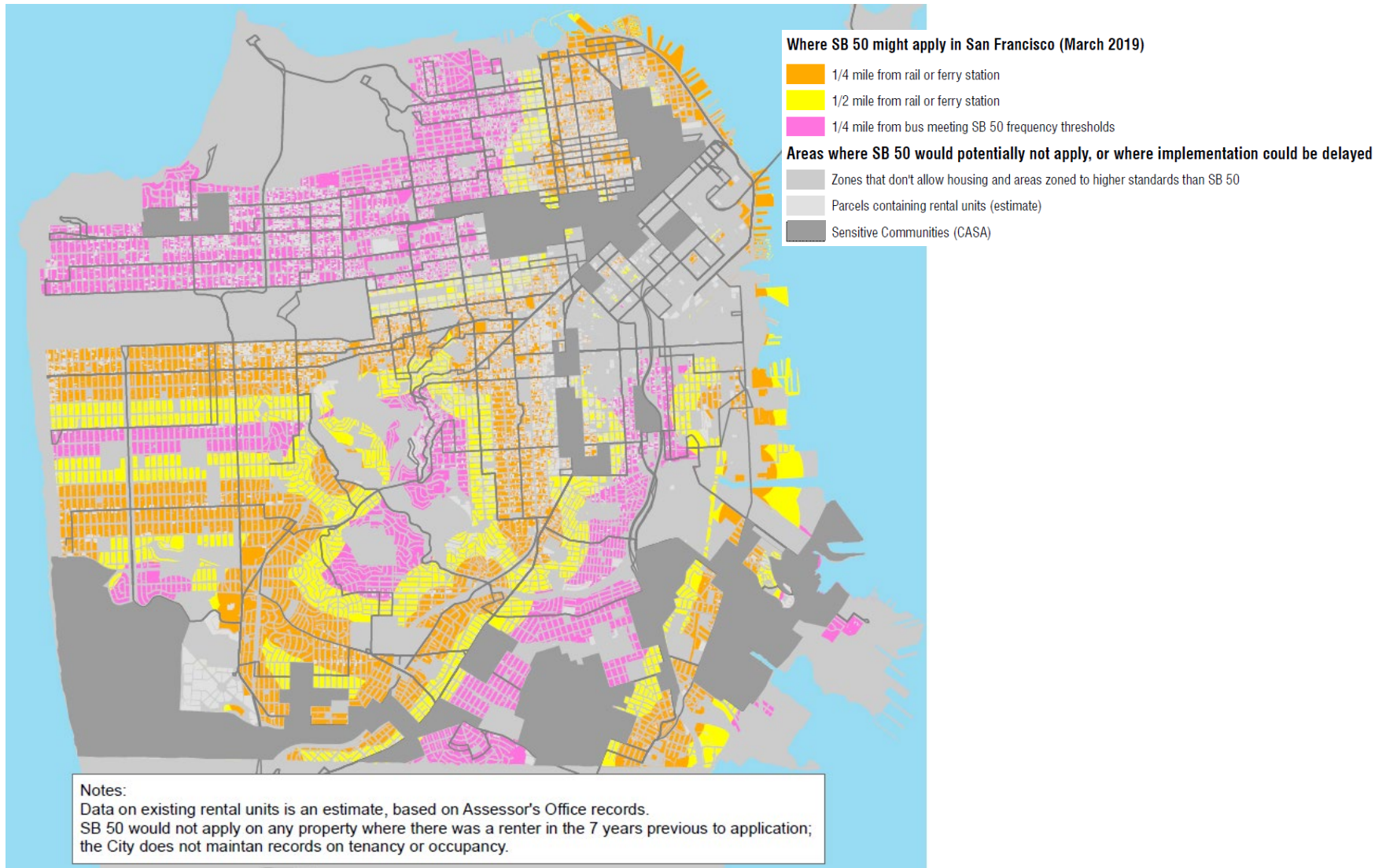
- SB 50 would not apply in the following:
 - Zones that don't allow housing
 - Any property occupied by a tenant in the previous 7 years
 - Any property removed from rental market under Ellis Act in the previous 15 years
- It includes temporary exemption for Sensitive Communities
 - Areas with high poverty and racial segregation
 - In the Bay Area, would be CASA Sensitive Communities



SB 50 IN SAN FRANCISCO — WHERE IT MIGHT APPLY



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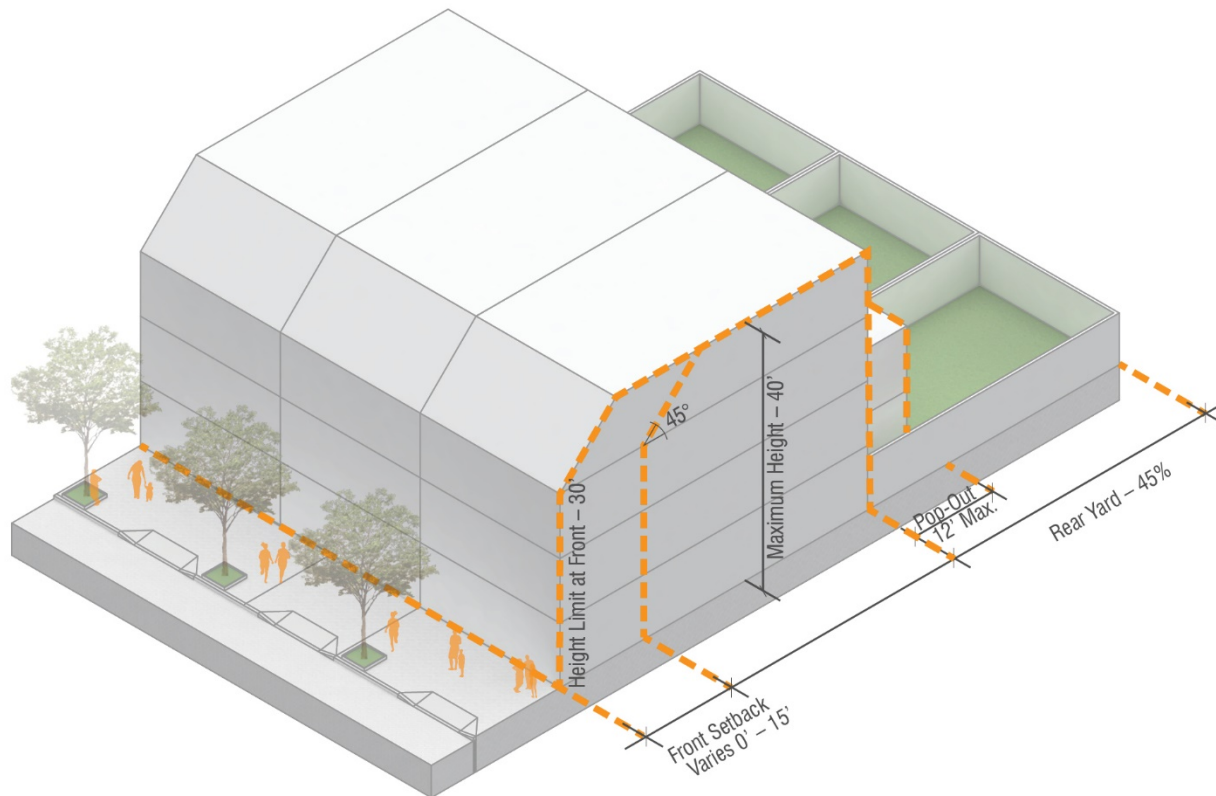
SB 50 IN SAN FRANCISCO — WHERE IT MIGHT APPLY

- SB 50 not likely to result in changes on:
 - Multi-unit owner-occupied housing
- SB 50 would likely result in changes on:
 - Vacant and non-residential properties
 - Owner-occupied single family homes (possibly smaller multi-unit buildings)

SB 50 IN SAN FRANCISCO — HOW IT COULD APPLY

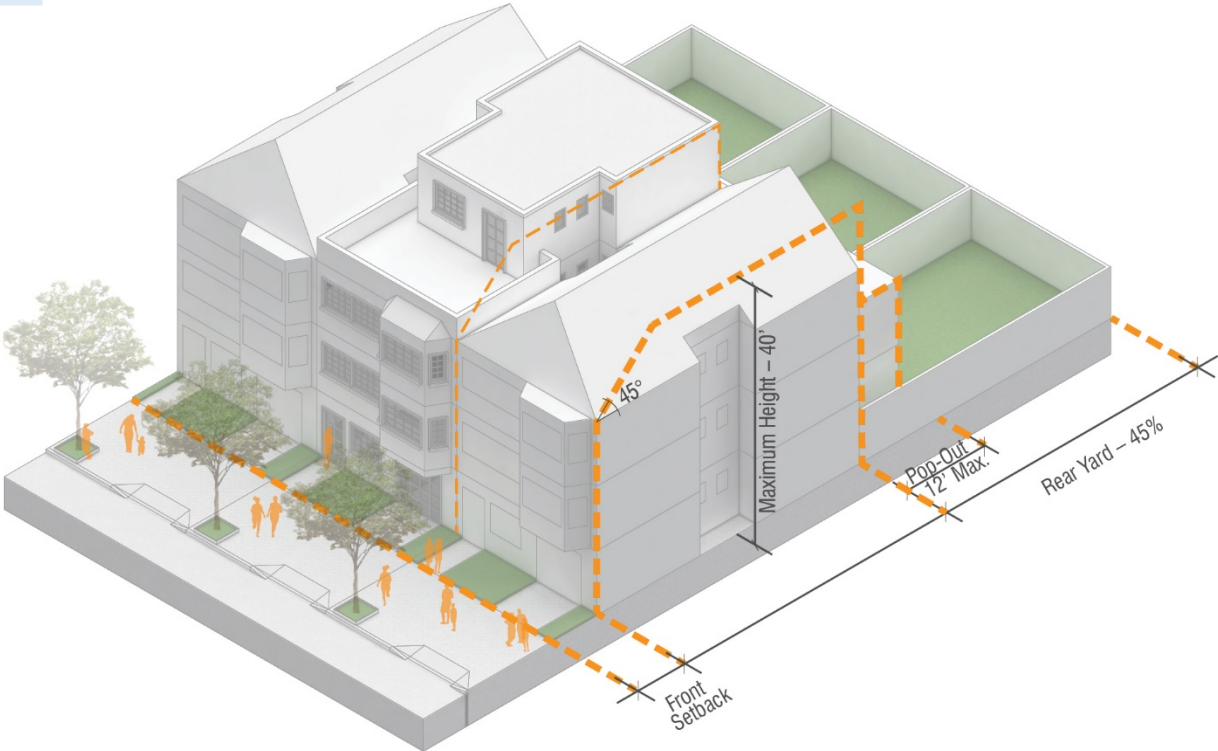
Typical Lot (25'x100')

- RH-2
- 2,500 S.F.
- 40-X Height



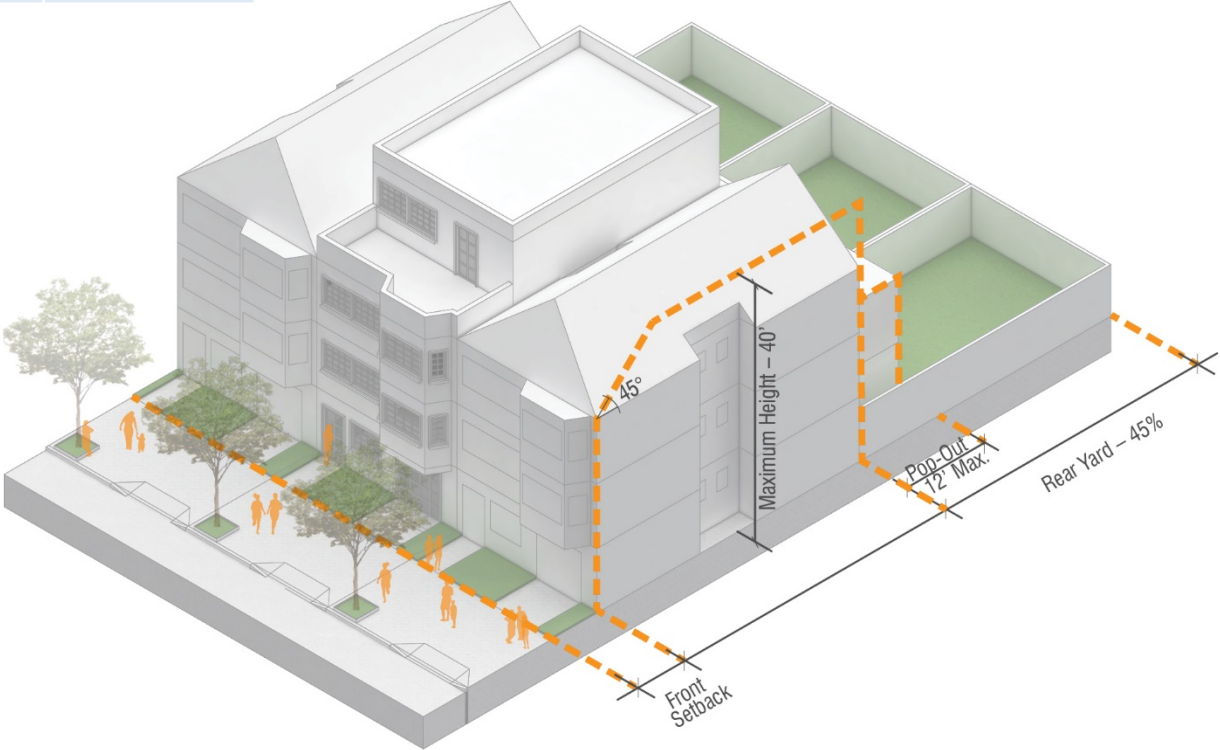
SB 50 IN SAN FRANCISCO – HOW IT COULD APPLY

RH-2	Current
Density	2 (3 w/ADU)
Height	40 ft
FAR	Varies



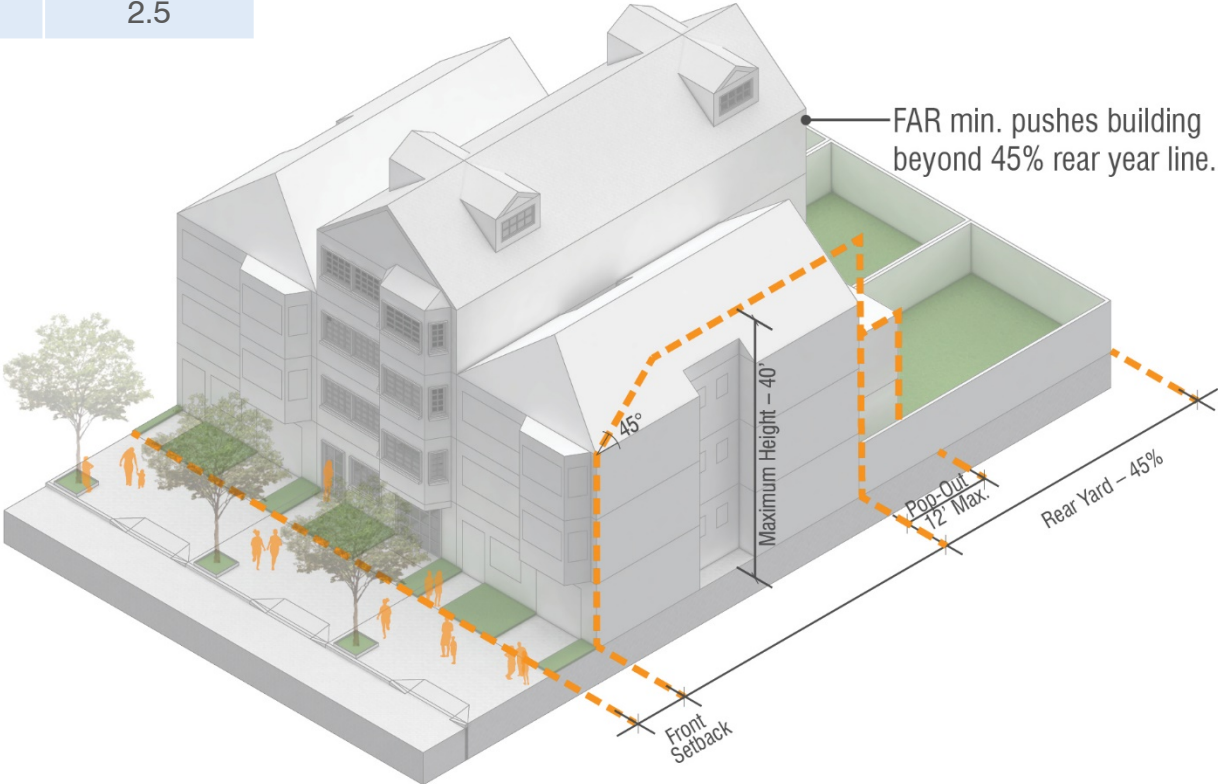
SB 50 IN SAN FRANCISCO – HOW IT COULD APPLY

RH-2	Current	SB 50
Density	2 (3 w/ADU)	~8 +/-
Height	40 ft	no change
FAR	Varies	no change



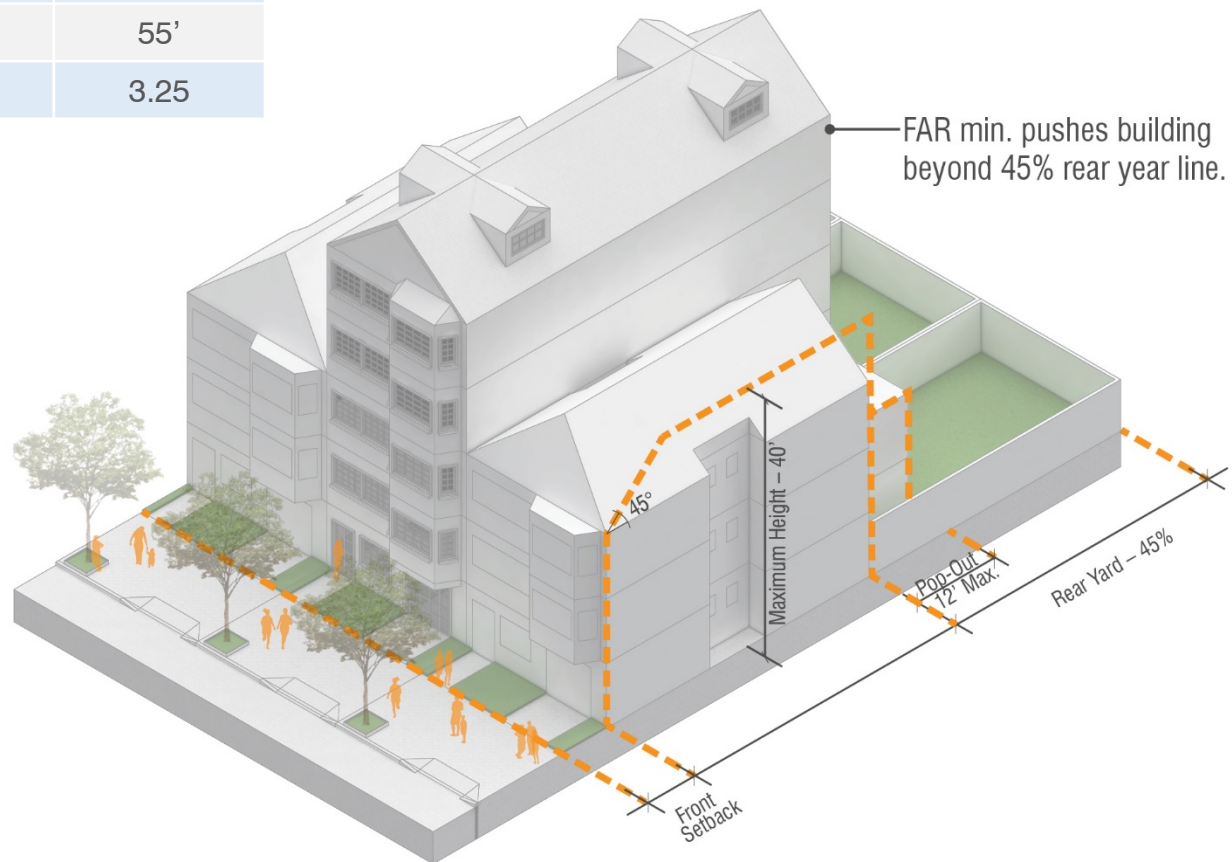
SB 50 IN SAN FRANCISCO – HOW IT COULD APPLY

RH-2	Current	SB 50
Density	2 (3 w/ADU)	~8-10 +/-
Height	40 ft	45'
FAR	Varies	2.5



SB 50 IN SAN FRANCISCO — HOW IT COULD APPLY

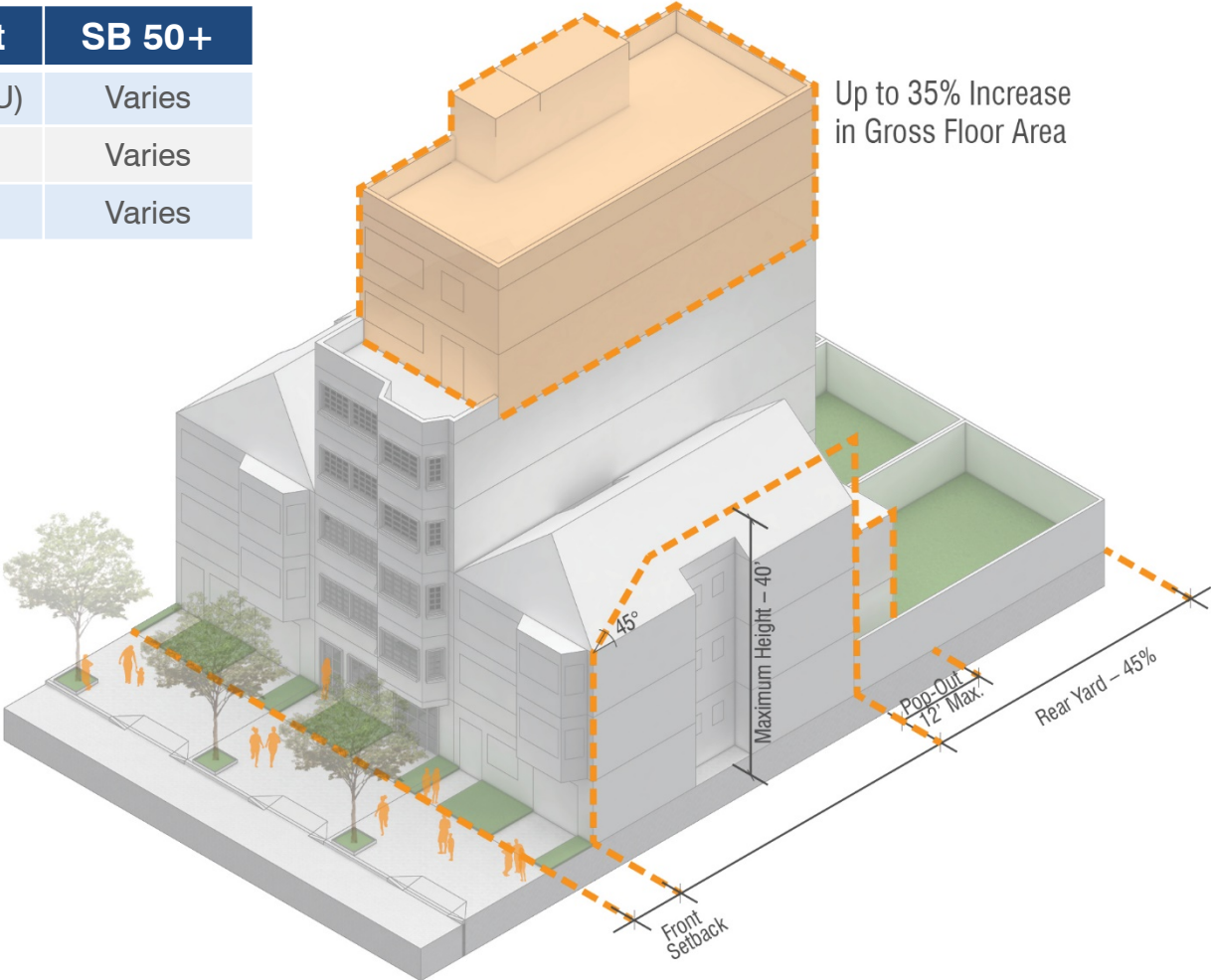
RH-2	Current	SB 50
Density	2 (3 w/ADU)	~10 +/-
Height	40 ft	55'
FAR	Varies	3.25



SB 50 IN SAN FRANCISCO – HOW IT COULD APPLY

Potential if SB-50 is combined with State Density Bonus

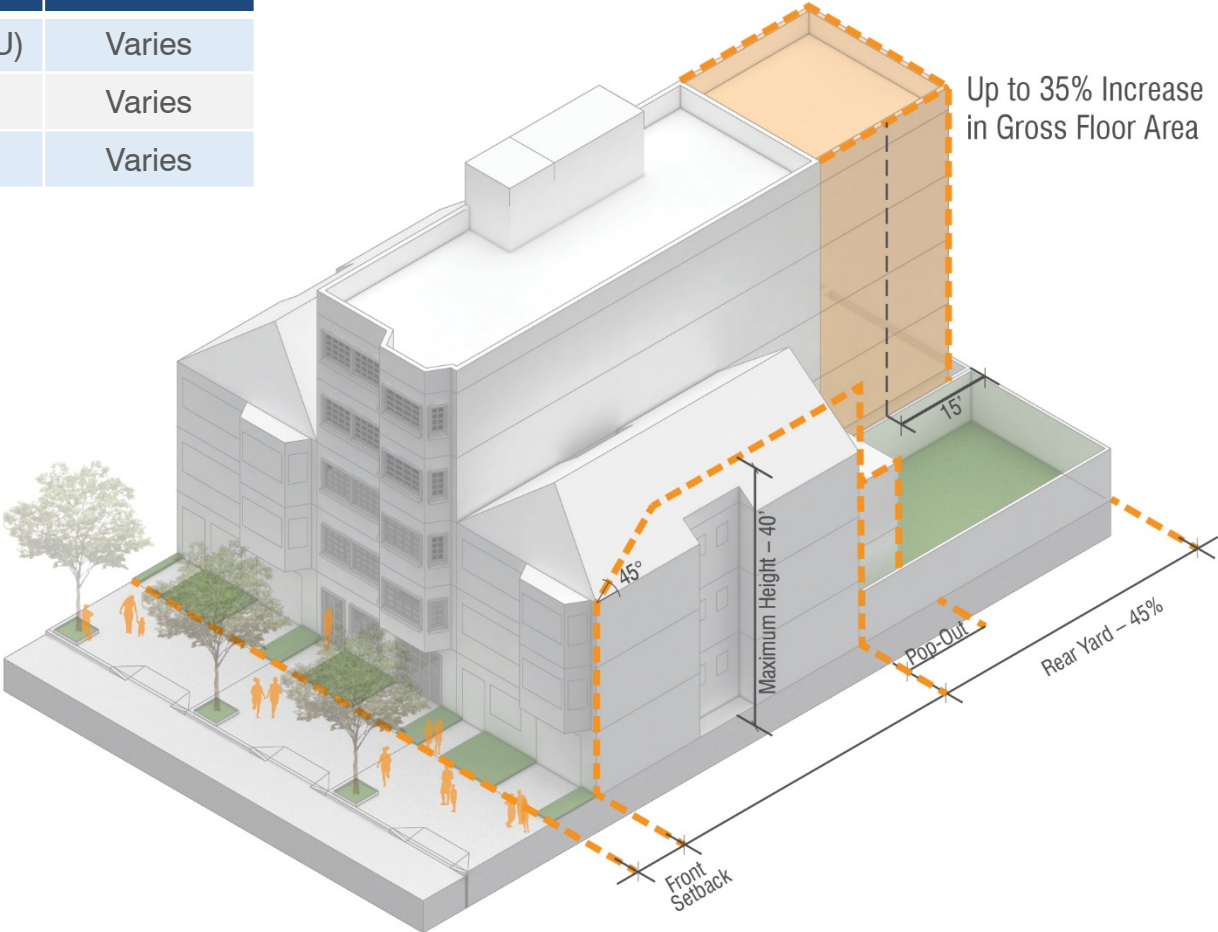
RH-2	Current	SB 50+
Density	2 (3 w/ADU)	Varies
Height	40 ft	Varies
FAR	Varies	Varies



SB 50 IN SAN FRANCISCO – HOW IT COULD APPLY

Potential if SB-50 is combined with State Density Bonus

RH-2	Current	SB 50+
Density	2 (3 w/ADU)	Varies
Height	40 ft	Varies
FAR	Varies	Varies



SB 50 IN SAN FRANCISCO – QUESTIONS

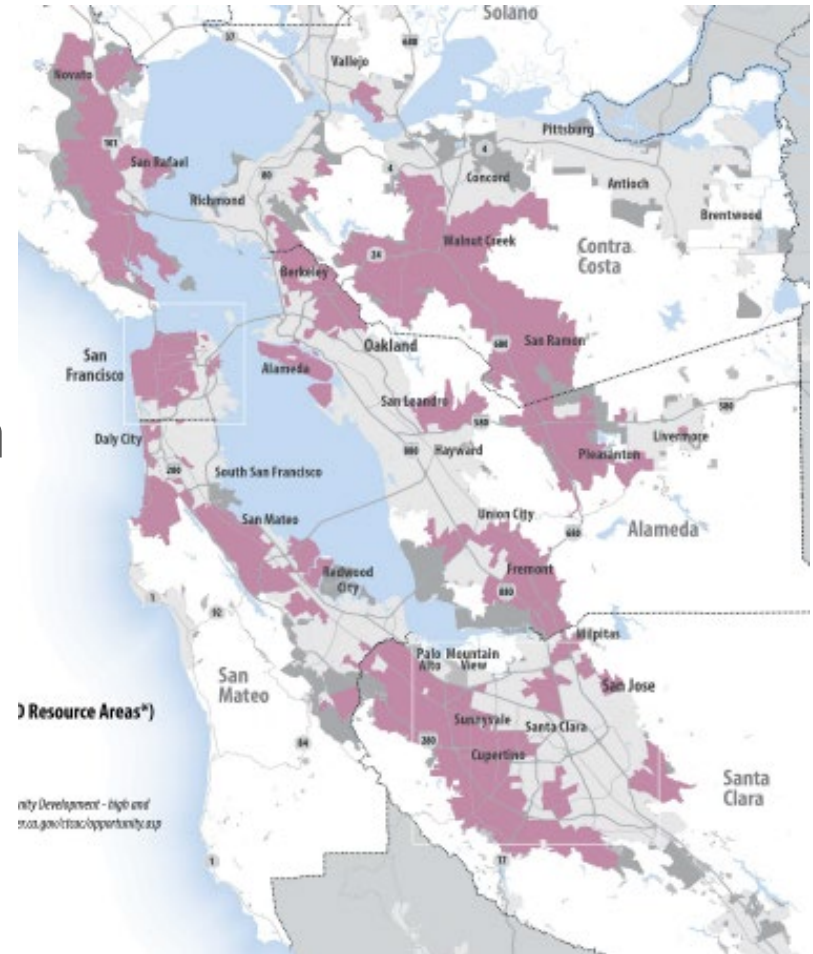
- Housing Accountability Act
- State Density Bonus
- Reduced interest in local affordability programs (e.g. HOME-SF)

SB 50 — IN SUMMARY — SAN FRANCISCO

- Releases density limits around transit
- Biggest change from existing conditions in lower density districts
- Likely to result in new development on/additions to:
 - Vacant Lots
 - Non-residential properties
 - Owner-occupied single family homes

SB 50 – IN SUMMARY – BAY AREA + CALIFORNIA

- Intended to address statewide housing shortage
 - Governor proposal: 3.5 million new units by 2025
 - UC Berkeley study: SB 827 would increase feasible housing capacity in Bay Area sixfold; inclusionary capacity sevenfold
- Broad statewide upzoning around transit and high-opportunity
 - ‘Jobs rich’ area



THANK YOU

Paolo Ikezoe

Paolo.Ikezoe@sfgov.org

415-575-9137

San Francisco
Planning