



P: (626) 314-3821
E: info@mitchtsailaw.com

Mitchell M. Tsai
Law Firm

139 S. Hudson Ave., Suite 200
Pasadena, California 91101

VIA E-MAIL

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City and County of San Francisco, Board of Supervisors
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 94102-4689

Em: Board.of.Supervisors@sfgov.org; bos.legislation@sfgov.org

**RE: Appeal of Planning Commission's Conditional Use Authorization
and Shadow Findings for 350 Amber Drive Project on September
25, 2025 – (2024-004318CUASHD)**

Dear Board of Supervisors,

On behalf of Diamond Heights Community Association (“**Appellant**”), our Office is submitting this correspondence for the December 9, 2025 public hearing regarding appeals of the City and County of San Francisco (“**City**” or “**County**”) Planning Commission’s (“**Commission**”) actions on September 25, 2025 for the development project proposed to be located at 350 Amber Drive in the City (Record No. 2024-004318ENV) (“**Project**”), including Approval of Conditional Use Authorization (“**CUA**”) and Shadow Findings.

Appellant asserts that the Project’s CUA and Shadow Findings are predicated on informational flaws and inconsistent with the City’s land use policies, thereby requiring reversal of the Planning Commission actions on September 25, 2025.

Appellant therefore respectfully submits that the Board of Supervisors (“**Board**”) approve this appeal and reverse the Commission’s approval of the CUA and Shadow Findings, for the Project. The Board should require Project modifications or conditions of approval to the CUA or Shadow Findings that address Appellant’s environmental and public safety concerns.

The Diamond Heights Community Association is an organization of City residents and property owners near the Project site with a strong interest in well ordered land use planning and in addressing the environmental impacts of the Project, including potential impacts on the adjacent Glen Canyon Park and its natural and biological resources. Individual members of the Diamond Heights Community Association live,

work, and recreate in the Project vicinity and may therefore be directly affected by the Project.

The City describes the proposed Project as “the installation of a new AT&T Wireless Macro Wireless Telecommunications Services (WTS) Facility on an approximately 104-foot-tall monopole located at the rear of the San Francisco Police Academy. The WTS facility will consist of twelve (12) new antennas, nine (9) new remote radio units, three (3) tower mounted DC-9 surge suppressors, one (1) GPS unit mounted on proposed outdoor equipment cabinet, one (1) walk-up cabinet, and one (1) 30kw DC generator with a 190-gallon diesel fuel tank on a concrete pad. The ancillary equipment will be surrounded by an 8’ chain link fence.” (*See* September 25, 2025 San Francisco Planning Commission, Executive Summary, pp. 1-2).

Pursuant to City Planning Code, Section 308.1, our office asserts and raises the following grounds in support of its CUA appeal. On appeal, the Board of Supervisors is not limited to the Commission’s earlier analysis or findings and may conduct its own independent review of whether the Commission’s findings were proper and adequately supported.

The Appellant expressly reserves the right to supplement this letter with additional evidence and materials at or prior to hearings on the Project, and at any later hearing and proceeding related to this Project. Gov. Code, Section 65009(b); Pub. Res. Code, Section 21177(a).

Lastly, the Appellant further fully incorporates by reference all the comments and concerns raised to date on the Project or its environmental CEQA clearance, including **Appellant’s own correspondence in support of its appeal of the Project’s CEQA Exemption Determination, submitted to the Board on November 26, 2025.** *See Citizens for Clean Energy v. City of Woodland* (2014) 225 Cal.App.4th 173, 191 (finding that any party who has objected to the project’s environmental documentation may assert any issue timely raised by other parties).

I. THE BOARD SHOULD APPROVE THE CONDITIONAL USE AUTHORIZATION APPEAL BECAUSE THE PLANNING COMMISSION’S CONDITIONAL USE AUTHORIZATION AND SHADOW FINDINGS ARE FLAWED AS A MATTER OF LAW.

The Planning Commission’s findings of Conditional Use Authorization under the Planning Code section 303, include, *inter alia*, the findings that:

- (c) **Determination.** After its hearing on the application, or upon the recommendation of the Director of Planning that no hearing is required, the Planning Commission shall approve the application and authorize a Conditional Use if the **facts presented** are **such** to **establish** that:
- (1) The proposed use or feature, at the size and intensity contemplated and at the proposed location, will provide a development that is **necessary** or **desirable** for, and **compatible with**, the **neighborhood** or the **community**. If the proposed use exceeds the Non-Residential Use Size limitations for the district in which the use is located, the following shall be considered:
 - (A) The intensity of activity in the district is not such that allowing the larger use will be likely to foreclose the location of other needed neighborhood-servicing uses in the area; and
 - (B) The proposed use will serve the neighborhood, in whole or in significant part, and the nature of the use requires a larger size in order to function; and
 - (C) The building in which the use is to be located is designed in discrete elements which **respect** the **scale** of **development** in the **district**; and
 - (2) Such use or feature as proposed will **not** be **detrimental** to the **health, safety, convenience** or **general welfare** of **persons residing** or **working** in the **vicinity**, or **injurious** to **property, improvements** or **potential development** in the vicinity, with respect to **aspects** including but not limited to the following:
 - (A) The **nature** of the proposed site, including its **size** and **shape**, and the proposed **size, shape** and **arrangement** of **structures**;
 - (B) The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading and of proposed alternatives to off-street parking, including provisions of car-share parking spaces, as defined in Section [166](#) of this Code.
 - (C) The **safeguards afforded** to prevent **noxious** or **offensive emissions** such as **noise, glare, dust** and **odor**;
 - (D) Treatment given, as appropriate, to such aspects as landscaping, screening, open spaces, parking and loading areas, service areas, lighting and signs; and

(3) **Such use or feature** as proposed will comply with the **applicable provisions** of this **Code** and will not **adversely affect** the **General Plan**; and

(4) Such use or feature as proposed will provide development that is in **conformity** with the **stated purpose** of the applicable **Use District**; and

(5) The use or feature satisfies any **criteria specific** to the use or feature in Subsections (g), *et seq.* of this Section.

Exhibit 1 (Planning Code Section 303) (emphases added).

As evidenced by the Motion adopted by the Planning Commission, the text of the Planning Code 303 and the resulting analysis of the Project's consistency therewith were incomplete and non-responsive.

Most critically, in light of the seismic, fire, and chemical hazards and both noxious and also health-damaging odors presented by the Project and its operation of the 190 gallon fuel tank, as well as the Project's manifest incompatibility with express applicable General Plan policies and goals, as detailed further below, the Planning Commission's findings that the Project would not be detrimental to the public health and safety or injurious to the surrounding people and their properties, as well as the findings that the Project is consistent with the General Plan, are wholly unsupported and must be set aside. That the Project is not necessary and not desirable to the surrounding community is evidenced by the public outcry and numerous public comments in opposition of the Project, as well as the lack of interest of any nearby commercial structure or property owner to accommodate the Project.

As such, the Planning Commission's findings under Planning Code section 303 should be set aside as clearly erroneous, manifestly deficient, and factually unsupported.

For the same reasons, the Planning Commission's findings under Planning Code section 101.1(b) are unsupported, especially as to policies 6-8, which state:

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

(7) That **landmarks** and **historic** buildings be **preserved**; and,

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

Exhibit 2 (Planning Code Section 101 & 101.1) (emphases added)

With the Project here, the City does not achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake, but rather makes the entire surrounding residential community exposed to heightened and more severe losses and injury to life in a potential earthquake by allowing a 104-foot tall power-charged tower, its 500 square feet base structure, and its 190 gallon fuel tank be built and placed near the fire-prone eucalyptus tree grove in a landslide zone on a site with a record history of seismic failures. The landmark of Glen Canyon Park here will not be preserved either, in the event of a wildfire which may be caused by the Project itself. And the Glen Canyon Park will not be protected from development and destruction.

Similarly, to support the Project's Shadow findings, the Planning Commission adopted findings pursuant to Planning Code section 295. And yet, such findings are also in error where, as here, there is no consistent project description: on the one hand, the Project is presented as merely a 104-foot tall *monopole*, which is to be painted brown; but on the other hand, the Project plans expressly mention a *monopine*, i.e., an artificial pine tree. To the extent the Project is indeed proposing a *monopine*, then its shadow study and related findings need to be updated and revised as the pine tree will cast more shadow on the nearby structures and uses, as compared with a bare monopole. To the extent the Project indeed proposes a *monopole*, then the Project Applicant should be required to update its Project Plans and provide accurate information. Notably, the Project Plans also leave out certain critical information as to the location of the Project, including its dimensions, blank, as shown in the screenshot below (highlights added):

NOTES:

1. DATE OF SURVEY: 12/14/2023
2. ACREAGE PARCEL: X.XX ACRES
3. ASSESSOR'S PARCEL NUMBER(S): XXX-XX-XXX
4. PROPOSED LEASE AREA: F.FF' x F.FF' = FFF SQUARE FEET
5. PROPERTY OWNER(S):
6. MAGNETIC DECLINATION: XX.XX°
7. CONVERGENCE ANGLE: -X°XX'XX"

FIRM CLASSIFICATION

THE PROPERTY SHOWN HEREON FALLS WITHIN ZONE "X" AS SHOWN ON FLOOD INSURANCE RATE MAP NO. 0602980230A, EFFECTIVE DATE MARCH 23, 2021, AS PUBLISHED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY IN ACCORDANCE WITH THE NATIONAL FLOOD INSURANCE PROGRAM.

[ZONE "X" BEING CLASSIFIED AS AREAS OF MINIMAL FLOOD HAZARD PER SAID F.E.M.A. MAP ABOVE]

PROPOSED ANTENNA GEODETIC COORDINATES

THE CENTER OF THE PROPOSED ANTENNAS AS SHOWN HEREON IS LOCATED AT THE FOLLOWING COORDINATES (NAD 83):

LATITUDE: N XX°XX'XX.XX"
LONGITUDE: W XXX°XX'XX.XX"

THE LATITUDE AND LONGITUDE SHOWN HEREON WERE DERIVED FROM DATA COLLECTED USING A TRIMBLE R10-2 GNSS DUAL FREQUENCY RECEIVER AND PROCESSED THROUGH THE NATIONAL GEODETIC SURVEY ONLINE POSITIONAL USER SERVICE. ACCURACY FOR KINEMATIC SURVEYING USING A TRIMBLE R10-2 GNSS RECEIVER IS HORIZONTALLY ±10MM+1 PPM RMS.

Indeed, in at least one of the maps for the Project that was reviewed by the Planning Commission in reaching its determinations incorrectly depicts the wireless tower on the wrong hill and different location than where it is actually being proposed. Specifically, the maps depicts the project on Gold Mine Hill whereas it is actually being proposed on Red Rock Hill.

The Project Plans should be updated to include all of the accurate information, before any Project may be approved or any finding may be made.

Further, because of the above-noted *omissions* and failures of the Planning Commission to address and mitigate the critical public concerns and comments on the Project, the adopted findings to support the conditional use authorization or the shadow findings cannot survive scrutiny, as a matter of law.

Lastly, the Planning Commission's findings of General Plan consistency are unsupported. In addition, the General Plan consistency findings are deficient as they

leave out the Project's inconsistencies with the open space preservation and public health and safety policies under the General Plan and its Open Space and Safety Elements. As related, because of the Project's manifest inconsistencies with the General Plan, it violates the State Planning and Zoning Law which requires both vertical consistency with the General Plan and also internal consistency between elements of the General Plan.

II. THE PLANNING COMMISSION FAILED TO FULLY CONSIDER AND ANALYZE THE PROJECT'S INCONSISTENCIES WITH THE CITY'S GENERAL PLAN AND OWN LAND USE POLICIES.

On September 25, 2025, the Planning Commission adopted several findings of the Project's purported consistency with the General Plan. Notably, the County and the Planning Commission ignored the *relevant* and *critical* General Plan policies. But the State Planning and Zoning law or the County's Planning Code do not require consistency with only cherry-picked policies, but rather to ensure that the Project is *compatible with* the General Plan overall and does not frustrate *any* of the General Plan's policies. To ensure such compatibility, the County should look not only at the alleged *consistencies*, but first and foremost, at the *inconsistencies* of the Project with the General Plan. In the words of one California court in an analogous context:

“The County first contends that the goals and policies stated in its General Plan should not be viewed as directives, and the General Plan therefore should be read as advisory rather than mandatory. This contention conflicts with the **recognition** that **consistency requires compatibility** with the general plan's “**objectives, policies, general land uses, and programs.**” (internal citation and quotation omitted) The question is not whether there is a direct conflict between some mandatory provision of a general plan and some aspect of a project, but **whether the project is compatible with, and does not frustrate, the general plan's goals and policies.**”

(*Napa Citizens for Honest Government v. Napa County Bd. of Supervisors*, 91 Cal.App.4th 342, 378 (2001) (emphases added).)

Viewed from such correct perspective, the Project here is *incompatible with* and *frustrates* several critical policies of the General Plan and its various Elements.

First, in its *Introduction* to the General Plan, the City provides the following vision:

“In this shared vision, San Francisco strives to be... a safe, livable and environmentally sustainable city, where **all are** able to live **healthy lives** and

access thriving natural systems, restorative parks, and a high-quality built environment. The climate crisis requires urgent local, regional, and global action.”

Exhibit 3, p. 2 (Introduction to General Plan) (emphases added).

The City’s Introduction also acknowledges the various natural disasters to which San Francisco has been subject and prone to:

Amid this beloved setting lies the inherent, often **hidden fragility**, including **vulnerability** to **natural disasters** and to the **mounting consequences** of anthropogenic **climate change**....

Exhibit 3, p. 1 (emphases added)

Second, it becomes more than clear that the General Plan – especially for the Project Site zoned Open Space and located near the Glen Canyon Park – imposes a critical policy of *preserving* the open space, including to ensure public health and safety.

Against this backdrop, the Planning Commission’s sole reference to the City’s Recreation and Open Space Element focused on only one policy and provided a stretched reasoning as to why the Project meets that single policy goal. Specifically, the Planning Commission stated:

OBJECTIVE 1

ENSURE A WELL-MAINTAINED, HIGHLY UTILIZED,
AND INTEGRATED OPEN SPACE SYSTEM

Policy 1.10

Ensure that open space is safe and secure for the City’s entire population.

The Project will improve AT&T’s coverage and capacity within George Christopher Playground and Glen Canyon Park, and in the Diamond Heights neighborhood.

However, the Recreation and Open Space element contains numerous other policies that also merit careful consideration. Moreover, the Planning Commission’s reasoning that the Project will *improve AT&T’s coverage and capacity* within the playground and park and in the neighborhood does not address the *safety* and *security* for the City’s surrounding population, let alone the City’s entire population. As detailed above, the Project will indeed create or exacerbate significant landslide hazards, fire hazards, and contamination for the surrounding community.

In addition, unlike only *one* guiding principle, objective and policy (Objective 1, policy 10.1) referenced in the Planning Commission’s adopted Motion to approve the Project and related findings of General Plan consistency, the Recreation and Open Space Element of the San Fernando General Plan contains *numerous guiding principles*, as follows:

1. INTEGRATED & MULTIFUNCTIONAL. A major theme developed from the outreach process was the concept of “making the most of what we have”: utilizing and improving the expansive recreation and open space system the City already provides. An integrated and multi-**functional open space network** would respond to a variety of **needs** for **recreation** and **open space**, better utilizing the existing resources. Such needs range from refreshing from daily pressures of life to exercising and active sports, from appreciating the beauty of nature to **maintaining natural habitats** and **wildlife**, and from enjoying **play time** for **kids** and adults to housing civic and cultural events.

2. SENSE OF PLACE. San Francisco is a regional epicenter for ecological, economic, and cultural diversity. Open spaces should aim to build on our City’s intrinsic qualities, both natural and cultural, and to reflect the values we place on cultural diversity and biodiversity. Furthermore, they should create a network that inspires a deep connection to place.

3. EQUITY & ACCESSIBILITY. Open space and recreational programs should be equitably distributed. They should provide access for all residents, workers and visitors, and work towards a democratic network that includes all neighborhoods.

4. CONNECTIVITY. San Francisco’s network of **open** spaces should be **wholly connected**. The open space system should facilitate **non-motorized movement**, link **diverse neighborhoods**, be easy to navigate and understand and, where feasible, **enhance habitat** through connectivity.

5. HEALTH & SAFETY. Open space should increase the City’s capacity to be a **safe** and **healthy** place to live. Its design should **promote social interaction**, **wellness**, and a **healthy lifestyle** by providing **opportunities** for **physical**, cultural and social activities, and a **connection** to **nature**.

6. ECOLOGICAL FUNCTION & INTEGRITY. With environmental sustainability as a driving theme, the quantity and quality of natural systems in the City should be preserved and expanded, by

promoting aquatic and terrestrial biodiversity, by designing for watershed health, and by implementing environmental, ecological and conservation-minded strategies.

7. SUSTAINING STEWARDSHIP. San Francisco’s community members should be actively engaged as participants in its future. Policies should work towards shared, continued stewardship that increases the tangible link between community members and their open space network. Partnerships between public agencies, private business, and community based non-profits, and individual members of the community to foster pride, purpose and community should continue to be developed.

Exhibit 4 (Recreation and Open Space Element) (emphases added).

As evident from the emphasized parts of the above-quoted passage, the Open Space Element’s referenced and contemplated *health and safety* of the population is *unrelated* to the wireless access of people. It only seeks to ensure public health and safety by ensuring the *availability* of *accessible* open space for everyone. Similarly, the only connectivity referenced in the guiding principles above is not about wireless connectivity, but rather the ability of people to connect to and visit various parks and natural open space areas without cars.

Moreover, the Recreation and Open Space Element contains the following goals and policies on point that the Planning Commission has been silent about:

“OBJECTIVE 1

ENSURE A WELL-MAINTAINED, HIGHLY UTILIZED, AND INTEGRATED OPEN SPACE SYSTEM

...

POLICY 1.3

Preserve existing open space by **restricting** its **conversion** to **other uses** and **limiting encroachment** from **other uses**, assuring **no loss** of **quantity** or **quality** of open space.

The shortage of vacant sites and the intensity of development in San Francisco produce pressures on the City’s public open spaces, sometimes putting spaces at risk of conversion to uses not serving the public purpose of respite and recreation. These same factors generate considerable public demand for access to open spaces. It is **essential** that

the **City protect** its **public open** spaces from **conversion** to other uses, which **threatens** the **overall integrity** of the **open space network**.

Outdoor space in **parks** and **playgrounds** should **not** be diminished except in very unique cases. Yet, despite general agreement on the need to preserve public open space, developments may indeed be proposed on public land designated as open space. It is anticipated that the most persuasive arguments in favor of development will be based on the “**public value**” of the proposed development. The public value will differ among proposals, and a determination of this projected value as compared the potential open space benefit will be difficult and must be subject to **rigorous public scrutiny**...”

Exhibit 4 (emphases added.)

The Project is manifestly incompatible with this objective and policy of the General Plan and Open Space Element, and frustrates them by allowing a hazardous wireless tower use within the Open Space zone and immediately next to a critical environmental resource of the Glen Canyon Park, recreational areas, residences, and other public parks. The Project is also incompatible with the above-quoted goal and policy by disregarding the public outcry here about the Project’s hazards and by overestimating the “public benefit” of providing better wireless services to a community, which plainly disagrees with such a need and unambiguously refuses to accept the claimed “public benefit.” As the Staff Report acknowledged, while the Project Applicant AT&T searched for other prime areas, including churches in the area with the alleged gap in coverage, other alternative sites expressed no interest in such coverage or proposal to install a wireless facility.

Moreover, contrary to AT&T’s suggestions that it has a FirstNet contract with police and fire services supporting the need for wireless coverage, public communications with and inquiries confirmed that FirstNet is not the only service fire and police personnel use and the emergency services do not depend on FirstNet.

Similarly, when presenting the Project’s compatibility with the Safety Element, the Planning Commission focuses only on Objective 3 of that element and disregards the rest, as shown below:

“COMMUNITY SAFETY ELEMENT

Objectives and Policies

OBJECTIVE 3

ESTABLISH STRATEGIES TO ADDRESS THE IMMEDIATE EFFECTS OF A DISASTER.

Policy 1.20

Increase communication capabilities in preparation for all phases of a disaster and ensure communication abilities extend to hard-to-reach areas and special populations.

Policy 2.4

Bolster the Department of Emergency Management's role as the City provider of emergency services and communication, and prioritize its actions to meet the needs of San Francisco.

Policy 2.15

Utilize advancing technology to enhance communication capabilities in preparation for all phases of a disaster, particularly in the high-contact period immediately following a disaster.

Policy 3.7

Develop a system to convey personalized information during and immediately after a disaster.

The Project will enhance the ability of the City to protect both life and property from the effects of a fire or natural disaster by providing communication services."

But the City's Safety and Resilience element is not limited to only *management* of the emergencies, but rather to also *preventing* or *reducing the risk* of such emergencies. Also, it is questionable how the Project's sole provision of allegedly now-missing wireless service by AT&T will help the public in case of a fire or natural disaster. And, critically, the Planning Commission fails to realize that the Project *itself* will cause such fire and natural disasters due to its siting in an environmentally sensitive area and by having hazardous features, as discussed above.

Critically, the City's Safety and Resilience Element contains the following six (6) goals:

"In brief, the Safety & Resilience Element is organized into six goals to achieve racial and social equity, environmental justice, and climate resilience.

All People Live in Safe & Healthy Communities: To ensure equitable safety, San Francisco must remedy past injustices and eliminate environmental burdens for all San Franciscans, starting with those experienced by Environmental Justice Communities.

Multi-Benefit Climate and Hazard Resilience: Pursue **multi-hazard risk reduction strategies** and maximize community benefits along the way to becoming a net-zero emissions City by 2040.

Hazard Mitigation: The City must **reduce the likelihood, scale, and severity of impacts** from **all disasters** to the economy; the built and natural environment; and all communities, starting with reducing such impacts in Environmental Justice Communities.

Emergency Preparedness: Ensure San Francisco residents, workers, and visitors have the knowledge, capacity, and government support needed to be safe in the face of disasters.

Response: Provide San Francisco residents, workers, and visitors with the essential support and services needed immediately following a disaster for life safety and functional recovery.

Recovery and Reconstruction: Rebuild San Francisco’s built, natural, and social assets and communities towards a more equitable and resilient future.”

Exhibit 5, p. 1 (Safety and Resilience Element) (emphases added).

As shown in the emphasized portions, the Safety and Resilience Element seeks to *reduce the risks* of hazards, and not just manage the hazards post-facto, as the Planning Commission focused on.

To be more specific, the Safety and Resiliency Element contains a specific GOAL 3: Hazard Mitigation, which provides in pertinent parts:

“The City must **reduce the likelihood, scale, and severity of impacts** from **all disasters** to the economy; the built and **natural environment**; and **all communities**, starting with reducing such impacts in Environmental Justice Communities.”

Exhibit 5, p. 10 (emphases added)

The Safety and Resiliency Element also provides the following policy:

“POLICY 3.2.4. Ensure foundations and structural systems are designed with consideration of site soils conditions when reviewing projects in areas subject to liquefaction, slope instability, sea level rise, groundwater rise, and other flood hazards.

The Building Code considers soil conditions at a very general scale. But, soil conditions vary enormously throughout the City. Different **soil conditions** can result in very **different earthquake**

impacts and can **result** in **damage** at other times, such as with **landslides**. Because of the **importance** of **soil conditions**, the California Seismic Hazards Mapping Act requires that a **geotechnical investigation** and **geotechnical report** be prepared for **new** or **renovated buildings** that are constructed in **Seismic Hazard Zones**.”

Exhibit 5, p. 14 (emphasis added).

In addition, contrary to the noted objective and policy, the Project here – consisting of a 104-foot tall monopine or monopole and further a 500 square foot building and a 190 gallon fuel tank generator – is proposed in the landslide zone on a site with the history of seismic failures. And the City has not even disclosed, much less addressed, the soil instability and landslide hazards that the Project may cause or exacerbate, let alone present a geotechnical evaluation for public review on how those hazards are reconciled or compatible with the General Plan policies.

As the Court agreed in an analogous context, a Project’s incompatibility with even *one* clear policy of the General Plan or its Elements may scuttle the project. *Families Unafraid to Uphold Rural El Dorado County v. El Dorado County Bd. of Sup'rs*, 62 Cal.App.4th 1332, 1341–1342 (1998). Here, the Project clearly frustrates several policies of the General Plan, including the policy of ensuring the health and safety of people by preserving and enhancing quality open space, as well as the policies of reducing risks of hazards and duly investigating various hazards, including soil instability, prior to approving any project.

Notably, the above-noted goals, objectives, and policies, which the Project is not compatible with, are only illustrative and not exhaustive. Both the Recreation and Open Space Element, as well as the Safety and Resilience Element contain numerous similar policies to ensure public access to safe open space, preservation of the scarce open space, protection of parks and playgrounds, and reducing risks of any hazards.

The Project clearly frustrates the noted policies, creating a vertical inconsistency and incompatibility with the General Plan, and thereby violating both the City’s General Plan, as well as the State Planning and Zoning Law’s requirement of vertical consistency of projects with their applicable General Plan.

As relevant, the Project’s posed imminent hazards to the invaluable open space and recreation space and the fact that, as the City’s General Plan noted, it is impossible to acquire new land for open space and the City of San Francisco is growing in density, the Project’s potential destruction of the existing open space and frustration of

policies with the Safety and Open Space Elements will create *internal* inconstancies within the City's General Plan, including with the Land Use and Circulation Elements by allowing dense development while at the same time allowing to reduce the existing open space in quantity or quality. And yet, the State Planning and Zoning Law requires *internal consistency* within the General Plan. For this reason, too, the Project violates the State Planning and Zoning Law by creating an internal inconsistency in the City's General Plan.

As such, the Planning Commission's findings that the Project is consistent and compatible with the General Plan must be set aside as are unsupported, as a matter of law, since they are based on the glaring omissions of relevant policies and objectives and since they are based on a cursory and distorted review of the applicable General Plan policies and strained justifications thereof.

For all of the reasons above, the Planning Commission's findings and approval of the Conditional Use Authorization, Shadow Findings, and related findings of General Plan consistency under the Planning Code must be set aside as being premised on erroneous, missing, incomplete, and inaccurate information and for failing to fully consider and analyze the Project's hazards, significant threats to public life and safety, adverse impacts to the nearby open space and biological resources, and the General Plan inconsistencies, both vertically and internally.

III. CONCLUSION

In sum, the Planning Commission's approvals for the 350 Amber Drive Project on September 25, 2025 must now be reversed by the Board because they are fundamentally and demonstrably flawed.

The Board should accept and hold a public hearing regarding Appellant's CUA appeal filing and reverse the Commission's Conditional Use Authorization and Shadow Findings. The Commission's findings were improper and based on informational flaws and the Project itself is inconsistent with the City's own General Plan and land use policies.

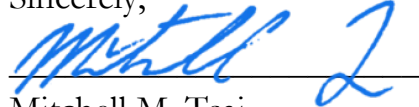
Appellant urges the Board to approve its CUA appeal in its entirety, reversing the Planning Commission's approval of the Conditional Use Authorization and Shadow Findings, and deny the Project outright. The totality of the evidence, including the Project's significant environmental impacts and substantial factual and informational

flaws, compels the denial of a project incompatible with the City's own General Plan and land use policies.

Should the Board nonetheless permit this controversial Project to move forward, it is legally obligated to approve the CEQA appeal and require the preparation of a full Environmental Impact Report (EIR) for the Project. An EIR is the highest form of environmental review and is especially necessary here to accurately assess the Project's significant impacts on the sensitive environment, evaluate feasible mitigation measures, and consider less destructive project alternatives. The Project's mass, scale, associated seismic, fire, and chemical hazards, and critical setting in one of San Francisco's naturally significant areas warrant the most rigorous public disclosure and environmental analysis to ensure the protection of the impacted community and the natural resources of Glen Canyon Park. Such reasoned and detailed review regarding the Project's impacts are also critical and required by law, in the event the case proceeds to judicial review. Lastly, Appellant respectfully requests that the Board direct City Staff and the Project applicant to address the public's concerns and comments regarding the Project.

Should the City have any questions or concerns regarding this correspondence, please do not hesitate to contact our office.

Sincerely,



Mitchell M. Tsai

Attorney for Appellant

Attachments:

Exhibit 1: County's Planning Code Section 303;

Exhibit 2: County's Planning Code section 101 and 101.1;

Exhibit 3: Introduction to the City's General Plan, as obtained from the City's website;

Exhibit 4: Recreation and Open Space Element of the City's General Plan, as obtained from the City's website;

Exhibit 5: Safety and Resilience Element of the City's General Plan, as obtained from the City's website;

EXHIBIT 1

SEC. 303. CONDITIONAL USES.

(See Interpretations related to this Section.)

(a) **General.** The Planning Commission shall hear and make determinations regarding applications for the authorization of Conditional Uses in the specific situations in which such authorization is provided for elsewhere in this Code. The procedures for Conditional Uses shall be as specified in this Section 303 and in Sections 306 through 306.6, except that Planned Unit Developments shall in addition be subject to Section 304, and Hospitals and Post-Secondary Educational Institutions shall in addition be subject to the Institutional Master Plan requirements of Section 304.5.

(b) **Initiation.** A Conditional Use action may be initiated by application of the owner, or authorized agent for the owner, of the property for which the Conditional Use is sought. For a Conditional Use application to relocate a General Advertising Sign under subsection (I) below, application shall be made by a General Advertising Sign company that has filed a Relocation Agreement application and all required information with the Planning Department pursuant to Section 2.21 of the San Francisco Administrative Code.

(c) **Determination.** After its hearing on the application, or upon the recommendation of the Director of Planning that no hearing is required, the Planning Commission shall approve the application and authorize a Conditional Use if the facts presented are such to establish that:

(1) The proposed use or feature, at the size and intensity contemplated and at the proposed location, will provide a development that is necessary or desirable for, and compatible with, the neighborhood or the community. If the proposed use exceeds the Non-Residential Use Size limitations for the district in which the use is located, the following shall be considered:

(A) The intensity of activity in the district is not such that allowing the larger use will be likely to foreclose the location of other needed neighborhood-servicing uses in the area; and

(B) The proposed use will serve the neighborhood, in whole or in significant part, and the nature of the use requires a larger size in order to function; and

(C) The building in which the use is to be located is designed in discrete elements which respect the scale of development in the district; and

(2) Such use or feature as proposed will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity, or injurious to property, improvements or potential development in the vicinity, with respect to aspects including but not limited to the following:

(A) The nature of the proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;

(B) The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading and of proposed alternatives to off-street parking, including provisions of car-share parking spaces, as defined in Section 166 of this Code.

(C) The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor;

(D) Treatment given, as appropriate, to such aspects as landscaping, screening, open spaces, parking and loading areas, service areas, lighting and signs; and

(3) Such use or feature as proposed will comply with the applicable provisions of this Code and will not adversely affect the General Plan; and

(4) Such use or feature as proposed will provide development that is in conformity with the stated purpose of the applicable Use District; and

(5) The use or feature satisfies any criteria specific to the use or feature in Subsections (g), *et seq.* of this Section.

(d) **Conditions.** When considering an application for a Conditional Use as provided herein with respect to applications for development of "dwellings" as defined in Chapter 87 of the Administrative Code, the Commission shall comply with that Chapter which requires, among other things, that the Commission not base any decision regarding the development of "dwellings" in which "protected class" members are likely to reside on information which may be discriminatory to any member of a "protected class" (as all such terms are defined in Chapter 87 of the Administrative Code). In addition, when authorizing a Conditional Use as provided herein, the Planning Commission, or the Board of Supervisors on appeal, shall prescribe such additional conditions, beyond those specified in this Code, as are in its opinion necessary to secure the objectives of the Code. Once any portion of the Conditional Use authorization is utilized, all such conditions pertaining to such authorization shall become immediately operative. The violation of any condition so imposed shall constitute a violation of this Code and may constitute grounds for revocation of the Conditional Use authorization. Such conditions may include time limits for exercise of the Conditional Use authorization; otherwise, any exercise of such authorization must commence within a reasonable time.

(e) **Modification of Conditions.** Authorization of a change in any condition previously imposed in the authorization of a Conditional Use shall be subject to the same procedures as a new Conditional Use. Such procedures shall also apply to applications for modification or waiver of conditions set forth in prior stipulations and covenants relative thereto continued in effect by the provisions of Section 174 of this Code.

(f) **Conditional Use Abatement.** The Planning Commission may consider the possible revocation of a Conditional Use or the possible modification of or placement of additional conditions on a Conditional Use when the Planning Commission determines, based upon substantial evidence, that the applicant for the Conditional Use had submitted false or misleading information in the application process that could have reasonably had a substantial effect upon the decision of the Commission or the Conditional Use is not in compliance with a Condition of Approval, is in violation of law if the violation is within the subject matter jurisdiction of the Planning Commission, or operates in such a manner as to create hazardous, noxious, or offensive conditions enumerated in Section 202(c) if the violation is within the subject matter jurisdiction of the Planning Commission and these circumstances have not been abated through administrative action of the Director, the Zoning Administrator or other City authority. Such consideration shall be the subject of a public hearing before the Planning Commission but no fee shall be required of the applicant or the subject Conditional Use operator.

(1) **Public Hearing.** The Director of Planning or the Planning Commission may schedule a public hearing on Conditional Use abatement when the Director or Commission has obtained or received (A) substantial evidence submitted within one year of the effective date of the Conditional Use authorization that the applicant for the Conditional Use had submitted false or misleading information in the application process that could have reasonably had a substantial effect upon the decision of the Commission or (B) substantial evidence, submitted or received at any time while the Conditional Use authorization is effective, of a violation of conditions of approval, a violation of law, or operation which creates hazardous, noxious or offensive conditions enumerated in Section 202(c).

(2) **Notification.** The notice for the public hearing on a Conditional Use abatement shall be subject to the notification procedure described in Section 333 of this Code.

(3) **Consideration.** In considering a Conditional Use revocation, the Commission shall consider whether and how the false or misleading information submitted by the applicant could have reasonably had a substantial effect upon the decision of the Commission, or the Board of Supervisors on appeal, to authorize the Conditional Use, substantial evidence of how any required condition has been violated or not implemented or how the Conditional Use is in violation of the law if the violation is within the subject matter jurisdiction of the Planning Commission or operates in such a manner as to create hazardous, noxious or offensive conditions enumerated in Section 202(c) if the violation is within the subject matter jurisdiction of the Planning Commission. As an alternative to revocation, the Commission may consider how the use can be required to meet the law or the conditions of approval, how the hazardous, noxious or offensive conditions can be abated, or how the criteria of Section 303(c) can be met by modifying existing conditions or by adding new conditions which could remedy a violation.

(4) **Appeals.** A decision by the Planning Commission to revoke a Conditional Use, to modify conditions or to place additional conditions on a Conditional Use or a decision by the Planning Commission refusing to revoke or amend a Conditional Use, may be appealed to the Board of Supervisors within 30 days after the date of action by the Planning Commission pursuant to the provisions of Section 308.1(b). The Board of Supervisors may disapprove the action of the Planning Commission in an abatement matter by the same vote necessary to overturn the Commission's approval or denial of a Conditional Use. The Planning Commission's action on a Conditional Use abatement issue shall take effect when the appeal period is over or, upon appeal, when there is final action on the appeal.

(5) **Reconsideration.** The decision by the Planning Commission with respect to a Conditional Use abatement issue or by the Board of Supervisors on appeal shall be final and not subject to reconsideration within a period of one year from the effective date of final action upon the earlier abatement proceeding, unless the Director of Planning determines that:

(A) There is substantial new evidence of a new Conditional Use abatement issue that is significantly different than the issue previously considered by the Planning Commission; or

(B) There is substantial new evidence about the same Conditional Use abatement issue considered in the earlier abatement proceeding, this new evidence was not or could not be reasonably available at the time of the earlier abatement proceeding, and that new evidence indicates that the Commission's decision in the earlier proceeding has not been implemented within a reasonable time or raises significant new issues not previously considered by the Planning Commission. The decision of the Director of Planning regarding the sufficiency and adequacy of evidence to allow the reconsideration of a Conditional Use abatement issue within a period of one year from the effective date of final action on the earlier abatement proceeding shall be final.

(g) **Hotels and Motels.** With respect to applications for development of tourist hotels and motels, the Planning Commission shall consider, in addition to the criteria set forth in subsections (c) and (d) above:

(1) The impact of the employees of the hotel or motel on the demand in the City for housing, public transit, child-care, and other social services. To the extent relevant, the Commission shall also consider the seasonal and part-time nature of employment in the hotel or motel;

(2) The measures that will be taken by the project sponsor to employ residents of San Francisco in order to minimize increased demand for regional transportation; and

(3) The market demand for a hotel or motel of the type proposed.

(h) **Internet Services Exchange.**

(1) With respect to application for development of Internet Services Exchange as defined in Section 102, the Planning Commission shall, in addition to the criteria set forth in Subsection (c) above, find that:

(A) The intensity of the use at this location and in the surrounding neighborhood is not such that allowing the use will likely foreclose the location of other needed neighborhood-serving uses in the area;

(B) The building in which the use is located is designed in discrete elements, which respect the scale of development in adjacent blocks, particularly any existing residential uses;

(C) Rooftop equipment on the building in which the use is located is screened appropriately.

(D) The back-up power system for the proposed use will comply with all applicable Federal, State, regional and local air pollution controls.

(E) Fixed-source equipment noise does not exceed the decibel levels specified in the San Francisco Noise Control Ordinance.

(F) The building is designed to minimize energy consumption, such as through the use of energy-efficient technology, including without limitation, heating, ventilating and air conditioning systems, lighting controls, natural ventilation and recapturing waste heat, and as such commercially available technology evolves;

(G) The project sponsor has examined the feasibility of supplying and, to the extent feasible, will supply all or a portion of the building's power needs through on-site power generation, such as through the use of fuel cells or co-generation;

(H) The project sponsor shall have submitted design capacity and projected power use of the building as part of the conditional use application; and

(2) As a condition of approval, and so long as the use remains an Internet Services Exchange, the project sponsor shall submit to the Planning Department on an annual basis power use statements for the previous twelve-month period as provided by all suppliers of utilities and shall submit a written annual report to the Department of Environment and the Planning Department which shall state: (a) the annual energy consumption and fuel consumption of all tenants and occupants of the Internet Services Exchange; (b) the number of all diesel generators located at the site and the hours of usage, including usage for testing purposes; (c) evidence that diesel generators at the site are in compliance with all applicable local, regional, State, and Federal permits, regulations and laws; and (d) such other information as the Planning Commission may require.

(3) The Planning Department shall have the following responsibilities regarding Internet Services Exchanges:

(A) Upon the effective date of the requirement of a Conditional Use authorization for an Internet Services Exchange, the Planning Department shall notify property owners of all existing Internet Services Exchanges that the use has been reclassified as a conditional use;

(B) Upon the effective date of the requirement of a Conditional Use authorization for an Internet Services Exchange, the Planning Department shall submit to the Board of Supervisors and to the Director of the Department of Building Inspection a written report covering all existing Internet Services Exchanges and those Internet Services Exchanges seeking to obtain a Conditional Use authorization, which report shall state the address, assessor's block and lot, zoning classification, square footage of the Internet Services Exchange constructed or to be constructed, a list of permits previously issued by the Planning and/or Building Inspection Departments concerning the Internet Services Exchange, the date of issuance of such permits, and the status of any outstanding requests for permits from the Planning and/or Building Inspection Departments concerning Internet Services Exchange; and

(C) Within three years from the effective date of the requirement of a Conditional Use authorization for an Internet Services Exchange, the Planning Department, in consultation with the Department of Environment, shall submit to the Board of Supervisors a written report, which report shall contain the Planning Commission's evaluation of the effectiveness of the conditions imposed on Internet Services Exchanges, and whether it recommends additional or modified conditions to reduce energy and fuel consumption, limit air pollutant emissions, and enhance the compatibility of industrial uses, such as Internet Services Exchanges, located near or in residential or commercial districts.

(i)* **Large-Scale Retail Uses.** With respect to applications for the establishment of large-scale retail uses under Section 121.6, in addition to the criteria set forth in subsections (c) and (d) above, the Commission shall consider the following:

(1) The extent to which the retail use's parking is planned in a manner that creates or maintains active street frontage patterns;

(2) The extent to which the retail use is a component of a mixed-use project or is designed in a manner that encourages mixed-use building opportunities;

(3) The shift in traffic patterns that may result from drawing traffic to the location of the proposed use;

(4) The impact that the employees at the proposed use will have on the demand in the City for housing, public transit, childcare, and other social services; and

(5) An economic impact study. The Planning Department shall prepare an economic impact study using qualified City staff or shall select a consultant from a pool of pre-qualified consultants to prepare the economic impact study required by this subsection (i)(5). The analysis, in the form of a study, shall be considered by the Planning Commission in its review of the application. The applicant shall bear the cost of paying the consultant for the consultant's work preparing the economic impact study, and any necessary documents prepared as part of that study. The study shall evaluate the potential economic impact of the applicant's proposed project, including:

(A) **Employment Analysis.** The report shall include the following employment information: a projection of both construction-related and permanent employment generated by the proposed project, and a discussion of whether the employer of the proposed project will pay a living wage, inclusive of non-salary benefits expected to be provided, relative to San Francisco's cost of living.

(B) **Fiscal Impact.** The report shall itemize public revenue created by the proposed project and public services needed because of the proposed project, relative to net fiscal impacts to the General Fund. The impacts to the City's public facilities and infrastructure shall be estimated using the City's current assumptions in existing nexus studies (including area plan, transit, open space in-lieu fee and other impact fees), and should account for any contributions the proposed project would make through such impact fee payments.

(C) **Leakage Analysis Study.** This portion of the report shall be twofold: both quantitative and qualitative. The quantitative

portion shall provide an analysis of whether the proposed project will result in a net increase or decrease in the capture of spending by area residents on items that would otherwise be purchased outside the area. The area to be studied for potential economic impacts of the proposed project shall be determined by the City in consultation with the expert conducting the study as different sizes of study areas would be pertinent depending on a multitude of factors, including but not limited to, size and type of the proposed store. This quantitative leakage analysis should be paired with a qualitative assessment of whether the proposed use would complement existing merchandise selection in the area by adding greater variety of merchandise, bolstering the strength of an existing retail cluster, or matching evolving consumer preferences.

(j) **Change in Use or Demolition of Movie Theater Uses.** With respect to a change in use or demolition of a Movie Theater use pursuant to Section 202.4, in addition to the criteria set forth in subsections (c) and (d) above, the Commission shall make the following findings:

(1) Preservation of a Movie Theater use is no longer economically viable and cannot effect a reasonable economic return to the property owner. For purposes of defining “reasonable economic return,” the Planning Commission shall be guided by the criteria for Fair Return on Investment set forth in Section 102;

(2) The change in use or demolition of the Movie Theater use will not undermine the economic diversity and vitality of the surrounding District; and

(3) The resulting project will preserve the architectural integrity of important historic features of the movie theater use affected.

(k) **Relocation of Existing General Advertising Signs pursuant to a General Advertising Sign Company Relocation Agreement.**

(1) Before the Planning Commission may consider an application for a Conditional Use to relocate an existing lawfully permitted General Advertising Sign as authorized by Section 611 of this Code, the applicant sign company must have:

(A) Obtained a current Relocation Agreement approved by the Board of Supervisors under Section 2.21 of the San Francisco Administrative Code that covers the sign or signs proposed to be relocated; and

(B) Submitted to the Department a current sign inventory, site map, and the other information required under Section 604.2 of this Code; and

(C) Obtained the written consent to the relocation of the sign from the owner of the property upon which the existing sign structure is erected.

(D) Obtained a permit to demolish the sign structure at the existing location.

(2) The Department, in its discretion, may review in a single Conditional Use application all signs proposed for relocation by a General Advertising Sign company or may require that one or more of the signs proposed for relocation be considered in a separate application or applications. Prior to the Commission’s public hearing on the application, the Department shall have verified the completeness and accuracy of the General Advertising Sign company’s sign inventory.

(3) Only one sign may be erected in a new location, which shall be the same square footage or less than the existing sign proposed to be relocated. In no event may the square footage of several existing signs be aggregated in order to erect a new sign with greater square footage; provided however the square footage of one or more existing signs may be disaggregated in order to erect multiple smaller signs with lesser total square footage.

(4) In addition to applicable criteria set forth in subsection (c) above, the Planning Commission shall consider the size and visibility of the signs proposed to be located as well as the following factors in determining whether to approve or disapprove a proposed relocation:

(A) The factors set forth in this subsection (A) shall weigh in favor of the Commission's approval of the proposed relocation site:

(i) The sign or signs proposed for relocation are lawfully existing but are not in conformity with the sign regulations that existed prior to the adoption of Proposition G on March 5, 2002.

(ii) The sign or signs proposed for relocation are on a City list, if any, of priorities for sign removal or signs preferred for relocation.

(iii) The sign or signs proposed for relocation are within, adjacent to, or visible from property under the jurisdiction of the San Francisco Port Commission, the San Francisco Unified School District, or the San Francisco Recreation and Park Commission.

(iv) The sign or signs proposed for relocation are within, adjacent to, or visible from an Historic District or conservation district designated in Article 10 or Article 11 of the Planning Code.

(v) The sign or signs proposed for relocation are within, adjacent to, or visible from a zoning district where general advertising signs are prohibited.

(vi) The sign or signs proposed for relocation are within, adjacent to, or visible from a designated view corridor.

(B) The factors set forth in this subsection (k)(4)(B) shall weigh against the Commission’s approval of the proposed relocation:

(i) The sign or signs proposed for relocation are or will be obstructed, partially obstructed, or removed from public view by another structure or by landscaping.

(ii) The proposed relocation site is adjacent to or visible from property under the jurisdiction of the San Francisco Port Commission, the San Francisco Unified School District, or the San Francisco Recreation and Park Commission.

(iii) The proposed relocation site is adjacent to or visible from an Historic District or conservation district designated in Article 10 or Article 11 of the Planning Code.

(iv) The proposed relocation site is within, adjacent to, or visible from a zoning district where General Advertising Signs are prohibited.

(v) The proposed relocation site is within, adjacent to, or visible from a designated view corridor.

(vi) There is significant neighborhood opposition to the proposed relocation site.

(5) In no event may the Commission approve a relocation where:

(A) The sign or signs proposed for relocation have been erected, placed, replaced, reconstructed, or relocated on the property, or intensified in illumination or other aspect, or expanded in area or in any dimension in violation of Article 6 of this Code or without a permit having been duly issued; or

(B) The proposed relocation site is not a lawful location under Planning Code Section 611(c)(2); or

(C) The sign in its new location would exceed the size, height or dimensions, or increase the illumination or other intensity of the sign at its former location; or

(D) The sign in its new location would not comply with the Code requirements for that location as set forth in Article 6 of this Code; or

(E) The sign has been removed from its former location; or

(F) The owner of the property upon which the existing sign structure is erected has not consented in writing to the relocation of the sign.

(6) The Planning Commission may adopt additional criteria for relocation of General Advertising Signs that do not conflict with this Section 303(k) or Section 611 of this Code.

(l) **Change in Use or Demolition of General Grocery Uses.** With respect to a change in use or demolition of General Grocery use which use exceeds 5,000 gross square feet pursuant to Section 202.3 of this Code, in addition to the criteria set forth in subsections (c) and (d) above, the Commission shall make the following findings:

(1) Preservation of a General Grocery use is no longer economically viable and cannot effect a reasonable economic return to the property owner. The Commission may disregard the above finding if it finds that the change in use or replacement structure in the case of demolition will contain a General Grocery that is of a sufficient size to serve the shopping needs of nearby residents and offers comparable services to the former General Grocery store. For purposes of defining "reasonable economic return," the Planning Commission shall be guided by the criteria for Fair Return on Investment set forth in Section 102; and

(2) The change in use or demolition of the General Grocery use will not undermine the economic diversity and vitality of the surrounding neighborhood.

(m) **Tobacco Paraphernalia Establishments.**

(1) With respect to a Tobacco Paraphernalia Establishment, as defined in Section 102 of this Code, in addition to the criteria set forth in Subsections (c) and (d) above, the Commission shall make the following findings:

(A) The concentration of such establishments in the particular zoning district for which they are proposed does not appear to contribute directly to peace, health, safety, and general welfare problems, including drug use, drug sales, drug trafficking, other crimes associated with drug use, loitering, and littering, as well as traffic circulation, parking, and noise problems on the district's public streets and lots;

(B) The concentration of such establishments in the particular zoning district for which they are proposed does not appear to adversely impact the health, safety, and welfare of residents of nearby areas, including fear for the safety of children, elderly and disabled residents, and visitors to San Francisco; and

(C) The proposed establishment is compatible with the existing character of the particular district for which it is proposed.

(n) **Massage Establishments.** With respect to Massage Establishments that are subject to Conditional Use authorization, in addition to the criteria set forth in subsection (c) above, the Commission shall make the following findings:

(1) Whether the use's façade is transparent and open to the public. Permanent transparency and openness are preferable. Elements that lend openness and transparency to a façade include:

(A) active street frontage of at least 25 feet in length where 75% of that length is devoted to entrances to commercially used space or windows at the pedestrian eye-level;

(B) windows that use clear, untinted glass, except for decorative or architectural accent;

(C) any decorative railings or decorative grille work, other than wire mesh, which is placed in front of or behind such windows, should be at least 75% open to perpendicular view and no more than six feet in height above grade;

(2) Whether the use includes pedestrian-oriented lighting. Well lit establishments where lighting is installed and maintained along all public rights-of-way adjacent to the building with the massage use during the post-sunset hours of the massage use are encouraged:

(3) Whether the use is reasonably oriented to facilitate public access. Barriers that make entrance to the use more difficult than to an average service-provider in the area are to be strongly discouraged. These include (but are not limited to) foyers equipped with double doors that can be opened only from the inside and security cameras.

Exceptions. A Massage Establishment shall not require a Conditional Use authorization if the Massage Establishment satisfies one or more of the following conditions:

(1) The massage use is accessory to a Principal Use, if the massage use is accessed by the Principal Use and the Principal Use is a Hotel, not including a Residential Hotel; a Personal Service; a Health Service; or an Institutional Use as defined in this Code.

(2) The only massage service provided is Chair/Foot Massage, such service is visible to the public, and customers are fully clothed at all times.

(o) **Eating and Drinking Uses.** With regard to a Conditional Use authorization application for a Restaurant, Limited-Restaurant and Bar uses the Planning Commission shall consider, in addition to the criteria set forth in subsection (c) above, the existing concentration of eating and drinking uses in the area. Such concentration should not exceed 25% of the total commercial frontage as measured in linear feet within the immediate area of the subject site except as otherwise provided in this subsection (o). The concentration of eating and drinking uses in the Polk Street Neighborhood Commercial District shall not exceed 35% of the total commercial frontage as measured in linear feet within the immediate area of the subject site. For the purposes of this Section 303 of the Code, the immediate area shall be defined as all properties located within 300' of the subject property and also located within the same zoning district.

(p) **Adult Business, Adult Sex Venue, Nighttime Entertainment, and General Entertainment Uses.** With respect to Conditional Use authorization applications for Adult Business, Adult Sex Venue, Nighttime Entertainment, and General Entertainment uses, such use or feature shall meet the following conditions:

(1) All Nighttime Entertainment uses shall comply with the Entertainment Commission's Good Neighbor Policy.

(2) The Planning Commission may authorize Hours of Operation that exceed those principally permitted for the zoning district in which the use is located, provided that:

(A) facts presented are such to establish that the use will be operated in such a way as to minimize disruption to residences in and around the district with respect to noise and crowd control; and

(B) the proposed use shall not operate outside the Conditionally Permitted Hours of Operation for the zoning district.

(3) If the proposed use is located in a Cultural District established under Administrative Code Section 107, the Planning Commission shall consider the purpose and goals established in Section 107.2 as well as any recommendations set forth in the Cultural, History, Housing, and Economic Stability Strategy report for the district if one has been adopted pursuant to Section 107.4.

(4) The action of the Planning Commission approving a Conditional Use does not take effect until the appeal period is over or while the approval is under appeal.

(5) If the use is an Adult Business, it shall not be located within 1,000 feet of another such use.

(q) **Power Plants.** The controls of this Subsection shall apply to all Power Plants in M-1, M-2, and PDR-1-G, and PDR-2 Districts, including any intensification of a Power Plants as described in Section 178(c)(2).

(1) **Criteria.** In acting on any application for Conditional Use authorization for a Power Plant, the Commission shall consider the conditional use authorization requirements set forth in Subsection (c) above and, in addition, shall only approve an application for a Conditional Use authorization if facts are presented to establish that, on the basis of the record before the Commission:

(A) The benefits to the City's energy system resulting from the energy generated by the proposed power plant cannot be obtained in a reasonable time from a technically and economically feasible power plant and/or energy conservation project that would have materially fewer potential environmental impacts considering, but not limited to, the following: (i) Emissions of criteria air pollutants and greenhouse gas emissions; (ii) Stormwater and wastewater discharges; and (iii) noise and vibration impacts.

(B) A newly proposed Power Plant use would not directly and adversely impact existing or reasonably foreseeable adjoining land uses, or, as applied to a prior nonconforming use, the extension of the power plant use or the increase in intensity of the use would not result in increased direct and adverse impacts on existing or reasonably foreseeable adjoining land uses; and

(C) Granting Conditional Use authorization would not reasonably be expected to leave known contamination in place in such a way that would prolong or increase public health risks associated with such contamination at levels inconsistent with a risk-based remediation consistent with the proposed power plant use; and

(D) Granting Conditional Use authorization would not reasonably be expected to preclude future redevelopment and reuse of the property for non-power plant uses.

(2) **Written Findings.** The Planning Commission shall make detailed written findings explaining the basis for its decision under this Section.

(3) **Severability.** In the event that a court or agency of competent jurisdiction holds that Federal or State law, rule, or regulation invalidates any clause, sentence, paragraph of this Section or the application thereof to any person or circumstances, it is intended that the court or agency sever such clause, sentence, paragraph or section so that the remainder of this Section shall remain in effect.

(r) **Development of Large Lots in RTO and RTO-M Districts.** In order to promote, protect, and maintain a scale of development that is appropriate to each district and compatible with adjacent buildings, new construction or significant enlargement of existing

buildings on lots of the same size or larger than the square footage stated in Table 209.4 under Large Project Review shall be permitted only as Conditional Uses subject to the provisions set forth in this Section of this Code.

In addition to the criteria of Section 303(c)(1) of this Code, the Planning Commission shall consider the extent to which the following criteria are met:

(1) The mass and articulation of the proposed structures are compatible with the intended scale of the district.

(2) For development sites greater than ½-acre, the extension of adjacent alleys or streets onto or through the site, and/or the creation of new publicly-accessible streets or alleys through the site as appropriate, in order to break down the scale of the site, continue the surrounding existing pattern of streets and alleys, and foster beneficial pedestrian and vehicular circulation.

(3) The site plan, including the introduction of new streets and alleys, the provision of open space and landscaping, and the articulation and massing of buildings, is compatible with the goals and policies of the applicable Area Plan in the General Plan.

(s) Wireless Telecommunications Services (WTS) Facilities.

(1) Due to the potential modification of WTS Facilities over time and the resulting impacts on a neighborhood's aesthetics and character, as well as other changes in neighborhood character over time, a Conditional Use Authorization for a WTS Facility shall have a duration of ten years from the date of approval. If any administrative appeal is taken from the Conditional Use Authorization, the ten-year period shall run from the date the Authorization is upheld on administrative appeal.

(2) The Authorization may be renewed, without limitation, for subsequent time periods of ten years, subject to the following:

(A) The renewal application is filed with the Planning Department prior to expiration, but no earlier than 24 months prior to expiration.

(B) For any Conditional Use Authorization for a WTS Facility, the Planning Commission may, in granting the Conditional Use Authorization, determine that the Director shall review and determine whether to grant any application for renewal of the Conditional Use Authorization for an additional ten-year period.

(C) This provision shall not apply to Conditional Use Authorizations granted prior to the effective date of this Subsection (s). However, applications for Conditional Use Authorizations to modify existing WTS Facilities that are granted on or after the effective date of this Subsection (s) are subject to this Subsection (s).

(t) Non-accessory Parking. When considering a Conditional Use application for non-accessory parking for a specific use or uses, the Planning Commission shall find affirmatively that the project satisfies the following criteria, in addition to those of subsection 303(c), as applicable.

(1) In all zoning districts, the Planning Commission shall apply the following criteria:

(A) Demonstration that trips to the use or uses to be served, and the apparent demand for additional parking, cannot be satisfied by the amount of parking classified by this Code as accessory, by transit service which exists or is likely to be provided in the foreseeable future, by car pool arrangements, by more efficient use of existing on-street and off-street parking available in the area, and by other means;

(B) Demonstration that the apparent demand for additional parking cannot be satisfied by the provision by the applicant of one or more car-share parking spaces in addition to those that may already be required by Section 166 of this Code;

(C) The absence of potential detrimental effects of the proposed parking upon the surrounding area, especially through unnecessary demolition of sound structures, contribution to traffic congestion, or disruption of or conflict with transit services, walking, and cycling;

(D) In the case of uses other than housing, limitation of the proposed parking to short-term occupancy by visitors rather than long-term occupancy by employees; and

(E) Availability of the proposed parking to the general public at times when such parking is not needed to serve the use or uses for which it is primarily intended.

(2) For Non-Accessory Parking in Mixed Use Districts:

(A) A non-accessory garage permitted with Conditional Use may not be permitted under any condition to provide additional accessory parking for specific residential or non-residential uses if the number of spaces in the garage, in addition to the accessory parking permitted in the subject project or building, would exceed those amounts permitted as-of-right or as a Conditional Use by Section 151.1.

(B) Criteria.

(i) Such facility shall meet all the design requirements for setbacks from facades and wrapping with active uses at all levels per the requirements of Section 145.1; and

(ii) Such parking shall not be accessed from any protected Transit or Pedestrian Street described in Section 155(r); and

(iii) Such parking garage shall be located in a building where the ratio of gross square footage of parking uses to other uses that are permitted or Conditionally permitted in that district is not more than 1 to 1; and

(iv) Such parking shall be available for use by the general public on equal terms and shall not be deeded or made available

exclusively to tenants, residents, owners, or users of any particular use or building except in cases that such parking meets the criteria of subsection (C) or (D) below; and

(v) Such facility shall provide spaces for car sharing vehicles per the requirements of Section 166 and bicycle parking per the requirements of Sections 155.1 and 155.2; and

(vi) Such facility, to the extent open to the public per subsection (iv) above, shall meet the pricing requirements of Section 155(g) and shall generally limit the proposed parking to short-term occupancy rather than long-term occupancy; and

(vii) Vehicle movement on or around the facility does not unduly impact pedestrian spaces or movement, transit service, bicycle movement, or the overall traffic movement in the district; and

(viii) Such facility and its access does not diminish the quality and viability of existing or planned streetscape enhancements.

(C) Parking of Fleet Vehicles. Parking of fleet of commercial or governmental vehicles intended for work-related use by employees and not used for parking of employees' personal vehicles may be permitted with Conditional Use provided that the Commission affirmatively finds all of the above criteria except criteria (iv) and (vi).

(D) Pooled Residential Parking. Non-accessory parking facilities limited to use by residents, tenants, or visitors of specific off-site development(s) may be permitted with Conditional Use, provided that the Commission affirmatively finds all of the above criteria under (B) except criteria (iv) and (vi), and provided further that the proposed parking on the subject lot would not exceed the maximum amounts permitted by Section 151.1 with Conditional Use or Exceptions under Sections 309.1 and 329 as accessory for the uses in the off-site residential development. For the purpose of this subsection, an "off-site development" is a development which is existing or has been approved by the Planning Commission or Planning Department in the previous 12 months, is located on a lot other than the subject lot, and does not include any off-street parking. A Notice of Special Restrictions shall be recorded on both the off-site and subject development lot indicating the allocation of the pooled parking.

(3) For Non-Accessory Parking in C-3, RC, NCT, and RTO Districts:

(A) The rate structure of Section 155(g) shall apply;

(B) The project sponsor has produced a survey of the supply and utilization of all existing publicly-accessible parking facilities, both publicly and privately owned, within one-half mile of the subject site, and has demonstrated that such facilities do not contain excess capacity, including via more efficient space management or extended operations;

(C) In the case of expansion of existing facilities, the facility to be expanded has already maximized capacity through use of all feasible space efficient techniques, including valet operation or mechanical stackers;

(D) The proposed facility meets or exceeds all relevant urban design requirements and policies of this Code and the General Plan regarding wrapping with active uses and architectural screening, and such parking is not accessed from any frontages protected in Section 155(r);

(E) Non-accessory parking facilities shall be permitted in new construction only if the ratio between the amount of Occupied Floor Area of principally or conditionally-permitted non- parking uses to the amount of Occupied Floor Area of parking is at least two to one;

(F) The proposed facility shall dedicate no less than 5% of its spaces for short-term, transient use by car share vehicles as defined in Section 166, vanpool, rideshare, or other co-operative auto programs, and shall locate these vehicles in a convenient and priority location. These spaces shall not be used for long-term storage or to satisfy the requirement of Section 166, but rather are intended for use by short-term visitors and customers. Parking facilities intended for sole and dedicated use as long-term storage for company or government fleet vehicles, and not to be available to the public nor to any employees for commute purposes, are not subject to this requirement;

(G) For new or expanding publicly owned non-accessory parking facilities in the C-3, RC, NCT, and RTO Districts, the following shall also apply:

(i) Expansion or implementation of techniques to increase utilization of existing public parking facilities in the vicinity has been explored in preference to creation of new facilities, and has been demonstrated to be infeasible;

(ii) The City has demonstrated that all major institutions (cultural, educational, government) and employers in the area intended to be served by the proposed facility have Transportation Demand Management programs in place to encourage and facilitate use of public transit, carpooling, car sharing, bicycling, walking, and taxis;

(iii) The City has demonstrated that conflicts with pedestrian, cycling, and transit movement resulting from the placement of driveways and ramps, the breaking of continuity of shopping facilities along sidewalks, and the drawing of traffic through areas of heavy pedestrian concentration, have been minimized, and such impacts have been mitigated to the fullest extent possible; and

(iv) The proposed parking conforms to the objectives and policies of the General Plan and any applicable area plans, and is consistent with the City's transportation management, sustainability, and climate protection goals.

(u) Accessory Parking Above That Principally Permitted.

(1) Residential Uses.

(A) In granting approval for parking accessory to Residential Uses above that principally permitted in Table 151.1, the Planning Commission shall make the following affirmative findings in addition to those stated in Section 303(c):

(i) For projects with 50 units or more, all residential accessory parking in excess of 0.5 parking spaces for each Dwelling Unit shall be stored and accessed by mechanical stackers or lifts, valet, or other space-efficient means that allow more space above-ground for housing, maximizes space efficiency, and discourages use of vehicles for commuting or daily errands. The Planning Commission may authorize the request for additional parking notwithstanding that the project sponsor cannot fully satisfy this requirement provided that the project sponsor demonstrates hardship or practical infeasibility (such as for retrofit of existing buildings) in the use of space-efficient parking given the configuration of the parking floors within the building and the number of independently accessible spaces above 0.5 spaces per unit is de minimus and subsequent valet operation or other form of parking space management could not significantly increase the capacity of the parking space above the maximums in Table 151.1;

(ii) All parking meets the active use and architectural screening requirements in Section 145.1 and the project sponsor is not requesting any exceptions or variances requiring such treatments elsewhere in this Code;

(iii) Demonstration that trips to the use or uses to be served, and the apparent demand for additional parking, cannot be satisfied by the amount of parking classified by this Code as accessory, by transit service which exists or is likely to be provided in the foreseeable future, by carpool arrangements, by more efficient use of existing on-street and off-street parking available in the area, and by other means;

(iv) Demonstration that the apparent demand for additional parking cannot be satisfied by the provision by the applicant of one or more car-share parking spaces in addition to those that may already be required by Section 166 of this Code;

(v) The absence of potential detrimental effects of the proposed parking upon the surrounding area, especially through unnecessary demolition of sound structures, contribution to traffic congestion, or disruption of or conflict with transit services, walking, and cycling; and

(vi) Accommodating excess accessory parking does not degrade the overall urban design quality of the project proposal nor diminish the quality and viability of existing or planned streetscape enhancements.

(B) **Required Additional Conditions.** Additionally, in granting approval for such accessory parking above that principally permitted, the Commission may require the property owner to pay the annual membership fee to a certified car-share organization, as defined in Section 166(b)(2), for any resident of the project who so requests and who otherwise qualifies for such membership, provided that such requirement shall be limited to one membership per Dwelling Unit, when the following findings are made:

(i) that the project encourages additional private-automobile use, thereby creating localized transportation impacts for the neighborhood; and

(ii) that these localized transportation impacts may be lessened for the neighborhood by the provision of car-share memberships to residents.

(2) Non-Residential Uses.

(A) **Criteria.** In granting such Conditional Use, the Planning Commission shall make the following affirmative findings according to the uses to which the proposed parking is accessory:

(i) Vehicle movement on or around the project does not unduly impact pedestrian spaces or movement, transit service, bicycle movement, or the overall traffic movement in the district;

(ii) Accommodating excess accessory parking does not degrade the overall urban design quality of the project proposal;

(iii) All above-grade parking is architecturally screened and lined with active uses according to the standards of Section 145.1, and the project sponsor is not requesting any exceptions or variances requiring such treatments elsewhere in this Code; and

(iv) Excess accessory parking does not diminish the quality and viability of existing or planned streetscape enhancements.

(B) **Conditions.** All Non-Residential Uses exceeding 20,000 square feet shall be subject to the following conditions:

(i) Projects that provide more than 10 spaces for non-residential uses must dedicate 5% of these spaces, rounded down to the nearest whole number, to short-term, transient use by vehicles from certified car sharing organizations per Section 166, vanpool, rideshare, taxis, or other co-operative auto programs. These spaces shall not be used for long-term storage nor satisfy the requirement of Section 166, but rather to park the vehicles during trips to commercial uses. These spaces may be used by shuttle or delivery vehicles used to satisfy Subsection (ii);

(ii) Retail uses larger than 20,000 square feet including but not limited to grocery, hardware, furniture, consumer electronics, greenhouse or nursery, and appliance stores, which sell merchandise that is impractical to carry on public transit, shall offer, at minimal or no charge to its customers, door-to-door delivery service and/or shuttle service. This is encouraged, but not required, for retail uses less than 20,000 square feet;

(iii) Parking shall be limited to short-term use only; and

(iv) Parking shall be available to the general public at times when such parking is not needed to serve the use or uses to which it is accessory.

(v) **Affordable Housing Bonus Projects.** The purpose of this Section 303(v) is to ensure that all Analyzed State Density Bonus Program Projects under Section 206.5 are reviewed in coordination with priority processing available for certain projects with greater levels of affordable housing. While most projects in the Program will likely be somewhat larger than their surroundings in order to facilitate higher levels of affordable housing, the Planning Commission and Department shall ensure that each project is consistent with the Affordable Housing Bonus Design Guidelines and any other applicable design guidelines, as adopted and periodically amended by

the Planning Commission, so that projects respond to their surrounding context, while still meeting the City's affordable housing goals.

(1) **Planning Commission Design Review:** The Planning Commission shall review and evaluate all physical aspects of a State Analyzed Project at a public hearing. The Planning Commission recognizes that most qualifying projects will need to be larger in height and mass than surrounding buildings to achieve the Affordable Housing Bonus Program's affordable housing goals. However, the Planning Commission may, consistent with the Affordable Housing Bonus Program Design Guidelines, and any other applicable design guidelines, and upon recommendation from the Planning Director, make minor modifications to a project to reduce the impacts of such differences in scale.

(2) **Additional Criteria.** In addition to the criteria set forth in subsection (c)(2), the Planning Commission shall consider the extent to which the following criteria are met:

(A) whether the project would require the demolition of an existing building;

(B) whether the project would remove existing commercial or retail uses;

(C) If the project would remove existing commercial or retail uses, how recently the commercial or retail uses were occupied by a tenant or tenants;

(D) whether the project includes commercial or retail uses;

(E) whether there is an adverse impact on the public health, safety, and general welfare due to the loss of commercial or retail uses in the district where the project is located; and

(F) whether any existing commercial or retail use has been designated, or is eligible to be designated, as a Legacy Business under Administrative Code Section 2A.242; or is a formula retail business.

(3) In no case may a project receive a site permit or any demolition permit prior to 18 months from the date of written notification required by 206.5(d)(7).

(w) **Cannabis Retail.** With respect to any application for the establishment of a new Cannabis Retail Use, in addition to the criteria set forth in subsections (c) and (d) above, the Commission shall consider the geographic distribution of Cannabis Retail Uses throughout the City, the concentration of Cannabis Retail and Medical Cannabis Dispensary Uses within the general proximity of the proposed Cannabis Retail Use, the balance of other goods and services available within the general proximity of the proposed Cannabis Retail Use, any increase in youth access and exposure to cannabis at nearby facilities that primarily serve youth, and any proposed measures to counterbalance any such increase.

(x) **Medical Cannabis Dispensaries.** With respect to any application for the establishment of a new Medical Cannabis Dispensary Use, in addition to the criteria set forth in subsections (c) and (d) above, the Commission shall consider the concentration of Cannabis Retail and Medical Cannabis Dispensary Uses within the general proximity the proposed Medical Cannabis Dispensary Use.

(y) **Curb Cuts on Restricted Streets.** With respect to an application for a new or expanded curb cut on street frontages subject to Section 155(r), the Planning Commission shall affirmatively find, in addition to those findings in subsections 303(c) and (d) above, that the project meets one or more of the following criteria:

(1) That the restriction on curb cuts at this location would substantially affect access to or operations of emergency services;

(2) That the proposed land use(s) requires off-street parking or loading for disability access under a local, State, or federal law or has an extraordinary need to provide off-street parking or loading for a General Grocery Use, Institutional Use, or PDR Use; and/or

(3) The proposed use necessitates on-site loading spaces in order to prevent a significant negative impact on Muni operations, the safety of pedestrian, cyclists, or traffic hazards.

(z) **Liquor Stores.** With regard to the Conditional Use application for a Liquor Store use, the Planning Commission shall consider, in addition to the criteria set forth in subsection (c) above:

(1) the existing concentration of Liquor Store uses within 300 feet of the proposed location; and

(2) the availability of General Grocery or Specialty Grocery stores in the area selling alcoholic beverages as well as a range of foods.

(aa) **Change in Use or Demolition of Residential Care Facility.** With respect to a change of use from or demolition of a Residential Care Facility, as defined in Sections 102 and 890.50(e) of the Planning Code, including a Residential Care Facility established with or without the benefit of any permits required under the Municipal Code, in addition to the criteria set forth in subsections (c) and (d) of this Section 303, the Commission shall take into account the following factors when considering a Conditional Use Authorization for the change of use or demolition of a Residential Care Facility:

(1) Information provided by the Department of Public Health, the Human Services Agency, the Department of Disability and Aging Services, the Golden Gate Regional Center, and/or the San Francisco Long-Term Care Coordinating Council with regard to the population served, nature and quality of services provided, and capacity of the existing Residential Care Facility;

(2) Data on available beds at licensed Residential Care Facilities within a one-mile radius of the site, and assessment from any of the above agencies regarding whether these available beds are sufficient to serve the need for residential care beds in the neighborhoods served by the Residential Care Facility proposed for a change of use or demolition, and in San Francisco;

(3) Whether the Residential Care Facility proposed for a change of use or demolition will be relocated or its capacity will be

replaced at another Residential Care Facility Use, and whether such relocation or replacement is practically feasible; and

(4) Whether the continued operation of the existing Residential Care Facility by the current operator is practically feasible and whether any other licensed operator or any of the above agencies has been contacted by the applicant seeking the change of use or demolition, or has expressed interest in continuing to operate the facility.

(bb) **Social Service and Philanthropic Facilities in Chinatown Visitor Retail, Chinatown Residential Neighborhood Commercial, and Chinatown Community Business Districts.** With regard to a Conditional Use application for a Social Service or Philanthropic Facility use pursuant to Section 121.4 of this Code, in addition to consideration of the criteria set forth in subsection (c) above, the Planning Commission shall, in order to grant a Conditional Use Authorization, find that the proposed use will primarily serve the Chinatown neighborhood.

(cc) **Parcel Delivery Services.**

(1) **Criteria.** With respect to a Conditional Use application for Parcel Delivery Service use as defined in Section 102 of the Planning Code that is less than 5,000 square feet in size, the Planning Commission shall consider the criteria in subsections (c) and (d) above. With respect to a Conditional Use application for Parcel Delivery Service use that is 5,000 square feet or larger, in addition to the criteria in subsections (c) and (d) above, the Planning Commission shall consider the following:

(A) The extent to which the use will adversely impact traffic patterns and queuing times and add total vehicle miles traveled, including by delivery drivers and couriers operating to and from the site;

(B) The greenhouse gas emissions resulting from operating of the site, including from indirect sources such as courier and delivery vehicles;

(C) The impact that the use will have on public transit, public safety, and emergency response, with particular attention paid to the rate of workplace injury associated with the use and moving violations and traffic accidents requiring public safety or emergency service response; and

(D) The impact on educational institutions located near the site; and

(E) An economic impact study. The Planning Department shall prepare an economic impact study using City staff or shall, consistent with the Charter, select a consultant from a pool of pre-qualified consultants to prepare the economic impact study required by this subsection (cc). The economic impact study shall be considered by the Planning Commission in its review of the application. In the event a consultant is used, the applicant shall bear the cost of paying the consultant for their work preparing the economic impact study, and any necessary documents prepared as part of that study. The study shall evaluate the potential economic impact of the applicant's proposed project, including:

(i) **Employment Analysis.** The report shall include the following employment information: a projection of both construction-related and permanent employment generated by the proposed project, and a discussion of whether the employer of the proposed project will pay a living wage, inclusive of non-salary benefits expected to be provided, relative to San Francisco's cost of living. The employment analysis shall also include a discussion of the past and current employment practices of the proposed operator, if any, including but not limited to artificial intelligence utilization and autonomous vehicles driven in ratio of human-operated activities.

(ii) **Fiscal Impact.** The report shall itemize public revenue created by the proposed project and public services needed because of the proposed project, relative to net fiscal impacts to the General Fund. The impacts to the City's public facilities and infrastructure shall be estimated using the City's current assumptions in existing nexus studies (including area plan, transit, open space in-lieu fee and other impact fees), and should account for any contributions the proposed project would make through such impact fee payments.

(2) **Required Additional Conditions.** All Parcel Delivery Service facilities shall be subject to at least the following conditions of project approval:

(A) **Electrification.** Facilities shall include necessary infrastructure and electrical capacity to accommodate and charge electric vehicles—including electric heavy-duty delivery trucks, employee vehicles, and all other zero-emission vehicles accessing the facility; power refrigeration for refrigerated spaces; and serve any other processes that would otherwise rely upon fossil fuel combustion. Facilities shall install battery storage to address power disruption. Diesel back-up generators shall only be permitted if the facility demonstrates battery storage is infeasible and shall meet CARB's Tier 4 emission standards or meet the most stringent in-use standard, whichever has the least emissions.

(B) **Idling of Vehicles.** To reduce idling emissions from transport trucks, the facility shall have signage placed at truck access points, loading docks, and truck parking areas that clearly notes idling for more than three minutes is strictly prohibited on the subject property. The facility shall fund placement of similar signs installed by the City in the adjacent streets used for access. Each sign placed outside the property should note the California Air Resources Board idling prohibitions on the adjacent streets and include telephone numbers of the building facilities manager and the California Air Resources Board to report violations. All signage should be made of weather-proof materials. All site and architectural plans submitted to the City shall note the locations of these signs.

(Amended by Ord. 443-78, App. 10/6/78; Ord. 69-87, App. 3/13/87; Ord. 412-88, App. 9/10/88; Ord. 115-90, App. 4/6/90; Ord. 47-92, App. 2/14/92; Ord. 304-99, File No. 990495, App. 12/3/99; Ord. 311-99, File No. 991585, App. 12/3/99; Ord. 169-00, File No. 991953, App. 7/7/2000; Ord. 259-00, File No. 001422, App. 11/17/2000; Ord. 77-02, File No. 011448, App. 5/24/2002; Ord. 43-03, File No. 021772, App. 4/3/2003; Ord. 62-04, File No. 031501, App. 4/9/2004; Ord. 89-04, File No. 031463, App. 5/27/2004; Ord. 270-04, File No. 041070, App. 11/9/2004; Ord. 140-06, File No. 052921, App. 6/22/2006; Ord. 298-06, File No. 061261, App. 12/12/2006; Ord. 72-08, File No. 071157, App. 4/3/2008; Ord. 112-08, File No. 080095, App. 6/30/2008; Ord. 244-08, File No. 080567, App. 10/30/2008; Ord. 245-08, File No. 080696; Ord. 139-09, File No. 090402, App. 7/2/2009; Ord. 140-11, File No. 110482, App. 7/5/2011, Eff. 8/4/2011; Ord. 75-12, File No. 120084, App. 4/23/2012, Eff. 5/23/2012; Ord. 106-12, File No. 120047, App. 6/22/2012, Eff. 7/22/2012; Ord. 182-12, File No. 120665, App. 8/8/2012, Eff. 9/7/2012; Ord. 56-13, File No. 130062, App. 3/28/2013, Eff. 4/27/2013; Ord. 248-13, File No. 130372, App. 11/8/2013, Eff. 12/8/2013; Ord. 235-14, File No. 140844, App. 11/26/2014, Eff. 12/26/2014; Ord. 235-14, File No. 140844, App. 11/26/2014, Eff. 12/26/2014; Ord. 22-15, File No. 141253, App. 2/20/2015, Eff. 3/22/2015; Ord. 188-15, File No. 150871, App. 11/4/2015, Eff. 12/4/2015; Ord. 166-16, File No. 160477, App. 8/11/2016, Eff. 9/10/2016; Ord. 99-17, File No. 170206, App. 5/19/2017, Eff. 6/18/2017; Ord. 116-17, File No. 150969, App. 6/13/2017, Eff. 7/13/2017; Ord. 129-17, File No. 170203, App. 6/30/2017, Eff. 7/30/2017; Ord. 205-17, File No. 170418, App. 11/3/2017, Eff. 12/3/2017; Ord. 229-17, File No. 171041, App. 12/6/2017, Eff. 1/5/2018; Ord. 198-18, File

No. 180456, App. 8/10/2018, Eff. 9/10/2018; Ord. [277-18](#), File No. 180914, App. 11/20/2018, Eff. 12/21/2018; Ord. [179-18](#), File No. 180423, App. 7/27/2018, Eff. 8/27/2018, Oper. 1/1/2019; Ord. [182-19](#), File No. 190248, App. 8/9/2019, Eff. 9/9/2019; Ord. [63-20](#), File No. 200077, App. 4/24/2020, Eff. 5/25/2020; Ord. [149-21](#), File No. 210535, App. 9/29/2021, Eff. 10/30/2021; Ord. [197-21](#), File No. 210600, App. 11/5/2021, Eff. 12/6/2021; Ord. [233-21](#), File No. 210381, App. 12/22/2021, Eff. 1/22/2022; Ord. [37-22](#), File No. 211263, App. 3/14/2022, Eff. 4/14/2022; Ord. [75-22](#), File No. 220264, App. 5/13/2022, Eff. 6/13/2022; Ord. [70-23](#), File No. 220340, App. 5/3/2023, Eff. 6/3/2023; Ord. [47-24](#), File No. 231223, App. 3/15/2024, Eff. 4/15/2024; Ord. [54-24](#), File No. 240169, App. 3/22/2024, Eff. 4/22/2024, Retro. 3/30/2024; Ord. [113-24](#), File No. 240193, App. 6/13/2024, Eff. 7/14/2024, Retro. 3/30/2024; Ord. [297-24](#), File No. 241055, App. 12/19/2024, Eff. 1/19/2025; Ord. [37-25](#), File No. 240787, App. 4/3/2025, Eff. 5/4/2025)

AMENDMENT HISTORY

[Former] division (i) and division (l)(5)(A) amended; Ord. [140-11](#), Eff. 8/4/2011. [Former] division (i) amended; [former] division (p) added; Ord. [75-12](#), Eff. 5/23/2012. [Former] division (i) amended; Ord. [106-12](#), Eff. 7/22/2012. [Former] division (g)(1)(D) added; [former] divisions (g)(2) and (g)(3) amended; Ord. [182-12](#), Eff. 9/7/2012. Divisions (c)(3), (c)(4), (c)(5)(A), (c)(5)(A)(i), and [former] (i) amended; former divisions (j)(A)-(D) redesignated as [former] (j)(1)-(4); [former] divisions (k)(1), (l)(3), (l)(5), (n)(1), and (o)(1) amended; Ord. [56-13](#), Eff. 4/27/2013. [Former] division (i) amended; Ord. [248-13](#), Eff. 12/8/2013. Former division (i) deleted; former division (j) redesignated as current division (i) and new division (i)(5) added; former divisions (k)-(o) redesignated as current divisions (j)-(n) and internal references adjusted accordingly; former divisions (p) and (p)(1)(A) redesignated as current divisions (o) and [former] (o)(1); Ord. [235-14](#), Eff. 12/26/2014. Former division (c)(1)(A) merged into division (c)(1) and amended; former divisions (c)(1)(A)(i)-(iii) redesignated as (c)(1)(A)-(C); divisions (c)(4) and (c)(5) amended; former division (c)(6) deleted; divisions (f)(1)-(3) amended; former division (g)(1) merged into division (g) and former divisions (g)(1)(A)-(D) redesignated as (g)(1)-(4); former divisions (g)(2) and (g)(3) deleted; divisions (h)(1), (h)(3) (A)-(C), (j), and (j)(1) amended; former division (j)(1)(A)(i) merged into division (j)(1)(A) and amended; divisions (j)(1)(B), (l), and (l)(1) amended; former division (l)(1)(A)(i) merged into division (l)(1)(A) and amended; divisions (m)(1), (n)(1), and (n)(1)(A) amended; former division (o)(1) merged into division (o) and amended; divisions (p) and (q) added; Ord. [22-15](#), Eff. 3/22/2015. Divisions (n)(1)(A), (p), (p)(1), and (p)(2) amended; division (r) added; Ord. [188-15](#), Eff. 12/4/2015. Division (s) added; Ord. [166-16](#), Eff. 9/10/2016. Divisions (t) and (u) added; Ord. [99-17](#), Eff. 6/18/2017. [Former] division (t) added; Ord. [116-17](#), Eff. 7/13/2017. Divisions (a), (b), (c), (d), (e), (f)-(f)(5)(B), amended; former division (j)(1) merged into division (j) and amended; former divisions (j)(1)(A)-(C) redesignated as (j)(1)-(3); divisions (k)(1), (k)(2), (k)(4)(B), (k)(4)(B)(iv), and (k)(6) amended; former division (l)(1) merged into division (l), former divisions (l)(1)(A)-(B) redesignated as (l)(1)-(2), and current divisions (l)-(l)(2) amended; former division (n)(1) merged into division (n), former divisions (n)(1)(A)-(D) redesignated as (n)(1)-(4), and former divisions (n)(1)(B)(i)-(iii) redesignated as (n)(2)(A)-(C); current divisions (n), (n)(1), (n)(2)(A), and (n)(2)(C) amended; divisions (p), (p)(1), (p)(2), (p)(3), and (r) amended; Ord. [129-17](#), Eff. 7/30/2017. Divisions (a), (f), and (o) amended; Ord. [205-17](#), Eff. 12/3/2017. Second division (t) redesignated as (v) and related references amended; divisions (w) and (x) added; Ord. [229-17](#), Eff. 1/5/2018. Divisions (v) and (v)(1) amended; former divisions (v)(1)(A)-(v)(2)(G) deleted; former divisions (v)(3)-(v)(3)(F) and (v)(4) redesignated as (v)(2)-(v)(2)(F) and (v)(3); current division (v)(3) amended; Ord. [198-18](#), Eff. 9/10/2018. Divisions (y)-(y)(3) added; Ord. [277-18](#), Eff. 12/21/2018. Division (f)(2) amended; Ord. [179-18](#), Oper. 1/1/2019. Divisions (z)-(z)(B)¹ added; Ord. [182-19](#), Eff. 9/9/2019. Exceptions (1)-(3) appended to division (n); divisions (z)(A) and (z)(B) redesignated as (z)(1) and (z)(2); Ord. [63-20](#), Eff. 5/25/2020. Division (aa) added; Ord. [149-21](#), Eff. 10/30/2021. Division (bb) added; Eff. 12/6/2021. Division (n)(1) deleted; divisions (n)(2)-(4) redesignated as (n)(1)-(3); division (n) Exceptions (1) (A) and (3) deleted; division (n) Exception (1)(B) merged into Exception (1); current division (n) Exceptions (1) and (2) amended; Ord. [233-21](#), Eff. 1/22/2022. Division (n) amendments reapplied; Exception (1) further amended; Ord. [37-22](#), Eff. 4/14/2022. Divisions (p), (p)(1), (p)(1)(D), (p)(2) amended; new division (p)(3) added; former division (p)(3) redesignated as (p)(4); Ord. [75-22](#), Eff. 6/13/2022. Divisions (p)(1)(A)-(D) deleted; divisions (p)-(p)(1) amended as (p); division (p)(2) amended as (p)(2)-(p)(2)(A); divisions (p)(1), (p)(2)(B), and (p)(5) added; Ord. [70-23](#), Eff. 6/3/2023. Divisions (cc)-(cc)(2)(B) added; Ord. [47-24](#), Eff. 4/15/2024; and Ord. [54-24](#), Retro. 3/30/2024. Division (cc)(1)(D) redesignated as (cc)(1)(E); new division (cc)(1)(D) added; division (cc)(1)(E)(i) amended; Ord. [113-24](#), Eff. 7/14/2024, Retro. 3/30/2024. Divisions (i) and (i)(5) amended; Ord. [297-24](#), Eff. 1/19/2025. Divisions (a), (g), (g)(2)-(3) amended; division (g)(4) deleted; Ord. [37-25](#), Eff. 5/4/2025.

* Editor's Note:

Prior to the effectiveness of Ord. [235-14](#), this Sec. 303(i) pertained to formula retail uses. That ordinance deleted those provisions from this section and enacted new Sec. 303.1 ("Formula Retail Uses").

EXHIBIT 2

SEC. 101. PURPOSES.

This Planning Code is adopted to promote and protect the public health, safety, peace, morals, comfort, convenience and general welfare, and for the following more particularly specified purposes:

- (a) To guide, control and regulate future growth and development in accordance with the General Plan of the City and County of San Francisco;
- (b) To protect the character and stability of residential, commercial and industrial areas within the City, and to promote the orderly and beneficial development of such areas;
- (c) To provide adequate light, air, privacy and convenience of access to property, and to secure safety from fire and other dangers;
- (d) To prevent overcrowding the land and undue congestion of population;
- (e) To regulate the location of buildings and the use of buildings and land adjacent to streets and thoroughfares, in such manner as to obviate the danger to public safety caused by undue interference with existing or prospective traffic movements on such streets and thoroughfares.

(Amended by Ord. 443-78, App. 10/6/78; Ord. [188-15](#), File No. 150871, App. 11/4/2015, Eff. 12/4/2015)

AMENDMENT HISTORY

- Introductory paragraph and division (a) amended; Ord. [188-15](#), Eff. 12/4/2015.

SEC. 101.1. GENERAL PLAN CONSISTENCY AND IMPLEMENTATION.

(See Interpretations related to this Section.)

(a) The General Plan shall be an integrated, internally consistent and compatible statement of policies for San Francisco. To fulfill this requirement, after extensive public participation and hearings, the Planning Commission shall in one action amend the General Plan by January 1, 1988.

(b) The following Priority Policies are hereby established. They shall be included in the preamble to the General Plan and shall be the basis upon which inconsistencies in the General Plan are resolved:

- (1) That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses enhanced;
- (2) That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods;
- (3) That the City's supply of affordable housing be preserved and enhanced;
- (4) That commuter traffic not impede Muni transit service or overburden our streets or neighborhood parking;
- (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;
- (6) That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake;
- (7) That landmarks and historic buildings be preserved; and,
- (8) That our parks and open space and their access to sunlight and vistas be protected from development.

(c) The City may not adopt any zoning ordinance or development agreement authorized pursuant to Government Code Section 65865 after November 4, 1986, unless prior to that adoption it has specifically found that the ordinance or development agreement is consistent with the Priority Policies established above.

(d) The City may not adopt any zoning ordinance or development agreement authorized pursuant to Government Code Section 65865 after January 1, 1988, unless prior to that adoption it has specifically found that the ordinance or development agreement is consistent with the General Plan.

(e) Prior to issuing a permit for any project or adopting any legislation which requires an initial study under the California Environmental Quality Act, and prior to issuing a permit for any demolition, conversion or change of use, and prior to taking any action which requires a finding of consistency with the General Plan, the City shall find that the proposed project or legislation is consistent with the Priority Policies established above. For any such permit issued or legislation adopted after January 1, 1988 the City shall also find that the project is consistent with the General Plan.

(Added by Proposition M, 11/4/86; amended by Ord. [188-15](#), File No. 150871, App. 11/4/2015, Eff. 12/4/2015)

AMENDMENT HISTORY

- Divisions (a), (b), (d), and (e) amended; Ord. [188-15](#), Eff. 12/4/2015.

SEC. 102. DEFINITIONS.

(See Interpretations related to this Section.)

For the purposes of this Code, certain words and terms used herein are defined as set forth in this and the following sections. Additional definitions applicable to Signs are set forth in Section 602. Additional definitions applicable to development impact fees and requirements that authorize the payment of in-lieu fees are set forth in Section 401. Additional definitions applicable only to Downtown Residential Districts are set forth in Section 890. Additional definitions applicable only to the North Beach Neighborhood Commercial District and the North Beach Special Use District are set forth in Section 780.3. Additional definitions applicable only to the Bernal Heights Special Use District are set forth in Section 242. Additional definitions applicable only to Article 9, Mission Bay Districts, are set forth in Section 996. All words used in the present tense shall include the future. All words in the plural number shall include the singular number, and all words in the singular number shall include the plural number, unless the natural construction of the wording indicates otherwise. The word "shall" is mandatory and not directory. Whenever any of the following terms is used it shall mean the corresponding officer, department, board or commission or its successor of the City and County of San Francisco, State of California, herein referred to as the City: Assessor, Board of Supervisors, Planning Department, Department of Public Works, Director of Planning, Planning Commission, or Zoning Administrator. In each case, the term shall be deemed to include an employee of any such officer or department of the City who is lawfully authorized to perform any duty or exercise any power as a representative or agent of that officer or department.

(Amended by Ord. [217-16](#); Ord. [129-17](#); Ord. [70-23](#); see Sec. 102 history note.)

A

Accessory Use. A related minor Use that is either necessary to the operation or enjoyment of a lawful Principal Use or Conditional Use, or appropriate, incidental, and subordinate to any such use, and is located on the same lot. Accessory Uses are regulated by Sections 204 through 204.5 and Sections 703(d), 803.2(d), 803.3(b)(1)(C), 825(c)(1)(C), and 986 of this Code.

(Added by Ord. [129-17](#); amended by Ord. [202-18](#); [208-19](#); Ord. [63-20](#); see Sec. 102 history note.)

Adjacent Building. Generally, a building on a lot adjoining the subject lot along a side lot line.

Adult Business. A Retail Sales and Service Use that includes the following: adult bookstore or adult video store, as defined by Section 791 of the Police Code; adult theater, as defined by Section 791 of the Police Code; and encounter studio, as defined by Section 1072.1 of the Police Code. Such use shall be located no less than 1,000 feet from another Adult Business use.

Adult Sex Venue ² A Retail Sales and Service Use that operates pursuant to Health Code Article 47 ² An Adult Sex Venue may include bathhouse facilities such as pools, tubs, or steam rooms, and is eligible for a Limited Live Performance permit.

(Added by Ord. [75-22](#); see Sec. 102 history note.)

Agricultural and Beverage Processing 1. An Industrial use that involves the processing of agricultural products and beverages with a low potential for noxious fumes, noise, and nuisance to the surrounding area, including but not limited to bottling plants, breweries, dairy products plant, malt manufacturing or processing plant, fish curing, smoking, or drying, cereal manufacturing, liquor distillery, manufacturing of felt or shoddy, processing of hair or products derived from hair, pickles, sauerkraut, vinegar, yeast, soda or soda compounds, meat products, and fish oil. This use does not include the processing of wood pulp, and is subject to the operating conditions outlined in Section 202.2(d).

(Amended by Ord. [229-17](#); see Sec. 102 history note.)

Agricultural and Beverage Processing 2. An Industrial Use that involves the processing of agricultural products and beverages with a high potential for noxious fumes, noise, and nuisance to the surrounding area, including but not limited to a flour mill; sugar refinery; manufacturer of cannabis products or extracts that are derived by using volatile organic compounds (any use requiring License Type 7—Manufacturer 2, as defined in California Business and Professions Code, Division 10); and facility for wool pulling or scouring. This use does not include the processing of wood pulp, and is subject to the operating conditions outlined in Section 202.2(d).

(Amended by Ord. [229-17](#); see Sec. 102 history note.)

Agriculture. A Use Category that includes Industrial Agriculture, Neighborhood Agriculture, and Large-Scale Urban Agriculture.

(Amended by Ord. [229-17](#); see Sec. 102 history note.)

Agriculture, Industrial. An Agricultural use that involves the cultivation of plants for wholesale sales or industrial uses. This use includes, but is not limited to, plant nurseries and cannabis cultivation operations, and is subject to the location and operating conditions listed in Section 202.2(c). For the cultivation of cannabis, this definition includes all cultivation pursuant to state license types that allow for indoor and/or mixed-light cultivation with up to 22,000 sq. ft. of canopy.

(Amended by Ord. [229-17](#); see Sec. 102 history note.)

Agriculture, Large-Scale Urban. An Agricultural Use that is characterized by the use of land for the production of food or horticultural crops to be harvested, sold, donated, or otherwise not used or consumed by the operator of the premises that occur: (a) on a plot of land one acre or larger or (b) on smaller parcels that cannot meet the physical and operational standards for Neighborhood Agriculture. This use is subject to location and operational conditions outlined in Section 202.2(c) and does not include any cannabis-related use or any other agricultural activities, including the cultivation of cannabis for personal use.

(Amended by Ord. [229-17](#); see Sec. 102 history note.)

Agriculture, Neighborhood. An Agricultural Use that occupies less than one acre for the production of food or horticultural crops to be harvested, sold, or donated and complies with the controls and standards herein. The use includes, but is not limited to, home, kitchen,

and roof gardens. Farms that qualify as Neighborhood Agricultural Use may include, but are not limited to, community gardens, community-supported agriculture, market gardens, and private farms. Neighborhood Agricultural Use may be principal or accessory use. This use is subject to location and operational conditions outlined in Section 202.2(c) and does not include any cannabis-related use or any other agricultural activities, including the cultivation of cannabis for personal use.

(Amended by Ord. [229-17](#); see Sec. 102 history note.)

Agriculture, Urban. Any subgrouping of Agricultural Uses that includes either Neighborhood Agriculture or Large-Scale Urban Agriculture.

Alley. A right-of-way, less than 30 feet in width, permanently dedicated to common and general use by the public.

Ambulance Service. See Service, Ambulance.

Animal Hospital. A Retail Sales and Service Use that provides medical care and accessory boarding services for animals, not including a Kennel.

Arts Activities. A retail Entertainment, Arts and Recreation Use that includes performance, exhibition (except exhibition of films), rehearsal, production, post-production and some schools of any of the following: dance; music; dramatic art; film; video; graphic art; painting; drawing; sculpture; small-scale glassworks; ceramics; textiles; woodworking; photography; custom-made jewelry or apparel; and other visual, performance, and sound arts and craft. It shall exclude accredited Schools and Post-Secondary Educational Institutions. It shall include commercial arts and art-related business service uses including, but not limited to: recording and editing services; small-scale film and video developing and printing; titling; video and film libraries; special effects production; fashion and photo stylists; production, sale, and rental of theatrical wardrobes; and studio property production and rental companies. Arts spaces shall include studios, workshops, archives, and theaters, and other similar spaces customarily used principally for arts activities, exclusive of a Movie Theater, General Entertainment, arcades that provide eleven or more amusement game devices, Adult Business, and any other establishment where liquor is customarily served during performances.

(Amended by Ord. [129-17](#); Ord. [202-18](#); Ord. [285-18](#); Ord. [205-19](#); see Sec. 102 history note.)

Automobile Assembly. An Industrial Use that involves the assembly of parts for the purpose of manufacturing automobiles, trucks, buses, or motorcycles. This use is subject to operational and location restrictions outlined in Section 202.2(d) of this Code.

Automobile Wrecking. An Industrial Use that includes the storage of vehicles in not in operational condition and/or sale of used automobile parts, or for the storage, dismantling, or abandonment of junk, automobiles, trailers, machinery or parts thereof. This use is subject to operational and location restrictions outlined in Section 202.2(d) of this Code.

Automobile Sale or Rental. A Retail Automotive Use that provides vehicle sales or rentals within a building or on an open lot.

Automotive Repair. A Retail Automotive Use that provides any of the following automotive repair services, when conducted within an enclosed building having no openings, other than fixed windows or exits required by law, located within 50 feet of any R District: minor auto repair, engine repair, rebuilding, or installation of power train components, reconditioning of badly worn or damaged motor vehicles, collision service, or full body paint spraying. It may include other services for automobiles including, but not limited to, accessory towing, if all towed vehicles stored on the premises are limited to those vehicles that are to be repaired on the premises.

Automotive Service. A subgrouping of Retail Automotive Uses providing services for motor vehicles that includes Gas Station, Automotive Service Station, Automotive Repair, and Automotive Wash.

(Amended by Ord. [188-15](#); see Sec. 102 history note.)

Automotive Service Station. A Retail Automotive Use that provides motor fuels and lubricating oils directly into motor vehicles and minor auto repairs (excluding engine repair, rebuilding, or installation of power train components, reconditioning of badly worn or damaged motor vehicles, collision service, or full body paint spraying) and services that remain incidental to the principal sale of motor fuel. Repairs shall be conducted within no more than three enclosed service bays in buildings having no openings, other than fixed windows or exits required by law, located within 40 feet of any R District. It may include other incidental services for automobiles including, but not limited to, accessory towing, if the number of towing vehicles does not exceed one, and all towed vehicles stored on the premises are limited to those vehicles that are to be repaired on the premises. This use is subject to the controls in Sections 187.1 and 202.2(b).

(Amended by Ord. [188-15](#); Ord. [129-17](#); Ord. [264-22](#); see Sec. 102 history note.)

Automotive Use. A Commercial Use category that includes Automotive Repair, Ambulance Services, Automobile Sale or Rental, Automotive Service Station, Automotive Wash, Electric Vehicle Charging Location, Fleet Charging, Gas Station, Parcel Delivery Service, Private Parking Garage, Private Parking Lot, Public Parking Garage, Public Parking Lot, Vehicle Storage Garage, Vehicle Storage Lot, and Motor Vehicle Tow Service. All Automotive Uses that have Vehicular Use Areas defined in this Section of the Code shall meet the screening requirements for vehicular use areas in Section 142.

(Amended by Ord. [202-18](#); Ord. [190-22](#); see Sec. 102 history note.)

Automotive Use, Non-Retail. A subcategory of Automotive Use that includes Ambulance Services, Fleet Charging, Parcel Delivery Service, Private Parking Garage, Private Parking Lot, and Motor Vehicle Tow Service.

(Amended by Ord. [202-18](#); Ord. [190-22](#); see Sec. 102 history note.)

Automotive Use, Retail. A subcategory of Automotive Use that includes Automotive Repair, Automotive Sale or Rental, Automobile Service Station, Automotive Wash, Electric Vehicle Charging Location, Gas Station, Public Parking Garage, Public Parking Lot, Vehicle Storage Garage, and Vehicle Storage Lot.

Automotive Wash. A Retail Automotive Use that provides cleaning and polishing of motor vehicles, including self-service operations. This use is subject to the location and operational restrictions in Section 202.2(e).

Awning. A light roof-like structure, supported entirely by the exterior wall of a building; consisting of a fixed or movable frame covered with cloth, plastic, or metal; extending over doors, windows, and/or show windows; with the purpose of providing protection from sun and rain and/or embellishment of the façade; as further regulated in Section 3105 of the Building Code.

B

Bar. A Retail Sales and Service Use that provides on-site alcoholic beverage sales for drinking on the premises, including bars serving beer, wine, and/or liquor to the customer where no person under 21 years of age is admitted (with Alcoholic Beverage Control [ABC] license types 23, 42, 48, or 61), drinking establishments serving beer where minors are present (with ABC license types 40 or 60) in conjunction with other uses such as Movie Theaters and General Entertainment, and bars serving wine operated by licensed winegrowers (with ABC license type 02). Such businesses shall operate with the specified conditions in Section 202.2(a). A non-profit theater that provides on-site alcoholic beverage sales only for consumption by ticket-holding patrons on the premises, with ABC license type 64, shall not be considered a Bar use. A music entertainment facility that is authorized to sell beer, wine, and distilled spirits at retail for consumption on the premises, with ABC license type 90, shall not be considered a Bar use.

(Amended by Ord. [188-15](#); Ord. [205-19](#); Ord. [249-23](#); see Sec. 102 history note.)

Basement. See Story.

Bedroom. A room primarily used for sleeping that meets the minimum requirements as defined in the Building Code for sleeping rooms.

Board of Supervisors (Board). The Board of Supervisors of the City and County of San Francisco.

Bona Fide Eating Place. A place that is regularly and in a bona fide manner used and kept open for the service of meals to guests for compensation and that has suitable kitchen facilities connected therewith, containing conveniences for cooking of an assortment of foods that may be required for ordinary meals.

(a) "Meals" shall mean an assortment of foods commonly ordered at various hours of the day for breakfast, lunch, or dinner. Incidental food service, comprised only of appetizers to accompany drinks, is not considered a meal. Incidental, sporadic, or infrequent sales of meals or a mere offering of meals without actual sales is not compliance.

(b) "Guests" shall mean persons who, during the hours when meals are regularly served therein, come to a bona fide public eating place for the purpose of obtaining, and actually order and obtain at such time, in good faith, a meal therein. Nothing in this section, however, shall be construed to require that any food be sold or purchased with any beverage.

(c) Actual and substantial sales of meals are required, during the normal days and meal hours that a bona fide public eating place is open, provided that "normal days of operation" shall mean a minimum of five days a week and "normal hours" of operation for meal service shall mean approximately 7:00 a.m. to 11:00 a.m. if open for breakfast; 11:00 a.m. to 2:00 p.m. if open for lunch; or 5:00 p.m. to 10:00 p.m. if open for dinner.

(d) The premises must be equipped and maintained in good faith. This means the premises must possess working refrigeration and cooking devices, pots, pans, utensils, table service, condiment dispensers, menus, signs, and enough goods to make substantial meals. The premises must comply with all regulations of the Department of Public Health.

(e) The establishment must secure significant revenue from food and non-alcoholic beverage sales. Significant revenue from food and non-alcoholic beverage sales shall mean either:

(1) A minimum of 51% of the establishment's gross receipts shall be from food sales prepared and sold to guests on the premises. Records of the establishment's gross receipts shall be provided to the Department upon request; or

(2) Annual gross food and non-alcoholic beverage sales prepared and sold to guests on the premises of at least \$4,200 per occupant based on the premises' maximum occupant load as determined and approved by the Fire Department and Department of Building Inspection. Records of the establishment's gross sales shall be provided to the Department upon request. The Zoning Administrator may adjust the amount of \$4,200 per occupant each year, provided that such adjustments are supported by specific financial and economic criteria, including but not limited to a review of the restaurant market, costs, prices, profits, and losses,¹ and recognizing the differences in sizes and types of establishments.

(f) A "bona fide eating place" does not include an Adult Business as defined in this Section of the Code.

(g) For a place that has also established a Nighttime Entertainment Use and that only provides on-site alcoholic beverage sales for consumption by ticket-holding patrons on the premises during the normal hours of operation of entertainment activities, paragraphs (c) and (e) do not apply, but actual and substantial sales of meals are required during the normal hours of operation. For purposes of this paragraph, the "normal hours of operation" shall include two hours prior to, and one hour after, entertainment activities, but may not exceed eight total hours in a calendar day. This paragraph (g) does not apply to a place located in the Broadway Neighborhood Commercial District, North Beach Neighborhood Commercial District, Pacific Avenue Neighborhood Commercial District, or Polk Street Neighborhood Commercial District.

(Amended by Ord. [205-19](#); [Proposition H](#), 11/3/2020; see Sec. 102 history note.)

Building. Any structure having a roof supported by columns or walls.

C

Cannabis Retail. A Retail Sales and Service Use that sells or otherwise provides cannabis and cannabis-related products for adult use, and that may also include the sale or provision of cannabis for medicinal use. A Cannabis Retail establishment may only be operated by the holder of (a) a valid license from the State of California (License Type 10—Retailer, as defined in California Business and Professions Code, Division 10) and (b) a valid permit from the City’s Office of Cannabis. This use is subject to operating and location restrictions set forth in Section 202.2(a).

(Added by Ord. [229-17](#); see Sec. 102 history note.)

Canopy. A light roof-like structure, supported by the exterior wall of a building and on columns or wholly on columns, consisting of a fixed or movable frame covered with approved cloth, plastic or metal, extending over entrance doorways only, with the purpose of providing protection from sun and rain and/or embellishment of the façade, as further regulated in Section 3105 of the Building Code.

Catering. A Non-Retail Sales and Service Use that involves the preparation and delivery of goods including the following items: food, beverages; balloons, flowers, plants, party decorations and favors; or cigarettes/candy.

Chair/Foot Massage. See Massage, Chair/Foot.

Child Care Facility. An Institutional Community Use defined in California Health and Safety Code Section 1596.750 that provides less than 24-hour care for children by licensed personnel and meets the open-space and other requirements of the State of California and other authorities.

City. The City and County of San Francisco.

Commercial to Residential Adaptive Reuse. Commercial to Residential Adaptive Reuse shall mean to change the use of an existing Gross Floor Area from a non-residential use, other than a hotel use, to a residential use pursuant to Section 210.5.

(Added by Ord. [122-23](#); Ord. [159-23](#); see Sec. 102 history note.)

Commercial Use. A land use with the sole or chief emphasis on making financial gain, including but not limited to Agricultural Uses, Industrial Uses, Sales and Service Uses, Retail Entertainment Uses, and Auto Uses.

Commission. The San Francisco Planning Commission.

Community Facility. An Institutional Community Use that includes community clubhouses, neighborhood centers, community cultural centers, or other community facilities not publicly owned but open for public use in which the chief activity is not carried on as a gainful business and whose chief function is the gathering of persons from the immediate neighborhood in a structure for the purposes of recreation, culture, social interaction, health care, or education other than Institutional Uses as defined in this Section.

Community Facility, Private. An Institutional Community Use that includes a private lodge, private clubhouse, and private recreational facility other than a Community Facility as defined in this section, and which is not operated as a gainful business.

Community Recycling Collection Center. A Utility and Infrastructure Use that collects, stores, or handles recyclable materials, including glass and glass bottles, newspaper, aluminum, paper and paper products, plastic and other materials which may be processed and recovered, if within a completely enclosed container or building, having no openings other than fixed windows or exits required by law, provided that: (1) Flammable materials are collected and stored in metal containers; and (2) Collection hours are limited to 9:00 a.m. to 7:00 p.m. daily. It does not include the storage, exchange, packing, disassembling or handling of junk, waste, used furniture and household equipment, used cars in operable condition, used or salvaged machinery, or salvaged house-wrecking and structural steel materials and equipment.

Condition(s) of Approval. A condition or set of written conditions imposed by the Planning Commission or another permit-approving or issuing City agency or appellate body to which a project applicant agrees to adhere and fulfill when it receives approval for the construction of a development project subject to this Article.

Conditional (or Conditionally Permitted) Use. Conditional Use allows the Planning Commission to consider uses or projects that may be necessary or desirable in a particular neighborhood, but which are not allowed as a matter of right within a particular zoning district. Whether a use is conditional in a given district is indicated in this Code. Sections of this Code that govern Conditional Uses include, but are not limited to Sections 178, 179, 303, and 303.1.

(Added by Ord. [129-17](#); amended by Ord. [208-19](#); see Sec. 102 history note.)

Corner Lot. See Lot, Corner.

Cottage Food Operation. An Accessory Use to a Dwelling Unit as defined in Section 113758 of the California State Health and Safety Code.

Court. Any space on a lot other than a yard that, from a point not more than two feet above the floor line of the lowest story in the building on the lot in which there are windows from rooms abutting and served by the court, is open and unobstructed to the sky, except for obstructions permitted by this Code. An "outer court" is a court, one entire side or end of which is bounded by a front setback, a rear yard, a side yard, a front lot line, a street, or an alley. An "inner court" is any court that is not an outer court.

D

DBI. The San Francisco Department of Building Inspection or its successor.

Department. See Planning Department.

“Development Application” shall mean any application for a building permit, site permit, Conditional Use, Variance, Large Project Authorization, HOME-SF Project Authorization, authorization pursuant to Planning Code Sections 305.1, 309, 309.1, or 322, or for any

other authorization of a development project required to be approved by the Zoning Administrator or Planning Commission.

(Added by Ord. [15-19](#); see Sec. 102 history note.)

Development Impact Fee. A fee imposed on a development project as a condition of approval to mitigate the impacts of increased demand for public services, facilities, or housing caused by the development project that may or may not be an impact fee governed by the California Mitigation Fee Act (California Government Code Section 66000, *et seq.*).

Design Professional. A Non-Retail Sales and Service Use that provides professional design services to the general public or to other businesses and includes architectural, landscape architectural, engineering, interior design, and industrial design services. It does not include (1) the design services of graphic artists or other visual artists which are included in the definition of Arts Activities; or (2) the services of advertising agencies or other services which are included in the definition of Retail Professional Service or Non-Retail Professional Service, Financial Service, or Health Service. Design Professional Uses in Neighborhood Commercial Districts are subject to the operating restrictions outlined in Section 202.2(i).

(Amended by Ord. [202-18](#); Ord. [233-21](#); Ord. [37-22](#); Ord. [249-23](#); see Sec. 102 history note.)

Designated Child Care Unit. A Dwelling Unit that is designated for use as a State-licensed Small Family Child Care Home and meets the applicable standards established in Section 414A.6.

(Added by Ord. [7-19](#); see Sec. 102 history note.)

Diagonal Dimension. See Plan Dimensions.

(Added by Ord. [206-19](#); see Sec. 102 history note.)

Director. The Director of the Planning Department or his or her designee.

District. A portion of the territory of the City, as shown on the Zoning Map, within which certain regulations and requirements or various combinations thereof apply under the provisions of this Code. The term "district" shall include any use, special use, height and bulk, or special sign district. The classes of use districts are described in Section 201 of this Code.

Drive-Up Facility. A Use Characteristic that includes a structure designed for drive-to or drive-through trade which provides service to patrons while in private motor vehicles, excluding Automotive Gas Station, Automotive Service Station, Automotive Repair, and Automotive Wash.

DPW. The Department of Public Works or its successor.

Dwelling. A building, or portion thereof, containing one or more Dwelling Units. A "one-family dwelling" is a building containing exclusively a single Dwelling Unit. A "two-family dwelling" is a building containing exclusively two Dwelling Units. A "three-family dwelling" is a building containing exclusively three Dwelling Units.

Dwelling Unit. A Residential Use defined as a room or suite of two or more rooms that is designed for, or is occupied by, one family doing its own cooking therein and having only one kitchen. A Dwelling Unit shall also include "employee housing" when providing accommodations for six or fewer employees, as provided in State Health and Safety Code §17021.5. A housekeeping room as defined in the Housing Code shall be a Dwelling Unit for purposes of this Code. For the purposes of this Code, a Live/Work Unit, as defined in this Section, shall not be considered a Dwelling Unit.

(Amended by Ord. [248-23](#); see Sec. 102 history note.)

Dwelling Unit, Accessory, or ADU. Also known as a Secondary Unit or In-Law Unit, is a Dwelling Unit that meets all the requirements of Section 207.1 or Section 207.2 and that is accessory to at least one other Dwelling Unit on the same lot. A detached ADU shall not share structural walls with the primary structure on the lot. Height for detached ADUs located outside the buildable area shall be measured from existing grade at any given point to either a) the highest point of a finished roof in the case of a flat roof or b) the average height of a pitched roof or stepped roof, or similarly sculptured roof form. Height for detached ADUs located outside the buildable area shall not be eligible for any exemptions described in Planning Code subsection 260(b).

(Added by Ords. [161-15](#) and [162-15](#); amended by Ord. [162-16](#); Ord. [95-17](#); Ord. [195-18](#); Ord. [116-19](#); Ord. [53-23](#); Ord. [62-24](#); see Sec. 102 history note.)

Dwelling Unit, Junior Accessory, or JADU. A Dwelling Unit that meets all the requirements of Section 207.2, and that:

- (a) is accessory to at least one other Dwelling Unit on the same lot;
- (b) is no more than 500 square feet of Gross Floor Area;
- (c) is contained entirely within an existing or proposed single-family structure;
- (d) may include separate sanitation facilities, or may share sanitation facilities with the existing structure;
- (e) is owner-occupied, unless the owner resides in the remaining portion of the structure; provided, however, that owner-occupancy shall not be required if the owner is a governmental agency, land trust, or housing organization;
- (f) includes an entrance to the Junior Accessory Dwelling Unit that is separate from the main entrance to the proposed or existing single-family structure; and
- (g) includes an efficiency kitchen that meets the requirements of California Government Code Section 66333(f), including a cooking facility with appliances, and a food preparation counter and storage cabinets that are of reasonable size in relation to the size of the Junior Accessory Dwelling Unit.

(Added by Ord. [53-23](#); amended by Ord. [62-24](#); Ord. [297-24](#); see Sec. 102 history note.)

E

Eating and Drinking Use. A grouping of Retail Sales and Service Uses that provide food and/or beverages for either on- or off-site food consumption including Bars, Restaurants, and Limited-Restaurants. Eating and Drinking Uses are subject to the conditions in Section 202.2(a).

(Amended by Ord. [129-17](#); see Sec. 102 history note.)

Electric Vehicle Charging Location. Automotive Use, Retail that provides electricity to electric motor vehicles through more than one Electric Vehicle Charging Stations on a retail basis to the general public as a primary use. Electric Vehicle Charging Locations may include ancillary services, including but not limited to restrooms, self-service vending, and limited retail amenities primarily for the benefit of customers charging their vehicles.

(Added by Ord. [190-22](#); see Sec. 102 history note.)

Electric Vehicle Charging Station. An electric vehicle charging space served by an electric vehicle charger or other charging equipment.

(Added by Ord. [190-22](#); see Sec. 102 history note.)

Entertainment. See also Entertainment, Arts and Recreation Use, General Entertainment, Limited Live Performance, Nighttime Entertainment, and Outdoor Entertainment.

Entertainment, General. A Retail Entertainment, Arts and Recreation Use that provides entertainment or leisure pursuits to the general public including dramatic and musical performances where alcohol is not served during performances, arcades that provide eleven or more amusement game devices (such as video games, pinball machines, or other such similar mechanical and electronic amusement devices), billiard halls, bowling alleys, skating rinks, and mini-golf, when conducted within a completely enclosed building, and which is adequately soundproofed or insulated so as to confine incidental noise to the premises. Mechanical amusement devices are further regulated in Sections 1036 through 1036.24 of the Police Code. The use may include a non-profit theater with ABC license Type 64 and a music entertainment facility with ABC license Type 90, provided that alcohol is not served during performances.

(Amended by Ord. [129-17](#); Ord. [205-19](#); Ord. [249-23](#); see Sec. 102 history note.)

Entertainment, Nighttime. A Retail Entertainment, Arts and Recreation Use that includes dance halls, discotheques, nightclubs, private clubs, and other similar evening-oriented entertainment activities which require dance hall keeper police permits or Place of Entertainment police permits, as defined in Section 1060 of the Police Code, which are not limited to non-amplified live entertainment, including Restaurants and Bars which present such activities. Nighttime Entertainment uses do not include any Arts Activity, any theater performance space which does not serve alcoholic beverages during performances, or any temporary uses permitted pursuant to Sections 205 through 205.5 of this Code. This use is also subject to the controls in Section 202.11. Nighttime Entertainment uses are subject to the Entertainment Commission's Good Neighbor Policy. The use may include a non-profit theater with ABC license Type 64 and a music entertainment facility with ABC license Type 90.

(Amended by Ord. [111-21](#); Ord. [70-23](#); Ord. [249-23](#); see Sec. 102 history note.)

Entertainment, Outdoor. A Retail Entertainment, Arts and Recreation Use that includes circuses, carnivals, or other amusement enterprises not conducted within a building, and conducted on premises not less than 200 feet from any R District.

Entertainment, Arts and Recreation Use. A Use Category that includes Arts Activities, General Entertainment, Livery Stables, Movie Theater, Nighttime Entertainment, Open Recreation Area, Outdoor Entertainment, Passive Outdoor Recreation and Sports Stadiums. Adult Business is not included in this definition, except for the purposes of Development Impact Fee Calculation as described in Article 4.

(Amended by Ord. [129-17](#); Ord. [205-19](#); see Sec. 102 history note.)

F

Façade. An entire exterior wall assembly including, but not limited to, all finishes and siding, fenestration, doors, recesses, openings, bays, parapets, sheathing, and framing.

Façade, Front. The portion of the Façade fronting a right-of-way, or the portion of the Façade most closely complying with that definition, as in the case of a flag lot. Where a lot has more than one frontage on rights-of-way, all such frontages shall be considered Front Façades except where a façade meets the definition of "Rear Façade."

Façades, Principal. Exterior walls of a Building that are adjacent to or front on a public street, park, or plaza.

Façade, Rear. That portion of the Façade facing the part of a lot that most closely complies with the applicable Planning Code rear yard requirements.

Fair Return on Investment. Where the property owner does not own the business, the before income tax total annual rent and other compensation received from the business for the lease of the land and buildings, less the expenses of the lessor, on a cash basis. Where the property owner also owns the business, the before income tax profit on the sale of all goods and services at the business on a cash basis; for an Automotive Service Station business, it shall include the sale of gasoline, less the cost of goods sold and operating costs.

Family. A single and separate living unit, consisting of either one person, or two or more persons related by blood, marriage or adoption or by legal guardianship pursuant to court order, plus necessary domestic servants and not more than three roomers or boarders; a group of not more than five persons unrelated by blood, marriage or adoption, or such legal guardianship unless the group has the attributes of a family in that it (a) has control over its membership and composition; (b) purchases its food and prepares and consumes its meals collectively; and (c) determines its own rules or organization and utilization of the residential space it occupies. A group occupying group housing or a hotel, motel, or any other building or portion thereof other than a Dwelling, shall not be deemed to be a family.

(Amended by Ord. [63-20](#); see Sec. 102 history note.)

Fleet Charging. Automotive Use, Non-Retail that provides electricity to electric motor vehicles through one or more Electric Vehicle Charging Stations that are dedicated or reserved for private parties pursuant to contract or other agreement and are not available to the general public. Fleet Charging is not allowed as an accessory use to any other principal use. Parcel Delivery Service activity, including unloading, sorting, and/or reloading merchandise for deliveries, is prohibited as part of a Fleet Charging use.

(Added by Ord. [190-22](#); amended by Ord. [2-24](#); see Sec. 102 history note.)

Flexible Retail. A Retail Sales and Service Use subject to the requirements of Section 202.9, that combines a minimum of two of the following distinct Uses within a space that may be operated by one or more business operators:

- (1) Arts Activities;
- (2) Restaurant, Limited;
- (3) Retail Sales and Services, General;
- (4) Service, Personal;
- (5) Service, Retail Professional; and
- (6) Trade Shop.

(Added by Ord. [285-18](#); amended by Ord. [111-21](#); Ord. [249-23](#); see Sec. 102 history note.)

Flexible Workspace. A Retail Sales and Service use that is a combination of any uses within the Retail Sales and Service use category or a General Entertainment use that operates in conjunction with a principally or conditionally permitted Non-Retail Sales and Service use other than a Commercial Storage, Wholesale Sales, or Wholesale Storage use. The Retail Sales and Service or General Entertainment portion of the use shall be at least one-third of the overall Gross Floor Area and must face the street.

(Added by Ord. [122-23](#); Ord. [159-23](#); see Sec. 102 history note.)

Floor Area, Gross. In Districts other than C-3, the Central SoMa Special Use District and the Van Ness Special Use District, the sum of the gross areas of the several floors of a building or buildings, measured from the exterior faces of exterior walls or from the centerlines of walls separating two buildings. Where columns are outside and separated from an exterior wall (curtain wall) that encloses the building space or are otherwise so arranged that the curtain wall is clearly separate from the structural members, the exterior face of the curtain wall shall be the line of measurement, and the area of the columns themselves at each floor shall also be counted.

In the C-3 and Central SoMa and Van Ness Special Use Districts, the sum of the gross areas of the several floors of a building or buildings, measured along the glass line at windows at a height of four feet above the finished floor and along a projected straight line parallel to the overall building wall plane connecting the ends of individual windows, provided, however, that such line shall not be inward of the interior face of the wall.

(a) Except as specifically excluded in this definition, "Gross Floor Area" shall include, but not be limited to, the following:

- (1) Basement and cellar space, including tenants' storage areas and all other spaces except that used only for storage or services necessary to the operation or maintenance of the building itself;
- (2) Elevator shafts, stairwells, exit enclosures, and smoke-proof enclosures at each floor;
- (3) Floor space in penthouses except as specifically excluded in this definition;
- (4) Attic space (whether or not a floor has been laid) capable of being made into habitable space;
- (5) Floor space in balconies or mezzanines in the interior of the building;
- (6) Floor space in open or roofed porches, arcades, or exterior balconies, if such porch, arcade, or balcony is located above the ground floor or first floor of occupancy above basement or garage and is used as the primary access to the interior space it serves;
- (7) In districts other than the C-3 and Central SoMa Special Use District, floor space in accessory buildings; and
- (8) In the C-3 and Central SoMa Special Use Districts, any floor area dedicated to accessory or non-accessory parking, except for bicycle parking, required off-street loading, and accessory parking as specified in subsection (b)(7); and
- (9) Any other floor space not specifically excluded in this definition.

(b) "Gross Floor Area" shall not include the following:

- (1) Basement and cellar space used only for storage or services necessary to the operation or maintenance of the building itself;
- (2) Attic space not capable of being made into habitable space;
- (3) Elevator or stair penthouses, accessory water tanks or cooling towers, and other mechanical equipment, appurtenances, and areas necessary to the operation or maintenance of the building itself, if located at the top of the building or separated therefrom only by other space not included in the gross floor area;
- (4) Mechanical equipment, appurtenances, and areas necessary to the operation or maintenance of the building itself (A) if located at an intermediate story of the building and forming a complete floor level; or (B) in the C-3 and Central SoMa Special Use Districts, if located on a number of intermediate stories occupying less than a full floor level, provided that the mechanical equipment,

appurtenances, and areas are permanently separated from occupied floor areas and in aggregate area do not exceed the area of an average floor as determined by the Zoning Administrator;

(5) Outside stairs to the first floor of occupancy at the face of the building which the stairs serve, or fire escapes;

(6) Floor space dedicated to accessory parking that does not exceed the amount principally permitted as accessory, and is located on any Basement Story;

(7) In C-3 and CMUO Districts, floor space dedicated to parking which does not exceed the amount principally permitted as accessory, and is located underground;

(8) Bicycle parking that meets the standards of Sections 155.1 through 155.4 of this Code;

(9) Arcades, plazas, walkways, porches, breezeways, porticos and similar features (whether roofed or not), at or near street level, accessible to the general public and not substantially enclosed by exterior walls; and accessways to public transit lines, if open for use by the general public; all exclusive of areas devoted to sales, service, display, and other activities other than movement of persons;

(10) Balconies, porches, roof decks, terraces, courts and similar features, except those used for primary access as described in Paragraph (a)(6) above, provided that:

(A) If more than 70 percent of the perimeter of such an area is enclosed, either by building walls (exclusive of a railing or parapet not more than three feet eight inches high) or by such walls and interior lot lines, and the clear space is less than 15 feet in either dimension, the area shall not be excluded from Gross Floor Area unless it is fully open to the sky (except for roof eaves, cornices, or belt courses that project not more than two feet from the face of the building wall).

(B) If more than 70 percent of the perimeter of such an area is enclosed, either by building walls (exclusive of a railing or parapet not more than three feet eight inches high), or by such walls and interior lot lines, and the clear space is 15 feet or more in both dimensions: (i) The area shall be excluded from Gross Floor Area if it is fully open to the sky (except for roof eaves, cornices, or belt courses that project no more than two feet from the face of the building wall); and (ii) The area may have roofed areas along its perimeter which are also excluded from Gross Floor Area if the minimum clear open space between any such roof and the opposite wall or roof (whichever is closer) is maintained at 15 feet (with the above exceptions) and the roofed area does not exceed 10 feet in depth; (iii) In addition, when the clear open area exceeds 625 square feet, a canopy, gazebo, or similar roofed structure without walls may cover up to 10 percent of such open space without being counted as gross floor area.

(C) If, however, 70 percent or less of the perimeter of such an area is enclosed by building walls (exclusive of a railing or parapet not more than three feet eight inches high) or by such walls and interior lot lines, and the open side or sides face on a yard, street or court whose dimensions satisfy the requirements of this Code and all other applicable codes for instances in which required windows face upon such yard, street, or court, the area may be roofed to the extent permitted by such codes in instances in which required windows are involved;

(11) On lower, nonresidential floors, elevator shafts and other life-support systems serving exclusively the residential uses on the upper floors of a building;

(12) One-third of that portion of a window bay conforming to the requirements of Section 136(d)(2) that extends beyond the plane formed by the face of the façade on either side of the bay, but not to exceed seven square feet per bay window as measured at each floor;

(13) Ground floor area in the C-3-O, C-3-O(SD), C-3-S, C-3-S(SU), and C-3-G Districts, and in the Central SoMa Special Use District devoted to building or pedestrian circulation and building service;

(14) In the C-3-O, C-3-O(SD), C-3-S, C-3-S(SU), and C-3-G Districts, space devoted to personal services, restaurants, and retail sales of goods intended to meet the convenience shopping and service needs of downtown workers and residents, not to exceed 5,000 occupied square feet per use and, in total, not to exceed 75 percent of the area of the ground floor of the building plus the ground level, on-site open space. Said uses shall be located on the ground floor except that, in order to facilitate the creation of more spacious ground floor interior spaces, a portion of the said uses, in an amount to be determined pursuant to the provisions of Section 309, may be located on a mezzanine level;

(15) An interior space provided as an open space feature in accordance with the requirements of Section 138;

(16) Floor area in C-3 and Eastern Neighborhoods Mixed Use Districts devoted to child care facilities, provided that:

(A) Allowable indoor space is no less than 3,000 square feet and no more than 6,000 square feet;

(B) The facilities are made available rent free;

(C) Adequate outdoor space is provided adjacent, or easily accessible, to the facility. Spaces such as atriums, rooftops, or public parks may be used if they meet licensing requirements for child care facilities; and

(D) The space is used for child care for the life of the building as long as there is a demonstrated need. No change in use shall occur without a finding by the Planning Commission that there is a lack of need for child care and that the space will be used for a facility described in subsection (B)(17) below dealing with cultural, educational, recreational, religious, or social service facilities;

(17) Floor area in C-3 and Eastern Neighborhoods Mixed Use Districts permanently devoted to cultural, educational, recreational, religious, or social service facilities available to the general public at no cost or at a fee covering actual operating expenses, provided that such facilities are:

(A) Owned and operated by a nonprofit corporation or institution; or

(B) Are made available rent free for occupancy only by nonprofit corporations or institutions for such functions. Building area subject to this subsection shall be counted as Occupied Floor Area, except as provided in subsections (a) through (f) in the definition for Floor Area, Occupied, for the purpose of calculating the freight loading requirements for the project;

(18) In the C-3-O(SD) District, space devoted to personal services, eating and drinking uses, or retail sales of goods and that is located on the same level as the rooftop park on the Transbay Transit Center and directly accessible thereto by a direct publicly-accessible pedestrian connection meeting the standards of Section 138(j)(1); and

(19) In the C-3-O(SD) District, publicly-accessible space on any story above a height of 600 feet devoted to public accommodation that offers extensive views, including observation decks, sky lobbies, restaurants, bars, or other retail uses, as well as any elevators or other vertical circulation dedicated exclusively to accessing or servicing such space. The space must be open to the general public during normal business hours throughout the year, and may charge a nominal fee for access.

(20) [Expired]

(21) Any area devoted to bicycle parking, bicycle maintenance rooms, or car share spaces when such features are provided as part of a Development Project's compliance with the Transportation Demand Management Program set forth in Section 169 of the Planning Code.

(Amended by Ord. [52-15](#); Ord. [34-17](#); Ord. [13-18](#); Ord. [296-18](#); see Sec. 102 history note.)

Floor Area, Occupied. Floor area devoted to, or capable of being devoted to, a principal or Conditional Use and its accessory uses. For purposes of computation, "Occupied Floor Area" shall consist of the Gross Floor Area, as defined in this Code, minus the following:

- (a) Accessory parking and loading spaces and driveways, and maneuvering areas incidental thereto;
- (b) Exterior walls of the building;
- (c) Mechanical equipment, appurtenances, and areas necessary to the operation or maintenance of the building itself, wherever located in the building;
- (d) Restrooms and space for storage and services necessary to the operation and maintenance of the building itself, wherever located in the building;
- (e) Space in a retail store for store management, show windows, and dressing rooms, and for incidental repairs, processing, packaging, and stockroom storage of merchandise for sale on the premises; and
- (f) Incidental storage space for the convenience of tenants.

(Amended by Ord. [99-17](#); see Sec. 102 history note.)

Floor Area Ratio. The ratio of the Gross Floor Area of all the buildings on a lot to the area of the lot. In cases in which portions of the gross floor area of a building project horizontally beyond the lot lines, all such projecting gross floor area shall also be included in determining the floor area ratio.

Floor Area, Usable. Generally, the sum of the gross areas of the several floors of a building, measured from the exterior walls or from the center lines of common walls separating two buildings. See alternative definition for the Bernal Heights Special Use District.

Formula Retail. Formula Retail shall have the meaning set forth in Section 303.1 of the Planning Code.

G

Gas Station. A Retail Automotive Use that provides motor fuels, lubricating oils, air, and water directly into motor vehicles and without providing Automotive Repair services, and which also includes self-service operations that sell motor fuel only. This use is subject to the controls in Sections 202.2(b) and 187.1.

(Amended by Ord. [188-15](#); see Sec. 102 history note.)

General Entertainment. See Entertainment, General.

General Grocery. See Grocery, General.

Gift Store-Tourist Oriented. A Retail Sales and Service Use that involves the marketing of small art goods, gifts, souvenirs, curios, or novelties to the public, particularly those who are visitors to San Francisco rather than local residents.

Grain Elevator. An Industrial Use defined as a storage facility for grain that contains a bucket elevator or a pneumatic conveyor that scoops up grain from a lower level and deposits it in a silo or other storage facility. This use also covers the entire elevator complex including, but not limited to, receiving and testing offices, weighbridges, and storage facilities.

Grocery, General. A Retail Sales and Services Use that:

- (a) Offers a diverse variety of unrelated, non-complementary food and non-food commodities, such as beverages, dairy, dry goods, fresh produce and other perishable items, frozen foods, household products, and paper goods;
- (b) May provide beer, wine, and/or liquor sales for consumption off the premises with a California Alcoholic Beverage Control Board License type 20 (off-sale beer and wine) or type 21 (off-sale general) that occupy less than 15% of the Occupied Floor Area of the establishment (including all areas devoted to the display and sale of alcoholic beverages);
- (c) May prepare minor amounts of food on site for immediate consumption;

(d) Markets the majority of its merchandise at retail prices; and

(e) Shall operate with the specified conditions in Section 202.2(a)(1).

(f) Such businesses require Conditional Use authorization for conversion of a General Grocery use greater than 5,000 square feet, pursuant to Section 202.3 and 303(l).

(Amended by Ord. [188-15](#); Ord. [129-17](#); see Sec. 102 history note.)

Grocery, Specialty. A Retail Sales and Services Use that:

(a) Offers specialty food products such as baked goods, pasta, cheese, confections, coffee, meat, seafood, produce, artisanal goods, and other specialty food products, and may also offer additional food and non-food commodities related or complementary to the specialty food products;

(b) May provide beer, wine, and/or liquor sales for consumption off the premises with a California Alcoholic Beverage Control Board License type 20 (off-sale beer and wine) or type 21 (off-sale general) which occupy less than 15% of the Occupied Floor Area of the establishment (including all areas devoted to the display and sale of alcoholic beverages);

(c) May prepare minor amounts of food on site for immediate consumption off-site with no seating permitted; and

(d) Markets the majority of its merchandise at retail prices.

(e) Such businesses that provide food or drink per subsections (b) and (c) above shall operate with the specified conditions in Section 202.2(a)(1).

(Amended by Ord. [188-15](#); Ord. [129-17](#); see Sec. 102 history note.)

Gross Floor Area. See Floor Area, Gross

Ground Floor. First Story, as defined under Story, below.

(Added by Ord. [206-19](#); see Sec. 102 history note.)

Group Housing. A Residential Use that provides lodging or both meals and lodging, without individual or limited cooking facilities or kitchens, by prearrangement for 30 days or more at a time and intended as Long-Term Housing, in a space not defined by this Code as a Dwelling Unit. Except for Group Housing that also qualifies as Student Housing as defined in this Section 102, 100% Affordable Housing as defined in Planning Code Section 315, or housing operated by an organization with tax-exempt status under 26 United States Code Section 501(c)(3) providing access to the unit in furtherance of its primary mission to provide housing, the residential square footage devoted to Group Housing shall include both common and private space in the following amounts: for every gross square foot of private space (including bedrooms and individual bathrooms), 0.5 gross square feet of common space shall be provided, with at least 15% of the common space devoted to communal kitchens with a minimum of one kitchen for every 15 Group Housing units. Group Housing shall include, but not necessarily be limited to, a Residential Hotel, boardinghouse, guesthouse, rooming house, lodging house, residence club, commune, fraternity or sorority house, monastery, nunnery, convent, or ashram. It shall also include group housing affiliated with and operated by a medical or educational institution, when not located on the same lot as such institution, which shall meet the applicable provisions of Section 304.5 of this Code concerning institutional master plans.

(Amended by Ord. [50-22](#); see Sec. 102 history note.)

Gym. A Retail Sales and Service Use including a health club, fitness, gymnasium, or exercise facility when including equipment and space for weight-lifting and cardiovascular activities.

(Amended by Ord. [111-21](#); see Sec. 102 history note.)

H

Hazardous Waste Facility. An Industrial Use that includes any use involving the treatment, transfer, storage, resource recovery, disposal, or recycling of hazardous waste that is produced at an off-site facility, but shall not include a facility that: (1) manages only used oil, used oil filters, latex paint, antifreeze, small household batteries or lead acid batteries; or (2) establishes that it is not required to obtain a hazardous waste facility permit from the State of California. The terms "hazardous waste," "treatment," "transfer," "storage," "disposal," "off-site facility," and "used oil" as used herein shall have the meaning given those terms in the California Health and Safety Code, Division 20, Chapter 6.5, Articles 2 and 13, which are hereby incorporated by reference.

Health Service. See Service, Health.

Heavy Manufacturing. See Manufacturing, Heavy.

Height (of a building or structure). The vertical distance by which a building or structure rises above a certain point of measurement. See Section 260 of this Code for how height is measured.

Historic Building. A Historic Building is a building or structure that meets at least one of the following criteria:

- It is individually designated as a landmark under Article 10;
- It is listed as a contributor to an historic district listed in Article 10, or if the historic district does not list contributors, is determined to be a contributor through historic resource review;
- It is a Significant or Contributory Building under Article 11, with a Category I, II, III or IV rating;

- It has been listed or has been determined eligible for listing in the California Register of Historical Resources; or,
- It has been listed or has been determined eligible for listing in the National Register of Historic Places.

(Added by Ord. [248-23](#); amended by Ord. [297-24](#); see Sec. 102 history note.)

Homeless Shelter. A Residential Use defined as living and/or sleeping accommodations without any fee to individuals and families who are homeless, as defined in the Federal Homeless Emergency Assistance and Rapid Transition to Housing (HEARTH) Act of 2009 (S.896), as amended from time to time. Homeless Shelters shall comply with the requirements of the Standards of Care for City Shelters contained in Administrative Code, Chapter 20, Article XIII, including the requirement for operational standards in Section 20.404(d).

Horizontal Elements. All roof areas and all floor plates, except floor plates at or below grade.

Hospital. An Institutional Healthcare Use that includes a hospital, medical center, or other medical institution that provides facilities for inpatient or outpatient medical care and may also include medical offices, clinics, laboratories, and employee or student dormitories and other housing, operated by and affiliated with the institution, which institution has met the applicable provisions of Section 304.5 of this Code concerning Institutional Master Plans.

(Amended by Ord. [188-15](#); see Sec. 102 history note.)

Hotel. A Retail Sales and Services Use that provides tourist accommodations, including guest rooms or suites, which are intended or designed to be used, rented, or hired out to guests (transient visitors) intending to occupy the room for less than 32 consecutive days. This definition also applies to buildings containing six or more guest rooms designated and certified as tourist units, under Chapter 41 of the San Francisco Administrative Code. For purposes of this Code, a Hotel does not include (except within the Bayshore-Hester Special Use District as provided for in Sections 713 and 780.2 of this Code) a Motel, which contains guest rooms or suites that are independently accessible from the outside, with garage or parking space located on the lot, and designed for, or occupied by, automobile-traveling transient visitors. Hotels shall be designed to include all lobbies, offices, and internal circulation to guest rooms and suites within and integral to the same enclosed building or buildings as the guest rooms or suites.

Hotel, Residential. A Residential Use defined in Chapter 41 of the San Francisco Administrative Code that contains one or more residential hotel units. A residential hotel unit is a guest room, as defined in Section 203.7 of Chapter XII, Part II, of the San Francisco Municipal Code (Housing Code), which had been occupied by a permanent resident on September 23, 1979, or any guest room designated as a residential unit pursuant to Sections 41.6 or 41.7 of Chapter 41 of the San Francisco Administrative Code. Residential hotels are further defined and regulated in the Residential Hotel Unit Conversion and Demolition Ordinance, Chapter 41, of the San Francisco Administrative Code.

Hours of Operation. A commercial Use Characteristic limiting the permitted hours during which any commercial establishment, not including automated teller machines, may be open for business. Other restrictions on the hours of operation of Movie Theaters, Adult Businesses, Adult Sex Venues, Nighttime Entertainment, and General Entertainment Uses shall apply pursuant to provisions in Section 303(p), when such uses are permitted as Conditional Uses. A Pharmacy may qualify for the exception to operate on a 24-hour basis provided in Section 202.2(a)(2) of the Code. The hours of operation of a principally permitted Adult Sex Venue are subject to the provisions in Section 202.2(a)(8).

(Amended by Ord. [129-17](#); Ord. [202-18](#); Ord. [75-22](#); Ord. [70-23](#); see Sec. 102 history note.)

I

Industrial Use. A Use Category containing the following uses: Agricultural and Beverage Processing 1 and 2, Automobile Wrecking, Automobile Assembly, Grain Elevator, Hazardous Waste Facility, Junkyard, Livestock Processing 1 and 2, Heavy Manufacturing 1, 2, and 3, Light Manufacturing, Metal Working, Ship Yard, Storage Yard, Volatile Materials Storage, and Truck Terminal.

(Amended by Ord. [229-17](#); Ord. [202-18](#); see Sec. 102 history note.)

Infrastructure. Open space and recreational facilities; public realms improvements such as pedestrian improvements and streetscape improvements; public transit facilities; and community facilities such as libraries, child care facilities, and community centers.

In-Kind Agreement. An agreement acceptable in form and substance to the City Attorney and the Director of Planning, under which the project sponsor agrees to provide a specific set of community improvements, at a specific phase of construction, in lieu of contribution to the relevant Fund.

In Lieu Fee. A fee paid by a project sponsor in lieu of complying with a requirement of this Code and that is not a development impact fee governed by the Mitigation Fee Act.

Institutional Community Use. A subcategory of Institutional Uses that includes Child Care Facility, Community Facility, Private Community Facility, Job Training, Religious Institution, Social Service or Philanthropic Facility, and Public Facility.

(Amended by Ord. [182-19](#); see Sec. 102 history note.)

Institutional Education Use. A subcategory of Institutional Uses that includes Post-Secondary Educational Institution, School, and Trade School.

Institutional Healthcare Use. A subcategory of Institutional Uses that includes Hospital, Medical Cannabis Dispensary, and Residential Care Facility.

Institutional Use. A Use Category that includes Child Care Facility, Community Facility, Private Community Facility, Hospital, Job Training, Medical Cannabis Dispensary, Religious Institution, Residential Care Facility, Social Service or Philanthropic Facility, Post-Secondary Educational Institution, Public Facility, School, and Trade School.

(Amended by Ord. [63-20](#); see Sec. 102 history note.)

Interior Lot. See Lot, Interior.

Intermediate Length Occupancy. A Residential Use characteristic that applies to a Dwelling Unit offered for occupancy by a natural person for an initial stay, whether through lease, subscription, license, or otherwise, for a duration of greater than 30 consecutive days but less than one year. This use characteristic is subject to the requirements of Section 202.10.

(Added by Ord. [78-20](#); see Sec. 102 history note.)

Internet Service Exchange. A Utility and Infrastructure Use defined as a location that contains any of the following uses (excluding a Wireless Telecommunications Services Facility): switching equipment (whether wireline or wireless) that joins or connects occupants, customers, or subscribers to enable customers or subscribers to transmit data, voice or video signals to each other; one or more computer systems and related equipment used to build, maintain, or process data, voice or video signals, and provide other data processing services; or a group of network servers.

(Amended by Ord. [166-16](#); see Sec. 102 history note.)

J

Jewelry Store. A Retail Sales and Service Use that primarily involves the sale of jewelry to the general public. It may involve sales of precious stones, gems, precious metals, gold and silver, or clocks and watches. Repair services or setting, custom design or manufacture of individual pieces of jewelry may also be provided.

Job Training. A Institutional Community Use that provides job training and may also provide vocational counseling and job referrals.

Junk Yard. An Industrial Use defined as an outdoor space where junk, waste, discarded or salvaged materials are stored or handled, including house-wrecking yards, used lumber yards, and places or yards for storage of salvaged house wrecking and structural steel materials and equipment, excluding automobile wrecking operations, which is defined as a separate use in this Section of the Code; yards or establishments for the sale, purchase, or storage of used cars or machinery in operable condition; and the processing of used, discarded, or salvaged materials as part of a permitted manufacturing operation in the same premises.

K

Kennel. A Retail Sales and Services Use where dogs, or dogs and cats, are boarded for compensation, or are cared for or trained for hire, or are kept for sale or bred for sale, where the care, breeding, or sale of the dogs, or dogs and cats, is the principal means of livelihood of the occupants of the premises.

(Amended by Ord. [111-21](#); see Sec. 102 history note.)

L

Laboratory. A Non-Retail Sales and Services Use intended or primarily suitable for scientific research. The space requirements of uses within this category include specialized facilities and/or built accommodations that distinguish the space from Office uses, Light Manufacturing, or Heavy Manufacturing. Examples of laboratories include the following:

- (a) Chemistry, biochemistry, or analytical laboratory;
- (b) Engineering laboratory;
- (c) Development laboratory;
- (d) Biological laboratories including those classified by the Centers for Disease Control (CDC) and National Institutes of Health (NIH) as Biosafety level 1, Biosafety level 2, or Biosafety level 3;
- (e) Animal facility or vivarium, including laboratories classified by the CDC/NIH as Animal Biosafety level 1, Animal Biosafety level 2, or Animal Biosafety level 3;
- (f) Support laboratory;
- (g) Quality assurance/Quality control laboratory;
- (h) Core laboratory; and
- (i) Cannabis testing facility (any use requiring License Type 8—Testing Laboratory, as defined in California Business and Professions Code, Division 10).

(Amended by Ord. [229-17](#); see Sec. 102 history note.)

Large-Scale Urban Agriculture. See Agriculture, Large Scale Urban.

Laundromat. A Retail Sales and Service Use that is used for the purpose of washing, drying, dry cleaning, starching, or ironing, for the general public, wearing apparel, household linens, or other washable fabrics, or a place used or maintained for the storage, collection, or delivery of such articles for such service. A Laundromat use shall include any place, whether self-service or otherwise, maintained for the general public for the purpose of washing and drying wearing apparel, household linens, or other washable fabrics, by coin-operated, or card-operated laundry machinery.

(Amended by Ord. [209-21](#); see Sec. 102 history note.)

Length (of a Building or Structure). See Plan Dimensions.

Licensed Child Care Facility. A child care facility that has been issued a valid license by the California Department of Social Services pursuant to California Health and Safety Code Sections 1596.80-1596.875, 1596.95-1597.09, or 1597.30-1597.61.

Life Science. A Non-Retail Sales and Service Use that involves the integration of natural and engineering sciences and advanced biological techniques using organisms, cells, and parts thereof for products and services. This includes the creation of products and services used to analyze and detect various illnesses, the design of products that cure illnesses, and/or the provision of capital goods and services, machinery, instruments, software, and reagents related to research and production. Life Science uses may utilize office, laboratory, light manufacturing, or other types of space. As a subset of Life Science uses, Life Science laboratories typically include biological laboratories and animal facilities or vivaria, as described in the Laboratory definition Subsections (d) and (e).

Light Manufacturing. See Manufacturing, Light.

Limited Live Performance. An Accessory Use as defined in Section 1060 of the Police Code

Limited Restaurant. See Restaurant, Limited.

Liquor Store. A Retail Sales and Service Use that sells beer, wine, or distilled spirits to a customer in an open or closed container for consumption off the premises and that needs a State of California Alcoholic Beverage Control Board License type 20 (off-sale beer and wine) or type 21 (off-sale general) This classification shall not include retail uses that:

- (a) are both (1) classified as a General Grocery, a Specialty Grocery, or a Restaurant- Limited, and (2) have a Gross Floor Area devoted to alcoholic beverages that is within the applicable accessory use limits for the use district in which it is located, or
- (b) have both (1) a Non-residential Use Size of greater than 10,000 gross square feet and (2) a gross floor area devoted to alcoholic beverages that is within accessory use limits as set forth in Section 204.3 or Section 703(d) of this Code, depending on the zoning district in which the use is located.
- (c) For purposes of Planning Code Sections 249.5, 781.8, 781.9, 782, and 784, the retail uses explicitly exempted from this definition as set forth above shall only apply to General Grocery and Specialty Grocery stores that exceed 5,000 square feet in size and shall not:
 - (1) sell any malt beverage with an alcohol content greater than 5.7 percent by volume; any wine with an alcohol content of greater than 15 percent by volume, except for "dinner wines" that have been aged two years or more and maintained in a corked bottle; or any distilled spirits in container sizes smaller than 600 milliliters;
 - (2) devote more than 15 percent of the gross square footage of the establishment to the display and sale of alcoholic beverages; and
 - (3) sell single servings of beer in container sizes 24 ounces or smaller.

Liquor Store uses are subject to the operating conditions of Section 202.2(a)(6). Where conditionally permitted, the Conditional Use authorization shall also satisfy the conditions of Section 303(z).

(Amended by Ord. [129-17](#); Ord. [182-19](#); see Sec. 102 history note.)

Livery Stable. A Retail Entertainment, Arts and Recreation Use where horses and carriages are kept for hire and where stabling is provided. This use also includes horse riding academies.

Livestock Processing 1. An Industrial Use that involves the live storage, killing or dressing of poultry, rabbits or other small livestock, and/or the tanning or curing of raw hides or skins from an animal of any size. Direct sales to customers is permitted on site. This use is subject to the location and operating restrictions in Section 202.2(d).

Livestock Processing 2. An Industrial Use that involves the live storage, killing or dressing of cows, pigs, goats, and other large livestock and/or the tanning or curing of raw hides or skins from an animal of any size. Direct sales to customers is permitted on site. This use is subject to the location and operating restrictions in Section 202.2(d).

Live/Work Project. A Housing Project containing more than one Live/Work Unit.

Live/Work Unit. A hybrid Residential and PDR Use that is defined as a structure or portion of a structure combining a residential living space for a group of persons including not more than four adults in the same unit with an integrated work space principally used by one or more of the residents of that unit; provided, however, that no otherwise qualifying portion of a structure that contains a Group A occupancy under the Building Code shall be considered a Live/Work Unit. No City official, department, board, or commission shall issue or approve a building permit or other land use entitlement authorizing a new live/work unit as defined here, except as authorized under Section 210.5, or as an accessory use under Section 204.4. Lawfully approved live/work units are subject to the provisions of Sections 181 and 317 of this Code.

(Amended by Ord. [122-23](#); Ord. [159-23](#); see Sec. 102 history note.)

Long Term Housing. Housing intended for occupancy by a person or persons for 32 consecutive days or longer.

Lot. A parcel of land under one ownership that constitutes, or is to constitute, a complete and separate functional unit of development, and that does not extend beyond the property lines along streets or alleys. A lot as so defined generally consists of a single Assessor's lot, but in some cases consists of a combination of contiguous Assessor's lots or portions thereof where such combination is necessary to meet the requirements of this Code. In order to clarify the status of specific property as a lot under this Code, the Zoning Administrator may, consistent with the provisions of this Code, require such changes in the Assessor's records, placing of restrictions on the land records, and other actions as may be necessary to assure compliance with this Code. The definition of "lot" shall also be applicable to piers under the jurisdiction of the Port Commission.

Lot, Corner. A lot bounded on two or more adjoining sides by streets that intersect adjacent to such lot, provided that the angle of intersection of such streets along such lot does not exceed 135 degrees. For the purposes of this Code, no Corner Lot shall be considered wider or deeper than 125 feet, and the remainder of any lot involved shall be considered to be an Interior Lot. Whenever a Corner Lot is resubdivided, only that portion which thereafter is bounded on adjoining sides by streets as herein described shall be a Corner Lot.

Lot, Interior. A lot other than a Corner Lot.

Lot Size (Per Development). The permitted gross lot area for new construction or expansion of existing development.

M

Mandatory Discretionary Review. A hearing before the Planning Commission that is required by the Planning Code at which the Commission will determine whether to approve, modify, or disapprove a permit application.

Manufacturing 1, Heavy. An Industrial Use having the potential of creating substantial noise, smoke, dust, vibration, and/or other environmental impacts or pollution, and including, but not limited to:

- (a) Concrete mixing, concrete products manufacture,
- (b) Electric foundry or foundry for nonferrous metals
- (c) Enameling, lacquering, wholesale paint mixing from previously prepared pigments and vehicles,
- (d) Woodworking mill, manufacture of woodfibre, sawdust or excelsior products not involving chemical processing,
- (e) Blast furnace, rolling mill, or smelter; and
- (f) Ice manufacturing plant.

This use is subject to the location and operation controls in Section 202.2(d)

Manufacturing 2, Heavy. An Industrial Use having the potential of creating substantial noise, smoke, dust, vibration, and/or other environmental impacts or pollution, and including, but not limited to:

- (a) Production or refining of petroleum products, excluding such products used solely as fuel sources;
- (b) Rendering or reduction of fat, bones, or other animal material, where adequate provision is made for the control of odors through the use of surface condensers and direct-flame afterburners or equivalent equipment;
- (c) Incineration of garbage, refuse, dead animals or parts thereof;

This use is subject to the controls in Section 202.2(d).

(Amended by Ord. [217-21](#); see Sec. 102 history note.)

Manufacturing 3, Heavy. An Industrial Use having the potential of creating substantial noise, smoke, dust, vibration, and/or other environmental impacts or pollution, and including, but not limited to:

- (a) Battery manufacture;
- (b) Manufacture of corrosive acid or alkali, cement, gypsum, lime, plaster of Paris, explosive, fertilizer, glue or gelatin from fish or animal refuse;
- (c) Manufacture, refining, distillation, or treatment of any of the following: abrasives, acid (noncorrosive), alcohol, ammonia, asbestos, asphalt, bleaching powder, candles (from tallow), celluloid, chlorine, coal, coke, creosote, dextrine, disinfectant, dye, enamel, gas carbon or lampblack, gas (acetylene or other inflammable), glucose, insecticide, lacquer, linoleum, matches, oilcloth, oil paint, paper (or pulp), petroleum products (excluding such products used solely as fuel sources), perfume, plastics, poison, potash, printing ink, refuse mash or refuse grain, rubber (including balata or gutta-percha or crude or scrap rubber), shellac, shoe or stove polish, soap, starch, tar, turpentine, or varnish.
- (d) Foundry, structural iron or pipe works, boilermaking where riveting is involved, locomotive works, roundhouse or railroad shop.

This use is subject to the location and operation controls in Section 202.2(d)

(Amended by Ord. [217-21](#); see Sec. 102 history note.)

Manufacturing, Light. An Industrial Use that provides for the fabrication or production of goods, by hand or machinery, for distribution to retailers or wholesalers for resale off the premises, primarily involving the assembly, packaging, repairing, or processing of previously prepared materials. Light manufacturing uses include production and custom activities usually involving individual or special design, or handiwork, such as the following fabrication or production activities, as may be defined by the Standard Industrial Classification Code Manual as light manufacturing uses:

- (a) Food processing;
- (b) Apparel and other garment products;
- (c) Furniture and fixtures;
- (d) Printing and publishing of books or newspapers;

- (e) Leather products;
- (f) Pottery;
- (g) Glass-blowing;
- (h) Commercial laundry, rug cleaning, and dry cleaning facility;
- (i) Measuring, analyzing, and controlling instruments; photographic, medical, and optical goods; watches and clocks; or
- (j) Manufacture of cannabis products or cannabis extracts that are derived without the use of volatile organic compounds (any use requiring License Type 6—Manufacturer 1, as defined in California Business and Professions Code, Division 10).

It shall not include Trade Shop, Agricultural and Beverage Processing 1 or 2, or Heavy Manufacturing 1, 2, or 3. This use is subject to the location and operation controls in Section 202.2(d).

(Amended by Ord. [229-17](#); Ord. [111-21](#); see Sec. 102 history note.)

Maritime Use. A Use Characteristic defined as any use that requires access to or use of San Francisco Bay waters in order to function or operate in the normal course of business including, but not limited to, uses associated with waterborne commerce, navigation, fisheries, and recreation, and industrial, commercial, and other operations directly related to the conduct of waterborne commerce, navigation, fisheries, or recreation on property subject to public trust. Maritime Uses also includes houseboats or residential uses on the water.

Marquee. A permanent roofed structure attached to and supported entirely by a building, including any object or decoration attached to or part of said marquee, no part of which shall be used for occupancy or storage, with the purpose of providing protection from sun and rain and/or embellishment of the façade, as further regulated in Section 3106 of the Building Code.

Massage, Chair/Foot. A Retail Sales and Service Use where the only massage service provided is chair or foot massage, such service is visible to the public, and customers are fully clothed at all times.

Massage Establishment. A Retail Sales and Service Use defined by Section 29.5 of the Health Code. For purposes of the Planning Code only, “Massage Establishment” shall include a “Massage Establishment” but shall not include a “Sole Practitioner Massage Establishment,” as these terms are defined in Section 29.5 of the Health Code. The Massage Establishment shall first obtain a permit from the Department of Public Health pursuant to Section 29.25 of the Health Code, or a letter from the Director of the Department of Public Health certifying that the establishment is exempt from such a permit under Section 29.25 of the Health Code

(Amended by Ord. [73-15](#); Ord. [63-20](#); Ord. [233-21](#); Ord. [37-22](#); see Sec. 102 history note.)

Medical Cannabis Dispensary. An Institutional Healthcare Use that is either (a) a cooperative or collective operating under the authority of a permit issued by the Director of Health under Article 33 of the Health Code, or (b) a Medicinal Cannabis Retailer as defined in Police Code Section 1602. A Medical Cannabis Dispensary Use is permitted only if it meets the conditions listed in Section 202.2(e).

(Amended by Ord. [229-17](#); see Sec. 102 history note.)

Metal Working. An Industrial use that includes metal working or blacksmith shop; excluding presses of over 20 tons' capacity and machine-operated drop hammers. This use is subject to location and operational controls in Section 202.2(d).

Mobile Food Facility. Any vehicle or pushcart used in conjunction with a commissary or other permanent food facility upon which food is sold or distributed at retail prices. Mobile Food Facility does not include a “Transporter” used to transport packaged food from a food facility or other approved source to the consumer. A Mobile Food Facility does not include any use that sells goods, wares, or merchandise other than food or drink intended for human consumption. For the purposes of the Planning Code, a Mobile Food Facility that is a temporary Use is regulated as an intermittent activity, per Section 205.4; a Mobile Food Facility that exceeds the limitations set forth in Section 205.4 is considered a Restaurant or Limited Restaurant Use, as defined in this Section 102, and is regulated as such by the Use controls for the respective zoning district. Mobile Food Facilities shall comply with the good neighbor policies set forth in Public Works Code Section 184.94 as well as Planning Code Section 202.2(a)(1).

(Amended by Ord. [129-17](#); see Sec. 102 history note.)

MOH. The Mayor's Office of Housing and Community Development or its successor.

Mortuary. A Retail Sales and Services Use that provides funeral services, funeral preparation, or burial arrangements, including retail establishments that predominantly sell or offer for sale caskets, tombstones, or other funerary goods. In RH, RM, RTO, and RC Districts only, this use includes Columbarium use, which provides for the storage of cremated remains in niches.

Motel. A Retail Sales and Services Use that includes an auto court, motor lodge, tourist court, or other facility similarly identified, contains rooms or suites of rooms, none with individual cooking facilities, which are offered for compensation and are primarily for the accommodation of transient guests traveling by automobile, and where each sleeping unit is independently accessible from the outside. This use is subject to the controls listed in Section 202.2(a).

Movie Theater. A Retail Entertainment, Arts and Recreation Use that displays motion pictures, videos, slides, or closed-circuit television pictures. This use does not include an adult theater, which is regulated as an Adult Business. Removal of a Movie Theater is subject to the controls in Section 202.4.

MTA. The Municipal Transportation Agency or its successor.

MTA Director. The Director of MTA or his or her designee.

Municipal Railway (Muni). The public transit system owned by the City and under the jurisdiction of the MTA.

N

Neighborhood Agriculture. See Agriculture, Neighborhood.

Neighborhood-Serving Business. A neighborhood-serving business cannot be defined by the type of use, but rather by the characteristics of its customers, types of merchandise or service, its size, trade area, and the number of similar establishments in other neighborhoods. The primary clientele of a "neighborhood-serving business," by definition, is comprised of customers who live and/or work nearby.

While a neighborhood-serving business may derive revenue from customers outside the immediately surrounding neighborhood, it is not dependent on out-of-neighborhood clientele.

A neighborhood-serving use provides goods and/or services which are needed by residents and workers in the immediate neighborhood to satisfy basic personal and household needs on a frequent and recurring basis, and which if not available require trips outside of the neighborhood.

A use may be more or less neighborhood-serving depending upon its trade area. Uses that, due to the nature of their products and service, tend to be more neighborhood-serving are those which sell convenience items such as groceries, personal toiletries, magazines, and personal services such as cleaners, laundromats, and film processing. Uses that tend to be less neighborhood-oriented are those which sell more specialized, more expensive, less frequently purchased comparison goods such as automobiles and furniture.

For many uses (such as stores selling apparel, household goods, and variety merchandise), whether a business is neighborhood-serving depends on the size of the establishment: the larger the use, the larger the trade area, hence the less neighborhood-oriented.

Whether a business is neighborhood-serving or not also depends in part on the number and availability of other similar establishments in other neighborhoods: the more widespread the use, the more likely that it is neighborhood-oriented.

Net Addition. The total amount of gross floor area defined in Planning Code Section 102 contained in a development project, less the gross floor area contained in any structure demolished or retained as part of the proposed development project.

Nighttime Entertainment. See Entertainment, Nighttime.

Non-Auto Vehicle Sales or Rental. A Retail Sales and Service Use offering new or used bicycles, scooters, motorcycles, boats, or other marine vehicles for sale, rent, or lease when conducted entirely within an enclosed building.

Non-Commercial Entertainment and Recreation. See Entertainment and Recreation, Non-Commercial.

Nonprofit Organization. An organization organized and operated for nonprofit purposes within the provisions of California Revenue and Taxation Code Sections 23701-23710, inclusive, as demonstrated by a written determination from the California Franchise Tax Board exempting the organization from taxes under Revenue and Taxation Code Section 23701.

Non-Residential Use. Space within any structure or portion thereof intended or primarily suitable for, or accessory to, occupancy by retail, office, commercial, or uses other than a Residential Use as defined in this Section. For the purposes of Article 4, residential components of Institutional Uses other than Religious Institutions shall be defined as a "residential use," and non-residential use shall not include PDR and publicly owned and operated community facilities.

Non-Residential Use Size. The permitted gross floor area allowed each individual non-residential use. Gross Floor Area is defined in this Section of the Code.

Non-Retail Use. A type of Commercial Use that involves the sale of goods or services to other businesses rather than the end user, or that does not provide for direct sales to the general public on site. Uses in this category include, but are not limited to, Non-Retail Sales and Service Uses and Non-Retail Automotive Uses.

Notice of Special Restrictions. A document recorded with the San Francisco Recorder's Office detailing specific restrictions placed on an Assessor's lot that are typically associated with an approval action by the Planning Department, Planning Commission, Zoning Administrator, or other City agency.

(Amended by Ord. [202-18](#); see Sec. 102 history note.)

O

Occupied Floor Area. See Floor Area, Occupied.

Office, General. A Non-Retail Sales and Service Use that includes space within a structure or portion thereof intended or primarily suitable for occupancy by persons or entities which perform, provide for their own benefit, or provide to others at that location, services including, but not limited to, the following: professional, banking, insurance, management, consulting, technical, sales, and design; and the non-accessory office functions of manufacturing and warehousing businesses, multimedia, software development, web design, electronic commerce, and information technology. This use shall exclude Non-Retail Professional Services as well as Retail Uses; repair; any business characterized by the physical transfer of tangible goods to customers on the premises; wholesale shipping, receiving and storage; and design showrooms or any other space intended and primarily suitable for display of goods.

Office Use. A grouping of uses that includes General Office, Retail Professional Services, and Non-Retail Professional Services. This use shall exclude: retail uses other than Retail Professional Services; repair; any business characterized by the physical transfer of tangible goods to customers on the premises; wholesale shipping, receiving and storage; and design showrooms or any other space intended and primarily suitable for display of goods.

(Amended by Ord. [249-23](#), see Sec. 102 history note.)

One Ownership. Ownership of a parcel or contiguous parcels of property or possession thereof under a contract to purchase by a person or persons, firm, corporation or partnership, individually, jointly, in common, or in any other manner whereby such property is under single or unified control. The term shall include condominium ownership. The term "owner" shall mean the person, firm, corporation or partnership exercising one ownership as herein defined.

Open Air Sales. A Commercial Use Characteristic generally categorized as a Retail Sales and Service Use that involves open air sale of new and/or used merchandise, except vehicles, but including agricultural products, plants and gardening supplies, building materials, crafts, and/or art work.

(Amended by Ord. [182-19](#), see Sec. 102 history note.)

Open Recreation Area. A Non-Commercial Entertainment, Arts and Recreation Use that is not publicly owned which is not screened from public view, has no structures other than those necessary and incidental to the open land use, is not operated as a gainful business, and is devoted to outdoor recreation such as golf, tennis, or riding.

Open Space, Required. Any front setbacks, side or rear yards, courts, usable open space or other open area provided in order to meet the requirements of this Code.

Open Use. Any use of a lot that is not conducted within a Building.

Ornamental Fencing. A decorative metal fence made of wrought iron or fencing that gives the appearance of wrought-iron fencing, but expressly excludes plastic-based materials, barbed wire, similar non-decorative fences as well as traditional chain-link or woven wire fences. Chain-link or woven wire fences may be used if the fencing visible from the public right-of-way is bordered by rails on the top and bottom and has well-built columns that are at least 8 inches wide and are topped with caps. The columns shall be spaced no more than 8 feet apart.

Outdoor Activity Area. A Commercial Use characteristic defined as an area associated with a legally established use, not including primary circulation space or any public street, located outside of a building or in a courtyard, which is provided for the use or convenience of patrons of a commercial establishment including, but not limited to, sitting, eating, drinking, dancing, and food-service activities.

P

Parcel Delivery Service. See Service, Parcel Delivery.

Parking Garage, Private. A Non-Retail Automotive Use that provides temporary parking accommodations for automobiles, trucks, vans, bicycles, or motorcycles in a garage not open to the general public, without parking of recreational vehicles, mobile homes, boats, or other vehicles, or storage of vehicles, goods, or equipment. Provisions regulating automobile parking are set forth in Sections 155, 156, 303(t) or (u) and other provisions of Article 1.5 of this Code.

(Amended by Ord. [99-17](#); see Sec. 102 history note.)

Parking Garage, Public. A Retail Automotive Use that provides temporary parking accommodations for automobiles, trucks, vans, bicycles, or motorcycles in a garage open to the general public, without parking of recreational vehicles, mobile homes, boats, or other vehicles, or storage of vehicles, goods, or equipment. Provisions regulating automobile parking are set forth in Sections 155, 156, 303(t) or (u) and other provisions of Article 1.5 of this Code.

(Amended by Ord. [99-17](#); see Sec. 102 history note.)

Parking Lot, Private. A Non-Retail Automotive Use that provides temporary off-street parking accommodations for private automobiles, trucks, vans, bicycles, or motorcycles on an open lot or lot surrounded by a fence or wall not open to the general public, without parking of recreational vehicles, motor homes, boats, or other vehicles, or storage of vehicles, goods, or equipment. Provisions regulating automobile parking are set forth in Sections 155, 156, 303(t) or (u) and other provisions of Article 1.5 of this Code.

(Amended by Ord. [99-17](#); see Sec. 102 history note.)

Parking Lot, Public. A Retail Automotive Use that provides temporary parking accommodations for private automobiles, trucks, vans, bicycles, or motorcycles on an open lot or lot surrounded by a fence or wall open to the general public, without parking of recreational vehicles, motor homes, boats, or other vehicles, or storage of vehicles, goods, or equipment. Provisions regulating automobile parking are set forth in Sections 155, 156, 303(t) or (u) and other provisions of Article 1.5 of this Code.

(Amended by Ord. [99-17](#); see Sec. 102 history note.)

Passive Outdoor Recreation. A Non-Commercial Entertainment, Arts and Recreation Use defined as an open space used for passive recreational purposes that is not publicly owned and is not screened from public view, has no structures other than those necessary and incidental to the open land use, is not served by vehicles other than normal maintenance equipment, and has no retail or wholesale sales on the premises. Such open space may include, but not necessarily be limited to, a park, playground, or rest area.

PDR Use. See Production, Distribution, and Repair Use.

Permeable Surface. Permeable Surfaces are those that allow water to infiltrate the underlying soils. Permeable Surfaces shall include, but not be limited to, vegetative planting beds, porous asphalt, porous concrete, single-sized aggregate, open-jointed blocks, stone, pavers, or brick that are loose-set and without mortar. Permeable Surfaces are required to be contained so neither sediment nor the permeable surface material discharges off the site.

(Amended by Ord. [202-18](#); see Sec. 102 history note.)

Pharmacy. A Retail Sales and Service Use in which the profession of pharmacy is practiced and where prescriptions are compounded

and offered for sale. This Section shall not be construed to limit any qualifying pharmacy from offering other retail goods in addition to prescription pharmaceuticals. Pharmacies are subject to controls in Section 202.2(a).

Philanthropic Facility. See Social Service or Philanthropic Facility.

Plan Dimensions. The linear horizontal dimensions of a building or structure, at a given level, between the outside surfaces of its exterior walls. The "length" of a building or structure is the greatest plan dimension parallel to an exterior wall or walls and is equivalent to the horizontal dimension of the corresponding elevation of the building or structure at that level. The "diagonal dimension" of a building or structure is the plan dimension between the two most separated points on the exterior walls.

Planning Commission (Commission). The San Francisco Planning Commission.

Planning Department (Department). The San Francisco Planning Department. For purposes of Article 4, may include the Planning Department's designee, including the Mayor's Office of Housing and other City agencies or departments.

Post-Secondary Educational Institution. An Institutional Education Use, public or private, that is certified by the Western Association of Schools and Colleges, provides educational services such as a college or university, and has met the applicable provisions of Section 304.5 of this Code concerning institutional master plans. Such institution may include employee or student dormitories and other housing operated by and affiliated with the institution. Such institution shall not have industrial arts as its primary course of study.

Power Plant. A Industrial Use defined as a steam, fossil-fuel, or any other type of thermal power plant. A Power Plant shall mean each individual power generation unit capable of independent operation, but shall not include on-site power generation units less than ten megawatts in size. Intensification of a Power Plant use requires Conditional Use authorization per Section 178(c), and is subject to the controls in Section 202.2(d).

Principal Façades. See Façades, Principal.

Principal (or Principally Permitted) Use. A Use permitted as of right in each established district where listed for that class of district in Articles 2, 7, 8, or 9 and as regulated in this Code. Principally permitted uses may be required to comply with the Operating Conditions of Section 202.2.

(Added by Ord. [129-17](#); see Sec. 102 history note.)

Production, Distribution, and Repair (PDR) Use. A grouping of uses that includes, but is not limited, to all Industrial and Agricultural Uses, Ambulance Services, Animal Hospital, Automotive Service Station, Automotive Repair, Automotive Wash, Arts Activities, Business Services, Catering, Commercial Storage, Kennel, Motor Vehicle Tow Service, Livery Stable, Parcel Delivery Service, Public Utilities Yard, Storage Yard, Trade Office, Trade Shop, Wholesale Sales, and Wholesale Storage.

(Amended by Ord. [202-18](#); Ord. [111-21](#); see Sec. 102 history note.)

Public Facility. An Institutional Use that consists of publicly or privately owned use that provides public services to the community, whether conducted within a building or on an open lot, and which has operating requirements that necessitate location within the district and is in compliance with the General Plan, including civic structures (such as museums, post offices, administrative offices of government agencies), public libraries, police stations, and transportation facilities. Such use shall not include service yards, machine shops, garages, incinerators, Utility Installations, and publicly operated parking in a garage or lot (Public Automobile Parking Garages and Public Parking Lots).

(Amended by Ord. [202-18](#); see Sec. 102 history note.)

Public Transportation Facility. A Utility and Infrastructure Use involving passenger terminal facilities for mass transportation of a single or combined modes including, but not limited to, aircraft, ferries, fixed-rail vehicles and buses, whether public or privately owned or operated, when in conformity with the General Plan. In Districts where such uses are permitted, conditional use authorization shall be required if the facility is: (a) an Automotive Use, as defined in this Section; and (b) other than a boarding platform, bus stop, transit shelter, or similar ancillary feature of a transit system; or (c) a landing field for aircraft.

Public Utilities Yard. A Utility and Infrastructure Use that is defined as a service yard for public utility, or public use of a similar character, if conducted entirely within an area completely enclosed by a wall or concealing fence not less than six feet high.

Q

None.

R

Rear Façade. See Façade, Rear.

Recreation. See Entertainment and Recreation Use.

Religious Institution. An Institutional Community Use with a tax-exempt status as a religious institution granted by the United States Government and that is used primarily for collective worship or ritual or observance of common religious beliefs. Such institution may include, on the same lot, the housing of persons who engage in supportive activity for the institution.

Replacement of Use. The total amount of Gross Floor Area, as defined in Section 102 of this Code, to be demolished and reconstructed by a development project.

Reproductive Health Clinic. A Retail Sales and Service Use that is a clinic licensed pursuant to applicable provisions of the California Health and Safety Code that meets both of the following requirements: a) provides directly to patients medical services consisting of Abortions or Emergency Contraception as those terms are defined in Administrative Code Section 93.3; and b) primarily specializes in

reproductive health services as defined in California Penal Code 423.1. A Reproductive Health Clinic that meets the foregoing requirements may also provide additional medical and allied health services by physicians or other healthcare professionals.

(Added by [Proposition O](#), 11/5/2024; see Sec. 102 history note.)

Required Open Space. See Open Space, Required.

Residential Building. Any structure containing one or more Residential Units as a principal use, regardless of any other uses present in the building.

Residential Care Facility. An Institutional Healthcare Use providing lodging, board and care for a period of 24 hours or more to persons in need of specialized aid by personnel licensed by the State of California. Such facility shall display nothing on or near the facility that gives an outward indication of the nature of the occupancy except for a sign as permitted by Article 6 of this Code, shall not provide outpatient services, and shall be located in a structure which remains residential in character. Such facilities shall include, but not necessarily be limited to, a board and care home, family care home, long-term nursery, orphanage, rest home or home for the treatment of addictive, contagious or other diseases, or psychological disorders.

Residential Hotel. See Hotel, Residential.

Residential Unit. A legal conforming or non-conforming Dwelling Unit or a legal non-conforming Live/Work Unit

Residential Use. A Use Category consisting of uses that provide housing for San Francisco residents, rather than visitors, including Dwelling Units, Group Housing, Residential Hotels, Senior Housing, Homeless Shelters, and for the purposes of Article 4 only any residential components of Institutional Uses. Single Room Occupancy, Intermediate Length Occupancy, and Student Housing designations are considered characteristics of certain Residential Uses.

(Amended by Ord. 129-17; Ord. [63-20](#); Ord. [78-20](#); see Sec. 102 history note.)

Retail Workspace. A Retail Sales and Service Use open to the general public that provides space to work that is made available on a daily or hourly basis. Such use is only permitted as a principal use in conjunction with the concurrent operation of a principally or conditionally permitted Eating and Drinking Use, which Eating and Drinking Use shall (a) occupy no less than one-third of the gross floor area of the premises and (b) face the street. A Retail Workspace may provide services to the business community along with services to the general public. If the Retail Workspace exclusively provides services to the business community, it shall be considered a General Office Use as defined in the Planning Code.

(Added by [Proposition H](#), 11/3/2020; see Sec. 102 history note.)

Restaurant. A Retail Sales and Service use that serves prepared, ready-to-eat cooked foods to customers for consumption on the premises and which has seating. As a minor and incidental use, it may serve such foods to customers for off-site consumption. It may provide on-site beer, wine, and/or liquor sales for drinking on the premises (with ABC license types 02, 23, 41, 47, 49, 59, 75, or 87); however, if it does so, it shall be required to operate as a Bona Fide Eating Place. It is distinct and separate from a Limited-Restaurant. Such businesses shall operate with the specified conditions in Section 202.2(a)(1).

It shall not be required to operate within an enclosed building so long as it is also a Mobile Food Facility. Any associated outdoor seating and/or dining area is subject to regulation as an Outdoor Activity Area as set forth elsewhere in this Code.

(Amended by Ord. [188-15](#); [129-17](#); Ord. [205-19](#); see Sec. 102 history note.)

Restaurant, Limited. A Retail Sales and Service Use that serves ready-to-eat foods and/or drinks to customers for consumption on or off the premises, that may or may not have seating. It may include wholesaling, manufacturing, or processing of foods, goods, or commodities on the premises as an Accessory Use as set forth in Sections 204.3 or 703(d), 803.2(d), 803.3(b)(1)(C) and 825(c)(1)(C) depending on the zoning district in which it is located. It includes, but is not limited to, foods provided by sandwich shops, coffee houses, pizzerias, ice cream shops, bakeries, delicatessens, and confectioneries meeting the above characteristics, but is distinct from a Specialty Grocery, Restaurant, and Bar. Within the North Beach SUD, it is also distinct from Specialty Food Manufacturing, as defined in Section 780.3(b). It shall not provide on-site beer and/or wine sales for consumption on the premises, but may sell beer and/or wine for consumption off the premises with a California Alcoholic Beverage Control Board License type 20 (off-sale beer and wine), if all areas devoted to the display and sale of alcoholic beverages occupy less than 15% of the Occupied Floor Area of the establishment. Such businesses shall operate with the specified conditions in Section 202.2(a)(1).

(Amended by Ord. [129-17](#); Ord. [202-18](#); Ord. [285-18](#); Ord. [63-20](#); see Sec. 102 history note.)

Retail Entertainment, Arts and Recreation. See Entertainment, Arts and Recreation, Retail.

Retail Sales and Service, General. A Retail Sales and Service Use that provides goods and/or services to the general public and that is not listed as a separate Retail Sales and Service Use in this Section 102. This use includes, but is not limited to the sale or provision of the following goods and services:

- (a) Personal items such as tobacco and magazines;
- (b) Household goods and service (including paint, fixtures, and hardware, but excluding other building materials);
- (c) Variety merchandise, pet supply stores, and pet grooming services;
- (d) Florists and plant stores;
- (e) Apparel and accessories;
- (f) Antiques, art galleries, art supplies, and framing service;

- (g) Home furnishings, furniture, and appliances;
- (h) Books, stationery, greeting cards, office supplies, copying service, music, and sporting goods; and
- (i) Toys, gifts, and photographic goods and services.

(Amended by Ord. [129-17](#); Ord. [285-18](#); Ord. [111-21](#); Ord. [209-21](#); see Sec. 102 history note.)

Retail Use. A Commercial Use that includes uses that involve the sale of goods, typically in small quantities, or services directly to the ultimate consumer or end user including, but not limited to, Retail Sales and Service Uses, some Entertainment, Arts and Recreation Uses, and Retail Automotive Uses.

(Amended by Ord. [129-17](#); see Sec. 102 history note.)

S

Sales and Services, Non-Retail. A Commercial Use category that includes Uses that involve the sale of goods or services to other businesses rather than the end user, or that does not provide for direct sales to the consumer on site. Uses in this category include, but are not limited to: Business Services, Catering, Commercial Storage, Design Professional, General Office, Laboratory, Life Science, Non-Retail Professional Service, Trade Office, Wholesale Sales, and Wholesale Storage.

(Amended by Ord. [129-17](#); Ord. [249-23](#); see Sec. 102 history note.)

Sales and Services, Retail. A Commercial Use category that includes Uses that involve the sale of goods, typically in small quantities, or services directly to the ultimate consumer or end user with some space for retail service on site, excluding Retail Entertainment Arts and Recreation, and Retail Automobile Uses and including, but not limited to: Adult Business, Animal Hospital, Bar, Cannabis Retail, Chair and Foot Massage, Tourist Oriented Gift Store, General Grocery, Specialty Grocery, Gym, Hotel, Jewelry Store, Kennel, Laundromat, Liquor Store, Massage Establishment, Mortuary (Columbarium), Motel, Non-Auto Sales, Pharmacy, Restaurant, Limited Restaurant, General Retail Sales and Service, Financial Service, Fringe Financial Service, Limited Financial Service, Health Service, Personal Service, Retail Professional Service, Self-Storage, Tobacco Paraphernalia Establishment, and Trade Shop.

(Amended by Ord. [188-15](#); Ord. [129-17](#); Ord. [229-17](#); Ord. [111-21](#); Ord. [209-21](#); Ord. [249-23](#); see Sec. 102 history note.)

San Francisco. The City and County of San Francisco.

School. An Institution Educational Use, public or private, certified by the Western Association of Schools and Colleges that provides educational instruction to students in kindergarten through twelfth grade. Such institution may include employee or student dormitories and other housing operated by and affiliated with the institution. This use is distinct and separate from a Post-Secondary Educational Institution, which is defined under this Section of the Code.

Senior Housing. A Residential Use defined as dwellings that are specifically designed for and occupied by senior citizens. Senior Housing is subject to the conditions listed in Section 202.2(f).

(Amended by Ord. [63-20](#); see Sec. 102 history note.)

Service, Ambulance. A Non-Retail Automotive Use that provides medically related transportation services.

Service, Business. A Non-Retail Sales and Service Use that provides the following kinds of services primarily to businesses and/or to the general public and does not fall under the definition of Office: radio and television stations, newspaper bureaus, magazine and trade publication publishing, microfilm recording, slide duplicating, bulk mail services, parcel shipping services, parcel labeling and packaging services, messenger delivery/courier services, sign painting and lettering services, non-vehicular equipment rental, or building maintenance services.

(Amended by Ord. [188-15](#); Ord. [129-17](#); Ord. [229-17](#); Ord. [111-21](#); see Sec. 102 history note.)

Service, Financial. A Retail Sales and Service Use that provides banking services and products to the public, such as banks, savings and loans, and credit unions, when occupying more than 15 feet of linear frontage or 200 square feet of gross floor area. Any applicant for a financial service use shall provide the Planning Department with a true copy of the license issued to it by the State of California.

Service, Fringe Financial. A Retail Sales and Service Use that provides banking services and products to the public and is owned or operated by a "check casher" as defined in California Civil Code Section 1789.31, as amended from time to time, or by a "licensee" as defined in California Financial Code Section 23001(d), as amended from time to time. Any applicant for a fringe financial service use shall provide the Department with a true copy of the license issued to it by the State of California. A Nonprofit Fringe Financial Service shall mean a Fringe Financial Service that is exempted from payment of income tax under Section 23701(d) of the California Revenue and Taxation Code and Section 501(c)(3) of the Internal Revenue Code of the United States. Any such Nonprofit Fringe Financial Service shall provide the Planning Department with a true copy(ies) of its income tax documentation demonstrating its exemption from payment of income tax under State and Federal Law. A new Fringe Financial Service, with the exception of a Nonprofit Fringe Financial Service, shall not locate within one-quarter mile of an existing Fringe Financial Service.

Service, Health. A Retail Sales and Service Use that provides medical and allied health services to the individual by physicians, surgeons, dentists, podiatrists, psychologists, psychiatrists, acupuncturists, chiropractors, Sole Practitioner massage therapists as defined in Section 29.5 of the Health Code, or any other health-care professionals when licensed by a State-sanctioned Board overseeing the provision of medically oriented services. It includes, without limitation, a clinic, primarily providing outpatient care in medical, psychiatric, or other health services, and not part of a Hospital or medical center, as defined by this Section of the Code, and Sole Practitioner Massage Establishments as defined in Section 29.5 of the Health Code, but does not include other Massage Establishments, which are defined elsewhere in this Code. Health Service does not include Reproductive Health Clinic, which is defined separately in this Section 102.

(Amended by Ord. [73-15](#); Ord. [233-21](#); Ord. [37-22](#); [Proposition O](#), 11/5/2024; see Sec. 102 history note.)

Service, Limited Financial. A Retail Sales and Service Use that provides banking services, when not occupying more than 15 feet of linear frontage or 200 square feet of gross floor area. Automated teller machines, if installed within such a facility or on an exterior wall as a walk-up facility, are included in this category; however, these machines are not subject to the hours of operation, as defined in this Section of the Code and as set forth in the respective zoning district. Any applicant for a limited financial service use shall provide the Planning Department with a true copy of the license issued to it by the State of California.

Service, Motor Vehicle Tow. A Non-Retail Automotive Use that provides vehicle towing service, including accessory vehicle storage, when all tow trucks used and vehicles towed by the use are parked or stored on the premises.

Service, Non-Retail Professional. A Non-Retail Sales and Service Office Use that provides professional services primarily to other businesses including, but not limited to, accounting, legal, consulting, insurance, real estate brokerage, advertising agencies, public relations agencies, computer and data processing services, employment agencies, management consultants and other similar consultants, telephone message services, and travel services. This use may also provide services to the general public but is not required to. This use shall not include research services of an industrial or scientific nature in a commercial or medical laboratory, other than routine medical testing and analysis by a health-care professional or hospital.

(Amended by Ord. [63-20](#); Ord. [249-23](#); see Sec. 102 history note.)

Service, Parcel Delivery. A Non-Retail Automotive Use limited to facilities for the unloading, sorting, and reloading of local retail merchandise for deliveries, including but not limited to cannabis and cannabis products, where the operation is conducted entirely within a completely enclosed building, including garage facilities for local delivery trucks, but excluding repair shop facilities. Within PDR Districts, this use is not required to be operated within a completely enclosed building. Parcel Delivery Service for merchandise or products other than cannabis and cannabis products is not allowed as an accessory use to any other principal use.

(Amended by Ord. [229-17](#); Ord. [47-24](#); Ord. [54-24](#); Ord. [113-24](#); see Sec. 102 history note.)

Service, Personal. A Retail Sales and Services Use that provides grooming services to the individual, including salons, cosmetic services, tattoo parlors, and health spas, bathhouses, and steam rooms. Personal Service does not include Massage Establishment or Gym, which are defined separately in this Section 102.

(Amended by Ord. [285-18](#); Ord. [111-21](#); see Sec. 102 history note.)

Service, Retail Professional. A Retail Sales and Service Use that provides primarily to the general public, general business, or professional services including, but not limited to, management, clerical, accounting, legal, consulting, insurance, real estate brokerage, and travel services. It may provide services to the business community, provided that it also provides services to the general public. Otherwise, it shall be considered a Non-Retail Professional Service Use as defined in this Section 102.

This use does not include research service of an industrial or scientific nature in a commercial or medical laboratory, other than routine medical testing and analysis by a health-care professional or hospital.

(Amended by Ord. [285-18](#); Ord. [63-20](#); Ord. [249-23](#); see Sec. 102 history note.)

Shipyards. An Industrial Use that includes the building and repairing of ships.

Single Room Occupancy (SRO) Unit. A Residential Use characteristic, defined as a Dwelling Unit or Group Housing room consisting of no more than one occupied room with a maximum gross floor area of 350 square feet and meeting the Housing Code's minimum floor area standards. The unit may have a bathroom in addition to the occupied room. As a Dwelling Unit, it would have a cooking facility and bathroom. As a group housing room, it would share a kitchen with one or more other single room occupancy unit/s in the same building and may also share a bathroom. A single room occupancy building (or "SRO" building) is one that contains only SRO units and accessory living space.

Small Enterprise Workspace (S.E.W.). An S.E.W. is a use comprised of discrete workspace units of limited size that are independently accessed from building common areas. S.E.W.'s are subject to the controls listed in Section 202.2(g).

Social Service or Philanthropic Facility. An Institutional Community Use that provides programs and/or services of a charitable or public service nature, including but not limited to arts, education, financial or housing assistance, training, and advocacy. In addition to providing their services on site, such uses may also conduct their administrative activities on site as a Principal Use.

(Amended by [Proposition H](#), 11/3/2020; see Sec. 102 history note.)

SOMA. The area bounded by Market Street to the north, The Embarcadero to the east, King Street to the south, and South Van Ness and Division Streets to the west.

Specialty Grocery. See Grocery, Specialty.

Sports Stadium. A Retail Entertainment, Arts and Recreation Use that includes any open-air sports stadium or arena, if conducted on premises not less than 200 feet from any R District.

SRO. Single Room Occupancy.

(Added by Ord. [188-15](#); see Sec. 102 history note.)

Storage, Commercial. A Non-Retail Sales and Service Use defined as a facility that stores within an enclosed building: contractors' equipment, building materials, or goods or materials used by other businesses at other locations. This use shall not include the storage of waste, salvaged materials, automobiles, inflammable or highly combustible materials, and wholesale goods or commodities.

Storage, Self. A Retail Sales and Service Use defined as a facility that stores, within an enclosed building, household and personal

goods.

Storage, Volatile Materials. An Industrial Use defined as bulk storage of inflammable, highly combustible, or explosive materials.

Storage, Wholesale. A Non-Retail Sales and Service Use defined as a facility that stores, within an enclosed building, wholesale merchandise that is not accessory to a Wholesale Sales use. This use includes cold storage facilities, but not storage of inflammables or hazardous materials, which is covered under Hazardous Materials Storage.

Storage Yard. An Industrial Use involving the storage of building materials or lumber, stones or monuments, livestock feed, or contractors' equipment, if conducted within an area enclosed by a wall or concealing fence not less than six feet high. This use does not include Vehicle Storage or a Hazardous Waste Facility.

Story. That portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except that the topmost story shall be that portion of a building included between the upper surface of the topmost floor and the ceiling or roof above.

Any mezzanine, or intermediate level, shall be considered part of a story constituted by another floor provided it is an open and integral part of the story or room of which it is a portion. There shall be only one such mezzanine per story and it shall have a minimum glazed or unglazed opening of 50 percent on the interior side of the room or story and an area not exceeding one-third of the floor area of the story or room in which it is located. Any mezzanine not meeting these criteria shall be considered a separate story.

(a) **First Story.** The highest building story with a floor level that is not more than six feet above grade at the centerline of the frontage of the lot where grade is defined.

(1) **Grade.** For purposes of this definition, "grade" is the point of elevation of the finished surface of the ground, paving, or sidewalk at the property line located along primary frontage, i.e., any street frontage between two consecutive streets or alleys where the total street frontage is entirely within an NC District. If the lot has more than one property line or no property line located along primary frontage, the Zoning Administrator shall choose the property line facing a street or alley where the grade is defined. In such situations, the Zoning Administrator shall favor streets that serve as major transportation routes, major or secondary thoroughfares, and streets along which other commercial districts are located. When the property line is five feet or more from the building frontage, grade shall be taken at the surface of the ground, paving, or sidewalk along the building frontage.

(2) Provisions in Section 260 of this Code shall apply in defining the point of measurement at grade, where the building steps laterally in relation to the street used to define grade.

(b) **Second Story.** The story above the first story.

(c) **Third Story and Above.** The story or stories above the second story and below the ceiling of the topmost story of a building.

(d) **Basement.** Space located below the first story of a building when such space is of sufficient floor to ceiling height for legal occupancy.

Street. A right-of-way, 30 feet or more in width, permanently dedicated to common and general use by the public, including any avenue, drive, boulevard, or similar way, but not including any freeway or highway without a general right of access for abutting properties.

Structural Alterations. Any change in the supporting members of a Building, such as bearing walls, columns, beams, or girders.

Structure. Anything constructed or erected that requires fixed location on the ground or attachment to something having fixed location on the ground.

Student Housing. A Residential Use characteristic defined as a living space for students of accredited Post-Secondary Educational Institutions that may take the form of Dwelling Units, Group Housing, or SRO Units and is owned, operated, or otherwise controlled by an accredited Post-Secondary Educational Institution. Unless expressly provided for elsewhere in this Code, the use of Student Housing is permitted where the form of housing is permitted in the underlying Zoning District in which it is located. Student Housing may consist of all or part of a building, and Student Housing owned, operated, or controlled by more than one Post-Secondary Educational Institution may be located in one building.

(Amended by Ord. [63-20](#); see Sec. 102 history note.)

T

Temporary Cannabis Sales. A Temporary Use that sells or otherwise provides cannabis and cannabis-related products for adult use, and that may also include the sale or provision of cannabis for medicinal use. A Temporary Cannabis Sales Use may only be operated by the holder of a valid Medical Cannabis Dispensary Permit from the Department of Public Health. Any authorization for a Temporary Cannabis Sales Use shall expire on January 1, 2019, pursuant to Section 205.2.

(Added by Ord. [229-17](#); see Sec. 102 history note.)

Tobacco Paraphernalia Establishment. A Retail Sales and Service Use where more than 10% of the square footage of Occupied Floor Area, as defined in Section 102, or more than 10 linear feet of display area projected to the floor, whichever is less, is dedicated to the sale, distribution, delivery, furnishing, or marketing of Tobacco Paraphernalia from one person to another. For purposes of Sections 249.5, 719, 723, and 744 of this Code, however, Tobacco Paraphernalia Establishments shall mean retail uses where any Tobacco Paraphernalia is sold, distributed, delivered, furnished, or marketed from one person to another. "Tobacco Paraphernalia" means paraphernalia, devices, or instruments that are designed or manufactured for the smoking, ingesting, inhaling, or otherwise introducing into the body of tobacco, products prepared from tobacco, or controlled substances as defined in California Health and Safety Code Sections 11054, *et seq.* "Tobacco Paraphernalia" does not include lighters, matches, cigarette holders, any device used to store or

preserve tobacco, tobacco, cigarettes, cigarette papers, cigars, or any other preparation of tobacco that is permitted by existing law. Cannabis Retail Uses as defined in Section 102, Temporary Cannabis Retail Uses as defined in Section 205.2, and Medical Cannabis Dispensary Uses as defined in Section 102 are not Tobacco Paraphernalia Establishments.

(Amended by Ord. [202-18](#); Ord. [142-23](#); Ord. [70-24](#); see Sec. 102 history note.)

Trade Office. A Non-Retail Sales and Service Use that includes business offices of building, plumbing, electrical, painting, roofing, furnace, or pest control contractors, if no storage of equipment or items for wholesale use are located on site. It may also include incidental accessory storage of office supplies and samples if the storage of equipment and supplies does not occupy more than one-third of the total Gross Floor Area of the use. Such Trade Offices shall operate in a manner to reduce noise, vibration, and emissions impacts beyond the premises of the use. No processing of building materials, such as mixing of concrete or heating of asphalt shall be conducted on the premises. Parking, loading, and unloading of all vehicles used by the contractor shall be located entirely within the building containing the use.

(Amended by Ord. [70-23](#); see Sec. 102 history note.)

Trade School. An Institutional Education Use, public or private, where industrial arts is the primary course of study. Such use is not required to submit an institutional master plan pursuant to Section 304.5 of this Code.

Trade Shop. A Retail Sales and Service Use that provides custom-crafted goods and/or services for sale directly to the consumer, reserving some storefront space for display and retail service, subject to the conditions in Section 202.2. A trade shop includes, but is not limited to:

- (a) Repair of personal apparel, accessories, household goods, appliances, furniture, and similar items, but excluding repair of motor vehicles and structures;
- (b) Upholstery services;
- (c) Carpentry;
- (d) Printing of a minor processing nature, including multi-copy and blueprinting services and printing of pamphlets, brochures, resumes, and small reports, but excluding printing of books, magazines, or newspapers;
- (e) Tailoring; and
- (f) Other artisan craft uses, including fine arts uses. Arts Activities and Light Manufacturing shall be considered distinct from Trade Shops.

(Amended by Ord. [285-18](#); Ord. [111-21](#); see Sec. 102 history note.)

Treasurer. The Treasurer for the City and County of San Francisco.

Truck Terminal. An Industrial Use where trucks meet and transfer goods to each other for shipment to other places.

U

Urban Agriculture. See Agriculture, Urban.

Use. The purpose for which land or a structure, or both, are legally designed, constructed, arranged, or intended, or for which they are legally occupied or maintained, let, or leased.

Use Characteristic. A feature of a Use, related to its physical layout, location, design, access, or other characteristics. Use Characteristics may be regulated independently of a Use itself. Residential Use Characteristics include Single Room Occupancy, Intermediate Length Occupancy, and Student Housing. Commercial Use Characteristics include Drive-up Facility, Formula Retail, Hours of Operation, Maritime Use, Open Air Sales, Outdoor Activity, and Walk-Up Facility.

(Added by Ord. [129-17](#); amended by Ord. [78-20](#); see Sec. 102 history note.)

Use Size (Non-Residential). See Non-Residential Use Size.

Utility and Infrastructure. A Use Category that includes Community Recycling Center, Internet Service Exchange, Power Plant, Public Transportation Facility, Public Utilities Yard, Wireless Telecommunications Services (WTS) Facility, and Utility Installation.

(Amended by Ord. [166-16](#); Ord. [202-18](#); see Sec. 102 history note.)

Utility Installation. A Utility and Infrastructure Use that includes, but is not necessarily limited to, water, gas, electric, transportation, or communications utilities, or public service facility, provided that operating requirements necessitate placement at this location. This use does not include Wireless Telecommunications Services Facilities, or Public Transportation Facilities, as defined in this Section of the Code.

(Amended by Ord. [166-16](#); see Sec. 102 history note.)

V

Variance. An authorization to deviate from the strict application of certain Planning Code requirements pursuant to Section 305 of this Code.

(Added by Ord. [129-17](#); see Sec. 102 history note.)

Vehicle Storage Garage. A Retail Automotive Use that provides for the storage of buses, recreational vehicles, mobile homes, trailers, or boats and/or storage for more than 72 hours of other vehicles in an enclosed structure. It shall not include rooftop storage. A Vehicle

Storage Garage shall comply with the street frontage requirements of the district in which it is located.

Vehicle Storage Lot. A Retail Automotive Use that provides for the storage of buses, recreational vehicles, mobile homes, trailers, or boats and/or storage for more than 72 hours of other vehicles on an open lot. It shall not include rooftop storage. Vehicle Storage Lots shall comply with the Screening and Greening requirements of Section 142.

Vehicular Use Area. An area of a lot not located within any enclosed or partially enclosed structure and that is devoted to a use by or for motor vehicles including parking (accessory or non-accessory); and Automotive Uses that are not enclosed by a structure including, but not limited to, storage of automobiles, trucks or other vehicles; gasoline stations; car washes; motor vehicle repair shops; loading areas; and service areas. Vehicular use areas shall be subject to landscaping and screening requirements of Section 142(b).

W

Waiver Agreement. An agreement acceptable in form and substance to the City Attorney and the Planning Department under which the City agrees to waive all or a portion of the Community Improvements Impact Fee.

Walk-Up Facility. A Use Characteristic defined as a structure designed for provision of pedestrian-oriented services when located on an exterior building wall, including window service, self-service operations, and automated bank teller machines (ATMs). Such facilities shall provide waste receptacles, and be kept free of litter.

(Amended by Ord. [70-23](#); see Sec. 102 history note.)

Wholesale Sales. A Non-Retail Sales and Service Use that exclusively provides goods or commodities for resale or business use, including accessory storage. This use includes cannabis distribution (any use requiring License Type 11—Distributor, as defined in California Business and Professions Code, Division 10). It shall not include a nonaccessory storage warehouse.

(Amended by Ord. [229-17](#); see Sec. 102 history note.)

Width of a Street or Alley. Unless specified elsewhere in this Code, the width of a street or alley shall be the distance measured along a line that is perpendicular to the centerline of that street or alley and extends from the mid-point of the front property line of a given parcel to a front property line on the opposite side of that street or alley.

Wireless Telecommunications Services (WTS) Facility. A Utility and Infrastructure Use defined as a facility that sends and/or receives wireless radio frequency (RF) signals, AM/FM, microwave, or electromagnetic waves, for the purpose of providing voice, data, images or other information; including but not limited to digital (previously "cellular") mobile phone service, personal communication service and paging services. WTS Facilities may be located either inside or outside of an enclosed building.

Such facilities include, but are not limited to, directional (panel), omni-directional and parabolic antennas, related electronic equipment, power sources, screening elements, supporting equipment, towers and structures. The term does not include facilities exempt under the Federal Communications Commission's Over The Air Receiving Device rules. A WTS Facility is also referred to as a "Personal Wireless Services Facility," as defined in the Federal Communications Act.

A WTS Facility is subject to the Wireless Telecommunications Services Facility Siting Guidelines ("Guidelines") adopted by the Planning Commission, including but not limited to any design criteria included in those Guidelines.

(Amended by Ord. [166-16](#); see Sec. 102 history note.)

Wireless Telecommunications Services (WTS) Facility, Macro. A Macro WTS Facility is generally characterized by significant spatial effects and more than two antennas. A WTS Facility is considered a Macro WTS Facility unless determined by the Zoning Administrator to be a Micro WTS Facility.

(Added by Ord. [166-16](#); see Sec. 102 history note.)

Wireless Telecommunications Services (WTS) Facility, Micro. The Zoning Administrator shall determine whether a proposed WTS Facility is a Micro WTS Facility. A Micro WTS Facility is generally characterized by

- (a) limited spatial effects;
- (b) a small number of antennas (typically up to two);
- (c) an absence of substantial cumulative effects on neighborhood character or aesthetics, when considered in conjunction with other WTS Facilities at the same project site; and
- (d) a location that is not "disfavored" as specified in the Guidelines.

(Added by Ord. [166-16](#); see Sec. 102 history note.)

Wireless Telecommunications Services Facility, Temporary. A Wireless Telecommunications Services Facility located on a parcel of land and consisting of a vehicle-mounted facility, a building-mounted antenna, or a similar facility, and associated equipment, that is used to provide temporary coverage for a large-scale event or an emergency, or to provide temporary replacement coverage due to the removal of a permitted, permanent WTS facility necessitated by the demolition or major alteration of a nearby property.

(Added by Ord. [166-16](#); see Sec. 102 history note.)

X, Y, Z

None.

(Amended by Ord. 443-78, App. 10/6/78; Ord. 69-87, App. 3/13/87; Ord. 131-87, App. 4/24/87; Ord. 32-91, App. 1/25/91; Ord. 63-91, App. 2/27/91; Ord. [14-15](#), File No. 141210, App. 2/13/2015, Eff. 3/15/2015; Ord. [22-15](#), File No. 141253, App. 2/20/2015, Eff. 3/22/2015; Ord. [52-15](#), File No. 141266, App. 4/30/2015, Eff. 5/30/2015; Ord. [73-](#)

[15](#), File No. 141303, App. 5/28/2015, Eff. 6/27/2015; Ord. [161-15](#), File No. 150804, App. 9/18/2015, Eff. 10/18/2015; Ord. [162-15](#), File No. 150805, App. 9/18/2015, Eff. 10/18/2015; Ord. [188-15](#), File No. 150871, App. 11/4/2015, Eff. 12/4/2015; Ord. [162-16](#), File No. 160657, App. 8/4/2016, Eff. 9/3/2016; Ord. [166-16](#), File No. 160477, App. 8/11/2016, Eff. 9/10/2016; Ord. [217-16](#), File No. 160424, App. 11/10/2016, Eff. 12/10/2016; Ord. [34-17](#), File No. 160925, App. 2/17/2017, Eff. 3/19/2017; Ord. [95-17](#), File No. 170125, App. 5/12/2017, Eff. 6/11/2017; Ord. [99-17](#), File No. 170206, App. 5/19/2017, Eff. 6/18/2017; Ord. [129-17](#), File No. 170203, App. 6/30/2017, Eff. 7/30/2017; Ord. [229-17](#), File No. 171041, App. 12/6/2017, Eff. 1/5/2018; Ord. [13-18](#), File No. 171096, App. 2/9/2018, Eff. 3/12/2018; Ord. [195-18](#), File No. 180268, App. 8/10/2018, Eff. 9/10/2018; Ord. [202-18](#), File No. 180557, App. 8/10/2018, Eff. 9/10/2018; Ord. [285-18](#), File No. 180806, App. 12/7/2018, Eff. 1/7/2019; Ord. [296-18](#), File No. 180184, App. 12/12/2018, Eff. 1/12/2019; Ord. [7-19](#), File No. 180917, App. 1/25/2019, Eff. 2/25/2019; Ord. [15-19](#), File No. 181046, App. 2/8/2019, Eff. 3/11/2019; Ord. [116-19](#), File No. 181156, App. 6/28/2019, Eff. 7/29/2019; Ord. [182-19](#), File No. 190248, App. 8/9/2019, Eff. 9/9/2019; Ord. [205-19](#), File No. 181211, App. 9/11/2019, Eff. 10/12/2019; Ord. [206-19](#), File No. 190048, App. 9/13/2019, Eff. 10/14/2019; Ord. [208-19](#), File No. 190594, App. 9/20/2019, Eff. 10/21/2019; Ord. [63-20](#), File No. 200077, App. 4/24/2020, Eff. 5/25/2020; Ord. [78-20](#), File No. 191075, App. 5/22/2020, Eff. 6/22/2020; [Proposition H](#), 11/3/2020, Eff. 12/18/2020; Ord. [111-21](#), File No. 210285, App. 8/4/2021, Eff. 9/4/2021; Ord. [209-21](#), File No. 210808, App. 11/19/2021, Eff. 12/20/2021; Ord. [217-21](#), File No. 210807, App. 12/10/2021, Eff. 1/10/2022; Ord. [233-21](#), File No. 210381, App. 12/22/2021, Eff. 1/22/2022; Ord. [37-22](#), File No. 211263, App. 3/14/2022, Eff. 4/14/2022; Ord. [50-22](#), File No. 211299, App. 3/31/2022, Eff. 5/1/2022; Ord. [75-22](#), File No. 220264, App. 5/13/2022, Eff. 6/13/2022; Ord. [190-22](#), File No. 220036, App. 9/16/2022, Eff. 10/17/2022; Ord. [264-22](#), File No. 220811, App. 12/22/2022, Eff. 1/22/2023; Ord. [53-23](#), File No. 210585, App. 4/21/2023, Eff. 5/22/2023; Ord. [70-23](#), File No. 220340, App. 5/3/2023, Eff. 6/3/2023; Ord. [122-23](#), File No. 230371, App. 7/5/2023, Eff. 8/5/2023; Ord. [142-23](#), File No. 230410, App. 7/26/2023, Eff. 8/26/2023; Ord. [159-23](#), File No. 230732, App. 7/28/2023, Eff. 8/28/2023; Ord. [248-23](#), File No. 230446, App. 12/14/2023, Eff. 1/14/2024; Ord. [249-23](#), File No. 230701, App. 12/14/2023, Eff. 1/14/2024; Ord. [2-24](#), File No. 230704, App. 1/19/2024, Eff. 2/19/2024; Ord. [47-24](#), File No. 231223, App. 3/15/2024, Eff. 4/15/2024; Ord. [54-24](#), File No. 240169, App. 3/22/2024, Eff. 4/22/2024, Retro. 3/30/2024; Ord. [62-24](#), File No. 230310, App. 3/28/2024, Eff. 4/28/2024; Ord. [70-24](#), File No. 231225, App. 4/5/2024, Eff. 5/6/2024; Ord. [113-24](#), File No. 240193, App. 6/13/2024, Eff. 7/14/2024, Retro. 3/30/2024; Ord. [297-24](#), File No. 241055, App. 12/19/2024, Eff. 1/19/2025; [Proposition O](#), 11/5/2024, Eff. 12/20/2024)

AMENDMENT HISTORY

Section amended in its entirety; Ord. [22-15](#), Eff. 3/22/2015 (for the legislative history of prior definition provisions, see the Editor's Note below). See individual definitions for subsequent amendment history notes.

CODIFICATION NOTES

1. So in [Proposition H](#), 11/3/2020.
2. So in Ord. [75-22](#).
3. So in Ord. [50-22](#).

Editor's Note:

As part of its substantial amendments to this Code, Ord. [22-15](#) consolidated the Art. 1 definitions into a single section, Sec. 102 above. Previously, Art. 1 definitions had been codified under separate section numbers. For the purpose of retaining the legislative history of the now superseded Art. 1 definition provisions, the terms formerly defined in this Article are set out below, along with their history notes as they existed immediately prior to the effectiveness of Ord. [22-15](#).

SEC. 102.1. ALLEY.

(Amended by Ord. 443-78, App. 10/6/78)

SEC. 102.2. ARTS ACTIVITIES AND SPACES.

(Added by Ord. 412-88, App. 9/10/88; Ord. 36-08, File No. 080157, App. 3/17/2008)

SEC. 102.3. BUILDING.

(Amended by Ord. 443-78, App. 10/6/78; Ord. 412-88, App. 9/10/88)

SEC. 102.4. COURT.

(Amended by Ord. 443-78, App. 10/6/78; Ord. 412-88, App. 9/10/88)

SEC. 102.5. DISTRICT.

(Amended by Ord. 443-78, App. 10/6/78; Ord. 69-87, App. 3/13/87; Ord. 131-87, App. 4/24/87; Ord. 412-88, App. 9/10/88; Ord. 115-90, App. 4/6/90; Ord. 217-05, File No. 050865, App. 8/19/2005; Ord. 72-08, File No. 071157, App. 4/3/2008; Ord. 298-08, File No. 081153, App. 12/19/2008; Ord. 61-09, File No. 090181, App. 4/17/2009; Ord. [90-11](#), File No. 110301, App. 6/9/2011, Eff. 7/9/2011; Ord. [98-11](#), File No. 110229, App. 6/15/2011, Eff. 7/15/2011; Ord. [196-11](#), File No. 110786, App. 10/4/2011, Eff. 11/3/2011; Ord. [176-12](#), File No. 120472, App. 8/7/2012, Eff. 9/6/2012; Ord. [182-12](#), File No. 120665, App. 8/8/2012, Eff. 9/7/2012; Ord. [56-13](#), File No. 130062, App. 3/28/2013, Eff. 4/27/2013)

SEC. 102.6. DWELLING.

(Amended Ord. 443-78, App. 10/6/78; Ord. 412-88, App. 9/10/88)

SEC. 102.6.1. DWELLING SPECIFICALLY DESIGNED FOR AND OCCUPIED BY SENIOR CITIZENS.

(Added by Ord. 130-10, File No. 090906, App. 6/24/2010; amended by Ord. [62-13](#), File No. 121162, App. 4/10/2013, Eff. 5/10/2013)

SEC. 102.7. DWELLING UNIT.

(Amended Ord. 443-78, App. 10/6/78; Ord. 412-88, App. 9/10/88; Ord. [218-14](#), File No. 140381, App. 10/27/2014, Eff. 11/26/2014, Oper. 2/1/2015)

SEC. 102.8. FAMILY.

(Amended Ord. 443-78, App. 10/6/78; Ord. 412-88, App. 9/10/88)

SEC. 102.9. FLOOR AREA, GROSS.

(Amended Ord. 414-85, App. 9/17/85; Ord. 537-88, App. 12/16/88; Ord. 412-88, App. 9/10/88; Ord. 115-90, App. 4/6/90; Ord. 275-03, File No. 021577, App. 12/10/2003; Ord. 129-06, File No. 060372, App. 6/22/2006; Ord. 298-08, File No. 081153, App. 12/19/2008; Ord. [173-12](#), File No. 120471, App. 8/2/2012, Eff. 9/1/2012; Ord. [182-12](#), File No. 120665, App. 8/8/2012, Eff. 9/7/2012; Ord. [232-14](#), File No. 120881, App. 11/26/2014, Eff. 12/26/2014)

SEC. 102.10. FLOOR AREA, OCCUPIED.

(Amended Ord. 443-78, App. 10/6/78; Ord. 412-88, App. 9/10/88)

SEC. 102.11. FLOOR AREA RATIO.

(Amended by Ord. 443-78, App. 10/6/78; Ord. 412-88, App. 9/10/88; Ord. [182-12](#), File No. 120665, App. 8/8/2012, Eff. 9/7/2012)

SEC. 102.12. HEIGHT (OF A BUILDING OR STRUCTURE).

(Amended by Ord. 443-78, App. 10/6/78; Ord. 412-88, App. 9/10/88)

SEC. 102.13. LIVE/WORK UNIT.

(Added by Ord. 412-88, App. 9/10/88; amended by Ord. 56-02, File No. 012127, App. 4/29/2002; Ord. [218-14](#), File No. 140381, App. 10/27/2014, Eff. 11/26/2014, Oper. 2/1/2015)

SEC. 102.14. LOT.

(Amended by Ord. 443-78, App. 10/6/78; Ord. 412-88, App. 9/10/88; Ord. 15-98, App. 1/16/98)

SEC. 102.15. LOT, CORNER.

(Amended by Ord. 443-78, App. 10/6/78; Ord. 412-88, App. 9/10/88)

SEC. 102.16. LOT, INTERIOR.

(Amended by Ord. 443-78, App. 10/6/78; Ord. 412-88, App. 9/10/88)

SEC. 102.17. NIGHTTIME ENTERTAINMENT USES.

(Added by Ord. 115-90, App. 4/6/90; amended by Ord. [172-11](#), File No. 110506, App. 9/12/2011, Eff. 10/12/2011)

SEC. 102.18. ONE OWNERSHIP.

(Amended by Ord. 443-78, App. 10/6/78; Ord. 412-88, App. 9/10/88; Ord. 115-90, App. 4/6/90)

SEC. 102.19. OPEN SPACE, REQUIRED.

(Amended by Ord. 443-78, App. 10/6/78; Ord. 412-88, App. 9/10/88; Ord. 115-90, App. 4/6/90)

SEC. 102.20. OPEN USE.

(Amended by Ord. 443-78, App. 10/6/78; Ord. 412-88, App. 9/10/88; Ord. 115-90, App. 4/6/90)

SEC. 102.21. PLAN DIMENSIONS.

(Amended by Ord. 443-78, App. 10/6/78; Ord. 412-88, App. 9/10/88; Ord. 115-90, App. 4/6/90)

SEC. 102.22. PRINCIPAL FACADES.

(Amended by Ord. 414-85, App. 9/17/85; Ord. 412-88, App. 9/10/88; Ord. 115-90, App. 4/6/90)

SEC. 102.23. STORY.

(Amended by Ord. 414-85, App. 9/17/85; Ord. 412-88, App. 9/10/88; Ord. 115-90, App. 4/6/90)

SEC. 102.24. STORY, GROUND.

(Amended by Ord. 414-85, App. 9/17/85; Ord. 412-88, App. 9/10/88; Ord. 115-90, App. 4/6/90)

SEC. 102.25. STREET.

(Amended by Ord. 414-85, App. 9/17/85; Ord. 412-88, App. 9/10/88; Ord. 115-90, App. 4/6/90)

SEC. 102.26. STRUCTURE.

(Amended by Ord. 414-85, App. 9/17/85; Ord. 412-88, App. 9/10/88; Ord. 115-90, App. 4/6/90)

SEC. 102.27. STRUCTURAL ALTERATIONS.

(Amended by Ord. 414-85, App. 9/17/85; Ord. 412-88, App. 9/10/88; Ord. 115-90, App. 4/6/90)

SEC. 102.28. USE.

(Added Ord. 414-85, App. 9/17/85; amended by Ord. 412-88, App. 9/10/88; Ord. 115-90, App. 4/6/90)

SEC. 102.29. BEDROOM.

(Added by Ord. 298-08, File No. 081153, App. 12/19/2008)

SEC. 102.30. WIDTH, STREET OR ALLEY.

(Added by Ord. 298-08, File No. 081153, App. 12/19/2008)

SEC. 102.31. VEHICULAR USE AREAS.

(Added by Ord. 84-10, File No. 091453, App. 4/22/2010)

SEC. 102.32. ORNAMENTAL FENCING.

(Added by Ord. 84-10, File No. 091453, App. 4/22/2010)

SEC. 102.33. PERMEABLE SURFACES.

(Added by Ord. 84-10, File No. 091453, App. 4/22/2010)

SEC. 102.34. MOBILE FOOD FACILITY.

(Added by Ord. 297-10, File No. 101351, App. 12/3/2010)

SEC. 102.35. URBAN AGRICULTURE.

(Added by Ord. [66-11](#), File No. 101537, App. 4/20/2011, Eff. 5/20/2011)

SEC. 102.36. STUDENT HOUSING.

(Added by Ord. [188-12](#), File No. 111374, App. 9/11/2012, Eff. 10/11/2012)

SEC. 102.37. COTTAGE FOOD OPERATION.

(Added by Ord. [288-13](#), File No. 130998, App. 12/26/2013, Eff. 1/25/2014)

EXHIBIT 3

Introduction to the San Francisco General Plan

Land Acknowledgement:

The City and County of San Francisco acknowledges that we are on the unceded ancestral homeland of the Ramaytush Ohlone, who are the original inhabitants of the San Francisco Peninsula. As the indigenous stewards of this land and in accordance with their traditions, the Ramaytush Ohlone have never ceded, lost, nor forgotten their responsibilities as the caretakers of this place, as well as for all peoples who reside in their traditional territory. As guests, we recognize that we benefit from living and working on their traditional homeland. We wish to pay our respects by acknowledging the Ancestors, Elders, and Relatives of the Ramaytush Ohlone community and by affirming their sovereign rights as First Peoples.

Introduction

San Francisco is a place of singular beauty, combining an exquisite natural setting with a unique human-made urban landscape. Human settlement of San Francisco originated with the Ramaytush Ohlone people, who maintained three semi-sedentary villages on the peninsula. The Spanish colonists built on or near those lands when they established the Presidio and the Mission, resulting in the eventual displacement, subjugation, and cultural erasure of these communities. Since then, the City has grown with a density that is unusual on the West Coast. Where other cities flatten their hills or wind streets around them, here the rush to develop created a defiant street grid that accentuates the inclines and introduces dramatic vistas across the bay and deep into the cosmopolitan center. San Francisco's lively and varied pattern of neighborhoods, commercial centers, and parks has nurtured a remarkable diversity of communities. It has been not only a hub for the Bay Area but a global center of economic energy, technological innovation, and influential political, social, and cultural movements.

Amid this beloved setting lies the inherent, often hidden fragility, including vulnerability to natural disasters and to the mounting consequences of anthropogenic climate change. The city has also been shaped by a history of injustices including segregation, urban renewal, and the inequitable distribution of environmental benefits and burdens. The City's human scale is justly celebrated for its charm and livability – but the City continues to struggle with housing affordability.

Purpose

The San Francisco General Plan is the embodiment of the City's vision for the future, serving to guide evolution and growth over time. It provides a comprehensive set of goals, objectives and policies that influence how people live, work, and move about, as well as the quality and spirit of the City. Periodic updates via a public adoption process ensure that this document remains freshly relevant. The General Plan governs actions by all arms of San Francisco's government. It is implemented by the city's direction of public resources and guidance of private development.

State law and San Francisco's Charter require a comprehensive, long-term general plan for the physical development of the city. The San Francisco General Plan ensures that there is adequate infrastructure to support residential, commercial, recreational and institutional land uses and facilities, and that neighborhoods are walkable and connected by a robust transportation system geared toward public transit, walking, and biking. Economic growth should position San Francisco for a resilient future sustainably linked to and coordinated with regional development.

The General Plan attempts to navigate complex imperatives between preserving cherished qualities and assets, tackling needed changes, and preparing for both known and unpredictable challenges and crises. In 2020, as the COVID-19 pandemic and the killing of George Floyd highlighted inequalities, the Planning Commission passed [Resolution Number 20738](#) to center the Planning Department's work program and resource allocation on racial and social equity. This mandate has been incorporated into the General Plan. In doing so, the City and County of San Francisco acknowledges and apologizes for the history of inequitable planning policies and actions that have resulted in racial disparities. San Francisco must take reparative actions and build accountability in collaboration with American Indian communities, Black communities, communities of color, and other historically marginalized and disenfranchised communities.

Process and Vision

The General Plan's goals, objectives and policies have been developed with extensive community engagement. These robust conversations and public hearings are designed to distill a shared vision for the City's future.

In this shared vision, San Francisco strives to be...

...a just city, committed to racial and social equity, starting with recognizing and seeking to rectify past injustices.

...an inclusive city, where all can find a home and community as well a nurturing environment for creativity and self-expression.

...a safe, livable and environmentally sustainable city, where all are able to live healthy lives and access thriving natural systems, restorative parks, and a high-quality built environment. The climate crisis requires urgent local, regional, and global action.

...an economically vital city, where all are able to prosper. Economic vitality is possible only where stable, meaningful livelihoods are protected, entrepreneurial dynamism is fostered within an ecosystem that can withstand geopolitical turbulence and financial volatility, and everyone can access ladders to opportunity.

...a city that recognizes that achieving justice, inclusivity, safety, livability, environmental sustainability and economic vitality requires accountable government, regional cooperation, transparent processes, and incorporation of diverse communities into all aspects of decision making.

Structure

The General Plan consists of a series of Elements and Area Plans.

Each Element addresses a topic and generally applies citywide, while Area Plans relate these topics comprehensively to specific parts of the city in a greater level of detail. Several of the Elements correspond to topics that state law requires the General Plan to address, including [Air Quality](#), [Community Facilities](#), [Environmental Protection](#), [Housing](#), [Recreation and Open Space](#), [Safety and Resilience](#), and [Transportation](#). San Francisco has also chosen to address additional topics through Elements including [Arts](#), [Commerce and Industry](#), and [Urban Design](#). Policies related to land use are located throughout the General Plan and are cross-referenced in a [Land Use Index](#).

Environmental Justice policies required by the State have been integrated throughout the General Plan. The [Environmental Justice Framework](#), hereby incorporated into the General Plan by reference, sets out key policy priorities and strategies which will be integrated into elements, area plans, and supporting documents to improve public health and other outcomes in Environmental Justice Communities, which are primarily communities of color and lower-income communities that face higher pollution levels and other health risks.

Area Plans of the San Francisco General Plan include:

- [Balboa Park Station](#)
- [Bayview Hunters Point](#)
- [Candlestick Point Subarea](#)
- [Central SoMa \(South of Market\)](#)
- [Central Waterfront](#)
- [Chinatown](#)
- [Civic Center](#)
- [Downtown](#)
- [East SoMa \(South of Market\)](#)
- [Executive Park Subarea](#)
- [Glen Park](#)
- [Hunters Point Shipyard](#)
- [Market and Octavia](#)
- [Mission](#)
- [Northeastern Waterfront](#)
- [Rincon Hill](#)
- [Showplace Square/Potrero](#)
- [Transit Center District Subarea](#)
- [Treasure Island/Yerba Buena Island](#)
- [Van Ness Avenue](#)
- [Western Shoreline](#)
- [Western SoMa \(South of Market\)](#)

Amended by the Board of Supervisors [Ordinance No. 0084-23](#) on 05/09/2023.
Amended by Resolution No.14149 adopted on 06/27/1996.



EXHIBIT 4

Recreation and Open Space Element

INTRODUCTION

With its dramatic physical setting comprised of hilltops and mountains, surrounded by the bay and ocean, with nature woven through the landscape, San Francisco has an intrinsic connection with its environment. The opportunity the City provides to move outside and connect with nature has drawn countless thousands here over time, and that draw continues today.

As our City grows, we must not lose sight of these very qualities. If San Francisco is to continue to offer its residents, visitors, and workers a vibrant, civic, livable environment connected with the wonders of the natural world, we need a framework that ensures a world-class open space system. The goal of the City's Recreation and Open Space Element is to continue the City's legacy of fine parks and recreational opportunities, and guide the City's future decisions so they improve that open space system for the benefit of everyone.

Why Is Recreation and Open Space Important?

Recreation and open space are critical components of any community's quality of life; for San Franciscans they are defining elements of the City itself. The City's open space system provides places for recreation, activity and engagement, for peace and enjoyment, and for freedom and relief from the built world. It serves the social and environmental health of the City, providing a sustainable environment. Among its benefits:

- **Open space and recreation activities improve resident's physical and mental health.** Open spaces and recreational facilities offer a wide range of health related benefits. They provide an opportunity for residents and visitors to exercise, give residents access to sunshine, nature and fresh air, and even encourage people to walk or bike from place to place. They can have a significant impact on people's stress levels and overall mental health, particularly in urban areas like San Francisco, and can be proven to be actual preventative measures that impact positively on health care and health care costs. Physical recreation reduces obesity and risk of cardiovascular disease, diabetes and other health ailments. Public open spaces, whether playgrounds, picnic fields or even just engaging streets, can help build community by giving neighbors a realm in which to get to know each other, and giving children a safe place to play.
- **Open space promotes environmental sustainability.** Natural habitat provides sanctuary for wildlife species ranging from mammals, birds and insects to plants; trees and other types of vegetation provided in open space networks can reduce air pollution; and wetlands can filter contaminants. The trails and streets of an open space network can also aid in reducing greenhouse gases, by providing alternative transportation routes and promoting bicycling and walking.
- **Open space and recreation activities can help to address environmental justice across a community.** Public recreation provides accessible and low cost opportunities to all San Franciscans, regardless of income level. High rates of childhood obesity and illness often correspond to fewer acres of usable open space. Provision of open space in areas with high concentrations of density, poverty, youth or seniors can redress equity issues. A clear example is how local food production increases access to fresh local produce and provides an opportunity for communities to connect with nature.
- **Open space provides tangible economic benefit.** Numerous studies have quantified the dollars that parks and tree plantings bring back to a city, by making the area more attractive for investment, by attracting and expanding local businesses, by increasing tourism and by enhancing property values. The Trust for Public Lands' study, *The Economic Benefits of Parks & Open Space*, cited testimony that our own Golden Gate Park has been shown to increase the value of nearby property to the tune of \$5-\$10 million additional dollars annually.

How Are We Doing in Providing Recreation and Open Space?

By any measure, San Francisco is performing well against its urban counterparts. San Francisco has well over 3,400 acres of recreation and open space owned and managed by the Recreation and Park Department (RPD). It also contains over 250 acres of open space owned and managed by the State of California, and another 1600 acres of federally-owned open space. These publicly-owned open spaces make up almost 20% of the City's total land area. The quantity of usable open space increases even more when one includes the other spaces owned by city agencies, college campuses, schoolyards open during non-school hours, urban plazas or other publicly accessible outdoor spaces throughout the City, by another 560 acres. This puts San Francisco among the top five cities in the country in terms of parkland per resident. All of these open spaces are shown in *Map 1: Existing Open Space*.



MAP 1 - Existing Open Space

The 2004 Recreation Assessment was the culmination of a nine-month planning effort and process to evaluate the recreation needs of residents and to ensure the future direction of recreation within the SFRPD. The assessment pieced together critical issues, challenges and opportunities. It was the first such report developed solely for recreation in SFRPD’s history. The Recreation Assessment identified where the SFRPD should focus its energies and resources as it applies to the Recreation Division, continuing the legacy of high quality recreation facilities and program services for the citizens of San Francisco. SFRPD should regularly assess its recreation component as required in the Charter. See *Map 2* for a map of existing Recreation Facilities.



MAP 2 - Existing Recreation Facilities

San Francisco values its recreation and open spaces. In 1974, San Francisco voters passed Proposition J, which directs a percentage of property taxes towards the City’s Open Space Fund, to acquire new parks and open space. We spend more than any other urban area per resident on our parks, according to a 2008 report by the Trust for Public Lands, at an average of almost \$200 per resident. But more revenue is needed as land costs increase and as we move to meet the challenges of providing space and recreation opportunities for a growing population.

How Do We Define Recreation and Open Space?

Recreation and open space are critical components of any city, and by necessity have to come in different forms and experiences. Open space provides the ‘breathing room’ in a dense urban environment and promotes opportunities to engage in outdoor activities, access nature, enjoy scenic views, and experience our City’s many ecosystems. Recreation includes activities that happen within open space both at outdoor or indoor facilities, the key elements being that the activity is beneficial by way of being fun, stimulating, refreshing, or relaxing in some form, either physical, mental, or the combination of the two. Active recreation involves physical activity while passive recreation usually involves sitting or lying down. Active recreation refers to a mix of uses in a neighborhood park that includes the following facilities types: athletic fields, buildings or structures for recreational activities, concessions, community gardens, courses or sport courts, children’s play areas, dog play areas, or bike paths. A passive recreation area refers to a mix of uses in a park, undeveloped land or minimally improved lands which can include the following: landscaped areas, natural areas, ornamental gardens, non-landscaped greenspaces, stairways, decorative fountains, picnic areas, and water bodies without recreational staffing.

San Francisco’s definition of recreation and open space system includes a variety of types of spaces, including traditional spaces and facilities for recreation such as:

- **Recreation Centers:** The City operates 25 multi-use recreation centers, providing playground and sports opportunities, as well as programming for youth, adults and seniors.
- **Playgrounds:** Children’s playgrounds including play structures for toddler and older children.
- **Playing fields:** Including baseball courts, soccer fields, basketball and tennis courts, as well as children’s and toddlers’ playgrounds.
- **Unprogrammed or Unstructured Open areas:** Grassy, landscaped, or even paved open areas provide opportunities for unstructured time away from the dense urban environment.
- **Trails and Natural Areas:** Including 1,100 acres of natural lands, protecting the plant and animal habitats of these unique landscapes for residents and visitors to enjoy, trail systems, and other planted green areas.
- **Cultural Arts and Recreation Centers:** The Recreation and Parks Department offers a variety of classes, community event spaces, and cultural activities such as: art camps, dance and theater classes, programs on music and poetry for all ages.
- **Sports and Athletics:** The City’s robust system of sports programs and facilities includes several citywide sports facilities, such as Kezar Complex in Golden Gate Park and Crocker Amazon Park Playground Sports Facility.

The recreation and open space system also includes spaces that supplement traditional parks in the City such as:

Community Gardens: Opportunities for residents to grow produce and flowers in their neighborhoods.

- **Living Streets, and alleys, plazas or parklets:** These are components of the public right-of-way that have been improved to provide a gathering space and enhance the pedestrian experience.

- **Privately-owned Public Open Spaces (POPOS):** Spaces owned by private development that are accessible to the public. POPOS come in a variety of forms including plazas, rooftop terraces, Greenhouse, and sun terraces, and include landscaping and public seating for the enjoyment of the public usually in dense neighborhoods.
- **Piers and wharves:** These are waterfront open spaces that provide shoreline access along the Bay edge. The Port provides public access along the perimeter of many of its piers as well as on individual public Piers such as Pier 7 and 14 as well as others.

Lastly, the system also includes spaces unique to San Francisco, such as such as Coit Tower, Union Square, Stern Grove, Palace of Fine Arts, and lesser known amenities like Camp Mather that offers outdoor camping experiences.

Guiding Principles for Open Space and Recreation

San Francisco provides a significant amount of open space already for its residents, particularly given its small land area, its hilly topography, and its density, all of which challenge open space development. But we can do better, particularly in the better utilization, maintenance and design of our open spaces. The policies of the General Plan are intended to improve these aspects of our recreation and open space system. A holistic recreation and open space system encompasses the full range of spaces within our definition of open space, as well as the necessary experiences that are integral to San Francisco’s unique identity. The Recreation and Open Space Element follows these guiding principles to ensure such holistic system:

- 1. INTEGRATED & MULTIFUNCTIONAL.** A major theme developed from the outreach process was the concept of “making the most of what we have”: utilizing and improving the expansive recreation and open space system the City already provides. An integrated and multi-functional open space network would respond to a variety of needs for recreation and open space, better utilizing the existing resources. Such needs range from refreshing from daily pressures of life to exercising and active sports, from appreciating the beauty of nature to maintaining natural habitats and wildlife, and from enjoying play time for kids and adults to housing civic and cultural events.
- 2. SENSE OF PLACE.** San Francisco is a regional epicenter for ecological, economic, and cultural diversity. Open spaces should aim to build on our City’s intrinsic qualities, both natural and cultural, and to reflect the values we place on cultural diversity and biodiversity. Furthermore, they should create a network that inspires a deep connection to place.
- 3. EQUITY & ACCESSIBILITY.** Open space and recreational programs should be equitably distributed. They should provide access for all residents, workers and visitors, and work towards a democratic network that includes all neighborhoods.
- 4. CONNECTIVITY.** San Francisco’s network of open spaces should be wholly connected. The open space system should facilitate non-motorized movement, link diverse neighborhoods, be easy to navigate and understand and, where feasible, enhance habitat through connectivity.
- 5. HEALTH & SAFETY.** Open space should increase the City’s capacity to be a safe and healthy place to live. Its design should promote social interaction, wellness, and a healthy lifestyle by providing opportunities for physical, cultural and social activities, and a connection to nature.
- 6. ECOLOGICAL FUNCTION & INTEGRITY.** With environmental sustainability as a driving theme, the quantity and quality of natural systems in the City should be preserved and expanded, by promoting aquatic and terrestrial biodiversity, by designing for watershed health, and by implementing environmental, ecological and conservation-minded strategies.
- 7. SUSTAINING STEWARDSHIP.** San Francisco’s community members should be actively engaged as participants in its future. Policies should work towards shared, continued stewardship that increases the tangible link between community members and their open space network. Partnerships between public agencies, private business, and community based non-profits, and individual members of the community to foster pride, purpose and community should continue to be developed.

Related Plans and Agency Programs

The Recreation and Open Space Element, along with its related components that make up the City’s overall Open Space Framework, aims to provide the elements needed to strive towards San Francisco’s goal of a comprehensive open space network: a broad vision, a policy context, and a tangible task list for moving forward. The City also maintains several policy documents, plans and programs that provide direction about specific open space and recreational components, or to certain parts of the City. These include:

Street Park Program

Street Parks is a partnership between San Francisco Parks Alliance and the San Francisco Department of Public Works (DPW) to support the development and maintenance of community-managed open spaces on DPW owned properties, such as streets, stairways, sidewalks, median strips, traffic circles, and vacant lots. Improvements can range from sidewalk landscaping to median plantings to creation of mini-parks in unpaved street right-of-ways and in traffic circles. The program provides technical support on how to accomplish such projects, organizing seminars to assist in building a budget, and can provide matching funds.

Better Streets/Public Realm Planning

The City’s Better Streets Plan, adopted in 2010, states that the City’s rights-of-way should be “attractive, safe and useable public open space corridors with generous landscaping, lighting and greenery”, providers of habitat for urban wildlife, and that they should invite multiple uses, including recreation. The Better Streets Plan provides a set of standards, guidelines, and implementation strategies to govern how the City designs, builds, and maintains its pedestrian environment. A number of public realm planning efforts implementing the principles of the Better Streets Plan are underway.

Community and Area Plans

A number of neighborhood-based planning efforts have been completed or are underway throughout the City. Each neighborhood plan seeks to increase the livability of several of San Francisco’s urban neighborhoods by tapping the benefits of growth as a way to build more balanced neighborhoods. Most include capital improvement plans that draw from and build upon the policies of this Element to address a range of neighborhood needs including recreation, open space, and an improved public realm.

Waterfront Plan

The Port of San Francisco’s Waterfront Plan (originally referred to as the Waterfront Land Use Plan) was initially adopted by the Port Commission in 1997, with an updated version adopted in 2023, defining acceptable uses, policies and land use information applicable to all properties under the Commission’s jurisdiction. The Waterfront Plan defines locations for new public-private partnership projects coordinated with major public open space, park and recreation areas, maritime, and historic preservation improvements along the waterfront.

Office of Community Investment and Infrastructure, (Former Redevelopment Agency), Open Space Planning

The Office of Community Investment and Infrastructure, which is the successor agency to the Redevelopment Agency, created a significant amount of open space in its project areas, with more in the planning stages. New parks have been developed at Golden Gateway, in the Western Addition, Yerba Buena Center, Bayview Hunter’s Point, Rincon Point - South Beach, Mission Bay, and Transbay. These spaces are currently being managed by the Office of Community Investment and Infrastructure and a number of different city agencies.

Golden Gate National Recreation Area (GGNRA) Planning Efforts

The GGNRA encompasses a number of open space and parklands throughout Marin, San Mateo and San Francisco, including Alcatraz Island, Crissy Field, the Presidio and the majority of the City’s public beaches. A major planning process was completed by the SPUR for Ocean Beach to examine ways to manage coastal processes that drive erosion, ensure the future of critical infrastructure, protect natural resources, and activate and enhance the beach to best serve the local and regional populations.

Significant Natural Resource Area Management Plan

The San Francisco Recreation and Parks Department (SFRPD) has developed a Significant Natural Resource Areas Management Plan (SNRAMP) to address the restoration and management of the remaining elements of San Francisco’s original ecosystem. The SNRAMP is implemented by the Natural Areas Program, a division in the Recreation and Park Department, and its goal is to restore and enhance remnant natural areas of the City, while also developing and supporting community-based stewardship of these areas. The program also includes a number of volunteer opportunities to engage students, businesses, groups, and individuals in the stewardship of San Francisco’s natural lands.

Association of Bay Area Governments Bay Trail Plan and Bay Area Water Trail Plan

The Bay Trail Plan, adopted in 1989, includes a nine-county , 400 mile regional hiking and bicycling trail around the perimeter of San Francisco and San Pablo Bays. The Plan was prepared by the Association of Bay Area Governments pursuant to Senate Bill 100, which mandated that the Bay Trail:

- Provide connections to existing park and recreation facilities,
- Create links to existing and proposed transportation facilities; and,
- Avoid adverse effects on environmentally sensitive areas.

The San Francisco Bay Area Water Plan, adopted in 2005, was developed to create a network of launch and landing sites, or “trail heads”. Such network would allow people in human-powered boats and beachable sail craft to enjoy the historic, scenic and environmental richness of San Francisco Bay through continuous, multiple-day and single-day trips on the Bay. The trail will promote safe and responsible use of the Bay, while protecting and increasing appreciation of its environmental resources through education and coordinated, and strategic access to the Bay.

San Francisco Blue Greenway Planning and Design Guidelines

The Blue Greenway Planning and Design Guidelines (draft released in 2011) catalog the open space network along San Francisco’s Southeastern Waterfront, identify future open space opportunities; designate roadway designs for streets that link the open spaces, and prioritize improvements between neighborhood connections to the waterfront system of open spaces. In addition, it establishes design guidelines for signage and site furnishings along the entire length, identifies funding for Port projects and outlines a process for continued interagency coordination.

The Climate Action Plan (CAP)

The 2021 San Francisco Climate Action Plan sets forth a set of actionable and measurable strategies that not only charts a pathway to achieve net-zero greenhouse gas (GHG) emissions, but also works toward addressing racial and social equity, public health, economic recovery, resilience, and the provision of safe and affordable housing to all. Integral to these strategies is improving San Francisco’s parks, natural open spaces, and rights-of-way. The Plan includes several strategies addressing Healthy Ecosystems, including: restore and enhance parks, natural lands, and open spaces; maximize trees throughout the public realm; and increase greening and integration of local biodiversity into the built environment. The CAP provides specific targets and milestone, calls for ongoing monitoring to ensure critical measurement of progress, and allows for adjustments based on changing conditions.

San Francisco Recreation and Parks Department Project Standards and Design Guidelines

The Project Standards and Design Guidelines were created to ensure a well maintained and actively used park system that supports the long-term health of people, plants, and animals. Recognizing that management practices have impacts beyond park boundaries, SFRPD developed the Standards and Guidelines to adapt to and preserve local systems through sustainable design of open spaces and facilities, and maintenance procedures. These practices include the use of proven sustainable materials and technologies.

OBJECTIVES AND POLICIES

OBJECTIVE 1

ENSURE A WELL-MAINTAINED, HIGHLY UTILIZED, AND INTEGRATED OPEN SPACE SYSTEM

The City’s goal is to make the very most of the open space assets that San Francisco’s robust system already provides. Well-maintained, highly utilized, and integrated open spaces are hallmarks of a unified and connected open space system with diverse programming, numerous amenities, and regular maintenance. Offering a diverse range of active and passive recreational opportunities in the City’s current recreation and open spaces would help better utilize existing resources and encourage access for diverse users and activities.

POLICY 1.1

Encourage the dynamic and flexible use of existing open spaces and promote a variety of recreation and open space uses, where appropriate.

San Francisco has a variety of high-quality open spaces, where diverse types of users can engage in a myriad of activities—children can play, seniors can linger on benches and socialize, people can exercise and enjoy nature, and families can gather for a picnic. San Francisco’s open spaces vary in their form and function: from smaller local green streets, pocket parks, plazas, and community gardens; to neighborhood parks, playgrounds, sports fields, and recreation centers; to large regional-serving parks such as Golden Gate Park and special destinations such as Camp Mather. To ensure vibrant parks and open spaces the City should deploy a diverse range of opportunities, including the following options:

- Provide recreational opportunities, both active and passive, that respond to user demographics and emerging recreational needs.
- Include innovative community-driven uses such as food production, education, and improved streetscaping.
- Design open spaces that include both active programming and passive uses in tranquil spaces.
- Provide programming for healthy and active lifestyles.
- Add user amenities such as concessions that cater to and attract visitors.
- Expand opportunities for temporary uses such as festivals, art, performances, and farmers markets.
- Allow active engagement with natural areas through public access trails, wildlife observation, birding, and educational displays and programs.
- Increase cultural programming and activities based on neighborhood need and interest.
- Provide spaces and structures that

Some of the City’s open spaces and recreational facilities are underutilized and need additional programming and activation to address community interests and needs. These underutilized spaces offer a tremendous opportunity because the space is already owned and operated by the City. Such locations would in most cases require minimal renovation to take full advantage of the space. These open spaces and recreational facilities should be redesigned or re-programmed to better serve the needs of the surrounding neighborhood,

while ensuring a flexible design to adapt to changing neighborhood needs over time. Some types of public spaces that have traditionally been overlooked can offer additional opportunities for innovative and community-driven strategies for activation – wide sidewalks and traffic medians can be considered for community gardens, and parking lots and other spaces can support temporary festivals and farmers markets. There also are events large and small, such as fairs, concerts, and sporting events, that occur annually or on a recurring basis in parks and open spaces throughout the City. These events are often well-attended and enjoyed by many residents and visitors. In some cases the draw of these events provides the first exposure for many people to the City’s diverse parks and open spaces. The City should continue to evaluate how these events impact the open space itself and on the surrounding neighborhoods.

POLICY 1.2

Prioritize renovation in highly-utilized open spaces and recreational facilities and in high needs areas.

Many of the City’s open space and recreational facilities support a high intensity of uses. These spaces clearly provide a welcome respite for residents and visitors, but they are often so heavily utilized that more frequent maintenance is necessary to keep up with their heavy usage. The City should perform user studies and collect usage data to assess which of the existing recreation and open spaces are the most highly used so that those spaces may be targeted for renovation and improvement. Renovation of resources also should be prioritized in “high needs areas,” defined as areas with high population densities, high concentrations of seniors and youth, and lower income populations, that are located outside of existing park service areas(See *Map 7: High Needs Areas: Priority Renovation & Acquisition Areas* and Policy 2.1).

POLICY 1.3

Preserve existing open space by restricting its conversion to other uses and limiting encroachment from other uses, assuring no loss of quantity or quality of open space.

The shortage of vacant sites and the intensity of development in San Francisco produce pressures on the City’s public open spaces, sometimes putting spaces at risk of conversion to uses not serving the public purpose of respite and recreation. These same factors generate considerable public demand for access to open spaces. It is essential that the City protect its public open spaces from conversion to other uses, which threatens the overall integrity of the open space network.

Outdoor space in parks and playgrounds should not be diminished except in very unique cases. Yet, despite general agreement on the need to preserve public open space, developments may indeed be proposed on public land designated as open space. It is anticipated that the most persuasive arguments in favor of development will be based on the “public value” of the proposed development. The public value will differ among proposals, and a determination of this projected value as compared the potential open space benefit will be difficult and must be subject to rigorous public scrutiny. In order to assist in this determination when proposals for new development occur, the following provisions should be applied:

1. Proposals for Non-recreational Uses on Recreation and Park Department Land:

Decisions related to non-recreational uses on RPD land shall conform to the San Francisco Charter Section 4.113. The Charter requires a vote of the electors for park property to be sold or leased for non-recreational purposes or to build any structure for non-recreational purposes on park property. The Charter also notes that the Recreation and Parks Commission, with the approval of the Board of Supervisors, may use subsurface space for parking or other uses that would not be detrimental to the original park purpose.

2. Proposals for Permanent New or Expanded Recreational and Cultural Buildings, and Supporting Facilities on Recreation and Park Department Land:

A properly balanced recreation system combines both indoor and outdoor spaces and programs. Indoor recreational facilities are as important as outdoor space in a well-integrated park system. New indoor recreation facilities may be necessary to respond to local community needs, changing demographics of many San Francisco neighborhoods, and shifting maintenance requirements. Additionally, amenities that serve users of recreational facilities and open spaces – such as bicycle rental stands, cafes, and kiosks – can help provide services that enable and attract more people to visit and use underutilized open spaces and spend more time there. Culture is also an important aspect of community recreation; cultural facilities such as libraries or community spaces can support and enhance the existing park system. Proposals for such facilities or uses should be carefully evaluated to ensure the proposed location is optimal and appropriate. Decision-making bodies should consider the following criteria in making their determinations on such proposals:

- Facility directly serves and improves the existing open space by supporting better utilization of space while continuing to provide public access and respond to the needs of the local community.
- Facility is limited in size. The size will vary by open space, but the size shall be limited to the smallest footprint appropriate and feasible for the proposed use, taking into account the intensity of use, expected participants and spectators, as well as other relevant factors.
- Facility incurs limited impacts on the existing open space (because of a preponderance of nearby outdoor open space or other factor), or the projected public benefits outweigh the impacts.
- A clear rationale exists for siting the facility, articulating the advantages of the proposed site compared to reasonable alternatives.

A loss of open space resulting from approval of the proposed facility generally should be offset with replacement open space of equal or higher quality. This new open space can be provided through a variety of ways, such as the removal of existing non-utilized structures, the acquisition of new space, or rearrangement of existing recreational and open space uses to better integrate these uses and the proposed facility. Maintenance facilities, restrooms, and other park-supporting facilities owned and operated by the Recreation and Park Department that are necessary for the maintenance of parks are exempt from these requirements.

3. New and Expanded Facilities in Non-RPD Open Spaces:

Many of the City’s current and potential open space sites are under the jurisdiction of public agencies other than the Recreation and Park Department (“RPD”) - including the Port of San Francisco (the Port), the SFPUC, the Office of Community Investment & Infrastructure, and the Department of Public Works. These spaces include parkland, shoreline access, reservoirs, grounds of public institutions, streets, alleys, and undeveloped street rights-of-way, and are shown in *Map 3: Existing and Proposed Open Space*. In some cases, these non-RPD-owned sites are intended for public uses other than recreation and the site’s role as open space is secondary to the primary use. Yet their role as open space is important, as they supplement playgrounds and parks and are a major visual asset.

New facilities related to that primary use, or expansions of various types of supporting facilities may be requested. These proposed facilities may be necessary to perform the public function of the particular land-owning agency. Decision-making bodies should analyze all of the following criteria in making their determinations on such proposals:

- Facility is necessary to provide the public service or operations of the agency holding the site in question.
- A clear rationale exists for siting the facility, articulating the advantages of the proposed site compared to reasonable alternatives.
- Facility incurs limited impacts on the existing open space (because of a preponderance of nearby outdoor open space or other factor), or the projected benefits outweigh the impacts.

Upon approval, the city may request the sponsoring agency to meet certain design criteria and performance standards that ensure conformity with the General Plan.

 **MAP 3 - Existing and Proposed Open Space**

Removing non-recreational uses

In keeping with the overall policy goal of limiting encroachments, the City should also pursue eliminating non-recreational uses in its public open spaces. In the past, parks and playgrounds have been used as sites for public facilities such as fire and police stations, sewer plants and schools. Undoubtedly, the public need for them was great at the time of their construction and many are still essential. But as non-recreational facilities such as these require maintenance, the City is faced with the decision to renovate them or to relocate them altogether.

Where it is possible to provide services elsewhere, the City should demolish the facility so as to return the site to open space use. If the facility can be successfully converted to recreational use, then reuse could be an alternative to demolition. The City should not, however, permit the reuse of such facilities for other non-recreational purposes. The same policy should apply to the reuse of obsolete recreational facilities.

Temporary Structures

Temporary structures are often needed for different events, and in the case of natural disasters, our parks serve as temporary evacuation space. Therefore, all temporary structures (i.e. all structures that do not have in-ground footing attached to the structure) in compliance with the City’s permit process are exempt from the above requirements. Use of such structures beyond their original intent, however, would be subject to the criteria explained earlier in this policy.

POLICY 1.4
Maintain and repair recreational facilities and open spaces to modern maintenance standards.

Maintaining open spaces and recreational facilities at a high level of quality will help ensure that they are well-utilized and enjoyed. In order to maintain this goal, the City should continue to employ well-trained staff, such as gardeners, arborists, electricians, plumbers and other tradespeople to maintain our open space system and recreational facilities.

However, maintaining the City’s existing recreation and open space system in a good condition continues to be a challenge due to intensive use, facility age, and a high number of sites. The City has diminishing resources devoted to general maintenance and upkeep. The city, especially for private and supplemental spaces, should continue to explore creative partnerships to meet maintenance goals of parks and open spaces, including those within the jurisdiction of other agencies, such as the Port or National Park Service. Where feasible and in keeping with the City’s goal of providing well-maintained spaces the City should continue to seek alternative maintenance

methods, such as working with non-profit stewards, or developing alternative maintenance agreements. Similarly, where open space is maintained by entities other than the City, such as the National Park Service, the City should advocate for ongoing maintenance of such facilities, particularly when such facilities fall into disrepair and become unusable.

The Recreation and Parks Department owns a significant portion of the City's open space system. With over 220 parks and 3000 acres of parkland, RPD requires significant resources to keep the system in good to excellent condition. However, even as RPD continues to seek additional funding sources to address these needs, maintenance continues to be a problem due to rising costs and limitations on staffing and equipment.

RPD now evaluates parks on a quarterly basis and in addition the City Controller's Office provides an annual report on the state of the City's parks. Further, RPD uses a facility lifecycle management database to prioritize the RPD's deferred maintenance needs. The reports have helped direct RPD management and City resources to address maintenance needs. The City should continue to analyze maintenance needs by using these reports and other sources as data from users throughout the recreation and open space system to ensure the maintenance standards are met and funding is adequate.

POLICY 1.5

Prioritize the better utilization of McLaren Park, Ocean Beach, the Southeastern Waterfront and other underutilized significant open spaces.

Some of the City's large signature spaces offer a special opportunity to provide multifunctional open spaces that serve a diverse set of users. In particular:

McLaren Park

McLaren Park is a citywide resource due to its large size, varied landscape, and the specialized activities and programs located within the park. At the same time, it is located in an area of the City with one of the highest concentration of children, youth, seniors, and low-income households. McLaren Park should offer uses which satisfy the recreation needs of adjacent neighborhoods as well as meeting the needs of the city. The McLaren Park Master Plan was originally written in 1983, updated in 1996, and most recently updated with recommendations in the 2010 McLaren Park Needs Assessment and published the McLaren Park Vision Plan in 2018. The City should ensure that the objectives and priorities of the Master Plan provide effective guidance for the needs of the park today.

Development of the park should capitalize on the site's natural conditions, including topography, existing native vegetation, and views, in compliance with RPD guidelines. New plantings should be added to provide habitats and windbreaks, to define sub-areas of the park, and to provide colorful and attractive visual accents. Plant species should be hardy, wind- and fire-resistant, and provide for and enhance wildlife habitats.

In an effort to increase park use, the City should continue promoting events that attract visitors to the Park. For example, Jerry Garcia Day, an annual festival held in honor of the local musician, draws thousands of visitors to the park. Revenues generated from such events could fund maintenance of and improvements to recreation facilities and open space.

The City should consider a number of improvements to McLaren Park. Existing traffic conditions should be examined to reduce conflicts between vehicles and park users. The City should investigate the feasibility of improving the existing right of way in the park to allow for safe pedestrian, vehicular and bike access where appropriate and converting those areas to recreational use. The existing trail system should be retained and improved by completing missing linkages. Any new development should build on the existing infrastructure including roads and parking areas, the irrigation system and drainage structures, and lighting and electrical installations. Infrastructure that is damaged should be replaced within the existing network, channel or path. New recreation areas should serve active, as well as passive, non-organized recreation needs, that respond to a wide spectrum of park users.

Ocean Beach

Ocean Beach offers a vast, unbroken expanse of natural open space that is one of the longest urban beaches in the country. The area historically served the growing San Francisco population with the Sutro Baths, the Cliff House, the Fleishhaker Pool, and an amusement park, but now suffers from erosion and a lack of amenities. At the same time, Ocean Beach is annually visited by as many as three million people for activities such as walking, picnicking, sunbathing, jogging, dog walking, surfing, fishing, and simply enjoying the natural beauty.

Ocean Beach faces significant obstacles to fulfilling its potential as a great public space at the city's edge. First, critical components of the wastewater infrastructure are located near the beach, with some elements that are threatened by erosion. Coastal management to protect infrastructure, ecological resources, and public access is a complex challenge. The erosion is likely to worsen as climate-related sea level rise accelerates. In addition, Ocean Beach is administered by a host of Federal, State, and Local agencies, including the National Park Service¹, the SF Recreation and Park Department, the San Francisco Public Utilities Commission, and the State Coastal Commission.

A non-binding Master Plan for Ocean Beach has been developed by a project team led by San Francisco Planning and Urban Research (SPUR) and incorporating input from an interagency Steering Committee, Planning Advisory Committee (PAC), Technical Advisors and the general public. The plan addresses the complex challenges faced at the coastline, including severe erosion, jurisdictional issues, a

diverse array of beach users and points of view, and the looming challenge of climate-induced sea level rise. It presents recommendations for the coastline and how it should be managed and protected for the stretch from the Cliff House to Fort Funston, spanning roadway changes, bike and pedestrian connectivity, technical interventions, and ecological restoration.

To help address the issues described above, the SFPUC, in partnership with other agencies, is implementing the Ocean Beach Climate Change Adaptation Project for the southernmost portion of the beach and surroundings. The Adaptation Project builds upon several previous efforts including the Coastal Protection Measures and Management Strategy for South Ocean Beach (2015) and the Ocean Beach Open Space Landscape Design (2017). Project elements include, but are not limited to, managed retreat, structural protection, access and recreation improvements, and beach nourishment.

1. Most of the beach is GGNRA property.

Southeastern Waterfront/The Blue Greenway

The Blue Greenway is a project to improve and expand the public open space network along the City's central and southern waterfront from China Basin Channel to the San Francisco County Line. Collectively, the Blue Greenway is intended to provide opportunities for much-needed open space that is easily accessible for exercise and recreation, including bicycle and pedestrian access, recreational uses in the water, (e.g. kayaking), access to historical resources, and enjoyment of art as well as waterfront public access from nearby neighborhoods. The plan realizes objectives set forth in the Association of Bay Area Government's (ABAG) Bay Trail Plan and the Bay Area Water Trail Plan. High priority should be given to the project's completion as it will provide a much-needed open space system that is easily accessible for exercise, recreation and enjoyment of art and open space in the City's southern and central corridor. (See *Map 8: Blue Greenway* and Policy 2.4)

POLICY 1.6

Support the continued improvement of Golden Gate Park while preserving the beauty of its landscape.

Golden Gate Park is San Francisco's largest and one of its most important parks, with over 1,000 acres of open space and an estimated number of users topping 13 million annually. The park offers immeasurable opportunities to meet the needs of neighborhood, citywide and regional residents, and visitors from national and international destinations. The landscape design and natural legacy of Golden Gate Park are some of the many features that draw people to this park, and they would benefit from additional investment in restoration efforts. Many recently renovated and new facilities in the park, including the Conservatory of Flowers, the DeYoung museum, and the new California Academy of Sciences, have made the park increasingly popular. After ten years of community input, the City completed a 1998 Master Plan, a comprehensive plan that laid out landscaping, circulation, recreation facilities, buildings and monuments, utilities and infrastructure, maintenance, as well as funding for this signature open space. This Master Plan provides guidelines for continued improvements.

1. **Assess the Master Plan:** Many of the proposals in the Plan have been completed, while some remain unfinished. Golden Gate Park is one of the City's most important resources and a detailed assessment of the Master Plan should be completed to determine if the goals for the Master Plan have been implemented. In the long-term, the City should work with the community to determine if this Master Plan should be updated.
2. **Improve pedestrian access to Golden Gate Park:** Current pedestrian access around and to Golden Gate Park is highly limited, with sidewalks entirely lacking along one side of Lincoln Avenue, and limited formal pedestrian access points into the park. The City should consider a long-term goal of improving pedestrian access into the park and along its edges and discouraging entering the park on improvised trail entrances, which harms the flora in the Park. In response to the Master Plan's recommendation for a comprehensive signage system, signage standards were developed and many new signs have been added to the Park.
3. **Discourage automobile traffic:** The increasing popularity of the Park has also brought an increase in users. The City should continue to pursue alternative transportation to and within the park and examine both incentives for alternative transportation and disincentives for automobile traffic. The City should study potential options for improving the pedestrian experience, including considering roadway improvements and redesign (such as the cross-park tunnel that is incorporated in the Doyle Drive project at the Presidio) to improve safety and enhance views.

POLICY 1.7

Support public art as an essential component of open space design.

Art plays a critical role in both activating spaces and indicating to passersby that the space is public. The public requirement for art, originally passed in 1969, established the importance of monumental art integrated within public projects. This ordinance, currently titled the Art for Enrichment program, requires two percent of the construction cost of civic projects, including buildings, transportation projects, and new parks to be spent on public art for civic projects.² In 1985, the Downtown Plan required certain private projects to spend one percent of the project's worth on the provision of public art. This requirement was expanded to other areas the city in a new Ordinance in 2012.³ In order to promote art in public and open spaces, the City should continue to evaluate the possibility of expanding

this requirement to other areas in the City. These projects vary greatly in their style and substance, from murals to monuments, but they have in common the ability for the public to access them. When parks or open spaces are renovated or new spaces are built, public art should be placed where it's both visible and appropriate given the parkland or open space.

2. For additional detail, See San Francisco Administrative Code, Section 3.19.

3. For additional detail, See San Francisco Planning Code, Section 4.29.

POLICY 1.8

Support urban agriculture and local food security through development of policies and programs that encourage food production throughout San Francisco.

The benefits of urban agriculture include increased access to healthy fresh food, a closer connection between residents and their food system, and opportunities for community-building and beautification. The growing movement to increase urban agriculture should be supported on both public land and on private spaces where possible. Currently, a huge and unmet demand for more community garden space exists in the City. Urban gardens should be permitted and promoted in public open spaces. To promote this goal, the Mayor's 2009 Executive Directive on Healthy and Sustainable Food encourages food production within the City and requires departments to identify public land for food production. City practices should support the work of organizations promoting urban agriculture, and explore ways to increase their access in new housing developments, existing publicly managed housing developments, and other public lands. The City should continue to make it a priority to find additional public spaces to meet this need. The City's Administrative Code also calls for comprehensive programs, policies, and strategies to generally enhance and increase urban agriculture uses. The City should also incentivize creation of community agriculture on private sites, such as private yards and building rooftops. Activities that allow distribution of locally grown food, such as farmers markets, Community-Supported Agriculture (CSA) distribution sites, or even direct sales of local and large-scale urban agriculture, should be considered a valuable part of activating underutilized public and private open spaces.

POLICY 1.9

Preserve sunlight in public open spaces.

Solar access to public open space should be protected. In San Francisco, presence of the sun's warming rays is essential to enjoying open space. Climatic factors, including ambient temperature, humidity, and wind, generally combine to create a comfortable climate only when direct sunlight is present. Therefore, the shadows created by new development nearby can critically diminish the utility and comfort of the open space.

Shadows are particularly a problem in downtown districts and in neighborhoods immediately adjacent to the downtown core, where there is a limited amount of open space, where there is pressure for new development, and where zoning controls allow tall buildings. But the problem potentially exists wherever tall buildings near open space are permitted.

Properties under the jurisdiction of the Recreation and Park Department or designated for acquisition are protected by a voter-approved Planning Code amendment. It restricts the construction of any structure exceeding forty feet in height that would cast a shadow that is adverse to the use of the park from between one hour after sunrise to one hour before sunset, unless it is determined that the impact on the use of the space would be insignificant. In determining whether a new shadow cast by a development is adverse to the use of a particular property, the City considers several quantitative and qualitative criteria, including the size of the park property, the amount of existing shadow, and the timing, size, location, and duration of the new shadow and the public good served by the building.

The City should support more specific protections elsewhere to maintain sunlight in these spaces during the hours of their most intensive use while balancing this with the need for new development to accommodate a growing population in the City.

POLICY 1.10

Ensure that open space is safe and secure for the City's entire population.

Safety and security in the City's open spaces is essential to allow San Franciscans to enjoy their community open spaces. Improving the design of an open space through design treatments can reduce the fear of crime and the actual level of crime. Design treatments can include:

- Providing clear sightlines, where appropriate.
- Designing the street/open space interface to encourage permeability and access.
- Ensuring adequate and appropriate lighting.
- Better utilizing parks and open space to increase park visitors and encourage "eyes on the park."

POLICY 1.11

Encourage private recreational facilities on private land that provide a community benefit, particularly to low and moderate-income residents.

Outdoor space is not the only medium for physical activity. San Franciscans use indoor recreation spaces for activities like swimming, tennis, basketball, ping-pong, yoga, and general fitness and group classes. Private recreational sources, such as clubs and gyms, offer residents spaces to participate in such activities. In permitting new development, San Francisco should continue to encourage space for physical activity, including private recreational facilities in building projects to supplement those provided by the City.

Some private and non-profit recreational facilities act in a quasi-public manner. These may provide free or low-cost community access, supplementing existing City programs in underserved communities for active education, sports and recreational activities. Examples include the YMCA, Boys and Girls Clubs, and other community-based organizations. These types of facilities should be supported when they serve San Francisco residents, and, if removed, the loss of recreational space they provide should be considered.

For-profit recreational facilities can offer similar educational and recreational benefits, provided the participant can pay. Examples include country and tennis clubs, yoga studios, and private gyms. These facilities should receive support, based on the level at which they can demonstrate they are meeting underserved low and moderate income need. Such facilities should be encouraged to offer neighborhood discount or “community class” rates to improve access for community members that are not able to afford full rates. The City should also look for opportunities to partner with such private organizations, to provide benefits to the public at a lower cost.

POLICY 1.12
Preserve historic and culturally significant landscapes, sites, structures, buildings and objects.

Historic resources are an important element of our park system. The value of these resources should be preserved and celebrated because they provide an important link to the significant events, people, places or design that they represent.

POLICY 1.13
Preserve and protect character-defining features of historic resources in City parks, when it is necessary to make alterations to accommodate new needs or uses.


The City should identify, evaluate, and preserve historic and cultural resources in City parks. Prior to any project that involves the alteration or replacement of any of these resources, the City should conduct a comprehensive survey and analysis to identify resources and associated character-defining features within the vicinity of the proposed project. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize the resource should generally be avoided. The replacement of historic and cultural resources and features should be avoided if possible.

OBJECTIVE 2

INCREASE RECREATION AND OPEN SPACE TO MEET THE LONG-TERM NEEDS OF THE CITY AND BAY REGION

In an urban area, the most critical factor in the provision of open space is its distribution. All types of open space activity - from sports fields to playgrounds - should be accessible to and within walking distance of every resident of the City. Walking distance, however, ranges depending on the type of activity and the resident. A half mile is commonly accepted as a distance that can be comfortably walked in 10 minutes, and as a distance most people are willing to walk to access community uses.⁴ For most recreational activities, including active ones such as hiking, biking and sports activities; or for passive ones, like picnicking, this walking distance is acceptable. However, for activities that involve small children, such as a playground, one-quarter mile (a five minute walk) is more appropriate. Using these walking distances, and taking into account topography and other barriers, the City’s open space is generally well distributed, as illustrated in *Map 4: Walkability*.

4. Regional Plan Association (1997) Building Transit-Friendly Communities A Design and Development Strategy

 **MAP 4 - Walkability**

However, some parts of the City are still deficient in certain types of open space. The eastern side of the City has a lack of large open spaces. While certain areas are planned and zoned for Production, Distribution, and repair (PDR) uses and for maritime industries, other areas were recently rezoned to support additional residential development. The future population increase in these areas and throughout the City (See *Map 6: Areas of Potential Additional Population Growth, 2040*) will exacerbate current open space deficiencies.

Many parts of the City also lack playground space. Sports fields are well-distributed; however, capacity is limited and the demand for their use is often greater than what can be provided in neighborhood spaces.

Even in neighborhoods that have open spaces within walking distance, higher density and lower income populations may mean demand in these areas exceeds the capacity of local open spaces. As these communities continue to grow, open space improvements and acquisition are needed to maintain access to this limited resource. This objective, and the policies that follow, are aimed at addressing these deficiencies through new or improved open space provision.

POLICY 2.1

Prioritize acquisition of open space in high needs areas.


Throughout the country, safe, green open spaces are in short supply in dense communities, where low-income and minority populations tend to be concentrated, as well as large numbers of children and seniors. In the more densely populated, older areas of San Francisco, people often have less mobility and fewer financial resources to seek recreation outside of their neighborhood. People in less dense parts of the City may enjoy use of private yards and patios, while residents in denser neighborhoods may not have that option. Finally, studies have found that the need for a park as a restorative “oasis” is most critical in dense urban areas.

Priority for acquisition of new space to address open space inequities should be given to high need areas, defined as places where there is low access to open space (illustrated in *Map 4: Walkability*), a conglomeration of high density, high percentages of children, youth, seniors, and low income households (illustrated in *Map 5: Population Density, Household Income, Concentration of Children and Youth, Concentration of Seniors*), and in which the most growth is projected to occur between now and 2040 (illustrated in *Map 6: Areas of Potential Additional Population Growth, 2040*).⁵ Future areas with adopted master plans or Redevelopment plans, such as Mission Bay, Park Merced, Hunters Point Shipyard/ Candlestick, and Treasure Island (See *Map 4D: Walkability: Proposed Open Spaces in Large Plan Areas*) have identified site specific open spaces and recreational facilities, along with funding and implementation strategies for those parks and recreation facilities. These proposed site-specific parks and open spaces would support the planned population growth and therefore these proposed parks are incorporated into the analysis as existing park spaces. Layering all of these factors results in *Map 7: High Needs Areas: Priority Acquisition & Renovation Areas*. This map and analysis should be updated periodically using updated decennial US Census data.

5. The Planning Department Land Use Allocation distributes projected housing and employment growth as determined by the Association of Bay Area Governments to 981 Traffic Analysis Zones (TAZ). These zones vary in size, from a block around downtown to several blocks in more outlying areas. The allocation of TAZ-specific growth is based on the current development pipeline (development projects under construction, approved or under review) and an estimate of additional development potential for each TAZ.

 **MAP 5 - Population Density, Household Income, Concentration of Children and Youth, Concentration of Seniors**

 **MAP 6 - Areas of Potential Additional Population Growth (2040)**

 **MAP 7 - High Needs Areas: Priority Acquisition & Renovation Areas**

Recreation and Parks Department maintains an Acquisition Policy, as required by the City Charter (Section 16.107) and the Park Code (Section 13.02), aimed at facilitating acquisition of open space in high needs areas. The Acquisition Policy provides guidance to promote equitable recreational and open space opportunities through several criteria: location in High Needs Areas, available funding sources that may be leveraged, inter-jurisdictional cooperation, and community support. In order to maintain new acquisitions, the policy also acknowledges the need to identify and leverage resources for continued maintenance and operational support.

New acquisitions should continue to consider the composition of current and projected neighborhood populations. There are both demographic and cultural differences in how people use parks: preschoolers, school age children, teenagers, adults, and senior citizens have distinct open space needs that should be accommodated, that may also vary according to social and economic groups. Design of new spaces should rely on the specific needs and values of its user communities, by using a participatory community design process.

While open space acquisition should not be limited by the City’s inability to maintain additional parkland, the City should recognize that acquisition will require an on-going commitment of additional resources for maintenance. In appropriate cases, the City should acquire the property and develop low cost maintenance techniques and programs for open space that are not used for intensive recreation, or should hold the land vacant until development and maintenance funds are available.

POLICY 2.2

Provide and promote a balanced recreation system which offers a variety of high quality recreational opportunities for all San Franciscans.

The City’s goal is to ensure that all San Franciscans are within a reasonable walk from an open space with a range of active and passive recreational opportunities. To ensure the highest quality of recreational opportunities for its residents, the City must be able to respond to changing demographics, neighborhood demand, and emerging recreational trends as it plans for new or expanded recreation and open space. The recreation system should provide an equitable distribution of facilities and services and consistent hours of operation. It should also provide sufficient opportunities for populations who are frequent users of open space, such as seniors and children.

POLICY 2.3

Provide recreational programs that are responsive to community needs and changing demographics.

In 2010, SFRPD implemented a new recreation system that focuses on flexibility and responsiveness to changes within communities by providing appropriate programming based on community interest and demand. To stay up-to-date with current needs and interests, RPD routinely surveys their recreation program users. The results provide RPD with information to ensure that programs and services meet the existing needs of neighborhood residents and are on the cutting edge of emerging trends.


RPD also works with the Department of Children, Youth, and Their Families (DCYF) on their Community Needs Assessment, conducted every two years. RPD participates in the assessment as a service provider, and relies on this report to update its recreation programming in coordination with other surveys and assessments. RPD and the City should continue to provide innovative recreational programs that respond to changing community needs.

POLICY 2.4

Support the development of signature public open spaces along the shoreline.

The Pacific Ocean, San Francisco Bay, and their respective shorelines are important natural resources in San Francisco. They offer opportunities for water-oriented recreation, passive recreation, views, and habitat. Most of the property adjacent to the thirty-two mile shoreline is in under public ownership. Maintaining public access to the waterfront is integral to San Francisco’s identity and creating continuous open spaces along the ocean and bay is one of the City’s long-term goals. Much of the waterfront is already accessible to the public, through parks ranging from Fort Funston, Ocean Beach, the Presidio and Fort Mason to the urban waterfront of the Embarcadero, and numerous open spaces along the Piers to Candlestick Point State Recreation Area.

These open space opportunities should be enhanced and expanded by focusing on the development of several signature open spaces that draw people from their immediate neighborhoods and beyond. Key focus opportunities for developing new or enhanced signature open spaces on the waterfront are listed below by geographic area, and are identified in *Map 8: Blue Greenway*. Additionally, connecting these open spaces to the surrounding neighborhoods and throughout the City and region is an important goal and is discussed further in Policy 3.2.

 **MAP 8 - Blue Greenway**

Northeastern Shoreline

Significant progress has been made in opening and improving the city’s northern shorelines. With the opening of Crissy Field in the Golden Gate National Recreation Area and the retention of much of the open space in the Presidio as publicly-accessible open space, this area has transformed itself into a regional destination. Long-term, maximizing the recreational opportunities of other shoreline areas should be considered and inter-governmental and other partnerships should be pursued to further develop these opportunities. At the same time, existing facilities should be maintained at a level good repair to assure their ongoing usefulness.

In addition, a major opportunity exists to create an expanded, multi-park open space at the juncture of Market Street and The Embarcadero. The existing open spaces of Embarcadero Promenade, Justin Herman Plaza, and Sue Bierman (formerly Ferry) Park provide a wealth of untapped opportunity, which can be connected to function as a coherent link from downtown to the Ferry Building and the waterfront, holding several linked yet distinct activity and recreation spaces. Additionally, the Port has opened the Northeast Wharf at Pier 27, which includes a three acre plaza in front of a new Cruise Terminal at the base of Telegraph Hill, and a series of linked open spaces in the heart of Fisherman’s Wharf.

Western Shoreline

The western shoreline has the advantage that it is already a long-stretch of natural and publicly-accessible open space. Ocean Beach is a national treasure and should be improved to acknowledge the significance of vast, unbroken expanse of beach in the City.

A non-binding Ocean Beach Master Plan has been developed by SPUR (a San Francisco non-profit supporting planning and good government in the Bay Area) in close coordination with responsible agencies. The Plan includes recommendations to improve and restore conditions at Ocean Beach by adapting proactively to the changing coastline. The western shoreline also connects to Lake Merced, providing opportunities for enhanced access to the waterfront and recreational opportunities. The SFPUC is undertaking several efforts, including implementing the Ocean Beach Climate Change Adaptation Project, to improve access to the watershed lands in this area. If additional space becomes available, this space should provide improved connections from the neighborhood to the waterfront.

Southeastern Waterfront

The continued development of Mission Bay, the passage of the Eastern Neighborhoods plans (Mission, East SoMa, Showplace Square/Potrero Hill, and Central Waterfront Area Plans), the approved developments at Mission Rock, Pier 70, the Potrero Power Station, India Basin, and the proposed Candlestick Point and Hunters Point Shipyard developments will bring growth, which will require increased access and open spaces throughout the Southeast. Most of these plans are accompanied by specific open space strategies for parkland along the waterfront, where active water-oriented uses such as shoreline fishing, swimming, and boating should be promoted. The 2018 Central Waterfront: Dogpatch Public Realm Plan includes additional, more specific recommendations for the Central Waterfront-Dogpatch Public Realm Plan area.

BLUE GREENWAY

The Blue Greenway is a project to improve and expand the public open space network along the City's central and southern waterfront, from the China Basin Channel to the San Francisco County Line (see *Map 8: Blue Greenway*). It provides a new vision of how parks and public spaces can be created to complement and connect with existing open spaces in this industrial mixed-use area along the Bay waterfront. The Blue Greenway seeks to both provide opportunities for much-needed open space that is easily accessible for exercise and recreation, including bicycle and pedestrian access, recreational uses in the water (e.g. kayaking and swimming), access to historical resources, and enjoyment of art, as well as improve waterfront public access from nearby neighborhoods. These goals realize objectives set forth in the Association of Bay Area Governments (ABAG) San Francisco Bay Trail Plan and Bay Area Water Trail for southeast San Francisco.

The following Blue Greenway projects should be given high priority as the neighborhoods along the Bay waterfront – which are already deficient in open space – continue to grow in population. These projects correspond with identified high needs areas. Some are longer-term, large-scale projects that will require public funding:

- **China Basin Shoreline Park:** This existing approximately two-acre park will be expanded as a part of the development of the Port's Sea Wall Lot 337 project and will be the northern gateway of the Blue Greenway.
- **Mission Bay Park System:** This 41-acre park system will include a large scale, bayfront park between the China Basin Shoreline Park and Pier 70, with an important Blue Greenway segment. These open space opportunities and projects are incorporated into the Office of Community Investment and Infrastructure's Mission Bay Redevelopment project.
- **Crane Cove Park:** This approximately seven-acre shoreline park within the Port's Pier 70 development area include construction of an aquatic center and interpretive educational information regarding the City's deeply rooted maritime history. In addition to Crane Cove Park, the Pier 70 site presents opportunities for a variety of other open spaces, all of which must be consistent with the industrial maritime character and setting of the site.
- **Pier 70 Development Project:** The waterfront development site is approximately 28 acres, which includes approximately nine acres of open space, including approximately four acres of open spaces along the waterfront that will incorporate historic shipbuilding infrastructure.
- **Potrero Power Station Development Project:** This approximately 23-acre parcel is the former site of the Potrero Power Plant, which is now planned for a major multi-phase mixed use development that will include significant amount of residential, office, laboratory, and other supportive uses. A major feature of the development is its 6.9 acres of waterfront and inland open space that will be coordinated with the adjacent Pier 70 multi-phase mixed-use development, as it provides an opportunity to extend waterfront access through the pier to Warm Water Cove.
- **Warm Water Cove:** This isolated park has the opportunity to be improved and expanded by up to three acres to provide access to the City's Eastern shoreline and to provide recreational opportunities to the growing population. The 2018 Central Waterfront-Dogpatch Public Realm Plan includes concept designs for this site to guide future expansion and enhancements.
- **Islais Creek Improvements:** This project may consist of shoreline improvements, including rebuilding dilapidated wharves, removing ghost piles, and providing for open space system linkages to expand public access and recreational water use of Islais Creek. In August 2021, the City and the Port published the Islais Creek Southeast Mobility Adaptation Strategy (ICSMAS), which examined the Creek and its surrounding neighborhood's flood hazard risks and identified a comprehensive suite of possible adaptation pathways to protect the area and its key public assets from flooding and permanent inundation.
- **India Basin:** The recently closed Hunters Point Power Plant and adjacent shoreline properties offers the opportunity to bring much-needed recreational space to the center of the City's southeast neighborhoods, helping address the health and environmental impacts of the plant's operations. Relatedly, RPD is embarking on a major redesign and enlargement of the India Basin Shoreline Park and India Basin Open Space that will, among other aspects, expand the area of the parks by incorporating new property at 900 Innes Avenue. The proposed India Basin multi-phase development, approved in 2018, will also contribute significant new open space area. Taken together, the new and improved open spaces from the Power Plant Site through India Basin and into the Shipyard are expected to create a network of diverse open spaces for the Bayview community and the City at large.

- **The former Hunters Point Shipyard, Candlestick Park and Candlestick State Recreation Area:** These areas form the southern terminus of the Blue Greenway. These open space opportunities and projects are incorporated into the Office of Community Investment and Infrastructure's Candlestick and Hunters Point Shipyard redevelopment project.

The City, including the SFRPD, the Port of San Francisco, and Office of Community Investment and Infrastructure, should continue ongoing planning efforts to improve connections and address any gaps amongst the various waterfront open spaces to create a linked system of parks that is consistent with the Blue Greenway planning efforts. In addition to signature open spaces, the City should consider new waterfront open space improvements that serve a non-recreational purpose, including climate change adaptive infrastructure. Current projections by the Pacific Institute predict that global warming may cause the ocean to rise as much as five and a half feet along California's coastline in the next 100 years, impacting many areas of the San Francisco Bay, including the shoreline areas, much of Mission Bay and adjacent portions of SoMa. Inclusion and restoration of open space, particularly tidal wetlands, can act as a natural buffer and play a key role in adapting to sea level rise. Wetlands can protect shorelines from storm surges while assisting in reducing carbon levels through sequestration, so wetland restoration and habitat enhancements should be considered for inclusion in all waterfront open spaces. While many of these areas are already developed, and therefore not appropriate for open space development at this time, ecosystem-based management principles and retrofits should be considered wherever possible to ensure that shoreline retreat and flood protection are considered as measures to assist in adapting to projected sea level rise.

POLICY 2.5

Encourage the development of region-serving open spaces in opportunity areas: Treasure Island, Yerba Buena Island, Candlestick and Hunters Point Shipyard.

Several large, underutilized sites within the City offer not only the opportunity for new mixed use development to meet the City's housing needs, but the chance to create new, large scale region-serving open spaces.

- **Treasure Island**, the former naval base just off the City's northeastern shoreline, is planned to reserve over 60% of its land area for open uses, ranging from parks and ball fields, to organic farms, to wetlands and tidal marsh. Combined with open spaces on contiguous **Yerba Buena Island**, its 290 acres of proposed open space will be planted with a diverse and healthy range of plants which will help offset the city's greenhouse gas emissions. As a part of the planning for the redevelopment of Treasure Island, a Habitat Management Plan was prepared to assure the protection and restoration of wildlife habitat and biodiversity on the adjacent Yerba Buena Island. It is critical that the final designs of open space on these two islands, taken together, provide not only a range of playgrounds and recreational areas to meet the new residents' activity needs, but also offer strong, permanent protections for their wetlands and natural habitat. Agriculture and biodiversity components of this Management Plan should be developed to serve as educational and cultural amenities for the City and the region.
- **Hunters Point Shipyard and Candlestick Point** are currently undergoing a transformation into a vibrant, urban neighborhood and livable green community. Candlestick Point currently consists of the 49ers stadium, parking lot and the Candlestick Point State Recreation Area, of which only about half is improved. Hunters Point Shipyard consists of a decommissioned Naval Shipyard currently undergoing remediation with very limited public access. Plans for the two areas call for a well-connected, full breadth of complimentary uses. A major feature of the project is the robust open space program including upwards of 325 acres of open space, roughly 220 acres of which is being developed at the Hunters Point Shipyard. While the plans call for some reconfiguration of the existing Candlestick Point State Recreation Area (CPSRA) as provided for by SB 792, the reconfiguration will help assure the full realization of currently underutilized portions of the State park. The waterfront open spaces within this project will be the southern section of the Blue Greenway.

Taken together, the new open spaces will enable a continuous Bay Trail along this southeastern portion of the City, and provide a wide range of shoreline-oriented recreational opportunities that could include boat launches, fishing piers, restored wetlands, picnic areas, and food services. The new open space system should be designed in coordination with the proposed adjacent new urban neighborhoods and improve connectivity to the Bayview community, greater San Francisco, and the rest of the region.

POLICY 2.6

Support the development of civic-serving open spaces.

San Francisco is a civic city—celebrations, rallies, gatherings and protests take place almost weekly; political speeches, music, performances in the open air are also common occurrences. Our identity is defined as much by expressions of our social and cultural goals as it is by our physical landscape. These regular events in San Francisco emphasize the role of our City as a regional stage where like minds can gather and deliberate.

San Francisco needs civic spaces which can accommodate these activities – weekly events like farmer's markets, annual events such as the Pride Celebration, and special events such as broadcasting presidential inaugurations. As the City grows, these spaces need to accommodate ever-larger crowds of people and different types of functions – from simple gatherings to technical showcases and wired events. The main opportunities to unify and bolster City landmarks and activity centers are focused around three major open spaces:

- **Civic Center:** Our existing Civic Center, surrounded by City Hall, the Main Library, the Asian Art Museum, and other civic spaces, hosts many of the activities described above. The Civic Center is part of the Civic Center Historic District with National, State, and Local designations. Civic Center’s design, however, limits its capacity and functionality, with activities often spilling into less optimal public spaces such as nearby streets. The nearby UN Plaza provides additional activity space that is used for weekly farmers and craft markets, but the two spaces are generally underused outside of scheduled activities and are separated by a virtual parking lot along Fulton Street between Hyde and Larkin Streets. A series of connected open spaces, along a “Civic Center axis” from Market Street to City Hall, could be created with the development of a pedestrian mall along Fulton Street between the Main Library and Asian Art Museum, and with corresponding activity improvements to increase the usability of the Civic Center and UN Plazas. The Civic Center Public Realm Plan provides a blueprint for realizing these goals.
- **Embarcadero Open Spaces:** At the other end of Market Street, the numerous yet underutilized open spaces along the Embarcadero – Embarcadero Plaza, Justin Herman Plaza, and Sue Bierman Park- offer a glaring opportunity for synthesis into the City’s gateway civic open space. Inspiration can be found in Millennium and Grant Parks in Chicago. Just as they serve as Chicago’s front door, San Francisco needs a civic space for large outdoor events – a place where arrivals can be greeted by the vibrancy of the City, and where its citizens can gather for moments of great joy or great mourning. A series of linked outdoor “rooms” would enable the reconnection of Market Street to the Ferry Building, enhance visual connections to the Bay, activate public space edges with uses that draw people to inhabit and use the space, and create a series of distinct activity spaces for civic and news events, large gatherings, and performance space.
- **Market Street:** Market Street, San Francisco’s premier street and most important destination, is more than the city’s primary corridor for Downtown movement; it also acts as a civic and cultural center where people can gather to see, learn and participate in our city’s vibrant life. The Better Market Street initiative is currently underway to enhance public life along Market Street with a memorable and active identity; more diverse range of social, cultural, and economic activities; and with more gathering spaces to visit, promenade and linger. These changes will complement the transit and bicycling improvements that are also an integral part of Better Market Street
- **Hallidie Plaza:** Hallidie Plaza is a prominent San Francisco public space. Many more people visit Hallidie Plaza every day than any other plaza in San Francisco because of its proximity to shopping, hotels, and theatres. Despite these attractive qualities, Hallidie Plaza has never met its potential to be a world-renowned space where residents and visitors alike come to meet. The multi-level design fractures the plaza, making it impossible to create a place at street-level that can accommodate any sort of meeting space. The Better Market Street Project included preliminary designs for Hallidie to suggest different directions the City could go. Further, there were several conceptual designs developed in the early 2000s that highlighted preferred elements for the plaza, but no definitive design. These should be used as the basis for a design competition, hosted by the Planning Department.

Given the financial constraints San Francisco will continue to experience for the foreseeable future and the anticipated cost of fixing Hallidie Plaza, there will need to be a public-private partnership that brings philanthropic funding to match City contributions. Building the partnerships necessary to support the refurbishment of Hallidie Plaza should remain a high priority for the City so that the space can become a destination with iconic value to both San Franciscans and our many national and international visitors.

POLICY 2.7

Expand partnerships among open space agencies, transit agencies, private sector and nonprofit institutions to acquire and develop new open space, and maintain, improve, and manage existing open spaces.

Public agencies and private organizations and individuals are working to maintain open space in the Bay Area. These bodies include the Federal Government, the State of California, local governments, several sub-regional open space agencies, as well as public nonprofit organizations and private landholders. Preserving a regional open space system is beyond the scope of the seventy-odd local governments in the nine-county Bay Area. Valuable open spaces cross city and county lines and individual municipalities have neither the regulatory powers nor the funds to retain them. Preservation of such spaces will depend upon regional action.

The City should facilitate efforts of existing agencies and organizations working toward regional open space goals. The City should encourage and work with these groups to secure additional land for open space retention and management, and to maintain existing open space areas in their current undeveloped open space status. The City should also support use of selected areas of open space lands within its jurisdiction for appropriate recreational uses.

POLICY 2.8

Consider repurposing underutilized City-owned properties as open space and recreational facilities.

All major metropolitan areas face challenges in providing sufficient open space due to lack of available land. While vacant or underutilized sites may be found, they are in high demand for private commercial or residential development, driving competitive land prices which are often too expensive for public acquisition. In order to meet the City’s need for new open spaces in these high needs areas, the City should creatively look at the resources it already has – sites already in public ownership.

Surplus Sites: Occasionally public agencies find some land surplus to their current and projected needs. When public land becomes surplus to one public use, San Francisco’s Surplus Property Ordinance, passed in May 2004, requires the city’s surplus property be considered for affordable housing. Some such parcels are not feasible for housing because of their size or shape. When surplus land is already zoned for open space, open space should take priority over other public uses, including housing. When other surplus land becomes available for review as open space, the City should evaluate its suitability as a park site based on suitability criteria described in Policy 2.1 and in RPD’s Acquisition Policy while considering other public benefits the land could provide. If the analysis finds the property necessary for open space usage, the City should consider if and how to transfer the property to the Recreation and Park Department under the procedures determined in SFRPD’s Acquisition Policy for jurisdictional transfers.

Publicly Owned Sites: The City should evaluate all publicly-owned sites in high needs areas (see summary *Map 7: High Needs Areas: Priority Renovation & Acquisition Areas*) to determine their feasibility for full or partial park site usage. Some of these sites may be underutilized and therefore available for purchase or swap—these should be reviewed for potential transfer to or purchase by RPD. Other sites may be currently utilized for valuable public purposes, but could offer opportunities for joint use. For example, public parking lots that are underutilized on weekends could serve as active recreational spaces during off-business hours, and could even be improved with reinforced turf systems that create greened parking areas. Public buildings could be evaluated for their potential to provide active roof space, which could be creatively developed as green spaces accessible to the public during certain hours.

The opportunity to create open spaces on neglected or overlooked city owned parcels should be explored, particularly in high needs areas – such designs could repurpose existing infrastructure in unique and exciting ways. For example, the award-winning Gas Works Park in Seattle is built on a former coal plant site. More recently in New York City, an abandoned elevated rail track was redesigned as the High Line park, a wildly successful public space that drew over two million visitors in its first year and earned several design excellence awards. The City should consider the innovative reuse of abandoned, vacant or excess city owned land of all shapes and sizes.

Public Rights Of Way: As described in Policy 3.1 below, numerous streets, alleys, schoolyards, and other rights of way offer potential for cooperative recreational use. City departments and State agencies, such as the Municipal Transportation Agency and Caltrans, own and operate spaces that could be better utilized to serve as open spaces throughout the city. Spaces under freeways could serve as skate parks and bicycle paths, while city-owned parking lots could be developed as open space.

POLICY 2.9

Address physical and bureaucratic barriers to opening schoolyards as community open space during non-school hours.

During school hours, schoolyards provide students with a space to learn, socialize, exercise and play. They also often provide the greatest expanse of open space available in their immediate neighborhood. But if the neighborhood cannot tap into that resource when the school day is over, the schoolyard becomes a lost opportunity for half its life. Opening these spaces for use during these times could provide much needed additional space in areas that are currently deficient in open space. This could prove mutually beneficial in that it could provide additional revenue for the school district and large new open spaces for residents without the high costs of acquiring new spaces.

In 2008, the San Francisco Unified School District (SFUSD) and the City launched a pilot program which opened eleven school yards to neighborhoods during weekend hours. This program has been successful in increasing community access to recreational space without any corresponding significant damage to school property. The program has continued to expand, to 21 schools in total, and offers many benefits to participating schools, such as open space improvements, grants to support physical education, gardening activities during the school day, and an activity fund to provide weekend activities open to the public. Schools receive maintenance, programming, and surveillance support from San Francisco Department of Public Works, San Francisco Recreation & Parks Department, and the San Francisco Police Department.

The City should consider ways to better market the availability of these spaces through multi-language signage and events in the space. Continued efforts to add greening to schoolyards would provide benefits to students as well as the neighborhood. As the program continues to expand, additional funding may be needed to address staffing, programming, and operational needs that come along with any joint use project. In addition, based on lessons learned from joint-use agreements thus far, the city should review and further codify the structure of its joint-use agreements to ensure consistency and ease of implementation.

The lessons from this pilot project could also be applied to other public or quasi-public sites. For example, as a next step the City could look at small branch libraries or child care centers as opportunities for increasing public access. The City should also approach private schools throughout the City and attempt to gain their support for such a program on their properties. Other cities have successfully established mutually beneficial joint use or development agreements that opened the privately-owned open space to the public. Private schools could use this vehicle as a way to be “good neighbors” that contribute to neighborhood needs, similar to private recreational facilities offering neighborhood discounts. Where liability is an issue, the City should look to equitably share liability with private entities or among multiple agencies.

POLICY 2.10

Improve access to and level of activity provided at San Francisco reservoirs.

The San Francisco Public Utilities Commission (SFPUC) owns and manages a significant amount of open space lands in San Francisco, as well as sites in Alameda, Santa Clara and San Mateo Counties. These lands are managed as watershed lands and serve as the city’s major water source; in some cases these sites also serve as open spaces with scenic easements, and have recreational features such as playgrounds, walking paths, seating areas and even golf courses. The SFPUC has recently expanded uses on its lands to include sustainable agriculture and composting.

Because of the SFPUC’s mission to protect public health and safety by ensuring water quality and the filtration capability of the existing system, these sites need to be carefully managed, and in some cases large-scale public recreational use is not possible given such constraints. However, increased public access to portions of its watershed lands with high recreational value is still possible, particularly on certain opportunity sites where the water quality would not be threatened.

Several of the SFPUC’s treatment, tank or station sites may offer the potential to yield limited right-of-ways connecting proposed trails or greenways discussed elsewhere in this Element. Such connections, however, must be limited to pedestrian crossings, and made with consideration of safety of the underlying substructure and whether there is risk of potential degradation.

Future leases and lease renewals on watershed lands should be consistent with protection of existing natural values. Watershed lands should be managed to limit potential fire and erosion hazards. Access should be consistent with the legal rights of existing tenants, and with the intent of existing scenic and recreational easements.

The SFPUC should seek to increase public access to and enjoyment of surplus sites by seeking funding for site improvements, better access, and the ability to address safety issues at existing and potential open space properties.

In the case of reservoir lands outside of the City and County of San Francisco, the SFPUC has several long-standing agreements for the recreational, educational and agricultural use of its lands. These agreements have gone through extensive public processes and any change to the agreements would involve additional outreach and review. Some examples of successful joint-use of SFPUC lands include: Sawyer Camp Trail, one of the most popular trails in San Mateo County, which is located inside the Peninsula watershed and passes by the reservoir; and the Sunol Water Temple AgPark, an urban farm located on SFPUC land in Alameda County.



MAP 9 - School Yards & SFPUC Sites With Open Space Potential

POLICY 2.11

Assure that privately developed residential open spaces are usable, beautiful, and environmentally sustainable.

In order to improve living conditions in each residential building and the quality of environment in San Francisco as a whole, the City should continue to require that all new residential development provide outdoor open space. Current San Francisco Planning code requires a minimum amount of open space and this minimum must be maintained. However, open spaces should not only meet a minimum size requirement but should also be usable, quality recreational opportunities directly outside residents’ front door, and they should also supplement any public open space that is provided nearby.

In single-family districts, rear yards are required and these yards provide much-needed open space for use by residents, natural habitat value, as well as stormwater management benefits. In most multi-family zoning districts, a minimum of 60-125 square feet per unit is required. In some areas such as Downtown, Chinatown, and high-density residential zoning districts, minimum open space requirements can dip as low as 36 square feet per unit. This requirement is too low, especially for areas that correspond with the high needs areas in *Map 7*. Comprehensive planning in these areas should consider if the requirements should be increased or how open space needs can be met with alternative methods.

In multi-unit developments, providing required open space as common space has many benefits. It provides a collective place for residents to gather, allowing residents to get to know their neighbors and fostering a sense of community. It also provides larger areas for explorative play for children, something small balconies and private spaces usually cannot provide. Finally, it can be more space-efficient than providing numerous smaller spaces, especially if placed on rooftops or adjacent to common entry points where space for access is already required. Common open spaces can expand these benefits to the broader neighborhood as well, if they are publicly accessible during safe times of the day, such as daylight hours, or if they contribute to scenery by being visible from the street. Therefore, open space requirements should include incentives to promote the provision of common open space, and publicly accessible common open space in particular.

The value of private open spaces rests largely on their design. Open spaces should be designed to relate to the type of development they support; while lower density districts may typically include ground level or rear yard gardens, higher density residential development can include not only rear yards or common courtyards at grade level, but also balcony, terrace and rooftop open space. Whatever type of open space is provided, it should be usable with landscaped areas that add greenery. Elements such as playground equipment, lawns, and gardens should be considered as well, based on the expected resident population of the project. Appropriate minimum amounts of open space and guidelines should be developed to codify these recommendations.

Open space in the downtown urban core is already very limited, and continued development will make meeting these higher requirements both more challenging and more necessary in order to maintain livability. Rooftop open spaces can provide a promising way to meet this challenge. Aside from the environmental benefits of roof greening – reduction of stormwater runoff, improvement in air quality, and reduction in energy used for building heating and cooling – green roofs can help to meet a number of the City’s open space goals, from recreational enjoyment, to aesthetic improvement and greening of urban landscapes, to increased local food production and increased biodiversity. To enable quality roof space that provides these benefits, roofs should be constructed with load bearing capacity that can accommodate minimum soil depths for planting, or should at minimum support expected person occupancy and potted plantings. Design considerations also include safety, how the space overlooks neighboring properties, and where access can be provided.

POLICY 2.12

Expand the Privately-owned Public Open Spaces (POPOS) requirement to new mixed-use development areas and ensure that spaces are truly accessible, functional and activated.

In denser neighborhoods of the City, Privately-owned Public Open Spaces (POPOS) are a critical strategy to promote livability and provide much-needed spaces for relaxation, enjoyment of greenery, and socializing with others.

POPOS have been provided in a wide range of forms including outdoor seating with landscaping, to beautiful rooftop terraces, or indoor atriums. The quality of these spaces varies greatly, with some of them providing true oases with trees and planters and ample seating; while others are dark, tucked-away spaces that are accessible in name only. While this type of space can never replace true public open space, these spaces should be accessible to the public and should provide features to create a functional and pleasant open space. The City should deploy a variety of tools to educate the public of the existence of POPOS, especially in cases where such spaces are tucked away from the sidewalks—located on the building’s rooftops or on the back of the building. The City should enforce all violations by existing POPOS, ensuring that they meet the conditions they were required to meet when the development was approved. The City should also reevaluate the guidelines provided in the Downtown Plan for required features of each type of POPOS, including seating, access to public restrooms, landscaping, and ecological functionality, to determine how to improve these open spaces. Additionally, the City should consider ways of allowing increased activation of the space and provide quality bicycle connections to these spaces.

POPOS have traditionally served the denser downtown core, a result of policies adopted in the 1980s mandating that new large commercial developments provide publicly-accessible open space. These policies should be evaluated to determine how POPOS requirements can be strengthened and expanded citywide. For instance, fee requirements could be extended to all types of development projects of a certain size (not just commercial uses) and provide an in-lieu fee option, as is the case in the Transit Center District Area Plan. Similarly, the Eastern Neighborhoods plan allows developers to satisfy some portion of private open space requirements by providing publicly accessible open spaces. Moving forward, POPOS requirements should ensure that such open spaces are designed and maintained to accommodate and attract a diverse range of users.

OBJECTIVE 3

IMPROVE ACCESS AND CONNECTIVITY TO OPEN SPACE

San Francisco is a dense, built-out city, where it may be difficult and expensive to acquire new land for parks and open spaces. Even though acquisition remains an important means to improve open space access, San Francisco’s street network provides an untapped opportunity to supplement the city’s open space system and link the network of open spaces. The street network, which makes up 25% percent of the City’s total land area, is a valuable public space asset that can incorporate many types of open spaces, such as pocket parks, play streets, trails, and walkable streets and bike routes. These systems can connect residents to larger parks and open spaces and serve as restorative green spaces in their own right, places where residents can interact with urban nature on their doorstep. This system should be clearly legible, and include signage to guide pedestrians to and through the larger open space system.

POLICY 3.1

Creatively develop existing publicly-owned right-of-ways and streets into open space.

San Francisco’s right-of-ways offer a variety of opportunities for developing open spaces. Streets can supplement traditional open spaces with standard streetscaping improvements such as bulb-outs, crosswalk improvements, tree planting, and pedestrian lighting. More extensive traffic calming on expanded or existing wide sidewalks can create additional pocket parks, sitting areas, and opportunities for sustainable plantings, community gardens, stormwater treatment, and other landscape elements.

Green Connections

Green Connections are special streets and paths that connect people to parks, open spaces, and the waterfront, while enhancing the ecology of the street environment. By increasing greening in the right-of-way with street trees, sidewalk gardens, and other landscaped areas, these streets will become sustainable corridors that enhance mobility, green neighborhood streets, and improve pedestrian and bicycle access to community amenities and recreational opportunities.

Living Alleys

The City’s network of alleyways— small-scale, quieter streets that primarily serve vehicles needing access to adjacent properties—can provide vibrant open spaces, especially in dense neighborhoods. Some alleys, such as Belden Place in the financial district, are currently closed to traffic and provide an intimate atmosphere where patrons of adjacent restaurants can enjoy outside dining amidst a bustling urban environment. Other alleys, such as Maiden Lane, are closed during certain times of the day, serving adjacent businesses during the day, but allowing deliveries during the evening hours. Still other alleys, such as Linden Alley, are open to traffic, but carefully designed to ensure that drivers proceed slowly and with caution. These alleys are designed with seating, landscaping, and pedestrian-scale lighting to create useable and attractive open spaces. All three alley types should be considered and encouraged.

In some residential neighborhoods in the City, such as Visitacion Valley, Mission Terrace, Crocker Amazon and Bayview Hunters Point, there are narrow, unpaved alleyways that originally provided service vehicle access before paved roads were built. These abandoned and overgrown spaces can provide much-needed spaces that supplement the traditional open space, potentially providing walking and biking paths, or seating, landscaping, and lighting appropriate to the area. Using the City’s Better Streets Plan, the design for the different types of alleys can be implemented. The City should study different neighborhood needs and determine a priority plan for creating living alleys in areas most in need of these improvements.

Living Streets

Living Streets are wider streets where sidewalks are expanded into excess right-of-way to accommodate formal open spaces or linear parks. Wide streets that have excess right-of-way provide an opportunity to develop living streets, especially where dense residential developments are being built. Many of these areas are deficient in open space, and the streets should be designed with places for relaxation, recreation, and neighborhood gatherings.

Enhancing Existing Parkway

Parkways are streets with broad, well-landscaped medians and sidewalks that provide recreational paths while moving bikes and vehicles. These streets function not only as transportation corridors, but also as linear parks, creating a green network. This green space can often be effectively used for pedestrian and open space functions, by providing multi-use trails, seating, and open spaces. They can also perform ecological functions, including stormwater runoff retention and infiltration and creating habitat. Two of the existing parkways, Park Presidio Boulevard and Sunset Boulevard, offer a major opportunity to enhance the north-south connections from Golden Gate Park. These streets already provide ample trails and open space, but are in need of overall care, improved crossings, and enhancement. By utilizing the existing open spaces offered by these parkways, the City is focusing on how to make the most of what we have. The City should develop a specific design program to address the enhancement of these two parkways.

Temporary and Permanent Street Closures

The City’s Sunday Streets program – which was modeled on a 25-year program in Bogota, Colombia – has been a huge success. The proposal began in 2008 with the idea to close one street to cars on Sunday mornings so people can get out and be active in a car-free space. The program has since expanded to offer more opportunities for temporary public gathering spaces. Additionally, City agencies’ collaborative effort to transform excess pavement into public spaces is on-going and several projects are being initiated around the city. This concept of temporary or even permanent street closures in the City presents a great opportunity to take advantage of existing street rights-of-way to create space for people to walk or ride their bike.

See *Map 3: Existing and Proposed Open Space* for more information on existing and proposed green street concepts.

POLICY 3.2

Establish and Implement a network of Green Connections that increases access to parks, open spaces, and the waterfront.

Despite San Francisco’s many open space assets, park accessibility can be a challenge, particularly for those on bike or foot. For decades, streets have been built to maximize car volume and speed, resulting in roads with fast-moving traffic, inadequate pedestrian and bicycle facilities, and other barriers can that make it difficult and unpleasant for people to walk, bike and use other forms of active transportation.

In recent years, San Francisco has made great strides in retrofitting streets with pedestrian and bicycle improvements that make it easier to access parks, schools and other neighborhood destinations. Green Connections builds on this work, envisioning a 115-mile network of safe, functional, and attractive streets connecting people to parks, open spaces, and the waterfront. Green Connections is designed to meet three goals:

- Public Health: Increase park access
- Sustainability: Enhance urban ecology
- Livability: Support neighborhood stewardship and placemaking

Routes on the Green Connections network should significantly calm traffic, prioritize pedestrian and bicycle travel, enhance urban ecology and ecoliteracy, include beautification and artwork, and provide opportunities to gather and play. Routes will also be designed to be consistent with the Better Streets Plan, which creates a unified set of standards, guidelines, and implementation strategies to govern how the City designs, builds, and maintains its pedestrian environment to ensure streets contribute to a gracious public realm.

Green Connections will not create a new City program, rather, it calls for coordinating existing initiatives such as traffic calming and stormwater management, with the goal of creating a cohesive network of improved neighborhood walking and bicycling routes over the next twenty years. The scale of the network creates opportunities to coordinate with city projects and private development. Additionally, community members and neighborhood groups will play an important role in the Network’s implementation and stewardship.

See *Map 10: Green Connections Network*.



MAP 10 - Green Connections Network

POLICY 3.3

Develop and enhance the City’s recreational trail system, linking to the regional hiking and biking trail system and considering restoring historic water courses to improve stormwater management.

San Francisco currently has an extensive network of trails that provide local opportunities for walking and biking and link to regional trails and open spaces throughout the Bay Area. These trails surround the Bay, parallel the ocean, extend through parks and neighborhoods and connect existing open spaces. Many of these trails have gaps and lack adequate signage. The City should prioritize filling these gaps and increasing awareness of the trails through updated signage. New trails are also envisioned to provide additional hiking and biking opportunities and important wildlife corridors. The City should also work with Daly City and San Mateo County to encourage better links to San Bruno Mountain and trails to the south.

New trails throughout the city could consider historic water courses to incorporate stormwater management, provide trail connections, or restore aquatic and riparian habitats or wildlife corridors. These trails should provide better ways to move people through increased hiking and biking opportunities. Some adopted Area Plans, such as the Glen Park Area Plan, have identified such opportunities.



MAP 11 - San Francisco Bay Trail

Continuous Waterfront Trail

The trails along the waterfront are administered by many different jurisdictions including regional, city, and federal agencies. However, visitors do not necessarily distinguish between these jurisdictions, and want a continuous, usable trail system along the waterfront. The City should improve trail signage to ensure users are provided clear routes and destinations and work to fill any gaps in the proposed trails and in the connections between them where it does not impede on water dependent commerce.

Bay Trail

The Bay Trail is a regional trail developed by the Association of Bay Area Governments (ABAG) that is proposed to surround the entire San Francisco Bay. In San Francisco, this trail would extend from the Golden Gate Bridge along the bay to the Central Waterfront neighborhood, where the trail is being built inland along Illinois Street through Pier 70 (which, along with the Power Plant site, will eventually provide opportunities for waterfront access). The Bay Trail will eventually continue around the Bay through Hunters Point Shipyard and down to San Mateo. (See *Map 11: San Francisco Bay Trail*.) The gaps are shown in *Map 11* and the City should prioritize closing these gaps to ensure a complete Bay Trail. Closing the Bay Trail gaps would also help in the development of the Blue Greenway, a continuous corridor that links the existing and proposed open spaces through the Bay Trail and the San Francisco Water Trail. The City’s Blue Greenway project intends to complete San Francisco’s southeast section of the Bay Trail and that portion of the Bay Area Water Trail, described below.

Coastal Trail


The California Coastal Trail is a network of trails for walkers, bikers, equestrians, wheelchair riders, and others along the entire 1,200 miles of the California coast. Through San Francisco the 10.5 mile trail connects many scenic and tourist attractions along the coastline, including the Golden Gate Bridge, the Presidio, Ocean Beach and Fort Funston. While the current trail is relatively complete, prioritizing improvements such as signage and fixing small gaps would ensure that the trail is accessible and visible for its entire route.

Bay Area Water Trail

The State Coastal Conservancy is leading the implementation of the San Francisco Bay Area Water Trail Plan (Water Trail Plan), a new regional access project. The Water Trail is a network of access sites (or “trailheads”) that will enable people using non-motorized, small boats or other beachable sailcraft—such as kayaks, canoes, dragon boats, stand-up paddle and windsurf boards—to safely enjoy single and multiple-day trips around San Francisco Bay. This regional trail enhances Bay Area communities’ connections to the Bay for water recreation activities, and creates new linkages to existing shoreline open space and other regional trails, such as the Bay Trail. The Water Trail will include educational, stewardship, and outreach components.

The Bay Area Ridge Trail

The Bay Area Ridge Trail is a multi-use trail that links the hills and ridges of the nine counties of the Bay Area. It will be approximately 550 miles in length when completed. Most of the 13.5-mile portion of the trail in San Francisco was completed in 1992 and is in the process of being reevaluated by the Bay Area Ridge Trail Council, with the goal of improving its route, signage and connections to other city and regional trails. The City should work with the Council and the community in this rerouting effort, especially one that takes users through parks and makes connections to other trails, such as the Bay Trail, the Coastal Trail, and the proposed new cross-town corridor described below. The City should also assist the Ridge Trail Council in its efforts to improve signage along the route. *See Map 12: Regional Trails.*

 [**MAP 12 - Regional Trails**](#)

New Cross-Town Corridor

A proposed corridor would connect wildlife habitats and allow hikers an urban wildlife trail experience through some of the City’s most diverse natural areas. The corridor would begin in the Presidio, travel through Golden Gate Park, stop at Twin Peaks and Mt. Sutro, wind through Glen Park Canyon, then McLaren Park, and finally reach the San Francisco Bay in Candlestick Point Recreation Area. While the exact route of this proposed new corridor has yet to be determined, it could include an extension to connect with Lake Merced and opportunities to daylight historic creeks in an enhanced green corridor. The City should work with pertinent Federal, State, and local agencies along with the community to develop this new corridor.

POLICY 3.4

Encourage non-auto modes of transportation – transit, bicycle and pedestrian access—to and from open spaces while reducing automobile traffic and parking in public open spaces.

San Francisco’s transit first policy, adopted by the Board of Supervisors as Section 8A.115 in the San Francisco Charter, emphasizes the importance of providing and prioritizing transportation via transit, walking, and bicycling for all trips in the city including to parks and open spaces. Non-auto transportation is especially important because many of the City’s large parks are located far from dense population centers and high needs areas. While the City’s extensive network of transit allows users to access all of the City’s parks, crossing the City, especially on a weekend, can often entail multiple transfers and long waits because of less frequent service. The City should consider increased and/or express local bus service to major open space amenities particularly from high needs areas. The City should also explore the idea of a “Green Transit Program,” a bus that delivers riders from the City’s high needs areas to large parks. This service should be affordable and allow families an easy way to access the City’s large open spaces. Additionally, the City should improve transit access to regional open spaces outside of San Francisco such as Marine Headlands, Mount Tam, Pacifica beaches, and the San Bruno Mountains.

Bicycle routes that serve to get riders to and around our open spaces also provide a key component of the city’s non-auto transportation network. Many of the improvements in the City’s Bicycle Plan address the need to connect people to open spaces. The City should prioritize bicycle improvements that provide both a connection to the City’s open spaces and serve as the most heavily utilized routes. For example, the improvements suggested along the panhandle would improve access to the Panhandle and Golden Gate Park as well as facilitate this route as a commuter corridor for bicyclists. The City should also work to provide bicycle parking at entrances to park facilities and throughout large open spaces to promote increased bicycle usage. In August 2013, the Bay Area BikeShare was launched with 34 San Francisco locations. The City should consider expanding those locations to serve major parks and open spaces, like Golden Gate Park, that are on the City’s bike network.

Heavy or fast traffic in and around public open spaces endangers pedestrians, limits access to open space, endangers plant and animal life and makes the open space less enjoyable to be in. Excessive parking spoils the user experience and untimed parking encourages non-park users to park, restricting availability of spaces for park visitors and residents alike. The following methods of reducing traffic in and around public open space are consistent with the urban design and transportation elements of the General Plan and should be applied where possible:

- Consider eliminating some roadway cut-throughs and ensure new roads are necessary for park access, not only as through-ways.
- Increase traffic calming on roads. Reduce the capacity of roads in public open spaces to encourage slower travel and provide safer routes for pedestrian and bicycle travel.
- Establish strict speed limits. Monitor speeds throughout the parks and ensure that strict speed limits are enforced.
- Study and implement, where appropriate, timed parking that supports typical-length visits to a park, but discourages all-day parking during the week.

POLICY 3.5

Ensure that, where feasible, recreational facilities and open spaces are physically accessible, especially for those with limited mobility.

The City should ensure that recreational facilities and public open spaces are accessible to all San Franciscans, including persons with special recreational needs, where feasible. For example, the hilly topography of the City makes providing some paths ADA accessible difficult to achieve. People with special needs may include seniors, children (particularly the very young), and people with disabilities. In order to achieve this policy, park and recreation facilities should be planned and programmed for people with special recreational needs in mind. The following criteria should be followed when developing or renovating any new space:

- All parks and open spaces should comply with applicable requirements of the Americans with Disabilities Act and the California Building Code.
- The City should utilize the US Access Board's recreation facilities and outdoor area accessibility guidelines as a best practice for design and construction.
- The City should also ensure that routes to and from the open spaces are accessible. For example, the route from the public transit stop to the park should be fully accessible.

POLICY 3.6

Maintain, restore, expand and fund the urban forest.

Trees and understory plantings in city parks, developed public open spaces, city streets and private property collectively form the urban forest. The urban forest contributes substantially to our quality of life and to the ecological functioning of our city. Trees and landscaping soften the urban environment, provide habitat, improve air quality, absorb carbon and mitigate stormwater runoff. Given these benefits, trees are an essential piece of the City's infrastructure. The urban forest requires consistent maintenance, funding and long-term planning to ensure its health and growth over time.

The SFRPD plants and maintains a variety of landscaping, including approximately 131,000 trees in city parks and other SFRPD open spaces. The Department of Public Works, Bureau of Urban Forestry (BUF) has permit jurisdiction over 105,000 trees and landscaping in the public right-of-way and provides maintenance along designated streets. Finally, property owners maintain trees within their property line as well as street trees and landscaping along their street frontage on streets not maintained by BUF.

The Planning Department, in collaboration with the Department of Public Works, has created a plan to promote San Francisco's urban forest with a focus on street trees. The Urban Forest Plan – Phase 1: Street Trees (2014), adopted here by reference, identifies policies and strategies to proactively manage, grow and protect the City's street tree population. A corresponding planning effort is needed, focused on policies and recommendations pertaining to trees in parks and open spaces. The Urban Forest Plan - Phase 2: Trees in Parks & Open Spaces should be funded and carried out. Many of the city's trees and understory plantings in our parks have reached maturity and are in a state of degradation. A thorough tree replanting strategy in parks and open spaces that addresses not only hazardous trees, but also develops a comprehensive replanting strategy that includes a system-wide prioritization framework, should be pursued. In addition, a third phase of urban forestry planning (Urban Forest Plan - Phase 3: Buildings and Private Property) should be completed to present recommendations for trees and landscaping on private property as well as on building (i.e. living architecture, green roofs and walls). The completion of all three planning phases will produce a holistic vision for the City's urban forest.

Urban forestry planning in San Francisco requires a Citywide Street Tree Inventory and Parks Tree Assessment to gather the data needed to achieve a higher level of tree management and care. The Citywide Tree Inventory should include geographic location, tree species, size, age, and disease classes, and other related information for trees within the public right-of-way. A Parks Tree Assessment should evaluate the condition and needs of trees under SFRPD's maintenance purview. Upon completion of these studies, property owners should be encouraged to plant trees and landscaping fronting their property consistent with the City's Urban Forest Plan and DPW's tree and landscaping planting guidelines. Additionally, the City should seek long-term funding sources to maintain and expand the urban forest on streets and parks. Codes relating to planting and maintaining street trees and landscaping in public spaces, parks, along public right-of-ways and within private property should be rigorously enforced to in order to maximize the extent, health, and longevity of the City's urban forest.

OBJECTIVE 4

PROTECT AND ENHANCE THE BIODIVERSITY, HABITAT VALUE, AND ECOLOGICAL INTEGRITY OF OPEN SPACES AND ENCOURAGE SUSTAINABLE PRACTICES IN THE DESIGN AND MANAGEMENT OF OUR OPEN SPACE SYSTEM

San Francisco is a heavily urbanized city, which nonetheless has a rich variety of plant and animal communities. Among these are coastal scrub, grassland, oak woodlands, marsh, and stream-side habitats and their associated wildlife. Some of these habitats hold species found nowhere outside of the Bay Area. The City also has significant landscaped areas, such as conifer plantings in Golden

Gate Park. By providing food and shelter for migratory and resident birds, butterflies, and insects they too play a major role in supporting San Francisco's biodiversity. Biodiversity includes the variety of living organisms, the genetic differences among them, and the communities and ecosystems in which they occur. Maintaining biodiversity requires genetic diversity, species diversity, and habitat diversity. San Francisco can be a leader in creating new and more sustainable open spaces by ensuring that all open spaces, including new and renovated park spaces, are developed in a way that enhances and works with local biodiversity.

POLICY 4.1

Preserve, protect and restore local biodiversity.

San Francisco's ecological communities include freshwater and tidal wetlands, riparian areas, grasslands, coastal prairies, oak woodlands, coastal scrub, dunes, rock outcroppings and our designed landscapes. Some of these areas serve as habitat for unique species including many rare and endangered species, such as the red-legged frog, snowy plover, and mission blue butterfly. Yet San Francisco continues to lose species diversity due to isolation and fragmentation of habitats and invasive species.

Parks and open spaces in San Francisco include both native and non-native species, both of which can contribute to local biodiversity. The City should employ appropriate management practices to maintain a healthy and resilient ecosystem which preserves and protects plant and wildlife habitat, especially rare species which are the primary contributors to local biodiversity.

Restoring some ecosystems would also help enhance local biodiversity. Wetlands and riparian areas, for example, provide habitat, biological benefits, and resource-efficient methods for treating storm water runoff in addition to serving recreational uses. However, many of San Francisco's wetlands have been buried by development and little of the original wetlands have survived in San Francisco. A number of restoration projects have recently been completed or are underway, including projects at Crissy Field, Heron's Head, Pier 94, Mountain Lake and Lake Merced. The City should continue to support the monitoring and restoration of these wetlands.

The long-term vision for the City should also include conserving and restoring hydrological resources, including riparian communities, seeps, springs, creeks, ponds, and lakes; and exploring the feasibility of day lighting creeks that are completely or partially buried, for example Islais Creek, Yosemite Creek and Mission Creek. In order to ensure the preservation and restoration of our local biodiversity, the City should increase awareness of the benefits of all ecological communities as well as how the public should and should not interact with these areas.

POLICY 4.2

Establish a coordinated management approach for designation and protection of natural areas and watershed lands.

San Francisco's natural areas are the undeveloped remnants of the historical landscape which contain rich and diverse plant and animal communities. Following the adoption of the 1986 Recreation and Open Space Element, the SFRPD enacted policies to develop a Natural Areas Program to manage the 530 acres of parks and portions of parks that constitute natural areas. The mission of the program is to restore and enhance remnant natural areas and to develop and support community-based stewardship of these areas. Policies governing access and appropriate use and enjoyment of protected natural areas should ensure that the natural resource values are not diminished or negatively affected by public use.

In addition to the SFRPD-owned land, there are a number of natural areas under the jurisdiction of other city, state and federal agencies and in private ownership. The long-term ownership and management of these lands is uncertain because these properties are not under rules and restrictions that would prevent them from being sold and/or developed. The City should ensure that a comprehensive inventory of all natural areas owned by city agencies other than the Recreation and Park Department and by private landholders is developed, in order to preserve the City's biodiversity and natural areas more holistically. This inventory should include promoting habitat corridors among open spaces and natural areas. The following criteria should be used to determine what constitutes a significant natural resource area worthy of protection:

- The site is undeveloped and relatively undisturbed, and is a remnant of the original natural landscape and either supports a significant, diverse, or unusual indigenous plant or wildlife habitat, or contains rare geological formations, or riparian zones.
- The site contains rare, threatened, or endangered species, as identified by the U.S. Fish and Wildlife Service or California Department of Fish and Wildlife, or contains habitat that has recently supported and is likely again to support rare, threatened, or endangered species.
- The site is adjacent to another protected natural resource area and, if protected from development, the two areas together would support a larger or more diverse natural habitat.

Given constraints on the City's financial resources, public acquisition for all natural areas that are in private ownership may not be an option. However, if such an area is at risk of loss through development, the site should be examined as a candidate for open space acquisition. Relative importance of the site as a natural area should also be assessed. If the area is not to be publicly acquired, the Planning Commission may require any development that is approved on the site to preserve the most important portions of the area, if found feasible and consistent with the Planning Code.

Once the significant natural resources outside the jurisdiction of RPD are identified, the City should develop a management plan for these natural areas. Many of the properties are currently managed by the City, State or Federal agencies whose mission is not consistent with the preservation of natural areas. In these cases, consideration should be given to joint management through a conservation district or a governmental entity that controls the management of these areas.

POLICY 4.3

Integrate the protection and restoration of local biodiversity into open space construction, renovation, management and maintenance.

The City should work to protect and enhance biodiversity throughout the parks and open space system. When parks and open spaces are renovated and new spaces are planned or acquired the City should work to ensure that these spaces are environmentally sustainable, from construction to management. New buildings and park features should protect and help restore local biodiversity. Appropriate criteria should be applied to different open spaces depending on the sensitivity of the habitat, the proposed uses, and the amount of space the new or renovated project will provide. However, certain key requirements, which the City is currently working on, will be applied to all new and renovated open spaces:

- **Soil conservation.** In order to conserve and to use local soil, a cut fill balance will be maintained where feasible to minimize the need to transport soil to or from the project site.
- **Native and drought-tolerant plants.** The City is working to replace invasive and water-intensive species and species of minimal habitat value with species that fit better with San Francisco's natural environment. Just as the City restores degraded areas with local native plants for wildlife habitat and biodiversity in natural areas, habitat and biodiversity should be considered along with traditional landscaping objectives of aesthetics and cultural value throughout our park system and in the streetscape. Drought-tolerant non-native plants can also contribute to the thriving of local biodiversity and meet many of these overall goals. To provide native and drought-tolerant plants, the City should continue to work with private entities and City agencies to encourage native and drought-tolerant plant nurseries.
- **Lighting.** Park lighting should be environmentally efficient and provide safety and security to park users, while being as limited as possible in order to protect wildlife in natural areas from the impacts of light pollution.
- **Habitat and Wildlife.** Where appropriate, utilize materials and design spaces, facilities and buildings in a manner that provides habitat for local and migrating wildlife.
- **Construction and Siting.** Utilize green building practices, local materials, services and supplies; site new structures in locations that minimize disruption of the natural environment; and mitigate impacts during constructions phases.
- **Waste Management.** The City should continue to enforce the no feeding of wildlife provision of the Park Code and manage recreational facilities to minimize wildlife access to human garbage.
- **Stormwater Management.** The City should continue to creatively solve for the management of stormwater runoff in our dense urban landscape. Managing the city's stormwater runoff in an environmentally-sensitive manner, such as using bioswales or through creek restoration could provide an increasingly biodiverse habitat.

POLICY 4.4

Include environmentally sustainable practices in construction, renovation, management and maintenance of open space and recreation facilities.

The City has been working to develop more sustainable practices in the development or renovation of their park and recreational facilities. Below are a number of programs that highlight efforts throughout the City.

- **Water conservation, recycling/reuse, and stormwater mitigation.** The SFPUC has developed a recycled water program with the North San Mateo County Sanitation District to use recycled water for three golf courses: Lake Merced Golf Club, Olympic Club, and San Francisco Golf Club. The SFPUC is also working on a treatment facility for recycled water on the city's west side. One of the primary uses of this recycled water would be to irrigate parks and open spaces in City property such as Golden Gate Park. The Recreation and Parks Department is the biggest user of water in the city, with an annual total usage of 691 million gallons of water. It is therefore critical to conserve potable water and promote alternative water resources such as recycled water and stormwater capture, especially for uses such as irrigation. Expanding the use of recycled water and considering other innovative treatments to capture and reuse stormwater runoff are being pursued by the SFPUC, the Recreation and Park Department, and the Office Community Investment and Infrastructure. Impervious surfaces are being limited or retrofitted to utilize pervious surfaces and innovative methods for capturing and reusing storm water, such as cisterns. Support for these efforts should continue, as they offer an easy and effective solution to water conservation and to potential water shortages caused by drought, earthquakes, or decline in the snow pack.

- **Energy production and efficiency.** The City's open spaces could serve as a source of energy for the City. For example, new or renovated buildings could utilize solar panels or other alternative energy sources. The SFRPD has also been a leader in the City in trying to reduce their energy usage. The goal is to realign the records so that meters are tied to park names and building names in order to have greater control of energy reduction measures. Currently, meter numbers are tied to physical addresses only with multiple meters and multiple addresses in one property.
- **Composting and Mulching.** The City has had a composting program since 1996. SFRPD is one of the leading partners and one of the biggest producers of green waste in the City. The recycling of this waste is used not only in city parks and in community gardens throughout the City, but is provided to farms and households for use in their private gardens.
- **Integrated Pest Management.** The City of San Francisco follows the award-winning Integrated Pest Management ordinance. The law requires that when the City is managing unwanted insects, rodents, birds, weeds, or other organisms for buildings & landscapes that the City follow a series of requirements including: how integrated pest management (IPM) is implemented, limitations on pesticide products, exemptions to the Reduced Risk Pesticide List (that may be used as a last resort), posting and notification for pesticide treatments, recordkeeping and data requirements, and accountability. The program must be followed by all city agencies and any city agency that leases land from the city.
- **Historic Preservation.** Appropriate repair and retrofitting of existing historic resources is an inherently sustainable strategy and ensures that the character and integrity of significant historic resources is maintained. Adaptive reuse, such as for new programming, accessibility, life and safety, and systems upgrades, is a strategy that can be used to conserve materials, minimize impacts to the environment, promote a sense of place, and improve livability.

OBJECTIVE 5

ENGAGE COMMUNITIES IN THE STEWARDSHIP OF THEIR RECREATION PROGRAMS AND OPEN SPACES

Residents can be a major asset in addressing open space needs, providing oversight, maintenance and stewardship. They can be instrumental in ensuring that recreation and open space activities are rooted in local needs and can offer a community-based solution to public sector gaps, particularly in times of budget constraints.

POLICY 5.1

Engage communities in the design, programming and improvement of their local open spaces, and in the development of recreational programs.

The most successful public spaces are those that respond to the needs of their users. Statistics, maps and figures can only go so far in determining a community's need – they can explain proximity to open space, they can describe type of open spaces that are missing (hiking trails, sports fields, playgrounds, access to and from open water, etc.), but they cannot identify the components of open space design which will most reflect their user community.

Open space designs and improvement plans, recreational programs, partnerships for new concessions, and other park additions should always include community participation. The level and intensity of community outreach and engagement may differ based on project type, ranging from written notifications, to community meetings and workshops, to design charrettes. Outreach and engagement efforts should start at the initial project stage, which provides the opportunity to learn about the local community's recreation and open space needs, and continue throughout the project. The City should strive to actively engage community members throughout the process by using a variety of community engagement tools.

A diversity of recreation programs is typically needed to serve the recreation needs and interests of San Franciscans. The City should consider many tools and criteria when developing recreation programs. Some useful tools include but are not limited to:

1. the City Survey from the Controller's Office, which provides an overview of park usage, park quality, and park programming from residents;
2. intercept surveys, which provides observational park usage;
3. user surveys from recreation programming participants;
4. facility-based input to provide neighborhood feedback on recreation programming; and,
5. emerging technologies that survey existing and potential park users including residents, workers, and visitors.

Connecting with and engaging the community will expand opportunities to honor community heritage, facilitate participation in broader arts and cultural activities, and ensure that facilities and programs are appropriate for park users and reflect community character.

Community representation can be continued as the park evolves by including plans that promote volunteer projects derived from the interest and abilities of the community, under the direction of park staff.

POLICY 5.2

Increase awareness of the City's open space system.

San Francisco's open spaces offer residents, visitors and workers many opportunities for recreating and relaxing. The enormous variety of spaces offers a range of options for the user, from a small plaza where downtown workers sit to enjoy their lunch, to large parks where hikers can walk through a redwood grove, to the numerous classes and programs offered by the Recreation and Park Department for families.

The City should coordinate efforts to increase awareness of all City-owned open spaces and promote an increased use and activation of underutilized spaces, which are often underused simply because people are unaware of all the amenities offered. The Recreation and Park Department should continue to enhance its presence on the internet, social media, and emerging technology. All City agencies owning public open spaces should also use emerging technologies to increase awareness of public open spaces. Ideally, the City should create a holistic platform that includes information (hours of operation, permitted activities, community stewardship opportunities, etc.) on all publicly-owned parks and open spaces regardless of the owning agency.

Open spaces also provide an opportunity to increase public understanding of and appreciation for San Francisco's unique natural heritage. Larger open spaces, such as natural areas and parks, as well as smaller landscaped areas, such as POPOS and street parks, may present opportunities to build awareness and understanding of ecology and the natural world through design elements such as demonstration gardens, educational signage, and interpretive artwork. The City should continue to explore creative partnerships with community groups, educational institutions, and cultural organizations to expand environmental education programs and provide opportunities for community-based stewardship and conservation. Such programs should target youth and high-needs areas in particular.

POLICY 5.3

Facilitate the development of community-initiated or supported open spaces.

Publicly-owned and managed open spaces, such as those managed by the SFRPD, are only one component of the City's open space network. Informal, community-organized open spaces, such as community gardens, green opportunities on street corners or along undeveloped street right-of-ways, and opportunities on private or underutilized (vacant) property, provide great opportunities for recreation and open space.

Community organizing around engaged urban revitalization, such as the creation of parks and open space, can have tangible social benefits too. It fosters a sense of responsibility, and encourages residents to take initiative in affecting their own environment. Creation of a community space can support the coming together of a neighborhood, facilitating social interactions and further increasing participation in future planning efforts.

The City should look for opportunities to expand the development of street parks, urban plazas, community gardens, improved streets, and shared school playfields (as described in Objective 3). An evaluation of public property potential, vacant and underutilized properties, and even private property where agreements with owners could be facilitated, would aid in identifying open space opportunities. While gaining access to private property is often a challenge, as owners may want to preserve development potential in the future, it may be possible to structure conditions that allow for temporary use as open space. A formal authorization agreement between the property owner, City, and community could regulate limited-term public use, allowing vacant private properties to serve as a positive community asset without detriment to existing or future building rights.

The City should support community-initiated efforts both administratively and financially by promoting and expanding programs like the Community Challenge Grants and Community Opportunity Fund. The City should also broaden communities' awareness of ways to develop or improve their own neighborhood spaces, the need for open space, and opportunities for them to respond to such needs. Education programs, which can be held in schools, within nonprofit programs, or even as seminars at neighborhood organizations, allow residents to tap into strategies for designating, financing and developing urban open space.

Various nonprofit organizations already provide technical assistance and support, broadening knowledge about what communities can do; organizing seminars, which aid community groups in understanding how to get a project started; providing planting lists and advice on their websites; and holding volunteer days to help implement work. Communities may also have physical needs for maintenance support and tools. Tool lending libraries that assist park volunteers in cleanups, landscape improvements, and community tree plantings, all help support the development of open space and should be supported.

POLICY 5.4

Reduce governmental barriers to community-initiated recreation and open space efforts.

The high cost of permitting requirements, combined with the time to complete them, can be a significant disincentive to community efforts. Recognizing this, San Francisco's street regulating agencies have streamlined permitting processes for street landscaping and reduced fee requirements. However, significant hurdles still exist to creating major changes to properties or to the public right-of-way. Because of the potential for conflicts with parking, traffic, transit, and adjacent uses, it is difficult to streamline major improvement processes. Yet, Portland has established a model ordinance, the "Intersection Repair" ordinance, which was intended to facilitate neighborhood improvements to streets, including major interventions like developing public gathering places in a street intersection. The City should study how to improve the delivery of public street improvements, and examine the lessons from places like Portland to examine what aspects can be facilitated.

Liability is another barrier. In San Francisco, improvements that convert private property to publicly accessible, or even private improvements to public property, typically require that the party contributing the improvements indemnify the City of all liability, which can bring the additional financial burden of insurance. The City needs to make a concerted effort to limit such liability concerns, and balance good public policy with legal caution. In particular, the City should pursue legislation to address the issue of public liability in situations of joint use or joint development of public properties, so that the liability may be equitably shared by multiple agencies (such as the agreement between the SFUSD and the Recreation and Park Department to allow public access to some schoolyards).

POLICY 5.5

Encourage and foster stewardship of open spaces through well-run, active volunteer programs.

Individual participation in stewardship of public open spaces brings obvious improvements to our parks – greener plantings, better maintenance, and an overall feeling of ownership which can deter destructive behavior. Stewardship activities also provide benefits for the individuals by encouraging appreciation of the space, stimulating more outdoor activity, and promoting long-term civic engagement.

The SFRPD has a wide-ranging volunteer program which creates opportunities to participate in gardening and ecological restoration projects, recreational programming, park planning, and fundraising. The program also fosters group sponsorship through weekly, ongoing work parties that provide ongoing stewardship of a park or area.

The Department of Public Works runs a number of parallel programs, such as Adopt A Street, Streets Park Program, and the Community Clean Team, to facilitate neighborhood stewardship efforts on San Francisco's streets, parks and schools.

The Port has also developed successful partnerships with organizations (like Literacy for Environmental Justice to assist with maintenance and education at Heron's Head Park), and Kayaks Unlimited (for stewardship of Islais Landing).

But more resources are necessary to realize the full potential of volunteer programs, expanding the breadth and depth of volunteer opportunities as well as overall participation rates. The City should work to expand these partnerships for stewardship of parks and open spaces, and could help coordinate all volunteer opportunities – whether City or nonprofit sponsored – into an online, easy-to-access calendar, or create a volunteer database with up-to-date schedules and opportunities. The City should also explore ways to share ongoing maintenance of parks and open spaces with individual stewardship organizations or through inter-departmental coordination.

OBJECTIVE 6

SECURE LONG-TERM RESOURCES AND MANAGEMENT FOR OPEN SPACE ACQUISITION, AND RENOVATION, OPERATIONS, AND MAINTENANCE OF RECREATIONAL FACILITIES AND OPEN SPACE

Securing resources for the maintenance and renovation of existing open spaces and providing funding for the acquisition of new open spaces has been a challenge for the City. The City must recognize the costs associated with open space maintenance, renovation, and acquisition and ensure that their funding mechanisms address these major expenditures.

POLICY 6.1

Pursue and develop innovative long-term funding mechanisms for maintenance, operation, renovation and acquisition of open space and recreation.

One of the key goals of this Plan is to ensure that the policies and programs have adequate resources and that a consistent source of funding for operations and maintenance is secured. The City has the responsibility to provide necessary funding for well-maintained recreational facilities and open space. To overcome the challenge of the City's diminishing resources and increasing costs and in order to meet existing funding challenges, the City should pursue different innovative financing mechanisms.. These strategies should help the City realize the monetary benefits provided by parks and open space and invest those benefits into the park system. The City should continue to pursue sustainable mechanisms to overcome the funding challenges. Below is a list of different mechanisms commonly used in cities as public finance strategies for parks and open spaces. Many of these funding strategies have been already used in San Francisco. The City should evaluate these mechanisms and their effectiveness on an on-going basis.

- **General Obligation bonds:** RPD has been using general obligation bonds as a long-term capital planning strategy. These bonds focus on the basic, critical needs of the park system, reducing earthquake safety risks and renovating rundown parks, pools, recreation centers, and playgrounds. In order to ensure that each bond efficiently addresses the needs of communities, RPD should continue to assess the results of each bond and their cost-efficiency in order to enhance the structure, process, and efficiency of future bonds.
- **Public-private partnerships:** The City has used public private partnerships since the park system was founded. Support from private entities and individuals can enable the park system to provide services and recreation opportunities to San Franciscans. The City is continuing to develop public-private partnerships to increase open space amenities and funding opportunities. Such facilities can range from mobile food vendors to larger concessions operating in park facilities. Such opportunities can provide a

reliable source of funding for park improvements and maintenance, while ensuring that they benefit park users, address their needs and concerns, and protect the public interest. Responsible agencies should develop these opportunities through an appropriate outreach and engagement process as outlined in Objective 5. Additionally, these agreements should:

- Maintain and enhance public access to recreation and park services; and
- Maintain transparency and accountability to the public; and
- Support the park or open space through financial and/or physical improvements
- **Grants:** Granting agencies such as federal and state agencies and foundations provide innumerable financial help and support to the city. The city agencies should continue to proactively pursue grant opportunities.
- **Local Fundraising:** The City’s vast network for park groups and active community organizations provide a wealth of knowledge and resources that can help support the city’s open spaces. The City Budget should prioritize adequate resources and consistent funding source for operating and maintaining open space.
- **Citywide Impact Fees to Fund Recreation Facilities and Open Space.** Development impact fees are fees the City charges developers in connection with approval of a development project for the purpose of defraying all or a portion of new public facility needs related to the development. These fees can be used to acquire and develop new recreational facilities and open spaces and for capital improvements to existing open spaces. Development impact fees that provide revenue for recreation and open space are in effect in a number of City neighborhoods, but not citywide. The City has developed an initial nexus study to demonstrate the impact of new development on open space.
- **Park Improvement Districts.** An innovative approach, similar to the Community Benefits District (CBD) used in many of San Francisco’s neighborhood commercial districts, is a Park Improvement District. A Park Improvement District is a public-private partnership in which businesses and/or residents in a defined area elect to pay an additional tax in order to fund improvements and maintenance for the park. The parks are maintained by the City, but this additional funding provides supplemental funds to cover needed improvements and maintenance overseen by a neighborhood-elected board of directors. This concept could be piloted to determine its effectiveness.
- **Voluntary Contributions.** Many cities provide the option to voluntarily contribute a small amount of money specifically earmarked for open space. Such a contribution option would be added to residents’ utility bills to fund improvements to open space.
- **Tax Revenue Options.** In some cities, decision makers have pursued the option of an additional tax contribution earmarked for open space, usually via an additional property tax on residential and/or commercial owners. The creation of a new tax requires a two-thirds majority vote by the electorate and provides a consistent source of funding. The money can be used for acquisition, maintenance, or capital improvements.
- **Community Facilities Districts.** In Mission Bay and Hunters Point Shipyard, Community Facilities Districts (or CFD), or special tax districts, will be used to help fund the on-going maintenance of the new open space facilities. The South Beach area also has a CFD that helps fund the maintenance of some small public plazas.

RPD and other public agencies responsible for recreation and open space in the City should continue analyzing how such funding options could be applied in San Francisco for recreation and open space maintenance, operations, renovation and acquisitions.

2014 Recreation & Open Space Element adopted by the Board of Supervisors [Ordinance 0153-14](#) on 07/15/2014.

Amendments by Board of Supervisors [Ordinance 0023-15](#) adopted on 02/10/2015.

Amendments by Board of Supervisors [Ordinance 0020-17](#) adopted on 01/31/2017.

Amendments by Board of Supervisors [Ordinance 0019-17](#) adopted on 01/31/2017.

Amendments by Board of Supervisors [Ordinance 0274-18](#) adopted on 11/13/2018.

Amendments by Board of Supervisors [Ordinance 0064-20](#) adopted on 04/21/2020.

Amendments by Board of Supervisors [Ordinance 0143-20](#) adopted on 08/18/2020.

Amendments by Board of Supervisors [Ordinance 0155-23](#) adopted on 07/25/2023.

San Francisco Planning Department
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Questions or comments on the General Plan? Please email us at pic@sfgov.org.



EXHIBIT 5

Safety & Resilience Element

NOTE: This **2022 Safety and Resilience Element** was adopted by the San Francisco Board of Supervisors on December 13, 2022. This Element update replaces the previous [2012 Community Safety Element](#).

INTRODUCTION

Purpose

The purpose of the Safety & Resilience Element is to facilitate safety from hazards, achieve racial and social equity, and strengthen community resilience. It provides a comprehensive set of policies for minimizing San Francisco’s contribution to climate change (or “the climate crisis”) and ensuring local resilience to multiple hazards. The policies here seek to protect the people and assets in San Francisco from loss of life, injury, property loss, environmental damage, and social and economic disruption from natural or technological disasters. The City has a profound obligation to protect communities and areas that face higher vulnerability to disasters.

The Safety & Resilience Element focuses on all hazards: natural and human-made. There is a strong foundation addressing seismic hazards, as earthquakes are the greatest risk to life and property in San Francisco due to the San Andreas and Hayward Faults. There are numerous other hazards prone to occur in San Francisco, such as flooding and poor air quality. Additionally, there are human-made hazards that pose threats to the City’s health and welfare and must be considered alongside natural hazards for mitigation, preparedness, response, and recovery, such as pandemic and release of hazardous materials. Due to the climate crisis, hazards are occurring more frequently, intensely, and simultaneously. The Safety & Resilience Element aims to address the complexity and severity of all hazards.

The Safety & Resilience Element names Environmental Justice Communities as areas in San Francisco disproportionately experiencing environmental burdens. Environmental Justice Communities, and others, tend to experience hazards more frequently and more intensely as compared to the City as a whole, and they take longer to recover. The Environmental Justice Communities Map identifies communities based on exposure to environmental pollution and other social vulnerabilities, which are often low-income communities and communities of color. Similarly, the Safety & Resilience Element names the American Indian community, the Black community, and other communities of color who are disproportionately experiencing racial and social inequities. The policies also name vulnerable communities with heightened risk and increased sensitivity to potential harms than the City average. The Safety & Resilience Element seeks to eliminate disparities and burdens related to all hazards and the climate crisis for all San Franciscans, starting with Environmental Justice Communities and other vulnerable people. When named, the Safety & Resilience Element is indicating the geographic areas (Environmental Justice Communities) and/or dispersed communities (American Indian community, the Black community, and other communities of color, and other vulnerable communities) in the City where policies should begin and target their work. In doing so, the Safety & Resilience Element offers policies to achieve racial and social equity, through actions and other systemic changes that amend past injustices and enable proactive, community-led solutions for the future.

In brief, the Safety & Resilience Element is organized into six goals to achieve racial and social equity, environmental justice, and climate resilience.

- 1. All People Live in Safe & Healthy Communities:** To ensure equitable safety, San Francisco must remedy past injustices and eliminate environmental burdens for all San Franciscans, starting with those experienced by Environmental Justice Communities.
- 2. Multi-Benefit Climate and Hazard Resilience:** Pursue multi-hazard risk reduction strategies and maximize community benefits along the way to becoming a net-zero emissions City by 2040.
- 3. Hazard Mitigation:** The City must reduce the likelihood, scale, and severity of impacts from all disasters to the economy; the built and natural environment; and all communities, starting with reducing such impacts in Environmental Justice Communities.
- 4. Emergency Preparedness:** Ensure San Francisco residents, workers, and visitors have the knowledge, capacity, and government support needed to be safe in the face of disasters.
- 5. Response:** Provide San Francisco residents, workers, and visitors with the essential support and services needed immediately following a disaster for life safety and functional recovery.
- 6. Recovery and Reconstruction:** Rebuild San Francisco’s built, natural, and social assets and communities towards a more equitable and resilient future.

Implementation

The Safety & Resilience Element establishes policies to guide the City’s actions in preparation for, response to, and recovery from a major disaster. As a policy document, the Safety & Resilience Element guides city decision making and actions, such as funding programs and regulating development. Implementation of the Safety & Resilience Element is carried out through numerous City plans and programs, as well as actions by the private sector and development.

Notably, there are multi-agency efforts to coordinate climate mitigation and adaptation and ensure San Francisco becomes more resilient to the threats of the climate crisis. Mayor London N. Breed officially launched ClimateSF in 2021, led by the Mayor’s Office and the Office of Resilience and Capital Planning, Planning Department, Department of the Environment, Port of San Francisco, and the San Francisco Public Utilities Commission. ClimateSF establishes goals for collective action on climate resilience planning, policy, and guidance across the City. This coordination supports a central focus on racial and social equity, healthy communities, just transition, connection to nature, and innovation. Through ClimateSF, major components of the Safety & Resilience Element are implemented.

RELATIONSHIP TO CITY-LED ACTION PLANS AND PROGRAMS

The Safety & Resilience Element contains broader policies to reduce impacts that will need to be carried out by the City. The City maintains three principal implementation plans that provide more immediate directions, specific strategies, and measurable objectives for monitoring and evaluation: the Hazards and Climate Resilience Plan, Climate Action Plan, and Emergency Response Plan. These plans work in partnership with the Safety & Resilience Element and are incorporated by reference here. A fourth plan, a Recovery Plan, is planned to be produced by the City to facilitate healthy and equitable recovery after disaster.

- The *Hazards and Climate Resilience Plan* (HCR), led by the Office of Resilience and Capital Planning and adopted by the Board of Supervisors, is a climate adaptation plan that responds to all hazards. The HCR serves as the City’s local hazard mitigation plan for disasters, adopted by the Federal Emergency Management Agency (FEMA). It is the City’s blueprint to understand and prepare for the impacts of natural hazards and climate change on our people and our assets.
- The *Climate Action Plan* (CAP), released by the Mayor and Department of the Environment, was originally developed to reduce the City’s greenhouse gas emissions. Achieving net-zero greenhouse gas (GHG) emissions by 2040 is still a plan driver; the plan now acknowledges the interwoven social and racial inequities of the climate crisis. Accordingly, the CAP advances measurable strategies to achieve net-zero emissions while addressing racial and social equity, public health, a just economy, and community resilience.
- The *Emergency Response Plan* (ERP), led by the Department of Emergency Management, provides an immediate action plan to coordinate response to disaster. It includes an overview of the emergency management system, detailed and restricted information for the Emergency Command Center, and a set of functional and hazard-specific details. The COVID-19 Phases I and II After Action Report outlined the strengths of the City’s plans and suggested further updates to enhance the City’s Emergency Response Plan. The suggested improvements include increasing community equity, improving the City’s Disaster Service Worker program, and providing further clarity and streamlining to both the organization of response services and procurement of emergency supplies.
- A *Recovery Plan* is planned to be produced by the Office of Resilience and Capital Planning. The City needs an advance planning document to guide long-term recovery and reconstruction post-disaster for all hazards that the City faces. A recovery plan can support rebuilding the City in a way that is more equitable and resilient to future disaster, based on the latest citywide goals and values, community needs, and approaches for building back better.

There are many other plans and programs throughout the City that support the Safety & Resilience Element, such as the Community Action Plan for Seismic Safety, the Neighborhood Empowerment Network, the Neighborhood Emergency Response Team, and the Lifelines Council. In addition to City-led actions, the Safety & Resilience Element relies upon the private sector, community-based organizations, and a range of additional stakeholders to support full and robust implementation of these policies.

GOALS, OBJECTIVES & POLICIES

Goal 1. All People Live In Safe & Healthy Communities

All stages of hazard management—mitigation, preparedness, response, recovery and reconstruction—are too important and too big a task for City agencies to take on their own. It would also be ineffective and may cause further harm to do so in a vacuum, without the involvement of the people most affected by hazards. Residents and community members themselves must play a central role in decision-making.

The planning process must develop an education-based involvement opportunities that supports community leadership development. Planning efforts should not only identify, but actively engage, the varied interests of the community. These processes should include holistic information around hazards and impacts; contribute to the vision for the City's future per the General Plan and community outreach and engagement; and support the achievement of racial and social equity. As possible, identify responsible agencies, institutions, and other partners responsible for implementing strategies for safety and resilience.

The City should also help to develop community skillsets pre-disaster, on both an individual and neighborhood level, to empower community members to meaningfully participate in a post-disaster reconstruction planning process, work effectively together to identify and prioritize community needs, and work collaboratively with the City to communicate these needs and ensure that they are met. Programs such as the Neighborhood Empowerment Network (NEN) help to build community capacity and develop these essential skills before disaster strikes, so that everyone can participate effectively in the reconstruction process after the disaster.

OBJECTIVE 1.1.

JUST EMPOWERMENT. SUPPORT THE GROWTH OF COMMUNITY NETWORKS TO EMPOWER ALL PEOPLE.

POLICY 1.1.1.

Engage the community in the planning process.

Knowledge about geologic risks in the Bay Area is substantial, but always evolving. The City needs to keep informed, through the professional contacts of its staff, and through State and federal agencies like CalEMA and the United States Geological Survey, about advances in the field. New information will be shared with the public and decision-makers.

Similarly, new techniques are continually developing in the seismic design of structures, and new data is emerging about the actual seismic performance of previously retrofitted buildings. The risks of damage to life and property can be reduced by these improved engineering practices. The City should continue to support the institutions, professional organizations and individuals who carry out research in structural safety. Special attention should also be paid to support and seek out research that identifies innovative and low-cost retrofit concepts. Once the City sets new acceptable safety levels, this research should support the engineering requirements to meet safety levels.

POLICY 1.1.2.

During climate mitigation activities, prioritize investment and resources in Environmental Justice Communities, especially through existing community-based efforts.

During climate mitigation activities, the goal is to support the City become a net-zero emissions City by 2040 by reducing the amount and rate of greenhouse gas emissions. For many mitigation approaches, such as utilizing low-carbon transportation modes and electrifying buildings, it takes investment and resources to make these shifts in behavior at the individual and community level. Environmental Justice Communities and other vulnerable people should benefit from targeted investment and resources to make these changes. By prioritizing investment and resources into these communities, financial responsibility for climate action is shifted away from the people most adversely impacted by the climate crises. During project design and planning, specify how the scope, outreach, implementation, and budget serves the needs of these communities to mitigate their contributions to greenhouse gas emissions. In addition to reducing the amount and rate of greenhouse gas emissions, there can be additional community benefits in public health, local businesses, and quality of life. There can be opportunities to partner with existing community-based organizations and neighborhood-level efforts to effectively reach Environmental Justice Communities and other vulnerable people.

POLICY 1.1.3.

During emergency preparedness activities, inform all individuals about the risks, vulnerabilities, and consequences of their neighborhood and communities from all hazards through culturally competent and equitable communications.

Everyone should be equipped with the public awareness of how all hazards may affect the City, the potential impact on their lives, and what to do to exercise their resilience. The City must support widespread, current, and actionable public awareness activities for robust emergency preparedness. With greater awareness, the less likelihood of loss of life and harm and the more likelihood that people are safe and able to bounce back after disaster. As hazards are felt disproportionately across the City, it is vital that this information be made in culturally competent methods and equitably distributed to communities that are hard to reach, such as linguistically isolated

communities and communities across the digital divide. As part of racial and social equity assessments and vulnerability and consequences assessments, the City can support a centralized repository of hazards information, directories to resources and training, and accessible, neighborhood-level information. The City can support conducting research and training materials, distribution across culturally competent and mass communications streams, and identify resources that can activate readily in the event of a disaster.

POLICY 1.1.4.

Establish a network of staff supporting the Equity Officer to advocate and advise on equitable response, recovery, and reconstruction activities during and after a disaster.

In the Incident Command System (ICS) of the Emergency Operations Center (EOC), there is an Equity Officer responsible for incorporating equity, inclusion, and community needs into emergency response. The Equity Officer is built into the emergency response structure that will help reach all parts of the City in the event of a disaster. Based on lessons learned from the COVID-19 After Action Report for Phase I and Phase II, there is a strong need and opportunity to establish a network of staff during emergency response that have built trust with communities and neighborhoods.

This network of staff can serve as experts of neighborhood-specific and potentially block-level conditions, liaisons to community-based organizations and other stakeholders, and trusted messengers to vulnerable people. The staff should represent and work strongly with the American Indian, Black, and other communities of color and other vulnerable people. During all EOC activations, this network would coordinate to equitably implement response, recovery, and reconstruction activities. This network may have memorandums of understanding with key agencies and community stakeholders to support their integration into emergency management best practices.

POLICY 1.1.5.

During response activities, the City should partner with non-governmental entities to respond to hazard impacts in Environmental Justice Communities.

Partnerships with non-governmental entities can be critical to respond to the widespread impacts of a disaster. In the immediate aftermath of a disaster, these partnerships will facilitate the “all hands on deck” response to prevent further loss of life and ensure the City recovers more equitably and resiliently.

By laying the groundwork necessary for strong public-private partnerships in advance—by establishing relationships with universities, corporations, and foundations—the City can put itself in a strong position to receive support outside of regional, state, and federal aid, which could be critical if disaster is widespread and government resources must be extended. The City can activate public-private partnerships and partnerships with community-based organizations as a strong tool in revitalization after a community disaster.

Relationships with corporate entities, particularly those with local ties, can lead to financial and other support in reconstruction and restoration efforts. Relationships with community-based organizations and other neighborhood-level efforts can lead to increased outreach to people who are in need of support. Their local knowledge can support distribution of resources and programs, identify neighborhood-level or block-level challenges, and serve as trusted messengers of key information.

POLICY 1.1.6.

During recovery and reconstruction activities, rebuild in ways that remedy safety and resilience injustices in Environmental Justice Communities.

The City’s response efforts can be made stronger with robust partnership with its neighborhoods. Neighborhoods can be a driving force in recovery efforts. Residents, leaders, and community members understand the lived experiences and priorities of their neighbors, and they have more personal motivation to ensure projects and programs are carried out successfully. Often a lynchpin for rebuilding, preexisting community efforts and community-based organizations can readily provide a strong local force to extend the reach of government-provided recovery and reconstruction.

In recognition of neighborhoods’ critical role in recovery, the City should work to increase the capacity of neighborhoods and neighborhood groups. The City currently maintains a number of programs, such as Neighborhood Emergency Response Team (NERT) and the Neighborhood Empowerment Network (NEN), that empower community members and community-based efforts to participate in climate mitigation and disaster recovery efforts.

These programs should be viewed as part of developing a framework of efforts to prepare communities in advance of a disaster. This framework should encompass community outreach and the provision of information; emergency preparedness exercises such as mapping and planning; and other problem-solving activities to tackle the range of potential hazards. By building the capacity of neighborhoods pre-disaster, neighborhoods are more capable to support post-disaster decision-making around issues such as land use, transportation, and economic development.

The City should expand opportunities for community members to organize at a neighborhood- or block-level to facilitate strong social ties that serve in resilient recovery and reconstruction activities. Identify incentives to convene, share resources and tools, and identify community-level leadership development.

OBJECTIVE 1.2.***CONTINUOUS ASSESSMENT AND EVOLUTION. ACT BASED UPON BEST PRACTICES AND CONTINUOUSLY IMPROVE THE KNOWLEDGE BASE TO REMEDY PAST INJUSTICES AND ELIMINATE DISPARITIES.*****POLICY 1.2.1.****In all stages of safety and resilience, prioritize the needs of people most impacted by the adverse impacts of hazards.**

People are the most precious part of cities. As hazards occur, the adverse impacts are felt unevenly throughout the City. There are people who have higher vulnerability to hazard consequences and take longer to recover. Due to systemic inequities, there are people who are more likely to experience a hazard first and worst, and take longer to recover, than the City overall.

In order to support Environmental Justice Communities and other vulnerable people, the City must identify and prioritize the needs of people most impacted by hazards in all safety and resilience efforts. The City must increase baseline understanding of disproportionate inequities (causes), impacts (effects), and opportunities to increase safety and resilience (solutions). The City must continuously update this understanding by identifying critical needs and infrastructure, conducting racial and social equity assessments, conducting outreach and engagement activities, and incorporating racial and social equity indicators into the evaluation and monitoring of programs.

POLICY 1.2.2.**Use the latest assessment tools provided by the Office of Racial Equity and Department Racial & Social Equity Action Plans to center racial and social equity into the planning, evaluation, and monitoring of programs.**

In City efforts for safety and resilience, racial and social equity must be incorporated into the planning, evaluation, and monitoring of all programs. For applicable programs, perform racial and social equity assessments and the latest tools provided by the respective agency's Racial & Social Equity Action Plan and the Office of Racial Equity. These tools provide high-level guidance to understanding and centering racial and social equity into projects and programs. The tools require consideration at each step of the decision-making process, as to who would benefit or be harmed by a certain action, and by iteratively considering these questions to generate better results.

POLICY 1.2.3.**Prioritize documentation of historic, archaeological, and intangible cultural resources in the most vulnerable areas to the climate crisis, starting in Environmental Justice Communities.**

San Francisco's historic and cultural resources are critical to the City's identity. They contribute to the City's unique character, support heritage tourism and economic development, and hold stories of the diverse communities who have called San Francisco their home. The City must continuously understand and preserve these resources and offer reasonable protection from current and future hazards. The City should prioritize documentation of historic, archaeological, and intangible cultural resources in areas most vulnerable to the climate crisis, such as areas within the Sea Level Rise Vulnerability Zone, as these resources may be experience irreparable damage or be completely lost.

Efforts are underway to document, preserve, and protect these assets, including resources that may become inundated by sea level rise or may collapse from an earthquake. However, the timing, severity, and impact of hazards such as earthquakes, floods, and fires are not fully understood. Hazards could severely damage or completely destroy buildings, building features, or artifacts within buildings.

Having a comprehensive cultural resource survey is critical for both hazard risk assessment and post-disaster recovery. The San Francisco Citywide Cultural Resources Survey identifies important individual historic or cultural resources and potential districts throughout the City. Additionally, the City can employ tools such as photographs, architectural drawings, oral histories with community knowledge and culture bearers, 3D laser surveys, and/or digital technology to archive and research these resources. The City can also explore the latest approaches to documenting these resources, as more is learned about preservation and adaptation from hazards such as poor and hazardous air quality and extreme storms.

POLICY 1.2.4.**Prioritize funding for infrastructure maintenance and improvements in Environmental Justice Communities.**

Environmental Justice Communities and other vulnerable people often rely more heavily on critical pieces of City infrastructure than communities with more resources, higher quality options, and privilege. Infrastructure provides public services such as transportation, water, energy, and internet. These infrastructure assets and systems are essential for people living, working, and playing in the City. It is important to fund the operation, maintenance, and improvements of such infrastructure and prioritize the needs of the communities who are more reliant on their services.

Goal 2. Multi-Benefit Climate and Hazard Resilience

Pursue multi-hazard risk reduction strategies and maximize community benefits along the way to becoming a net-zero emissions City by 2040.

OBJECTIVE 2.1.

CLIMATE RESILIENCE. PURSUE SYNERGISTIC EFFORTS THAT BOTH ELIMINATE GREENHOUSE GASES (CLIMATE MITIGATION) AND PROTECT PEOPLE, THE BUILT ENVIRONMENT, AND NATURE FROM THE UNAVOIDABLE IMPACTS OF THE CLIMATE CRISIS (CLIMATE ADAPTATION).

POLICY 2.1.1.

Coordinate the regular update of implementing documents of this General Plan including: the Hazards and Climate Resilience Plan (HCR) and the Climate Action Plan (CAP), both incorporated by reference here, as well as the Emergency Response Plan (ERP) and the Recovery Plan (pending).

The Hazards and Climate Resilience Plan (HCR), incorporated by reference here, serves as the City’s local hazard mitigation plan to the Federal Emergency Management Agency (FEMA). It addresses all hazards the City is at risk to and strategies to mitigate from harm. It serves as a tracking and monitoring tool, with annual reporting to FEMA. The Climate Action Plan (CAP), incorporated by reference here, guides how the City can reduce greenhouse gas emissions to net-zero by 2040, building on the City’s climate and sustainability framework, “0-80-100-Roots.” This framework aims for zero waste, 80% of trips taken by low-carbon transportation modes, 100% renewable energy, and carbon sequestration. The Emergency Response Plan (ERP) provides an immediate action plan to coordinate response to disaster. It includes an overview of the emergency management system, detailed and restricted information for the Emergency Command Center, and a set of functional and hazard-specific details.

The Recovery Plan is planned to be produced by the City. The Recovery Plan can serve as the advance planning document to guide long-term recovery and reconstruction post-disaster for all hazards that the City faces.

These documents should be coordinated and be regularly updated to ensure the City is best positioned to equitably protect people from all hazards and the climate crisis.

POLICY 2.1.2.

Direct City actions to reduce local contributions towards the climate crisis by mitigating greenhouse gasses and by increasing carbon sequestration.

Globally, scientific consensus on the threats of climate change and the current climate crisis has been widely agreed upon for many years. The climate crisis increases the frequency of natural disasters and threatens life and wellbeing, the economy, and more. In 2019, the City declared a climate emergency and strengthened plans for net-zero greenhouse gas emissions.

According to the 2022 Intergovernmental Panel on Climate Change Sixth Assessment Report, human-induced global heating is causing dangerous and widespread disruption in nature and affecting the lives of billions of people around the world, despite efforts to reduce the risks. Multiple climate hazards will occur simultaneously, and multiple climatic and non-climatic risks will interact, resulting in compounding the overall risks cascading across sectors and regions. For example, increased heatwaves, droughts, and floods are already exceeding the tolerance thresholds of plants and animals, driving mass mortalities in species such as trees and corals. These weather extremes are occurring simultaneously, causing cascading impacts that are increasingly difficult to manage. They have exposed millions of people to acute food and water insecurity, especially in Africa, Asia, Central and South America, on Small Islands, and in the Arctic.

To avoid mounting loss of life, biodiversity, and infrastructure, ambitious and accelerated climate adaptation is required, at the same time as making rapid, deep cuts in greenhouse gas emissions. So far, adaptation progress is uneven and there are increasing gaps between action taken and what is needed to deal with the increasing risks, the new report finds. These gaps are largest among lower-income populations.

The United Nations Intergovernmental Panel on Climate Change reported a dire warning about the consequences of inaction on the climate crisis, that due to human-induced global heating, the world “faces unavoidable multiple climate hazards” over the next two decades with global warming of 2.7°F (1.5°C). San Francisco has committed to local action to limit further warming through a goal of net-zero sector-based emissions by 2040, a 90% reduction from 1990 levels, and an interim target of cutting sector-based emissions 61% below 1990 levels by 2030.

The Climate Action Plan describes the strategies necessary to reach emissions reductions goals by sector:

- **Zero Waste:** By 2030, reduce solid waste generation by at least 15% below 2015 levels, and reduce solid waste disposed of by incineration or deposit in landfill by at least 50% below 2015 levels.
- **Transportation:** By 2030, increase low-carbon trips to at least 80% of all trips measured, and increase electrification of vehicles to at least 25% of all private vehicles registered. By 2040, increase electrification of vehicles to 100% of all private vehicles registered.
- **Energy:** By 2025, supply 100% renewable electricity, and by 2040, supply 100% renewable energy.
- **Housing:** Build at least 5,000 new housing units per year with maximum affordability, including not less than 30% affordable units, with an emphasis on retaining and rehabilitating existing housing.
- **Buildings:** By 2021, require zero onsite fossil fuel emissions from all new buildings, and by 2035, require zero onsite fossil fuel emissions from all large existing commercial buildings.
- **Roots:** Sequester carbon through ecosystem restoration, including increased urban tree canopy, green infrastructure, and compost application.

POLICY 2.1.3.

The City shall create and implement a Recovery Plan to facilitate robust social, economic, and environmental recovery post-disaster.

The experiences of New Orleans, Louisiana and the Gulf after Hurricane Katrina in 2005 illustrate the need for local jurisdictions to perform advance planning. Before a disaster strikes, there may be more resources within the community and within local government available. While the specifics of recovery would vary depending on hazards and impacts, certain aspects of recovery can be facilitated by advance planning.

The Association for Bay Area Governments produced a model recovery plan for the City of Oakland. A local recovery plan for the City should be centered in racial and social equity and should include, but not be limited to, the following topics discussed in Oakland's plan: financing recovery issues; recovery of government facilities and services; land use change; and the long-term recovery of housing, business, health care, schools, utilities, and transportation.

POLICY 2.1.4.

Ensure that City projects and private developments provide multi-benefit solutions that mitigate hazard risk and contribute to a zero-emission future.

With limited resources and capacity, it becomes more important that large development projects provide as much comprehensive benefit to the community as possible. The climate crisis is worsening conditions on the ground, and hazards are occurring more frequently, intensely, and simultaneously. A development project must consider a broad set of hazards and prepare holistically for the project's climate resilience, while actively reducing greenhouse gas emissions to contribute to Climate Action Plan targets and goals. Options for projects to reduce emissions include carbon sequestration through urban greening and native planting, building electrification, and connection to renewable energy.

OBJECTIVE 2.2.

MULTI-HAZARD RESILIENCE AND CO-BENEFITS. IN ADAPTATION AND MITIGATION INVESTMENTS TO MULTIPLE AND SIMULTANEOUS HAZARDS, MAXIMIZE RISK REDUCTION STRATEGIES AND THE RELATED COMMUNITY BENEFITS.

POLICY 2.2.1.

Include multi-hazard risk assessments in private development, capital projects, and the City's climate resilience programs.

With limited resources, and the worsening effects of the climate crisis, the City must extend the reach of every dollar spent on climate adaptation. The City must evolve the approach to climate adaptation and address how hazards are occurring more frequently, intensely, and simultaneously. In the project design and planning, incorporate how projects can deliver on a broad set of values and goals of the City.

With multi-hazard risk assessments, programs and projects need to consider the near- and long-term risks of all hazards. ClimateSF, the City's coordinated climate resilience interagency group, can support connecting climate resilience to intersecting issues across housing, health, transportation, and other public benefits. The General Plan can also determine opportunities for projects to support public benefits.

In private development and capital projects, development plans should ensure new development is designed and constructed to ensure functional recovery—beyond life safety expectations—in the event of all hazards. For known hazard risks, such as liquefaction on landfill areas, development should seek a performance equivalent to that of similar structures built on firm ground. For development within the Air Pollution Exposure Zone (APEZ), the plan should provide as healthy indoor air as projects that are outside the APEZ.

The project teams should conduct outreach and engagement to assess and understand the complete set of hazards and associated vulnerabilities in a project geography, especially as they relate to environmental justice. The assessments should support expanding the impact of resources directed at a singular hazard to develop multi-benefit strategies and solutions for projects and communities. Work with stakeholders, community members, and the private sector to assess and understand the complete set of hazards and associated vulnerabilities in a major development's surrounding area.

POLICY 2.2.2.

Examine the risk of flooding and evaluate adaptation actions that will protect people and the built and natural environments to help inform land use, capital investment, and other policies.

Despite best efforts to reduce greenhouse gas emissions and mitigate against the climate crisis, current CO2 levels are already causing changes in weather patterns, more extreme weather events, and an increase in sea levels. Even if greenhouse gas emissions were halted today, the long half-life of many greenhouse gasses and the change in global ocean temperatures mean that we will be experiencing consequences of increased CO2 in the atmosphere for centuries.

There is potential for permanently inundated land to greatly increase from the climate risk and associated flooding from storm surges, increased participation, sea level rise, and groundwater rise. With worsening conditions and without adaptation action, flood hazards will expand and alter the current 100-year floodplain and Sea Level Rise Vulnerability Zone, making many more people and structures vulnerable than currently. The City should continue to review scientific emissions and sea level rise projections to become fully aware of risks to health, safety, and reliable functioning of City infrastructure systems due to flooding, as well as support the institutions, professional organizations and individuals who carry out climate research. In certain areas of the City, such as Environmental Justice Communities, neighborhoods may be affected by the intersection of increased flooding and increased exposure to toxic substances. There is ongoing research to explore how flooding, especially groundwater rise, affects the mobilization of toxic substances from contaminated soils, and the related public and environmental health impacts.

The risk of flooding needs to be taken into account when making land use decisions, bearing in mind that perceptions of acceptable risk may change in the future. These risks should also be incorporated into appropriate City plans and policies, such as the Planning and Zoning Codes, and capital planning. The Planning Commission, Board of Supervisors, and other City decision-making bodies should be fully apprised of these risks as they conduct reviews.

The City should review best practices, case studies, and current technology to mitigate these potentially harmful effects and adapt to future conditions that will reduce loss of life, build structures, and infrastructure. Adaptation actions should be considered for feasibility, and they should be incorporated into seismic upgrades and routine maintenance if possible. The adaptation strategies can include, but are not limited to: building elevation, floodproofing, green infrastructure and ecological/habitat features, hard engineering, zoning/code changes, and relocation of sensitive assets.

POLICY 2.2.3.

Seek sufficient funding to address climate hazards through all phases of mitigation, preparedness, response, recovery, and reconstruction.

Each phase of disaster planning (mitigation, preparedness, response, recovery, and reconstruction) requires their own planning, design and engineering, construction, maintenance and operations, and ongoing monitoring. Providing sufficient staff and budget resources for interagency coordination is no small feat. Further, equitable distribution of funding—considering historic disinvestment in certain communities—requires heightened consciousness to resource allocation and providing opportunities for community input and decision making.

The 10-Year Capital Plan provides an approach for long-term efforts to be balanced with immediate needs. The Capital Plan should prioritize funding for 1) Environmental Justice Communities for the specific threats they face being compounded by systemic inequities; 2) specific hazard threats poised in vulnerable areas; 3) areas and functions that serve the most people 4) projects with matching state and federal funding; and 5) investments that support achieving a state of good repair of existing infrastructure and assets. The traditional cost-benefit models to determine funding needs have been built around tax and economic revenue, which continues cycles of disinvestment in historically disadvantaged and disinvested areas. Instead, holistic cost-benefit models should consider social, economic, and environmental costs and benefits.

POLICY 2.2.4.

Adapt the City's bay and ocean shorelines to current and future climate flood hazards, including coastal flooding, sea level rise, groundwater rise, and extreme storms.

The City faces threats from the slow-moving disasters of sea level rise and flood hazards. Surrounded on three sides by water, the City must adapt the bay and ocean shorelines to these hazards to prevent inundation; spread of environmental pollutants; disrupted services of key assets such as utilities and underground rail; assets and property damage; and loss of open space, neighborhoods, and communities.

The City should develop adaptation strategies to address current and future hazards for the bay and ocean shorelines. Building off of the Sea Level Rise Action Plan, the City should develop a citywide adaptation plan that addresses the interaction between sea level rise, coastal and inland flood hazards, and extreme storms. The adaptation plan should include a model of these joint hazards and have neighborhood-specific analysis, especially in low-lying areas in the Sea Level Rise Vulnerability Zone, like Mission Creek, Islais Creek, and Yosemite Slough.

The adaptation strategies may use a combination of measures, including flood defenses, accommodation strategies such as floodproofing, elevating sensitive equipment, operational policies, and removal or relocation of sensitive assets. Flood defense measures should incorporate natural or ecological features as much as possible. Adaptation strategies should be reviewed and amended over time as conditions and flood projections evolve. They should build in redundancy to provide extra protection should flood defense structures fail.

OBJECTIVE 2.3.

NATURE-BASED SOLUTIONS. ENHANCE NATURE, BIODIVERSITY, AND PUBLIC OPEN SPACE THROUGH CLIMATE RESILIENCE STRATEGIES THAT MIMIC OR RESTORE ECOLOGICAL SYSTEMS AND FUNCTION.

POLICY 2.3.1.

Maximize the preservation and maintenance of carbon sinks and landscape approaches that advance the rate of carbon sequestration.

An essential element of becoming a net-zero emissions City is pursuing carbon sequestration, the capture and storage of greenhouse gas emissions. Trees, other flora, especially native plants, should be preserved, maintained, and increased as carbon sinks in the City. Native plants should be prioritized in pursuit of the City's carbon sequestration, water management, and biodiversity goals.

There are many City agencies involved in this work, such as Public Works, Recreation and Parks, Department of the Environment, the Public Utilities Commission, and the Port. Public Works has ongoing efforts to plant trees throughout the City that are sequestering carbon through tree photosynthesis. Recreation and Parks offers plant palettes to maximize climate resilience in park landscapes and engages in climate resilient land management by repurposing green waste as mulch and chip cover.

POLICY 2.3.2.

Prioritize nature-based solutions that restore ecosystem function and maximize ecological benefits to plants, animals, and people.

For climate resilience, nature-based solutions offer approaches to restore ecosystem function and maximize ecological benefits. In capital, development, and other projects, incorporate greening and plantings that are climate appropriate, non-invasive, and native species into the building and surrounding infrastructure. Where possible, design solutions that make ecosystem function visible so that relationships between people and nature can be understood, cultivated, and appreciated. For open space projects, it is important to coordinate with the American Indian and Alaska Native community to preserve existing culturally significant areas and ensure access to culturally significant practices, such as harvesting food from the area.

POLICY 2.3.3.

Prioritize nature-based solutions as flood adaptation strategies, to enhance shoreline biodiversity and ecological function, manage stormwater, and protect against sea level rise and coastal flooding.

Against the present and increasing threats of sea level rise and flood hazards, prioritize the use of nature-based solutions and green infrastructure to increase climate resilience. The unique characteristics of these water-related hazards present the opportunities for both site-specific and district-scale solutions to manage stormwater and protect against sea level rise and coastal flooding. For greater climate resilience, prioritize nature-based solutions that enhance ecological function, preserve the natural aspects of the shoreline, and reconnect people to these systems.

The nature-based solutions, such as wetlands, should be adapted to the condition of the shoreline. Where possible, consider soft landscape transitions to the bay, ocean, and creeks that maintain public access, especially visual access, to these water features. In areas with limited space for soft landscape transitions, consider vertical strategies such as living or ecological seawalls.

POLICY 2.3.4.

Reduce the threat of wildfire to San Francisco residents and infrastructure.

Though the probability of wildfires within San Francisco is low, it remains high for areas outside the county where City-owned infrastructure is located. Significant portions of the Hetch Hetchy Regional Water System in San Mateo, Alameda, Santa Clara, and Tuolumne Counties are located in very high fire hazard lands. Coordinate with Yosemite National Park, Stanislaus National Forest, CAL FIRE, and adjacent communities on risk reduction, and properly care for City-owned land and facilities to reduce wildfire risk.

A small portion of the Crocker Amazon neighborhood has been designated as a high fire hazard area by the State. There are potable water mains and hydrants along the perimeter of John McLaren Park, as well as a 2015 era 75,000 gallon Emergency Firefighting System cistern at the corner of Moscow and Geneva.

POLICY 2.3.5.
Educate and empower stakeholders and communities to know, grow, and steward local native plants and wildlife on private and public property.

Property owners and other stakeholders can take the lead in nature-based solutions and urban greening with more support from the City. The City should develop a centralized repository of information and training to increase public awareness of climate appropriate, non-invasive, and native plants and wildlife on private and public property. For public property and open space, it is important to ensure the American Indian and Alaska Native community have access to conduct cultural practices, such as harvesting.

Goal 3. Hazard Mitigation

The City must reduce the likelihood, scale, and severity of impacts from all disasters to the economy; the built and natural environment; and all communities, starting with reducing such impacts in Environmental Justice Communities.

The climate crisis already adversely impacts San Francisco and influences how people live, work, and play. The climate crisis will accelerate impacts for decades to come. In San Francisco, there are 13 main hazards that have the most potential impact to the City. Of these hazards, seismic hazards pose the greatest direct risk to human life and safety via the failure of buildings and other structures during shaking or ground failure. In addition to tragedy, there will be substantial economic losses and severe social, cultural, and economic dislocations. These same consequences are threats across all other hazards, including slow-moving hazards such as sea level rise and emerging hazards such as poor and hazardous air quality. As the climate crisis worsens, hazards are occurring more frequently, intensely, and simultaneously—with compounding impacts. It is critical to ensure robust levels of safety and resilience relative to all hazards, by learning more about the risks posed to vulnerable communities and developing plans to reduce those risks; and by considering hazards in all land use, infrastructure, and capital planning.

OBJECTIVE 3.1.

EXISTING BUILDINGS. ENSURE RETROFITS AND RENOVATIONS TO EXISTING STRUCTURES INCREASE BUILDING LONGEVITY AND MEET CURRENT BEST PRACTICES TO PROTECT OCCUPANTS AND STRUCTURES.

Risk Reduction

POLICY 3.1.1.
Reduce the risks presented by City-owned structures and privately-owned buildings and provide assistance to vulnerable communities with limited adaptive capacity to reduce those risks.

Hazards such as earthquakes can cause damage to buildings that render them unsafe to occupy or cause them to collapse. Sea level rise and flood hazards can cause permanent inundation. Poor and hazardous air quality can exacerbate indoor and outdoor air pollution. The City needs a comprehensive approach to address the resilience of all at-risk structures and buildings where people live, gather, and work.

While the City has numerous programs in place to bring public buildings into seismic compliance, addressing privately-owned buildings is a political, legislative, and financial challenge. The Community Action Plan for Seismic Safety (CAPSS) and Earthquake Safety Implementation Program (ESIP) is a 30-year implementation plan to support the City’s resilience in the face of probable earthquakes along the San Andreas and Hayward Faults. These programs address seismic risk reduction for many building uses, such as residential and commercial.

The City should create additional action plans and implementation plans to address the range of hazards that are occurring more frequently, intensely, and simultaneously. These actions should address non-ductile concrete frame buildings, old construction in need of retrofits, pre-cast concrete tilt-up buildings, and housing units that serve low- and very low-income residents.

POLICY 3.1.2.

Reduce the risk of all hazards, especially geological, weather-related, and fire-related hazards, posed by concrete buildings and older, small, wood-frame residential buildings.

The City's current programs for unreinforced masonry buildings and soft-story wood-frame buildings apply to larger scale and commercial structures. Individual homes or buildings under 5 units are not required to be seismically strengthened. Some individual homeowners make upgrades to their buildings voluntarily, but that number could be substantially increased with more programs designed for safety improvements by homeowners. "Soft-story" buildings, in which the ground story has much less rigidity and strength than the rest of the structure, pose significant hazards. Often, the soft story is the result of multiple garage door openings or ground floor parking. Soft-story failure was responsible for nearly half of all homes that became uninhabitable in the 1989 Loma Prieta Earthquake. Photographs of the Marina District became iconic symbols of the compounded seismic risks from earthquake and liquefaction for housing built on top of landfill, loose, or saturated soils. The City estimates 43% to 85% of un-retrofitted soft-story buildings will be uninhabitable following a major earthquake.

The City should adopt incentives and regulations to encourage relatively simple retrofit approaches that increase the structural stability and safety of smaller wood-frame residential buildings, as well as consider a phased mandate for retrofits over a 30-year timeframe as directed by the Community Action Plan for Seismic Safety and the Earthquake Safety Implementation Plan. The City's Mandatory Soft Story Retrofit Ordinance established an inventory of buildings with five or more units and required their owners to evaluate and retrofit at-risk buildings. This program has been successful, with an 85% compliance rate for buildings that fall within the program's purview. Next, the City should enact a concrete building retrofit program, in accordance with the Earthquake Safety Implementation Plan. Older non-ductile concrete frame buildings and rigid wall flexible diaphragm buildings, aka "tilt-ups" with high-level risk should be addressed.

POLICY 3.1.3.

Abate structural and non-structural hazards in City-owned properties.

Both technical and financial resources are needed to repair and retrofit City-owned properties. The City shall use its capabilities to assess hazards and to create and implement bond and other funding opportunities to carry out retrofit projects. Through bond financing, numerous City buildings have already been structurally upgraded.

There still remain important City-owned buildings that present seismic risks, as identified in the 10-Year Capital Plan, Hazards and Climate Resilience Plan, and other studies and plans.

The City's Capital Improvement Advisory Committee (CIAC) acts as the policy body advising the City's capital-planning process. Recognizing that certain kinds of public buildings are critical to the community's functioning, the CIAC should work to establish a clear prioritization for these projects, develop an implementation program for their upgrade including funding sources (such as bond measures), and establish a timeline for the improvements.

POLICY 3.1.4.

Encourage property owners to evaluate their risks to all hazards.

Many property owners hold a misguided perception that federal and state sources will provide financial assistance after a disaster. But, federal aid provided in a declared disaster does not protect individual homeowners. When a major disaster hits an entire area, local governments are often strapped with simply providing funds necessary to repair major public infrastructure and buildings.

The City can encourage residents and businesses to evaluate their own risk and the repercussions they might face from reasonably foreseeable hazards. Whether through a formal risk assessment through a qualified consultant or simply through a personal assessment that evaluates the potential for damage, property owners should consider the full range of opportunities for decreasing their risk. This risk should be clearly communicated to tenants, upon sale of buildings, and be made part of public City records.

POLICY 3.1.5.

Support the ability to shelter in place and provide help for vulnerable communities with limited adaptive capacity.

The term "shelter in place" refers to people's ability to remain in their home or another place of shelter and stay there until instructed otherwise, due to ongoing hazards outside of the home that threaten health and life safety.

Seismically, for a building to have shelter-in-place capacity, it must be strong enough to withstand a major earthquake without substantial structural or non-structural damage. This is a different standard than that employed by the Building Code, which requires buildings to meet life-safety standards. In some cases, a building may not collapse, but might be deemed unusable because of the level of damage. Shelter-in-place housing standards would mean that a building is safe enough to live in during the months after an earthquake, but it may not be fully functional as a hospital or other public facilities would need to be.

Supporting shelter-in-place capacity can help minimize the need for emergency housing and services post-disaster, keep current residents in their homes, and minimize disruption of society and the economy. This could greatly minimize recovery costs and allow communities to remain intact.

Historic Preservation

POLICY 3.1.6.

Maintain a data clearinghouse of existing housing and building stock that inventories their features’ architectural and cultural character, vulnerability and resilience to all hazards, and other resilience features.

In order to make holistically-informed approaches and strategies to improve the safety and resilience of the City’s housing and building stock, the City needs a complex set of readily available, current, and high-quality data. The data on housing and building stock, including its location, specifications, conditions, and use, is managed by a number of City agencies and private sector actors, making it difficult to conduct research, assess the vulnerability and consequences to hazards, and identify opportunities to increase safety and resilience.

The City should develop and maintain a data clearinghouse that supports existing and projected housing and their interaction with all hazards. This clearinghouse can demarcate types of structures and buildings with known vulnerability to hazards, such as concrete buildings and wood-frame buildings, and denote opportunities for improving resilience, such as removing gas lines. The clearinghouse can utilize property information from past and current building surveying efforts, including the San Francisco Citywide Cultural Resources Survey (SF Survey), as well as existing information found on the Planning Department’s Property Information Map.

POLICY 3.1.7.

Starting with properties associated with Environmental Justice Communities, expand life safety and functional recovery considerations to increase the likelihood that historically valuable architecture and structures will survive all hazards, and encourage the adaptive reuse of historic structures.

Older buildings are among those most vulnerable to destruction or heavy damage from a large earthquake. They are less likely to have more recent engineering features or be built to current codes. This makes these buildings less resilient to ground shaking, and many of them are located in areas near the bay and the historic bay inlets with the City’s softest soil conditions. These buildings may also have ornate façade structures that, in the event of an earthquake, can detach and threaten people on the street.

A major earthquake could result in an irreplaceable loss of the historic built fabric and social communities of San Francisco. Part of the City most vulnerable to fire also contains many historic structures. North Waterfront, South Beach, Mission Bay, Potrero Hill, Hunters Point, Civic Center, Downtown, Tenderloin, and Hayes Valley neighborhoods have moderate risk for large urban fires. Additionally, San Francisco’s waterfront is lined with historic structures, including historic pier structures, vulnerable to risks posed by current flooding and accelerating sea level rise. Furthermore, stormwater flooding may pose risks to properties more inland in neighborhoods including the Mission, South of Market, and Bayview. The City should mitigate these hazards in a way that preserves the historic structures and fabric of the different neighborhoods.

When new programs are being considered to abate hazards posed by existing buildings and structures, the likely impacts of those programs on historic buildings must also be thoroughly investigated. The resulting programs should encourage the retrofit of older buildings in ways that preserve their architectural and historical character while increasing life safety and functional recovery. When development concessions, transfers of development rights, or City funds are granted to promote preservation of historic buildings, there should be reasonable measures taken to increase the building’s resiliency to environmental hazards.

POLICY 3.1.8.

Safeguard diverse elements of the City’s living heritage through supporting the protection and/or adaptation of intangible elements and their ties to the City’s natural and built environments, which collectively contribute to San Francisco’s cultural identity.

In the event of a hazard, there may be damage to the people, resources, and opportunities that contribute to San Francisco’s living heritage. These diverse and intangible elements of living heritage, such as performing arts, traditional crafts, foodways, rituals, and festivals, must be protected and adapted against the threats of all hazards.

After a hazard, the unique materials and supplies necessary for living heritage may be destroyed or heavily damaged beyond function. The opportunities and space to come together and practice rituals and festivals may be lost or deemed unsafe. The people and communities who own, practice, and appreciate acts of living heritage may be lost or displaced.

The City should identify the elements that contribute to San Francisco’s cultural identity, as that identity has been and may be evolving over time, and work to safeguard these elements from the threats of all hazards.

Resilient Retrofits

POLICY 3.1.9.

Reduce hazards from gas-fired appliances and gas lines, removing gas lines when possible, focusing on communities with concentrations of older housing stock.

In support of the City’s goals of becoming a net-zero emissions City by 2040, the City is minimizing reliance on gas and instead electrifying the future. For the remaining gas lines, the City must protect people and assets from seismic, combustion, and related hazards.

A large earthquake is likely to result in fires at a time when the water systems may be disrupted and fire-fighting personnel may be overtaxed. One of the common sources of ignition will be gas leaks from appliances. As part of removing gas lines, support the infrastructure for building electrification. In existing buildings, the San Francisco Lifelines Council recommends the Department of Building Inspection to require electrification with gas shut-off valves as an interim measure to full building electrification.

POLICY 3.1.10.

During building retrofits, follow a comprehensive retrofit strategy to provide support to vulnerable communities, reduce greenhouse gas emissions, and reduce the risk of property loss and damage during wildfires, flooding, and seismic hazards.

During building retrofits, there is opportunity to address a broad range of hazards at once. In addition to improving building resilience, there are improved protections for human safety and prevention of damage and loss of life. The retrofit strategy should address the main hazards the area is susceptible to, including seismic hazards, sea level rise and flooding, urban fire, and poor and hazardous air quality. Building retrofits, which include weatherization and electrification, are needed to meet San Francisco’s goal of net-zero greenhouse gas emissions by 2040.

POLICY 3.1.11.

For existing housing and building stock, provide training, guidance, and assistance to build resilience against extreme heat, poor and hazardous air quality, and flooding, especially in Environmental Justice Communities and other vulnerable people.

There is a set of emerging hazards occurring more frequently and severely in the City, exacerbated by the climate crisis. These hazards, such as extreme heat, poor and hazardous air quality, and sea level rise and flooding, are challenging existing approaches to make existing housing and building stock resilient to hazards. As compared to new and projected housing units, the existing housing and building stock—especially older stock—often serve as the City’s valuable resource of affordable housing.

For housing security and housing that is safe, healthy, and affordable to people, the City should provide training, guidance, and assistance to weatherize and retrofit. For example, the City can address temperature control, indoor air quality, and elevating property. These resources should be targeted to Environmental Justice Communities and other vulnerable people.

POLICY 3.1.12.

Provide guidance and assistance to residents about the risks associated with their home and their options to improve safety as renters.

San Francisco residents should be informed about the hazard risk profile of their homes and neighborhoods. For existing buildings and new construction, property owners and residents should be notified and informed. The City should pursue policies around mandatory reporting around seismic risk, such as during the time of sale or as permanent notice in building entryways. The City should pair notification with opportunities to learn more, such as pointing to an online directory of hazard and neighborhood profile information and opportunities to increase resilience of housing units.

OBJECTIVE 3.2.

NEW BUILDINGS. MAXIMIZE THE SAFETY, ENVIRONMENTAL PERFORMANCE, AND CLIMATE ADAPTABILITY OF ALL NEW DEVELOPMENT.

Hazard Information in Decision Making

POLICY 3.2.1.

Continue to support and monitor research about the nature of all hazards in the Bay Area, including prediction and warning systems, community vulnerability and consequences assessments, and improvements to building performance

and resilience.

Knowledge about hazard risks in the Bay Area is substantial, but always evolving. The City needs to stay informed, through City staff, state and federal agencies like CalOES and the United States Geological Survey, and other professional contacts about advances in the field. New information will be shared with the public and decision makers.

Similarly, new techniques are continually developing in the structural design of structures, and new data is emerging about the actual functional performance of previously retrofitted buildings. For example, the risks of damage to life and property from seismic hazards can be reduced by improved engineering practices. The City should continue to support the institutions, professional organizations, and individuals who carry out research in structural safety. Special attention should be paid to support and seek out research that identifies innovative and low-cost retrofit concepts. Once the City sets new acceptable safety levels, this research should support the engineering requirements to meet safety levels. Similarly, new techniques are continually developing to protect building occupants from poor and hazardous air quality, extreme storms and flooding, and pandemic.

POLICY 3.2.2.

Research and maintain information about all hazards, including adverse impacts on vulnerable communities.

The field of disaster research is growing in both scope and recognition. In recent decades, the September 11 attacks in 2001, the Indian Ocean earthquake and tsunami in 2004, Hurricane Katrina in 2005, the Haiti earthquake in 2010, and the COVID-19 pandemic starting in 2019 are major examples. While research into disasters focused primarily on natural disasters through environmental management, newer research strains extend into terrorism and cyber failures, biological and chemical emergencies, and other community-wide crises. They encompass research components such as organizational response to disasters and the social ramifications of hazards, disasters, and large-scale terrorist attacks.

In addition to the science and management of all hazards, the field is increasingly aware of the disproportionate impact of disaster among different groups of people and the need to prioritize attention to the people most vulnerable to risks and consequences. As hazards occur more frequently, intensely, and simultaneously, it is often Environmental Justice Communities and other vulnerable people who experience the impacts of disaster first and more severely, and who take longer to recover compared to the rest of the City. For some people, they have the resources and adaptive capacity to bear a disaster and recover to pre-disaster levels with relative ease. For vulnerable communities, there are higher risks, limited resources, and constrained adaptive capacity, meaning that research on all hazards should account for these dynamics of adverse impact and work to address these community needs.

The Department of Emergency Management should keep abreast of evolutions in this field of research, particularly as new threats emerge and as new methods of mitigating those are developed. The City should also continue grow its partnership with community response teams, such as the Neighborhood Emergency Response Team (NERT) and the Neighborhood Empowerment Network's Empowered Communities Program (ECP). NERT is a community-based training program dedicated to a neighbor-helping-neighbor approach to disaster response. The NERT program trains volunteers to work as members of an emergency response team, preparing them to respond to a personal emergency or assistance to Fire Department response. ECP is a community development approach to neighborhood-level disaster resilience, empowering neighborhoods to develop and implement strategies that strengthen communities during hazard events.

POLICY 3.2.3.

Coordinate interagency Citywide efforts to assess the City's vulnerabilities to multiple hazards, such as poor air quality, flooding, and extreme heat.

As the City continues to experience more extreme, more frequent, and more simultaneous hazards, the interagency climate resilience program should be empowered to assess the City's vulnerabilities to a complex set of hazards. The City should develop a citywide assessment, at the neighborhood level, to generate baseline information around the vulnerabilities and consequences to all hazards. This assessment should include impacts on Environmental Justice Communities and other vulnerable people, businesses and the economy, historical and cultural resources, and critical infrastructure. This assessment should support increasing public awareness for emergency preparedness. Currently, there is ClimateSF as an interagency collaboration to advance the City's climate resilience activities, including the Office of Resilience and Capital Planning, Planning Department, Department of the Environment, the Port, and Public Utilities Commission.

POLICY 3.2.4.

Ensure foundations and structural systems are designed with consideration of site soils conditions when reviewing projects in areas subject to liquefaction, slope instability, sea level rise, groundwater rise, and other flood hazards.

The Building Code considers soil conditions at a very general scale. But, soil conditions vary enormously throughout the City. Different soil conditions can result in very different earthquake impacts and can result in damage at other times, such as with landslides. Because of the importance of soil conditions, the California Seismic Hazards Mapping Act requires that a geotechnical investigation and geotechnical report be prepared for new or renovated buildings that are constructed in Seismic Hazard Zones.

Pursuant to this act, the Department of Building Inspection (DBI) requires geotechnical reports prepared by a licensed geologist and geotechnical engineer for projects in areas with susceptibility to ground failure, including liquefaction and landslides. DBI has procedures in codes and bulletins identifying when projects are subjected to additional geotechnical review and requirements based on site conditions and/or proposed scope of work to support these efforts.

Additionally, there is ongoing research of the interaction of sea level rise and flood hazards with the potential mobilization of soil contamination.

POLICY 3.2.5.

Provide training, guidance, and assistance for the geotechnical and foundation issues unique to tall buildings.

In San Francisco, there is a unique concentration of tall buildings that are 240 feet or taller. These tall buildings have advanced and complex characteristics and demands for seismic safety. Their structural systems preclude generic performance assumptions and prescriptive engineering solutions, and they are increasingly being used to house residents.

Based on the Tall Buildings Study and Earthquake Safety Improvement Program, the City should implement mandatory training and guidance to property managers and tenants around the seismic safety of tall buildings, as well as offer assistance to improve the geotechnical and foundational issues in the event of an earthquake. The Department of Building Inspection (DBI) developed guidelines for preparing geotechnical and earthquake ground motion reports for the foundation design and construction of tall buildings. DBI also requires performance-based structural design reviews for buildings above 240 feet tall (and some building types above 160 feet tall), and they convene an engineering design review team of external consultants to review and advise on proposals of new tall buildings.

As tall buildings are increasingly being used for housing purposes, in addition to business purposes, the City should set up data monitoring to track building use and resident demographics in order to address additional vulnerabilities.

POLICY 3.2.6.

Consider hazard information during City decision-making processes about land use, building density, building configurations, and infrastructure.

Land use decisions should be made with hazards in mind. The Planning Commission, the Board of Supervisors, and other City decision makers shall be aware of and consider hazards when making decisions that will affect the types and structures that will exist in the future, including existing and potential structures, land uses and their associated densities, transportation, and other infrastructure.

Changes to the General Plan, Area Plans, and Planning Code should take into consideration the prevalent disasters affecting the City and the effects they may have on the safety of future development. These considerations should balance with other environmental justice and community welfare concerns, ranging from safety to community health to economic security to quality of life.

In order to protect City property, building codes and technical knowledge must be as up to date as possible as new engineering expertise is gained. Keeping abreast of such information and technologies should be a priority for the City.

POLICY 3.2.7.

Monitor emerging industries like bioscience and other lab-based sectors, and ensure that state and local codes manage risks effectively.

The City has made it a goal to encourage the bioscience industry, as well as other lab-based industries, in the City because of its economic development potential. The University of California, San Francisco (UCSF) is a generator of life science and bioscience companies, it and has made the Bay Area a center for the industry. The number of companies located or seeking space in the City is expected to grow.

Many medical research laboratories handle biological materials, which may generate radioactive or otherwise hazardous materials and waste. Because of this, bioscience and biotechnology lab facilities in the City are subject to hazardous materials safety regulation by the federal government, state government, and the San Francisco Department of Public Health. Firms are required to generate Hazardous Materials Business Plans including storage and secondary containment policies; Emergency Response Plans; and training plans to educate staff about handling and disposal. Currently, state and federal regulations are adequate and sufficient to govern bioscience activities. In addition, San Francisco has adopted more stringent threshold reporting requirements for labs resulting in greater local oversight.

Lab-based sectors such as bioscience are likely to evolve, and the functions of the firms located in the City may shift. The City should monitor these industries to ensure safety regulations continue to be applicable. The City should encourage performance-based design and engineering technologies to protect the safety of critical research projects, particularly if facilities are vulnerable to hazards.

Promote Green Building

POLICY 3.2.8.

During retrofits and new construction, prioritize building practices that emit lower greenhouse gasses and build resilience to multiple hazards at once, especially in Environmental Justice Communities.

When retrofitting existing construction and developing new construction, use the latest building practices to emit lower greenhouse gasses and increase resilience to multiple hazards at once. In Environmental Justice Communities, where there are disparities in the prevalence of safe, healthy, and affordable homes, it is especially important to prioritize low-carbon building practices without jeopardizing housing affordability. In addition to the latest building standards, pursue building electrification, urban greening, low-carbon building materials, weatherization, interactions with the public realm, and other green building practices.

POLICY 3.2.9.

Continue to promote green stormwater management techniques.

The City has an abundance of impervious surfaces. Buildings, streets, parking lots, and other paved surfaces prevent the absorption of rainfall, so low-lying areas of the City are particularly susceptible to flooding in heavy rains. In addition, urban stormwater runoff can be highly polluted, and pollutants that go down storm drains can have negative impacts on the sewer and storm system, contributing to system overflows. Natural systems can often be an effective supplement, helping to absorb the overflow and filter out pollutants from that runoff.

Building and site development should include natural systems wherever possible. Natural vegetation, landscaped swales, and gardens included in site designs can reduce, filter, or slow the spread of stormwater runoff. “Green streets” that include pervious concrete, planters, and landscaped strips adjacent to sidewalks can assist the City’s sewer discharge capabilities. Green roofs incorporated into buildings provide another method of absorption. Similarly, sustainable construction techniques can be used to mitigate against the effects of future disasters. Green building technologies now allow for buildings that can provide their own power and filter their own water from runoff. This helps reduce two problems associated with disasters, the need for power and the need for potable water.

The City needs bolstered flood control structures and flood proofing to respond to the anticipated impacts of extreme storms. To prepare, the Public Utilities Commission can continue upgrading the City sewer system, and also critical are more imaginative solutions, like capturing stormwater for irrigation, increasing urban forestry activities, and other green uses.

OBJECTIVE 3.3.

***INFRASTRUCTURE AND PUBLIC REALM.* ENSURE THE CITY’S LIFELINE SYSTEMS, TRANSPORTATION AND EMERGENCY RESPONSE FACILITIES, UTILITIES, STREETS, PUBLIC SPACES, AND COASTS CAN WITHSTAND AND ADAPT TO ALL HAZARDS.**

Public Assets and Awareness

POLICY 3.3.1.

Reduce the risk of all hazards to community facilities and lifeline infrastructure, starting with Environmental Justice Communities.

For safety and resilience, community facilities and lifeline infrastructure serve as key assets in emergency management. Many types of community facilities can be areas for refuge and evacuation, storing and distributing disaster supplies, and providing critical services like medical care. Community facilities provide public services, such as public schools, childcare facilities, fire stations, police stations, recreation centers and parks, public and non-profit health facilities, libraries, arts and culture facilities, social welfare facilities, and facilities serving the homeless. In addition to facilities supported by the Community Facilities Element, the City can coordinate with other institutions such as private schools and places of worship. Identify the network of these facilities, assess their vulnerability and consequences to hazards, and create a set of strategies to mitigate harm so that these are available and functional to the community during disaster.

POLICY 3.3.2.

Identify and replace vulnerable infrastructure and critical service lifelines in high-risk areas.

In the event of a disaster, two of the most critical networks will be the City’s water system and its sewer and sanitation lines. Upgrades are already underway: the San Francisco Public Utilities Commission (SFPUC) and Public Works have ongoing programs to replace vulnerable water mains and sewers and to improve performance of the systems during earthquakes—by including system segmentation, safety shut-off systems, and redundant back-up systems or other methods of reducing damage—and providing alternative sources of service. SFPUC is undertaking a Water System Improvement Program to strengthen the Hetch Hetchy water transmission system against earthquake damage. A connecting pipeline is currently under construction to connect the region’s major water supply systems of the Hetch Hetchy, managed by the SFPUC, and the reservoirs in Calaveras, Amador, and Alpine counties managed by the East Bay

Municipal Utility District (EBMUD), which will enable water to be distributed from one Bay Area system to another in the case of failure. However, aging infrastructure in the City’s sewer and sanitation system is a concern—beyond ailing pipes, the City’s tunnels, pump stations, and treatment plants need upgrades and repairs. The San Francisco Sewer System Master Plan project currently underway at the SFPUC will eventually provide a detailed roadmap for these major improvements and provide a plan for funding these improvements.

Other upgrades underway include Pacific Gas and Electric’s seismic program replacing vulnerable gas lines, and Caltrans’ bridge and highway retrofit programs. BART is in the midst of a system wide seismic upgrade project; the City should lobby for continued seismic retrofit and disaster-resistance measures on our regional transportation systems such as Caltrans and AC Transit. More upgrades are needed to PG&E’s electric system to reduce the risk of service disruption to customers, including transmission improvements, replacement of vulnerable transformers, circuit breakers, and other at-risk components of the electric system. The City should require a specific plan detailing these improvements, and a timeline for their implementation.

POLICY 3.3.3.

Conduct capital planning to advance resilient infrastructure prioritizing life safety and functional recovery, as well as the needs of Environmental Justice Communities and other vulnerable people.

In capital planning, incorporate environmental justice analysis of community facilities and other critical infrastructure that serve, impact, and are more used by Environmental Justice Communities and other vulnerable people. Community facilities provide public services, such as public schools, child-care facilities, fire stations, police stations, recreation centers and parks, public and non-profit health facilities, libraries, arts and culture facilities, social welfare facilities, and facilities serving the homeless. With community outreach and engagement, listen to resident needs and priorities of their built environment and public realm. Explore how public infrastructure projects can limit environmental justice burdens and improve outcomes for active transportation, open space access, and climate resilience.

POLICY 3.3.4.

Where there are ongoing and known plans for future public infrastructure projects, consider prioritizing maintenance of public access and protecting the public rights-of-way above the needs of private property and development.

Public infrastructure projects often depend upon the system of public rights-of-way for accommodation. For this reason, the City should prioritize maintaining and protecting the public rights-of-way, above and below street level, for future public use. The City should refrain from issuing encroachment permits to private development without considering these priorities.

For certain public infrastructure projects to deliver lifeline and other public services, they can be so large and complex that they cross multiple jurisdictional boundaries and rights-of-way between public and private spaces. The City must protect the public-rights-of-way, especially above the needs of private development projects, to have a space to deliver public services. Ensure that private encroachment permits do not interfere with future public infrastructure projects.

POLICY 3.3.5.

Provide training, guidance, and assistance for nearby communities most impacted to potential threats and consequences to public assets and infrastructure within the Sea Level Rise Vulnerability Zone.

In the Sea Level Rise Vulnerability Zone, over six percent of the City’s land (about four square miles) could be inundated by temporary or permanent flooding by 2100. This will affect people, jobs, and vital infrastructure in the City. There are public assets and infrastructure like the Muni yard and San Francisco Public Utilities Commission water stations that are at risk. The City should develop training, guidance, and assistance to communities in and adjacent to the vulnerability zone on how these assets may be affected and how their lives may be impacted. These resources should increase the City’s understanding of how sea level rise and inundation is a potential threat and consequence to the vulnerable communities; increase communities’ understanding of adaptation efforts underway; how to stay involved; increase adaptation capacity; and decrease disruptions in service.

Resilience to Future Hazards

POLICY 3.3.6.

Maintain research, monitoring, and guidance related to earthquakes, sea level rise, and flood hazards to inform a framework for future investments and development.

In San Francisco, earthquakes are the greatest hazard risk to life and property due to the San Andreas and Hayward Faults. Within the next 30 years, the probability of the San Francisco Bay region experiencing an earthquake measuring magnitude 6.7 is 72%. Unlike other hazards, earthquakes strike without warning. Even if the next earthquake was accurately predicted with a week’s warning, without advance planning and action, there are tens of thousands of seismically vulnerable buildings throughout the region that would be

severely damaged or collapsed. On the other hand, sea level rise is a slow-moving threat that also demands immediate action. By 2030—without taking any adaptation actions—the City is at risk of sea level rise negatively impacting 5,000+ residents, 10,000+ jobs, 200+ acres of open space, and other communities, buildings, and assets.

The City needs to learn more about the evolving science of earthquakes, sea level rise, and flood hazards, monitor the impacts and potential threats to the people and assets of the City, and guide adaptation and response activities to these hazards. It is especially important to understand the interactions of these hazards, and with other hazards like biological hazards (e.g., hazardous materials), to inform effective investment and development of strategies for resilience.

POLICY 3.3.7.

Support the development and updates to building, planning, and other municipal code requirements that meet City climate and seismic resilience performance goals.

The design and construction methods used in buildings are critical to community safety and resilience. At regular intervals, use best practices to review and amend all relevant public codes to incorporate the most current knowledge of structural engineering regarding seismic risks; design and site new buildings considering flood and sea level rise elevations; and green building practices relative to best biologic and ecosystem processes.

Among U.S. cities in areas of very high seismic hazard, the City is unique because of its geography, urbanization, and reliance on public transportation. Current seismic codes ensure that new buildings are earthquake- and fire-resilient, and protect people inside buildings by preventing collapse and allowing for safe evacuation. However, current code requirements do not necessarily limit damage to a structure, or ensure its function post-earthquake. Damage to new buildings and developments can have magnified impacts that affect adjacent structures and the City's lifelines.

A number of factors support the idea that new and retrofitted buildings in the City should be built for better seismic performance than the default level provided by the current Building Code. Consider creating tiered, “enhanced” levels of seismic performance that are performance-based by offering incentives such as priority processing (similar to a LEED certification for sustainable design).

There are additional nature-based solutions that support the built environment's contribution to enhanced natural ecosystem function. Consider higher floor elevations, softscape and natural buffers, and other flood proofing approaches within the Sea Level Rise Vulnerability Zone. Use the latest climate resilient expectations in the Building Code.

POLICY 3.3.8.

For new construction and public assets, consider resilience measures against future climate projections and other hazards, beyond current life safety expectations in building codes.

Many hazards, such as sea level rise and extreme heat, are occurring more frequently and intensely. The research shows nonlinear projections of how these hazards occur and impact the City. While building codes prioritize life safety and seek the latest best practices, the Safety & Resilience Element encourages resilience measures in new construction and public assets to act aggressively against all hazards and their future climate projections. As the climate crisis worsens, it is beneficial to act out of an abundance of caution to protect the safety and increase resilience of people and assets. The City encourages utilizing resilience measures that may not be reflected in building codes yet or may not yet have been applied.

POLICY 3.3.9.

Design and utilize open spaces considering their use as emergency gathering areas, floodable spaces, and ecosystem services, per the Recreation and Open Space Element.

For certain hazards, such as earthquakes, flooding, pandemic, and extreme heat, open spaces in the public realm can serve as critical spaces for emergency gathering (evacuation, shelter) and buffers (retreat). Per the Recreation and Open Space Element, design and utilize open spaces to act as emergency gathering areas that are low-risk, flexible use, and resilient. Additionally, these open spaces along and near the ocean and bay shorelines can serve as floodable spaces as part of nature-based solutions to sea level rise and flood hazards.

POLICY 3.3.10.

Identify and maintain emergency access areas and potential evacuation routes to support capacity for future emergencies and evacuations.

During certain disasters, the City must maintain an essential transportation network to facilitate disaster response and safety. Public Works maintains an Emergency Priority Route Map which is integrated into the Department of Emergency Management's Emergency Response Plan. The map identifies a priority route network for City agencies to conduct damage assessment and maintain critical facilities and services post-disaster, such as a major earthquake.

For evacuation needs, the City must also maintain the safety and function of streets and roads to activate as evacuation routes and emergency access areas at any time. These transportation corridors will need to support an influx of users and maintain structural integrity and function during a large earthquake or other disaster. As part of identifying potential evacuation routes, the City must identify accessibility needs of people with limited mobility options and other vulnerable people, such as people with disability, access, and other functional needs.

Where known, consult with relevant authorities governing major transportation corridors and access areas to ensure all levels of government are aware of the current and future capacity expectations for safe evacuation. These activities should include sub-surface, ground, air, and water transportation routes.

OBJECTIVE 3.4.

SPECIFIC HAZARDS. IDENTIFY AND PURSUE PROGRAMS AND PROJECTS THAT MITIGATE AND SAFEGUARD AGAINST MULTIPLE HAZARDS ACROSS MULTIPLE ASSETS, ESPECIALLY FOR ENVIRONMENTAL JUSTICE COMMUNITIES AND OTHER VULNERABLE PEOPLE.

POLICY 3.4.1.

Assess, mitigate, and provide holistic information about all hazards affecting the City, as identified in the Hazards and Climate Resilience Plan.

The City should advance research and understanding of all hazards and their impact to the people and assets of San Francisco. The Hazards and Climate Resilience Plan (HCR) serves as the City's Local Hazard Mitigation Plan (LHMP). The City should work with the academic community, appropriate government agencies, and other stakeholders to assess the threat and impact of the 13 main hazards to the City. Coordinate this basic research with the appropriate data clearinghouses in the City that relate to achieving racial and social equity, public awareness, and informing decisions around capital planning and development.

These hazards include geologic hazards (earthquake, tsunami, landslide, and dam or reservoir failure), weather-related hazards (flooding, high wind, extreme heat, and drought), fire-related hazards (large urban fire, wildfire, and poor air quality), and biologic and toxic hazards (pandemic and hazardous materials). These hazards can include the latest emerging hazards that may not be reflected in the Hazards and Climate Resilience Plan, such as sea level rise and noise pollution.

POLICY 3.4.2.

Protect against the risks of using, storing, and transporting hazardous materials and increase public awareness, particularly in areas prone to seismic and flooding risks.

The City should coordinate with the appropriate regulatory and monitoring agencies for the use, storage, and transportation of hazardous materials. The location of hazardous materials, existing and potential, should be in areas resilient to seismic and flooding hazards to minimize the spread as an environmental pollutant and threat to public health. Where hazardous materials are close to people, and critical assets like the water table, the public should be notified and empowered to seek more information and resources to protect health and safety.

POLICY 3.4.3.

Educate the public about hazardous materials procedures, including transport, storage, and disposal.

Hazardous materials include chemical, biological, radiological, nuclear, and explosive substances (CBRNE). Accidents such as toxic releases from facilities and vehicles, fires and explosions caused by chemical releases, and oil spills in the bay are not uncommon. There is also increasing awareness and research about the mobility of hazardous materials during inundation and flood hazards, particularly towards the groundwater table. The Federal Emergency Management Agency (FEMA) has estimated that an average of 60,000 accidents and over 200 deaths involving chemicals occur in this country every year. The City should support research about the interaction of toxic substances with groundwater threats.

Several of the City's agencies provide businesses and residents with information about safe disposal of hazardous materials, primarily the Fire Department and Department of Public Health. The City's Fire Department is responsible for administering local safety regulations for business operating with hazardous materials, and it is the first responder to chemical and hazardous spill accidents. The Fire Department is also the point of contact for risk/hazard assessments, capability assessments, and detailed response planning. The Department of Public Health enforces state and City environmental health laws, including hazardous materials storage; issues hazardous materials use permits; and investigates illicit discharge and disposal of hazardous materials.

For common CBRNE hazards at the household-level, the Neighborhood Emergency Response Team (NERT) educates the community about their indicators and safe disposal methods. The Public Utilities Commission also provides residents and businesses with information (through ads and website resources) on how to properly dispose of hazardous materials including waste oils, such as motor oil.

POLICY 3.4.4.**Develop a plan for supporting Environmental Justice Communities and other vulnerable people during Sheltering-in-Place activities, to protect from poor and hazardous air quality, pandemic, and other hazards.**

During a disaster, sheltering in place may be necessary to social distance, prevent the spread of disease, protect from threats to health and safety, and support public health. Sheltering In Place requires safe, healthy, and affordable housing be available to all. It limits the ability for people to conduct their routine behaviors for living and working, such as grocery shopping, going to work, and going outdoors for physical and mental health. The City should develop a plan for supporting Environmental Justice Communities and other vulnerable people during shelter in place, including assessing information and resource needs, culturally competent communication, outreach of public services, and disaster supplies.

POLICY 3.4.5.**Prepare for efficient and equitable responses to medical emergencies and pandemics.**

On January 21, 2020, the City activated its Emergency Operations Center to support the response to COVID-19 and coordinate with active Department Operations Centers. Mayor Breed's early decision to proclaim a local emergency was instrumental to San Francisco's ultimate success responding to the pandemic, allowing City agencies to enact emergency procedures that helped save lives. As of December 2021, the City continued to have the lowest cumulative per capita COVID-19 mortality rate among other large jurisdictions.

The COVID-19 Pandemic Response After Action Report outlined the strengths of the City's response and suggested further updates to enhance the City's emergency response plan. In addition to early and rapid action, the City's successful response can be attributed to the unified priorities, pooled resources, and clear communications that came from the coordinated COVID Command Center, as well as the flexibility and capacity provided by the Disaster Service Workers. Specifically, improvements should focus on increasing racial and social equity in the community, improving the City's Disaster Service Worker program, and providing further clarity and streamlining to both the organization of response services and procurement of disaster supplies.

For all future pandemics and other medical emergencies, the City should create an advance plan to prepare for a similarly successful early and rapid response. This plan should include the disease testing and response capacity of hospitals; disaster supply needs at the household, neighborhood, and citywide level; community health capacity of community facilities; and accessibility capacity of public information. The City should ensure the public is kept well informed about evolving information regarding the public health emergency. The City should ensure systems are in place to ensure continuity of public services, such as public transportation and utilities service with staff absences. The City should solidify plans to ensure access to a stockpile of emergency services to use and distribute, such as medicine and protective equipment.

POLICY 3.4.6.**Assess and mitigate the risk of flooding by incorporating the Flood Insurance Rate Map for San Francisco and related programs.**

The [National Flood Insurance Program \(NFIP\)](#), managed by the Federal Emergency Management Agency (FEMA), provides low-cost flood insurance for communities that adopt floodplain management programs to help mitigate flood losses and damages. FEMA uses the Flood Insurance Rate Map (FIRM) to identify areas with 1% annual chance of flooding, and it uses this as the basis for insurance rating.

FEMA approved the City's application for participation in the NFIP in April 2010, and subsequently, the City has amended the 2008 Floodplain Management Ordinance in order to meet NFIP requirements. The established flood damage reduction program provides homeowners and other property owners the opportunity to purchase federally-subsidized flood insurance at affordable rates. FEMA issued a preliminary FIRM for San Francisco in 2007. The final map and ordinance was adopted in 2020.

The Floodplain Management Ordinance requires the first floor of structures in flood zones to be constructed above the floodplain or to be flood-proofed with variances for exceptional circumstances. The map, as proposed, would designate portions of waterfront piers, Mission Bay, Bayview Hunters Point, Hunters Point Shipyard, Candlestick Point, and Treasure Island in coastal flood hazard zones, which may have implications for development plans and insurance requirements in those areas.

To mitigate against potential risks, the City should maintain NFIP participation and use the information provided by FEMA to engage in additional floodplain improvements to at-risk areas. The City should continue to implement ordinance requirements for new construction, address flood hazards in wastewater projects, and pursue ordinance requirements for substantial improvements projects located in Special Flood Hazard Areas.

POLICY 3.4.7.**Support retrofitting measures for historic buildings vulnerable to current or future flooding, while respecting architectural and historic character, consistent with pertinent local or federal design guidelines.**

Consistent with design guidelines at the local and federal levels, address the unique retrofitting measures required for historic buildings that are vulnerable to sea level rise and flood hazards. The U.S. Secretary of the Interior issued flood mitigation design guidelines for historic properties, and the City can explore additional design guidelines that respect the architectural and historic character that is vulnerable to damage.

Goal 4. Emergency Preparedness

Ensure San Francisco's residents, workers, and visitors have the knowledge, capacity, and government support needed to be safe in the face of disasters. The City must be prepared to respond quickly and effectively in the case of a disaster. In order to meet the needs of its people and assets after a disaster, response, recovery, and reconstruction plans must be prepared in advance to the extent possible. The City must have the coordination necessary to execute them rapidly. In addition to readying its own agencies and departments, the City must ensure all people are aware and prepared for the possibility of disaster. State and local emergency responders advise people to be prepared for a minimum of 72 hours of self-sufficiency after a large earthquake. Achieving preparedness is even more critical for vulnerable populations and those in geographic areas and building types that are more vulnerable to earthquake damage.

OBJECTIVE 4.1.

AWARENESS AND CAPACITY BUILDING. INCREASE THE UNDERSTANDING AND TRAINING OF EQUITABLE EMERGENCY PREPAREDNESS TO ALL HAZARDS AMONG ALL GOVERNMENT, PRIVATE, AND PUBLIC SECTORS.

POLICY 4.1.1.

Provide ongoing emergency preparedness and response training to all City employees and other responding agencies.

Under state law, all public employees are designated Disaster Service Workers. At any time during an emergency that results in conditions of disaster or in extreme peril to life, property, and resources, City employees could be assigned to any disaster service activity that promotes the protection of public health and safety. The Department of Human Resources (DHR) manages the City's Disaster Service Worker Program, which includes mandatory training for all City employees. The Department of Emergency Management (DEM) is responsible for ensuring that City employees are trained to perform as needed under the City's emergency plans.

The City should also continue to hold multi-agency drills on a regular basis to test and refine emergency plans. During the COVID-19 pandemic, the Disaster Service Worker Program was a vital source of staffing for the Emergency Operations Center and for responding to community needs. DHR, in consultation with DEM and other City agencies, should continue to refine the Disaster Service Worker program so that is deployed equitably continues to be used effectively to bring response activities to the community.

POLICY 4.1.2.

Promote greater public awareness of disaster risks, personal and business risk reduction, and personal and neighborhood emergency response.

People and organizations that are well informed about possible disasters can take effective private measures to reduce their vulnerability to risks. They can also increase their effectiveness in responding to a disaster and helping others when public agencies are overwhelmed. Several of the City's agencies, including the Department of Emergency Management, the Fire Department, the Police Department, Public Works, and the Department of Building Inspection, provide information to the public on what to do in a disaster. As an example, the Fire Department administers the Neighborhood Emergency Response Team (NERT) to deliver on these goals. The Department of Building Inspection maintains a list of earthquake information and emergency power shut down information at its public reception and on its website.

However, information access can be increased beyond these sources, especially to reach populations who may be less familiar with the City system and are less frequent visitors to City buildings. Materials should be placed in everyday materials such as newspapers; alternative venues such as social clubs, community facilities, or service agencies; and distributed via mobile sources at gatherings such as fairs and festivals. Information should be available in large print and on audio cassette for the visually impaired, as well as in a variety of non-English languages.

POLICY 4.1.3.

Create a consolidated website linking all the City's disaster-related information for the public and ensure distribution of the information through offline outreach that is accessible and equitable to all people.

Just as the responsibilities for disaster planning programs is distributed among many agencies and departments within the City, the related information about those programs and operations is dispersed. Much information is housed within the agencies responsible, and it can be difficult for the layperson to access all the information that exists.

The City should utilize technology to redress this issue—a simple solution would be to bring together all the varied information that exists into one website. This site should contain links to hazard maps of geologic hazards and soil conditions; to the City’s adopted emergency response plans and other related plans and documents; to programs such as Building Occupancy Resumption Program (BORP) and Neighborhood Emergency Response Team (NERT); to programs for property owners, incentives, and other action items; and to information about emergency services and locations. It should map relevant public information such as drinking areas, evacuation routes, emergency transport pick-up locations and locations of Public Information Centers to be set up in an emergency.

This consolidated website should be accessible to equitably reach all people, through availability on both web and mobile platforms, translation into many non-English languages, and accessible to screen readers.

POLICY 4.1.4.

For pandemic preparedness, develop a framework of healthcare management that combines the City’s physical assets with social and management tools to better respond to public health emergencies.

The COVID-19 pandemic transformed society overnight. It rapidly altered how people interacted with one other and the built environment, as society wrestled with how to apply public health principles to stop the spread of the virus and prevent further loss of life. Building on these lessons from COVID-19, as well as other infectious diseases, the City should develop a comprehensive framework of healthcare management that includes physical and intangible resources to maximize public health outcomes. For physical assets, there are medical institutions, public infrastructure, and land use patterns. For intangible resources, there is social cohesion (strength of relationships and sense of solidarity among community members), trust in government, and socio-cultural factors. These two groups of assets can be managed holistically to manage the transmission and control of infectious disease and maximize public health outcomes.

OBJECTIVE 4.2.

CITY AGENCY CAPABILITIES. PLAN FOR THE OPERATIONAL, DATA, AND LOGISTICAL CAPACITIES NEEDED TO FACILITATE COMMUNITY SAFETY DURING THE RESPONSE, RECOVERY, AND RECONSTRUCTION PHASES OF ALL HAZARDS.

Water and Energy

POLICY 4.2.1.

Ensure potable water is available in an emergency.

The San Francisco Public Utilities Commission (SFPUC) has various strategies for supplying and/or distributing alternative water supplies during an emergency. Emergency disinfection may be necessary. The California Department of Public Health has issued guidelines for the use of alternate water sources and the issuance of Unsafe Water Alerts and Boil Water Orders. Usage of alternative water supplies will require coordination with appropriate agencies, such as San Francisco Department of Public Health, California Department of Public Health, San Francisco Fire Department, and others.

At the supply and source level, SFPUC has redundancy of sources under the operational responsibilities of Water Enterprise and Operating Divisions. These include Upcountry reservoirs, East Bay reservoirs, Peninsula reservoirs, and local groundwater. At the treatment level, SFPUC has plans and procedures for responding to treatment issues and disruptions. At the distribution level, SFPUC maintains a range of equipment and procedures for alternate delivery. Equipment includes water trailers, portable disinfection units, and 40 hydrant distribution manifolds. Manifolds, water trailers, and other equipment is stored at either CDD Corporation Yard or storage facility at University Mound. Bottled water is identified as a needed alternate water strategy, and supplies and distribution points would be coordinated and acquired at the City Emergency Operations Center level, through citywide logistics.

The SFPUC has installed 6 groundwater wells on the westside of San Francisco. The groundwater wells currently pump less than 1 million gallons per day (mgd) and is expected to increase to 4 mgd by 2030. Additionally, SFPUC is studying the opportunity to produce and serve purified water in San Francisco.

POLICY 4.2.2.

Ensure renewable energy sources are available for redundant energy in the event of an emergency.

More frequently, the threat of Public Safety Power Shutoffs (PSPS) is affecting San Francisco. The increased frequency of wildfires occurring at the regional and state levels pressure PG&E to turn off power lines during high winds or dry conditions. Fortunately, San Francisco is less likely to experience a PSPS compared to other jurisdictions due to the lower likelihood of wind-induced fire events with

the City and its location on the transmission grid. However, the disruption in energy service is an inconvenience and threat to wellbeing that should be addressed through resilience of the energy grid.

There are many people who rely on continuous, affordable energy for their health and safety, such as storing life-saving medication and motorized wheelchairs. There are also public assets and infrastructure that relies on energy for safety and function, such as broadband internet and traffic lights. PSPS events occur due to a number of potential hazards, such as high winds, drought, and wildfire. The City should pursue strategies for redundant energy sources and use in the event of an emergency, and seek renewable sources of energy that do not contribute to the climate crisis. The City should continue to work with relevant government agencies, the private sector, and other stakeholders to assess capacity to generate, store, and distribute renewable energy for essential lifeline and recovery activities.

POLICY 4.2.3.

Continue to expand the City’s fire department prevention and firefighting capability with sufficient personnel and training.

The City faces risk from fires associated with earthquakes. A great number of structures were lost in the 1906 earthquake, not due to the ground shaking itself, but because of the spread of fires that were difficult to battle in the aftermath of the quake. Fires continue to be a great threat, particularly in densely developed areas.

The supplemental water supply systems have been extended and strengthened since the Loma Prieta earthquake, including the Auxiliary Water Supply System, the Portable Water Supply System, cisterns, Bay water suction devices, and fire boats. Staffing and equipment needs of the Fire Department must be foreseen in advance and met. The City needs to improve water supply systems to cover those neighborhoods not served by the Auxiliary Water Supply.

The Fire Department should consider expanding the scope and training of Neighborhood Emergency Response Training (NERT) to include fire suppression, fire reporting, and other neighborhood recovery assistance, and consider coordination with neighborhood-level disaster planning.

Disaster Response

POLICY 4.2.4.

Ensure the City’s designated system of emergency access routes is coordinated with regional activities for both emergency operations and evacuation.

After a large earthquake or other disaster, it is likely that many streets will be impassable. This will make firefighting and other emergency response actions more difficult, hinder the movement of people, and interfere with debris removal and other short-term recovery activities. In order to support post-disaster transportation movement, Public Works has developed priority routes for opening during an emergency or disaster. These routes include routes which connect fire and police stations, hospitals, and other critical facilities; routes to emergency drinking water distribution sites and City shelters; and routes to staging areas for disaster service work around the City. These routes enable the necessary clearance width for emergency vehicles and support trucks, and they have been prioritized for debris clearance immediately following a disaster.

The City should ensure that the regional sequence of clearance activities is coordinated to connect with these priority routes, and that the route openings are well-timed to sync with the opening of bridges and regional highways. This coordination can be directed using information from the Transportation Management Center (TMC) staffed by Caltrans, California Highway Patrol, and MTC, specifically its Emergency Operations Center (EOC) which was created for procedural disaster management. In addition, the Regional Emergency Operations Center (REOC) Transportation Branch will distribute a transportation service plan which shall include information related to regional evacuation and route openings. For Caltrans District 4, the EOC is activated to serve as the central location to manage and coordinate responses to major incidents/disasters affecting State transportation facilities.

POLICY 4.2.5.

Utilize the City’s and region's transit network to facilitate response and recovery during and after a disaster.

The transit network—bus, rail, freight rail, transit, ferry, and air—will be a critical component of response during a disaster. As dependence on cars will not work well in a state of emergency, the transit network will be a critical component of response during a disaster. The City’s vehicular network is limited by bridges and freeways with little redundancy; damage caused by the event to roadway networks, security considerations, and traffic control may require the restriction of private automobile use for months after the event. As of 2022, one in five residents in San Francisco does not have access to a personal vehicle and will require public transportation to access essential services. The transit network provides safe and efficient use of resources and is capable of moving significant numbers of people and equipment with relatively few resources. The San Francisco Municipal Transportation Agency has emergency reserves of fuel and is able to continue operations even when the region faces significant disruption.

Transit may be used in emergency situations to move emergency workers and deliver equipment to sites. Evacuation plans should incorporate public transportation to efficiently evacuate people quickly and efficiently without snarling roadways and impeding emergency operations.

Immediately following a disaster, the City should utilize its transit network to restore mobility—to help bring evacuees back to their neighborhoods, to move daily workers to jobs, and to resume day-to-day life. Coordinated transit services can be used to provide long-range links across counties. Additional temporary transportation improvements such as limited stop buses, bus-only lanes, and the addition of high-occupancy vehicle lanes may help relieve overtaxed freeway segments. The clear conveyance of route information and service maps, such as real-time road safety conditions and available public transit options, can help connect riders to services.

The Bay Area region, under the leadership of a task force that includes the CalOES, Caltrans, the Metropolitan Transportation Commission (MTC) and Bay Area transportation agencies, has developed a Trans Response Plan (TRP). The TRP sets out a framework for a coordinated, multi-modal, and timely response by Bay Area transportation providers to a major earthquake or other significant emergency in the region. The resulting procedures are tested on an annual basis through tabletop or functional exercises. The procedures have also been integrated into individual operator emergency plans so that the regional response can be automatically invoked, if needed.

The City, in cooperation with MTC, also has plans that address immediate emergency transportation needs, and the day-to-day transportation routes that will need to be reinstated in order for the region’s activities to resume. The Transportation Coordination and Recovery Plan (TCRP) focuses on emergency transportation, evacuations, and the movement of emergency workers. The Regional Transportation Emergency Management Plan (RTEMP) addresses how agencies will coordinate with each other to assist with the movement needs of the public following a major disaster. Together, the two plans are expected to result in a single, unified program to direct the region’s transportation resources.

OBJECTIVE 4.3.

CITYWIDE COOPERATION. CREATE PROACTIVE PLANS AND PROGRAMS TO PREPARE READINESS AND COORDINATION FOR ALL DISASTERS.

Emergency Management

POLICY 4.3.1.

Bolster the Department of Emergency Management’s role as the City’s provider of emergency planning and communication, and prioritize its actions to meet the needs of San Francisco.

The Department of Emergency Management (DEM) has responsibility for developing the City’s Emergency Response Plan, annexes, and other emergency plan elements; supporting the coordination of the response and recovery agencies; providing emergency training opportunities; conducting and advising on functional and discussion-based exercises, coordinating activities with regional, State and federal agencies; and maintaining the Emergency Operations Center. This agency must be maintained at an appropriate level, with sufficient personnel and resources to carry out these tasks.

The agency also manages Homeland Security Grants disbursed by the federal government. In recent years, the City has been the recipient of a significant amount of homeland security funds, most of which were targeted for urban centers. In the future, DEM should work with the state to improve its homeland security spending, to ensure that grant money can be effectively utilized and will not revert back to the federal government.

POLICY 4.3.2.

Support the Emergency Operations Center and continue maintenance of alternative operations centers in the case of an emergency.

The City’s Emergency Operations Center (EOC) is designed to serve as a secure well-equipped location for centralized communications and direction. This center houses the Department of Emergency Management, including its Division of Emergency Communication, and consolidates 911 calls and Fire, Police, and Medical Dispatch. It is managed by the Department of Emergency Management.

However, emergency centers may be destroyed or rendered inaccessible in a major catastrophe. The City should prepare for this possibility in advance, by ensuring duplication of information and systems in multiple locations, by identifying alternative sites for temporary EOCs, and by establishing a mobile command center with the necessary technology and information infrastructure for flexible operations.

POLICY 4.3.3.

Ensure all response plans are coordinated with the Disaster Council.

The San Francisco Disaster Council is the City’s central body for emergency planning, and it has been accredited by the California Emergency Council. The Disaster Council is codified by the San Francisco Administrative Code, Chapter 7. The Disaster Council is chaired by the Mayor and composed of the Director of Emergency Services, key department heads and City officials, three members of the Board of Supervisors, and representatives of private organizations having official emergency responsibilities. The Council reviews the efforts of the Emergency Response Planning Task Force and recommends emergency actions such as mutual aid plans and for adoption by the Board of Supervisors.

In order to coordinate the actions of the various agencies throughout the City, the Disaster Council should serve as a central repository for all hazard mitigation, preparedness, and response and recovery activities. The Disaster Council, through its contact with the State Emergency Council and the several local disaster councils within this metropolitan area, can ensure that the work of the City is coordinated with those of the surrounding region. All actions recommended by the Safety & Resilience Element, and developed in other efforts or documents, should be brought forth to the Disaster Council for their review and approval.

POLICY 4.3.4.

Maintain and implement a comprehensive, current Emergency Response Plan with neighborhood-level detail on equitable implementation to guide the response to disasters.

The Emergency Response Plan (ERP) ensures that the roles of City agencies and others are well defined, in compliance with applicable state and federal regulations. The ERP utilizes an all-hazards approach to emergency planning and encompasses all natural and human-made hazards applicable to the City. Specifically, the ERP identifies and describes City interactions with regional, state, and federal entities; the role of the San Francisco Emergency Operations Center (EOC); and the coordination that occurs between the EOC and City agencies. The ERP should include the responsibilities of Equity Officers and neighborhood-level planning to ensure equitable outreach. There should be periodic functional and discussion-based exercises of the ERP to test plans and identify gaps in emergency management practices.

POLICY 4.3.5.

Maintain and implement the San Francisco Disaster Debris Management Plan.

The City’s Emergency Response Plan includes a response strategy, identifying post-disaster debris management as a key function. The Post Disaster Debris Management Plan establishes a strategy for removal and disposal of disaster debris. Designating appropriate temporary and permanent disposal sites as part of this plan is critical for long-term land use planning.

Post-disaster, the Plan aims to incorporate existing waste ordinances, diverting as much waste as possible from landfills through reuse and recycling. All vegetative debris should be composted; metals should be recycled; other wastes should be separated and reused or recycled wherever possible. Disaster recycling programs seek to follow the City’s recycling program already in place, so as not to require new permits or other legal permission to be developed. The City should develop clear guidelines to direct businesses and residents as they deal with their own debris and trash removal after the disaster.

Communications

POLICY 4.3.6.

Utilize advance technology to enhance communication capabilities in preparation for all phases of a disaster, particularly in the high-contact period immediately following a disaster.

Reducing the impacts of natural and technological hazards requires extraordinary cooperation and coordination among City agencies, and between departments and other governments and non-government agencies. During the immediate response period, the City will need to determine the extent and location of damage, marshal resources for response, provide information to the public, and provide critically needed services to the affected populations. The Division of Emergency Communications of the Department of Emergency Management maintains responsibility for coordinating communication among emergency responders, private partners, and people in San Francisco to ensure an effective and successful emergency operations system.

The City currently uses technologies such as geographic information systems and global positioning to allow wide access to everyday information, and is extending these networks to enhance disaster communication. The City has developed an emergency text-message alerting system, AlertSF, which delivers disaster notifications to registered users, and allows users to access neighborhood specific information. It has reestablished the World War II-era sirens to provide alerts, and it is further upgrading the system to broadcast voice instructions for responding to an emergency. There is the 311 City phone service, where callers will get assistance from an agent 24 hours a day, 7 days a week, and will provide real-time instructions during an actual emergency.

Continuing advances in technology and information systems will enable information to be more widely, quickly, and reliably. Under the direction of CalOES, the City should keep abreast of these advances and utilize them to bolster the existing local information network. The Department of Technology and Office of Economic and Workforce Development should explore opportunities to use technology to

keep all people informed during an emergency, using the full potential of rapid, online, and offline communications mediums. The City should ensure redundant networks exist to communicate at all levels, to internal staff and emergency response personnel, to convey public information, to ensure communication with special needs populations such as the hearing impaired or non-English speakers.

The City should explore work to improve inter-departmental communications during a disaster. The City's police, fire and most other agencies are on the same radio system, but other agencies such as the City's Municipal Railway and the California Highway Patrol use separate systems. The City should work internally to coordinate the radio frequencies used for its various agencies to aid smoother communications during a disaster. The public safety agencies throughout the Bay Area use a varied network of radio frequencies and equipment, making direct intercommunication difficult. The City should also coordinate with other municipalities to coordinate frequencies across the Bay Area, perhaps using a model similar to that used by the San Diego area, where a regional radio communications network links all of the areas public safety agencies.

POLICY 4.3.7.

Enhance communications with other jurisdictions.

Local Emergency Planning Committees (LEPCs) are regional entities set up to enhance coordination among adjacent municipalities. LEPCs are comprised of representatives from local government, the fire service, law enforcement, the local community, and industry; and they are intended to facilitate the coordination and flow of mutual aid. CalOES Coastal Regional Branch-Mutual Aid Region 2 is the LEPC for the San Francisco Bay Area and nearby counties.

The City is acting as the lead agency to develop a Regional Emergency Coordination Plan (RECP) to help the Coastal Region CalOES address gaps in regional emergency plans. The plan will detail how the communities which make up the LEPC will work together on evacuation, housing and transportation of displaced people. It also will outline how medical professionals will interact and how to cope with threats to the water supply, among other issues. Once complete, the City should utilize this plan as a basis for emergency operations issues that transcend City boundaries, such as emergency transportation, evacuation, and the movement of emergency workers.

Public Safety

POLICY 4.3.8.

Plan to address safety and violence issues that may arise post-disaster, and balance these issues with the other demands that will be placed on public safety personnel as emergency response providers.

Violence in the community, including looting and rioting, can occur in the aftermath of disaster. Desperate situations, such as being without food or being stranded with no expectation of rescue, can lead to despair and risky personal actions. Experts state that perceptions of widespread community violence are often based on misinformation, citing human tendency to misread crowds as more malevolent than they really are.

The Centers for Disease Control recommends that efforts to prevent violence after a natural disaster should focus on supporting the physical and emotional needs of individuals and families as well as restoring community-based services. De-escalation training should be provided to all City employees and volunteer emergency responders. San Francisco recently started a program called, Street Crisis Team, that sends Fire and Health teams to respond to behavioral issues, instead of police. Similar programs should be pursued to prioritize the deployment of police officers for interventions where they are most needed.

During a disaster, police will be needed for public safety including activities such as search-and-rescue activities, directing traffic, or dealing with other emergency duties. Police response must be coordinated so that it can respond to both social and physical needs in the face of disaster. Law enforcement agencies, including the [San Francisco Police Department](#) and the Sheriff's Department, District Attorney's Office, agency forces such as [San Francisco Municipal Railway Police Department](#), and institutional agencies such as the San Francisco Community College District Police Department, should work to ensure better organization among agencies, so that their magnitude can be leveraged towards the many services that will be required. The City should also maintain relationships with state and federal level peacekeepers that may be needed in an emergency, such as the Coast Guard and National Guard. Finally, security forces should establish communication with Disaster Service Workers to mobilize civilians if necessary to support their efforts.

Partnerships

POLICY 4.3.9.

Develop and maintain mutual aid agreements with local, regional, and state governments as well as other relevant agencies.

Many state and local governments and private nonprofit organizations enter into mutual aid agreements to provide emergency assistance to each other in the event of disasters or other crises. The California Master Mutual Aid Agreement has been adopted by the City, as well as most cities and counties in the state. This agreement creates a formal structure for giving and receiving assistance in emergency situations. The City should expand its network of mutual aid beyond local governments to include relevant agencies such as transit providers, utilities, volunteer agencies and professional organizations for groups like health workers and emergency managers. Numerous agencies and businesses may have resources—facilities, trained staff, transportation or equipment—that can be valuable in emergencies. The City should pursue Memorandums of Understanding or other contracts with any local agencies or businesses that can be identified as resources, including the Unified School District. Discipline-specific mutual aid agreements, such as those for public works, engineering, or public information, may also be useful.

POLICY 4.3.10.

Continue coordination with water transit agencies, ferries, and private boat operators to facilitate water transportation as emergency transport.

Water transit can provide vital transportation support in response to a natural or human-made disaster. Following the 1989 Loma Prieta Earthquake, ferries were heralded for providing much-needed commute service and moving goods. Commercial boats can supplement the role of ferries in evacuating people and provide transit to emergency personnel and equipment in reaching disaster sites.

Vessels must be quickly deployed where most needed, and the response needs to be coordinated with land transit providers to get evacuees to/from the shoreline. The Trans Response Plan (TRP) includes a Regional Maritime Contingency Plan, which aims to establish this coordination through its guidelines and procedures for utilizing the Bay's waters in the recovery phase of a major disaster.

The Water Emergency Transit Authority (WETA) manages the Emergency Water Transportation System Management Plan which lays out emergency response and communication procedures in the case of an emergency. WETA also has plans to add seven new routes through its Ferry Implementation and Operations Plan, and will add a number of new boats and terminals. The increase in capacity gained by these new improvements would allow the Bay Area's ferries to carry over 20,000 trips per hour during a response to disaster, which is almost the evacuation capacity provided during the Loma Prieta earthquake by ferries. The City should support these plans and should ensure coordination is in place. While existing public transportation ferry services within the Bay Area are being transitioned to WETA management and ownership, the City should coordinate with private operators not yet transitioned to WETA, with the aim of establishing emergency aid agreements for the boats as well as the operators in the case of need.

POLICY 4.3.11.

Ensure the City's plan for medical response is coordinated with its privately-owned hospitals.

The Department of Public Health is the City's lead health response agency in the event of a hazard that leads to a major health emergency. They should continue efforts to coordinate with Bay Area private hospitals, community-based clinics, and community-based organizations in the Bay Area.

POLICY 4.3.12.

Develop agreements with private facilities to ensure immediate supply needs can be met.

Supplies that may be critical and in short supply after a disaster include food, water, medical supplies. Hospitals and service providers may also have difficulty in obtaining replacement equipment and medication. The City should coordinate agreements with private facilities such as hospitals, private schools, and warehouses to ensure that reasonable quantities of these necessities can be made available to the City and its people in case of a disaster. The City should also maintain its up-to-date list of rental agreements, for use of temporary supplies and facilities should they be necessary.

POLICY 4.3.13.

Develop partnerships with private businesses, public service organizations and local nonprofits to meet disaster-time needs.

The City should seek opportunities to partner with private sector businesses and organizations where possible. For example, drug stores can be used to distribute medical supplies and pharmaceuticals during emergencies. Medical institutions and university health centers can be set up to provide medical treatment such as inoculations in the event of a chemical or biological emergency.

Private and community-based organizations can assist with recovery activities, and in the dissemination of disaster information. The American Red Cross, Habitat for Humanity, Salvation Army, as well as numerous local groups, can be supportive partners in providing emergency shelter, food, clothing, and physical and mental health support. The City's relationships with these agencies and organizations should be mutually supportive. Local services, particularly in lower-income areas, such as food banks, senior centers, childcare centers, may be ill-prepared to cope with disaster. The City should assist in developing support networks for these organizations, providing them with employee response training, assisting them in securing insurance coverage and helping to develop contingency plans for their continued operations post-disaster.

OBJECTIVE 4.4.

GOVERNANCE AND COLLABORATION. INCREASE THE CITY’S COLLECTIVE CAPACITY TO IMPROVE SAFETY AND RESILIENCE OUTCOMES THROUGH EFFECTIVE COLLABORATION AMONG PEER AGENCIES, THE PRIVATE SECTOR, AND THE PUBLIC SECTOR.

POLICY 4.4.1.

Develop centralized strategies for City safety and resilience functions that hold individual agencies accountable for their roles in disaster planning, coordination, decision-making, funding, cost-sharing, implementation, and risk allocation.

The City must be prepared to deliver life safety and functional recovery services at all times. Beyond basic life-safety functions, critical government programs need to continue in the aftermath of disaster. While it is incumbent on each City agency to do their own planning, centralizing plans across departments is needed to ensure that efforts by individual departments complement each other and provide a continuous service to the public. These centralized strategies need to systematically ensure advanced planning results in the proper preparation activities, disaster response activities, and adjustments necessary for life safety and functional recovery. These strategies must also include securing dedicated funding essential to a sustained effort with program longevity and consistent engagement and outreach to connect with the private and public sectors.

POLICY 4.4.2.

Align safety and resilience work by regional, state, federal, and tribal government bodies to expand the reach and strength of local government support in the face of all hazards.

Actions that the City take should be consistent with regional, state, and federal plans and projections. the City should take steps to assist these larger governmental agencies in meeting local needs. The City can pursue cooperative actions with other jurisdictions such as recommending localized and evidence-based strategies, exploring policy advocacy and funding opportunities for alignment, and developing mutual aid agreements.

POLICY 4.4.3.

Form effective and clear partnerships with non-government bodies, such as community organizations, institutions, private companies, and development partners to reach all people, especially Environmental Justice Communities and other vulnerable people.

When a disaster strikes, the “all hands on deck” response requires advance collaboration and partnerships across agencies, sectors, and jurisdictions. The overall response provided by government agencies, the private sector, and the public sector must be evidence-based, timely and proportional, multi-objective, and well measured and quantified. The long-term capacity-building partnerships with major institutions, like hospitals and universities, private development partners, and community-based organizations, will support response, recovery, and reconstruction activities meeting the highest resilience strategies.

The response, recovery, and reconstruction strategies must be based on strong, local evidence in order to reach all people at the neighborhood-by-neighborhood or block-by-block level. The strategies must be acutely aware that the climate crisis is an emergency that is already impacting communities and the environment, and so there is urgent and transformative actions needed. The strategies must be developed around racial and social equity and long-term sustainability, and they must be tracked as close to real-time as possible, so that adjustments and recalibration can be made in an informed way.

Goal 5. Response

Provide San Francisco residents, workers, and visitors with the essential support and services needed immediately following a disaster for life safety and functional recovery. The first days after a disaster make up the response phase. Immediate response will focus on saving life and property damaged by the disaster and restoring functional recovery. The City has a network of emergency response strategies in place. The response activities will provide aid for the community, stabilization of day-to-day conditions, and support reestablishment of the critical economic welfare, social networks, and emotional well-being of the City.

OBJECTIVE 5.1.

LIFELINES. PROVIDE CRITICAL INFORMATION AND SERVICES TO PREVENT FURTHER LOSS OF LIFE AND ESTABLISH COMMUNITY SAFETY DURING THE IMMEDIATE AFTERMATH OF DISASTERS.

POLICY 5.1.1.**Ensure the City's lifeline systems are constantly maintained to be in a state of good repair.**

In 2010, the Federal Transit Administration (FTA) launched an initiative to maintain the nation's bus and rail systems. With state of good repair, there are well maintained and reliable bus and rail systems that provide safe, dependable, and accessible services at a full level of performance. These initiatives include having an inventory of all assets; reporting their performance and performance restrictions; and managing assets for preservation, maintenance, and operation.

As example, the transportation system is infrastructure essential to disaster response, such as serving as evacuation routes to move people out of harm's way and limit further loss of life. It is important that the transportation system is maintained to be in a state of good repair, meaning it remains in function or can soon return to function immediately after a catastrophic event. The City should coordinate with relevant government agencies, such as Caltrans and Federal Transit Administration, to preserve and expand transportation investments and financing for a well-maintained and reliable transportation infrastructure.

In San Francisco, the City can extend state of good repair principles to all lifeline systems. Lifelines are systems and facilities that provide services vital to the function of society and are important to the emergency response, recovery, and reconstruction after disaster. These systems and facilities include communication (phone, radio, television, internet), power (electric, fuel, gas), transportation (airports, highways, ports, rail, transit), water and wastewater, and more.

To extend to other lifeline systems, the City should pursue an inventory, reporting system, and asset management plan to ensure the City's lifeline systems and facilities are constantly maintained to be in a state of good repair.

POLICY 5.1.2.**Ensure plans are in place to support people most at risk during breaks in lifeline service.**

As events have repeatedly shown, from the Loma Prieta earthquake in 1989 to SARS-CoV-2 in 2019, the most vulnerable populations become even more vulnerable when the City is disrupted by disasters. Gaps in transit service can drastically impact immobile populations such as the elderly, low-income, and medically fragile, especially in terms of their access to medical care. Loss of electrical power can also be a problem for homebound and medically-dependent individuals. Programs to notify officials, especially power providers, of these individual locations should be developed so that patients who may be unable to help themselves during a power outage or any other emergency can get the necessary support, including continuing medical care for chronic conditions and delivery of prescription refills.

POLICY 5.1.3.**Mitigate threats posed by digital hazards, such as terrorism and communication failures, to City systems and infrastructure.**

While the City does maintain some risk of terrorism, it is more likely at risk of deliberate acts intended to impact its service and communication networks. Often the objective of such acts is not destruction or death, but disturbance—a visible impact to the City's public services, economies, and social networks. Critical facilities include the City's communication systems, such as its fiber-optic data network and network data, its physical infrastructure, such as its water and power systems. It is important to upgrade public facilities to enhance security, through physical security measures, cyber protection measures, and tight security procedures and policies as technology and practices improve. Redundant networks will help ensure that incidental failures do not have grave impacts.

The communications asset class transmits voice and data communications by cable, telephone, or broadcasting. San Francisco Department of Technology manages a wide array of communications systems, including radio, TV, internet, City internal data network, public warning sirens, emergency call boxes, communication path for traffic signals, and the Mayor's Emergency Telephone Systems (METS). In addition, private communication operators own TV and radio antennas, cell sites, hubs, fiber networks, and switches for TV, radio, internet, cell phone, and voice communications.

The key City-owned systems include the municipal fiber optics network, data centers, and an 800 Mhz radio system.

- **Fiber optics network:** This fiber network provides internet access, email, and VoIP communications. There are hundreds of miles of fiber optic cable connecting every municipal building in San Francisco.
- **Data centers:** The primary data center located in San Francisco stores, manages, and disseminates the data for most of the City's communications systems. A back up data center has been established in Rancho Cordova, CA. There are two separate network paths to Rancho Cordova for redundancy.
- **800 Mhz radio system:** The City is transitioning to a new 800 MHz radio system for emergency communications. The system relies on 11 antennas placed on buildings or high locations throughout the city, with two antennas located outside of San Francisco in Daly City and San Bruno. Most antennas are located on shared radio tower sites on buildings or high ground. The towers are not owned by the City. They are built to the highest seismic standards, but the performance of the buildings on which they are

placed is generally not known. Loss of one or more antennas in the network will degrade communications, but the system is designed so it can remain operational despite loss of several antennas. The antennas are connected to each other by fiber cables and microwave paths. The radio towers have back up power.

The private communications systems are owned by a wide range of operations, including Verizon, AT&T, T-Mobile, and Comcast, as well as private fiber optics networks and data centers that these operators rely on.

POLICY 5.1.4.

Increase communication capabilities in preparation for all phases of a disaster, and ensure communication abilities extend to hard-to-reach communities.

Communication will be necessary and critical to the City in the response phase immediately following a disaster and in the recovery and reconstruction period. The City should have redundant networks in place to communicate at all levels, to coordinate internal staff and emergency response personnel, and to convey public information. The public communication should be equitably disseminated to ensure outreach to special needs populations, such as the hearing impaired or non-English speakers. The communication methods should be culturally competent, address the digital divide, and be independent from reliable cell service, such as outdoor public warning systems.

In addition, existing neighborhood organizations can develop local models that serve the same purpose. Development of a neighborhood communications plan can allow community members to keep in touch with, and keep track of, their neighbors, particularly the elderly or disabled that may be most in need of support during a time of emergency. Elements of this plan could include phone trees, text message trains, and the establishment of physical block captains to perform door-to-door checks if necessary.

The Department of Public Health's Community Response Plan calls for community members and organizations to have the means necessary to be inform policy makers about the damage and critical needs of each neighborhood throughout the City. By having a method for communicating at the neighborhood level, community members will be able to notify officials and seek out help in areas of the City that might be difficult to reach after a disaster.

POLICY 5.1.5.

Develop a system to convey information during and immediately after a disaster.

In addition to conveying general public information about the disaster to people and the outside world, the City will also need to respond to more personal inquiries by impacted people. This can include questions about what services and aid is available, as well as inquiries about the location, health, and welfare of relatives or other community members.

The City should plan for an information system composed of a series of local Public Information Centers intended to convey more personalized information to the public. These centers should be located in accessible community locations, such as libraries, but should also be sited away from the centers of emergency activity, such as lifeline facilities. They can be outdoor public warning systems, centralized online systems, and decentralized offline systems. These centers should be connected to receive up-to-date information from law enforcement agencies, other City agencies, the school district, public shelters, local hospitals, and the coroner, and they should also be linked to regional centers in other parts of the Bay Area. During a disaster, these regional information centers should be directly linked to consumers via the 311 City phone service.

POLICY 5.1.6.

Follow the National Incident Management System (NIMS) procedures in declared emergency scenarios.

A major disaster will entail assistance from beyond the City's borders, potentially involving assistance of other Bay Area jurisdictions, the state of California, and even the federal government. To coordinate this assistance, the federal government has developed a national approach to incident management, called the National Incident Management System (NIMS), to act as the common language and procedural guide bridging different entities. NIMS was developed so responders from different jurisdictions and disciplines could talk to each other in a common language and work together better to respond to natural disasters and emergencies, including acts of terrorism. NIMS uses a systems approach to integrate the best of existing processes and methods into a unified national framework for incident management. Its concepts and practices cover incident management; standard command and management structures; and emphasis on preparedness, mutual aid, and resource management.

The City's various agencies, particularly those who are its first responders, are already familiar with the NIMS system and utilize its framework in the development of emergency response and other plans. The City should continue this practice, and ensure it is kept up-to-date with current NIMS practices. New approaches that will improve effectiveness are likely to result in refinement of the NIMS over time, so the City should maintain an awareness of any changes and incorporate them into its response planning and practices.

POLICY 5.1.7.

After an emergency, follow the mandates of the Emergency Response Plan and Citywide Earthquake Response Plan.

The Emergency Response Plan directs the City's actions after a disaster, assigning responsibility to agencies and departments. Many of the immediate actions needed to begin the recovery process are described in the Emergency Response Plan, such as debris removal, emergency building assessment and repairs, and meeting the immediate needs of federal and state agencies for information.

The Citywide Earthquake Response Plan supports this plan by providing response actions for the incident of an earthquake. Both plans should be used to guide all responsibilities and activities in the case of a disaster.

OBJECTIVE 5.2.

COMMUNITY PARTNERSHIPS. WORK WITH NEIGHBORHOOD-BASED ORGANIZATIONS AND TRUSTED PARTNERS TO EXPAND DISASTER RESPONSE ACTIVITIES ACROSS THE CITY.

POLICY 5.2.1.

Work collaboratively with nonprofit and community partners to assist Environmental Justice Communities and other vulnerable people during and immediately after a disaster to ensure resumption of social services.

In addition to disrupted infrastructure, such as transit and transportation, power, water, gas and sewer, phone service, the City will also face disruptions to its social services at a time when they may be most needed. The City's most vulnerable populations will be at risk of service disruption and delayed resumption, including seniors, people with disabilities and other functional needs, institutionalized or incarcerated people, youth who have been separated from their families due to the disaster, and residents of single-room occupancy hotels and public housing. Hospitals and clinics may be damaged or overcrowded, schools and daycare centers will be closed, and families may be separated. Centers for special needs populations may be temporarily shut down, due to damage or unavailability of employees. Local services, particularly those meeting the needs of low-income residents, may be ill-prepared to cope.

The City should have continuity policies and plans in place for its services. One way of supporting their immediate resumption would be to establish a policy clarifying that for specified City employees, their primary role as Disaster Service Workers is to carry out their everyday positions in social service provision. In advance of a disaster, processes should be established to ensure the continuity of payments to social service organizations under contract with the City.

The City is not, however, the only service provider that needs to plan for disasters. The City should assist local service providers so that they can resume services immediately following a disaster, including mental health centers, substance abuse services, homeless shelters, community health centers, and senior services. But in past disasters, lack of coordinated planning—between the City and among agencies—has resulted in gaps in aid or in redundant services.

Community-based organizations and neighborhood-level emergency planning efforts should plan for disasters and be in coordination and partnership with the City. Nonprofit groups are key players in disaster response, providing food and shelter in the short-term and assisting in longer-term recovery through services such as health care and job placement. In advance of disasters, the City can support community-based organizations by providing them with employee response training, insurance coverage, encouraging development of contingency plans, and offering opportunities for financial resources.

POLICY 5.2.2.

Identify and retain vendors and contractors to be readily available to respond immediately after a disaster.

When a disaster strikes, there will be a strain on needed goods and services, such as shelter, food, and waste removal. One way to address the urgency of post-disaster needs is to make arrangements with local and regional contractors before disaster strikes. Pre-qualifying of contractors who can respond in emergency scenarios and who have equipment to handle the work is another solution for immediate response.

The Office of Contract Administration maintains an emergency list of supply vendors. The Office should work with other departments to understand the types of supplies that may be necessary in the case of a disaster and have contracting options readily available, including an up-to-date list of qualified contractors. The list should contain sufficient sources for the kinds of goods that will be most in demand after a disaster—tents, food, etc. As-needed contracts should be readily implementable to meet emergency need, and existing contracts and franchise agreements should be reviewed for their applicability in the case of a disaster.

Public Works maintains a registry of construction-related contractors. This list can be a valuable resource after a disaster. The agency should ensure it is kept up-to-date, and that old or unavailable contractors are removed on an annual basis. The City should also explore methods that will enable small and local firms, including minority- and women-owned businesses, to take a more active role in the response and rebuilding process, it may be beneficial to develop a program to train and qualify local contractors for government-backed projects.

POLICY 5.2.3.

Develop and implement plans to accept, train, organize, and utilize volunteers in the delivery of basic emergency management tasks.

Post-disaster, it is likely that the City will see an outpouring of people willing and wanting to help with recovery efforts. The mobilization and reinforcement of these resources will require significant management by City responders. If no system is in place to harness the potential provided by these spontaneous, or “convergent,” volunteers, this resource will be lost. Volunteers are convergent when they are unexpected, typically community members who wish to render aid following a large-scale emergency.

During the City’s COVID-19 efforts, the Department of Human Resources (DHR) established an Emergency Volunteer Center (EVC) where it credentialed over 1,000 volunteers in the State’s Disaster Service Worker Volunteer Program. DHR deployed over 600 of those volunteers to perform volunteer services with the Department of Public Health. The City should ensure that the lessons learned from its COVID-19 volunteer management and response efforts are incorporated into a revised plan for organizing and mobilizing convergent volunteers. This revised plan should encourage working in concert with the City’s ongoing disaster service volunteer programs, such as the Neighborhood Emergency Response Team (NERT).

POLICY 5.2.4.

Develop strategies for cooperating with the media.

Having a media communication strategy is an important component of responding to a disaster. Beyond communicating locally and to the region, the media is the means by which the outside world understands what has happened. Media coverage leads to national, and potentially global understanding, of a disaster and its impacts. Media coverage can be a primary factor in attracting public and private aid. It can fuel demands for action and stimulate public support for actions to prevent or mitigate future disasters.

The Mayor’s Office of Communication will direct all high-level strategic messaging regarding the City’s overall emergency response. The Joint Information Center (JIC) will integrate Mayor’s Office of Communication strategic messaging into the myriad of communications produced within the JIC, including media responses, public information alerts and notifications, and proactive social and traditional media content. The Mayor’s Office’s crisis communications plan should include strategies for openly and honestly dealing with the media. Procedures for disaster media relations should also ensure that the designated spokesperson—and in the case of a disaster, this may not be the usual media spokesperson—understands the depth of the disaster and the details of its impacts. Media kits should be prepared and ready for distribution as soon as possible.

There are frequently concerns about the negative impact of media coverage on a community post-disaster. Because of the nature of media, stories can often be overtaken by a focus on deaths and damage to property. Political leaders may be concerned about the negative publicity’s impact on tourism and external investment, or fear that it could incite mass departure of business and residents. Even in the face of these fears, it is important that the City take a positive view of media operations and cooperate with the media based on a policy of openness.

Rather than restricting information, the City should work to present media organizations with a balance of information about the kinds of public actions and safety measures that have succeeded, as well as those that have failed, so that coverage can go beyond simply accounting for totals of loss. A news story focusing on the amount of earthquake damage inflicted could just as easily include information about the number and types of structures that survived because of hazard mitigation measures, and provide information about shelter locations, response and recovery efforts and priorities, and more.

OBJECTIVE 5.3.

HAZARD-SPECIFIC RESPONSE. ADDRESS ANY SPECIFIC, SHARED, OR COMPOUNDING NEEDS FOR COMMUNITY SAFETY IN THE AFTERMATH OF A DISASTER.

POLICY 5.3.1.

Establish a plan to facilitate the continuity of permitting services in the case of a disaster for building repairs and other essential permitting services.

Rebuilding the City post-disaster can be facilitated by increasing the points of access where permitting can occur. With certain hazards, it can be challenging and infeasible to maintain permitting continuity through the San Francisco Permit Center’s in-person services. The City can offer a fully digital permitting platform and satellite, in-person permitting centers to offer one-stop City permitting services such as Building, Public Works, and Health permits. Through these accessible modes, permitting can increase building owners’ access to services for their recovery planning and can reduce the possibility of overload at the central permitting facilities at the Planning Department and the Department of Building Inspection.

The City should develop a fully digital permitting process to be nimble in its continuity of permitting services and remote staffing capabilities in the event of a disaster. The digital platform can support the permitting roles and responsibilities across City agencies, such as the Planning Department, Department of Building Inspection, Public Works, and the Department of Public Health. These satellite centers can be operated on a temporary basis, perhaps until a targeted number of buildings are brought back online. Depending on the hazard and level of damage, the network of satellite centers may depend on building and outdoor safety, ability to congregate, or staffing availability.

POLICY 5.3.2.

Ensure historic resources are protected in the aftermath of a disaster and support post-disaster restoration of damaged historic buildings.

Preservation of the City’s historic resources is an immediate concern when damage is being assessed. The older construction techniques of historic buildings make them more vulnerable to damage, and if the damage is noted without recognition of the resource’s historic value, the building can be at risk of further damage or demolition. Having complete and accurate information to document historic resources is fundamental to ensuring they are not lost. This information can be mapped and used by assessors in the tagging of buildings post-disaster.

The Planning Department has been actively engaged in survey work through the Citywide Survey Program. The focus of the program is on neighborhoods that are undergoing long-range planning efforts or are the focus of intense development activity. The Citywide Survey Program will continue survey efforts in neighborhoods outside of Area Plan study areas as resources become available. While that Citywide Survey is underway, the City should make use of existing survey information, including privately developed property reviews, and ensure it is made available to the Department of Building Inspection and any other relevant contractors who may be charged with doing evaluations of damaged buildings.

Post-disaster assessment should include an analysis of the extent of damage to historic areas and resources. In a typical assessment scenario, assessors will attach a green tag if a building is structurally sound, a yellow tag where repairs are needed, and a red tag if the structure is uninhabitable. This system should ensure sufficient protection for historic resources post-disaster, in that all tagged buildings receive more detailed evaluation that considers survey information before any steps towards demolition are taken. The system could also include separate placards identifying the building as a historic resource. Without such identification, the buildings are at risk.

POLICY 5.3.3.

Address hazardous material and other spills by requiring appropriate clean up by property owners, per local, state, and federal environmental laws.

Spills, leakages, and releases of hazardous waste and substances can cause severe damage not only to the environment, but to public health. This is a particular issue for older industrial properties with historic contamination issues, as they convert to other uses or forms of development. In cases where environmental damage or hazardous spills have occurred, the City shall require all property owners and other responsible parties to report and to perform clean up to the level required by local, state, and federal environmental laws. Where such parties delay in this required clean up, the City, working with other regulatory agencies, shall take all measures necessary to ensure public health and safety is protected.

Goal 6. Recovery and Reconstruction

Rebuild San Francisco’s built, natural, and social assets and communities towards a more equitable and resilient future. Short-term recovery actions—ensuring reconnection of utilities and services, temporary housing—are often an outgrowth of the response phase. Long-term recovery begins once many of those short-term actions are underway or have been completed—as the rubble and debris have been cleared, major services are restored, and daily operations are reinitiated. The actual reconstruction phase typically takes 5 to 10 years, but it can be much longer. Even across the City, full recovery—return to or improvement beyond the pre-disaster state—can vary considerably from neighborhood to neighborhood. Some areas might be best repaired and rebuilt similar to their pre-disaster conditions, while other areas with pervasive damage may need new area plans applying citywide objectives. Advance planning will improve the City’s ability to make decisions quickly and equitably. Longer-term recovery and reconstruction decisions will need to be made by decision makers—including the Mayor, the Board of Supervisors, the Planning Commission, and others—with considerable public involvement by the people most impacted by hazards and their consequences.

OBJECTIVE 6.1.

BUILDINGS AND INFRASTRUCTURE. MAXIMIZE THE OPPORTUNITIES TO RESTORE AND REBUILD THE BUILT ENVIRONMENT WITH RESILIENCE TO ALL HAZARDS.

Housing Security and Justice

POLICY 6.1.1.**Support actions to mitigate the spread of homelessness pre-disaster and increase the likelihood that the City's stock of lowest-cost housing will survive post-disaster.**

Individuals and families experiencing homelessness have high exposure to risks and are especially vulnerable to hazards. They lack adequate shelter and protection from harm. Post-disaster, especially for catastrophes with potential to destroy housing, the City's existing shortage of affordable housing will be exacerbated. A significant portion of the City's affordable housing stock are provided by some of the neighborhoods most vulnerable to serious damage in an earthquake. Much of the City's lower-cost housing is provided through older buildings, which are more likely to sustain damage in the case of an earthquake. Many of these older units are kept affordable through rent control. Through state-mandated vacancy decontrol, the rent of rent-controlled units may be increased when the unit is vacated, and the unit does not have to be restored if the unit is replaced. Without action, sea level rise and flood hazards may increase risk in lower-cost housing in Environmental Justice Communities. These conditions are likely to exacerbate homelessness and displacement post-disaster.

Damaged affordable housing units and single-room occupancy hotels should be repaired as expediently possible, and if necessary, replaced on a one-to-one basis. Cooperation among the private market, nonprofit agencies, and local, state or federal government sources should pursue achieving a similar level of affordability as units are replaced or made resilient to future hazards. Eviction regulations in the post-disaster period should ensure the disaster is not misused to remove tenants with lower rents.

Pursue policy advocacy at the state and federal levels to enable eviction moratoria and rental relief during disasters, such as the eviction moratoria during the COVID-19 pandemic. This relief should be available to vulnerable people, property owners, and businesses who are displaced by disasters and to facilitate their right to return. In the wake of a disaster, it may be difficult for residents, especially renters, to demonstrate proof of residency and liaise with landlords and property owners. The policy advocacy should identify inclusive eligibility criteria, robust funding sources, and have limited barriers to accessing the relief.

POLICY 6.1.2.**Provide adequate interim accommodation for residents and businesses displaced by a major disaster in ways that maintain neighborhood ties and cultural continuity.**

While the City's first priority should be to encourage and enable the retrofit of residential buildings, to minimize damage and allow residents to shelter-in-place following a disaster, the Department of Emergency Management estimates that after a major earthquake, between 20,000 to 90,000 housing units may be destroyed or substantially damaged. Many businesses that provide necessary services to residents will also be displaced. The Care and Shelter Plan establishes a framework for the provision of emergency shelter for the general population. The Care and Shelter Plan should be expanded to accommodate people experiencing homelessness at the time of disaster. Currently, no specific agency is tasked with the responsibility of interim housing, nor with finding temporary space for displaced businesses. Future implementation plans should address these issues.

The City should designate a lead agency to plan for interim housing and business needs. This agency should work in collaboration with state and federal agencies to consider City goals and advocate for the affected communities. To maintain relationships and connections within the community, interim housing and other facilities should prioritize keeping residents in their neighborhoods and near their pre-disaster homes as much as possible.

POLICY 6.1.3.**Repair damaged neighborhoods in a manner that facilitates resident return and minimizes long-term displacement, prioritizing Environmental Justice Communities and other communities disproportionately impacted by housing disparities.**

San Francisco neighborhoods have distinct characteristics, and often have long-term residents, businesses, and institutions. Many neighborhoods have distinct cultural identities and provide the bonds of community for their residents. The City, in cooperation with state and federal agencies and community-based organizations, must manage rebuilding to minimize long-term displacement, retain neighborhood cohesion, and expand housing opportunities for communities disproportionately impacted by housing disparities.

As such, plans should provide opportunities for those who lived in the area to return to new or repaired homes and other facilities there. The City should explore methods of providing return rights to tenants that must vacate their unit because of reconstruction, renovation, or improvement. These methods may include the "right-to-return," down payment assistance, lottery preference, and other financial assistance that would relate to accessing private market, below-market-rate housing, and public housing.

POLICY 6.1.4.**Protect individuals and families experiencing homelessness in the wake of disaster.**

Homelessness, and the risk of becoming homeless, will be exacerbated by hazards. The 1989 Loma Prieta earthquake damaged homeless shelters and numerous single-room-occupancy hotels that were an important source of housing for the very poor.

In preparation for disasters, the City should inventory its stock of homeless shelters, single-room-occupancy hotels, and transitional living facilities. The City must ensure its post-disaster plans consider major social issues like homelessness. With many properties destroyed or uninhabitable, it will be even more difficult for this challenged population to find suitable housing after an earthquake. Transition to long-term shelter will be needed for those already homeless, requiring long-term aid and greater assistance than is typically required by disaster victims. When a disaster strikes, it can be traumatizing to a community already disproportionately impacted by mental health. The City should pair long-term shelter and aid with comprehensive, evidence-based systems that offer a continuum of care, such as mental health and substance abuse care, social work, and other supportive systems.

POLICY 6.1.5.

Ensure sufficient affordable housing and workforce housing during reconstruction.

Lack of housing can have a severe impact on economic recovery. If the labor pool has nowhere to live, they are unable to work. Limited housing opportunities, particularly for low-income communities and low-wage workers, can curtail the available labor pool for construction activities during rebuilding, and the absence of permanent housing once businesses have come back online may cause local employees to seek work elsewhere.

The City should partner with the business community in restoring workforce housing for the community after a disaster. The most useful assistance local businesses can provide may be financial contributions, whether they are at-large contributions coordinated by the City or direct subsidies offered to their own workers. Some possible methods include the development of employer-directed community land trusts or rental deposit and down payment grants for displaced workers.

Reinforce Hazard Mitigation

POLICY 6.1.6.

Encourage continued and adaptive reuse of San Francisco’s existing building stock, including those with architectural and historical merit, to reduce greenhouse gas emissions that may otherwise occur from new construction.

Post-disaster, the City should prioritize the repair and rehabilitation of existing buildings. As feasible, existing buildings should follow life safety and functional recovery standards, and then, be recovered as close as possible to pre-disaster conditions and use. This repair and rehabilitation of existing buildings, as compared to new development, will mitigate greenhouse gas emissions, especially when reinforcing climate mitigation principles.

In addition to those with architectural and historical merit, existing bodies contain embodied energy, and thus, their preservation can be a sustainable practice when compared to new construction. The practice of reuse can reduce or completely eliminate greenhouse gasses that are emitted as the result of demolition, manufacturing and transport of building materials, and new construction—the greenest building is one that is already built. Furthermore, less environmental strain is caused from the reduced extraction of natural resources from materials development and reduced solid waste from demolition. Promoting the reuse, rehabilitation, and restoration of existing buildings can thus help to reduce the City’s carbon footprint, serving as a valuable climate mitigation technique.

POLICY 6.1.7.

Apply sustainability practices in rebuilding projects, consistent with the City’s Climate Action Plan and greenhouse gas emissions reduction targets.

Particularly with large-impact earthquakes, buildings and infrastructure may be compromised or destroyed. Salvaging their materials not only aids in reducing the amount of debris going to a landfill and reducing air quality emissions associated with demolition, it also contributes to the local economy and supports the rebuilding process. The City should support the establishment of new businesses that can reclaim, warehouse, and resell salvaged materials. The City should also provide incentives to promote incorporating salvaged materials in construction.

One way the City could support a market for these materials is to develop policy that requires rescue and reuse of salvaged materials in new development and rebuilding projects. The City has many green building requirements already in place that should be reconsidered and perhaps expanded in light of projected post-earthquake rebuilding needs.

POLICY 6.1.8.

Ensure equitable outcomes in the consideration of design character and quality in all rebuilding projects.

A disaster may damage many of the neighborhoods and buildings that contribute to the City’s urban design character, and it is imperative that reconstruction be done in a way that will strengthen urban design character, as the city continues to grow and evolve. The City’s attitude toward rebuilding will have to balance sometimes competing objectives—the need to rebuild quickly, the need to rebuild equitably and with robust input and participation of the affected communities, and the desire to maintain or improve design character. All reconstruction should be centered in racial and social equity and should follow the framework put in place by the post-disaster recovery and reconstruction plan, as well as the urban design standards and design guidelines already in place in the city.

It is important that large-scale rebuilding does not succumb to the political pressure of property owners to rebuild, at the sake of important interests in racial and social equity, community participation and engagement, urban design, historic and cultural preservation, and hazard mitigation and resilience opportunities. While other policies speak to the need for timeliness in reviewing reconstruction projects, the policies developed must ensure humane outcomes for vulnerable communities and that design character and quality are not ignored in the urgency of rebuilding.

OBJECTIVE 6.2.

ADVANCE RECOVERY PLANNING. COMPREHENSIVELY PLAN FOR THE RESTORATION OF CITY FUNCTION AND ECONOMIC ACTIVITY, WITH FLEXIBILITY TO KNOWN AND UNKNOWN HAZARDS.

POLICY 6.2.1.

Before an emergency occurs, establish an interdepartmental working group to develop an advance recovery framework that will guide long-term recovery, manage reconstruction activities, and coordinate expedient rebuilding aligned with City policies.

Advance recovery planning is critical role for the City's resilience. A framework for recovery and reconstruction can expedite decision-making based on already agreed-upon priorities and goals. The City's history of disaster has proved that pressures for speedy rebuilding are strong. Therefore, it is critical that the governance and planning framework for recovery and reconstruction be established before disaster occurs.

To provide direction for any planning that happens post-disaster, the Mayor and the Board of Supervisors should establish an interdepartmental working group to create a framework for recovery and reconstruction. The working group should be comprised of representatives from the following departments: the Mayor's Office, Mayor's Office of Economic and Workforce Development, Mayor's Office of Housing and Community Development, Controller's Office, Chamber of Commerce, City Attorney's Office, City Administrator's Office, Office of Resilience and Capital Planning, Office of Community Investment and Infrastructure, Office of Racial Equity, Department of Building Inspection, Department of Emergency Management, Department of the Environment, Planning Department, Public Works, Public Utilities Commission, Human Rights Commission, the Board of San Francisco Travel, the Academy of Sciences, among others.

The framework should outline the City's priorities and guidelines for the City's post-disaster recovery and reconstruction. This framework should be tested through scenario planning before being developed fully into a post-disaster recovery and reconstruction plan. While such an effort cannot anticipate the impact of every disaster, the effort can reduce the demands of rebuilding after a disaster.

POLICY 6.2.2.

As a part of the advance recovery framework, develop and adopt a repair and reconstruction ordinance.

The rebuilding and reconstruction efforts that will need to be undertaken after a disaster will need to be swift in repairing lifelines, homes, and other resources the City depends upon. After a disaster, the Departments of Building Inspection and Planning will likely see a surge in permit applications. While the Department of Building Inspection already maintains procedures to deal with emergency repairs, the City does not have plans to deal with the sustained demand that may result from large-scale reconstruction. Upon completion of the advance recovery framework, the task force should develop a recovery and repair ordinance that help implement the framework and facilitate the repair and reconstruction of buildings following disaster.

The recovery and repair ordinance should build upon existing building and planning code standards and policies to facilitate an efficient reconstruction process, help to simplify and expedite the permitting and review process, support integration of racial and social equity and resilience principles, while avoiding a hastily administered permitting process. The ordinance should establish clear permit processing and review procedures to expedite rebuilding in the post-disaster period, while providing the amount of review necessary to ensure that reconstruction meets the City's objectives and appropriate local policies, plans, and code standards, yet is economically feasible.

The ordinance should consider policies to address nonconforming uses and buildings, explore modifications to outdated codes and standards, consider the applicability of the City's notification or other review procedures, and address historic buildings to ensure that, to the greatest extent possible, repairs maintain the integrity of the structure without adversely affecting its historic nature. The ordinance should also revise post-earthquake building inspection protocols to identify buildings that have reached functional recovery that can be occupied safely despite damage and loss of utilities, allowing residents to safely shelter in place while waiting to make repairs.

The ordinance should create priority categories for building types, prioritizing critical response facilities first. The ordinance should also be clear on the length of time during which it is applicable. It is important that the ordinance not work in conflict with other City goals. Large-scale damage to confined areas might warrant specific neighborhood-level plans or reconstruction guidelines, and these will take time to prepare. If necessary, the ordinance should allow for periods of non-building while important changes are adopted into law. The ordinance should also include sufficient provisions to ensure that it is evaluated, and amendments can be made as needed, post-disaster, to appropriately address the disaster impacts.

POLICY 6.2.3.

As a part of the advance recovery framework, coordinate the realignment of government post-disaster, so City employees' skills can be used effectively towards recovery and reconstruction efforts.

New roles and responsibilities for governments will emerge after a disaster strikes. It is imperative that government be nimble enough to adjust to the various new roles after the disaster. The City should be willing to reconfigure offices, departments, and services to be best serve the public after a disaster. The Disaster Service Workers program may extend into recovery and reconstruction phases.

For instance, there might be the need for the Planning Department, Public Works, or Department of Building Inspection to work together in teams and be decentralized with satellite offices set up in neighborhoods that were particularly devastated by a disaster. By placing them in neighborhoods, their time can be better spent on the ground understanding what type of reconstruction is necessary and possible, through inspections and site visits with building owners and residents.

POLICY 6.2.4.

Update the advance recovery framework on a regular basis so that it continues to be aligned with City goals and values.

The advance recovery framework should be updated as necessary to reflect changing conditions, changes in City policy and technology, and changes in state and federal regulations that affect post-disaster recovery management, financing, and other processes. The task force should set, in its creation of the plan, a schedule for regular updates to ensure it keeps up with shifting community priorities as well as to keep it present and important in the public's mind. The community must be involved in the process to identify and develop the community priorities, along with the specific core values of recovery. The advance recovery framework can inform more targeted resilience planning processes that are place-based or site-specific, such as in Environmental Justice Communities or other areas vulnerable to disaster.

POLICY 6.2.5.

Develop and maintain broad public support for the advance recovery framework to ensure its eventual implementation.

Once an advance recovery framework is developed, its work is not over. Implementation of the framework post-disaster is its critical mission, and achieving this in the aftermath of a disaster will require vigilance on the City's part. Community demands for rapid reconstruction will likely be perceived by many to be in conflict with calls for post-disaster planning and time needed to complete such a process.

The City should develop an ongoing program to regularly train the City's leadership and build community support for the framework to ensure its implementation in a time-compressed and high-pressure post-disaster environment. While there will always be tensions to rebuild quickly post-disaster, the desire for haste should not preempt the implementation of the recovery framework or undermine a potentially necessary recovery and rebuilding process. The community outreach process for the advance recovery framework should provide a vehicle to strengthen community support.

POLICY 6.2.6.

Post-disaster, build upon the advance recovery framework to create a recovery and reconstruction plan to direct the City's reconstruction activities, manage the long-term recovery period, and coordinate rebuilding activity.

Using the pre-disaster framework as the basis for all planning, the next step is turning that framework into tangible actions to direct and manage the specific impacts of an actual disaster.

Therefore, after a disaster occurs, the City shall establish a recovery and reconstruction task force to guide the planning process and plan development built upon the City's recovery framework. The task force should be made up not only of City agencies represented in the working group, but also a range of community representatives, including business interests, nonprofits and industry leaders, policy advocates, and neighborhood representatives. The task force should also engage with and involve representatives of other counties, state, and federal agencies. The task force's efforts should be directed by a designated lead agency or individual who can facilitate the recovery and reconstruction planning process and oversee its implementation.

The task force will be responsible for the development, drafting, and adoption of the post-disaster recovery and reconstruction plan, following the established framework and guidelines. Perversely, a disaster may present the City with a unique opportunity to physically, economically, and socially strengthen the City and the region equitably; the recovery and reconstruction plan should take advantage of this opportunity.

POLICY 6.2.7.

Rebuild after a major disaster consistent with established General Plan objectives and policies.

The General Plan has been adopted, after much public consideration, to assure the preservation, enhancement, and safety of this very desirable urban environment. In efforts to restore damaged areas of the City, existing development policies and regulations should be respected. Opportunities may be created for realizing General Plan policies, such as increasing affordable housing, improving circulation

systems, and providing public or private open space. In areas with extensive building and infrastructure damage, an area plan may be the best approach to coordinate rebuilding to take advantage of opportunities for neighborhood improvement. The rebuilding process may also enable possibilities for advancing environmental justice, increasing mobility through improved and increased public transit, as well as other alternatives to the private automobile. Future Elements and Area Plans of the General Plan should be formulated with an awareness of their potential applicability in relation to disaster recovery.

POLICY 6.2.8.

Ensure that an equitable recovery and reconstruction plan is adopted that is comprehensive and consistent with already established City goals, policies, and programs.

The recovery and reconstruction plan will need to prepare the City to meet immediate changing needs after a disaster. Special services and facilities will be needed on a short-term basis, including temporary housing, commercial facilities, and health and human services. During the recovery period, it may be necessary to temporarily locate these facilities in areas not normally available for development, or at higher densities than is normally allowed. Extensive damage may warrant reconsideration of large-scale issues such as housing locations, transit, and public infrastructure such as streets and freeways. A detailed recovery and reconstruction plan may require planning at scales that exceed existing policies and controls.

The recovery and reconstruction plan should build upon established General Plan goals, objectives, and policies, and ensure consistency with City programs, policies, and regulations. The plan should include clear policies and programs addressing the following at a minimum:

- Coordination with federal and state agencies
- Coordination with other regional cities and counties
- Protection of Environmental Justice Communities and other vulnerable people
- Plans for interim housing (considered to be a part of long-term planning, because many of the housing solutions may become permanent)
- Plans for financing and incentivizing housing repairs and construction of potentially large numbers of replacement housing units, including consideration for affordability needs
- Plans for land use decisions and recommended changes in response to local opportunities
- Establishment of public reconstruction priorities

The recovery and reconstruction plan may also consider potential changes to the City's physical framework and development pattern, potentially reviewing issues such as:

- Structurally and geologically hazardous conditions and mitigation options
- Re-examination of street patterns, street design, and standards such as required width, etc
- Designation of areas for consideration of land acquisitions, reconfigurations, consolidations, and subdivisions
- Comprehensively addressing environmental justice issues
- Recommendations for changes and improvements to major transportation routes, transit networks, and other lifelines
- Revisions to City infrastructure networks, including possible undergrounding of utilities, and use of new technologies in service provision
- Guidance for financing and advancing the City's long-term economic recovery.

While the specific uses of public lands may vary after a large-scale disaster, public lands must be preserved for public purposes. As circumstances allow, pursue opportunities for expanding public lands for public purposes.

POLICY 6.2.9.

Where necessary, use the City's public authority to expedite repair, reconstruction, and rebuilding in a just and equitable manner.

In the aftermath of a disaster, there may be properties that lie fallow for some time. The damage may be so severe that owners without insurance simply abandon properties; absentee owners and landlords could choose simply to not return; and there may be cases where it is not economically feasible or possible for owners to rebuild.

The City maintains the authority to impose policies, rules, and regulations to protect the public welfare, order, and security. If public welfare is at stake—for example, in damaged rental properties that remain unrepaired and unoccupied, are a safety or health hazard, or have deteriorated to such a degree that they are unlikely to be restored to quality housing—the City may need to explore ways of restoring these units through partnerships with community-based organizations, neighborhood-based efforts, and other key stakeholders.

The City should carefully consider the lessons from history prior to exercising eminent domain. There have been historic misuses of the power of eminent domain that have significantly harmed communities. In the 1940s, eminent domain harmed the Japanese American community during internment with forcible loss of property and belongings. In the 1950s, the City exercised eminent domain once again and harmed the African American community during redevelopment of the Western Addition and the Fillmore. These pernicious events should be used as cautionary tales for future uses of this tool. The power of eminent domain can be used to expand public benefits, such as the Hualapai Nation of Arizona exercising its authority to reclaim land for tribal ownership and use. The City also used eminent domain to expand public benefits through the Central Subway, extending Muni light rail service.

In addition to health and safety, the City should prioritize housing equity in the community. The City can consider the return and retention of the American Indian community, Black community, and other communities of color post-disaster; the housing needs for individuals and families with experience of homelessness; the community needs for low-income and other vulnerable people; and the recovery and growth of the local business community.

OBJECTIVE 6.3.

EQUITABLE INVESTMENT. PURSUE PLANS AND STRATEGIES THAT WOULD EQUITABLY REBUILD SAN FRANCISCO FOR EVERYONE, STARTING WITH ENVIRONMENTAL JUSTICE COMMUNITIES.

POLICY 6.3.1.

Develop an economic recovery strategy to guide planning and implementation before the disaster strikes.

A disaster can have a major impact on the economic landscape of the City. Previous earthquakes have resulted in dramatic losses in office space and subsequent relocation of businesses; in drops in tourism, which is one of the City's major industries; and disproportionate impacts on small businesses, who have fewer resources with which to recover. The City should ensure an economic recovery strategy is in place to equitably foster business resumption and growth post-disaster.

In the wake of a disaster, many local businesses, particularly small businesses, will struggle to resume activity. They may have lost assets, necessary facilities or equipment, access to employees, and even their customer base. While the City's own funds will be limited from providing direct financial assistance, there are many other things it can do to support businesses. For example, in response to the COVID-19 pandemic, the social distancing and masking requirements, as well as discouragement of sharing indoor space, made it challenging for businesses such as restaurants and small retail shops from operating normally. The City's Shared Spaces Program supported small businesses by allowing them to expand their operations to outdoor places like sidewalks, streets, and open lots.

The City can encourage loan and grant funding from non-government sources, and further affected businesses' ability to secure loans from local banks or unions by offering government guarantees on loans. Tax incentives should be explored to encourage reinvestment and growth of business, including temporary payroll tax exclusion, sales tax exemption and tax write-offs on replaced business equipment and furniture, and property tax abatements.

The economic recovery strategy should prioritize the elements of the City necessary to support business activity, starting in Environmental Justice Communities, such as the restoration of transit and regional roadways; utilities and services available to the business community; and housing availability for the local workforce and customers. The City should work with the business community to develop this strategy, and solicit wide advice on how to facilitate business revitalization. The strategy should use the latest assessment tools provided by the Office of Racial Equity and center the needs of businesses that are owned by and/or serve residents in Environmental Justice Communities. The strategy may include recommendations to hasten the resumption of business such as loans, funding for workplace building repair, and financial assistance. Updates to the City's Economic Strategy, created by the Office of Economic and Workforce Development, should include plans for economic recovery in case of a disaster.

POLICY 6.3.2.

Support the efforts of the Controller's Office to ensure service continuation and financing of post-disaster recovery and reconstruction efforts.

The Controller's Office is the designated lead agency for the Finance and Administration Section of the Emergency Response Plan, supported by the Department of Administrative Services and the Office of the Treasurer. These groups are tasked with ensuring employee payment and compensation, and with payment of contractor and vendor accounts, in the immediate response phase of a disaster through recovery to pre-disaster service. These elements will be critical to the continuing operation of City services.

In order to ensure continuation, the Controller’s Office has programs underway to ensure that payroll continues to be processed for all City workers, implementing off-site payroll processing if needed; that employee compensation is resumed; that financial and accounting computer systems can recover and resume as soon as possible; and that all payments, both to City workers and to outside vendors, are processed within a reasonable time.

The City should actively encourage the use of direct deposit by all City employees, and inform all employees of the potential loss of pay in the event of a disaster for those who do not use direct deposit. Additionally, the Controller’s Office should work with City employees not currently using direct deposit in order to provide backup account information that can be switched to direct deposit in the event of a disaster. The City should assist those employees without access to a bank account to open an account with a bank or credit union.

The Controller’s Office will also direct the established financial policies to guide the City in its response and recovery to an emergency, particularly as it relates to personnel time, contracts, and equipment and supplies relating to the emergency. As a part of this responsibility, the Office should work with other City agencies to determine need for contracts with vendors who do not already occur on existing approved vendor lists, and it should set up these new vendor contracts well before the emergency occurs.

POLICY 6.3.3.
Provide the basic needs of all people while lifeline support is interrupted.

Beyond the immediate aftermath of a disaster, and beyond the assurance of infrastructure with explicit life safety purpose, there may still be persistent and critical basic needs for the people of San Francisco as the City recovers from disaster. The City should make a plan and provide support to cover the basic needs for all people while systems are reestablished and communities return to self-sufficiency. The plan should include basic shelter, health, and food needs, and focused on those with the least adaptive capacity for self-care. This includes Environmental Justice Communities, people with disabilities and other functional needs, the young and the elderly, and other vulnerable people.

POLICY 6.3.4.
Explore expanding the scope of the City’s disaster relief programs.

The City provides financial relief to property owners through tax programs including disaster relief on property taxes, and participation in the state’s Section 69.3 property tax disaster relief program which enables former residents who move to other counties to maintain their previous level of property taxation prior to the disaster.

The City should review other forms of tax relief to affected residents and business owners, including reductions on other fees and taxes. There are many local taxes and fees that are under the jurisdiction of the City, and the City has the authority to waive or defer such taxes and fees in an emergency.

Educating residents about the lack of access to funds in the event of a disaster is critical. The Office of the Treasurer and Tax Collector should be involved in working with financial institutions and educating the public on how to access private funds during a time when typical procedures will not be possible. For example, the City can leverage banking contracts to assist residents directly with cash payments.

POLICY 6.3.5.
Ensure effective use of public emergency funds and expenditures, and recovery of those expenditures.

The Controller’s Office is responsible for tracking expenditures for the cost of responding to, and recovering from, the disaster. This includes tracking, recording, and reporting on all payments made in response to the emergency, including personnel working during the emergency, outside contractor work, and expenses such as supplies, materials, equipment, and vehicles.

It is important that the tasks that are authorized are relevant and necessary, and that their completion is well-documented by the Controller’s Office and its supporting agencies. This documentation will be critical in submitting disaster reimbursement claims to the state and federal government and ensuring support funding is received.

Glossary

This Glossary is intended to define key words and phrases used throughout the Safety & Resilience Element of the San Francisco General Plan, to guide interpretation of the goals, objectives, and policies.

adaptation, adaptive capacity

- Adaptation is the ability, competency, and capacity of a system to adjust to variables. Climate Adaptation is the proactive measures taken to adjust the built environment and human systems to reduce harm from the impacts of the climate crisis.

- Adaptive capacity refers to the ability to adjust functions to reduce harm. In social systems, it refers to the ability of institutions and people to problem solve and take opportunities for recovery and reconstruction. It includes the ability of San Francisco's individuals, communities, institutions, businesses, and systems to survive, adapt, and grow, no matter what kind of chronic stresses and acute shocks they may experience. For San Francisco this means (1) the ability to quickly respond and recovery from a disaster or large shock; (2) the ability to address systemic crises such as lack of economic mobility, inequity, poverty, and housing shortages; and (3) the ability to prepare for and address slow-moving disasters like climate change and sea level rise.

disaster

- A disaster is a hazard that has occurred, or a hazard event. A disaster is often—but not always—sudden and causes loss of life or great damage. The terms “disaster” and “hazard” are often used interchangeably. See *Hazard*.

environmental justice, Environmental Justice Communities

- Environmental justice is the equitable distribution of environmental benefits and elimination of environmental burdens to promote healthy communities where everyone in San Francisco can thrive. Government should foster environmental justice through processes that address, mitigate, and amend past injustices while enabling proactive, community-led solutions for the future.
- Environmental Justice Communities face environmental racism and subsequently bear disproportionate environmental burdens. Environmental Justice Communities are disproportionately low-income communities and communities of color. Leadership by Environmental Justice Communities must be involved in the creation and decision-making of environmental justice solutions. In San Francisco, Environmental Justice Communities are identified through the Environmental Justice Communities Map incorporated here by reference, and are defined as the census tracts with the top 30% of cumulative environmental and socioeconomic vulnerability across the City. The Environmental Justice Communities Map was developed in response to California Senate Bill 1000 (SB 1000) which requires cities and counties to adopt a map of “disadvantaged communities” and adopt environmental justice policies in their General Plan to address “unique or compounded health risks.” The Environmental Justice Map and Framework is expected to be adopted into the General Plan in 2023.

functional recovery

- Functional recovery is a standard for buildings and lifeline infrastructure to be designed and constructed to support the basic intended functions of a building soon after an earthquake or other severe hazard, such as eating, sleeping, shopping, or learning. This standard includes maintenance and the restoration of occupancy within a determined maximum acceptable time, and goes beyond life safety standards.

green building, green infrastructure

- The principles of green building lead building design, construction, and operation to reduce or eliminate negative impacts, and can create positive impacts, on climate and the natural environment. The local context, such as climate conditions, building types and age, and cultural traditions, contribute to green building approaches. In San Francisco, these principles are supported by the Green Building Code.
- green infrastructure is an approach to water management that protects, restores, or mimics the natural water cycle. It can be effective, economical, and enhance community safety and quality of life. Green Infrastructure incorporates both the natural environment and engineered systems to provide clean water, conserve ecosystem values and functions, and provide a wide array of benefits to people and wildlife.

hazard

- A hazard is a source of potential danger or an adverse condition that could harm people, socioeconomic systems, or built and natural environments. Hazards can occur naturally and/or by human influence. As interactions between society and the

natural environment are complex, it can be difficult to delineate a singular source of hazards (e.g., human-influenced ignition of fires during drought conditions, development in low-lying areas prone to flooding).

- Geological Hazards include: Earthquake, Tsunami, Landslide, Dam or Reservoir Failure
 - An earthquake is a sudden slip on a fault in the earth's crust, and the resulting ground shaking and radiated seismic energy caused by the slip.
 - A tsunami is a series of ocean waves caused by sudden movement of the sea floor, typically as a result of major earthquakes.
 - Landslide is a general term used to describe the downslope movement of soil, rock, and organic materials under the effects of gravity.
 - A dam or reservoir failure is an unplanned release of water resulting from the structural compromise or collapse of a dam or other structural element, such as the wall of a tank.
- Weather-Related Hazards include: Flooding, High Wind, Extreme Heat, Drought
 - Flooding is covering or inundation of normally dry land with large amounts of water, can be caused by the overflow of water from a stream, river, lake, coastal body, or a water control feature such as a pipe, dam, or levee.
 - The National Weather Service defines “high winds” as sustained wind speeds of 40 miles per hour (mph) or greater lasting for one hour or longer, or winds of 58 mph or greater for any duration.
 - According to the National Weather Service, extreme heat occurs when the temperature reaches extremely high levels or when the combination of heat and humidity causes the air to become oppressive and stifling. Generally, extreme heat is 10 degrees above the normal temperature over an extended period.
 - Drought is insufficient water over a prolonged period.
- Combustion-Related Hazards include: Large Urban Fire, Wildfire, Poor Air Quality
 - A Large Urban Fire is a large, destructive fire that spreads across one or more City streets.
 - A Wildfire is an unplanned, uncontrolled fire in an area of combustive vegetation or fuel.
 - Poor Air Quality is the condition of ambient air quality having high concentrations of air pollutants that are unhealthy to public health and the environment. The U.S. Environmental Protection Agency measures air quality with the Air Quality Index (AQI), which measures the concentration of five pollutants regulated by the Clean Air Act: ground-level ozone, particulate matter, carbon monoxide, sulfur dioxide, and nitrogen dioxide. When AQI exceeds 100, air quality becomes unhealthy for certain sensitive groups of people, then everyone as air quality worsens.
- Biological and Toxic Hazards include: Pandemic, Hazardous Materials
 - A Pandemic is when an infectious disease outbreak occurs worldwide, or over a very wide area and affects many people.
 - Hazardous Materials are harmful both to human health and to the environment. An accidental hazardous material release can occur wherever hazardous materials are manufactured, stored, transported, or used.

infrastructure

- The assets and systems that deliver public services to a community, such as roads delivering goods and transportation options, telephone lines and fiber optic cables delivering internet, pipes and pumps delivering water, and the power grid delivering energy.

lifelines

- Lifelines are the systems, assets, and facilities that provide services vital to the function of society and important to emergency response and recovery after disaster. These lifelines include water, sewer, and power provision; communication networks such as phone, radio, television, and internet; transportation; food; shelter; health; and more. By definition, these lifelines can extend beyond City boundaries. For example, state and private agencies operate some regional lifelines, like highways or internet.

mitigation, hazard mitigation

- Mitigation is the reduction of vulnerabilities, risks, and impacts of hazards on people, assets, and the environment. Often strategic nearer-term investments, mitigation actions can lessen the scale and intensity of potential future damage, thereby reducing response and recovery expenditures. Proactive hazard mitigation is particularly important for protecting the most vulnerable populations.
- Hazard mitigation is a series of sustained actions taken to reduce or eliminate short- and long-term risks to life and property from hazards.

racial advantage (or privilege)

- Racial advantage, or privilege, is the unquestioned and unearned set of advantages, entitlements, benefits and choices bestowed on people solely because of their race.

racial and social equity

- Racial equity is the systematic fair treatment of people of all races that results in equal outcomes, while recognizing the historical context and systemic harm done to specific racial groups.
- Social equity is the systemic fair treatment of people of all social groups that results in equal outcomes, while recognizing the historical context and systematic harm done to specific groups, such as along gender identity, sex, religion, and disability status.

racial disparity

- Racial disparity is a condition where one racial group systemically and disproportionately experiences worse outcomes in comparison to another racial group.

recovery and reconstruction

- Recovery and reconstruction involve activities that restore and rebuild communities post-disaster—with fundamentals such as housing security, business resumption, lifeline restoration, and provision of essential services. The thoughtful rebuilding of day-to-day livelihoods can advance San Francisco towards a more equitable, sustainable, and resilient future.

resilience

- Resilience in San Francisco describes the capacity of individuals, communities, institutions, businesses, and systems within the City to survive, adapt, and grow, no matter what kind of chronic stresses and acute shocks they may experience. It is important to note that resilience is a concept that extends beyond preparation for discrete natural disasters and should be defined in connection to issues such as climate change, escalating urbanization, and other disruptions of daily life.

response

- Response efforts provide critical information and emergency services during and immediately after disasters. It focuses on saving lives and preventing further injury to people and places, particularly focused on vulnerable populations. Response activities bring immediate support and relief against the social, economic, and environmental consequences of disasters.

risk, risk reduction

- Risk is the chance that a given hazard could occur multiplied by the understood consequences of an impact on people, socioeconomic systems, or the built and natural environment.
- Risk reduction includes regulatory controls, plans, policies, programs, projects, initiatives, and anything else employed to eliminate, avoid, or minimize risks.

safety, life safety

- Safety is the state of being protected from harm or danger. This includes physical and mental harm from external and internal dangers.
- Life safety refers to building performance that prevents partial or total structural collapse and limits damage to nonstructural and non-life-threatening levels.

vulnerable communities

- For the purposes of the Safety & Resilience Element, vulnerable communities describe communities who experience heightened risk and increased sensitivity to potential harms than the City average. To be vulnerable means possessing a lower adaptive capacity to withstand stresses, and often means that these people and places are hit the “first and worst” by disasters. These disproportionate effects are caused by physical (built and environmental), social, political, and/or economic factor(s), which are exacerbated by adverse climate impacts. The specific population groups encompassed by this term vary from issue to issue, and vulnerability can be defined by a variety of factors, such as geography, demographics, health disparities, and asset ownership. For example, vulnerable communities can include seniors, people with disabilities and other function needs, institutionalized or incarcerated people, youth who have been separated from their families, residents of single-room occupancy hotels and public housing, and others. The designation does not describe any intrinsic characteristic of a group of people, but rather a failure of society and systemic actions which have rendered them vulnerable.

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San Francisco Planning Department
sfplanning.org

Questions or comments on the General Plan? Please email us at pic@sfgov.org.

