

[General Plan Amendments - Family Zoning Plan]

**Ordinance amending the General Plan to revise the Urban Design Element, Commerce and Industry Element, Transportation Element, Balboa Park Station Area Plan, Glen Park Community Plan, Market and Octavia Area Plan, Northeastern Waterfront Plan, Van Ness Avenue Area Plan, Western SoMa (South of Market) Area Plan, Western Shoreline Area Plan, Downtown Area Plan, and Land Use Index, to implement the Family Housing Zoning Program, including the Housing Choice-San Francisco Program, by adjusting guidelines regarding building heights, density, design, and other matters; amending the City's Local Coastal Program to implement the Housing Choice-San Francisco Program and other associated changes in the City's Coastal Zone, and directing the Planning Director to transmit the Ordinance to the Coastal Commission upon enactment; affirming the Planning Department's determination under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and adopting findings of public necessity, convenience, and welfare under Planning Code, Section 340.**

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 ~~strikethrough 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. Environmental and Land Use Findings.

1 (a) On November 17, 2022, the Planning Commission, in Motion M-21206 certified the  
2 Final Environmental Impact Report (EIR) for the Housing Element 2022 Update (2022  
3 Housing Element) of the San Francisco General Plan (Housing Element EIR), as in  
4 compliance with the California Environmental Quality Act (CEQA) (California Public  
5 Resources Code Section 21000 et seq.), the CEQA Guidelines (14 Cal. Code Regs. Section  
6 15000 et seq.), and Chapter 31 of the San Francisco Administrative Code. Copies of the  
7 Planning Commission Motion No. M-21206 and Housing Element EIR are on file with the  
8 Clerk of the Board of Supervisors in File No. 230001.

9 (b) On December 15, 2022, at a duly noticed public hearing, the Planning Commission  
10 adopted findings under CEQA regarding the 2022 Housing Element's environmental impacts,  
11 mitigation measures, and project alternatives, as well as a statement of overriding  
12 considerations (CEQA Findings), and adopted a mitigation monitoring and reporting program  
13 (MMRP), by Resolution No. 21220.

14 (c) The Planning Commission then adopted the proposed 2022 Housing Element in  
15 Resolution No. 21221, finding in accordance with Planning Code Section 340 that the public  
16 necessity, convenience, and general welfare required the proposed amendments to the  
17 General Plan.

18 (d) On January 31, 2023, in Ordinance 010-23, the Board of Supervisors adopted the  
19 2022 Housing Element. That ordinance confirmed the certification of the Housing Element  
20 EIR and made certain environmental findings, including adoption of the MMRP and a  
21 Statement of Overriding Considerations.

22 (e) On \_\_\_\_\_, 2025, the Planning Department published an addendum to the  
23 Housing Element EIR, which concluded that no supplemental or subsequent environmental  
24 review is required for the Family Housing Rezoning Program, which includes Planning Code  
25 and Zoning Map amendments, as well as these General Plan Amendments, because the

1 environmental impacts of these amendments were adequately identified and analyzed under  
2 CEQA in the Housing Element EIR, and the proposed amendments would not result in any  
3 new or more severe environmental impacts than were identified previously. The Addendum is  
4 on file with the Clerk of the Board of Supervisors in File No. \_\_\_\_\_.

5 (f) The Board of Supervisors has reviewed and considered the Housing Element EIR  
6 and the Addendum, and concurs with the Planning Department's analysis and conclusions,  
7 finding that the addendum adequately identified and analyzed the environmental impacts of  
8 the Family Housing Rezoning Program, and that no additional environmental review is  
9 required under CEQA Section 21166 and CEQA Guideline Sections 15162-15164 for the  
10 following reasons:

11 (1) the Family Housing Rezoning Program would not involve new significant  
12 environmental effects or a substantial increase in the severity of significant effects previously  
13 identified in the Housing Element EIR;

14 (2) no substantial changes have occurred that would require major revisions to  
15 the Final EIR due to the involvement of new environmental effects or a substantial increase in  
16 the severity of effects identified in the Housing Element EIR; and

17 (3) no new information of substantial importance has become available which  
18 would indicate that (i) the Family Housing Rezoning Program will have significant effects not  
19 discussed in the Final EIR; (ii) significant environmental effects will be substantially more  
20 severe; (iii) mitigation measure or alternatives found not feasible that would reduce one or  
21 more significant effects have become feasible, or (iv) mitigation measures or alternatives that  
22 are considerably different from those in the Housing Element EIR would substantially reduce  
23 one or more significant effects on the environment.

24 (g) The Planning Department has determined that the amendments to the Local  
25 Coastal Program are exempt from CEQA review under Public Resources Code Sections

1 21080.5 and 21080.9, and CEQA Guidelines Section 15265. Said determination is on file with  
2 the Clerk of the Board of Supervisors in File No. \_\_\_\_\_. The Board affirms this  
3 determination and incorporates the determination by reference.

4 (h) Under Charter Section 4.105 and Planning Code Section 340, any amendments to  
5 the General Plan shall first be considered by the Planning Commission and thereafter  
6 recommended for approval or rejection by the Board of Supervisors.

7 (i) After a duly noticed public hearing on \_\_\_\_\_, in Resolution No. \_\_\_\_\_, the  
8 Planning Commission initiated amendments to the General Plan. A copy of Planning  
9 Commission Resolution No. \_\_\_\_\_ is on file with the Clerk of the Board of Supervisors in File  
10 No. \_\_\_\_\_ and is incorporated herein by reference.

11 (j) On \_\_\_\_\_, the Planning Commission conducted a duly noticed public  
12 hearing on the General Plan Amendments pursuant to Planning Code Section 340, and, by  
13 Resolution No. \_\_\_\_\_, found both that the actions contemplated in this ordinance are  
14 consistent, on balance, with the City's General Plan and the eight priority policies of Planning  
15 Code Section 101.1, and that the public necessity, convenience, and general welfare require  
16 the proposed General Plan Amendments. The Planning Commission adopted the General  
17 Plan Amendments and recommended them for approval to the Board of Supervisors. The  
18 Board adopts the findings in Planning Commission Resolution No. \_\_\_\_\_ as its own. A  
19 copy of Planning Commission Resolution No. \_\_\_\_\_ is on file with the Clerk of the  
20 Board of Supervisors in File No. \_\_\_\_\_ and is incorporated herein by reference.

21 (k) The Board of Supervisors finds that the General Plan amendments in this  
22 ordinance (specifically, the amendments to the Western Shoreline Area Plan) constitute  
23 amendments to the certified Land Use Plan of the City's Local Coastal Program (LCP). The  
24 Board of Supervisors finds that the LCP amendments meet the requirements of, and are in  
25 conformity with, the policies of Chapter 3 of the Coastal Act (California Public Resources

1 Code Section 30200 et seq.). The Board further finds that the LCP amendments will be  
2 implemented in full conformance with the Coastal Act's provisions, and acknowledges that the  
3 amendments to the Western Shoreline Area Plan are consistent with San Francisco's Housing  
4 Element's housing goals.

5 (l) The Board of Supervisors finds that promoting higher-density housing opportunities  
6 in the Coastal Zone is consistent with the Coastal Act's goal of providing "new affordable  
7 housing opportunities for persons of low and moderate income in the coastal zone." (Cal.  
8 Pub. Resources Code Section 30604(g).) Further, providing these opportunities in the  
9 Coastal Zone is consistent with the Housing Element's goal of creating new housing in well-  
10 resourced neighborhoods.

## 11 12 Section 2. Additional Findings.

13 (a) Under State law, every city and county must have a general plan, and each general  
14 plan must include a housing element. State law requires that a housing element identify and  
15 analyze the jurisdiction's existing and projected housing needs, include a statement of goals,  
16 policies and objectives for the preservation, improvement, and development of housing, and  
17 identify adequate sites for housing for all economic segments of the community. (California  
18 Government Code Section 65583.) The City adopted the 2022 Housing Element on January  
19 31, 2023.

20 (b) A jurisdiction's existing and projected housing needs is known as its Regional  
21 Housing Needs Allocation (RHNA). If a jurisdiction does not have sufficient sites to  
22 accommodate its RHNA, it must adopt zoning changes, generally within three years of  
23 housing element adoption. San Francisco's RHNA is approximately 82,000 units, and  
24 because the City does not have sufficient capacity to accommodate its RHNA, it must rezone  
25 sufficient sites to allow for additional units by January 31, 2026. State Housing Element law

1 also mandates that jurisdictions affirmatively further fair housing, in part by providing housing  
2 opportunities in “well-resourced areas,” a state law designation that takes into consideration  
3 access to amenities such as good schools, jobs, transportation, and open space, and lower  
4 rates of poverty.

5 (c) This ordinance amends various elements and area plans in the San Francisco  
6 General Plan, consistent with the 2022 Housing Element. This ordinance is part of a package  
7 of ordinances that will implement the Family Zoning Plan. The Family Zoning Plan includes  
8 this ordinance amending the General Plan, as well as a Planning Code and Business and Tax  
9 Regulations Code amendment (found in Board File 250701) and a Zoning Map amendment  
10 (found in Board File 250700). Together, the three ordinances implement goals found in the  
11 2022 Housing Element to accommodate the City’s RHNA. The ordinances satisfy the City’s  
12 obligation to rezone and address the RHNA shortfall of 36,200 housing units.

13 (d) Among other aspects, the ordinances: (1) create the Housing Choice-San  
14 Francisco program, which includes a local residential bonus program and a Housing  
15 Sustainability District; (2) amends to San Francisco’s height and bulk requirements in well-  
16 resourced areas, primarily by increasing heights along certain corridors to allow for mid-rise  
17 development (65 feet, or six to eight stories); (3) removes density limits and institutes form-  
18 based density in residential areas surrounding major transit and commercial streets; and (4)  
19 makes various other changes to the Planning Code to concentrate new housing on major  
20 transit routes, commercial streets, and other hubs of activity in the City’s well-resourced  
21 neighborhoods.

22  
23 Section 3. The General Plan is hereby amended by revising the Urban Design  
24 Element, to read as follows:

(a) Map 4, "Urban Design Guidelines for Height of Buildings" is hereby removed and replaced with the map entitled " \_\_\_\_\_" on file with the Clerk of the Board in File No. \_\_\_\_\_.

(b) Map 5, "Urban Design Guidelines for Bulk of Buildings" is hereby removed from the Urban Design Element.

(c) The Urban Design Element is further revised, to read as follows:

**Urban Design Element**

\* \* \* \*

**City Pattern**

\* \* \* \*

**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.**

\* \* \* \*

**Principles for City Pattern**

These fundamental principles and their illustrations reflect the needs and characteristics with which this plan is concerned, and describe measurable and critical urban design relationships in the city pattern.

* * * *		
2.	Street layouts and building forms which do not emphasize topography reduce the clarity of the city form and image.	* * * *

1	A: Tall, slender buildings at the tops of hills and lower	
2	buildings on the slopes and in valleys accentuate the	
3	form of the hills.	
4	B: Contour streets on hills align buildings to create a	
5	pattern of strong horizontal bands that conflict with	
6	the hill form.	
7	* * * *	

## Image and Character

### POLICY 1.1

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

Views contribute immeasurably to the quality of the city and to the lives of its residents. ~~Protection~~ Special consideration should be given to major views whenever it is feasible, with special attention to the characteristic views of open space and water that reflect the natural setting of the city and give a colorful and refreshing contrast to man's development.

Overlooks and other viewpoints for appreciation of the city and its environs should be protected and supplemented, by limitation of buildings and other obstructions where necessary and by establishment of new viewpoints at key locations.

Visibility of open spaces, especially those on hilltops, should be maintained and improved, in order to enhance the overall form of the city, contribute to the distinctiveness of districts and permit easy identification of recreational resources. The landscaping at such locations also provides a pleasant focus for views along streets.

\* \* \* \*

### Conservation

\* \* \* \*



1           **OBJECTIVE 2**

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

4           If San Francisco is to retain its charm and human proportion, certain irreplaceable  
5 resources must not be lost or diminished. Natural areas must be kept undeveloped for the  
6 enjoyment of future generations. ~~Past development, as represented both by distinctive buildings and~~  
7 ~~by areas of established character, must be preserved.~~ Special care should be taken to recognize,  
8 express and, in some cases, maintain, the distinctive character of individual neighborhoods, as well as  
9 notable buildings, recognizing that accommodating new buildings that are taller or denser than  
10 adjacent existing buildings is necessary to meet the evolving needs of the city and its population. Street  
11 space must be retained as valuable public open space in the tight-knit fabric of the city.

12           \*   \*   \*   \*

13           **Richness of Past Development**

14           \*   \*   \*   \*

15           **POLICY 2.7**

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

18           \*   \*   \*   \*

19           These areas do not have buildings of uniform age and distinction, or individual features  
20 that can be readily singled out for preservation. It is the combination and eloquent interplay of  
21 buildings, landscaping, topography and other attributes that makes them outstanding. ~~For that~~  
22 ~~reason, special review of building proposals may be required to assure consistency with the basic~~  
23 ~~character and scale of the area.~~ Furthermore, the participation of neighborhood associations in  
24 these areas in a cooperative effort to maintain the established character, beyond the scope of  
25 public regulation, is essential to the long-term image of the areas and the city.

\* \* \* \*

## **Major New Development**

\* \* \* \*

### **OBJECTIVE 3**

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

\* \* \* \*

### **Visual Harmony**

#### **POLICY 3.1**

**Promote harmony in the visual relationships and transitions between new and  
older buildings.**

New buildings should be made sympathetic to the scale, form and proportion of older development. This can often be done by repeating existing building lines and surface treatment. Where new buildings reach exceptional height and bulk, large surfaces should be articulated and textured to reduce their apparent size and to reflect the pattern of older buildings.

Although contrasts and juxtapositions at the edges of districts of different scale are sometimes pleasing, the transitions between such districts should generally be gradual in order to make the city's larger pattern visible and avoid overwhelming of the district of smaller scale. In transitions between districts and between properties, especially in areas of high intensity, the lower portions of buildings should be designed to promote easy circulation, good access to transit, good relationships among open spaces and maximum penetration of sunlight to the ground level.

1 In new, high-density residential areas ~~near~~outside of the downtown core where towers  
2 are being contemplated as part of comprehensive neighborhood planning efforts, ~~such as~~  
3 ~~Transbay and Rincon Hill~~, such towers should be slender and widely spaced among buildings of  
4 lesser height to allow ample sunlight, sky exposure and views to streets and public spaces. It  
5 is thus to be expected that some tall buildings will be located adjacent to buildings of  
6 significantly lower height. This, does not in itself, create disharmony or poor transitions, but is  
7 in fact necessary in order to achieve important neighborhood-wide livability goals. Because  
8 these areas are ~~on the edges~~outside of the downtown core, stricter standards than exist in the  
9 downtown core for tower bulk and spacing should be established to minimize the bulk of  
10 towers and set minimum tower spacing. It is especially important that towers have active  
11 ground floors and that lower stories are highly articulated at and below the podium height and  
12 engage the pedestrian realm, with multiple building entrances, townhouses, retail, and  
13 neighborhood services. (See Map 4.)

14 \* \* \* \*

## 15 Height and Bulk

16 \* \* \* \*

### 17 POLICY 3.5

18 **Relate the height of buildings to important attributes of the city pattern and to**  
19 **the height and expression of existing development.**

20 The height of new buildings should take into account the guidelines expressed in this  
21 Plan. These guidelines are intended to promote the objectives, principles and policies of the  
22 Plan, and especially to complement the established city pattern. They weigh and apply many  
23 factors affecting building height, recognizing the special nature of each topographic and  
24 development situation.

25 MAP 4 - Urban Design Guidelines for Height of Buildings

1 Tall, slender buildings should occur on many of the city's hilltops to emphasize the hill  
2 form and safeguard views, while buildings of smaller scale should occur at the base of hills  
3 and in the valleys between hills. In other cases, especially where the hills are capped by open  
4 spaces and where existing hilltop development is low and small-scaled, new buildings should  
5 remain low in order to conserve the natural shape of the hill and maintain views to and from  
6 the open space. Views along streets and from major roadways should be protected. The  
7 heights of buildings should taper down to the shoreline of the Bay and Ocean, following the  
8 characteristic pattern and preserving topography and views.

9 Tall buildings should be clustered downtown and at other centers of activity to promote  
10 the efficiency of commerce, to mark important transit facilities and access points and to avoid  
11 unnecessary encroachment upon other areas of the city. Such buildings should also occur at  
12 points of high accessibility, such as rapid transit stations in larger commercial areas and in  
13 areas that are within walking distance of the downtown's major centers of employment. In  
14 these areas, building height should taper down toward the edges to provide gradual  
15 transitions to other areas.

16 In areas of growth where tall buildings are considered through comprehensive planning  
17 efforts, such tall buildings should be grouped and sculpted to form discrete skyline forms that  
18 do not muddle the clarity and identity of the city's characteristic hills and skyline. Where  
19 multiple tall buildings are contemplated in areas of flat topography near other strong skyline  
20 forms, such as on the southern edge of the downtown "mound," they should be adequately  
21 spaced and slender to ensure that they are set apart from the overall physical form of the  
22 downtown and allow some views of the city, hills, the Bay Bridge, and other elements to  
23 permeate through the district.

24 The city's downtown skyline should be crafted to resemble a distinct and elegant hill  
25 form with the tallest and most prominent building rising as it's "crown." As the geographic

1 epicenter of downtown, as well as the front door of the Transbay Transit Center, the "Transit  
2 Tower" should be the tallest building in the city's skyline. The Transit Tower represents the  
3 City's commitment to focusing growth around a sustainable transportation hub, as well as the  
4 apex of the downtown skyline. The Transit Center District Sub-Area Plan contains specific  
5 details related to urban form and design for this area.

6 The prevailing height limits for the "fabric" of most residential neighborhoods in the City  
7 should generally range from four to six stories dependent on location. Parcels lining commercial and  
8 transit corridors and in denser mixed-use areas should generally be permitted at a minimum of six to  
9 eight stories. Parcels with certain conditions may warrant buildings at the higher ends of these ranges,  
10 such as wider streets, proximity to more significant transit infrastructure, being located on a corner,  
11 being larger than standard sized parcels, or other conditions. Buildings taller than eight stories should  
12 be considered ~~In residential and smaller commercial areas, tall buildings should occur along segments~~  
13 ~~of certain major~~ transit corridors, ~~the intersection of major corridors,~~ and closest to major centers  
14 of employment and community services which themselves produce significant building height,  
15 and at locations where more height will encourage social and commercial activity and achieve  
16 visual interest consistent with other neighborhood considerations. At outlying and other  
17 prominent locations, the point tower form (slender in shape with a high ratio of height to width)  
18 should be used in order to avoid interruption of views, casting of extensive shadows or other  
19 negative effects. In all cases, the height and expression of existing development should be  
20 considered.

21 The guidelines in this Plan express ranges of height that are to be used as an urban  
22 design evaluation for the future establishment of specific height limits affecting both public and  
23 private buildings. For any given location, urban design considerations indicate the  
24 appropriateness of a height coming within the range indicated. The guidelines are not height  
25 limits, and do not have the direct effect of regulating construction in the city.

1 POLICY 3.6

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

4  
5 \* \* \* \*

6 ~~**MAP 5 – Urban Design Guidelines for Bulk of Buildings**~~

7 \* \* \* \*

8  
9 Section 4. The General Plan is hereby amended by revising the Commerce and  
10 Industry Element, to read as follows:

11 \* \* \* \*

12 **Neighborhood Commerce**

13 **OBJECTIVE 6**

14 **MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS**  
15 **EASILY ACCESSIBLE TO CITY RESIDENTS.**

16 \* \* \* \*

17 **POLICY 6.7**

18 **Promote high quality urban design on commercial streets.**

19 Most of San Francisco's neighborhood commercial districts were developed  
20 concurrently with residential development and have physical forms which relate to the needs  
21 and tastes prevalent during the first half of this century. During this period, commercial units  
22 were built along streetcar lines and at major street intersections, often with residential flats on  
23 the upper floors, thus creating the familiar "linear" or "strip" commercial districts.

24 The small lot pattern prevalent at that time also encouraged the development of small  
25 buildings and stores. The resulting scale has come to characterize San Francisco's attractive

1 and active neighborhood commercial districts. The ~~small-scale~~ intricate character should be  
2 maintained through the regulation of the size of new buildings and commercial uses.

3 Continuous commercial frontage at the street level is especially important in all but the  
4 lowest intensity commercial districts with limited market areas. It prevents the fragmentation  
5 and isolation of fringe areas, improves pedestrian accessibility, and enhances the physical  
6 and aesthetic cohesiveness of the district. The design of new buildings should harmonize with  
7 the scale and orientation of existing buildings. Additionally, a correspondence of building  
8 setbacks, proportions, and texture helps establish visual coherence between new  
9 development and existing structures on a commercial street.

10 The appeal and vitality of a neighborhood commercial district depends largely on the  
11 character, amenities, and visual quality of its streets. The main function of neighborhood  
12 commercial streets is to provide retail goods and services in a safe, comfortable, and  
13 attractive pedestrian environment.

14 \* \* \* \*

15 **Urban Design Guidelines**

16 \* \* \* \*

17 **Scale, Height and Bulk**

- 18 • In most cases, small lots with narrow building fronts should be maintained in  
19 districts with this traditional pattern.
- 20 • When new buildings are constructed on large lots, the facades should be  
21 designed in a series of elements which are compatible with the existing  
22 scale of the district.
- 23 • The height of a proposed development should ~~relate~~ be considered relative to  
24 the ~~individual neighborhood character and the height and~~ scale of ~~adjacent~~  
25 ~~buildings~~ the neighborhood. Design strategies should be employed to break down

1 the scale of new larger structures, including building massing and articulation  
2 strategies, to avoid an overwhelming or dominating appearance of new  
3 structures. ~~On a street of varied building heights, transitions between high and low~~  
4 ~~buildings should be provided. While three and four story buildings are appropriate~~  
5 ~~in many locations, two story buildings are more appropriate in some areas with~~  
6 ~~lower scale development.~~

- 7 • The height and bulk of new development should be designed to maximize  
8 sun access to nearby residential open space, parks, plazas, and major  
9 pedestrian corridors.

10 \* \* \* \*

11  
12 Section 5. The General Plan is hereby amended by revising the Transportation  
13 Element, to read as follows:

14 **Transportation Element**

15 \* \* \* \*

16 **OBJECTIVES & POLICIES**

17 \* \* \* \*

18 **Citywide Parking**

19 \* \* \* \*

20 **OBJECTIVE 36**

21 **RELATE THE AMOUNT OF PARKING IN RESIDENTIAL AREAS AND**  
22 **NEIGHBORHOOD COMMERCIAL DISTRICTS TO THE CAPACITY OF THE CITY'S**  
23 **STREET SYSTEM AND LAND USE PATTERNS.**

24 \* \* \* \*

25 **POLICY 36.3**



~~**Permit minimal or reduced off-street parking supply for new buildings in residential and commercial areas adjacent to transit centers and along transit preferential streets.**~~

~~Where there is a high concentration of transit service, as in the northeastern portions of the city, census tract figures indicate that residents are less likely to own automobiles and more likely to use public transit. High density housing and housing for the elderly are already eligible for reductions in the standard provisions for off-street parking, enabling the building sponsors to build more economically. These buildings should be encouraged where transit service is plentiful and comprehensive.~~

**Set maximum parking limits for off-street parking in new buildings commensurate with the level of public transit access and in consideration of the land use density and mix of uses.**

In order to facilitate an appropriate density of housing, commercial activity, and other uses, to encourage travel by modes other than single-occupant automobiles, and to reduce the cost of building new housing and other uses, San Francisco does not have minimum off-street automobile parking requirements for any uses citywide, and sets maximum limits for new development, generally expressed as a maximum ratio of parking spaces per unit or square footage of non-residential use. Lower maximum limits should be set for areas in close proximity to high frequency and high capacity transit, such as local (e.g. Muni Metro) and regional (e.g. BART, Caltrain) rail stations and high quality rapid bus services, such as bus rapid transit. Higher density and mixed use areas with better transit service, such as areas crossed by multiple bus lines, should also be considered for lower parking limits. Maintaining these parking maximums is critical to reducing the cost of housing, controlling traffic congestion, limiting environmental impacts of vehicular travel (e.g. greenhouse gas emissions), and improving street safety for pedestrians and other vulnerable road users, and maximizing efficient use of major public investment in transit infrastructure and services by encouraging transit ridership.

\* \* \* \*

Section 6. The General Plan is hereby amended by revising the Balboa Park Station Area Plan, to read as follows:

(a) The map, "Height Districts" is hereby removed from the Balboa Park Station Area Plan.

(b) The Balboa Park Station Area Plan is further revised, to read as follows:

#### **Balboa Park Station Area Plan**

\* \* \* \*

#### **4. HOUSING**

\* \* \* \*

#### **OBJECTIVE 4.2**

**STRENGTHEN THE OCEAN AVENUE NEIGHBORHOOD COMMERCIAL DISTRICT BY PROVIDING AN APPROPRIATE MIX OF HOUSING.**

\* \* \* \*

#### **POLICY 4.2.1**

**Encourage mixed-use commercial and residential infill within the commercial district while maintaining the district's existing fine-grained character.**

Over time there will be opportunities to replace some existing structures in the commercial district. Infill on these parcels with mixed-use developments ~~containing up to three floors of housing~~, and retail space on the ground floor should be encouraged. ~~To retain the district's fine-grained character, consolidation or mergers of more than one parcel should be prohibited. An exception to this rule should be made for mergers where a corner parcel would be consolidated with one adjacent parcel. These mergers would allow slightly larger structures to be developed on corners, which would allow more housing units to be developed with access to parking from the side street. The size, scale, and design of new developments should consider and incorporate the district's fine-grained character.~~

\* \* \* \*

## 6. BUILT FORM

\* \* \* \*

### Balboa Park Station Area Plan

#### Urban Design Principles

\* \* \* \*

##### (1) Massing and Articulation

\* \* \* \*

- ~~Significant parcel consolidation is prohibited on Ocean Avenue to preserve the fine-grained scale of the neighborhood. No parcel consolidation will be permitted that increases the frontage width on Ocean Avenue between Manor and Delano. The neighborhood is built on a traditional fabric of lots that are narrow and deep, which provides for an enriching block face, diversity of buildings, and stimulating pedestrian experience. Exceptions may be allowed where such merger would create corner parcels, such that off street parking can be accessed from a side street.~~
- ~~All buildings of 85 feet in height or lower must have a maximum horizontal plan dimension of 110 feet, with a maximum diagonal of 125 feet.~~ The form of new buildings must consider the proportions and massing of other residential and street-front commercial buildings found throughout San Francisco, which are typically based on 25-foot wide building increments for row houses and neighborhood retail frontages, and that generally do not exceed 75 feet in width for larger apartment or office buildings. Efforts should be made to integrate the building into the overall scale of the streetwall. Many of the development parcels in the plan area are wider than the traditional 25-foot lot pattern, and care must be taken to create a fine-grained human scale. Individual buildings should maintain an expression of

architectural unity, even for larger buildings, ~~within the 110 foot maximum dimension.~~

There must be a qualitatively different expression of buildings between adjacent structures.

These modulation and articulation increments are based on the walking speed of the average person and the need to experience diversity in the street front every ten to twenty paces.

\* \* \* \*

~~**MAP – Height Districts**~~

\* \* \* \*

Section 7. The General Plan is hereby amended by revising the Glen Park Community Plan, to read as follows:

(a) Map 3, “Existing and Proposed Heights” is hereby removed from the Glen Park Community Plan.

(b) The Glen Park Community Plan is further revised, to read as follows:

**Glen Park Community Plan**

\* \* \* \*

**Land Use & Urban Design**

\* \* \* \*

**OBJECTIVE 1**

**PROTECT AND STRENGTHEN THE QUALITIES THAT MAKE DOWNTOWN GLEN PARK SPECIAL**

\* \* \* \*

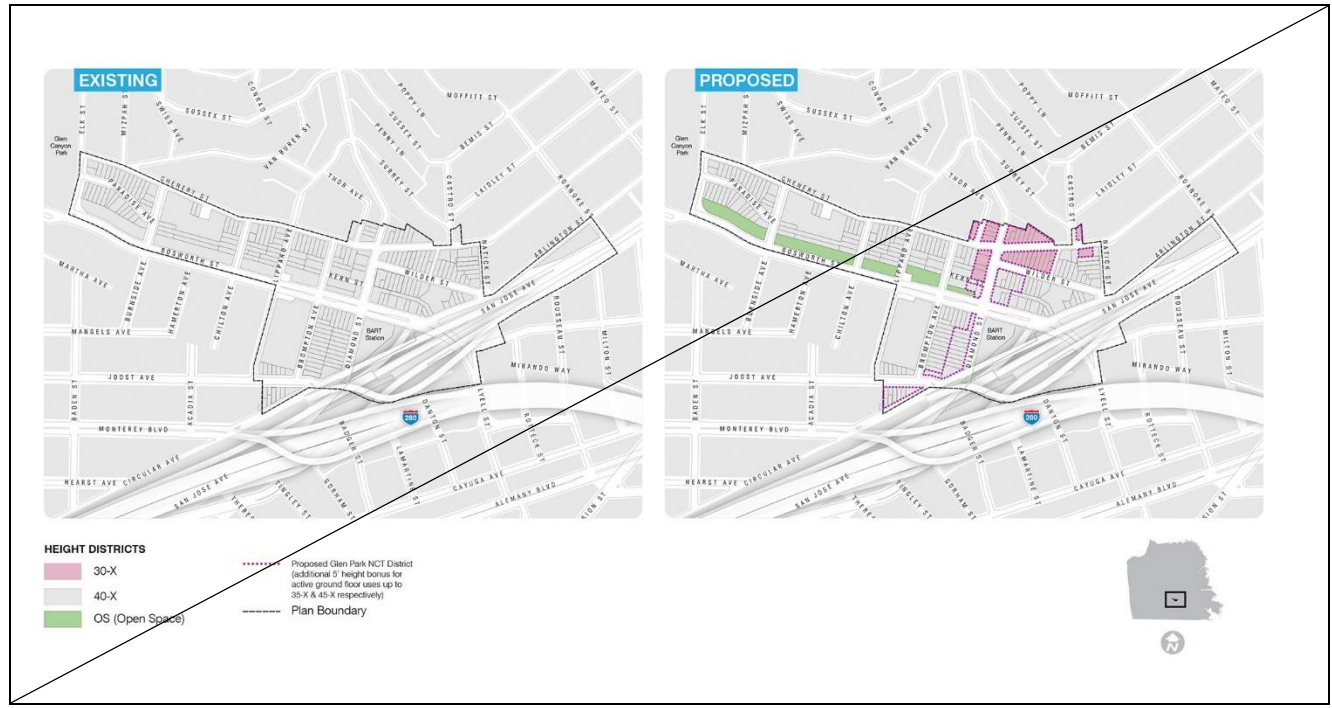
**POLICY 1.5**

In the ~~more sensitive~~ interior of Glen Park village, buildings heights should ~~be reduced~~  
~~to respond to the prevailing pattern found there~~ reinforce the existing character of the  
neighborhood.

The interior of Glen Park village is characterized by ~~two and three-story~~ smaller buildings.  
 This fine-grained pattern helps create an intimacy and a comfortable pedestrian environment.  
~~A revision to the area's height district that reduces the maximum height of new construction on certain~~  
~~blocks should be carried out to reflect the established pattern.~~

\* \* \* \*

### Heights



**MAP 3 - Existing and Proposed Heights**

### EXISTING HEIGHTS

~~Currently, all of Glen Park and its surrounding area are located within a 40' height district.~~  
~~This typically allows up to four stories of development.~~

### PROPOSED HEIGHTS

~~The fine-grained interior of Glen Park village is characterized by two and three-story buildings. These help create a comfortable pedestrian environment and define the street.~~

~~The Plan proposes reducing the maximum height of new development within the interior of the “village” from 40’ to 30’ in acknowledgement of the existing pattern.~~

~~Taller storefronts are also encouraged. A five-foot height bonus is allowed for active ground floor uses within the Glen Park NCT District. This would permit maximum building heights of 35’ and 45’ depending on location (see Map above).~~

## **OBJECTIVE 2**

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

\* \* \* \*

#### **POLICY 2.4**

**Design of new buildings should be consistent with the neighborhood’s existing pattern.**

New buildings or major renovations should reinforce the character of Glen Park by creating attractive, pedestrian-friendly places to live, visit and shop. Infill development should follow existing design guidelines and be consistent with the intent and policies of the Plan particularly in relation to scale, height, bulk, materials and details.

~~The height of p~~Proposed development should relate to neighborhood character. Setbacks of facades may be appropriate to avoid an overwhelming appearance of new structures. Human-scaled buildings should be designed to be built close to the sidewalk, have active ground floors, use high-quality materials, and contain interesting features. Long blank monotonous walls or highly visible parking entrances should be avoided.

\* \* \* \*

## Implementation Program

\* \* \* \*

Project	Action	Key Agency	Timeframe	Potential Funding Source
<b>LAND USE &amp; URBAN DESIGN</b>				
Revised Neighborhood Commercial Zoning	Update Planning Code to reflect zoning change of existing neighborhood commercial district (NC-2) to Glen Park Neighborhood Commercial Transit (NCT) district	Planning	Upon Plan adoption	Planning Department
<i>Height District Revisions</i>	<i>Reduce maximum building heights for new construction on portions of Diamond, Wilder and Chenery Streets from 40-X to 35-X. Allow additional 5' height (45-X) on portions of Bosworth, Diamond, Joost Ave and Monterey Blvd for taller ground floor storefronts</i>	<i>Planning</i>	<i>Upon Plan adoption</i>	<i>Planning Department</i>
Streetscape Improvements	Develop streetscape strategy for core village area to include some or all of the following benches, new bus shelters, newsrack consolidation, bulbouts, possible sidewalk widening, utility undergrounding and street tree planting.	Planning, BART, SFMTA, DPW	Ongoing	Grants
* * * *				

\* \* \* \*

Section 8. The General Plan is hereby amended by revising the NorthEastern Waterfront Area Plan, to read as follows:

(a) Map 2, "Height and Bulk Plan" is hereby removed from the Northeast Waterfront Area Plan.

(b) The NorthEastern Waterfront Area Plan is further revised, to read as follows:

1           **NorthEastern Waterfront Area Plan**

2           \*   \*   \*   \*

3           **Urban Design**

4           **OBJECTIVE 10**

5           **TO DEVELOP THE FULL POTENTIAL OF THE NORTHEASTERN WATERFRONT**  
6           **IN ACCORD WITH THE UNIQUE OPPORTUNITIES PRESENTED BY ITS RELATION TO**  
7           **THE BAY, TO THE OPERATING PORT, FISHING INDUSTRY, AND DOWNTOWN; AND TO**  
8           **ENHANCE ITS UNIQUE AESTHETIC QUALITIES OFFERED BY WATER, TOPOGRAPHY,**  
9           **VIEWS OF THE CITY AND BAY, AND ITS HISTORIC MARITIME CHARACTER.**

10          ~~*MAP 2 – Height and Bulk Plan*~~

11          **POLICY 10.1**

12          **Preserve the physical form of the waterfront and reinforce San Francisco's**  
13          **distinctive hill form by maintaining lower structures near the water, with an increase in**  
14          **vertical development near hills or the downtown core area. Promote preservation and**  
15          **historic rehabilitation of finger piers, bulkhead buildings, and structures in the**  
16          **Embarcadero National Register Historic District. Larger buildings and structures with**  
17          **civic importance may be appropriate at important locations.**

18          \*   \*   \*   \*

19          **Specific Policies for Buildings**

20          **POLICY 10.25**

21          ~~*Restrict development south of Broadway to the Height and Bulk Districts shown on Map*~~

22          ~~*2. [Reserved]*~~

23          \*   \*   \*   \*

24          **Ferry Building Subarea**

25          \*   \*   \*   \*



1           **OBJECTIVE 26**

2           **TO FURTHER DEVELOP THE FERRY BUILDING AND DOWNTOWN FERRY**  
3           **TERMINAL AREA AS A MAJOR TRANSIT CENTER, IMPROVING AND EXPANDING**  
4           **TRANSIT ACCESS BY, AND TRANSFERS AMONG, LANDSIDE AND WATERSIDE**  
5           **TRANSIT SYSTEMS.**

6           \*   \*   \*   \*

7           **POLICY 26.23**

8           ~~*Change the Height and Bulk District on Block 3743 from 84-E to 40-X. Change the Height*~~  
9           ~~*and Bulk District on the rest of the Rincon Park Site to open space. [Reserved]*~~

10          \*   \*   \*   \*

11  
12          Section 9. The General Plan is hereby amended by revising the Van Ness Avenue  
13          Area Plan, to read as follows:

14          (a) For Map 1, "Generalized Land Use and Density Plan":

15                 (1) At the bottom of Map 1 under the map title, revise the language in  
16                 parentheses, to read as follows: "(FAR applies to ~~residential and~~ nonresidential uses)";

17                 (2) For the area north of Broadway and South of Bay Street in Map 1, revise the  
18                 language below "Residential Ground Floor Retail", to read as follows: "1 Non Residential FAR  
19                 ~~1 Unit/400 Sq. Ft.~~";

20                 (3) For the area south of Broadway and north of California Street in Map 1,  
21                 revise the language below "Mixed Use", to read as follows: "~~Residential,~~ Nonresidential 4.5:1  
22                 FAR"; and

23                 (4) For the area south of California Street and north of Redwood Street in Map  
24                 1, revise the language below "Mixed Use", to read as follows: "~~Residential,~~ Nonresidential  
25                 7.1:1 FAR".

(b) Map 2, "Height and Bulk Districts" is hereby removed from the Van Ness Avenue Area Plan.

(c) The Van Ness Avenue Area Plan is further revised, to read as follows:

## **Van Ness Avenue Area Plan**

\* \* \* \*

### **Land Use**

\* \* \* \*

### **OBJECTIVE 1**

~~CONTINUE EXISTING OF THE AVENUE AND~~ **ADD A SIGNIFICANT INCREMENT OF NEW HOUSING.**

~~Although there are 18 buildings containing 980 dwelling units in this subarea most of the buildings are in non-residential use.~~

This section of Van Ness Avenue is one of the few areas in the city where new housing can be accommodated with minimal impacts on existing residential neighborhoods and public services.

Some of the features that make the area attractive for medium density mixed use development with high density housing are as follows:

This 16 block strip along Van Ness Avenue maintains a "central place" location and identity. The area is close to the city's major employment center, is well-served by transit, has well developed infrastructure (roadway, water, sewer and other public services), wide roadway (93+ feet) and sidewalks (16+ feet), has continuous commercial frontage and numerous attractive, architecturally outstanding buildings.

There are a number of large parcels which are substantially under-developed.

~~A height limitation of between 80 and 130 ft. would allow sufficient development to make feasible over time the construction of housing on under used parcels.~~

1 The minor streets which bisect most of the blocks within this subarea facilitate access  
2 to and from new developments with minimal ~~affects~~ effects on major east-west thoroughfares or  
3 on Van Ness Avenue.

4 Development of a number of medium density, mixed-use projects with continued non-  
5 residential use of non-residential buildings would facilitate the transformation of Van Ness  
6 Avenue into an attractive mixed use boulevard.

7 A high-density medical center at the transit nexus of Van Ness Avenue and Geary  
8 would support Van Ness Avenue's redevelopment as a mixed use boulevard as set forth in  
9 Policy 1.6 below.

10 \* \* \* \*

#### 11 **POLICY 1.4**

##### 12 **Maximize the number of housing units.**

13 An overall mix of unit sizes on Van Ness Avenue is desirable to encourage a diverse  
14 and mixed range of occupants. ~~However, the emphasis should be on a larger number of medium~~  
15 ~~sized units (1 and 2 bedroom) rather than a smaller number of large size units because Van Ness~~  
16 ~~Avenue is not anticipated to be a preferred area for family housing.~~ It is ~~therefore~~ more desirable to  
17 achieve greater affordability for ~~the~~ smaller units by building at a high density. Construction of  
18 rental housing is encouraged.

19 \* \* \* \*

#### 20 **Urban Design**

##### 21 **OBJECTIVE 5**

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

24 \* \* \* \*

#### 25 **POLICY 5.1**

1           **Establish height controls to: emphasize topography and key transit nodes, and**  
2           **adequately frame the great width of the Avenue, and support the redevelopment of the**  
3           **Avenue as a diverse, mixed use boulevard and transit corridor.**

4           ~~Existing height limits on the Avenue generally range from 40 feet at the northern end to 130 feet~~  
5           ~~in the central portion. This h~~Height differentiation responds to topographic conditions as well as  
6           land use and transportation patterns, maintaining distinctions between areas of different  
7           character. For example, height districts are gradually tapered from ~~130 feet~~ the tallest allowable  
8           height around ~~the hilltop at Washington Street~~ Geary Boulevard to ~~80 feet at Pacific Avenue and~~  
9           ~~further to 65 and 40 feet~~ the lowest allowable height towards the Bay shoreline.

10           ~~Although the majority of existing height controls are adequate to define both the overall~~  
11           ~~topography as well as the great width of the Avenue, the height limit between California and Pacific~~  
12           ~~Streets should be lowered from the existing 130/105-ft. level to 80 ft. in order to facilitate the transition~~  
13           ~~between the greater building heights along the southern part of the Avenue and the mostly low-rise~~  
14           ~~residential development north of Broadway.~~ Development to maximum height should be closely  
15           monitored to avoid blocking views between the high slopes on both sides of the Avenue.  
16           Good proportion between the size of a street and that of its buildings is important for streets to  
17           be interesting and pleasant places. ~~The proposed height limits, combined with the Van Ness Plan's~~  
18           ~~proposed bulk controls, encourage definition of the 93-foot wide Avenue.~~

19           ~~The height limit for the block bounded by Geary Boulevard, Franklin Street, Post Street and~~  
20           ~~Van Ness Avenue is established at 230 feet as indicated on Map 2 to accommodate development of a~~  
21           ~~medical center that will maximize use of the major transit nexus at this location and give variety to the~~  
22           ~~avenue by diversifying the mix of non-residential uses and enhancing the streetscape.~~

## 23           **POLICY 5.2**

24           **Encourage a regular street wall and harmonious building forms along the**  
25           **Avenue.**

1 New development should create a coherent street wall along the Avenue through  
2 property line development at approximately the same height. Since block face widths are  
3 constant, a regularized street wall encourages buildings of similar scale and massing.  
4 Nevertheless, some variety of height is inevitable and desirable due to the need to highlight  
5 buildings of historical and architectural significance and meet other Objectives of the Plan.

6 ~~The following controls are proposed for the various bulk districts as shown on the~~  
7 ~~accompanying map:~~

8 **~~MAP 2 – Height and Bulk Districts~~**

9  
10 **~~Setbacks~~Streetwall**

11 **POLICY 5.3**

12 **Continue the street wall heights as defined by existing significant buildings and**  
13 **promote an adequate enclosure of the Avenue.**

14 New construction on Van Ness Avenue can occur in two basic situations. In some  
15 cases, the development will take place between or adjacent to architecturally significant  
16 buildings. In this instance, ~~continuity of design and scale between the old and the new~~ respect for the  
17 existing context is of major importance. In other cases, new development will take place in a  
18 more isolated design context; for example, between two existing two-story, non-descript  
19 commercial structures. In this instance, the overall continuity of scale along the Avenue is of  
20 greater importance than the design character of adjacent buildings. ~~Setbacks of up to 20 feet in~~  
21 ~~depth should be considered for all new development above 40 feet in height and should be required~~  
22 ~~whenever necessary to continue existing significant street wall heights and to define an adequate~~  
23 ~~enclosure of the Avenue. Setbacks can also serve to buffer the upper-level residential units from street-~~  
24 ~~level noise.~~

25 **POLICY 5.4**

**~~Preserve existing view corridors.~~**

~~In addition to the setback along the Van Ness Avenue frontage, a setback approximately fifteen feet deep should be provided at an appropriate height along California, Pine, Sacramento, Clay and Washington Streets when necessary to preserve view corridors. The recommended setbacks on the east-west streets could be varied on a case-by-case basis, through the Conditional Use review process, as individual buildings undertake massing studies to determine an appropriate building form and setback which would preserve these significant view corridors. [Reserved]~~

\* \* \* \*

Section 10. The General Plan is hereby amended by revising the Market and Octavia Area Plan, to read as follows:

(a) Map 3, "Generalized Height Districts" is hereby removed from the Market and Octavia Area Plan.

(b) The Market and Octavia Area Plan is further revised, to read as follows:

**Market and Octavia Area Plan**

\* \* \* \*

**1. Land Use and Urban Form**

\* \* \* \*

**OBJECTIVE 1.1**

**CREATE A LAND USE PLAN THAT EMBRACES THE MARKET AND OCTAVIA NEIGHBORHOOD'S POTENTIAL AS A SUSTAINABLE MIXED-USE URBAN NEIGHBORHOOD.**

The new land use and special use districts, along with revisions to several existing districts, implement this concept. These land use districts provide a flexible framework that encourages new housing and neighborhood services that build on and enhance the area's

1 urban character. Several planning controls are introduced, including carefully prescribed  
2 building envelopes and the elimination of housing density limits, as well as the replacement of  
3 parking requirements with parking maximums, based on accessibility to transit.

- 4 • *The Van Ness and Market Residential Special Use District (VNMR-SUD)* will  
5 encourage the development of a walkable, transit-oriented, high-density, mixed-  
6 use neighborhood around the intersection of Van Ness Avenue and Market  
7 Street, adjacent to downtown. This district will still have the area's most  
8 intensive residential uses, some office uses and neighborhood serving retail.  
9 Residential towers will be permitted along the Market / Mission Street corridor,  
10 provided they meet urban design standards. Residential towers, if built, would  
11 be clustered around the intersection of Market Street and Van Ness Avenue,  
12 ~~with heights ranging from 140—650 feet.~~

- 13 • *A Transit-Oriented Neighborhood Commercial District<sub>s</sub> (NCT)* will encourage  
14 transit-oriented, mixed-use development of a moderate scale ~~to a height of 85 feet~~  
15 concentrated near transit services in the Hub, areas immediately adjacent to the  
16 downtown and along the Market Street corridor. Retail use is actively  
17 encouraged on the ground floor with housing above to enliven commercial  
18 streets. Along Market Street and in the Hub, a limited amount of office will be  
19 permitted. Complimenting a rich mix of neighborhood-serving retail and services  
20 with a dense residential populations in these districts, walking and transit will be  
21 the primary means of transportation and car-free housing will be common and  
22 encouraged.

23 In named NCT and NCT-1 ~~(T)~~-districts, revised parking requirements and  
24 housing density controls will encourage housing above ground-floor retail uses.  
25 These districts otherwise remain unchanged. They include current

1 Neighborhood Commercial Districts (Hayes-Gough, portions of the Upper  
2 Market, Valencia) and several parcels ~~currently~~previously zoned NC-1.

- 3 • ~~A-Residential~~ Transit-Oriented Residential Districts (RTO) will encourage  
4 moderate-density, multi-family, residential infill, in scale with existing  
5 development. The high availability of transit service, proximity of retail and  
6 services within walking distance, and limitation on permitted parking will  
7 encourage construction of housing without accessory parking. Small-scale retail  
8 activities serving the immediate area will be permitted at intersections in RTO-1  
9 districts and on all lots in RTO-C districts.

10 \* \* \* \*

## 11 **OBJECTIVE 1.2**

### 12 **ENCOURAGE URBAN FORM THAT REINFORCES THE PLAN AREA'S UNIQUE** 13 **PLACE IN THE CITY'S LARGER URBAN FORM AND STRENGTHENS ITS PHYSICAL** 14 **FABRIC AND CHARACTER.**

15 The plan's urban form ~~and height proposal~~ is based on enhancing the existing variety of  
16 scale and character throughout the plan area. The plan ~~adjusts heights in various locations~~ aims  
17 to achieve urban design goals and to maximize efficient building forms for housing, given  
18 building code, fire, and other safety requirements. The ~~heights plan~~ ensures that new  
19 development contributes positively to the urban form of the neighborhood and allows flexibility  
20 in the overall design and architecture of individual buildings.

21 ~~The height map on the following page implements the following policies:~~

#### 22 ~~MAP 3 - Generalized Height Districts~~

### 23 **POLICY 1.2.1**

24 **Relate the prevailing height of buildings to street widths throughout the plan**  
25 **area.**



1 It is the height and mass of individual buildings that define the public space of streets.  
2 Building heights have historically been strongly related to the width of streets in the Market  
3 and Octavia neighborhood and elsewhere in the city. Where building heights are related to the  
4 width of the facing streets, they enclose the street and define it as a comfortable, human-  
5 scaled space with ample light and air.

6 The permitted heights should strengthen the relationship between the height of  
7 buildings and the width of streets, ~~as shown in Map 3 Height Districts.~~

### 8 **POLICY 1.2.2**

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

11 ~~Proposed heights~~ Height limits in neighborhood commercial districts ~~are adjusted~~ should be  
12 set to maximize housing potential within specific construction types. Where ground floor  
13 commercial is most desirable, ~~existing 40- and 50-foot height districts~~ building height limits ~~are~~  
14 ~~adjusted to~~ should permit ~~an additional five feet of height provided that it is used to create more~~  
15 generous ceiling heights on the ground floor of up to 15 feet.

16 It is also common in the Market and Octavia neighborhood, as with the rest of San  
17 Francisco, to provide housing above ground floor commercial spaces along neighborhood  
18 commercial streets. This not only provides much-needed housing close to services and, in  
19 most cases, transit, but also provides a residential presence to these streets, increasing their  
20 vitality and the sense of safety for all users.

### 21 **POLICY 1.2.3**

22 ~~Limit~~ Appropriately sculpt building heights along the alleys in order to provide ample  
23 sunlight and air in accordance with the plan principles that relate building heights to  
24 street widths.

- ~~In order to maximize light in alleys given their narrow scale, heights in alleys are generally limited to 40 feet, however:~~
- ~~Heights in alleys are lowered on the southern side of east/west residential alleys to preserve a 50 degree sun angle from the north sidewalk to the building corner in order to provide adequate sunlight to the public right of way. For a 35 foot wide alley, this gives a maximum streetwall height of 35 feet.~~

Given their narrow scale, building heights along alleys should be sculpted to maximize light and create a positive pedestrian experience.

\* \* \* \*

#### **POLICY 1.2.6**

**Mark the block of Market Street from Buchanan Street to Church Street as a gateway to the Castro.**

The block of Market Street from Buchanan Street to Church Street marks the entrance to the Castro. At Buchanan Street, heights and form respond to Mint Hill and preserve views to the Mint from Dolores Street. At Church Street, building forms should accent this point, with architectural treatments that express the significance of the intersection. ~~The height map allows for buildings up to 85 feet in height at the intersection of Church and Market Streets.~~ Special architectural features should be used at the corners of new buildings to express the visual importance of this intersection.

#### **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.**

Market Street is a uniquely monumental street, with buildings along its length that have a distinctive scale and stature, especially east of its intersection with Van Ness Avenue. West of Van Ness Avenue, new buildings should have a height and scale that strengthens the

street's role as a monumental public space. ~~A podium height limit of 120 feet along Market Street is established east of Van Ness Avenue, consistent with its width. Buildings heights step down to 85—65 feet along Market Street west of Van Ness Avenue, providing a transition to surrounding areas.~~

\* \* \* \*

## POLICY 1.2.10

### Preserve midblock open spaces in residential districts.

Residential districts in the plan area have a well-established pattern of interior-block open spaces that contribute to the livability of the neighborhood. ~~Along some of the area's primary streets, 65 feet and higher height districts directly abut smaller scale residential districts of 40 feet or lower height districts.~~ Care must be taken to sculpt new development so that light and air are preserved to midblock spaces. Upper Market NCT lots that abut residential midblock open spaces will be required to provide rear-yards at all levels.

\* \* \* \*

## 2. Housing

\* \* \* \*

The fundamental principles are:

- *Provide ample and diverse housing opportunities to add to the vitality of the place.* Maximize the amount and types of housing in the neighborhood to serve a wide variety of people, including a range of incomes, ages, and household and family compositions. The Plan does so by looking to the prevailing built form of the area and carefully prescribing controls for building envelopes to emulate that form. Controls that limit building area by restricting housing are *eliminated reduced* in favor of well-defined height and bulk controls and urban design guidelines, encouraging building types more in keeping with the area's established development pattern, and allowing greater flexibility in the type and

configuration of new housing. In addition, residential buildings are also encouraged to include a mix of amenities that support the needs of families with children and sustainable transportation choices, such as social and play spaces and easily accessible storage for strollers, car seats, grocery carts, and bicycles.

\* \* \* \*

## **OBJECTIVE 2.2**

### **ENCOURAGE CONSTRUCTION OF RESIDENTIAL INFILL THROUGHOUT THE PLAN AREA.**

\* \* \* \*

#### **POLICY 2.2.2**

**Ensure a mix of unit sizes is built in new development and is maintained in existing housing stock.**

Greater unit density does not necessarily correlate to housing for more people. For new construction, the new policies are meant to allow flexibility to accommodate a variety of housing and household types, such as student, extended family, or artist housing, as well as development on small and irregular lots. For instance, the Octavia Boulevard parcels are narrow and irregular, and economically and architecturally reasonable projects will likely require more units and flexibility than earlier zoning would allow. Therefore, these controls balance the need for a flexible process that allows innovative and dense designs on irregular parcels, while also providing sufficient control so that existing housing stock and family-sized units are preserved. One goal of The Plan is to ensure the market does not produce only projects with small units. A unit mix requirement will apply to ~~any project larger than 4 units~~larger projects. Subdivisions will be permitted only when the resulting units retain some larger units.

\* \* \* \*

## **OBJECTIVE 2.3**

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

3           \* \* \* \*

4           **POLICY 2.3.2**

5           **Prohibit residential demolitions unless they would result in sufficient**  
6 **replacement of existing housing units. Even when replacement housing is provided,**  
7 **demolitions should further be restricted to ensure affordable housing and historic**  
8 **resources are maintained.**

9           The City's General Plan discourages residential demolitions, except where it would  
10 result in replacement housing equal to or exceeding that which is to be demolished. This  
11 policy will be applied in the Market & Octavia area in such a way that new housing would at  
12 least offset the loss of existing units, and the City's affordable housing, and historic resources  
13 would be protected. The plan maintains a strong prejudice against the demolition of sound  
14 housing, particularly affordable housing.

15           Even when replacement housing is provided, demolitions would be permitted only  
16 through conditional use in the event the project serves the public interest by giving  
17 consideration to each of the following: (1) affordability, (2) soundness, (3) maintenance  
18 history, (4) historic resource assessment, (5) number of units, (6) superb architectural and  
19 urban design, (7) rental housing opportunities, (8) number of family-sized units, (9) supportive  
20 housing or serves a special or underserved population, and (10) a public interest or public use  
21 that cannot be met without the proposed demolition. Certain local and state laws may offer or  
22 require an additional layer of approvals criteria, processes, and requirements, including the  
23 requirement in certain circumstances for replacement units, rent-restrictions and other provisions to  
24 limit or mitigate displacement of existing tenants.

25           \* \* \* \*

1           **3. Building With a Sense of Place and Sustainability**

2           \*   \*   \*   \*

3           **OBJECTIVE 3.1**

4           **ENCOURAGE NEW BUILDINGS THAT CONTRIBUTE TO THE BEAUTY OF THE**  
5 **BUILT ENVIRONMENT AND THE QUALITY OF STREETS AS PUBLIC SPACE.**

6           \*   \*   \*   \*

7           **Policy 3.1.1**

8           **Ensure that new development adheres to principles of good urban design.**

9           New development will take place over time. Modest structures will fill in small gaps in  
10 the urban fabric, some owners will upgrade building facades, and large underutilized land  
11 areas, such as the former Central Freeway parcels, will see dramatic revitalization in the  
12 years ahead.

13           The following Fundamental Design Principles apply to all new development in the  
14 Market and Octavia area. They are intended to supplement existing design guidelines,  
15 Fundamental Principles in the Urban Design Element of the General Plan and the Planning  
16 Department's Residential Design Guidelines, which apply to residential districts, and the  
17 Urban Design Guidelines, which apply to commercial, downtown, and mixed-use districts.  
18 They address the following areas: (1) Building Massing and Articulation; (2) Tower Design  
19 Elements; (3) Ground Floor Treatment, further distinguished by street typology, including (a)  
20 Neighborhood Commercial Streets, (b) Special Streets - Market Street, and (c) Alleys, and (4)  
21 Open Space. Projects shall also conform to Citywide Design Standards and other adopted objective  
22 standards.

23           \*   \*   \*   \*

24           **Fundamental Design Principles for Building Massing and Articulation**

1 The way we experience a building is determined largely by its massing and articulation.  
2 Buildings in most San Francisco neighborhoods are no more than five stories tall, built on  
3 narrow lots, and have bay windows or other kinds of projections. This gives them a distinct  
4 rhythm and verticality, and breaks down the scale to that of the human activity taking place  
5 inside and around them. This further relates buildings to the human activities in the street.

6 Projects shall also conform to Citywide Design Standards and other adopted objective standards.

7 \* \* \* \*

### 8 **Fundamental Design Principles for Towers**

9 Towers may be permitted above a base height of 85 - ~~120~~140-feet in selected locations  
10 in the general vicinity of the intersections of Market and Van Ness and Mission and South Van Ness.  
11 ~~and Market Downtown Residential Special Use District (VNMDR-SUD).~~ Special urban design  
12 considerations are required for towers because of their potential visual impacts on the city  
13 skyline and on the quality and comfort of the street. Projects shall also conform to Citywide

14 Design Standards and other adopted objective standards.

15 \* \* \* \*

### 16 **Fundamental Design Principles The Ground Floor**

17 The design and use of a building's ground floor has a direct influence on the pedestrian  
18 experience. Ground floor uses in the area are devoted to retail, service, and public uses in  
19 mixed-use buildings and to residential units and lobbies in apartment buildings. These uses  
20 provide an active and visually interesting edge to the public life of the street, which is  
21 especially important on neighborhood commercial streets. Parking, which has become a  
22 common street-facing use in more recent buildings, dilutes the visual interest and vitality of  
23 the street. This plan maintains a strong presumption against permitting surface-level parking  
24 as a street-facing use; rather, it encourages retail, residential, and other active uses facing the  
25

street. Projects shall also conform to Citywide Design Standards and other adopted objective standards.

\* \* \* \*

**Fundamental Design Principles for Streets**

**NEIGHBORHOOD COMMERCIAL STREETS**

Like most parts of San Francisco, neighborhood commercial streets in the Market and Octavia neighborhood provide a center for the life of the area. These streets are typically lined with individual retail storefronts that provide visual interest and have a scale that feels especially lively and organic. While not all new development on these streets need be mixed-use in character, it should contain active ground-floor uses and provide a façade that adds visual interest and a human scale to the street. Projects shall also conform to Citywide Design Standards and other adopted objective standards.

\* \* \* \*

Section 11. The General Plan is hereby amended by revising the Western SoMa (South of Market) Area Plan, to read as follows:

**Western SoMa (South of Market) Area Plan**

\* \* \* \*

**Housing**

\* \* \* \*

**OBJECTIVE 3.2**

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

\* \* \* \*



1           **POLICY 3.2.2**

2           Encourage in-fill housing production that utilizes design strategies that consider  
3 ~~continues~~ the existing built housing qualities in terms of heights, prevailing density,  
4 yards and unit sizes.

5           \*   \*   \*   \*

6           **Urban Design and Built Form**

7           \*   \*   \*   \*

8           **OBJECTIVE 5.4**

9           **ENCOURAGE APPROPRIATE NEW DEVELOPMENT THAT IS RESPONSIVE TO**  
10 **THE EXISTING AND BUILT ENVIRONMENT.**

11          **POLICY 5.4.1**

12          ~~Increase prevailing 50-foot heights in the Western SoMa SUD to 55 feet~~ Establish height  
13 limits and design standards that ~~to~~ encourage gracious floor to ceiling heights for ground  
14 floor uses.

15          **POLICY 5.4.2**

16          ~~Reduce~~ Establish building massing and design standards that respect the lower scale of  
17 **Residential Enclaves** along alleys. ~~heights to 40 feet.~~

18  
19          Section 12. The General Plan is hereby amended by revising the Western Shoreline  
20 Area Plan, to read as follows:

21          **Western Shoreline Area Plan**

22          \*   \*   \*   \*

23          **Richmond and Sunset Residential Neighborhoods**

24          **OBJECTIVE 11**

~~**PRESERVE THE SCALE OF RESIDENTIAL AND COMMERCIAL DEVELOPMENT  
ALONG THE COASTAL ZONE AREA.**~~ **ENSURE DEVELOPMENT IN THE COASTAL ZONE  
ADVANCES HOUSING AND COMMUNITY DEVELOPMENT GOALS APPROPRIATE FOR  
THE LOCATION OF EACH PARCEL.**

**POLICY 11.1**

~~*Preserve the scale and character of existing residential neighborhoods by setting allowable  
densities at the density generally prevailing in the area and regulating new development so its  
appearance is compatible with adjacent buildings.*~~ **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.**

\* \* \* \*

Section 13. The General Plan is hereby amended by revising Map 5, “Proposed Height and Bulk Districts,” of the Downtown Area Plan, to read as follows:

Add to the map notes: “The buildings on parcels between 11th Street and 12th Street, and Van Ness Avenue and Franklin Street that are north of Mission Street and south of Fell Street may be considered for additional height above that indicated on this map to emphasize the skyline node at the intersection of Market Street and Van Ness Avenue in keeping with the principles of the Urban Design Element and this Plan.”

Section 14. The Land Use Index shall be updated as necessary to reflect the amendments set forth above in Sections 3, 6, 7, 8, 9, 10, and 13.

1           Section 15. Local Coastal Program. The Local Coastal Program is hereby amended to  
2   revise the Land Use Plan (the Western Shoreline Area Plan) of the Local Coastal Program, as  
3   described in Section 12 of this ordinance.

4  
5           Section 16. Effective and Operative Dates Outside the Coastal Zone.

6           (a) In the portions of the City that are not located in the Coastal Zone Permit Area, as  
7   that permit area is designated on Section Maps CZ4, CZ5, and CZ13 of the Zoning Map, this  
8   ordinance shall become effective 30 days after enactment. Enactment occurs when the  
9   Mayor signs the ordinance, the Mayor returns the ordinance unsigned or does not sign the  
10   ordinance within 10 days of receiving it, or the Board of Supervisors overrides the Mayor's  
11   veto of the ordinance.

12          (b) In the portions of the City that are not located in the Coastal Zone Permit Area, this  
13   ordinance shall become operative upon its effective date.

14  
15          Section 17. Effective and Operative Dates in the Coastal Zone.

16          (a) In the portions of the City that are located in the Coastal Zone Permit Area, this  
17   ordinance shall become effective 30 days after enactment. Enactment occurs when the Mayor  
18   signs the ordinance, the Mayor returns the ordinance unsigned or does not sign the ordinance  
19   within 10 days of receiving it, or the Board of Supervisors overrides the Mayor's veto of the  
20   ordinance.

21          (b) Upon enactment, the Director of the Planning Department shall submit this  
22   ordinance to the California Coastal Commission for certification as a Local Coastal Program  
23   Amendment. This ordinance shall become operative in the Coastal Zone Permit Area upon  
24   final certification by the California Coastal Commission. If the California Coastal Commission  
25

certifies this ordinance subject to modifications, this ordinance, as so modified, shall become operative in the Coastal Zone Permit Area 30 days after enactment of the modifications.

Section 18. Transmittal of Ordinance. Upon certification by the California Coastal Commission, the Director of the Planning Department shall transmit a copy of the certified Local Coastal Program Amendment to the Clerk of the Board for inclusion in File No. \_\_\_\_\_. The Planning Department shall also retain a copy of the certified Local Coastal Program Amendment in its Local Coastal Program files.

APPROVED AS TO FORM:  
DAVID CHIU, City Attorney

By: /s/ GIULIA GUALCO-NELSON  
Deputy City Attorney

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