

LEGISLATIVE DIGEST
(Substituted - 9/16/25)

[Planning Code, Zoning Map - San Francisco Gateway Special Use District]

Ordinance amending the Planning Code and the Zoning Map to establish the San Francisco Gateway Special Use District generally bounded by Kirkwood Avenue to the northeast, Rankin Street to the southeast, McKinnon Avenue to the southwest, and Toland Street to the northwest; making findings 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 making findings of public necessity, convenience, and welfare under Planning Code, Section 302.

Existing Law

The area within the proposed San Francisco Gateway Special Use District (SUD) consists of two parcels zoned as Core Production, Distribution, and Repair (PDR-2) within a 65-J height and bulk district.

Amendments to Current Law

The ordinance would amend the Planning Code and Zoning Map to create the SUD as an overlay to the underlying PDR-2 zoning and revise height and bulk limits within the SUD to 97-X. The SUD requires new construction in the district to receive a conditional use authorization for planned unit development and establishes a design review and approval process for any major or minor modifications necessary to implement the San Francisco Gateway Project ("Project"). The SUD relaxes use controls for certain private parking garages and principally permits up to 225,000 square feet of parcel delivery service (PDS) as a principal use within the SUD. Any amount of PDS as a principal use beyond that limit requires a Section 303(cc) PDS conditional use authorization. The SUD would allow PDS as an accessory use to any other principal use. Otherwise, the SUD maintains the underlying PDR-2 zoning controls.

Background Information

This ordinance would enable the development of the Project, which will provide a unique combination of traditional and evolving PDR uses and create a wide range of employment opportunities. The SUD's controls adapt and refine the underlying PDR-2 zoning controls to facilitate the development of high-efficiency, enclosed PDR buildings with multiple users, large PDR spaces that accommodate modern loading facilities and vehicle circulation, and the transition to electrified vehicle fleets.

The Project would also require the adoption of a Design Standards and Guidelines document to facilitate implementation and a Development Agreement.

n:\legana\as2025\2500283\01869051.docx