



PLANNING COMMISSION RESOLUTION NO. 21808

HEARING DATE: September 11, 2025

Project Name: Family Zoning Plan (Housing Element Rezoning Program)
Case Number: 2021-005878GPA MAP PCA
Initiated by: Planning Department Staff
Staff Contacts: Lisa Chen, Principal Planner
lisa.chen@sfgov.org, 628-652-7422
Reviewed by: Rachael Tanner, Director of Citywide Planning
Rachael.tanner@sfgov.org, 628-652-7471

RESOLUTION ADOPTING AMENDMENTS TO THE SAN FRANCISCO GENERAL PLAN TO AMEND THE GENERAL PLAN, PURSUANT TO SECTION 340, INCLUDING AMENDMENTS TO URBAN DESIGN ELEMENT, THE TRANSPORTATION ELEMENT, THE COMMERCE AND INDUSTRY ELEMENT, THE BALBOA PARK STATION AREA PLAN, THE GLEN PARK COMMUNITY PLAN, THE MARKET & OCTAVIA AREA PLAN; NORTHEASTERN WATERFRONT PLAN, THE VAN NESS AVENUE AREA PLAN, THE WESTERN SHORELINE AREA PLAN, WESTERN SOMA AREA PLAN, THE DOWNTOWN AREA PLAN, AND THE LAND USE INDEX IN RELATION TO THE FAMILY ZONING PLAN, AND ADOPTING AMENDMENTS TO THE LAND USE PLAN OF THE CITY'S CERTIFIED LOCAL COASTAL PROGRAM, AND MAKING FINDINGS OF PUBLIC NECESSITY, CONVENIENCE, AND WELFARE, FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND PLANNING CODE SECTION 101.1, AND FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

WHEREAS, Section 4.105 of the Charter of the City and County of San Francisco mandates that the Planning Commission ("Commission") shall periodically recommend to the Board of Supervisors for approval or rejection proposed amendments to the General Plan in response to changing physical, social, economic, environmental, or legislative conditions; and

WHEREAS, the Commission, at a duly noticed public hearing on July 17, 2025 and in accordance with Planning Code Section 340(c), initiated the General Plan Amendments for the Urban Design Element, the Transportation Element, the Commerce and Industry Element, the Balboa Park Station Area Plan, the Market & Octavia Area Plan, the Glen Park Community Plan, the Northeastern Waterfront Plan, the Van Ness Avenue Area Plan, the Western Shoreline Area Plan, the Western SoMa Area Plan, the Downtown Area Plan, and the Land Use Index by Planning Commission Resolution No. 21784; and

WHEREAS, on June 24, 2025, Mayor Lurie, Supervisor Sauter, Supervisor Mahmood, and Supervisor Dorsey introduced an ordinance for Zoning Map Amendments (Board File No 250700) as a part of the

San Francisco Family Zoning Plan (“Family Zoning Plan” or “Plan”); and

WHEREAS, on June 24, 2025, Mayor Lurie introduced a companion ordinance amending the Planning Code (Board File No 250701); and

WHEREAS, the General Plan Amendments, the Zoning Map Amendments (Board File 250700), and the related Planning Code Amendments (Board File 250701) (collectively “the 2025 Actions” or “the Project”) implement the San Francisco Family Zoning Plan (“Family Zoning Plan” or “Plan”); and

WHEREAS, on January 31, 2023, the Board of Supervisors adopted Ordinance No.010-23, that amended the San Francisco General Plan by establishing a completely revised Housing Element (“Housing Element 2022 Update”); and

WHEREAS, The Housing Element 2022 Update was prepared pursuant to Government Code 65583, which, in part, requires that the Housing Element provide: (a) an assessment of housing needs and an inventory of resources and constraints relevant to meeting these needs; (b) a statement of community’s goals, quantified objectives, and policies relative to affirmatively furthering fair housing and to the maintenance, preservation, improvement, and development of housing; and (c) a program setting forth a schedule of actions during the planning period to achieve the goals and objectives of the housing element, including the need to revise certain General Plan objectives and policies and rezone portions of the City to increase development capacity to meet the City’s housing needs; and

WHEREAS, the Housing Element 2022 Update was certified as compliant with state housing element law by the California Department of Housing and Community Development on February 1, 2023; and

WHEREAS, as required by the Housing Element 2022 Update, the Planning Department has embarked on a multi-year community-based planning effort to revise land use policies, the Planning Code, and Zoning Maps to assure sufficient and equitable development capacity to create a variety of housing types in areas of the City that are particularly well suited to accommodate additional housing; the rezoning effort is commonly referred to as the “San Francisco Family Zoning Plan” (“Family Zoning Plan”). As called for in the Housing Element 2022 Update, the rezoning focuses on the well-resourced neighborhoods of the western and northern portions of San Francisco (also referred to as Housing Opportunity Areas); and

WHEREAS, throughout this process, the San Francisco Family Zoning Plan has been developed based on robust public input, including, but not limited to, four public open houses; 11 presentations at the Planning Commission; seven focus groups targeting populations facing greater housing insecurity; 62 housing education workshops in District 1 and District 4; five field walks; multiple presentations at City Commissions and Board of Supervisors committee hearings; two webinars open to a general audience; four online surveys; over 90 meetings with individual neighborhood organizations and advocacy groups; a robust interactive web page presence; a mailed notice to all residents, business owners, and property owners within the rezoning area and within 300 feet of its boundary; and thousands of individual meetings, phone calls, and emails with stakeholders; and

WHEREAS, the Family Zoning Plan aims to expand housing affordability and diversity, including housing suitable for families, seniors, people with disabilities, essential workers, and low- and moderate-income

households; to create a more predictable process to approve and build housing; to ensure inspiring urban design and architecture; to support small businesses and neighborhood vitality; and to plan for infrastructure and services to serve growth; and

WHEREAS, the Family Zoning Plan is a required implementation action of the recently adopted Housing Element of the General Plan, is consistent with all of the policies in the Housing Element and broadly consistent with the current General Plan. However, in order to implement the policies and required rezoning actions described in the Housing Element, additional conforming amendments must be made to various objectives, policies, and maps of the following areas of the General Plan: the Urban Design Element, the Transportation Element, the Commerce and Industry Element, the Balboa Park Station Area Plan, the Glen Park Community Plan, the Market & Octavia Area Plan, the Van Ness Avenue Area Plan, the Northeastern Waterfront Plan, the Van Ness Avenue Area Plan, the Western Shoreline Area Plan, the Western SoMa Area Plan, the Downtown Plan, and the Land Use Index. Most of these amendments relate to the height, density, and scale of development in particular geographies to conform with the Housing Element generally and the proposed Family Zoning Plan specifically; and

WHEREAS, a draft ordinance, substantially in the form attached hereto as Exhibit 5b, and approved as to form by the City Attorney's office, would make a number of conforming amendments to various elements of the General Plan, including the Urban Design Element, the Transportation Element, the Commerce and Industry Element, the Balboa Park Station Area Plan, the Glen Park Community Plan, the Van Ness Avenue Area Plan, the Market & Octavia Area Plan, Northeastern Waterfront Plan, the Van Ness Avenue Area Plan, the Western Shoreline Area Plan, the Western SoMa Area Plan, the Downtown Plan, and Land Use Index. Height Maps in the Balboa Park Station Area Plan, the Glen Park Community Plan, the Market Octavia Area Plan, and the Northeastern Waterfront Plan, and the Bulk Map of the Urban Design Element are proposed for removal; and

WHEREAS, the proposed amendments to the Western Shoreline Area Plan constitute amendments to the Land Use Plan of the City's certified Local Coastal Program ("LCP"). On August 1, 2025 the Department issued a Notice of Availability of an LCP Amendment ("NOA") in accordance with California Code of Regulations, Title 14, Section 13515 requirements for public participation and agency coordination. The Department mailed the NOA to all neighborhood organizations that requested notice of hearings and applications in the Coastal Zone; individuals who have made a specific written request to be notified of hearings and applications pertaining to the Coastal Zone; local governments contiguous with the area that is the subject of the LCP Amendment; regional, state, and federal agencies that may have an interest in or may be affected by the proposed LCP Amendment; and the local library. The Department has completed a Consistency Analysis of the proposed LCP Amendment, attached hereto as Exhibit 7, in accordance with California Code of Regulations, Title 14, Sections 13511 and 13552; and

WHEREAS, the General Plan Amendments, together with proposed Zoning Map Amendments (Board File 250700) and Planning Code Amendments (Board File 250701), provide a comprehensive set of policies to implement key actions of the Housing Element 2022 Update; and

WHEREAS, collectively, the General Plan Amendments, the Zoning Map Amendments, and the Planning Code Amendments will affect approximately 92,000 of the approximately 150,000 parcels in the City where residential development is permitted; the Family Zoning Plan will allow increased density on all of those 92,000 parcels (approximately 60% of the 150,000 parcels), and increase the permitted heights on approximately 17% of parcels citywide; and

WHEREAS, the Commission certified the Housing Element 2022 Update EIR on November 17, 2022 in motion 21206, and adopted CEQA findings, a Statement of Overriding Considerations, and a Mitigation, Monitoring and Reporting program (MMRP) for the Housing Element 2022 Update on December 15, 2022 in resolution 21220. The Planning Department has prepared an addendum to the Housing Element 2022 Update FEIR, which was published on September 3, 2025 and found that the proposed Family Zoning Plan, including the General Plan, Planning Code and Zoning Map amendments, would not create any new or substantially more severe significant impacts than those described in the FEIR; and

WHEREAS, on September 11, 2025, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed General Plan Amendments; and

WHEREAS, the Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of Department staff and other interested parties; and

WHEREAS, all pertinent documents may be found in the files of the Department, as the Custodian of Records, at 49 South Van Ness Avenue, Suite 1400, San Francisco; and

WHEREAS, the Commission has reviewed the proposed Ordinance; and

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Planning Code Section 340(d), the Commission finds from the facts presented that the public necessity, convenience, and general welfare require the proposed General Plan Amendments for the following reasons:

1. The General Plan Amendments will create development capacity for more than 36,200 additional housing units by increasing realistic zoned capacity for housing and removing current constraints on new housing in the City's well-resourced neighborhoods, in satisfaction of Housing Element Action 7.1.1.
2. The General Plan Amendments will facilitate the increase in supply of housing units, helping to alleviate the City's housing shortage and affordability crisis. Allowing for greater density and building height encourages the construction of a wide range of housing typologies, thereby providing greater accessibility to housing for residents of all incomes, household types and needs throughout the city. The increased capacity will also generate more subsidized, permanently-affordable units through the City's inclusionary housing program and by increasing the geographic availability of sites zoned for the scale and type of buildings feasible for 100% affordable housing development.

3. The General Plan Amendments will advance the production of housing in state-designated Housing Opportunity Areas, where, over the past two decades, only about 10% of new housing units were built, even though they comprise more than 50% of the City's land. Building more residential units in these areas – which have higher incomes, good access to jobs, well-performing public schools, and low levels of environmental pollution – will create housing and economic opportunities for low- and moderate-income households.
4. The General Plan Amendments will enable increased housing production, which will generate more tax revenue and other public revenue to support public services and facilities. This increased revenue will ensure that vital infrastructure and services such as transit, schools, parks, and fire stations support healthy and complete communities, and that these facilities and services can increase in capacity as our population grows in addition to supporting reinvestment in existing facilities.
5. The General Plan Amendments will increase housing capacity in mixed-use and commercial areas and corridors, which will benefit local businesses by generating more customers and demand for their goods and services.
6. The General Plan Amendments will increase housing capacity along major transit corridors and near job, schools and services, which will reduce reliance on automobile trips and reduce greenhouse gas emissions, while providing additional ridership to support higher levels of transit service to benefit both existing and future residents, workers, and visitors.

BE IT FURTHER RESOLVED, that the Commission finds the General Plan Amendments, along with the Family Zoning Plan's proposed Planning Code and Zoning Map Amendments, (together "the Family Zoning Plan", or "the Project"), are, on balance, consistent with the General Plan as proposed for amendment and with the eight priority policies of Planning Code Section 101.1(b), as follows:

1. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses enhanced;

The Family Zoning Plan will enable increased density along commercial and transit corridors in western and northern San Francisco. The increased development capacity will both provide new commercial spaces for San Francisco businesses and provide additional residential density; the increased residential density, will, in turn, provide an enlarged client base and increased pedestrian activity for these businesses. The Family Zoning Plan contemplates measures that address the needs of small businesses, such as flexibility in establishing such businesses in new developments, incentives for new development to provide space and support for new and relocating small businesses, and zoning flexibility for Legacy Businesses to re-establish themselves in other locations if they must relocate.

2. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods;

The Family Zoning Plan aims to increase housing capacity within the rezoned areas, while maintaining key aspects of the neighborhoods that are key to San Francisco's character. New housing projects, while potentially larger than surrounding buildings, must meet objective design standards that require appropriate treatment of ground floor commercial and residential uses, building modulation and articulation, and attention to the public interface of new buildings with existing neighborhood context, among other requirements. The Family Zoning Plan maintains all current Planning Code process that strictly limits the ability to demolish existing multi-family housing units and protects existing tenants. Companion legislation to the Family Zoning Plan proposes enhancing protections for existing tenants by establishing similar policies required by State law. As noted above, the Family Zoning Plan also looks to support local businesses by both providing new opportunities in new development and facilitating relocation of Legacy Businesses. The Plan will not affect current policies and review processes for listed Historic Buildings, including properties that are listed in Article 10 and Article 11 of the Planning Code. The Family Zoning Plan includes a flexible housing entitlement program (referred to as "the Housing Choice-San Francisco Program"), whereby housing developers can obtain reductions of certain Planning Code and design standards requirements as a means to encourage housing development. Projects that include demolition of properties listed in the National Register of Historic Places, the California Register of Historic Resources, or Articles 10 or 11 of the Planning Code would not be eligible for this program. Similarly, projects that involve additions or major modifications to Historic Buildings would be reviewed for compliance with the Commission's adopted Preservation Design Standards, helping to assure the ongoing historic integrity of Historic Buildings.

3. That the City's supply of affordable housing be preserved and enhanced;

The Family Housing Zoning Plan is part of the City's effort to produce 82,000 housing units, including 47,000 for lower- and moderate-income households. Increasing housing production overall will lead to an increase of subsidized affordable units, which are supported by the City's inclusionary housing requirements. Additionally, the Family Zoning Plan will increase the variety and types of housing available in these neighborhoods by providing increased development capacity in different neighborhood contexts. Housing stock in the Housing Opportunity Area is predominantly single-family homes, which are expensive and provide little opportunity for households looking for more affordable or smaller units. A greater diversity of new housing stock, including apartments and condominiums in multi-family buildings, will provide more housing opportunities for households of all income levels and sizes in High Opportunity neighborhoods. In addition to providing opportunity for larger multi-family buildings on commercial and transit corridors, the Family Zoning Plan will encourage the development of smaller scale additional of housing, including fourplexes, accessory dwelling units (ADUs), townhomes, and small- mid-sized multi-family buildings in residential areas; all of these housing types tend to be more affordable to a greater range of households than single-family homes.

4. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking;

The Family Zoning Plan will not impede transit service or overburden streets and neighborhood parking. The Family Zoning Plan would increase housing capacity along existing transit corridors, thereby decreasing reliance on automobile ownership, vehicle trips, and parking. The anticipated increases in

housing density and height are concentrated on high-capacity transit lines. The Family Zoning Plan would reduce maximum allowable off-street parking to reduce vehicle trips generated at future projects. This will also encourage non-auto travel, such as by transit, in compliance with regional Transit Oriented Communities Policy adopted by the Metropolitan Transportation Commission. The rezoning would also restrict new curb cuts for off-street parking and loading on certain core pedestrian-oriented commercial blocks in order to limit conflicts with pedestrian activity and to maintain vibrancy of commercial districts.

5. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced;

The Family Housing Zoning Plan increases development capacity primarily in residential, neighborhood-commercial, and mixed residential-commercial areas that generally do not include significant amounts of existing industrial uses; no industrial (PDR) districts are proposed for rezoning in the Family Zoning Plan. The Family Zoning Plan does not increase capacity for office development; instead, it increases housing and ancillary small scale ground floor commercial spaces for small businesses and institutions to serve future residents. The Family Zoning Plan would increase housing capacity along existing commercial corridors, which will generate more consumer demand – and therefore more opportunity for service sector employment – at the businesses located therein. Furthermore, it will advance measures to address impacts to existing businesses from new development.

6. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake;

New construction taking place as a result of the Family Zoning Plan would be required to comply with all current structural and seismic requirements under the San Francisco Building Code.

7. That the landmarks and historic buildings be preserved;

The Family Zoning Plan would maintain current policies for listed Historic Buildings, including properties that are listed in Article 10 or Article 11 of the Planning Code, the California Register, or National Register. As noted above, projects that include demolition of properties listed in the National Register of Historic Places, the California Register of Historic Resources, Article 10 of the Planning Code or Article 11 of the Planning Code would not be eligible for the Housing Choice-San Francisco Program. Similarly, projects that involve additions to Historic Buildings would be reviewed against the Commission's adopted Preservation Design Standards.

8. That our parks and open space and their access to sunlight and vistas be protected from development;

San Francisco policies and procedures regarding shadows on public parks would not be affected by the Family Housing Zoning Plan.

BE IT FURTHER RESOLVED, that the Commission finds that the Family Zoning Plan, including the General Plan, Planning Code and Zoning Map Amendments are in conformity with the General Plan as it is proposed to be amended. The General Plan Amendments will articulate and implement many of

the Goals, Objectives, and Policies described in the General Plan. The Family Zoning Plan is consistent with the following Objectives and Policies of the General Plan, as it is proposed to be amended, as follows:

HOUSING ELEMENT

OBJECTIVE 1.A

ENSURE HOUSING STABILITY AND HEALTHY HOMES

The Project would advance the City's goal of generating 82,000 housing units over the coming years, including 47,000 for lower- and moderate-income residents.

OBJECTIVE 3.B

CREATE A SENSE OF BELONGING FOR ALL COMMUNITIES OF COLOR WITHIN WELL-RESOURCED NEIGHBORHOODS THROUGH EXPANDED HOUSING CHOICE

POLICY 25

Reduce governmental constraints on development in Well-resourced Neighborhoods to enable small and mid-rise multi-family buildings providing improved housing choice and affordability.

The General Plan Amendments and the Family Housing Zoning Plan would increase housing development capacity, relax certain development standards, and generally provide increased housing development opportunities where they currently do not exist. For example, small-scale and mid-rise multi-family housing would be permitted in neighborhoods that previously only allowed single-family homes. Mid-rise buildings would be permitted on commercial and transit corridors.

OBJECTIVE 4.B

EXPAND SMALL AND MID-RISE MULTI-FAMILY HOUSING PRODUCTION TO SERVE OUR WORKFORCE, PRIORITIZING MIDDLE-INCOME HOUSEHOLDS

POLICY 20

Increase mid-rise and small multi-family housing types by adopting zoning changes or density bonus programs in Well-resourced Neighborhoods and adjacent lower-density areas near transit, including along SFMTA Rapid Network and other transit.

POLICY 26

Streamline and simplify permit processes to provide more equitable access to the application process, improve certainty of outcomes, and ensure meeting State- and local-required timelines, especially for 100% affordable housing and shelter projects.

POLICY 31

Facilitate small and mid-rise multi-family buildings that private development can deliver to serve middle-income households without deed restriction, including through adding units in lower density areas or by adding Accessory Dwelling Units (ADUs).

The Family Housing Zoning Plan increases capacity for housing development across a wide range of residential, neighborhood-commercial, and mixed residential-commercial neighborhoods across the City. It creates a local streamlined approval process for housing projects (the Housing Choice-San Francisco

Program) that features objective review and approval, without need for discretionary public hearings, thereby providing a simple permitting process for housing development, in addition to a wide range of code flexibility. The Housing Choice-San Francisco program also provides for additional capacity and code flexibility for 100% affordable housing projects.

OBJECTIVE 4.C

EXPAND AND DIVERSIFY HOUSING TYPES FOR ALL

POLICY 32

Promote and facilitate aging in place for seniors and multi-generational living that supports extended families and communal households.

POLICY 33

Prevent the outmigration of families with children and support the needs of families to grow.

By increasing potential development capacity in various contexts, the Family Zoning Plan enables the creation of a wide variety of housing typologies including those for various populations. By increasing the availability of housing of all types, it will encourage housing for seniors, multi-generational and communal households, and for families with children. By providing for new construction of multi-family housing, more appropriate housing for seniors, such as elevator buildings and smaller units, would be enabled in neighborhoods where existing housing stock is limited to larger single-family homes.

OBJECTIVE 5.A

CONNECT PEOPLE TO JOBS AND THEIR NEIGHBORHOOD WITH NUMEROUS, EQUITABLE, AND HEALTHY TRANSPORTATION AND MOBILITY OPTIONS

POLICY 37

Facilitate neighborhoods where proximity to daily needs and high-quality community services and amenities promotes social connections, supports caregivers, reduces the need for private auto travel, and advances healthy activities.

POLICY 38

Ensure transportation investments create equitable access to transit and are planned in parallel with increase in housing capacity to advance well-connected neighborhoods consistent with the City's Connect SF vision, and encourage sustainable trips in new housing.

The Family Zoning Plan would increase capacity for new housing in mixed use districts and commercial and transit corridors in San Francisco's Well-Resourced Neighborhoods, allowing for improved access to daily goods and services, public transportation and jobs.

TRANSPORTATION ELEMENT

OBJECTIVE 2

USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT

POLICY 2.1

Use rapid transit and other transportation improvements in the city and region as the catalyst for desirable development, and coordinate new facilities with public and private development.

POLICY 2.2

Reduce pollution, noise and energy consumption

OBJECTIVE 11

ESTABLISH PUBLIC TRANSIT AS THE PRIMARY MODE OF TRANSPORTATION IN SAN FRANCISCO AND AS A MEANS THROUGH WHICH TO GUIDE FUTURE DEVELOPMENT AND IMPROVE REGIONAL MOBILITY AND AIR QUALITY

The Family Zoning Plan would increase housing development capacity along major transit corridors and near major transit stations and nodes. The geography and intensity of housing capacity in the Family Zoning Plan is heavily guided by the public transit system and proximity to commercial and educational centers to improve access and mobility by transit, walking and other non-automobile modes and limit VMT growth from new development.

URBAN DESIGN ELEMENT

OBJECTIVE 1

EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION

POLICY 1.1

Recognize and protect major views in the city, with particular attention to those of open space and water

The Family Zoning Plan tailors heights to emphasize characteristic elements of the city pattern, with a predominantly low and mid-rise plan of generally eight stories or less that recognizes topography and maintain key characteristic vistas from public vantage points, locating taller heights at key locations of transit nodes and major intersections for citywide orientation, and locating higher density adjacent to mass transit. The scale of allowable mid-rise buildings is generally aligned with factors such as the width of the street and the significance of adjacent transit and transportation. Buildings of 160 feet and taller will be allowed at key locations and intersections that mark transit nodes and major corridors as envisioned by the Urban Design Element. Large sites will be configured to ensure a small, walkable block pattern that is characteristic of the city fabric. Projects must adhere to Objective Design Standards, including Preservation Design Standards, which emphasize breaking down larger buildings into a finer scale of building patterns characteristic of the city through building modulation and articulation standards.

OBJECTIVE 2

CONSERVATION OF RESOURCES WHICH PROVIDE A SENSE OF NATURE, CONTINUITY WITH THE PAST, AND FREEDOM FROM OVERCROWDING

POLICY 2.4

Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with the past

The HC-SF Program will not be available to projects that propose to demolish landmarks listed in Article 10 of the Planning Code, contributory structures to Historic Districts in either Article 10 and Article 11, or properties listed in either the California Register of Historic Resources or National Register of Historic Places. All projects proposing alterations or additions to historic buildings are required to comply with the adopted Preservation Design Standards. The Project will increase capacity for new development while ensuring that buildings and sites identified as cultural resources will be subject to requirements intended to preserve character defining features.

POLICY 2.7

Recognize and protect outstanding and unique areas that contribute in an extraordinary degree to San Francisco's visual form and character.

OBJECTIVE 3

MODERATION OF MAJOR NEW DEVELOPMENT TO COMPLEMENT THE CITY PATTERN, THE RESOURCES TO BE CONSERVED, AND THE NEIGHBORHOOD ENVIRONMENT

POLICY 3.5

Relate the height of buildings to important attributes of the city pattern and to the height and expression of existing development

POLICY 3.6

Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.

The Family Zoning Plan tailors heights to emphasize characteristic elements of the city pattern, with a predominantly low and mid-rise plan of generally 8 stories or less that recognizes topography and maintains key characteristic vistas from public vantage points. The Family Zoning Plan locates taller heights at key locations of transit nodes and major intersections for citywide orientation and locates higher densities adjacent to mass transit. The scale of allowable mid-rise buildings is generally aligned with factors such as the width of the street and the significance of adjacent transit and transportation. Buildings of 160 feet and taller will be allowed at key locations and intersections that mark transit nodes and major corridors as envisioned by the Urban Design Element. Large sites will be configured to ensure a small, walkable block pattern that is characteristic of the city fabric. Projects must adhere to objective Citywide Design Standards, including Preservation Design Standards, which emphasize breaking down larger buildings into a finer scale characteristic of the city pattern through building modulation and articulation standards. The Family Zoning Plan and the Citywide Design Standards also contain bulk limits for taller buildings to avoid overly bulky massing, as well as setbacks for the upper floors of larger buildings adjacent to lower scale housing.

The Family Zoning Plan respects and accounts for existing neighborhood character while increasing allowable heights; areas that are presently comprised predominantly of small residential parcels off of the

main commercial and transit corridors would generally remain at a height limit of 40 feet, with limited allowance for six stories on corners and larger lots.

COMMERCE AND INDUSTRY ELEMENT

OBJECTIVE 6

MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS

POLICY 6.1

Ensure and encourage the retention and provision of neighborhood-serving goods and services in the city's neighborhood commercial districts, while recognizing and encouraging diversity among the districts.

POLICY 6.2

Promote economically vital neighborhood commercial districts which foster small business enterprises and entrepreneurship, and which are responsive to economic and technological innovation in the marketplace and society.

The Family Zoning Plan concentrates density and new residences along commercial corridors, which will benefit local businesses by generating more customers and demand for their goods and services. The proposed zoning maintains Neighborhood Commercial zoning and encourages ground floor commercial uses, including through the creation of a new Residential Transit Oriented – Commercial zoning district, to allow more flexibility to provide ground floor commercial space for neighborhood-serving businesses. The Housing Choice program also includes incentives to support small businesses. While a modest number of small businesses may be directly affected over time by proposed housing development on sites that they operate, on the whole the Family Zoning Plan will increase the viability and vitality of neighborhood commercial businesses and districts overall.

POLICY 6.7

Promote high quality urban design on commercial streets.

The Family Zoning Plan will advance Citywide Design Standards that create clear expectations for new construction, including high quality pedestrian-oriented storefronts and active ground floors that encourage pedestrian and commercial activity, as well as fine-grained well-designed buildings overall.

POLICY 6.8

Preserve historically and/or architecturally important buildings or groups of buildings in neighborhood commercial districts.

The Family Zoning Plan will increase capacity for new development while ensuring that buildings and sites listed as cultural resources will be subject to requirements intended to preserve cultural heritage.

BALBOA PARK STATION AREA PLAN

OBJECTIVE 1.1

Integrate the diverse uses in the plan area around the commercial spine and transit node.

POLICY 1.1.1

Strengthen the link between transportation and land use.

The Family Zoning Plan will increase allowed heights along Ocean Avenue and around the BART station within the Area Plan's boundaries thereby encouraging additional housing development and the increased diversification of the land uses along these important commercial spine and transit nodes.

OBJECTIVE 1.2

STRENGTHEN THE OCEAN AVENUE NEIGHBORHOOD COMMERCIAL DISTRICT.

POLICY 1.2.2

Encourage mixed-use residential and commercial infill within the commercial district.

Permitted heights will be increased along the Ocean Avenue commercial district thereby strengthening the commercial district with heights appropriate to the scale and importance of the street and providing housing for additional residents, who will in turn provide an additional customer base for the commercial businesses.

OBJECTIVE 4.6

ENHANCE AND PRESERVE THE EXISTING HOUSING STOCK

POLICY 4.6.2

Discourage dwelling unit mergers.

The Family Zoning Plan reinforces existing policies that discourage unit mergers by introducing new provisions that strengthen the Planning Commission's stance against the loss of residential flats.

GLEN PARK COMMUNITY PLAN

OBJECTIVE 2

ENSURE THE COMPATIBILITY OF NEW DEVELOPMENT WITH THE FORM AND CHARACTER OF GLEN PARK

POLICY 2.2

Consider new housing and commercial opportunities in appropriately scaled infill development that supports the commercial area.

The Family Zoning Plan increases allowed heights in the Glen Park Plan Area appropriate for its location next to major regional transit facilities including the Glen Park BART Station and the MUNI J-Church Metro line. Developments using the local program will be required to meet the Citywide Design Standards, which include design standards addressing buildings' bulk, articulation and relationship to adjacent smaller buildings. The existing height limits in the commercial area are so low as to suppress all possible new housing and infill development, and are not appropriate for the location adjacent to a BART and Muni Metro station, and so are not aligned with this policy.

MARKET OCTAVIA AREA PLAN

OBJECTIVE 1.2

ENCOURAGE URBAN FORM THAT REINFORCES THE PLAN AREA’S UNIQUE PLACE IN THE CITY’S LARGER URBAN FORM AND STRENGTHENS ITS PHYSICAL FABRIC AND CHARACTER.

POLICY 1.2.2

Maximize housing opportunities and encourage high-quality commercial spaces on the ground floor.

POLICY 1.2.7

Encourage new mixed-use infill on Market Street with a scale and stature appropriate for the varying conditions along its length.

The Family Zoning Plan would increase height along Market Street within the Market and Octavia Area Plan’s boundaries as well as in the “Hub” area near Market and Van Ness and the blocks just south of this intersection. The additional height will help emphasize Market Street’s role as San Francisco’s “main street”, while enabling greater housing capacity along the City’s most intensive transit spine. Heights will be varied to a scale and stature appropriate for the varying conditions along its length.

OBJECTIVE 2.3

PRESERVE THE AFFORDABILITY OF EXISTING HOUSING STOCK AND STRENGTHEN TENANT PROTECTION PROGRAMS.

POLICY 2.3.3

Discourage dwelling-unit mergers.

The Family Zoning Plan reinforces existing policies that discourage unit mergers by introducing new provisions that affirm the Planning Commission’s commitment to preserving residential flats. The Plan maintains existing Code restrictions against merging and demolishing existing units in multi-family buildings.

OBJECTIVE 7.1

CREATE A VIBRANT NEW MIXED-USE NEIGHBORHOOD IN THE HUB.

POLICY 7.1.2

Encourage residential towers on selected sites.

The Family Zoning Plan will increase heights at key sites within the HUB subarea, encouraging more housing in one of the City’s most transit-rich locations. The construction of residential towers would be permitted and encouraged, but projects must comply with new zoning requirements to ensure towers are appropriately scaled and integrated with the surrounding urban fabric.

NORTHEASTERN WATERFRONT AREA PLAN

OBJECTIVE 6

TO DEVELOP AND MAINTAIN RESIDENTIAL USES ALONG THE NORTHEASTERN WATERFRONT IN ORDER TO ASSIST IN SATISFYING THE CITY'S HOUSING NEEDS AND CAPITALIZE ON THE AREA'S POTENTIAL AS A DESIRABLE LIVING ENVIRONMENT.

POLICY 6.2

Encourage the development of additional housing wherever feasible (except on new or replacement fill).

POLICY 6.4

Encourage the development of a variety of unit types for households of all sizes where practical.

The Family Zoning Plan will allow increased heights within the Fisherman's Wharf subarea of the Northeastern Waterfront Area Plan. This targeted upzoning responds to the area's relatively underutilized character and has the potential to introduce significant new housing. In addition to addressing the City's broader housing needs, new residents would help enliven the neighborhood and provide a stronger balance between commercial, tourist, and residential uses.

The Housing Choice program enables flexibility in providing a variety of housing types and means of satisfying affordability requirements.

VAN NESS AVENUE AREA PLAN

Land Use

SUBAREA 1: Redwood to Broadway

OBJECTIVE 1

CONTINUE EXISTING COMMERCIAL USE OF THE AVENUE AND ADD A SIGNIFICANT INCREMENT OF NEW HOUSING.

POLICY 1.1

Encourage development of high-density housing above a podium of commercial uses in new construction or substantial expansion of existing buildings.

POLICY 1.4

Maximize the number of housing units.

POLICY 1.5

Employ various techniques to provide more affordable housing.

The Family Zoning Plan will increase heights along all portions of Van Ness Avenue within the Plan Area. The Van Ness Avenue corridor would see the most intensive housing capacity increases in the Family Zoning Plan. These height increases would allow for significantly more housing along this prominent corridor, consistent with its stature and role as a major transit spine. The addition of new residents would also strengthen the customer base, supporting a vibrant retail presence as envisioned in the Area Plan.

ENCOURAGE DEVELOPMENT WHICH REINFORCES TOPOGRAPHY AND URBAN PATTERN, AND DEFINES AND GIVES VARIETY TO THE AVENUE.

POLICY 5.1

Establish height controls to emphasize topography and adequately frame the great width of the Avenue, and support the redevelopment of the Avenue as a diverse, mixed use boulevard and transit corridor.

Although heights will increase along the entire corridor, they would remain sensitive to the surrounding topography, consistent with a key urban design value of San Francisco. The tallest buildings would be located at Geary Boulevard and Van Ness Avenue, with heights gradually tapering down in all directions.

Preservation of Significant Buildings

OBJECTIVE 11

PRESERVE THE FINE ARCHITECTURAL RESOURCES OF VAN NESS AVENUE.

POLICY 11.1

Avoid demolition or inappropriate alteration of historically and architecturally significant buildings.

The Housing Choice Program will not apply to projects that propose the demolition of listed historic buildings, including those identified in the Van Ness Avenue Area Plan. Projects proposing alterations to these landmarks could participate, but only if they comply with the City's Preservation Design Standards and satisfactorily pass review for appropriate alterations to such structures.

WESTERN SOMA AREA PLAN

OBJECTIVE 3.2

ENCOURAGE NEW NEIGHBORHOOD RESIDENTIAL USES IN LOCATIONS THAT PROVIDE THE GREATEST OPPORTUNITIES TO BUILD ON THE EXISTING NEIGHBORHOOD PATTERNS

POLICY 3.2.2

Encourage in-fill housing that utilizes design strategies that consider the existing built housing qualities in terms of heights, prevailing density, yards and unit sizes. *[as proposed for amendment]*

POLICY 3.2.3

Provide additional housing production incentives for areas identified as most appropriate for housing production.

The Family Zoning Plan will increase heights along the major arterials of the far western blocks of Western SoMa Area Plan while maintaining the lower scale of interior alley environments. These height increases would expand housing capacity on well-located, often underutilized sites.

OBJECTIVE 3.3

ENSURE THAT A SIGNIFICANT PERCENTAGE OF THE NEW HOUSING CREATED IS AFFORDABLE TO PEOPLE WITH A WIDE RANGE OF INCOMES

POLICY 3.3.3

Encourage a mix of affordability levels in new residential development.

The Family Zoning Plan and its Housing Choice Program enables flexibility in meeting the City's robust affordable. housing requirements.

WESTERN SHORELINE AREA PLAN

Transportation

OBJECTIVE 1

IMPROVE PUBLIC TRANSIT ACCESS TO THE COAST.

POLICY 1.5

Consolidate the Municipal Railway turnaround at the former Playland-at-the-Beach site

The SFMTA La Playa and Cabrillo Terminal Bus Loop site falls within the proposed SFMTA Non-Contiguous SUD, which would preserve and potentially expand its role as a key Richmond District bus facility while also allowing the addition of future housing.

Richmond and Sunset Residential Neighborhoods

OBJECTIVE 11

ENSURE DEVELOPMENT IN THE COASTAL ZONE ADVANCES HOUSING AND COMMUNITY DEVELOPMENT GOALS APPROPRIATE FOR THE LOCATION OF EACH PARCEL *[as proposed for amendment]*

POLICY 11.1

Consider the location of each parcel relative to both the city context, including major commercial and transit corridors, as well as the coast, when establishing standards for the form, design, and use of new development. *[as proposed for amendment]*

POLICY 11.3

Continue the enforcement of citywide housing policies, ordinances and standards regarding the provision of safe and convenient housing to residents of all income levels, especially low- and moderate-income people.

POLICY 11.4

Strive to increase the amount of housing units citywide, especially units for low- and moderate-income people

In most portions of the Western Shoreline Area Plan, existing height limits would be retained while permitting greater residential density. Select pockets along neighborhood commercial corridors would allow modest height increases, consistent with the City's broader policy of encouraging additional height along such corridors. The Family Zoning Plan and its Local Program also provide flexibility in meeting the City's robust affordability requirements.

BE IT FURTHER RESOLVED, that the Commission finds that the General Plan Amendments do not impose any new governmental constraints on the development of housing, as those terms are defined in

Policies 7.1.1 and 8.1.6 of the 2022 Housing Element, nor do they lessen the intensity of land use within the meaning of Government Code Section 66300(h)(1). The Commission further finds that the collectively, the General Plan Amendment, the Zoning Map Amendments and Planning Code Amendments, provide capacity for more than 36,200 additional units, which would more than offset any constraint or reduction in intensity on specific parcels, if any; and,

BE IT FURTHER RESOLVED, that the Commission finds the amendments to the Land Use Plan of the City's certified LCP meet the requirements of, and are in conformity with, the policies of Chapter 3 of the Coastal Act (California Public Resources Code Section 30200 et seq.) for the reasons set forth in the Consistency Analysis, attached hereto as Exhibit 7. The Commission further finds that the LCP amendments will be implemented in full conformance with the Coastal Act's provisions; and,

BE IT FURTHER RESOLVED, that the Commission has reviewed and considered the FEIR and CEQA Findings as modified by Addendum No. 1, and related findings previously adopted by the Commission for the Family Zoning Plan, including the statement of overriding considerations and mitigation monitoring and reporting program, the findings as set forth in Addendum No. 1, and the findings related to amendments to adopted mitigation measures set forth in Exhibit 8 to this Resolution. The Commission adopts the findings made in Addendum No. 1 and adopts the amendments to mitigation measures as proposed by Addendum No. 1 and identified in Exhibit 8; and,

BE IT FURTHER RESOLVED, that Commission finds and determines that the Project as modified by the 2025 Actions is within the scope of the Project analyzed in the FEIR as modified by the subsequent Addendum No. 1 and require no further environmental review pursuant to CEQA and the CEQA Guidelines Section 15180, 15162, and 15163 for the following reasons: (1) implementation of the 2025 Actions does not require major revisions in said FEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and, (2) no substantial changes have occurred with respect to the circumstances under which the actions analyzed in said FEIR will be undertaken that would require major revisions to the FEIR due to the involvement of new significant environmental effects, or a substantial increase in the severity of effects identified in the FEIR; and, (3) no new information of substantial importance to the actions analyzed in said FEIR has become available which would indicate that (A) the Project as modified by the 2025 Actions will have significant effects not discussed in the FEIR; (B) significant environmental effects will be substantially more severe; (C) mitigation measures or alternatives found not feasible, which would reduce one or more significant effects, have become feasible; or (D) mitigation measures or alternatives, which are considerably different from those in the FEIR, will substantially reduce one or more significant effects on the environment; and,

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the Commission hereby adopts the General Plan Amendments in the proposed Ordinance attached to this Resolution and recommends approval by the Board of Supervisors.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on September 11, 2025.



Jonas P. Ionin

Jonas P Ionin

Digitally signed by Jonas P Ionin
Date: 2025.09.17 14:36:55 -07'00'

Commission Secretary

AYES: Campbell, McGarry, Braun, So

NOES: Williams, Imperial, Moore

ABSENT: None

ADOPTED: September 11, 2025



EXHIBIT 7

FAMILY ZONING PLAN — LOCAL COASTAL PROGRAM AMENDMENTS CONSISTENCY ANALYSIS

Purpose

This document provides an analysis of the consistency of amendments to the City's Local Coastal Program (LCP), proposed as part of the Family Zoning Plan, with relevant provisions of the California Coastal Act (Public Resources Code Division 20) and the certified LCP in accordance with California Code of Regulations, Title 14, Sections 13511 and 13552.

LCP Land Use Plan (LUP) Amendments

Summary of Proposed LUP Amendments

The proposed LUP amendments pertain to residential and commercial development in the Coastal Zone portions of residential neighborhoods in the Richmond and Sunset districts. The amendments revise Objective 11 of the LUP, which currently calls for preservation of the scale of development in those districts, to call for advancing housing and community development goals in a place-sensitive manner. Policy 1 under Objective 11, which currently calls for regulating the density and appearance of development in order to preserve the scale and character of residential neighborhoods, would be revised to call for regulation of the form, design, and use of development in a manner that takes into consideration both the Coast and the larger City context. The proposed amendments are necessary for the City to accommodate its Regional Housing Needs Allocation shortfall of 36,200 units under Housing Element law.

Standard of Review

Pursuant to Coastal Act Section 30512.2 (Chapter 6 Article 2), the standard of review for LUP amendments is that they must conform with the requirements of Chapter 3 policies of the Coastal Act to the extent necessary to achieve the basic state goals specified in Section 30001.5.

Relevant Coastal Act Requirements

The proposed LUP amendments concern high-level policy regarding regulation of residential and commercial development in existing developed areas located inland from the first public road. Relevant

Coastal Act requirements are therefore concentrated in Articles 6 (Development) and 2 (Public Access) of Chapter 3 (Coastal Resources Planning and Management):

Article 6: Development

Section 30250: Location; existing developed area

(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

(b) Where feasible, new hazardous industrial development shall be located away from existing developed areas.

(c) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.

Section 30251: Scenic and visual qualities

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

Section 30252: Maintenance and enhancement of public access

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

Article 2: Public Access

Section 30211: Development not to interfere with access

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30212: New development projects

(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where: (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway. [...]

Section 30213: Lower cost visitor and recreational facilities; encouragement and provision; overnight room rentals

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

The commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.

Consistency Analysis

The proposed LUP amendments would apply to the Coastal Zone portions of residential neighborhoods in the Richmond and Sunset districts, which are existing developed areas extending well inland from the Coastal Zone and identified as well-resourced neighborhoods in the Housing Element of the San Francisco General Plan. As articulated in the Housing Element, it is the City's goal to expand housing choice within well-resourced neighborhoods and promote neighborhoods that are well-connected, healthy, and rich with community culture. The proposed amendment to LUP Objective 11 aims to ensure that development in these neighborhoods advances the City's housing and community development goals as appropriate for the location of each parcel. The proposed amendment to Policy 1 would further clarify that the location of each parcel relative to both the coast and the city context should be considered when establishing standards for development, and that the city context includes major commercial and transit corridors.

Article 6: Development

The proposed LUP amendments identify existing developed areas as locations for advancing the City's housing and community development goals, and are therefore consistent with Section 30250 which encourages infill development by calling for new residential and commercial development to be located within such areas.

The amendments require that both the coast and the city context be considered when establishing standards for development, thus reconciling the need for housing and community development in these neighborhoods with Section 30251's requirement that scenic and visual qualities of coastal areas be considered and protected as a resource of public importance. The established street pattern

in the Sunset and Richmond districts is a rectilinear grid with frequent uninterrupted streets arrayed orthogonally to the coast. All existing developed areas are inland from the first public road, which is generally parallel to the coast, and all land between the coast and first public road is publicly owned open space. These street and land-use patterns ensures that public views to and along the coast, generally available from public streets and open space, are protected from development impacts consistent with Section 30251. Furthermore, by requiring consideration of the city context when establishing development standards, the amendments are compatible with Section 30251's requirement that development be visually compatible with the character of surrounding areas, where these surrounding areas are considered as established City neighborhoods with boundaries that extend well inland of the Coastal Zone.

Section 30252 requires that the location and amount of new development maintain and enhance public access to the coast, including via transit and other non-automotive modes. The Richmond and Sunset districts include several transit corridors with high-quality rail and bus lines that connect the Coastal Zone with the rest of the City and with regional transit. The City's housing and community development goals as articulated in the Housing Element call for expanding housing choices and neighborhood commercial activity along these corridors. Implementing these goals in the Coastal Zone neighborhoods, as called for in the proposed LUP amendments, would help support this transit service, consistent with Section 30252. Furthermore, the established neighborhood street grid is fine grained and highly walkable, thus providing residents and visitors with abundant opportunities for non-vehicular circulation as required by this Section.

Article 2: Public Access

The existing street pattern of the Sunset and Richmond districts, discussed above, ensures that development will not interfere with access to the sea consistent with **Section 30211**. Likewise, since the proposed LUP amendments pertain to existing developed areas that are all inland from the nearest public roadway to the shoreline, the proposed LUP amendments are consistent with **Section 30212**.

The coast adjacent to the Sunset and Richmond districts is publicly owned and includes beaches, parks, and other recreational facilities that are free to all, consistent with **Section 30213** which calls for the provision of lower cost recreational facilities. In addition, the Richmond and Sunset districts include several commercial corridors that extend into the Coastal Zone and include establishments that provide lower cost services useful to visitors, such as grocery stores and take-out food establishments. The proposed LUP amendments would require consideration of these existing commercial corridors when establishing development standards, facilitating the continued presence of such establishments in the Coastal Zone.

LCP Implementation Plan (IP) Amendments

Summary of Proposed IP Amendments

The proposed IP amendments would modify development controls in the westernmost portions of the City's Richmond and Sunset districts. These are existing developed areas, inland of the first public road, and are

largely residential with moderate amounts of neighborhood- and visitor-serving commercial uses. These areas are designated for residential and commercial uses under the current IP, and the proposed amendments would continue this designation while allowing more housing and complete neighborhood amenities as appropriate in both the City and Coastal context. In particular, the amendments would:

- create the Housing Choice – San Francisco (HC-SF) program which includes a local residential bonus program that is similar to the State Density Bonus law in that it allows additional residential development opportunities in certain circumstances. The HC-SF program also includes a Housing Sustainability District to encourage housing production on certain infill sites near public transportation;
- create the R-4 Height and Bulk District, which will provide for form-based density, and increased height limits for projects using the HC-SF Program;
- reclassify certain properties as Residential Transit Oriented, Commercial District (RTO-C), which permits a wide array of neighborhood-serving uses at limited sizes along with housing, subject to form-based density;
- require minimum densities in transit-rich locations and impose maximum size limits on residential units;
- create the San Francisco Municipal Transportation Agency Special Use District (SFMTA SUD), which is comprised of parcels owned by the SFMTA, most of which are currently used as parking lots. The SUD allows development of market-rate and affordable housing consistent with each parcel's surrounding zoning district, as well as other zoning modifications specific to the SUD; and
- modify the zoning controls in Neighborhood Commercial (NC-1, NC-2, NC-S) Districts in the Coastal Zone to allow for form-based density and reclassify certain properties as NC-2.

Standard of Review

The standard of review for IP amendments is that they must be consistent with and adequate to carry out LCP Land Use Plan (LUP) provisions. The proposed IP amendments will be paired with LUP amendments that will be adopted locally and submitted for Coastal Commission certification concurrently with the IP amendments. The standard of review for the proposed IP amendments is therefore the LUP as amended by the accompanying LUP amendments.

Relevant LUP Provision

The proposed IP Amendments concern residential and commercial development in the Coastal Zone portions of residential neighborhoods in the Richmond and Sunset districts. The applicable LUP provisions are in the Richmond and Sunset Residential Neighborhoods section (Objective 11 and related policies, as proposed to be amended), with additional provisions in the Transportation section (Objective 1 and related policies) and the Coastal Hazards section (Objective 12 and related policies):

RICHMOND AND SUNSET RESIDENTIAL NEIGHBORHOODS

OBJECTIVE 11: ENSURE DEVELOPMENT IN THE COASTAL ZONE ADVANCES HOUSING AND COMMUNITY DEVELOPMENT GOALS APPROPRIATE FOR THE LOCATION OF EACH PARCEL.

Policy 1: Consider the location of each parcel relative to both the city context, including major commercial and transit corridors, as well as the coast, when establishing standards for the form, design, and use of new development.

Policy 2: Develop the former Playland-at-the-Beach site as a moderate density residential apartment development with neighborhood commercial uses to serve the residential community and, to a limited extent, visitors to the Golden Gate National Recreation Area.

Policy 3: Continue the enforcement of citywide housing policies, ordinances and standards regarding the provision of safe and convenient housing to residents of all income levels, especially low- and moderate-income people.

Policy 4: Strive to increase the amount of housing units citywide, especially units for low- and moderate-income people.

Policy 7: Maintain a community business district along Sloat Boulevard within the Coastal Zone to provide goods and services to residents of the outer Sunset and visitors to the Zoo and Ocean Beach.

TRANSPORTATION

OBJECTIVE 1: IMPROVE PUBLIC TRANSIT ACCESS TO THE COAST.

Policy 1: Improve crosstown public transit connections to the coastal area, specifically Ocean Beach, the Zoo and the Cliff House.

Policy 5: Consolidate the Municipal Railway turnaround at the former Playland-at-the-Beach site.

COASTAL HAZARDS

OBJECTIVE 12: PRESERVE, ENHANCE, AND RESTORE THE OCEAN BEACH SHORELINE WHILE PROTECTING PUBLIC ACCESS, SCENIC QUALITY, NATURAL RESOURCES, CRITICAL PUBLIC INFRASTRUCTURE, AND EXISTING DEVELOPMENT FROM COASTAL HAZARDS.

Policy 12.4: Develop the Shoreline in a Responsible Manner.

Consistency Analysis

Richmond and Sunset Residential Neighborhoods section

The proposed IP amendments would establish eligibility for the HC-SF Local Program (Local Program), which qualifies eligible projects for certain height, density, and code flexibility. Eligible projects would generally be required to meet inclusionary housing requirements, thus increasing the amount of housing for residents of all income levels, especially low- and moderate-income people, consistent with Policies 3 and 4 of this section.

Allowable building heights under the current IP are generally 40 feet. The proposed IP amendments include moderate increases in allowable heights along transit and commercial corridors, mostly for projects using the Local Program. Most height limit increases proposed within the Coastal Zone are located at least one block inland from the first public road and are components of larger district-wide patterns that extend beyond the Coastal Zone, consistent with Objective 11 and Policy 1.

Consistent with Policy 2, the proposed IP amendments would facilitate redevelopment of under-developed portions of the former Playland-at-the-Beach site with moderate density residential and neighborhood commercial uses by allowing moderate height increases under the Local Program and for SFMTA Joint Development (see below), and by reclassifying certain properties from the Neighborhood Commercial Shopping Center (NC-S) zoning use district to the Small-Scale Neighborhood Commercial (NC-2) zoning use district.

The amendments would retain the existing NC-2 zoning use district along Sloat Boulevard, consistent with Policy 7. Furthermore, the amendments would reclassify certain properties along other established transit and commercial corridors from various residential zoning use districts to the RTO-C zoning use district, allowing for additional commercial uses to serve the residential community and visitors in addition to the two commercial clusters named in Policies 2 and 7.

Transportation

The proposed IP amendments would allow and encourage denser residential and mixed-use development in existing walkable neighborhoods that are well-served by existing high-quality public transit, particularly along crosstown transit corridors that connect the Coastal Zone to the rest of the city and to regional transit. The amendments are consistent with Objective 1 and related Policies since transit can achieve greater ridership and cost-effectiveness by serving areas with higher densities and other complementary elements such as mixed uses and pedestrian connectivity.

The SFMTA's La Playa/Cabrillo Terminal Loop at 780 La Playa Street is located at the former Playland-at-the-Beach site and supports crosstown public transit connections to the Coastal Zone including the northern portion of Ocean Beach and the Cliff House. The proposed IP amendments would reclassify the Terminal site from the Low Density Mixed Residential (RM-1) zoning use district to the NC-2 zoning use district, and into the Non-Contiguous SFMTA Special Use District in implementation of the SFMTA Joint Development Policy. The proposed zoning reclassification, base height increase to 50', and Local Program height increase to 85' would all facilitate residential mixed-use redevelopment of the site while retaining the ability to maintain and improve transit-related uses, consistent with Objective 1 and related Policies.

Coastal Hazards

Objective 12 and related Policies are mostly concerned with the shoreline, while the proposed IP amendments would only apply to existing developed areas inland from the first public road. Policy 12.4 states that development in the Coastal Zone should be sited to avoid coastal hazard areas when feasible, and requires design and construction mitigations where avoidance is not feasible. As of this time the City has not identified any coastal hazard areas overlapping the areas to which the proposed IP amendments apply, and the amendments are thus not in conflict with Policy 12.4. In accordance with California Senate Bill No. 272 the City is developing a Sea Level Rise Plan (SLR Plan), as part of the City's LCP, including vulnerability assessment, adaptation strategies, and recommended projects. The SLR Plan may identify new coastal hazard areas, in which case it may propose new development controls or other guidance to minimize impacts to public safety and property from relevant hazards.