

File No. 111305

Committee Item No. 4

Board Item No. \_\_\_\_\_

## COMMITTEE/BOARD OF SUPERVISORS

### AGENDA PACKET CONTENTS LIST

Committee: Land Use and Economic Development Date January 30, 2012

Board of Supervisors Meeting

Date \_\_\_\_\_

#### Cmte Board

- |                                     |                          |  |
|-------------------------------------|--------------------------|--|
| <input type="checkbox"/>            | <input type="checkbox"/> | Motion                                       |
| <input type="checkbox"/>            | <input type="checkbox"/> | Resolution                                   |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Ordinance                                    |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Legislative Digest                           |
| <input type="checkbox"/>            | <input type="checkbox"/> | Budget Analyst Report                        |
| <input type="checkbox"/>            | <input type="checkbox"/> | Legislative Analyst Report                   |
| <input type="checkbox"/>            | <input type="checkbox"/> | Youth Commission Report                      |
| <input type="checkbox"/>            | <input type="checkbox"/> | Introduction Form (for hearings)             |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Department/Agency Cover Letter and/or Report |
| <input type="checkbox"/>            | <input type="checkbox"/> | MOU  |
| <input type="checkbox"/>            | <input type="checkbox"/> | Grant Information Form                       |
| <input type="checkbox"/>            | <input type="checkbox"/> | Grant Budget                                 |
| <input type="checkbox"/>            | <input type="checkbox"/> | Subcontract Budget                           |
| <input type="checkbox"/>            | <input type="checkbox"/> | Contract/Agreement                           |
| <input type="checkbox"/>            | <input type="checkbox"/> | Form 126 – Ethics Commission                 |
| <input type="checkbox"/>            | <input type="checkbox"/> | Award Letter                                 |
| <input type="checkbox"/>            | <input type="checkbox"/> | Application                                  |
| <input type="checkbox"/>            | <input type="checkbox"/> | Public Correspondence                        |

#### OTHER

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|---------------------------------------|--------------------------|---|
| <input checked="" type="checkbox"/>   | <input type="checkbox"/> | Planning Commission Motion No. 18490        |
| <input checked="" type="checkbox"/>   | <input type="checkbox"/> | Planning Commission Resolution No. 18491    |
| * <input checked="" type="checkbox"/> | <input type="checkbox"/> | CEQA Findings                               |
| <input checked="" type="checkbox"/>   | <input type="checkbox"/> | Mitigation Monitoring and Reporting Program |
| <input checked="" type="checkbox"/>   | <input type="checkbox"/> | Planning Commission Resolution No. 18493    |
| <input checked="" type="checkbox"/>   | <input type="checkbox"/> | Hearing Notice                              |
| <input type="checkbox"/>              | <input type="checkbox"/> | _____                                       |
| <input type="checkbox"/>              | <input type="checkbox"/> | _____                                       |

Completed by: Alisa Miller Date January 27, 2012

Completed by: \_\_\_\_\_ Date \_\_\_\_\_

An asterisked item represents the cover sheet to a document that exceeds 25 pages.  
The complete document can be found in the file.

1 [Planning Code Amendments - Glen Park Area Plan]

2  
3 **Ordinance amending the San Francisco Planning Code by: 1) adding and amending**  
4 **various sections to implement the Glen Park Area Plan, bounded generally by Chenery**  
5 **Street to the north, Roanoke Street to the east, San Jose Avenue and Bosworth Street**  
6 **to the south, and Elk Street to the west; 2) creating a new Section 738.1, establishing**  
7 **zoning controls for the Glen Park Neighborhood Commercial Transit district; and 3)**  
8 **making findings, including environmental findings and findings of consistency with**  
9 **General Plan and with the Priority Policies of Planning Code Section 101.1.**

10 NOTE: Additions are single-underline italics Times New Roman;  
11 deletions are ~~strike-through italics Times New Roman~~.  
12 Board amendment additions are double-underlined;  
13 Board amendment deletions are ~~strikethrough-normal~~.

14 Be it ordained by the People of the City and County of San Francisco:

15 Section 1. Findings.

16 (a) Pursuant to Planning Code Section 302, this Board of Supervisors finds that this  
17 Ordinance will serve the public necessity, convenience, and welfare for the reasons set forth  
18 in Planning Commission Resolution No. 18491, and incorporates those reasons herein by  
19 reference. A copy of said Planning Commission Resolution is on file with the Clerk of the  
20 Board of Supervisors in File No. 111305.

21 (b) The Board of Supervisors finds that this Ordinance is, on balance, consistent  
22 with the General Plan and the Priority Policies of Planning Code Section 101.1(b) for the  
23 reasons set forth in Planning Commission Resolution No. 18492, and incorporates those  
24 reasons herein by reference.

25 (c) In accordance with the actions contemplated herein, this Board adopted  
Ordinance No. \_\_\_\_\_, concerning findings pursuant to the California Environmental

1 Quality Act (California Public Resources Code sections 21000 et seq.). A copy of said  
2 Ordinance is on file with the Clerk of the Board of Supervisors in File No. \_\_\_\_\_ and is  
3 incorporated by reference herein.

4 (d) Notwithstanding any contrary technical requirements that may exist in the Planning  
5 or Administrative Codes, the Board hereby finds that the Planning Department provided  
6 adequate notice for all documents and decisions, including environmental documents, related  
7 to the Glen Park Area Plan. This finding is based on the extensive mailed, posted, electronic,  
8 and published notices that the Planning Department provided. Copies of such notices are  
9 available for review through the Custodian of Records at the Planning Department, 1650  
10 Mission Street, San Francisco.

11 Section 2. The San Francisco Planning Code is hereby amended by amending  
12 Sections 121.1, 121.2, 124, 134, 135, 145.4, 151.1, 155, 201, 263.20, 607.1, and 702.1, to  
13 read as follows:

14 **SEC. 121.1. DEVELOPMENT OF LARGE LOTS, NEIGHBORHOOD COMMERCIAL  
DISTRICTS.**

15 In order to promote, protect, and maintain a scale of development which is appropriate to  
16 each district and compatible with adjacent buildings, new construction or significant  
17 enlargement of existing buildings on lots of the same size or larger than the square footage  
18 stated in the table below shall be permitted only as conditional uses subject to the provisions  
19 set forth in Sections 316 through 316.8 of this Code.

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District	Lot Size Limits
NC-1, NCT-1	5,000 sq. ft.
Broadway,	
Castro Street,	

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Inner Clement Street,		
Inner Sunset,		
Outer Clement Street,		
Upper Fillmore Street,		
Haight Street,		
North Beach,		
Sacramento Street,		
Union Street,		
24th Street-Mission,		
24th Street-Noe Valley,		
West Portal Avenue		
<i>Glen Park</i>		
NC-2, NCT-2, Ocean Ave.		10,000 sq. ft.
NC-3, NCT-3, Mission Street		
SoMa		
Hayes-Gough,		
Upper Market Street,		
Polk Street,		
Valencia Street		

NC-S	Not Applicable

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

(1) The mass and facade of the proposed structure are compatible with the existing scale of the district.

(2) The facade of the proposed structure is compatible with design features of adjacent facades that contribute to the positive visual quality of the district.

**SEC. 121.2. USE SIZE LIMITS (NON-RESIDENTIAL), NEIGHBORHOOD COMMERCIAL DISTRICTS.**

(a) In order to protect and maintain a scale of development appropriate to each district, nonresidential uses of the same size or larger than the square footage stated in the table below may be permitted only as conditional uses subject to the provisions set forth in Sections 316 through 316.8 of this Code. The use area shall be measured as the gross floor area for each individual nonresidential use.

District	Lot Size Limits
North Beach	2,000 sq. ft.
Castro Street	
Inner Clement Street	2,500 sq. ft.
Inner Sunset	
Outer Clement Street	

1	Upper Fillmore Street	
2	Haight Street	
3	Polk Street	
4	Sacramento Street	
5	Union Street	
6	24th Street-Mission	
7	24th Street-Noe Valley	
8	West Portal Avenue	
9	NC-1, NCT-1	
10	Broadway	
11	Hayes-Gough	
12	Upper Market Street	
13	Valencia Street	
14	NC-2, NCT-2, SoMa, Ocean Avenue, <i>Glen Park</i>	4,000 sq. ft.
15	NC-3, NCT-3, Mission Street	6,000 sq. ft.
16	NC-S	

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

- 24 (1) The intensity of activity in the district is not such that allowing the larger use will  
 25 be likely to foreclose the location of other needed neighborhood-serving uses in the area.

1 (2) The proposed use will serve the neighbor-hood, in whole or in significant part, and  
2 the nature of the use requires a larger size in order to function.

3 (3) The building in which the use is to be located is designed in discrete elements  
4 which respect the scale of development in the district.

5 (b) In order to protect and maintain a scale of development appropriate to each district,  
6 nonresidential uses which exceed the square footage stated in the table below shall not be  
7 permitted, except that in the North Beach Neighborhood Commercial District this Subsection  
8 121.2(b) shall not apply to a Movie Theater use as defined in Section 790.64. The use area  
9 shall be measured as the gross floor area for each individual nonresidential use.

District	Lot Size Limits
West Portal Avenue	4,000 sq. ft.
North Beach	
Castro Street	

16 **SEC. 124. BASIC FLOOR AREA RATIO.**

17 (a) Except as provided in Subsections (b), (c) and (e) of this Section, the basic floor area  
18 ratio limits specified in the following table shall apply to each building or development in the  
19 districts indicated.

20 TABLE 124

21 BASIC FLOOR AREA RATIO LIMITS

District	Basic Floor Area Ratio Limit
RH-1(D), RH-1, RH-1(S), RH-2, RH-3, RM-1, RM-2, RTO, RTO-M	1.8 to 1

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RM-3	3.6 to 1
RM-4	4.8 to 1
RC-1, RC-2	1.8 to 1
RC-3	3.6 to 1
RC-4	4.8 to 1
RED	1.0 to 1
RSD, SPD	1.8 to 1
NC-1, NCT-1	1.8 to 1
NC-S	
Inner Clement	
Inner Sunset	
Outer Clement	
Haight	
North Beach	
Sacramento	
24th Street - Noe Valley	
West Portal	
NC-2, NCT-2, SoMa, Ocean Avenue	2.5 to 1
Broadway	

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Upper Fillmore	
Polk	
Valencia	
24th Street-Mission	
<u>Glen Park</u>	
Castro	
Hayes-Gough	3.0 to 1
Upper Market	
Union	
<b>District</b>	<b>Basic Floor Area Ratio Limit</b>
NC-3, NCT-3, Mission Street	3.6 to 1
Chinatown R/NC	1.0 to 1
Chinatown VR	2.0 to 1
Chinatown CB	2.8 to 1
C-1, C-2	3.6 to 1
C-2-C	4.8 to 1
C-3-C	6.0 to 1
C-3-O	9.0 to 1
C-3-R	6.0 to 1

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C-3-G	6.0 to 1
C-3-S	5.0 to 1
C-3-O (SD)	6.0 to 1
C-3-S (SU)	7.5 to 1
C-M	9.0 to 1
M-1, M-2	5.0 to 1
SLR, SLI	2.5 to 1
SSO and in a 40 or 50 foot height district	3.0 to 1
SSO and in a 65 or 80 foot height district	4.0 to 1
SSO and in a 130 foot height district	4.5 to 1
MUG, MUO, MUR, UMU, PDR-1-B, PDR-1-D, PDR-1-G, and PDR-2 in a 40, 45, or 48 foot height district	3.0 to 1
MUG, MUO, MUR, UMU, PDR-1-B, PDR-1-D, PDR-1-G, and PDR-2 in a 50, 55, or 58 foot height district	4.0 to 1
MUG, MUO, MUR, UMU, PDR-1-B, PDR-1-D, PDR-1-G, and PDR-2 in a 65 or 68 foot height district	5.0 to 1
MUG, MUO, MUR, UMU, PDR-1-B, PDR-1-D,	6.0 to 1

PDR-1-G, and PDR-2 in a 85 foot height district	
MUG, MUO, MUR, UMU, PDR-1-B, PDR-1-D, PDR-1-G, and PDR-2 in a height district over 85 feet	7.5 to 1

(b) In R, NC, and Mixed Use Districts, the above floor area ratio limits shall not apply to dwellings or to other residential uses. In Chinatown Mixed Use Districts, the above floor area ratio limits shall not apply to institutions, and mezzanine commercial space shall not be calculated as part of the floor area ratio.

(c) In a C-2 District the basic floor area ratio limit shall be 4.8 to 1 for a lot which is nearer to an RM-4 or RC-4 District than to any other R District, and 10.0 to 1 for a lot which is nearer to a C-3 District than to any R District. The distance to the nearest R District or C-3 District shall be measured from the midpoint of the front line, or from a point directly across the street therefrom, whichever gives the greatest ratio.

(d) In the Van Ness Special Use District, as described in Section 243 of this Code, the basic floor area ratio limit shall be 7.0 to 1 where the height limit is 130 feet and 4.8 to 1 where the height limit is 80 feet.

(e) In the Waterfront Special Use Districts, as described in Sections 240 through 240.3 of this Code, the basic floor area ratio limit in any C District shall be 5.0 to 1.

(f) For buildings in C-3-G and C-3-S Districts other than those designated as Significant or Contributory pursuant to Article 11 of this Code, additional square footage above that permitted by the base floor area ratio limits set forth above may be approved for construction of dwellings on the site of the building affordable for 20 years to households whose incomes are within 150 percent of the median income as defined herein, in accordance with the conditional use procedures and criteria as provided in Section 303 of this Code. For buildings

1 in the C-3-G District designated as Significant or Contributory pursuant to Article 11 of this  
2 Code, additional square footage above that permitted by the base floor area ratio limits set  
3 forth above up to the gross floor area of the existing building may be approved, in accordance  
4 with the conditional use procedures and criteria as provided in Section 303 of this Code,  
5 where: (i) TDRs (as defined by Section 128(a)(5)) were transferred from the lot containing the  
6 Significant or Contributory building prior to the effective date of the amendment to Section  
7 124(f) adding this paragraph when the floor area transferred was occupied by a non-profit  
8 corporation or institution meeting the requirements for exclusion from gross floor area  
9 calculation under Section 102.9(b)(15) of this Code; (ii) the additional square footage includes  
10 only the amount necessary to accommodate dwelling units and/or group housing units that  
11 are affordable for not less than 50 years to households whose incomes are within 60 percent  
12 of the median income as defined herein together with any social, educational, and health  
13 service space accessory to such units; and (iii) the proposed change in use to dwelling units  
14 and accessory space and any construction associated therewith, if it requires any alternation  
15 to the exterior or other character defining features of the Significant or Contributory Building, is  
16 undertaken pursuant to the duly approved Permit to Alter, pursuant to Section 1110; provided,  
17 however, that the procedures otherwise required for a Major Alteration as set forth in sections  
18 1111.2 - 1111.6 shall be deemed applicable to any such Permit to Alter.

19 (1) Any dwelling approved for construction under this provision shall be deemed a  
20 "designated unit" as defined below. Prior to the issuance by the Director of the Department of  
21 Building Inspection ("Director of Building Inspection") of a site or building permit to construct  
22 any designated unit subject to this Section, the permit applicant shall notify the Director of  
23 Planning and the Director of Property in writing whether the unit will be an owned or rental unit  
24 as defined in Section 401 of this Code.

1 (2) Within 60 days after the issuance by the Director of Building Inspection of a site or  
2 building permit for construction of any unit intended to be an owned unit, the Director of  
3 Planning shall notify the City Engineer in writing identifying the intended owned unit, and the  
4 Director of Property shall appraise the fair market value of such unit as of the date of the  
5 appraisal, applying accepted valuation methods, and deliver a written appraisal of the unit to  
6 the Director of Planning and the permit applicant. The permit applicant shall supply all  
7 information to the Director of Property necessary to appraise the unit, including all plans and  
8 specifications.

9 (3) Each designated unit shall be subject to the provisions of Section 413 of this  
10 Code. For purposes of this Subsection and the application of Section 413 of this Code to  
11 designated units constructed pursuant to this Subsection, the definitions set forth in Section  
12 401 of this Code shall apply, with the exception of the following definitions, which shall  
13 supersede the definitions of the terms set forth in Section 401:

14 (A) "Base price" shall mean 3.25 times the median income for a family of four  
15 persons for the County of San Francisco as set forth in California Administrative Code Section  
16 6932 on the date on which a housing unit is sold.

17 (B) "Base rent" shall mean .45 times the median income for the County of San  
18 Francisco as set forth in California Administrative Code Section 6932 for a family of a size  
19 equivalent to the number of persons residing in a household renting a designated unit.

20 (C) "Designated unit" shall mean a housing unit identified and reported to the  
21 Director by the sponsor of an office development project subject to this Subsection as a unit  
22 that shall be affordable to households of low or moderate income for 20 years.

23 (D) "Household of low or moderate income" shall mean a household composed of  
24 one or more persons with a combined annual net income for all adult members which does  
25 not exceed 150 percent of the qualifying limit for a median income family of a size equivalent

1 to the number of persons residing in such household, as set forth for the County of San  
2 Francisco in California Administrative Code Section 6932.

3 (E) "Sponsor" shall mean an applicant seeking approval for construction of a  
4 project subject to this Subsection and such applicants' successors and assigns.

5 (g) The allowable gross floor area on a lot which is the site of an unlawfully demolished  
6 building that is governed by the provisions of Article 11 shall be the gross floor area of the  
7 demolished building for the period of time set forth in, and in accordance with the provisions  
8 of, Section 1114 of this Code, but not to exceed the basic floor area permitted by this Section.

9 (h) In calculating the permitted floor area of a new structure in a C-3 District, the lot on  
10 which an existing structure is located may not be included unless the existing structure and  
11 the new structure are made part of a single development complex, the existing structure is or  
12 is made architecturally compatible with the new structure, and, if the existing structure is in a  
13 Conservation District, the existing structure meets or is made to meet the standards of Section  
14 1109(c), and the existing structure meets or is reinforced to meet the standards for seismic  
15 loads and forces of the 1975 Building Code. Determinations under this Paragraph shall be  
16 made in accordance with the provisions of Section 309.

17 (i) In calculating allowable gross floor area on a preservation lot from which any TDRs  
18 have been transferred pursuant to Section 128, the amount allowed herein shall be decreased  
19 by the amount of gross floor area transferred.

20 (j) Within any RSD, SPD, SLR, SLI or SSO District, live/work units constructed above  
21 the floor area ratio limit pursuant to Section 102.9(b)(19) of this Code shall be subject to the  
22 following conditions and standards:

23 (1) Considering all dwelling units and all live/work units on the lot, existing and to be  
24 constructed, there shall be no more than one live/work unit and/or dwelling unit per 200  
25 square feet of lot area, except that, for projects in the RSD District which will exceed 40 feet in

1 height, and therefore are required to obtain conditional use approval, the allowable density for  
2 dwelling units and live/work units shall be established as part of the conditional use  
3 determination; and

4 (2) The parking requirement for live/work units subject to this subsection shall be  
5 equal to that required for dwelling units within the subject district.

6  
7 **SEC. 134. REAR YARDS, R, NC, C, SPD, M, MUG, MUO, MUR, UMU, RSD, SLR,**  
8 **SLI AND SSO DISTRICTS.**

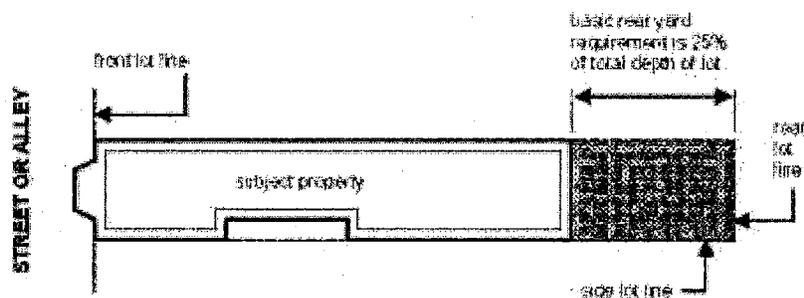
9 The rear yard requirements established by this Section 134 shall apply to every building in  
10 an R, NC-1, NC-2 District or Individual Neighborhood Commercial District as noted in  
11 Subsection (a), except those buildings which contain only single room occupancy (SRO) or  
12 live/work units and except in the Bernal Heights Special Use District and Residential  
13 Character Districts to the extent these provisions are inconsistent with the requirements set  
14 forth in Section 242 of this Code. With the exception of dwellings in the South of Market Mixed  
15 Use and Eastern Neighborhoods Mixed Use Districts containing only SRO units, the rear yard  
16 requirements of this Section 134 shall also apply to every dwelling in a(n) MUG, MUO, MUR,  
17 UMU, SPD, RSD, SLR, SLI, SSO, NC-2, NCT-1, NCT-2, NC-3, NCT-3, Individual Area  
18 Neighborhood Commercial Transit District, Individual Neighborhood Commercial District as  
19 noted in Subsection (a), C or M District. Rear yards shall not be required in NC-S Districts.  
20 These requirements are intended to assure the protection and continuation of established  
21 midblock, landscaped open spaces, and maintenance of a scale of development appropriate  
22 to each district, consistent with the location of adjacent buildings.

23 (a) **Basic Requirements.** The basic rear yard requirements shall be as follows for the  
24 districts indicated:

1 (1) RH-1(D), RH-1, RH-1(S), RM-3, RM-4, RC-1, RC-2, RC-3, RC-4, NC, C, M,  
2 MUG, MUO, MUR, UMU, RED, SPD, RSD, SLR, SLI and SSO Districts. The minimum rear  
3 yard depth shall be equal to 25 percent of the total depth of the lot on which the building is  
4 situated, but in no case less than 15 feet. For buildings containing only SRO units in the South  
5 of Market Mixed Use and Eastern Neighborhoods Mixed Use Districts, the minimum rear yard  
6 depth shall be equal to 25 percent of the total depth of the lot on which the building is situated,  
7 but the required rear yard of SRO buildings not exceeding a height of 65 feet shall be reduced  
8 in specific situations as described in Subsection (c) below.

9 (A) RH-1(D), RH-1, RH-1(S), RM-3, RM-4, RC-1, NC-1, NCT-1, Inner Sunset,  
10 Outer Clement Street, Haight Street, Sacramento Street, 24th Street-Noe Valley, and West  
11 Portal Avenue Districts. Rear yards shall be provided at grade level and at each succeeding  
12 level or story of the building.

13 (B) NC-2, NCT-2, Ocean Avenue, Castro Street, Inner Clement Street, Upper  
14 Fillmore Street, North Beach, Union Street, Valencia Street, 24th Street-Mission and Glen Park  
15 Districts. Rear yards shall be provided at the second story, and at each succeeding story of  
16 the building, and at the first story if it contains a dwelling unit.

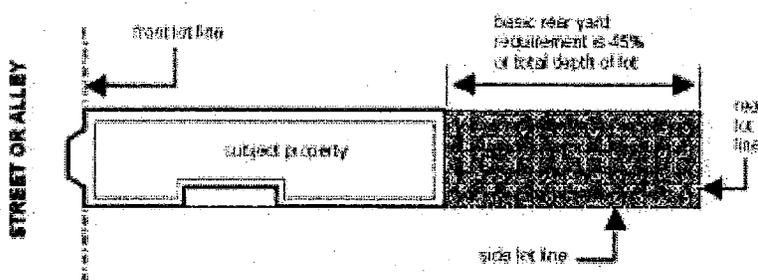


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24 (C) RC-2, RC-3, RC-4, NC-3, NCT-3, Broadway, Hayes-Gough, Upper Market Street,  
25 SoMa, Mission Street, Polk Street, C, M, RED, SPD, RSD, SLR, SLI, SSO, MUR, MUG,

1 MUO, and UMU Districts. Rear yards shall be provided at the lowest story containing a  
2 dwelling unit, and at each succeeding level or story of the building. In the Hayes-Gough NCT,  
3 lots fronting the east side of Octavia Boulevard between Linden and Market Streets (Central  
4 Freeway Parcels L, M, N, R, S, T, U, and V) are not required to provide rear yards at any level  
5 of the building, provided that the project fully meets the usable open space requirement for  
6 dwelling units per Section 135 of this Code, the exposure requirements of Section 140, and  
7 gives adequate architectural consideration to the light and air needs of adjacent buildings  
8 given the constraints of the project site.

9 (D) Upper Market NCT and Upper Market NCD. Rear yards shall be provided at  
10 the grade level, and at each succeeding story of the building. For buildings in the Upper  
11 Market NCT that do not contain residential uses and that do not abut adjacent lots with an  
12 existing pattern of rear yards or mid-block open space, the Zoning Administrator may waive or  
13 reduce this rear yard requirement pursuant to the procedures of subsection (e).

14 (2) RH-2, RH-3, RTO, RTO-M, RM-1 and RM-2 Districts. The minimum rear yard  
15 depth shall be equal to 45 percent of the total depth of the lot on which the building is situated,  
16 except to the extent that a reduction in this requirement is permitted by Subsection (c) below.  
17 Rear yards shall be provided at grade level and at each succeeding level or story of the  
18 building.



1 (b) **Permitted Obstructions.** Only those obstructions specified in Section 136 of this  
2 Code shall be permitted in a required rear yard, and no other obstruction shall be constructed,  
3 placed or maintained within any such yard. No motor vehicle, trailer, boat or other vehicle  
4 shall be parked or stored within any such yard, except as specified in Section 136.

5 (c) **Reduction of Requirements in RH-2, RH-3, RTO, RTO-M, RM-1 and RM-2 Districts.**  
6 The rear yard requirement stated in Paragraph (a)(2) above, for RH-2, RH-3, RTO, RTO-M,  
7 RM-1 and RM-2 Districts, and as stated in Paragraph (a)(1) above, for single room occupancy  
8 buildings located in either the South of Market Mixed Use or Eastern Neighborhoods Mixed  
9 Use Districts not exceeding a height of 65 feet, shall be reduced in specific situations as  
10 described in this Subsection (c), based upon conditions on adjacent lots. Except for those  
11 SRO buildings referenced above in this paragraph whose rear yard can be reduced in the  
12 circumstances described in Subsection (c) to a 15-foot minimum, under no circumstances,  
13 shall the minimum rear yard be thus reduced to less than a depth equal to 25 percent of the  
14 total depth of the lot on which the building is situated, or to less than 15 feet, whichever is  
15 greater.

16 (1) **General Rule.** In such districts, the forward edge of the required rear yard shall be  
17 reduced to a line on the subject lot, parallel to the rear lot line of such lot, which is an average  
18 between the depths of the rear building walls of the two adjacent buildings. Except for single  
19 room occupancy buildings in the South of Market Mixed Use Districts, in any case in which a  
20 rear yard requirement is thus reduced, the last 10 feet of building depth thus permitted on the  
21 subject lot shall be limited to a height of 30 feet, measured as prescribed by Section 260 of  
22 this Code, or to such lesser height as may be established by Section 261 of this Code.

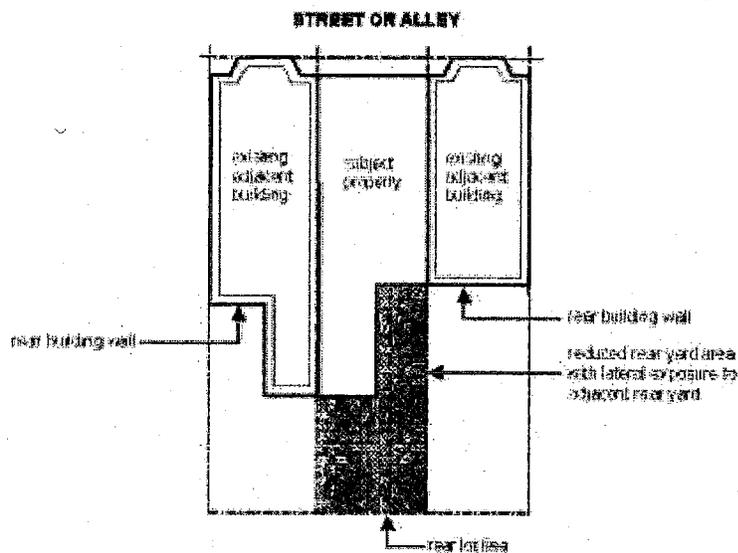
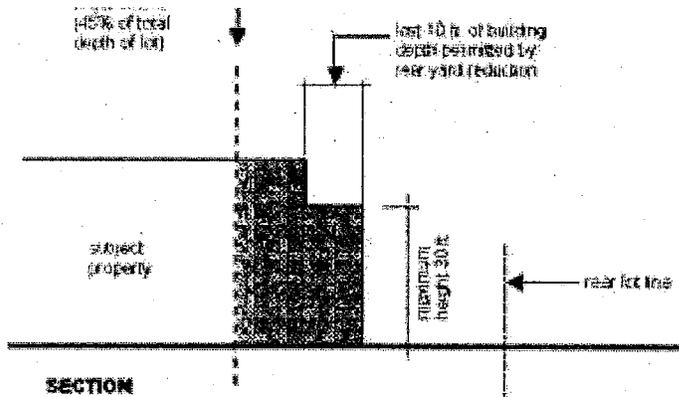
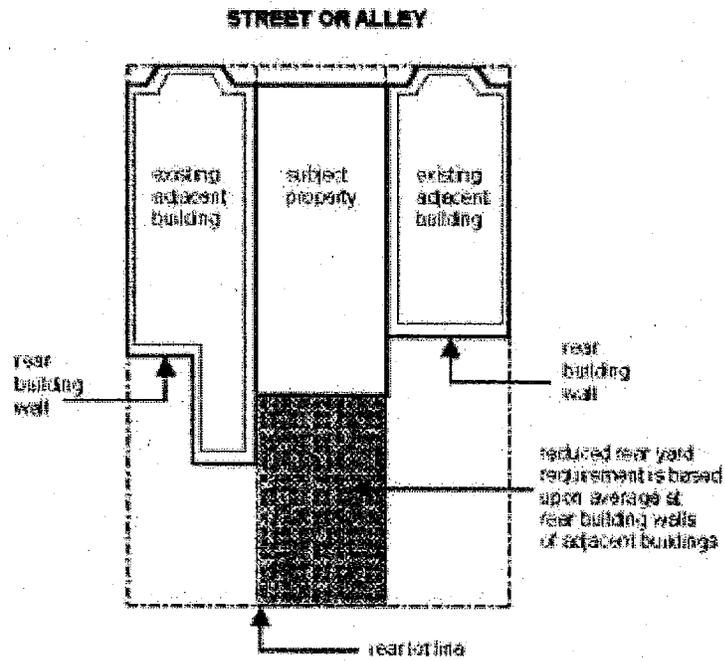
23 (2) **Alternative Method of Averaging.** If, under the rule stated in Paragraph (c)(1)  
24 above, a reduction in the required rear yard is permitted, the reduction may alternatively be  
25 averaged in an irregular manner; provided that the area of the resulting reduction shall be no

1 more than the product of the width of the subject lot along the line established by Paragraph  
2 (c)(1) above times the reduction in depth of rear yard permitted by Paragraph (c)(1); and  
3 provided further that all portions of the open area on the part of the lot to which the rear yard  
4 reduction applies shall be directly exposed laterally to the open area behind the adjacent  
5 building having the lesser depth of its rear building wall.

6 (3) **Method of Measurement.** For purposes of this Subsection (c), an "adjacent  
7 building" shall mean a building on a lot adjoining the subject lot along a side lot line. In all  
8 cases the location of the rear building wall of an adjacent building shall be taken as the line of  
9 greatest depth of any portion of the adjacent building which occupies at least ½ the width  
10 between the side lot lines of the lot on which such adjacent building is located, and which has  
11 a height of at least 20 feet above grade, or two stories, whichever is less, excluding all  
12 permitted obstructions listed for rear yards in Section 136 of this Code. Where a lot adjoining  
13 the subject lot is vacant, or contains no dwelling or group housing structure, or is located in an  
14 RH-1(D), RH-1, RH-1(S), RM-3, RM-4, RC, RED, SPD, RSD, SLR, SLI, SSO, NC, C, M or P  
15 District, such adjoining lot shall, for purposes of the calculations in this Subsection (c), be  
16 considered to have an adjacent building upon it whose rear building wall is at a depth equal to  
17 75 percent of the total depth of the subject lot.

18 (4) **Applicability to Special Lot Situations.** In the following special lot situations, the  
19 general rule stated in Paragraph (c)(1) above shall be applied as provided in this Paragraph  
20 (c)(4), and the required rear yard shall be reduced if conditions on the adjacent lot or lots so  
21 indicate and if all other requirements of this Section 134 are met.

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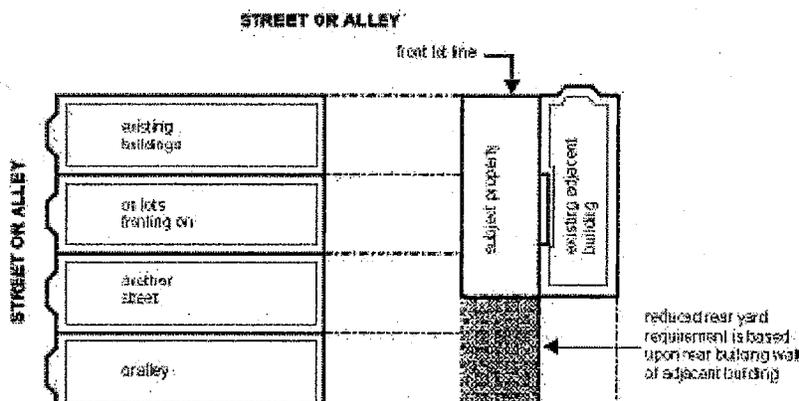
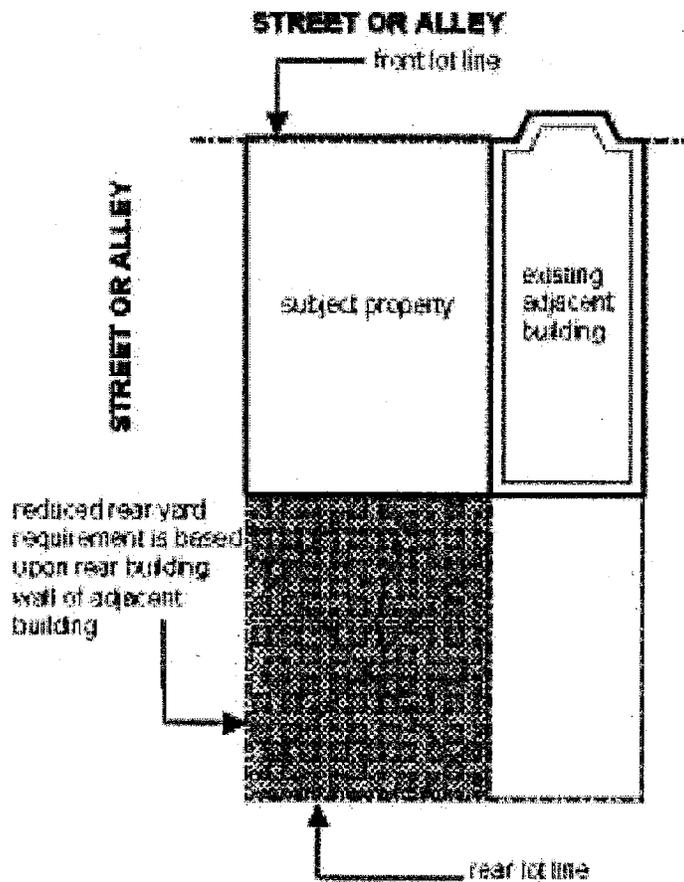


1           (A) **Corner Lots and Lots at Alley Intersections.** On a corner lot as defined by this  
2 Code, or a lot at the intersection of a street and an alley or two alleys, the forward edge of the  
3 required rear yard shall be reduced to a line on the subject lot which is at the depth of the rear  
4 building wall of the one adjacent building.

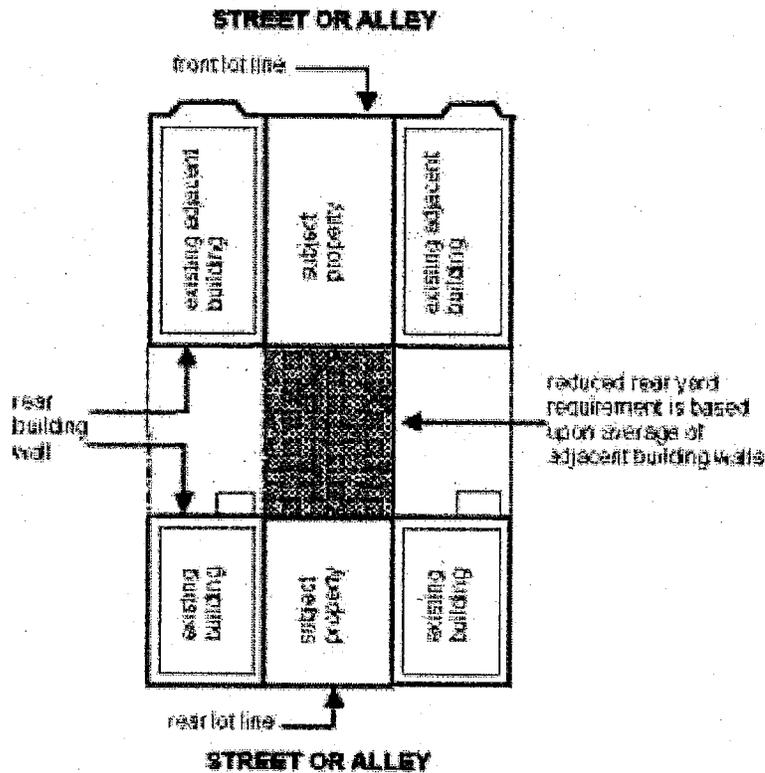
5           (B) **Lots Abutting Properties with Buildings that Front on Another Street or Alley.**  
6 In the case of any lot that abuts along one of its side lot lines upon a lot with a building that  
7 fronts on another street or alley, the lot on which it so abuts shall be disregarded, and the  
8 forward edge of the required rear yard shall be reduced to a line on the subject lot which is at  
9 the depth of the rear building wall of the one adjacent building fronting on the same street or  
10 alley. In the case of any lot that abuts along both its side lot lines upon lots with buildings that  
11 front on another street or alley, both lots on which it so abuts shall be disregarded, and the  
12 minimum rear yard depth for the subject lot shall be equal to 25 percent of the total depth of  
13 the subject lot, or 15 feet, whichever is greater.

14           (C) **Through Lots Abutting Properties that Contain Two Buildings.** Where a lot is a  
15 through lot having both its front and its rear lot line along streets, alleys, or a street and an  
16 alley, and both adjoining lots are also through lots, each containing two dwellings or group  
17 housing structures that front at opposite ends of the lot, the subject through lot may also have  
18 two buildings according to such established pattern, each fronting at one end of the lot,  
19 provided all the other requirements of this Code are met. In such cases the rear yard required  
20 by this Section 134 for the subject lot shall be located in the central portion of the lot, between  
21 the two buildings on such lot, and the depth of the rear wall of each building from the street or  
22 alley on which it fronts shall be established by the average of the depths of the rear building  
23 walls of the adjacent buildings fronting on that street or alley. In no case, however, shall the  
24  
25

1 total minimum rear yard for the subject lot be thus reduced to less than a depth equal to 25  
 2 percent of the total depth of the subject lot, or to less than 15 feet, whichever is greater.  
 3 Furthermore, in all cases in which this Subparagraph (c)(4)(C) is applied, the requirements of  
 4 Section 132 of this Code for front setback areas shall be applicable along both street or alley  
 5 frontages of the subject through lot.



1 (d) Reduction of Requirements in C-3 Districts. In C-3 Districts, an exception to the rear  
2 yard requirements of this Section may be allowed, in accordance with the provisions of  
3 Section 309, provided that the building location and configuration assure adequate light and  
4 air to windows within the residential units and to the usable open space provided.  
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1 (e) **Modification of Requirements in NC and South of Market Mixed Use Districts.** The rear  
2 yard requirements in NC and South of Market Mixed Use Districts may be modified or waived  
3 in specific situations as described in this Subsection (e).

4 (1) **General.** The rear yard requirement in NC Districts may be modified or waived by  
5 the Zoning Administrator pursuant to the procedures which are applicable to variances, as set  
6 forth in Sections 306.1 through 306.5 and 308.2, in the case of NC Districts, and in  
7 accordance with Section 307(g), in the case of South of Market Mixed Use Districts if all of the  
8 following criteria are met for both NC and South of Market Mixed Use Districts:

9 (A) Residential uses are included in the new or expanding development and a  
10 comparable amount of usable open space is provided elsewhere on the lot or within the  
11 development where it is more accessible to the residents of the development; and

12 (B) The proposed new or expanding structure will not significantly impede the  
13 access of light and air to and views from adjacent properties; and

14 (C) The proposed new or expanding structure will not adversely affect the interior  
15 block open space formed by the rear yards of adjacent properties.

16 (2) **Corner Lots and Lots at Alley Intersections.** On a corner lot as defined by this  
17 Code, or on a lot at the intersection of a street and an alley of at least 25 feet in width, the  
18 required rear yard may be substituted with an open area equal to 25 percent of the lot area  
19 which is located at the same levels as the required rear yard in an interior corner of the lot, an  
20 open area between two or more buildings on the lot, or an inner court, as defined by this  
21 Code, provided that the Zoning Administrator determines that all of the criteria described  
22 below in this Paragraph are met.

23 (A) Each horizontal dimension of the open area shall be a minimum of 15 feet.

24 (B) The open area shall be wholly or partially contiguous to the existing midblock  
25 open space formed by the rear yards of adjacent properties.

1 (C) The open area will provide for the access to light and air to and views from  
2 adjacent properties.

3 (D) The proposed new or expanding structure will provide for access to light and  
4 air from any existing or new residential uses on the subject property.

5 The provisions of this Paragraph 2 of Subsection (e) shall not preclude such additional  
6 conditions as are deemed necessary by the Zoning Administrator to further the purposes of  
7 this Section.

8 (f) **Modification of Requirements in the Eastern Neighborhoods Mixed Use Districts.** The  
9 rear yard requirement in Eastern Neighborhoods Mixed Use Districts may be modified or  
10 waived by the Planning Commission pursuant to Section 329, and modified by the Zoning  
11 Administrator pursuant to the procedures set forth in Section 307(h) for other projects,  
12 provided that:

13 (1) A comparable, but not necessarily equal amount of square footage as would be  
14 created in a code conforming rear yard is provided elsewhere within the development;

15 (2) The proposed new or expanding structure will not significantly impede the access  
16 to light and air from adjacent properties or adversely affect the interior block open space  
17 formed by the rear yards of adjacent properties; and

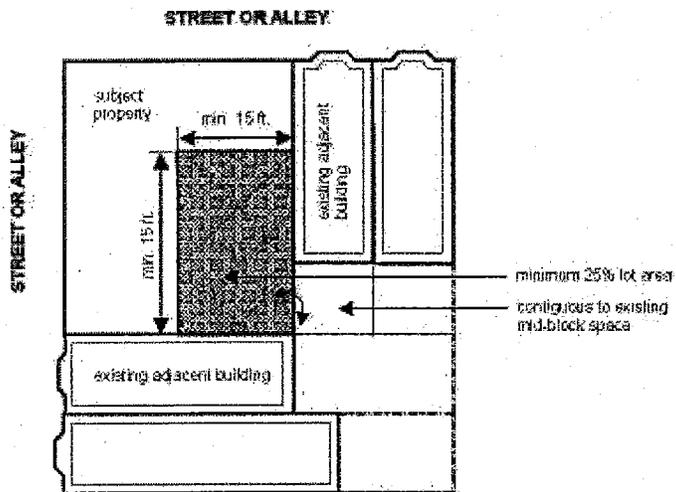
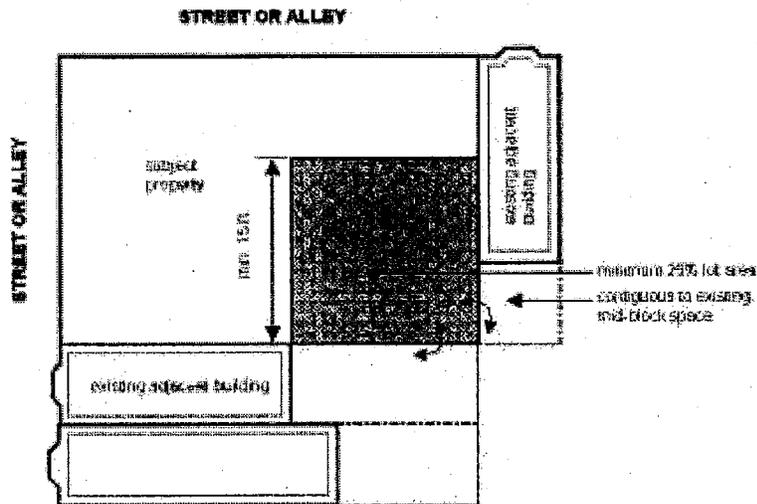
18 (3) The modification request is not combined with any other residential open space  
19 modification or exposure variance for the project, except exposure modifications in designated  
20 landmark buildings under Section 307(h)(1).

21 (g) **Reduction of Requirements in the North of Market Residential Special Use District.**  
22 The rear yard requirement may be substituted with an equivalent amount of open space  
23 situated anywhere on the site, provided that the Zoning Administrator determines that all of  
24 the following criteria are met:

1 (1) The substituted open space in the proposed new or expanding structure will  
2 improve the access of light and air to and views from existing abutting properties; and

3 (2) The proposed new or expanding structure will not adversely affect the interior  
4 block open space formed by the rear yards of existing abutting properties.

5 This provision shall be administered pursuant to the notice and hearing procedures which  
6 are applicable to variances as set forth in Sections 306.1 through 306.5 and 308.2.



1                   **SEC. 135. USABLE OPEN SPACE FOR DWELLING UNITS AND GROUP**  
2                   **HOUSING, R, NC, MIXED USE, C, AND M DISTRICTS.**

3                   Except as provided in Sections 134.1, 172 and 188 of this Code, usable open space shall  
4 be provided for each dwelling and each group housing structure in R, NC, C, Mixed Use, and  
5 M Districts according to the standards set forth in this Section unless otherwise specified in  
6 specific district controls elsewhere in this Code.

7                   (a)   **Character of Space Provided.** Usable open space shall be composed of an outdoor  
8 area or areas designed for outdoor living, recreation or landscaping, including such areas on  
9 the ground and on decks, balconies, porches and roofs, which are safe and suitably surfaced  
10 and screened, and which conform to the other requirements of this Section. Such area or  
11 areas shall be on the same lot as the dwelling units (or bedrooms in group housing) they  
12 serve, and shall be designed and oriented in a manner that will make the best practical use of  
13 available sun and other climatic advantages. "Private usable open space" shall mean an area  
14 or areas private to and designed for use by only one dwelling unit (or bedroom in group  
15 housing). "Common usable open space" shall mean an area or areas designed for use jointly  
16 by two or more dwelling units (or bedrooms in group housing).

17                   (b)   **Access.** Usable open space shall be as close as is practical to the dwelling unit (or  
18 bedroom in group housing) for which it is required, and shall be accessible from such dwelling  
19 unit or bedroom as follows:

20                   (1)   Private usable open space shall be directly and immediately accessible from such  
21 dwelling unit or bedroom; and shall be either on the same floor level as such dwelling unit or  
22 bedroom, with no more than one story above or below such floor level with convenient private  
23 access.

1 (2) Common usable open space shall be easily and independently accessible from  
2 such dwelling unit or bedroom, or from another common area of the building or lot.

3 (c) **Permitted Obstructions.** In the calculation of either private or common usable open  
4 space, those obstructions listed in Sections 136 and 136.1 of this Code for usable open space  
5 shall be permitted.

6 (d) **Amount Required.** Usable open space shall be provided for each building in the  
7 amounts specified herein and in Tables 135A and B for the district in which the building is  
8 located.

9 In Neighborhood Commercial Districts, the amount of usable open space to be provided  
10 shall be the amount required in the nearest Residential District, but the minimum amount of  
11 open space required shall be in no case greater than the amount set forth in Table 135A for  
12 the district in which the building is located. The distance to each Residential District shall be  
13 measured from the midpoint of the front lot line or from a point directly across the street there  
14 from, whichever requires less open space.

15 (1) For dwellings other than those specified in Paragraphs (d)(2) through (d)(5)  
16 below, the minimum amount of usable open space to be provided for use by each dwelling  
17 unit shall be as specified in the second column of Table 135A if such usable open space is all  
18 private. Where common usable open space is used to satisfy all or part of the requirement for  
19 a dwelling unit, such common usable open space shall be provided in an amount equal to  
20 1.33 square feet for each one square foot of private usable open space specified in the  
21 second column of Table 135A. In such cases, the balance of the required usable open space  
22 may be provided as private usable open space, with full credit for each square foot of private  
23 usable open space so provided.

24 (2) For group housing structures and SRO units, the minimum amount of usable  
25 open space provided for use by each bedroom or SRO unit shall be 1/3 the amount required

1 for a dwelling unit as specified in Paragraphs (d)(1) above and (d)(4) and (d)(5), below. For  
2 purposes of these calculations, the number of bedrooms on a lot shall in no case be  
3 considered to be less than one bedroom for each two beds. Where the actual number of beds  
4 exceeds an average of two beds for each bedroom, each two beds shall be considered  
5 equivalent to one bedroom.

6 (3) For dwellings specifically designed for and occupied by senior citizens or  
7 physically handicapped persons, as defined and regulated by Section 209.1(m) of this Code,  
8 the minimum amount of usable open space to be provided for use by each dwelling unit shall  
9 be ½ the amount required for each dwelling unit as specified in Paragraph (d)(1) above.

10 (4) **DTR Districts.** For all residential uses, 75 square feet of open space is required  
11 per dwelling unit. All residential open space must meet the provisions described in this  
12 Section unless otherwise established in this subsection or in Section 825 or a Section  
13 governing an individual DTR District. Open space requirements may be met with the following  
14 types of open space: "private usable open space" as defined in Section 135(a) of this Code,  
15 "common usable open space" as defined in Section 135(a) of this Code, and "publicly  
16 accessible open space" as defined in subsection (h) below. At least 40 percent of the  
17 residential open space is required to be common to all residential units. Common usable open  
18 space is not required to be publicly-accessible. Publicly-accessible open space, including off-  
19 site open space permitted by subsection (i) below and by Section 827(a)(9), meeting the  
20 standards of subsection (h) may be considered as common usable open space. For  
21 residential units with direct access from the street, building setback areas that meet the  
22 standards of Section 145.1 and the Ground Floor Residential Design Guidelines may be  
23 counted toward the open space requirement as private non-common open space.

24 (5) **Eastern Neighborhoods Mixed Use Districts.** The minimum amount of usable  
25 open space to be provided for use by each dwelling unit shall be as specified in Table 135B.

1 For group housing structures and SRO units, the minimum amount of usable open space  
 2 provided for use by each bedroom shall be 1/3 the amount required for a dwelling unit as  
 3 specified in Table 135B.

4 **TABLE 135A**  
 5 **MINIMUM USABLE OPEN SPACE FOR DWELLING UNITS AND GROUP HOUSING**  
 6 **OUTSIDE THE EASTERN NEIGHBORHOODS MIXED USE DISTRICT**

District	Square Feet Of Usable Open Space Required For Each Dwelling Unit If All Private	Ratio of Common Usable Open Space That May Be Substituted for Private
RH-1(D), RH-1	300	1.33
RH-1(S)	300 for first unit; 100 for minor second unit	1.33
RH-2	125	1.33
RH-3	100	1.33
RM-1, RC-1, RTO, RTO-M	100	1.33
RM-2, RC-2, SPD	80	1.33
RM-3, RC-3, RED	60	1.33
RM-4, RC-4, RSD	36	1.33
C-3, C-M, SLR, SLI, SSO, M-	36	1.33

1	1, M-2		
2	C-1, C-2	Same as for the R District	
3		establishing the dwelling unit	
4		density ratio for the C-1 or C-	
5		2 District property	
6			
7	NC-1, NC-2, NCT-1, NCT-2,	100	1.33
8	NC-S, Inner Sunset,		
9	Sacramento Street, West		
10	Portal Avenue, Ocean		
11	Avenue, <i>Glen Park</i>		
12	NC-3, Castro Street, Inner	80	1.33
13	Clement Street, Outer		
14	Clement Street, Upper		
15	Fillmore Street, Haight Street,		
16	Union Street, Valencia Street,		
17	24th Street-Mission, 24th		
18	Street-Noe Valley, NCT-3,		
19	SoMa, Mission Street		
20	Broadway, Hayes-Gough,	60	1.33
21	Upper Market Street, North		
22	Beach, Polk Street		
23			
24	Chinatown Community	48	1.00
25	Business, Chinatown		

1 2 3	Residential Neighborhood Commercial, Chinatown Visitor Retail		
4 5 6	DTR	This table not applicable. 75 square feet per dwelling. See Sec. 135(d)(4).	
7			

8 TABLE 135B

9 MINIMUM USABLE OPEN SPACE FOR DWELLING UNITS AND GROUP HOUSING IN  
10 THE EASTERN NEIGHBORHOODS MIXED USE DISTRICTS

11 12 13 14	Square feet of usable open space per dwelling unit, if not publicly accessible	Square feet of usable open space per dwelling unit, if publicly accessible	Percent of open space that may be provided off site
15	80 square feet	54 square feet	50%

16 (e) **Slope.** The slope of any area credited as either private or common usable open  
17 space shall not exceed five percent.

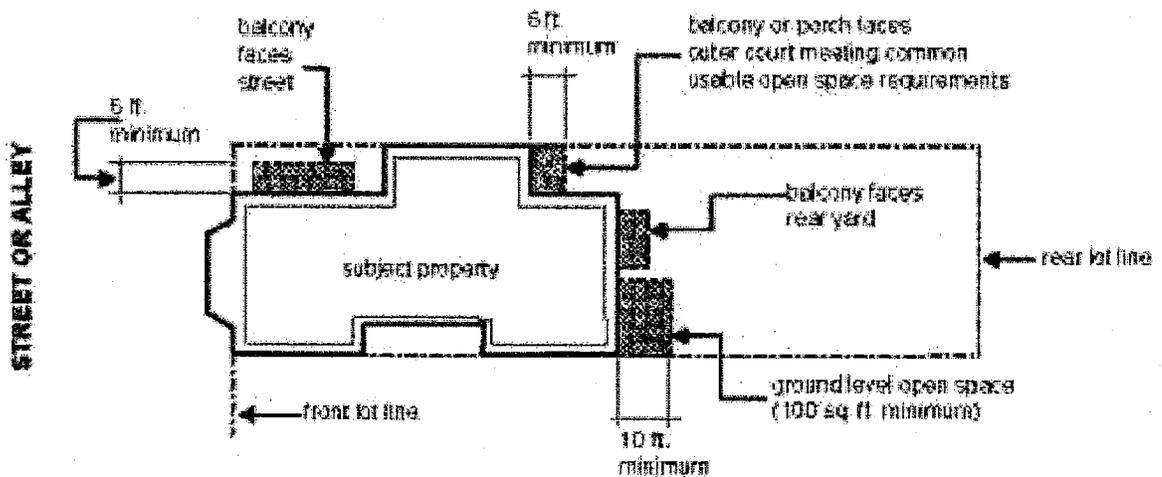
18 (f) **Private Usable Open Space: Additional Standards.**

19 (1) **Minimum Dimensions and Minimum Area.** Any space credited as private  
20 usable open space shall have a minimum horizontal dimension of six feet and a minimum  
21 area of 36 square feet if located on a deck, balcony, porch or roof, and shall have a mini-mum  
22 horizontal dimension of 10 feet and a minimum area of 100 square feet if located on open  
23 ground, a terrace or the surface of an inner or outer court.

24 (2) **Exposure.** In order to be credited as private usable open space, an area must be  
25 kept open in the following manner:

1 (A) For decks, balconies, porches and roofs, at least 30 percent of the perimeter  
2 must be unobstructed except for necessary railings.

3 (B) In addition, the area credited on a deck, balcony, porch or roof must either  
4 face a street, face or be within a rear yard, or face or be within some other space which at the  
5 level of the private usable open space meets the minimum dimension and area requirements  
6 for common usable open space as specified in Paragraph 135(g)(1) below.



21 (C) Areas within inner and outer courts, as defined by this Code, must either conform  
22 to the standards of Subparagraph (f)(2)(B) above or be so arranged that the height of the  
23 walls and projections above the court on at least three sides (or 75 percent of the perimeter,  
24 whichever is greater) is such that no point on any such wall or projection is higher than one  
25 foot for each foot that such point is horizontally distant from the opposite side of the clear

1 space in the court, regardless of the permitted obstruction referred to in Subsection 135(c)  
2 above.

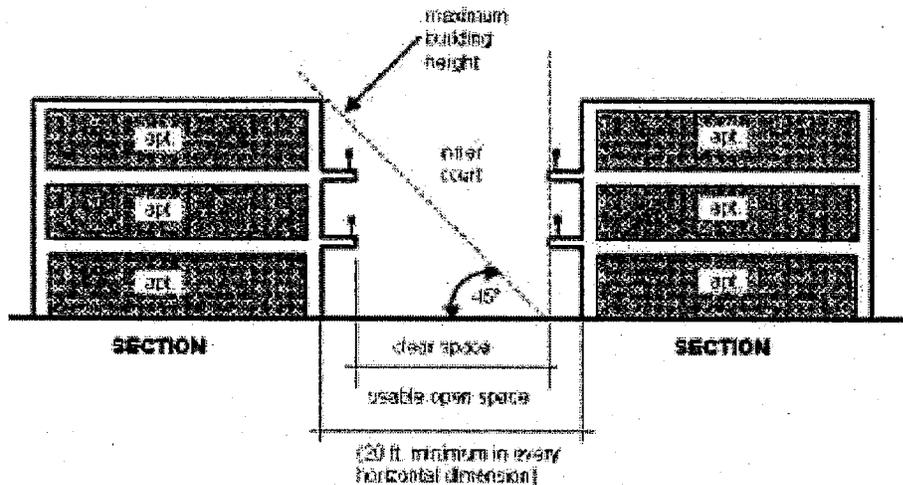
3 (3) **Fire Escapes as Usable Open Space.** Normal fire escape grating shall not be  
4 considered suitable surfacing for usable open space. The steps of a fire escape stairway or  
5 ladder, and any space less than six feet deep between such steps and a wall of the building,  
6 shall not be credited as usable open space. But the mere potential use of a balcony area for  
7 an emergency fire exit by occupants of other dwelling units (or bedrooms in group housing)  
8 shall not prevent it from being credited as usable open space on grounds of lack of privacy or  
9 usability.

10 (4) **Use of Solariums.** In C-3 Districts, the area of a totally or partially enclosed  
11 solarium shall be credited as private usable open space if (i) such area is open to the  
12 outdoors through openings or clear glazing on not less than 50 percent of its perimeter and (ii)  
13 not less than 30 percent of its overhead area and 25 percent of its perimeter are open or can  
14 be opened to the air.

15 (g) **Common Usable Open Space: Additional Standards.**

16 (1) **Minimum Dimensions and Minimum Area.** Any space credited as common  
17 usable open space shall be at least 15 feet in every horizontal dimension and shall have a  
18 minimum area of 300 square feet.

19 (2) **Use of Inner Courts.** The area of an inner court, as defined by this Code, may be  
20 credited as common usable open space, if the enclosed space is not less than 20 feet in  
21 every horizontal dimension and 400 square feet in area; and if (regardless of the permitted  
22 obstructions referred to in Subsection 135(c) above) the height of the walls and projections  
23 above the court on at least three sides (or 75 percent of the perimeter, whichever is greater) is  
24 such that no point on any such wall or projection is higher than one foot for each foot that  
25 such point is horizontally distant from the opposite side of the clear space in the court.



(3) **Use of Solariums.** The area of a totally or partially enclosed solarium may be credited as common usable open space if the space is not less than 15 feet in every horizontal dimension and 300 square feet in area; and if such area is exposed to the sun through openings or clear glazing on not less than 30 percent of its perimeter and 30 percent of its overhead area.

(h) **Publicly-Accessible Usable Open Space Standards:** In DTR Districts and the Eastern Neighborhoods Mixed Use Districts, any space credited as publicly-accessible usable open space, where permitted or required by this Code, shall meet the following standards:

(1) Open space shall be of one or more of the following types:

(A) An unenclosed park or garden at street grade or following the natural topography, including improvements to hillsides or other unimproved public areas;

(B) An unenclosed plaza at street grade, with seating areas and landscaping and no more than 10 percent of the total floor area devoted to facilities for food or beverage service, exclusive of seating areas as regulated in Subsection (2)(d), below;

1 (C) An unenclosed pedestrian pathway which complies with the standards of  
2 Section 270.2 and which is consistent with applicable design guidelines.

3 (D) Streetscape improvements with landscaping and pedestrian amenities that  
4 result in additional pedestrian space beyond the pre-existing sidewalk width and conform to  
5 the Better Streets Plan and any other applicable neighborhood streetscape plans per Section  
6 138.1 or other related policies such as those associated with sidewalk widenings or building  
7 setbacks, other than those intended by design for the use of individual ground floor residential  
8 units; and

9 (2) Open space shall meet the following standards:

10 (A) Be in such locations and provide such ingress and egress as will make the  
11 area convenient, safe, secure and easily accessible to the general public;

12 (B) Be appropriately landscaped;

13 (C) Be protected from uncomfortable winds;

14 (D) Incorporate ample seating. Any seating which is provided shall be available for  
15 public use and may not be exclusively reserved or dedicated for any food or beverage  
16 services located within the open space;

17 (E) Be well signed and accessible to the public during daylight hours;

18 (F) Be well lit if the area is of the type requiring artificial illumination;

19 (G) Be designed to enhance user safety and security;

20 (H) Be of sufficient size to be attractive and practical for its intended use; and

21 (I) Have access to drinking water and toilets if feasible and appropriate.

22 (3) **Maintenance:** Open spaces shall be maintained at no public expense. The owner  
23 of the property on which the open space is located shall maintain it by keeping the area clean  
24 and free of litter and keeping in a healthy state any plant material that is provided. Conditions  
25 intended to assure continued maintenance of the open space for the actual lifetime of the

1 building giving rise to the open space requirement may be imposed by the Commission or  
2 Department pursuant to applicable procedures in this Code.

3 (4) **Informational Plaque:** Prior to issuance of a permit of occupancy, a plaque shall  
4 be placed in a publicly conspicuous location outside the building at street level, or at the site  
5 of any publicly-accessible open space. The plaque shall identify said open space feature and  
6 its location, stating the right of the public to use the space and the hours of use, describing its  
7 principal required features (e.g., number of seats or other defining features) and stating the  
8 name, telephone number, and address of the owner or owner's agent responsible for  
9 maintenance. The plaque shall be of no less than 24 inches by 36 inches in size unless  
10 specifically reduced by the Zoning Administrator in cases where the nature, size, or other  
11 constraints of the open space would make the proscribed dimensions inappropriate.

12 (5) Property owners providing open space under this section will hold harmless the  
13 City and County of San Francisco, its officers, agents and employees, from any damage or  
14 injury caused by the design, construction, use, or maintenance of open space. Property  
15 owners are solely liable for any damage or loss occasioned by any act or negligence in  
16 respect to the design, construction, use, or maintenance of the open space.

17 (i) **Off-Site Provision of Required Usable Open Space.**

18 (1) **Eastern Neighborhoods Mixed Use Districts.** In the Eastern Neighborhoods  
19 Mixed Use Districts, the provision of off-site publicly accessible open space may be credited  
20 toward the residential usable open space requirement, subject to Section 329 for projects to  
21 which that Section applies and Section 307(h) for other projects. Any such space shall meet  
22 the publicly accessible open space standards set forth in Section 135(h) and be provided  
23 within 800 feet of the project. No more than 50 percent of a project's required usable open  
24 space shall be off-site. The publicly accessible off-site usable open space shall be  
25 constructed, completed, and ready for use no later than the project itself, and shall receive its

1 Certificate of Final Completion from the Department of Building Inspection prior to the  
2 issuance of any Certificate of Final Completion or Temporary Certificate of Occupancy for the  
3 project itself.

4 (2) **DTR Districts.** In DTR Districts the provision of off-site publicly accessible open  
5 space may be counted toward the requirements of residential open space per the procedures  
6 of Section 309.1 provided it is within the individual DTR district of the project or within 500 feet  
7 of any boundary of the individual DTR district of the project, and meets the standards of  
8 subsection (h).

9 (A) At least 36 square feet per residential unit of required open space must be  
10 provided on-site. Pursuant to the procedures of Section 309.1, the Planning Commission may  
11 reduce the minimum on-site provision of required residential open space to not less than 18  
12 square feet per unit in order to both create additional publicly-accessible open space serving  
13 the district and to foster superior architectural design on constrained sites.

14 (B) **Open Space Provider.** The open space required by this Section may be  
15 provided individually by the project sponsor or jointly by the project sponsor and other project  
16 sponsors, provided that each square foot of jointly developed open space may count toward  
17 only one sponsor's requirement. With the approval of the Planning Commission, a public or  
18 private agency may develop and maintain the open space, provided that (i) the project  
19 sponsor or sponsors pay for the cost of development of the number of square feet the project  
20 sponsor is required to provide, (ii) provision satisfactory to the Commission is made for the  
21 continued maintenance of the open space for the actual lifetime of the building giving rise to  
22 the open space requirement, and (iii) the Commission finds that there is reasonable  
23 assurance that the open space to be developed by such agency will be developed and open  
24 for use by the time the building, the open space requirement of which is being met by the  
25 payment, is ready for occupancy.

1           (3) **Ocean Avenue NCT.** In the Ocean Avenue NCT District, the provision of off-site  
2 publicly accessible open space may be credited toward the residential usable open space  
3 requirement subject to the procedures of Section 303. Any such open space shall meet the  
4 publicly accessible open space standards set forth in Section 135(h) and be provided within  
5 800 feet of the project. No more than 50 percent of a project's usable open space requirement  
6 may be satisfied off-site. The publicly accessible off-site usable open space shall be  
7 constructed, completed, and ready for use no later than the project itself, and shall receive its  
8 certificate of final completion from the Department of Building Inspection prior to the issuance  
9 of any certificate of final completion or temporary certificate of occupancy for the project itself.

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11           **SEC. 145.4 REQUIRED GROUND FLOOR COMMERCIAL USES.**

12           (a) **Purpose:** To support active, pedestrian-oriented commercial uses on important  
13 commercial streets.

14           (b) **Applicability.** The requirements of this Section apply to the following street  
15 frontages.

16           (1) Folsom Street for the entirety of the Rincon Hill DTR, pursuant to Section 827;

17           (2) Folsom Street for the entirety of the Folsom and Main Residential/Commercial  
18 Special Use District;

19           (3) Van Ness Avenue, in the Van Ness and Market Downtown Residential Special  
20 Use District, from Fell Street to Market Street;

21           (4) South Van Ness Avenue, for the entirety of the Van Ness and Market Downtown  
22 Residential Special Use District;

23           (5) Market Street, for the entirety of the Van Ness and Market Downtown Residential  
24 Special Use District;

- 1 (6) 3rd Street, in the UMU districts for parcel frontages wholly contained within 100
- 2 linear feet north or south of Mariposa Street or 100 linear feet north or south of 20th Street;
- 3 (7) 4th Street, between Bryant and Townsend in the SLI and MUO Districts;
- 4 (8) Hayes Street, for the entirety of the Hayes-Gough NCT;
- 5 (9) Octavia Boulevard, between Fell Street and Hayes Street, in the Hayes-Gough
- 6 NCT;
- 7 (10) Market Street, for the entirety of the NCT-3, Upper Market NCD, and Upper
- 8 Market NCT Districts;
- 9 (11) Church Street, for the entirety of the NCT-3 and Upper Market NCT Districts;
- 10 (12) 22nd Street, between 3rd Street and Minnesota Streets within the NCT-2
- 11 District;
- 12 (13) Valencia Street, between 15th and 23rd Streets in the Valencia Street NCT
- 13 District;
- 14 (14) Mission Street, for the entirety of the Mission Street NCT District;
- 15 (15) 24th Street, for the entirety of the 24th Street-Mission NCT;
- 16 (16) 16th Street, between Guerrero and Capp Streets;
- 17 (17) 22nd Street, between Valencia and Mission Streets;
- 18 (18) 6th Street for its entirety within the SoMa NCT District;
- 19 (19) Ocean Avenue, for the entirety of the Ocean Avenue NCT District, except on the
- 20 north side of Ocean Avenue between Plymouth and Brighton Avenues;
- 21 (20) Geneva Avenue, between I-280 and Delano Avenue within the NCT-2 District;
- 22 (21) Fillmore Street, in the NC-3 District from Bush Street to McAllister Street;
- 23 (22) Diamond Street, for the entirety of the Glen Park NCT District;
- 24 (23) Chenery Street, for the entirety of the Glen Park NCT District.

25 (c) **Definitions.**

1 "Active commercial uses" shall include those uses specifically identified below in Table  
2 145.4, and:

3 (1) Shall not include uses oriented to motor vehicles except for automobile sale or  
4 rental where curb-cuts, garage doors, or loading access are not utilized or proposed, and  
5 such sales or rental activity is entirely within an enclosed building and does not encroach on  
6 surrounding sidewalks or open spaces;

7 (2) Shall include public uses except for utility installations; and

8 (3) Shall not include residential care uses as defined in Sections 790.50, 790.51, and  
9 890.50.

10  
11 Table 145.4

12 Reference for 13 Neighborhood 14 Commercial Districts	Reference for Mixed Use Districts	Use
15 790.4	890.4	Amusement Game Arcade
16 790.6	890.6	Animal Hospital
17 790.12	890.13	Automobile Sale or Rental (see qualification, 18 above)
19 790.22	890.22	Bar
20 N/A	890.23	Business Goods and Equipment Sales and 21 Repair Service
22 790.34	890.34	Eating and Drinking Use
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790.38	890.37	Entertainment, Other
N/A	890.39	Gift Store-Tourist Oriented
790.50, 790.51	890.50	Institutions, Other (see qualification, above)
N/A	890.51	Jewelry Store
790.68	890.68	Neighborhood-Serving Business
N/A	890.69	Non-Auto Vehicle Sales or Rental (see qualification, above)
790.70	890.71	Outdoor Activity Area
790.80	890.80	Public Use (see qualification, above)
790.91	890.90	Restaurant, Fast-Food (Small)
790.90	890.91	Restaurant, Fast-Food (Large)
790.92	890.92	Restaurant, Full-Service
790.93	N/A	Specialty Food, Self-Service
790.102	890.102	Sales and Service, Other Retail
790.104	890.104	Sales and Services, Retail
790.110	890.110	Service, Financial
790.112	890.112	Service, Limited Financial
790.114	890.114	Service, Medical
790.116	890.116	Service, Personal

790.122	890.122	Take-Out Food
790.124	890.124	Trade Shop
790.140	890.140	Walk-Up Facility

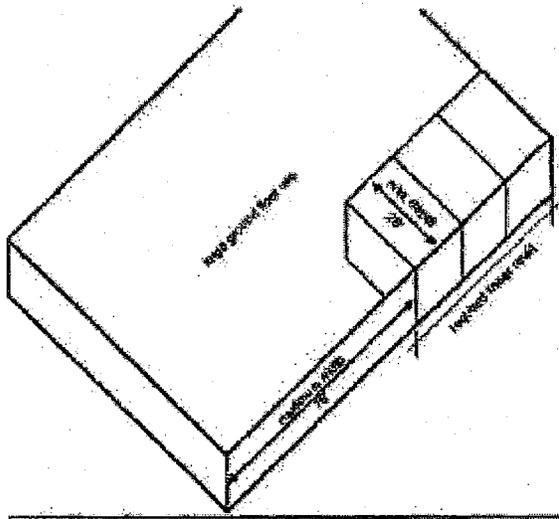
(d) **Controls.**

(1) Active commercial uses which are permitted by the specific district in which they are located are required on the ground floor of all street frontages listed in Subsection (b) above.

(2) Active commercial uses shall comply with the standards applicable to active uses as set forth in Section 145.1(c)(3) and shall further be consistent with any applicable design guidelines.

(3) On those street frontages listed in Subsection (b), an individual ground floor nonresidential use may not occupy more than 75 contiguous linear feet for the first 25 feet of depth along a street-facing facade. Separate individual storefronts shall wrap large ground floor uses for the first 25 feet of depth, as illustrated in Figure 145.4.

Figure 145.4



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11 (e) **Modifications.** Modifications to the requirements of this Section are not permitted in  
12 DTR Districts. In Neighborhood Commercial Districts, modifications to the requirements of this  
13 Section may be granted through the Conditional Use process, as set forth in Section 303. In  
14 the Eastern Neighborhoods Mixed Use Districts, modifications to the requirements of this  
15 Section may be granted through the procedures of Section 329 for projects subject to that  
16 Section or through an Administrative Modification from the Zoning Administrator for other  
17 projects, as set forth in Section 307(g).  
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19 **SEC. 151.1. SCHEDULE OF PERMITTED OFF-STREET PARKING SPACES IN**  
20 **SPECIFIED DISTRICTS.**

21 (a) **Applicability.** This subsection shall apply only to DTR, NCT, Upper Market Street  
22 NCD, RTO, Eastern Neighborhood Mixed Use, South of Market Mixed Use, M-1, PDR-1-D,  
23 and PDR-1-G, C-M, or C-3 Districts.

24 (b) **Controls.** Off-street accessory parking shall not be required for any use, and the  
25 quantities of off-street parking specified in Table 151.1 shall serve as the maximum amount of

1 off-street parking that may be provided as accessory to the uses specified. For non-residential  
2 and non-office uses in the UMU, PDR-1-D, and PDR-1-G Districts, the maximum amount of  
3 off-street parking that may be provided as accessory shall be no more than 50% greater than  
4 that indicated in Table 151.1. Variances from accessory off-street parking limits, as described  
5 in this Section, may not be granted. Where off-street parking is provided that exceeds the  
6 quantities specified in Table 151.1 or as explicitly permitted by this Section, such parking shall  
7 be classified not as accessory parking but as either a principally permitted or conditional use,  
8 depending upon the use provisions applicable to the district in which the parking is located. In  
9 considering an application for a conditional use for any such parking due to the amount being  
10 provided, the Planning Commission shall consider the criteria set forth in Section 157 and  
11 157.1 of this Code.

12 (c) **Definition.** Where a number or ratio of spaces are described in Table 151.1, such  
13 number or ratio shall refer to the total number of parked cars accommodated in the project  
14 proposal, regardless of the arrangement of parking, and shall include all spaces accessed by  
15 mechanical means, valet, or non-independently accessible means. For the purposes of  
16 determining the total number of cars parked, the area of an individual parking space, except  
17 for those spaces specifically designated for persons with physical disabilities, may not exceed  
18 185 square feet, including spaces in tandem, or in parking lifts, elevators or other means of  
19 vertical stacking. Any off-street surface area accessible to motor vehicles with a width of 7.5  
20 feet and a length of 17 feet (127.5 square feet) not otherwise designated on plans as a  
21 parking space may be considered and counted as an off-street parking space at the discretion  
22 of the Zoning Administrator if the Zoning Administrator, in considering the possibility for  
23 tandem and valet arrangements, determines that such area is likely to be used for parking a  
24 vehicle on a regular basis and that such area is not necessary for the exclusive purpose of  
25 vehicular circulation to the parking or loading facilities otherwise permitted.

1 (d) **Car-Share Parking.** Any off-street parking space dedicated for use as a car-share  
 2 parking space, as defined in Section 166, shall not be credited toward the total parking  
 3 permitted as accessory in this Section.

4 Table 151.1

5 OFF-STREET PARKING PERMITTED AS ACCESSORY

Use or Activity	Number of Off-Street Car Parking Spaces or Space Devoted to Off-Street Car Parking Permitted
Dwelling units in RH-DTR Districts	P up to one car for each two dwelling units; up to one car for each dwelling unit, subject to the criteria and procedures of Section 151.1(e); NP above one space per unit.
Dwelling units in C-3 and SB-DTR, Districts, except as specified below	P up to one car for each four dwelling units; up to 0.75 cars for each dwelling unit, subject to the criteria and procedures of Section 151.1(f); NP above 0.75 cars for each dwelling unit.
Dwelling units in C-3 and SB-DTR, Districts with at least 2 bedrooms and at least 1,000 square feet of occupied floor area	P up to one car for each four dwelling units; up to one car for each dwelling unit, subject to the criteria and procedures of Section 151.1(f); NP above one car for each dwelling unit.
Dwelling units in C-3 Districts and in the Van	P up to one car for each four dwelling units;

1 2 3 4	Ness and Market Downtown Residential Special Use District	C up to .5 cars for each dwelling unit, subject to the criteria and procedures of Section 151.1(f); NP above two cars for each four dwelling units.
5 6 7 8 9	Dwelling units and SRO units in SLI, SSO, MUG, MUR, MUO, SPD Districts, except as specified below	P up to one car for each four dwelling units; up to 0.75 cars for each dwelling unit, subject to the criteria and conditions and procedures of Section 151.1(g); NP above 0.75 cars for each dwelling unit.
10 11 12 13 14 15	Dwelling units in SLI, SSO, MUG, MUR, MUO, SPD Districts with at least 2 bedrooms and at least 1,000 square feet of occupied floor area	P up to one car for each four dwelling units; up to one car for each dwelling unit, subject to the criteria and conditions and procedures of Section 151.1(g); NP above one car for each dwelling unit.
16 17 18 19 20	Dwelling units and SRO units in NCT, C-M, RSD, and SLR Districts and the Upper Market Street NCD, except as specified below	P up to one car for each two dwelling units; C up to 0.75 cars for each dwelling unit, subject to the criteria and procedures of Section 151.1(g); NP above 0.75 cars for each dwelling unit.
21 22 23	Dwelling units in the Ocean Avenue NCT Districts <i>and Glen Park NCT District</i>	P up to one car for each unit; NP above.
24 25	Dwelling units and SRO units in RTO and RED Districts, except as specified below	P up to three cars for each four dwelling units; C up to one car for each dwelling unit,

	subject to the criteria and procedures of Section 151.1(g); NP above one car for each dwelling unit.
Dwelling units and SRO units in UMU Districts, except as specified below	P up to 0.75 cars for each dwelling unit; NP above.
Dwelling units in UMU District with at least 2 bedrooms and at least 1,000 square feet of occupied floor area	P up to 1 car for each dwelling unit and subject to the conditions of 151.1(g); NP above.
Group housing of any kind	P up to one car for each three bedrooms or for each six beds, whichever results in the greater requirement, plus one for the manager's dwelling unit if any. NP above.
All non-residential uses in C-3 and C-M Districts	Not to exceed 7% of gross floor area of such uses. See requirements in Section 204.5.
Hotel, inn, or hostel	P up to one for each 16 guest bedrooms, plus one for the manager's dwelling unit, if any.
Motel	P up to one for each guest unit, plus one for the manager's dwelling unit, if any.
Hospital or other inpatient medical institution	P up to one for each 8 guest beds excluding bassinets or for each 2,400 square feet of gross floor area devoted to sleeping rooms,

	whichever results in the lesser requirement.
Residential care facility	P up to one for each 10 residents.
Child care facility	P up to one for each 25 children to be accommodated at any one time.
Elementary school	P up to one for each six classrooms.
Secondary school	P up to one for each two classrooms.
Post-secondary educational institution	P up to one for each two classrooms.
Church or other religious institutions	P up to one for each 20 seats.
Theater or auditorium	P up to one for each eight seats up to 1,000 seats, plus one for each 10 seats in excess of 1,000.
Stadium or sports arena	P up to one for each 15 seats.
Medical or dental office or outpatient clinic	P up to one for each 300 square feet of occupied floor area.
All office uses in C-3, DTR, C-M, SSO, SPD, MUG, MUR, and MUO Districts	P up to seven percent of the gross floor area of such uses and subject to the pricing conditions of Section 155(g); NP above.
Office uses in M-1, UMU, PDR-1-D, and PDR-1-G Districts, except as specified below	P up to one car per 1,000 square feet of gross floor area and subject to the pricing conditions of Section 155(g); NP above.
Office uses in M-1, UMU, PDR-1-D, and	P up to one car per 500 square feet of gross

<p>1 PDR-1-G Districts where the entire parcel is  2 greater than ¼-mile from Market, Mission,  3 3rd Streets and 4th Street north of Berry  4 Street</p>	<p>floor area; NP above.</p>
<p>5 Non-residential uses in RTO and RM districts  6 permitted under Section 231.</p>	<p>None permitted.</p>
<p>7  8 All non-residential uses in NCT, RSD, and  9 SLR districts and the Upper Market NCD,  10 except for retail grocery stores with over  11 20,000 gross square feet as specified below</p>	<p>For uses in Table 151 that are described as a  ratio of occupied floor area, P up to 1 space  per 1,500 square feet of occupied floor area  or the quantity specified in Table 151,  whichever is less, and subject to the  conditions and criteria of Section 151.1(g) NP  above.</p>
<p>12  13  14  15 Retail grocery store uses in NCT, RSD, and  16 SLR districts and the Upper Market Street  17 NCD with over 20,000 square feet of  18 occupied floor area</p>	<p>P up 1 space per 500 square feet of  occupied floor area, and subject to the  conditions and criteria of Section 151.1(g) C  up to 1 space per 250 square feet of  occupied floor area for that area in excess of  20,000 square feet, subject to the conditions  and criteria of Section 151.1(g). NP above.</p>
<p>19  20  21  22 All retail in the Eastern Neighborhoods Mixed  23 Use Districts where any portion of the parcel  24 is less than 1/4 mile from Market, Mission,</p>	<p>P up to one for each 1,500 square feet of  gross floor area.</p>

1 2 3 4	3rd Streets and 4th Street north of Berry Street, except grocery stores of over 20,000 gross square feet.	
5 6 7 8 9	With the exception of Eastern Neighborhoods Mixed Use Districts as set forth above, all other restaurant, bar, nightclub, pool hall, dance hall, bowling alley or other similar enterprise	P up to one for each 200 square feet of occupied floor area. In South of Market Mixed Use Districts, participation in transportation programs may be required per Section 151.1(i).
10 11 12 13 14	With the exception of Eastern Neighborhoods Mixed Use Districts as set forth above, all other retail space devoted to the handling of bulky merchandise such as motor vehicles, machinery or furniture	P up to one for each 1,000 square feet of occupied floor area.
15 16 17	With the exception of Eastern Neighborhoods Mixed Use Districts as set forth above, all other greenhouse or plant nursery	P up to one for each 4,000 square feet of occupied floor area.
18 19 20 21 22	With the exception of Eastern Neighborhoods Mixed Use Districts as set forth above, all other retail space	P up to one for each 500 square feet of gross floor area up to 20,000 square feet, plus one for each 250 square feet of gross floor area in excess of 20,000.
23 24 25	Service, repair or wholesale sales space, including personal, home or business service space in South of Market Districts	P up to one for each 1,000 square feet of occupied floor area.

1	Mortuary	P up to five.
2	Storage or warehouse space, and space	P up to one for each 2,000 square feet of
3	devoted to any use first permitted in an M-2	occupied floor area.
4	District	
5	Arts activities and spaces except theater or	P up to one for each 2,000 square feet of
6	auditorium spaces	occupied floor area. In South of Market
7		Mixed Use Districts, participation in
8		transportation programs may be required per
9		Section 151.1(i).
10		
11	Laboratory	P up to one for each 1,500 square feet of
12		occupied floor area.
13	Small Enterprise Workspace Building	P up to one for each 1,500 square feet of
14		occupied floor area.
15	Integrated PDR	P up to one for each 1,500 square feet of
16		occupied floor area.
17		
18	Other manufacturing and industrial uses	P up to one for each 1,500 square feet of
19		occupied floor area.

20 (e) In DTR districts, any request for accessory parking in excess of what is permitted by  
21 right shall be reviewed on a case-by-case basis by the Planning Commission, subject to the  
22 procedures set forth in Section 309.1 of this Code.

23 (1) In granting approval for parking accessory to residential uses above that  
24 permitted by right in Table 151.1, the Commission shall make the following affirmative  
25 findings:

1 (A) All parking in excess of that allowed by right is stored and accessed by  
2 mechanical means, valet, or non-independently accessible method that maximizes space  
3 efficiency and discourages use of vehicles for commuting or daily errands;

4 (B) Vehicle movement on or around the project site associated with the excess  
5 accessory parking does not unduly impact pedestrian spaces or movement, transit service,  
6 bicycle movement, or the overall traffic movement in the district;

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

9 (D) All parking in the project is set back from facades facing streets and alleys and  
10 lined with active uses, and that the project sponsor is not requesting any exceptions or  
11 variances requiring such treatments elsewhere in this Code; and

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

14 (2) Additionally, in granting approval for such accessory parking above that permitted  
15 by right, the Commission may require the property owner to pay the annual membership fee  
16 to a certified car-share organization, as defined in Section 166(b)(2), for any resident of the  
17 project who so requests and who otherwise qualifies for such membership, provided that such  
18 requirement shall be limited to one membership per dwelling unit, when the following findings  
19 are made by the Commission:

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

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

1 (f) In C-3 Districts, any request for accessory parking in excess of what is permitted by  
2 right in Table 151.1, shall be reviewed on a case-by-case basis by the Planning Commission,  
3 subject to the procedures set forth in Section 309 of this Code.

4 (1) In granting approval for parking accessory to residential uses above that  
5 permitted by right in Table 151.1, the Planning Commission shall make the following  
6 affirmative findings:

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

19 (B) For any project with residential accessory parking in excess of 0.375 parking  
20 spaces for each dwelling unit, the project complies with the housing requirements of Sections  
21 415 through 415.9 of this Code except as follows: the inclusionary housing requirements that  
22 apply to projects seeking conditional use authorization as designated in Section 415.3(a)(2)  
23 shall apply to the project;

24 (C) The findings of Section 151.1(e)(1)(B), (e)(1)(C) and (e)(1)(E) are satisfied;  
25

1 (D) All parking meets the active use and architectural screening requirements in  
2 Sections 155(s)(1)(B) and 155(s)(1)(C) and the project sponsor is not requesting any  
3 exceptions or variances requiring such treatments elsewhere in this Code.

4 (2) Additionally, in granting approval for such accessory parking above that permitted  
5 by right, the Commission may require the property owner to pay the annual membership fee  
6 to a certified car-share organization, as defined in Section 166(b)(2), for any resident of the  
7 project who so requests and who otherwise qualifies for such membership, provided that such  
8 requirement shall be limited to one membership per dwelling unit, when the findings set forth  
9 in Section 151.1(e)(2) are made.

10 (g) In RTO, NCT, C-M and South of Market Mixed Use Districts, and the Upper Market  
11 Street NCD, any request for accessory parking in excess of what is principally permitted in  
12 Table 151.1, but which does not exceed the maximum amount stated in Table 151.1, shall be  
13 reviewed by the Planning Commission as a Conditional Use. In MUG, MUR, MUO, and SPD  
14 Districts, any project subject to Section 329 and that requests residential accessory parking in  
15 excess of that which is principally permitted in Table 151.1, but which does not exceed the  
16 maximum amount stated in Table 151.1, shall be reviewed by the Planning Commission  
17 according to the procedures of Section 329. Projects that are not subject to Section 329 shall  
18 be reviewed under the procedures detailed in subsection (h) below.

19 (1) In granting such Conditional Use or exception per 329 for parking in excess of  
20 that principally permitted in Table 151.1, the Planning Commission shall make the following  
21 affirmative findings according to the uses to which the proposed parking is accessory:

22 (A) **Parking for All Uses.**

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

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

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

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

8 **(B) Parking for Residential Uses.**

9 (i) For projects with 50 dwelling units or more, all residential accessory parking  
10 in excess of 0.5 spaces per unit shall be stored and accessed by mechanical stackers or lifts,  
11 valet, or other space-efficient means that reduces space used for parking and maneuvering,  
12 and maximizes other uses.

13 **(C) Parking for Non-Residential Uses.**

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

21 (ii) Retail uses larger than 20,000 square feet, including but not limited to  
22 grocery, hardware, furniture, consumer electronics, greenhouse or nursery, and appliance  
23 stores, which sell merchandise that is bulky or difficult to carry by hand or by public transit,  
24 shall offer, at minimal or no charge to its customers, door-to-door delivery service and/or  
25

1 shuttle service. This is encouraged, but not required, for retail uses less than 20,000 square  
2 feet.

3 (iii) Parking shall be limited to short-term use only.

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

6 (2) Additionally, in granting approval for such accessory parking above that permitted  
7 by right, the Commission may require the property owner to pay the annual membership fee  
8 to a certified car-share organization, as defined in Section 166(b)(2), for any resident of the  
9 project who so requests and who otherwise qualifies for such membership, provided that such  
10 requirement shall be limited to one membership per dwelling unit, when the findings set forth  
11 in Section 151.1(e)(2) are made.

12 (h) **Small residential projects in MUG, MUR, MUO, and SPD Districts.** Any project  
13 that is not subject to the requirements of Section 329 and that requests residential accessory  
14 parking in excess of what is principally permitted in Table 151.1 shall be reviewed by the  
15 Zoning Administrator subject to Section 307(h). The Zoning Administrator may grant parking  
16 in excess of what is principally permitted in Table 151.1, not to exceed the maximum amount  
17 stated in Table 151.1, only if the Zoning Administrator determines that all of the following  
18 conditions are met:

19 (1) all the conditions of subsection (g)(1)(A) above have been met.

20 (2) parking is not accessed from any protected Transit or Pedestrian Street described  
21 in Section 155(r), and

22 (3) where more than ten spaces are proposed at least half of them, rounded down to  
23 the nearest whole number, are stored and accessed by mechanical stackers or lifts, valet, or  
24 other space-efficient means that reduces space used for parking and maneuvering, and  
25 maximizes other uses.

1 (i) **Transportation programs in South of Market Mixed Use Districts.** Within the  
2 South of Market Mixed Use Districts, upon approval by the Zoning Administrator pursuant to  
3 Section 307(g), bars, restaurants, arts, nighttime entertainment and pool halls with an area  
4 greater than 10,000 gross square feet may be required to participate in a Transportation  
5 Management Program approved by the Zoning Administrator which may include, but need not  
6 be limited to, participation in a coordinated off-site satellite parking facilities program, shuttle  
7 service, bicycle parking, projects and programs to improve parking management, specified  
8 signage, and designated advertising procedures.

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11 **SEC. 155. GENERAL STANDARDS AS TO LOCATION AND ARRANGEMENT OF  
OFF-STREET PARKING, FREIGHT LOADING AND SERVICE VEHICLE  
FACILITIES.**

12 Required off-street parking and freight loading facilities shall meet the following standards  
13 as to location and arrangement. In addition, facilities which are not required but are actually  
14 provided shall meet the following standards unless such standards are stated to be applicable  
15 solely to required facilities. In application of the standards of this Code for off-street parking  
16 and loading, reference may be made to provisions of other portions of the Municipal Code  
17 concerning off-street parking and loading facilities, and to standards of the Bureau of  
18 Engineering of the Department of Public Works. Final authority for the application of such  
19 standards under this Code, and for adoption of regulations and interpretations in furtherance  
20 of the stated provisions of this Code shall, however, rest with the Planning Department.

21 (a) Every required off-street parking or loading space shall be located on the same lot as  
22 the use served by it, except as provided in Sections 159, 160 and 161 of this Code.

23 (b) Every required off-street parking or loading space shall be located in its entirety  
24 within the lot lines of private property.  
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1 (c) Every off-street parking or loading space shall have adequate means of ingress from  
2 and egress to a street or alley. Access to off-street loading spaces shall be from alleys in  
3 preference to streets, except where otherwise specified in this code.

4 Adequate reservoir space shall be provided on private property for entrance of vehicles  
5 to off-street parking and loading spaces, except with respect to spaces independently  
6 accessible directly from the street.

7 (1) For residential uses, independently accessible off-street parking spaces shall  
8 include spaces accessed by automated garages, or car elevators, lifts or other space-efficient  
9 parking as defined in Section 154(a)(4) and Section 154(a)(5) provided that no more than one  
10 car needs to be moved under its own power to access any one space.

11 (d) All off-street freight loading and service vehicle spaces in the C-3, DTR, MUO, MUG,  
12 MUR, and South of Market Mixed Use Districts shall be completely enclosed and access from  
13 a public street or alley shall be provided by means of a private service driveway, which is  
14 totally contained within the structure. Such a private service driveway shall include adequate  
15 space to maneuver trucks and service vehicles into and out of all provided spaces, and shall  
16 be designed so as to facilitate access to the subject property while minimizing interference  
17 with street and sidewalk circulation. Any such private service driveway shall be of adequate  
18 width to accommodate drive-in movement from the adjacent curb or inside traffic lane but  
19 shall in no case exceed 30 feet. Notwithstanding the foregoing, if an adjacent street or alley is  
20 determined by the Zoning Administrator to be primarily used for building service, up to four off-  
21 street freight or loading spaces may be allowed to be individually accessible directly from such  
22 a street or alley, pursuant to the provisions of Section 309 in a C-3 District, the provisions of  
23 Section 307(g) in a South of Market Mixed Use District, the provisions of Section 309.1 in a  
24 DTR District, the provisions of Section 329 for projects subject to Section 329 in a MUO,  
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1 MUG, or MUR District, or by administrative decision of the Zoning Administrator for projects  
2 that are not subject to Section 329 in a MUO, MUG, or MUR District.

3 (e) In a C-3 or South of Market District, where site constraints would make a  
4 consolidated freight loading and service vehicle facility impractical, service vehicle spaces  
5 required by Sections 153(a)(6) and 154(b)(3) of this Code may be located in a parking garage  
6 for the structure or other location separate from freight loading spaces.

7 (f) In a C-3, Eastern Neighborhood Mixed Use District or South of Market Mixed Use  
8 District, whenever off-street freight loading spaces are provided, freight elevators immediately  
9 accessible from the loading dock shall be provided to all floors which contain uses that are  
10 included in the calculation of required number of freight loading spaces. If freight loading  
11 facilities are subterranean, the location and operation of freight elevators shall be designed,  
12 where feasible, to discourage use of freight elevators for deliveries from the ground floor.  
13 Directories of building tenants shall be provided at all freight elevators. A raised loading dock  
14 or receiving area shall be provided with sufficient dimensions to provide for short-term storage  
15 of goods. All required freight loading and service vehicle spaces shall be made available only  
16 to those vehicles at all times, and provision shall be made to minimize interference between  
17 freight loading and service operations, and garbage dumpster operations and storage.

18 (g) In order to discourage long-term commuter parking, any off-street parking spaces  
19 provided for a structure or use other than residential or hotel in a C-3, C-M, DTR, SLR, SSO,  
20 SPD, MUG, MUR, or MUO District, whether classified as an accessory or conditional use,  
21 which are otherwise available for use for long-term parking by downtown workers shall  
22 maintain a rate or fee structure for their use such that the rate charge for four hours of parking  
23 duration is no more than four times the rate charge for the first hour, and the rate charge for  
24 eight or more hours of parking duration is no less than 10 times the rate charge for the first  
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1 hour. Additionally, no discounted parking rate shall be permitted for weekly, monthly or similar  
2 time-specific periods.

3 (h) The internal layout of off-street parking and loading spaces, driveways, aisles and  
4 maneuvering areas shall be according to acceptable standards, and all spaces shall be clearly  
5 marked.

6 (i) For each 25 off-street parking spaces provided, one such space shall be designed  
7 and designated for persons with disabilities.

8 (j) Except as provided by Section 155.1 and Section 155.2 below, for each 20 off-street  
9 parking spaces provided, one space shall be provided for parking of a bicycle. The most  
10 restrictive provisions of 155(j) or 155.4 shall prevail.

11 (k) Off-street parking and loading facilities shall be arranged, designed and operated so  
12 as to prevent encroachments upon sidewalk areas, bicycle lanes, transit-only lanes and  
13 adjacent properties; in the maneuvering, standing, queuing and storage of vehicles, by means  
14 of the layout and operation of facilities and by use of bumper or wheel guards or such other  
15 devices as are necessary.

16 (l) Driveways crossing sidewalks shall be no wider than necessary for ingress and  
17 egress, and shall be arranged, to the extent practical, so as to minimize the width and  
18 frequency of curb cuts, to maximize the number and size of on-street parking spaces available  
19 to the public, and to minimize conflicts with pedestrian and transit movements.

20 (m) Every off-street parking or loading facility shall be suitably graded, surfaced, drained  
21 and maintained.

22 (n) Off-street parking and loading spaces shall not occupy any required open space,  
23 except as specified in Section 136 of this Code.

24 (o) No area credited as all or part of a required off-street parking space shall also be  
25 credited as all or part of a required off-street loading space, or used as all or part of an

1 unrequired off-street loading space. No area credited as all or part of a required off-street  
2 loading space shall also be credited as all or part of a required off-street parking space, or  
3 used as all or part of an unrequired off-street parking space.

4 (p) Any off-street freight loading area located within 50 feet of any R District shall be  
5 completely enclosed within a building if such freight loading area is used in regular night  
6 operation.

7 (q) Rooftop parking shall be screened as provided in Section 141(d) of this Code.

8 (r) **Protected Pedestrian-, Cycling-, and Transit-Oriented Street Frontages.** In order  
9 to preserve the pedestrian character of certain downtown and neighborhood commercial  
10 districts and to minimize delays to transit service, garage entries, driveways or other vehicular  
11 access to off-street parking or loading (except for the creation of new publicly-accessible  
12 streets and alleys) shall be regulated on development lots as follows on the following street  
13 frontages:

14 (1) Folsom Street, from Essex Street to the Embarcadero, not permitted except as  
15 set forth in Section 827.

16 (2) Not permitted:

17 (A) The entire portion of Market Street from The Embarcadero to Castro Street,

18 (B) Hayes Street from Franklin Street to Laguna Street, Church Street in the NCT-  
19 3 and Upper Market NCT Districts,

20 (C) Van Ness Avenue from Hayes Street to Mission Street,

21 (D) Mission Street from 10th Street to Division Street,

22 (E) Octavia Street from Hayes Street to Fell Street,

23 (F) Embarcadero in the DTR Districts,

24 (G) 22nd Street between 3rd Street and Minnesota Streets within the NCT-2  
25 District,

- 1 (H) Valencia Street between 15th and 23rd Streets in the Valencia Street NCT  
2 District,
- 3 (I) Mission Street for the entirety of the Mission Street NCT District,  
4 (J) 24th Street for the entirety of the 24th Street-Mission NCT,  
5 (K) 16th Street between Guerrero and Capp Streets within the Valencia Street  
6 NCT and Mission Street NCT Districts,
- 7 (L) 16th Street between Kansas and Mississippi Streets in the UMU and PDR-1-D  
8 Districts,
- 9 (M) 6th Street for its entirety within the SoMa NCT District,  
10 (N) 3rd Street, in the UMU districts for 100 feet north and south of Mariposa and  
11 100 feet north and south of 20th Streets, and 4th Street between Bryant and Townsend in the  
12 SLI and MUO District,
- 13 (O) Ocean Avenue within the Ocean Avenue NCT District,  
14 (P) Geneva Avenue from I-280 to San Jose Avenue within the NCT-2 District,  
15 (Q) Columbus Avenue between Washington and North Point Streets.,  
16 (R) Broadway from the Embarcadero on the east to Polk Street on the west, and  
17 (S) All alleyways in the Chinatown Mixed Use Districts,  
18 (T) Diamond Street within the Glen Park NCT District,  
19 (U) Chenery Street within the Glen Park NCT District.
- 20 (3) Not permitted except with a Conditional Use authorization:
- 21 (A) The entire portion of California Street, The Embarcadero, Folsom Street,  
22 Geary Street, Mission Street, Powell Street and Stockton Street in the C-3 Districts,  
23 (B) Grant Avenue from Market Street to Bush Street,  
24 (C) Montgomery Street from Market Street to Columbus Avenue,  
25 (D) Haight Street from Market Street to Webster Street,

- 1 (E) Church Street and 16th Street in the RTO District,
- 2 (F) Duboce Street from Noe Street to Market Street,
- 3 (G) Duboce Street from Noe Street to Market Street, and
- 4 (H) Octavia Street from Fell Street to Market Street.

5 (4) In C-3, NCT and RTO Districts, no curb cuts accessing off-street parking or  
6 loading shall be created or utilized on street frontages identified along any Transit Preferential,  
7 Citywide Pedestrian Network or Neighborhood Commercial Streets as designated in the  
8 Transportation Element of the General Plan or official City bicycle routes or bicycle lanes,  
9 where an alternative frontage is available. For bicycle lanes, the prohibition on curb cuts  
10 applies to the side or sides of the street where bicycle lanes are located; for one-way bicycle  
11 routes or lanes, the prohibition on curb cuts shall apply to the right side of the street only,  
12 unless the officially adopted alignment is along the left side of the street. Where an alternative  
13 frontage is not available, parking or loading access along any Transit Preferential, Citywide  
14 Pedestrian Network or Neighborhood Commercial Streets as designated in the Transportation  
15 Element of the General Plan or official City bicycle lane or bicycle route, may be allowed on  
16 streets not listed in subsection (2) above as an exception in the manner provided in Section  
17 309 for C-3 Districts and in Section 303 for NCT and RTO Districts in cases where it can be  
18 clearly demonstrated that the final design of the parking access minimizes negative impacts to  
19 transit movement and to the safety of pedestrians and bicyclists to the fullest extent feasible.

20 (5) A "development lot" shall mean any lot containing a proposal for new  
21 construction, building alterations which would increase the gross square footage of a structure  
22 by 20 percent or more, or change of use of more than 50 percent of the gross floor area of a  
23 structure containing parking. Pre-existing access to off-street parking and loading on  
24 development lots that violates the restrictions of this Section 155(r) may not be maintained.

1 (s) Off-Street Parking and Loading in C-3 Districts. In C-3 Districts, restrictions on the  
2 design and location of off-street parking and loading and access to off-street parking and  
3 loading are necessary to reduce their negative impacts on neighborhood quality and the  
4 pedestrian environment.

5 (1) **Ground floor or below-grade parking and street frontages with active uses.**

6 (A) All off-street parking in C-3 Districts (both as accessory and principal uses)  
7 shall be built no higher than the ground-level (up to a maximum ceiling height of 20 feet from  
8 grade) unless an exception to this requirement is granted in accordance with Section 309 and  
9 subsection 155(s)(2) or a conditional use is authorized in accordance with Section 303 and  
10 subsections 155(s)(2) or 155(s)(3) below.

11 (B) Parking located at or above ground level shall conform to the street frontage  
12 requirements of Section 145.1(c), and shall be lined with active uses, as defined by Section  
13 145.4 (e), to a depth of at least 25 feet along all ground-level street frontages, except for  
14 space allowed for parking and loading access, building egress, and access to mechanical  
15 systems.

16 (i) Where a non-accessory off-street parking garage permitted under Section  
17 223(m) - (p) is located in the Mid-Market area described below in subsection 155(s)(3)(B) and  
18 fronts more than one street of less than 45 feet in width, a conditional use may be granted in  
19 accordance with Section 303 that allows an exception to this requirement for one of the street  
20 frontages. The above provision authorizing such conditional use shall sunset eight years from  
21 the effective date of the ordinance enacting this subsection 155(s)(1)(A)(i).

22 (C) Parking allowed above the ground-level in accordance with an exception  
23 under Section 309 or a conditional use in accordance with Section 303 as authorized by  
24 subsections 155(s)(2) or 155(s)(3) shall be entirely screened from public rights-of-way in a  
25 manner that accentuates ground floor retail and other uses, minimizes louvers and other

1 mechanical features and is in keeping with the overall massing and architectural vocabulary of  
2 the building's lower floors. So as not to preclude conversion of parking space to other uses in  
3 the future, parking allowed above the ground-level shall not be sloped and shall have a  
4 minimum clear ceiling height of nine feet.

5 (2) **Residential accessory parking.** For residential accessory off-street parking in C-  
6 3 Districts, two additional floors of above-grade parking beyond the at-grade parking allowed  
7 by Section 155(s)(1), to a maximum ceiling height of 35 feet from grade, may be permitted  
8 subject to the provisions of subsections 155(s)(2)(A) or 155(s)(2)(B) below:

9 (A) In a manner provided in Section 309 of this Code provided it can be clearly  
10 demonstrated that transportation easements or contaminated soil conditions make it  
11 practically infeasible to build parking below-ground. The determination of practical infeasibility  
12 shall be made based on an independent, third-party geotechnical assessment conducted by a  
13 licensed professional and funded by the project sponsor. The Planning Director shall make a  
14 determination as to the objectivity of the study prior to the Planning Commission's  
15 consideration of the exception application under Section 309.

16 (B) As a conditional use in accordance with the criteria set forth in Section 303 of  
17 this Code, provided it can be clearly demonstrated that constructing the parking above-grade  
18 instead of underground would allow the proposed housing to meet affordability levels for  
19 which actual production has not met ABAG production targets as identified in the Housing  
20 Element of the General Plan.

21 (3) **Non-accessory off-street parking garages.** For non-accessory off-street  
22 parking garages in C-3 Districts permitted under Section 223(m) - (p), two additional floors of  
23 above-grade parking beyond the at-grade parking allowed by Section 155(s)(1), to a  
24 maximum ceiling height of 35 feet from grade, may be permitted subject to the provisions of  
25 subsections 155(s)(3)(A) or 155(s)(3)(B) below:

1 (A) As a conditional use in accordance with the criteria set forth in Section 303,  
2 provided it can be clearly demonstrated that transportation easements or contaminated soil  
3 conditions make it practically infeasible to build parking below-ground. The determination of  
4 practical infeasibility shall be made based on an independent, third-party geotechnical  
5 assessment conducted by a licensed professional and funded by the project sponsor. The  
6 Planning Director shall make a determination as to the objectivity of the study prior to the  
7 Planning Commission's consideration of the conditional use permit application.

8 (B) As a conditional use in accordance with the criteria set forth in Section 303,  
9 provided the site contains an existing non-accessory off-street surface parking lot with valid  
10 permits for such parking as of the effective date of the ordinance enacting this subsection and  
11 the site is located in the following Mid-Market area: Assessor's Block 0341, Lots 4 through 9  
12 and 13; Block 0342, Lots 1, 2, 4, 7, 11, 12 and 13; Block 0350, Lots 1 through 4; Block 0355,  
13 Lots 3 through 12 and 15; Block 3507, Lot 39; Block 3508, Lots 1, 13, 18, 19, 22, 24 through  
14 27, 39 and 40; Block 3509, Lots 18, 19, 36, 37 and 40 through 43; Block 3510, Lot 1; Block  
15 3701, Lots 5, 8, 10, 11, 12, 20 through 24, 53, 59, 60, 63 and 64; Block 3702, Lots 1, 2, 37,  
16 38, 39, 44, 44A, 45, 46, 47, 48, 48A, 51, 52, 53, 54, 56; Block 3703, Lots 1, 2, 3, 7, 10, 11, 12,  
17 25, 26, 33, 40, 41, 50, 53, 56 through 68, 70, 74, 75, 76, 78 through 81, 84, 85 and 86; Block  
18 3704, Lots 1, 3, 6, 9 through 13, 15, 17 through 22, 24, 35, 38, 39, 42, 43, 45, 62 and 67  
19 through 79, Block 3725, Lot 78, 82, 86 through 91 and 93; Block 3727, Lot 1, 91, 94, 96, 97,  
20 109, 117, 118, 120, 134, 168 and 173; Block 3728, Lot 1, 72, 75, 76, 81, 82, 83, 89, 103 and  
21 105; and Block 0351, Lots 1, 22, 32, 33, 37, 39, 41, 43, 46, 47, 49, 50 and 51 This subsection  
22 155(s)(3)(B) shall sunset on July 22, 2014.

23 (4) Parking lots permitted in C-3 Districts as temporary uses according to Section  
24 156(h) and expansions of existing above-grade publicly accessible parking facilities are not  
25 subject to the requirements of subsections 155(s)(1) - (3).

1 (5) Parking and Loading Access.

2 (A) Width of openings. Any single development is limited to a total of two facade  
3 openings of no more than 11 feet wide each or one opening of no more than 22 feet wide for  
4 access to off-street parking and one facade opening of no more than 15 feet wide for access  
5 to off-street loading. Shared openings for parking and loading are encouraged. The maximum  
6 permitted width of a shared parking and loading garage opening is 27 feet.

7 (B) Porte cocheres to accommodate passenger loading and unloading are not  
8 permitted except as part of a hotel, inn or hostel use. For the purpose of this Section, a "porte  
9 cochiere" is defined as an off-street driveway, either covered or uncovered, for the purpose of  
10 passenger loading or unloading, situated between the ground floor facade of the building and  
11 the sidewalk.

12 **SEC. 201. CLASSES OF USE DISTRICTS.**

13 In order to carry out the purposes and provisions of this Code, the City is hereby divided  
14 into the following classes of use districts:

Public Use Districts (P)	
<b>Residential Districts</b>	
RH-1(D)	Residential, House Districts, One-Family (Detached Dwellings)
RH-1	Residential, House Districts, One-Family
RH-1(S)	Residential, House Districts, One-Family with Minor Second Unit
RH-2	Residential, House Districts, Two-Family
RH-3	Residential, House Districts, Three-Family

1	RM-1	Residential, Mixed Districts, Low Density
2	RM-2	Residential, Mixed Districts, Moderate Density
3	RM-3	Residential, Mixed Districts, Medium Density
4	RM-4	Residential, Mixed Districts, High Density
5	<b>Residential-Commercial Districts</b>	
6	RC-1	Residential-Commercial Combined Districts, Low Density
7	RC-2	Residential-Commercial Combined Districts, Moderate Density
8	RC-3	Residential-Commercial Combined Districts, Medium Density
9	RC-4	Residential-Commercial Combined Districts, High Density
10	<b>Residential Transit-Oriented Neighborhood Districts</b>	
11	RTO	Residential, Transit-Oriented Neighborhood Districts
12	RTO-M	Residential Transit-Oriented - Mission Neighborhood Districts
13	<b>Neighborhood Commercial Districts</b>	
14	(Also see Article 7)	
15	General Area Districts	

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NC-1	Neighborhood Commercial Cluster District
NC-2	Small-Scale Neighborhood Commercial District
NC-3	Moderate-Scale Neighborhood Commercial District
NC-S	Neighborhood Commercial Shopping Center District
Individual Area Districts	
Broadway Neighborhood Commercial District	
Castro Street Neighborhood Commercial District	
Inner Clement Street Neighborhood Commercial District	
Outer Clement Street Neighborhood Commercial District	
Upper Fillmore Street Neighborhood Commercial District	
Haight Street Neighborhood Commercial District	
Inner Sunset Neighborhood Commercial District	
Upper Market Street Neighborhood Commercial District	
North Beach Neighborhood Commercial District	
Pacific Avenue Neighborhood Commercial District	
Polk Street Neighborhood Commercial District	
Sacramento Street Neighborhood Commercial District	

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Union Street Neighborhood Commercial District	
24th Street-Noe Valley Neighborhood Commercial District	
West Portal Avenue Neighborhood Commercial District	
<b>Neighborhood Commercial Transit Districts (NCT)</b>	
NCT-1	Neighborhood Commercial Transit Cluster District
NCT-2	Small-Scale Neighborhood Commercial Transit District
NCT-3	Moderate Scale Neighborhood Commercial Transit District
<b>Individual Area Neighborhood Commercial Transit (NCT) Districts</b>	
Hayes-Gough NCT	
Upper Market Street NCT	
Valencia Street NCT	
24th Street - Mission NCT	
Mission Street NCT	
SoMa NCT	
Ocean Avenue NCT	
<u>Glen Park NCT</u>	

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Neighborhood Commercial Special Use Districts
Lakeshore Plaza Special Use District
Bayshore-Hester Special Use District
North Beach Special Use District
Taraval Street Restaurant & Fast Food Subdistrict
Irving Street Restaurant & Fast Food Subdistrict
Geary Boulevard Fast Food Subdistrict
Mission Street Fast Food Subdistrict
North Beach Financial Service, Limited Financial Service, and Business or Professional Service Subdistrict
Chestnut Street Financial Subdistrict
Neighborhood Commercial Restricted Use Districts
Third Street Alcohol Restricted Use District
Divisadero Street Alcohol Restricted Use District
Lower Haight Street Alcohol Restricted Use District
Excelsior Alcohol Restricted Use District
Lower Haight Street Tobacco Paraphernalia Restricted Use District
Fringe Financial Service Restricted Use District

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<b>Commercial Districts</b>	
C-1	Neighborhood Shopping Districts
C-2	Community Business Districts
C-M	Heavy Commercial Districts
C-3-O	Downtown Office District
C-3-R	Downtown Retail District
C-3-G	Downtown General Commercial District
C-3-S	Downtown Support District
<b>Industrial Districts</b>	
M-1	Light Industrial Districts
M-2	Heavy Industrial Districts
PDR-1-B	Production Distribution and Repair - Light Industrial Buffer
PDR-1-D	Production Distribution and Repair - Design
PDR-1-G	Production Distribution and Repair - General
PDR-2	Core Production Distribution and Repair - Bayview
<b>Chinatown Mixed Use Districts</b> <b>(Also see Article 8)</b>	

1	CCB	Chinatown Community Business District
2	CR/NC	Chinatown Residential/Neighborhood
3		Commercial District
4		
5	CVR	Chinatown Visitor Retail District
6	<b>South of Market Use Mixed Use Districts</b>	
7	<b>(Also see Article 8)</b>	
8	RED	Residential Enclave Districts
9		
10	RSD	Residential Service District
11	SLR	Service/Light Industrial/Residential District
12	SLI	Service/Light Industrial District
13		
14	SSO	Service/Secondary Office District
15	<b>Eastern Neighborhoods Mixed Use Districts</b>	
16	<b>(Also see Article 8)</b>	
17	SPD	South Park District
18		
19	MUG	Mixed Use - General
20	MUO	Mixed Use - Office
21	MUR	Mixed Use - Residential
22		
23	UMU	Urban Mixed Use
24	<b>Downtown Residential Districts</b>	
25	<b>(Also see Article 8)</b>	

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RH-DTR	Rincon Hill Downtown Residential
SB-DTR	South Beach Downtown Residential
TB-DTR	Transbay Downtown Residential District
<b>Mission Bay Districts</b> <b>(Also see Article 9)</b>	
MB-R-1	Mission Bay Lower Density Residential District
MB-R-2	Mission Bay Moderate Density Residential District
MB-R-3	Mission Bay High Density Residential District
MB-NC-2	Mission Bay Small Scale Neighborhood Commercial District
MB-NC-3	Mission Bay Moderate Scale Neighborhood Commercial District
MB-NC-S	Mission Bay Neighborhood Commercial Shopping Center District
MB-O	Mission Bay Office District
MB-CI	Mission Bay Commercial-Industrial District
MB-H	Mission Bay Hotel District
MB-CF	Mission Bay Community Facilities District
MB-OS	Mission Bay Open Space District

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Parkmerced Districts (Also see Section 249.64)	
PM-R	Parkmerced Residential District
PM-MU1	Parkmerced Mixed Use - Social Heart District
PM-MU2	Parkmerced Mixed Use - Neighborhood Commons
PM-S	Parkmerced School District
PM-CF	Parkmerced Community/Fitness District
PM-OS	Parkmerced Open Space District
Treasure Island and Yerba Buena Island Districts (Also see Section 249.52)	
TI-R	Treasure Island-Residential
TI-MU	Treasure Island-Mixed Use
TI-OS	Treasure Island-Open Space
TI-PCI	Treasure Island-Public/Civic/Institutional
YBI-R	Yerba Buena Island-Residential
YBI-MU	Yerba Buena Island-Mixed Use
YBI-OS	Yerba Buena Island-Open Space
YBI-PCI	Yerba Buena Island-Public/Civic/Institutional

1                   **SEC. 263.20. SPECIAL HEIGHT EXCEPTION: ADDITIONAL FIVE FEET HEIGHT**  
2                   **FOR GROUND FLOOR USES IN NCT 30-X, 40-X AND 50-X HEIGHT AND BULK**  
3                   **DISTRICTS, IN NC-2 AND NC-3 DESIGNATED PARCELS FRONTING MISSION**  
4                   **STREET, FROM SILVER AVENUE TO THE DALY CITY BORDER, AND IN**  
5                   **SPECIFIED NC-1 DESIGNATED PARCELS AND IN SPECIFIED NC DISTRICTS.**

6                   (a)    **Intent.** In order to encourage generous ground floor ceiling heights for commercial  
7                   and other active uses, encourage additional light and air into ground floor spaces, allow for  
8                   walk-up ground floor residential uses to be raised slightly from sidewalk level for privacy and  
9                   usability of front stoops, and create better building frontage on the public street, up to an  
10                  additional 5' of height is allowed along major streets in NCT districts, or in specific NC-3, NC-  
11                  2, or NC-1 districts listed below, for buildings that feature either higher ground floor ceilings for  
12                  non-residential uses or ground floor residential units (that have direct walk-up access from the  
13                  sidewalk) raised up from sidewalk level.

14               (b)    **Applicability.** The special height exception described in this section shall only apply  
15               to projects that meet all of the following criteria:

16               (1)    project is located in a 30-X, 40-X or 50-X Height and Bulk District as designated  
17               on the Zoning Map;

18               (2)    project is located:

19                   (A)    in an NCT district as designated on the Zoning Map;

20                   (B)    in the Upper Market Street NCD;

21                   (C)    a NC-2 or NC-3 designated parcel fronting Mission Street, from Silver Avenue  
22                  to the Daly City border;

23                   (D)    on a NC-1 designated parcel within the boundaries of Sargent Street to  
24                  Orizaba Avenue to Lobos Street to Plymouth Avenue to Farallones Street to San Jose  
25                  Avenue to Alemany Boulevard to 19th Avenue to Randolph Street to Monticello Street and  
26                  back to Sargent Street.

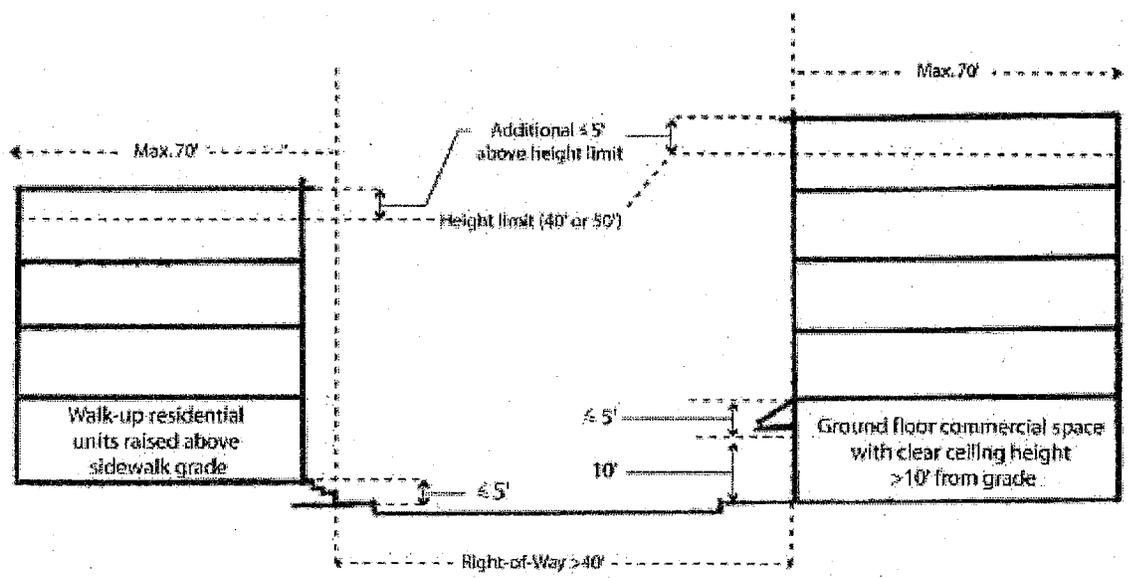
1 (3) project features ground floor commercial space or other active use as defined by  
2 Section 145.1(b)(2) with clear ceiling heights in excess of ten feet from sidewalk grade, or in  
3 the case of residential uses, such walk-up residential units are raised up from sidewalk level;

4 (4) said ground floor commercial space, active use, or walk-up residential use is  
5 primarily oriented along a right-of-way wider than 40 feet;

6 (5) said ground floor commercial space or active use occupies at least 50% of the  
7 project's ground floor area; and

8 (6) except for projects located in NCT districts, the project sponsor has conclusively  
9 demonstrated that the additional 5' increment allowed through Section 263.20 would not add  
10 new shadow to any public open spaces.

11 (c) One additional foot of height, up to a total of five feet, shall be permitted above the  
12 designated height limit for each additional foot of ground floor clear ceiling height in excess of  
13 10 feet from sidewalk grade, or in the case of residential units, for each foot the unit is raised  
14 above sidewalk grade.



1                   **SEC. 607.1. NEIGHBORHOOD COMMERCIAL DISTRICTS.**

2           Signs located in Neighborhood Commercial Districts shall be regulated as provided in this  
3 Section, except for those signs that are exempted by Section 603 of this Code or as more  
4 specifically regulated in a Special Sign District under Sections 608 et seq. In the event of  
5 conflict between the provisions of Section 607.1 and other provisions of Article 6, the  
6 provisions of Section 607.1 shall prevail in Neighborhood Commercial Districts, provided,  
7 however, that with respect to properties located in the Upper Market Special Sign District, the  
8 provisions of Section 608.10 of this Code shall prevail and in the City Center Special Sign  
9 District, the provisions of Section 608.16 of this Code shall prevail.

10           In each such Special Sign District, signs, other than those signs exempted by Section 603  
11 of this Code, shall be subject to the special controls in Sections 608.1 through 608.16,  
12 respectively, in addition to all other or, if so expressly specified in those Sections, in lieu of  
13 other applicable sign provisions of this Code. In the event of inconsistency with any other  
14 provision of Article 6, the most restrictive provision shall prevail unless this Code specifically  
15 provides otherwise.

16           (a) **Purposes and Findings.** In addition to the purposes stated in Sections 101 and 601  
17 of this Code, the following purposes apply to Neighborhood Commercial Districts. These  
18 purposes constitute findings that form a basis for regulations and provide guidance for their  
19 application.

20           (1) As Neighborhood Commercial Districts change, they need to maintain their  
21 attractiveness to customers and potential new businesses alike. Physical amenities and a  
22 pleasant appearance will profit both existing and new enterprises.

23           (2) The character of signs and other features projecting from buildings is an important  
24 part of the visual appeal of a street and the general quality and economic stability of the area.  
25 Opportunities exist to relate these signs and projections more effectively to street design and

1 building design. These regulations establish a framework that will contribute toward a  
2 coherent appearance of Neighborhood Commercial Districts.

3 (3) Neighborhood Commercial Districts are typically mixed use areas with  
4 commercial units on the ground or lower stories and residential uses on upper stories.  
5 Although signs and other advertising devices are essential to a vital commercial district, they  
6 should not be allowed to interfere with or diminish the livability of residential units within a  
7 Neighborhood Commercial District or in adjacent residential districts.

8 (4) The scale of most Neighborhood Commercial Districts as characterized by  
9 building height, bulk, and appearance, and the width of streets and sidewalks differs from that  
10 of other commercial and industrial districts. Sign sizes should relate and be compatible with  
11 the surrounding district scale.

12 (b) **Signs or Sign Features Not Permitted in NC Districts.** Roof signs as defined in  
13 Section 602.16 of this Code, wind signs as defined in Section 602.22 of this Code, and signs  
14 on canopies, as defined in Section 136.1(b) of this Code, are not permitted in NC Districts. No  
15 sign shall have or consist of any moving, rotating, or otherwise physically animated part, or  
16 lights that give the appearance of animation by flashing, blinking, or fluctuating, except as  
17 permitted by Section 607.1(i) of this Code. In addition, all signs or sign features not otherwise  
18 specifically regulated in this Section 607.1 shall be prohibited.

19 (c) **Identifying Signs.** Identifying signs, as defined in Section 602.10, shall be permitted  
20 in all Neighborhood Commercial Districts subject to the limits set forth below.

21 (1) One sign per lot shall be permitted and such sign shall not exceed 20 square feet  
22 in area. The sign may be a freestanding sign, if the building is recessed from the street  
23 property line, or may be a wall sign or a projecting sign. The existence of a freestanding  
24 identifying sign shall preclude the erection of a freestanding business sign on the same lot. A  
25 wall or projecting sign shall be mounted on the first-story level; a freestanding sign shall not

1 exceed 15 feet in height. Such sign may be nonilluminated, indirectly illuminated, or directly  
2 illuminated.

3 (2) One sign identifying a shopping center or shopping mall shall be permitted subject  
4 to the conditions in Paragraph (1), but shall not exceed 30 square feet in area. Any sign  
5 identifying a permitted use listed in zoning categories .40 through .70 in Section 703.2(a) in an  
6 NC District shall be considered a business sign and subject to Section 607.1(f) of this Code.  
7 Such signs may be nonilluminated, indirectly illuminated, or directly illuminated during the  
8 hours of operation of the businesses in the shopping center or shopping mall.

9 (d) **Nameplates.** One nameplate, as defined in Section 602.12 of this Code, not  
10 exceeding an area of two square feet, shall be permitted for each noncommercial use in NC  
11 Districts.

12 (e) **General Advertising Signs.** General advertising signs, as defined in Section 602.7,  
13 shall be permitted in Neighborhood Commercial Districts, except in the Inner Sunset  
14 Neighborhood Commercial District where they are not permitted, as provided for below. In NC  
15 Districts where such signs are permitted, general advertising signs may be either a wall sign  
16 or freestanding, provided that the surface of any freestanding sign shall be parallel to and  
17 within three feet of an adjacent building wall. In either case, the building wall shall form a  
18 complete backdrop for the sign, as the sign is viewed from all points from a street or alley from  
19 which it is legible. No general advertising sign shall be permitted to cover part or all of any  
20 windows. Any extension of the copy beyond the rectangular perimeter of the sign shall be  
21 included in the calculation of the sign, as defined in Section 602.1(a) of this Code.

22 (1) **NC-2, NCT-2, and NC-S Districts.** No more than one general advertising sign  
23 shall be permitted per lot or in NC-S Districts, per district. Such sign shall not exceed 72  
24 square feet in area nor exceed 12 feet in height. Such sign may be either nonilluminated or  
25 indirectly illuminated.

1           (2) **NC-3, NCT-3, and Broadway Districts.** No more than one general advertising sign  
2 not exceeding 300 square feet or two general advertising signs of 72 square feet each shall  
3 be permitted per lot. The height of any such sign shall not exceed 24 feet, or the height of the  
4 wall to which it is attached, or the height of the lowest of any residential windowsills on the  
5 wall to which it is attached, whichever is lower, if a wall sign, or the adjacent wall or the top of  
6 the adjacent wall if a freestanding sign, whichever is lower.

7           (A) **NC-3 and NCT-3 Districts.** Signs may be either nonilluminated or indirectly  
8 illuminated.

9           (f) **Business Signs.** Business signs, as defined in Section 602.3 shall be permitted in all  
10 Neighborhood Commercial Districts subject to the limits set forth below.

11           (1) **NC-1 and NCT-1 Districts.**

12           (A) **Window Signs.** The total area of all window signs, as defined in Section  
13 602.1(b), shall not exceed 1/3 the area of the window on or in which the signs are located.  
14 Such signs may be nonilluminated, indirectly illuminated, or directly illuminated.

15           (B) **Wall Signs.** The area of all wall signs shall not exceed one square foot per  
16 square foot of street frontage occupied by the business measured along the wall to which the  
17 signs are attached, or 50 square feet for each street frontage, whichever is less. The height of  
18 any wall sign shall not exceed 15 feet or the height of the wall to which it is attached. Such  
19 signs may be nonilluminated or indirectly illuminated; or during business hours, may be  
20 directly illuminated.

21           (C) **Projecting Signs.** The number of projecting signs shall not exceed one per  
22 business. The area of such sign, as defined in Section 602.1(a), shall not exceed 24 square  
23 feet. The height of such sign shall not exceed 15 feet or the height of the wall to which it is  
24 attached. No part of the sign shall project more than 75 percent of the horizontal distance from  
25 the street property line to the curblineline, or six feet six inches, whichever is less. The sign may

1 be nonilluminated or indirectly illuminated, or during business hours, may be directly  
2 illuminated.

3 (D) **Signs on Awnings.** Sign copy may be located on permitted awnings in lieu of  
4 wall signs and projecting signs. The area of such sign copy as defined in Section 602.1(c)  
5 shall not exceed 20 square feet. Such sign copy may be nonilluminated or indirectly  
6 illuminated.

7 (2) **NC-2, NCT-2, NC-S, Broadway, Castro Street, Inner Clement Street, Outer  
8 Clement Street, Upper Fillmore Street, Inner Sunset, Haight Street, Hayes-Gough, Upper  
9 Market Street, North Beach, Ocean Avenue, Pacific Avenue, Polk Street, Sacramento Street,  
10 SoMa, Union Street, Valencia Street, 24th Street-Mission, 24th Street - Noe Valley, and West  
11 Portal Avenue, and Glen Park Neighborhood Commercial Districts.**

12 (A) **Window Signs.** The total area of all window signs, as defined in Section  
13 602.1(b), shall not exceed 1/3 the area of the window on or in which the signs are located.  
14 Such signs may be nonilluminated, indirectly illuminated, or directly illuminated.

15 (B) **Wall Signs.** The area of all wall signs shall not exceed two square feet per foot  
16 of street frontage occupied by the use measured along the wall to which the signs are  
17 attached, or 100 square feet for each street frontage, whichever is less. The height of any wall  
18 sign shall not exceed 24 feet, or the height of the wall to which it is attached, or the height of  
19 the lowest of any residential windowsill on the wall to which the sign is attached, whichever is  
20 lower. Such signs may be nonilluminated, indirectly, or directly illuminated.

21 (C) **Projecting Signs.** The number of projecting signs shall not exceed one per  
22 business. The area of such sign, as defined in Section 602.1(a), shall not exceed 24 square  
23 feet. The height of such sign shall not exceed 24 feet, or the height of the wall to which it is  
24 attached, or the height of the lowest of any residential windowsill on the wall to which the sign  
25 is attached, whichever is lower. No part of the sign shall project more than 75 percent of the

1 horizontal distance from the street property line to the curblineline, or six feet six inches,  
2 whichever is less. Such signs may be nonilluminated or indirectly illuminated; or during  
3 business hours, may be directly illuminated.

4 (D) **Signs on Awnings and Marquees.** Sign copy may be located on permitted  
5 awnings or marquees in lieu of projecting signs. The area of such sign copy as defined in  
6 Section 602.1(c) shall not exceed 30 square feet. Such sign copy may be nonilluminated or  
7 indirectly illuminated; except that sign copy on marquees for movie theaters or places of  
8 entertainment may be directly illuminated during business hours.

9 (E) **Freestanding Signs and Sign Towers.** With the exception of automotive gas  
10 and service stations, which are regulated under Paragraph 607.1(f)(4), one freestanding sign  
11 or sign tower per lot shall be permitted in lieu of a projecting sign, if the building or buildings  
12 are recessed from the street property line. The existence of a freestanding business sign shall  
13 preclude the erection of a freestanding identifying sign on the same lot. The area of such  
14 freestanding sign or sign tower, as defined in Section 602.1(a), shall not exceed 20 square  
15 feet nor shall the height of the sign exceed 24 feet. No part of the sign shall project more than  
16 75 percent of the horizontal distance from the street property line to the curblineline, or six feet,  
17 whichever is less. Such signs may be nonilluminated or indirectly illuminated; or during  
18 business hours, may be directly illuminated.

19 (3) **Mission Street NCT, NC-3, and NCT-3 Neighborhood Commercial Districts.**

20 (A) **Window Signs.** The total area of all window signs, as defined in Section  
21 602.1(b), shall not exceed 1/3 the area of the window on or in which the signs are located.  
22 Such signs may be nonilluminated, indirectly illuminated, or directly illuminated.

23 (B) **Wall Signs.** The area of all wall signs shall not exceed three square feet per  
24 foot of street frontage occupied by the use measured along the wall to which the signs are  
25 attached, or 150 square feet for each street frontage, whichever is less. The height of any wall

1 sign shall not exceed 24 feet, or the height of the wall to which it is attached, or the height of  
2 the lowest of any residential windowsill on the wall to which the sign is attached, whichever is  
3 lower. Such signs may be nonilluminated, indirectly, or directly illuminated.

4 (C) **Projecting Signs.** The number of projecting signs shall not exceed one per  
5 business. The area of such sign, as defined in Section 602.1(a), shall not exceed 32 square  
6 feet. The height of the sign shall not exceed 24 feet, or the height of the wall to which it is  
7 attached, or the height of the lowest of any residential windowsill on the wall to which the sign  
8 is attached, whichever is lower. No part of the sign shall project more than 75 percent of the  
9 horizontal distance from the street property line to the curblineline, or six feet six inches,  
10 whichever is less. Such signs may be nonilluminated, indirectly, or directly illuminated.

11 (D) **Sign Copy on Awnings and Marquees.** Sign copy may be located on permitted  
12 awnings or marquees in lieu of projecting signs. The area of such sign copy, as defined in  
13 Section 602.1(c), shall not exceed 40 square feet. Such sign copy may be nonilluminated or  
14 indirectly illuminated; except that sign copy on marquees for movie theaters or places of  
15 entertainment may be directly illuminated during business hours.

16 (E) **Freestanding Signs and Sign Towers.** With the exception of automotive gas  
17 and service stations, which are regulated under Paragraph 607.1(f)(4) of this Code, one  
18 freestanding sign or sign tower per lot shall be permitted in lieu of a projecting sign if the  
19 building or buildings are recessed from the street property line. The existence of a  
20 freestanding business sign shall preclude the erection of a freestanding identifying sign on the  
21 same lot. The area of such freestanding sign or sign tower, as defined in Section 602.1(a),  
22 shall not exceed 30 square feet nor shall the height of the sign exceed 24 feet. No part of the  
23 sign shall project more than 75 percent of the horizontal distance from the street property line  
24 to the curblineline, or six feet, whichever is less. Such signs may be nonilluminated or indirectly  
25 illuminated, or during business hours, may be directly illuminated.

1           (4) **Special Standards for Automotive Gas and Service Stations.** For automotive gas  
2 and service stations in Neighborhood Commercial Districts, only the following signs are  
3 permitted, subject to the standards in this Paragraph (f)(4) and to all other standards in this  
4 Section 607.1.

5           (A) A maximum of two oil company signs, which shall not extend more than 10  
6 feet above the roofline if attached to a building, or exceed the maximum height permitted for  
7 freestanding signs in the same district if freestanding. The area of any such sign shall not  
8 exceed 180 square feet, and along each street frontage, all parts of such a sign or signs that  
9 are within 10 feet of the street property line shall not exceed 80 square feet in area. No such  
10 sign shall project more than five feet beyond any street property line. The areas of other  
11 permanent and temporary signs as covered in Subparagraph (B) below shall not be included  
12 in the calculation of the areas specified in this Subparagraph.

13           (B) Other permanent and temporary business signs, not to exceed 30 square feet  
14 in area for each such sign or a total of 180 square feet for all such signs on the premises. No  
15 such sign shall extend above the roofline if attached to a building, or in any case project  
16 beyond any street property line or building setback line.

17           (g) **Temporary Signs.** One temporary nonilluminated or indirectly illuminated sale or  
18 lease sign or nonilluminated sign of persons and firms connected with work on buildings under  
19 actual construction or alteration, giving their names and information pertinent to the project  
20 per lot, shall be permitted. Such sign shall not exceed 50 square feet and shall conform to all  
21 regulations of Subsection 607.1(f) for business signs in the respective NC District in which the  
22 sign is to be located. All temporary signs shall be promptly removed upon completion of the  
23 activity to which they pertain.

24           (h) **Special Sign Districts.** Additional controls apply to certain Neighborhood Commercial  
25 Districts that are designated as Special Sign Districts. Special Sign Districts are described

1 within Sections 608.1 through 608.16 of this Code and with the exception of Sections 608.1,  
2 608.2 and 608.11, their designations, locations and boundaries are provided on Sectional  
3 Map SSD of the Zoning Map of the City and County of San Francisco.

4 (i) **Restrictions on Illumination.** Signs in Neighborhood Commercial Districts shall not  
5 have nor consist of any flashing, blinking, fluctuating or otherwise animated light except those  
6 moving or rotating or otherwise physically animated parts used for rotation of barber poles and  
7 the indication of time of day and temperature, and in the following special districts, all  
8 specifically designated as "Special Districts for Sign Illumination" on Sectional Map SSD of the  
9 Zoning Map of the City and County of San Francisco.

10 (1) **Broadway Neighborhood Commercial District.** Along the main commercial  
11 frontage of Broadway between west of Columbus Avenue and Osgood Place.

12 (2) **NC-3.** NC-3 District along Lombard Street from Van Ness Avenue to Broderick  
13 Street.

14 (3) Notwithstanding the type of signs permissible under subparagraph (i), a video  
15 sign is prohibited in the districts described in subparagraphs (1) and (2).

16 (j) **Other Sign Requirements.** Within Neighborhood Commercial Districts, the following  
17 additional requirements shall apply:

18 (1) **Public Areas.** No sign shall be placed upon any public street, alley, sidewalk,  
19 public plaza or right-of-way, or in any portion of a transit system, except such projecting signs  
20 as are otherwise permitted by this Code and signs, structures, and features as are specifically  
21 approved by the appropriate public authorities under applicable laws and regulations not  
22 inconsistent with this Code and under such conditions as may be imposed by such authorities.

23 (2) **Maintenance.** Every sign pertaining to an active establishment shall be  
24 adequately maintained in its appearance. When the activity for which the business sign has  
25

1 been posted has ceased operation for more than 90 days within the Chinatown Mixed Use  
2 Districts, all signs pertaining to that business activity shall be removed after that time.

3 (3) **Temporary Signs.** The provisions of Section 607.1(g) of this Code shall apply.

4 (4) **Special Standards for Automotive Gas and Service Stations.** The provisions of  
5 Section 607.1(f)(4) of this Code shall apply.

6  
7 **SEC. 702.1. NEIGHBORHOOD COMMERCIAL USE DISTRICTS.**

8 (a) The following districts are established for the purpose of implementing the  
9 Commerce and Industry element and other elements of the General Plan, according to the  
10 objective and policies stated therein. Description and Purpose Statements outline the main  
11 functions of each Neighborhood Commercial (NC) District in the Zoning Plan for San  
12 Francisco, supplementing the statements of purpose contained in Section 101 of this Code.

13 The description and purpose statements and land use controls applicable to each of the  
14 general and individual area districts are set forth in Sections 710.1 through 784 of this Code  
15 for each district class. The boundaries of the various Neighborhood Commercial Districts are  
16 shown on the Zoning Map referred to in Sections 105 and 106 of this Code, subject to the  
17 provisions of that Section.

Neighborhood Commercial General Area Districts	Section Number
NC-1 - Neighborhood Commercial Cluster District	§ 710
NC-2 - Small-Scale Neighborhood Commercial District	§ 711
NC-3 - Moderate-Scale Neighborhood Commercial District	§ 712
NC-S - Neighborhood Commercial Shopping Center District	§ 713
NCT-1 Neighborhood Commercial Transit Cluster District	§ 733A

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NCT-2 Small Scale Neighborhood Commercial Transit District	§ 734
NCT-3 - Moderate-Scale Neighborhood Commercial Transit District	§ 731
Neighborhood Commercial Individual Area Districts	Section Number
Broadway Neighborhood Commercial District	§ 714
Castro Street Neighborhood Commercial District	§ 715
Inner Clement Street Neighborhood Commercial District	§ 716
Outer Clement Street Neighborhood Commercial District	§ 717
Upper Fillmore Street Neighborhood Commercial District	§ 718
Haight Street Neighborhood Commercial District	§ 719
Hayes-Gough Neighborhood Commercial Transit District	§ 720
Upper Market Street Neighborhood Commercial District	§ 721
North Beach Neighborhood Commercial District	§ 722
Polk Street Neighborhood Commercial District	§ 723
Sacramento Street Neighborhood Commercial District	§ 724
Union Street Neighborhood Commercial District	§ 725
Valencia Street Neighborhood Commercial District	§ 726
24th Street-Mission Neighborhood Commercial District	§ 727
24th Street-Noe Valley Neighborhood Commercial District	§ 728
West Portal Avenue Neighborhood Commercial District	§ 729

1	Inner Sunset Neighborhood Commercial District	§ 730
2	Upper Market Street Neighborhood Commercial Transit District	§ 732
3	SoMa Neighborhood Commercial Transit District	§ 735
4	Mission Street Neighborhood Commercial Transit District	§ 736
5	Ocean Avenue Neighborhood Commercial Transit District	§ 737

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7  
8 (b) The following districts are Neighborhood Commercial Transit (NCT) Districts,  
9 including both general area districts and individual area districts identified by street or area  
10 name. These districts are a subset of the Neighborhood Commercial (NC) Districts.

11	Neighborhood Commercial Transit Districts	Section Number
12	Hayes-Gough Neighborhood Commercial Transit District	§ 720
13	Valencia Street Neighborhood Commercial Transit District	§ 726
14	24th Street - Mission Neighborhood Commercial Transit District	§ 727
15	NCT-3 - Moderate-Scale Neighborhood Commercial Transit District	§ 731
16	Upper Market Street Neighborhood Commercial Transit District	§ 732
17	NCT-1 Neighborhood Commercial Transit Cluster District	§ 733A
18	NCT-2 Small Scale Neighborhood Commercial Transit District	§ 734
19	SoMa Neighborhood Commercial Transit District	§ 735
20	Mission Street Neighborhood Commercial Transit District	§ 736
21	Ocean Avenue Neighborhood Commercial Transit District	§ 737

NCT Districts are transit-oriented moderate- to high-density mixed-use neighborhoods of varying scale concentrated near transit services. The NCT Districts are mixed use districts that support neighborhood-serving commercial uses on lower floors and housing above. These districts are well-served by public transit and aim to maximize residential and commercial opportunities on or near major transit services. The district's form can be either linear along transit-priority corridors, concentric around transit stations, or broader areas where transit services criss-cross the neighborhood. Housing density is limited not by lot area, but by the regulations on the built envelope of buildings, including height, bulk, setbacks, and lot coverage, and standards for residential uses, including open space and exposure, and urban design guidelines. Residential parking is not required and generally limited. Commercial establishments are discouraged or prohibited from building accessory off-street parking in order to preserve the pedestrian-oriented character of the district and prevent attracting auto traffic. There are prohibitions on access (i.e. driveways, garage entries) to off-street parking and loading on critical stretches of commercial and transit streets to preserve and enhance the pedestrian-oriented character and transit function.

Section 3. The San Francisco Planning Code is hereby amended by adding new Section 738.1, to read as follows:

**SEC. 738.1. GLEN PARK NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT.**

The Glen Park Neighborhood Commercial Transit (NCT) District lies primarily along Diamond Street from Chenery Street to Monterey Boulevard and Chenery Street from Thor Avenue to Castro Street and includes adjacent portions of Wilder Street, Bosworth Street, Joost Avenue and Monterey Boulevard. The district is mixed use, with predominantly two and three story buildings with neighborhood-serving commercial and retail uses on lower floors and housing or offices above. The

1 area is well-served by both local and regional transit including the Glen Park BART station, Muni bus  
 2 lines, and a Muni light rail stop (J-Church).

3 The Glen Park NCT is designed to protect and enhance the neighborhood's intimate scale,  
 4 walkability and "village" atmosphere. Human-scaled buildings with neighborhood-serving uses such  
 5 as specialty retail stores, restaurants, and local offices are encouraged. Buildings may range in height,  
 6 with height limits allowing up to three and four stories depending on location. Rear yard corridors  
 7 above the ground story and at residential levels are generally preserved.

8 Commercial uses are encouraged at the ground story. Retail frontages and pedestrian-oriented  
 9 streets are protected by limiting curb cuts (i.e. driveways, garage entries) as well as requiring ground  
 10 floor commercial uses on portions of Diamond and Chenery Streets. Housing development is  
 11 encouraged above the ground story. Housing density is not controlled by the size of the lot but by  
 12 dwelling unit standards, physical envelope controls and unit mix requirements. Given the area's  
 13 location and accessibility to the transit network, accessory parking for residential and commercial uses  
 14 is not required. Any new parking is required to be set back to support a pedestrian friendly  
 15 streetscape.

16 **SEC. 738. GLEN PARK NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT**

17 **ZONING CONTROL TABLE**

			<b><u>Glen Park NCT</u></b>
<b><u>No.</u></b>	<b><u>Zoning Category</u></b>	<b><u>§ References</u></b>	<b><u>Controls</u></b>
<b><u>BUILDING STANDARDS</u></b>			
<b><u>738.10</u></b>	<b><u>Height and Bulk Limit</u></b>	<b><u>§§ 102.12, 105, 106, 250 - 252, 260, 261.1, 270, 271</u></b>	<b><u>45-X &amp; 35-X, See Zoning Map</u></b>
<b><u>738.11</u></b>	<b><u>Lot Size [Per Development]</u></b>	<b><u>§§ 790.56, 121.1</u></b>	<b><u>P up to 4,999 sq. ft.; C 5,000 sq. ft. &amp; above § 121.1</u></b>
<b><u>738.12</u></b>	<b><u>Rear Yard</u></b>	<b><u>§§ 130, 134, 136</u></b>	<b><u>Required at the second</u></b>

			<i>story and above and at all residential levels § 134(a)(e)</i>
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3	<u>738.13</u>	<u>Street Frontage</u>	<u>Required § 145.1</u>
4	<u>738.13a</u>	<u>Street Frontage, Above-Grade Parking Setback and Active Uses</u>	<u>Minimum 25 feet on ground floor, 15 feet on floors above § 145.1(c)</u>
5			
6	<u>738.13b</u>	<u>Street Frontage, Required Ground Floor Commercial</u>	<u>Glen Park § 145.4 Required along Diamond Street, Chenery Street</u>
7			
8	<u>738.13c</u>	<u>Street Frontage, Parking and Loading access restrictions</u>	<u>§ 155(r) NP Required along Diamond Street, Chenery Street</u>
9			
10	<u>738.14</u>	<u>Awning</u>	<u>§ 790.20 P § 136.1(a)</u>
11	<u>738.15</u>	<u>Canopy</u>	<u>§ 790.26 P § 136.1(b)</u>
12	<u>738.16</u>	<u>Marquee</u>	<u>§ 790.58 P § 136.1(c)</u>
13	<u>738.17</u>	<u>Street Trees</u>	<u>Required § 138.1</u>
14	<b><u>COMMERCIAL AND INSTITUTIONAL STANDARDS AND USES</u></b>		
15	<u>738.20</u>	<u>Floor Area Ratio</u>	<u>§§ 102.9, 102.11, 123 2.5 to 1 § 124(a)(b)</u>
16	<u>738.21</u>	<u>Use Size [Non-Residential]</u>	<u>P up to 3,999 sq. ft.; C 4,000 sq. ft. &amp; above § 121.2</u>
17			
18	<u>738.22</u>	<u>Off-Street Parking, Commercial/Institutional</u>	<u>§§ 150, 153 - 157, 159-160, 204.5 None required. Limits set forth in Section 151.1.</u>
19			
20	<u>738.23</u>	<u>Off-Street Freight Loading</u>	<u>§§ 150, 153 - 155, 204.5 Generally, none required if gross floor area is less than 10,000 sq. ft. §§ 152, 161(b)</u>
21			
22	<u>738.24</u>	<u>Outdoor Activity Area</u>	<u>§ 790.70 P if located in front; C if located elsewhere § 145.2(a)</u>
23			
24	<u>738.25</u>	<u>Drive-Up Facility</u>	<u>§ 790.30</u>
25			

1	<u>738.26</u>	<u>Walk-Up Facility</u>	<u>§ 790.140</u>	<u>P if recessed 3 ft.;</u> <u>C if not recessed §</u> <u>145.2(b)</u>
2				
3	<u>738.27</u>	<u>Hours of Operation</u>	<u>§ 790.48</u>	<u>P 6 a.m. - 2 a.m.;</u> <u>C 2 a.m. - 6 a.m.</u>
4				
5	<u>738.30</u>	<u>General Advertising Sign</u>	<u>§§ 262, 602 - 604, 608,</u> <u>609</u>	<u>P § 607.1(e)1</u>
6				
7	<u>738.31</u>	<u>Business Sign</u>	<u>§§ 262, 602 - 604, 608,</u> <u>609</u>	<u>P § 607.1(f) 2</u>
8				
9	<u>738.32</u>	<u>Other Signs</u>	<u>§§ 262, 602 - 604, 608,</u> <u>609</u>	<u>P § 607.1(c)(d)(g)</u>
10				

<u>No.</u>	<u>Zoning Category</u>	<u>§ References</u>	<u>Glen Park NCT</u>		
-	-	-	<u>Controls by Story</u>		
-	-	<u>§ 790.118</u>	<u>1st</u>	<u>2nd</u>	<u>3rd+</u>
<u>738.38</u>	<u>Residential Conversion</u>	<u>§ 790.84</u>	<u>C</u>	<u>C</u>	-
<u>738.39</u>	<u>Residential Demolition</u>	<u>§ 790.86</u>	<u>C</u>	<u>C</u>	<u>C</u>
<u>738.39a</u>	<u>Residential Division</u>	<u>§ 207.8</u>	<u>P</u>	<u>P</u>	<u>P</u>
<b><u>Non-Retail Sales and Services</u></b>					
<u>738.40</u>	<u>Other Retail Sales and</u> <u>Services [Not Listed</u> <u>Below]</u>	<u>§ 790.102</u>	<u>P</u>	<u>P</u>	-
<u>738.41</u>	<u>Bar</u>	<u>§ 790.22</u>	<u>P</u>	-	-
<u>738.42</u>	<u>Full-Service Restaurant</u>	<u>§ 790.92</u>	<u>P</u>	-	-
<u>738.43</u>	<u>Large Fast Food</u> <u>Restaurant</u>	<u>§ 790.90</u>	-	-	-

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<u>738.44</u>	<u>Small Self-Service Restaurant</u>	<u>§ 790.91</u>	<u>P</u>	-	-
<u>738.45</u>	<u>Liquor Store</u>	<u>§ 790.55</u>	<u>P</u>	-	-
<u>738.46</u>	<u>Movie Theater</u>	<u>§ 790.64</u>	<u>P</u>	-	-
<u>738.47</u>	<u>Adult Entertainment</u>	<u>§ 790.36</u>	-	-	-
<u>738.48</u>	<u>Other Entertainment</u>	<u>§ 790.38</u>	<u>P</u>	-	-
<u>738.49</u>	<u>Financial Service</u>	<u>§ 790.110</u>	<u>P</u>	<u>C</u>	-
<u>738.50</u>	<u>Limited Financial Service</u>	<u>§ 790.112</u>	<u>P</u>	-	-
<u>738.51</u>	<u>Medical Service</u>	<u>§ 790.114</u>	<u>P</u>	<u>P</u>	-
<u>738.52</u>	<u>Personal Service</u>	<u>§ 790.116</u>	<u>P</u>	<u>P</u>	-
<u>738.53</u>	<u>Business or Professional Service</u>	<u>§ 790.108</u>	<u>P</u>	<u>P</u>	-
<u>738.54</u>	<u>Massage Establishment</u>	<u>§ 790.60, § 1900 Health Code</u>	<u>C</u>	-	-
<u>738.55</u>	<u>Tourist Hotel</u>	<u>§ 790.46</u>	<u>C</u>	<u>C</u>	<u>C</u>
<u>738.56</u>	<u>Automobile Parking</u>	<u>§§ 790.8, 156, 160</u>	<u>C</u>	<u>C</u>	<u>C</u>
<u>738.57</u>	<u>Automotive Gas Station</u>	<u>§ 790.14</u>	<u>C</u>	-	-
<u>738.58</u>	<u>Automotive Service Station</u>	<u>§ 790.17</u>	<u>C</u>	-	-
<u>738.59</u>	<u>Automotive Repair</u>	<u>§ 790.15</u>	<u>C</u>	-	-
<u>738.60</u>	<u>Automotive Wash</u>	<u>§ 790.18</u>	-	-	-
<u>738.61</u>	<u>Automobile Sale or Rental</u>	<u>§ 790.12</u>	-	-	-
<u>738.62</u>	<u>Animal Hospital</u>	<u>§ 790.6</u>	<u>C</u>	-	-

1	<u>738.63</u>	<u>Ambulance Service</u>	<u>§ 790.2</u>	-	-	-
2	<u>738.64</u>	<u>Mortuary</u>	<u>§ 790.62</u>	-	-	-
3	<u>738.65</u>	<u>Trade Shop</u>	<u>§ 790.124</u>	<u>P</u>	<u>C</u>	-
4	<u>738.66</u>	<u>Storage</u>	<u>§ 790.117</u>	-	-	-
5	<u>738.67</u>	<u>Video Store</u>	<u>§ 790.135</u>	<u>C</u>	<u>C</u>	-
6	<u>738.69</u>	<u>Tobacco Paraphernalia Establishments</u>	<u>§ 790.123</u>	<u>C</u>	-	-
7	<u>738.69A</u>	<u>Self-Service Specialty Food</u>	<u>§ 790.93</u>	<u>P</u>	-	-
8	<u>738.69B</u>	<u>Amusement Game Arcade (Mechanical Amusement Devices)</u>	<u>§ 790.04 1</u>	-	-	-
9	<u>738.69C</u>	<u>Neighborhood Agriculture</u>	<u>§ 102.35(a)</u>	<u>P</u>	<u>P</u>	<u>P</u>
10	<u>738.69D</u>	<u>Large-Scale Urban Agriculture</u>	<u>§ 102.35(b)</u>	<u>C</u>	<u>C</u>	<u>C</u>
11	<b><u>Institutions and Non-Retail Sales and Services</u></b>					
12	<u>738.70</u>	<u>Administrative Service</u>	<u>§ 790.106</u>	-	-	-
13	<u>738.80</u>	<u>Hospital or Medical Center</u>	<u>§ 790.44</u>	-	-	-
14	<u>738.81</u>	<u>Other Institutions, Large</u>	<u>§ 790.50</u>	<u>P</u>	<u>C</u>	<u>C</u>
15	<u>738.82</u>	<u>Other Institutions, Small</u>	<u>§ 790.51</u>	<u>P</u>	<u>P</u>	<u>P</u>
16	<u>738.83</u>	<u>Public Use</u>	<u>§ 790.80</u>	<u>C</u>	<u>C</u>	<u>C</u>
17	<u>738.84</u>	<u>Medical Cannabis Dispensary</u>	<u>§ 790.141</u>	<u>P #</u>	-	-
18	<b><u>RESIDENTIAL STANDARDS AND USES</u></b>					
19	<u>738.90</u>	<u>Residential Use</u>	<u>§ 790.88</u>	<u>P,</u> <u>except</u> <u>C for</u> <u>front-</u>	<u>P</u>	<u>P</u>
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			<u>ages listed in 145.4</u>		
<u>738.91</u>	<u>Residential Density, Dwelling Units</u>	<u>§§ 207, 207.1, 790.88(a)</u>	<u>No residential density limit by lot area. Density restricted by physical envelope controls of height, bulk, setbacks, open space, exposure and other applicable controls of this and other Codes, as well as by applicable design guidelines, applicable elements and area plans of the General Plan, and design review by the Planning Department. § 207.4, 207.6</u>		
<u>738.92</u>	<u>Residential Density, Group Housing</u>	<u>§§ 207.1, 790.88(b)</u>	<u>No group housing density limit by lot area. Density restricted by physical envelope controls of height, bulk, setbacks, open space, exposure and other applicable controls of this and other Codes, as well as by applicable design guidelines, applicable elements and area plans of the General Plan, and design review by the Planning</u>		

			<u>Department.</u> <u>§ 208</u>		
<u>738.93</u>	<u>Usable Open Space [Per Residential Unit]</u>	<u>§§ 135, 136</u>	<u>Generally, either 100 sq. ft. if private, or 133 sq. ft. if common § 135(d)</u>		
<u>738.94</u>	<u>Off-Street Parking, Residential</u>	<u>§§ 150, 153 - 157, 159 - 160, 204.5</u>	<u>P up to one car for each unit; NP above. § 151.1, 166, 167, 145.1</u>		
<u>738.95</u>	<u>Community Residential Parking</u>	<u>§ 790.10</u>	<u>C</u>	<u>C</u>	<u>C</u>

Section 4. Effective Date. This ordinance shall become effective 30 days from the date of passage.

Section 5. In enacting this Ordinance, the Board intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, punctuation, charts, diagrams, or any other constituent parts of the Planning Code that are explicitly shown in this legislation as additions, deletions, Board amendment additions, and Board amendment deletions in accordance to the "Note" that appears under the official title of this legislation. This Ordinance shall not be construed to effectuate any unintended amendments. Any additions or deletions not explicitly shown as described above, omissions, or other technical and non-substantive differences between this Ordinance and the Planning Code that are contained in this legislation are purely accidental and shall not effectuate an amendment to the Planning Code. The Board hereby authorizes the City Attorney, in consultation with the Clerk and other affected City departments, to make those necessary adjustments to the published Planning

1 Code, including non-substantive changes such as renumbering or relettering, to ensure that  
2 the published version of the Planning Code is consistent with the laws that this Board enacts.

3  
4 APPROVED AS TO FORM:  
5 DENNIS J. HERRERA, City Attorney

6 By:

7   
8 \_\_\_\_\_  
9 ANDREA RUIZ-ESQUIDE  
10 Deputy City Attorney  
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## LEGISLATIVE DIGEST

[Planning Code Amendments - Glen Park Area Plan]

**Ordinance amending the San Francisco Planning Code by: 1) adding and amending various sections to implement the Glen Park Area Plan, bounded generally by Chenery Street to the north, Roanoke Street to the east, San Jose Avenue and Bosworth Street to the south, and Elk Street to the west; 2) creating a new Section 738.1, establishing zoning controls for the Glen Park Neighborhood Commercial Transit district; and 3) making findings, including environmental findings and findings of consistency with General Plan and with the Priority Policies of Planning Code Section 101.1.**

### Existing Law

The San Francisco Planning Code regulates the process for submission, review, and approval of various development activities within the City and County of San Francisco. The Planning Code establishes different districts or areas within the City where different developments can occur, such as residential districts, commercial districts, open space areas, or mixed used districts. The Planning Code also establishes which uses are permitted, conditional, or not permitted within the different districts, and sets forth the general parameters for development within each district, in terms of height, bulk, open space requirements, setbacks, etc.

### Amendments to Current Law

This Ordinance amends the Planning Code by adding and amending various sections, in order to implement the Glen Park Area Plan. The Glen Park Area Plan is bounded generally by Chenery Street to the north; Roanoke Street to the east; San Jose Avenue and Bosworth Street to the south; and Elk Street and Glen Canyon Park to the west.

The Ordinance creates the new Section 738.1, establishing zoning controls for the new Glen Park Neighborhood Commercial Transit (NCT) district. It also amends several other sections, to make conforming amendments.

This legislation would also adopt environmental findings, Section 302 findings, and findings of consistency with the General Plan and with the Priority Policies of Section 101 of the Planning Code.

Background Information

Together with the ordinances amending the General Plan and the Zoning Map, this Ordinance implements the Glen Park Area Plan. The Area Plan represents the culmination of a community planning process that began in 2002 to create a vision for the Glen Park neighborhood. The Area Plan supports the General Plan's policies of creating walkable, transit-oriented neighborhoods with vibrant neighborhood commercial areas, nearby public open spaces and an engaging public realm.



# SAN FRANCISCO PLANNING DEPARTMENT

November 22, 2011

Angela Calvillo, Clerk  
Board of Supervisors  
City Hall, Room 244  
1 Dr. Carlton B. Goodlett Place  
San Francisco, CA 94102

**RE: Transmittal of the Glen Park Community Plan  
Planning Case No. 2005.1004EMTZ**

1650 Mission St.  
Suite 400  
San Francisco,  
CA 94103-2479

Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

Planning  
Information:  
**415.558.6377**

Dear Ms. Calvillo:

I am pleased to transmit the Planning Commission's recommendation for adoption of the Glen Park Community Plan (Case 2005.1004EMTZ) to the Board of Supervisors. Please find here a description of the approval actions and supporting documentation for the Board's consideration.

In 2002, the Planning Department initiated a public planning process to create the Glen Park Community Plan. The Plan presents a set of objectives and policies that recognize Glen Park's unique character and seek to enhance the neighborhood's special quality and function. The Plan recommends modifications to the neighborhood commercial district's zoning to support a transit-oriented commercial district, identifies streetscape and pedestrian amenities, suggests open space opportunities and encourages review of future development for compatibility with the neighborhood's scale and distinctive character.

Adoption of the Plan requires approval of the findings and legislation below by the full Board of Supervisors:

## **1. Environmental Review CEQA Findings and Mitigation Measures**

The Environmental Review findings identify significant unavoidable environmental impacts, compare Project alternatives, describe mitigation measures, and make a Statement of Overriding Considerations recognizing the Project's unique benefits.

## **2. General Plan Amendments Ordinance**

Amendments to the General Plan include the addition of the Glen Park Community Plan as a new Area Plan and updates to various General Plan Elements to include text and map references to the Area Plan.

### 3. Planning Code Amendments Ordinance

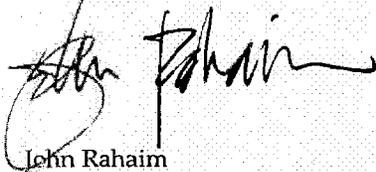
Proposed Planning Code amendments will establish a new zoning district (Sec. 738.1 - Glen Park Neighborhood Commercial Transit District) and make revisions to existing sections of the Planning Code necessary to implement the Glen Park Community Plan. Amendments to the Planning Code include but are not limited to those related to land use, height, density, and parking.

### 4. Zoning Map Amendments Ordinance

The Zoning Map amendments establish a new Glen Park Neighborhood Commercial Transit District (Glen Park NCT) to replace the existing NC-2 (Small-scale Neighborhood Commercial District). The Glen Park NCT district expands the commercial district boundary slightly by reclassifying nine residentially zoned parcels. Heights are proposed for reduction in a portion of the district's interior from 40 to 30 feet (see maps, I-2).

The Planning Commission recommends Board approval of these ordinances to implement the Glen Park Community Plan. If you have further questions, please contact Jon Swae, the Plan Manager, at (415) 575-9069. We look forward to the Board's consideration of these items and to the implementation of this community supported Plan for Glen Park.

Sincerely,



John Rahaim  
Director of Planning

Cc: Honorable Supervisor Wiener  
Jason Elliott, Mayor's Office

**Glen Park Community Plan  
Adopted by Planning Commission  
for transmittal to Board of Supervisors**

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# SAN FRANCISCO PLANNING DEPARTMENT

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## Transmittal Memo Glen Park Community Plan Adoption Hearing Materials

HEARING DATE: NOVEMBER 10, 2011

*Date:* November 3, 2011  
*Case No.:* 2005.1004 EMTZ  
*Project Name:* Glen Park Community Plan

*Project Sponsor:* Planning Department  
1650 Mission Street, Suite 400  
San Francisco, CA 94103

*Staff Contact:* Jon Swae – (415) 575-9069, [jon.swae@sfgov.org](mailto:jon.swae@sfgov.org)  
*Reviewed by:* John Billovits – (415) 558-6390, [john.billovits@sfgov.org](mailto:john.billovits@sfgov.org)  
*Recommendation:* **Approval**

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Planning  
Information:  
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### TRANSMITTAL

The Planning Department submits the following materials for consideration by the Commission in advance of the Glen Park Community Plan Adoption hearing scheduled on November 10, 2011. The materials here provide the necessary documentation to approve the Glen Park Community Plan's amendments to the General Plan, Planning Code and Zoning Map. A draft motion to certify the Final Environmental Impact Report was transmitted to the Commission on October 27, 2011. These documents are supported by the Initiation Package delivered to the Commission on October 6, 2011.

### REQUESTED COMMISSION ACTIONS

At the adoption hearing, the Commission will be asked to take the following actions:

1. Adopt California Environmental Quality Act (CEQA) Findings and a Mitigation Monitoring and Reporting Program.
2. Determine consistency of the Glen Park Community Plan with the General Plan and Planning Code Section 101.1 Priority Policies, and recommend adoption to the Board of Supervisors.
3. Approve adoption of amendments to the General Plan constituting the Glen Park Area Plan, pending approval by the Board of Supervisors.
4. Approve and recommend to the Board of Supervisors related amendments to the San Francisco Planning Code and Zoning Map.

Hearing Date: November 10, 2011

**CASE NO. 2005.1004EMTZ  
GLEN PARK COMMUNITY PLAN  
ADOPTION HEARING**

**PRELIMINARY STAFF RECOMMENDATION**

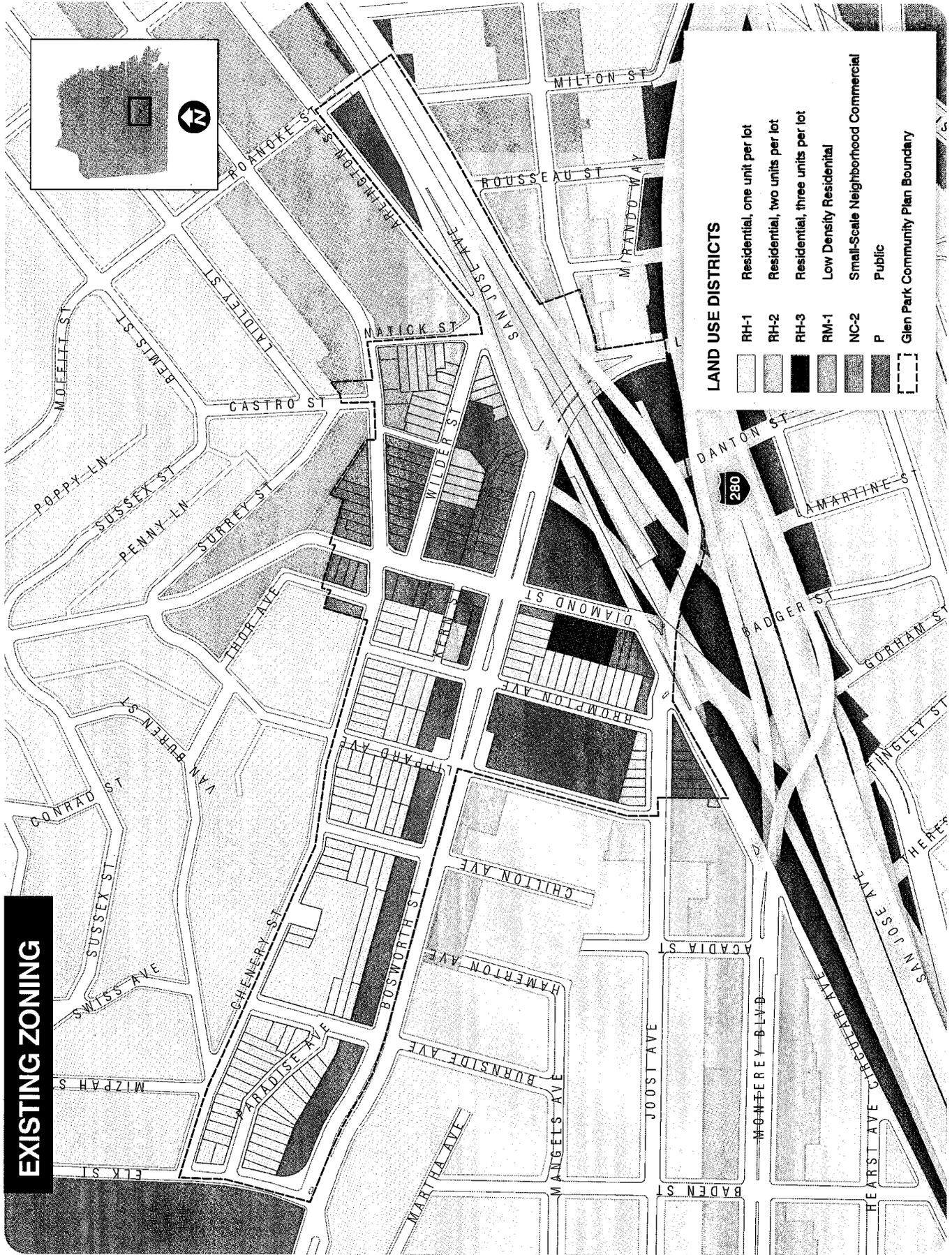
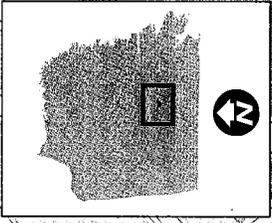
Staff recommends the Commission approve motions adopting CEQA Findings as well as approve the resolutions related to amending the General Plan, Planning Code, and Zoning Map.

**ATTACHMENTS**

- Motion adopting findings under CEQA (E Case)
  - Attachment A: California Environmental Quality Act (CEQA) Findings
  - Exhibit 1: Mitigation Monitoring & Reporting Program
- Resolution approving amendments to the General Plan (M Case)
- Resolution approving amendments to the Planning Code (T Case)
- Resolution approving amendments to the Zoning Map (Z Case)

**Exhibit I-2:  
Zoning & Heights Maps**

**EXISTING ZONING**



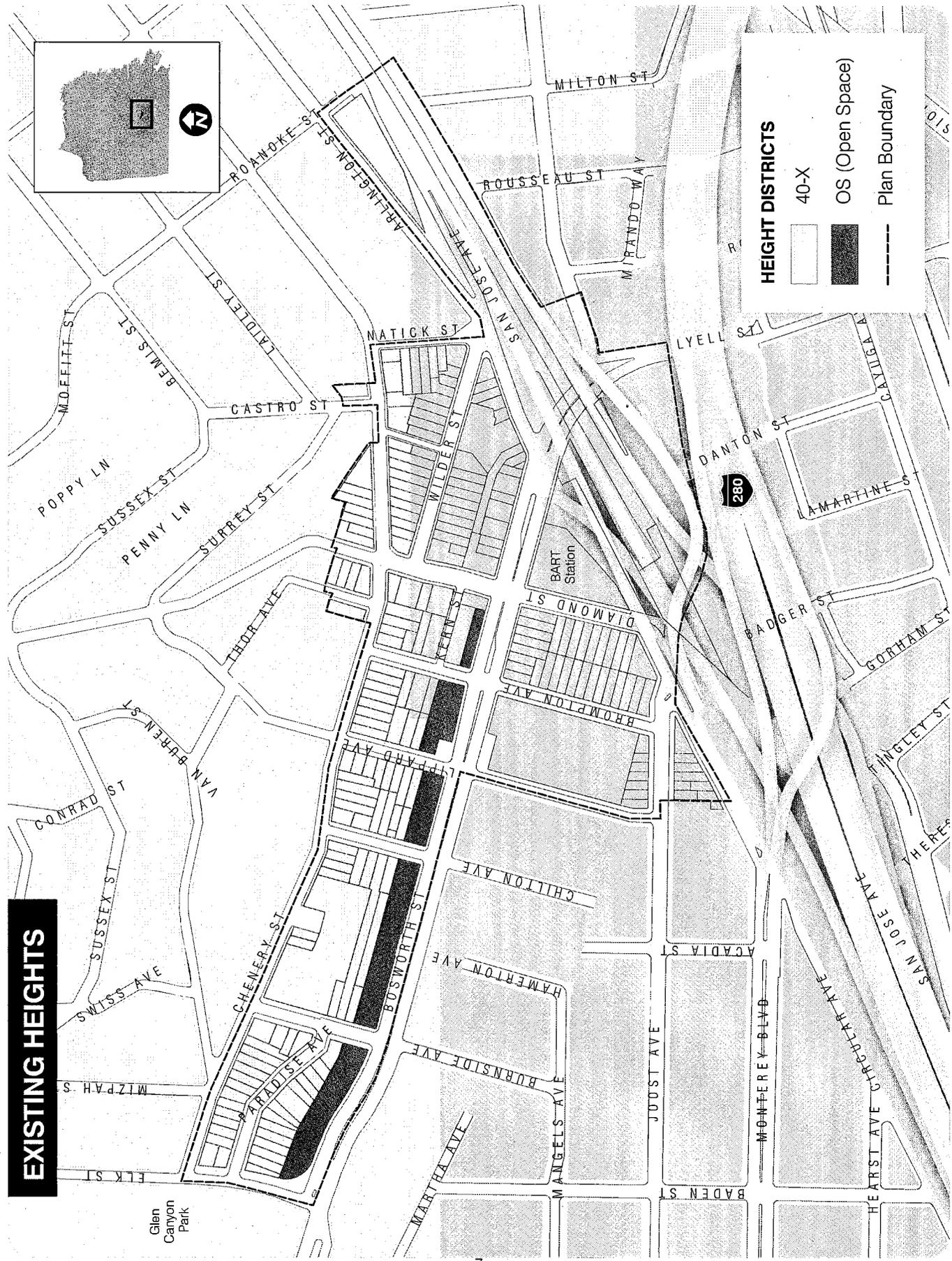
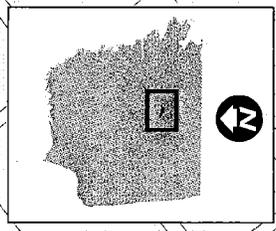
**LAND USE DISTRICTS**

- RH-1 Residential, one unit per lot
- RH-2 Residential, two units per lot
- RH-3 Residential, three units per lot
- RM-1 Low Density Residential
- NC-2 Small-Scale Neighborhood Commercial
- P Public
- Glen Park Community Plan Boundary





**EXISTING HEIGHTS**

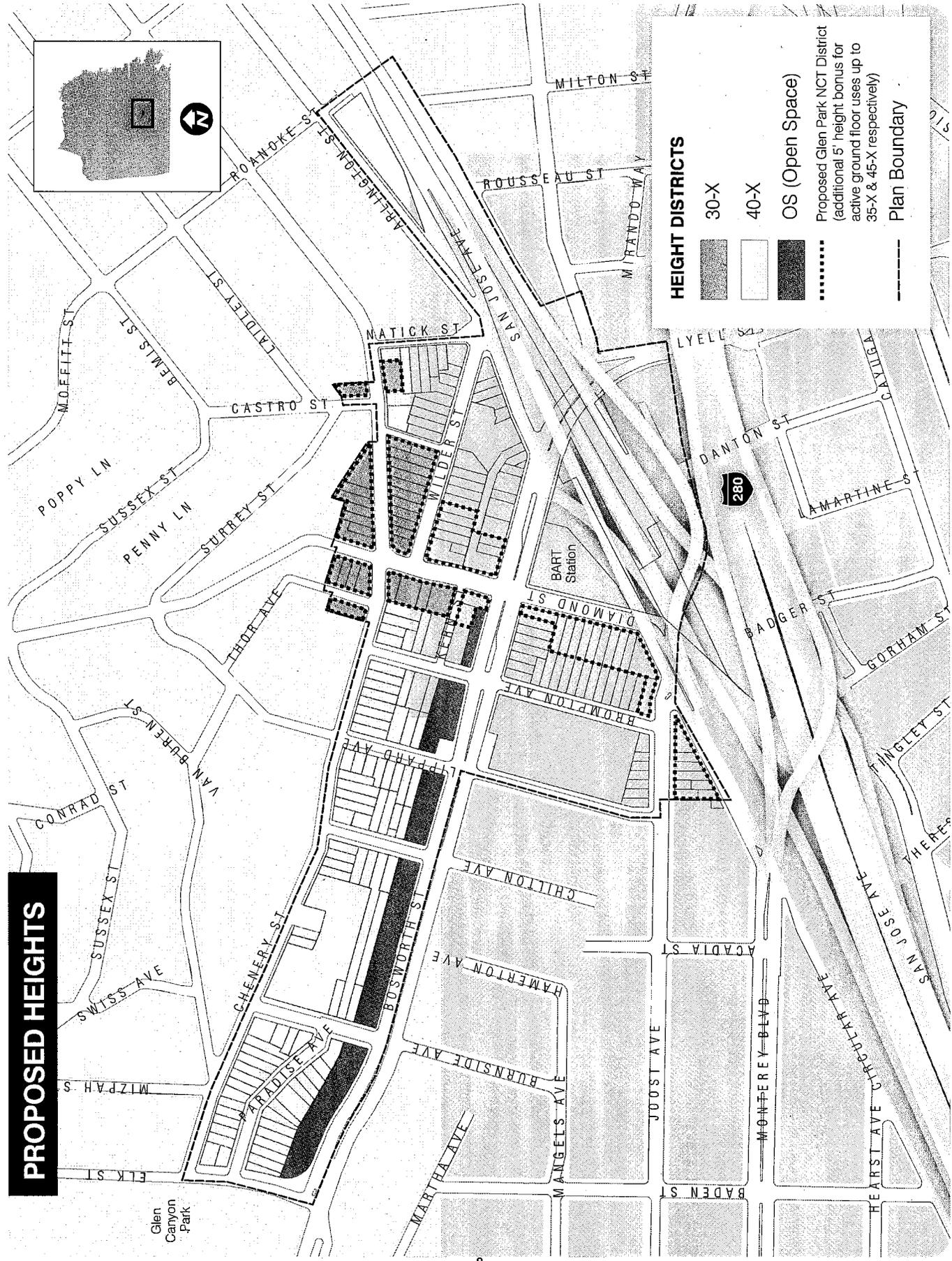
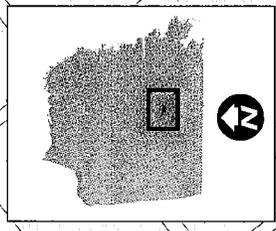


**HEIGHT DISTRICTS**

- 40-X
- OS (Open Space)
- Plan Boundary



**PROPOSED HEIGHTS**



Glen Canyon Park





# SAN FRANCISCO PLANNING DEPARTMENT

## Exhibit I-3: Public Outreach & Engagement Summary

HEARING DATE: OCTOBER 20, 2011

*Case No.:* **2005.1004MTZ**  
*Glen Park Community Plan –  
Amendments to the General Plan, Planning Code and Zoning Map*

*Staff Contact:* Jon Swae - (415) 575-9069  
*jon.swae@sfgov.org*

*Reviewed By:* John Billovits – (415) 558-6390  
*john.billovits@sfgov.org*

*Recommendation:* **Approval**

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Information:  
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### INTRODUCTION

Public outreach and engagement were critical components of the Glen Park Community Plan. A summary of public meetings and communications with neighborhood constituents is included here.

### PUBLIC MEETINGS

- April 21, 2009: Project Kick Off & Open House (Glen Park Elementary School)
- April 26, 2009: Glen Park Festival
- July 16, 2009: Public Meeting - Environmental Impact Report Scoping (Glen Park Recreation Center)
- September 16, 2009: Glen Park Association Community Forum (Glen Park Recreation Center)
- November 4, 2009: Public Meeting – Transportation & Transit (Glen Park Elementary School)
- April 25, 2010: Glen Park Festival
- June 10, 2010: Public Meeting – On-street Parking (St. John’s Elementary School)
- September 14, 2010: Public Meeting – Working DRAFT Plan Release (St. John’s Elementary School)
- October 5, 2010: Neighborhood Office Hours (Glen Park Recreation Center)
- November 16, 2010: Public Meeting – Draft Plan Comments & Zoning (Glen Park Elementary School)
- February 2011: Glen Park Association (GPA) Zoning Discussion Groups (Glen Park Public Library)
- June 22, 2011: Public Meeting – Historic Preservation & Plan Refinements (St. John’s Elementary School)
- July 13, 2011: Glen Park Association Meeting (Sunnyside Conservatory)

## **ONGOING DISCUSSIONS**

Throughout the planning process, Planning Department staff engaged with interested individuals, merchants and neighborhood association members who wished to have more detailed ongoing dialogues about Plan components and issues.

## **MAILINGS**

The following mailings were sent to all owners & occupants within the Plan Area and within 300 feet of the Plan Area.

- April 2009 (Meeting Announcement)
- November 2009 (Meeting Announcement)
- July 2009 (Notice of Preparation of EIR/Scoping Meeting)
- January 2010 (Initial Study Notice of Availability)
- June 2010 (Meeting Announcement)
- November 2010 (Meeting Announcement)
- April 2011 (Draft EIR Notice of Availability)

## **EMAIL UPDATES**

Regular email updates/newsletters were sent regularly to a Community Plan email mailing list of 350+ people throughout life of project.



# SAN FRANCISCO PLANNING DEPARTMENT

## Planning Commission Motion No. 18490

HEARING DATE: November 10, 2011

*Hearing Date:* November 10, 2011  
*Case No.:* 2005.1004E  
*Project Address:* Glen Park Community Plan Area  
*Zoning:* Various  
*Block/Lot:* Various  
*Project Sponsor:* San Francisco Planning Department  
1650 Mission Street, Suite 400  
San Francisco, CA 94103  
  
San Francisco Municipal Transportation Agency  
1 South Van Ness Avenue, 7<sup>th</sup> Fl.  
San Francisco, CA 94103  
*Staff Contact:* Lisa Gibson – (415) 575-9032  
Lisa.Gibson@sfgov.org

1650 Mission St.  
Suite 400  
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**415.558.6378**

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Planning  
Information:  
**415.558.6377**

### ADOPTING FINDINGS RELATED TO THE CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED GLEN PARK COMMUNITY PLAN.

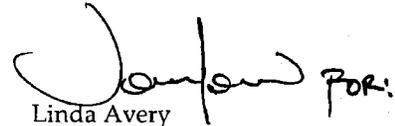
MOVED, that the San Francisco Planning Commission (hereinafter "Commission") hereby CERTIFIES the Final Environmental Impact Report identified as Case No. 2005.1004E, Glen Park Community Plan (hereinafter "Project"), based upon the following findings:

1. The City and County of San Francisco, acting through the Planning Department (hereinafter "Department") fulfilled all procedural requirements of the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 *et seq.*, hereinafter "CEQA"), the State CEQA Guidelines (Cal. Admin. Code Title 14, Section 15000 *et seq.*) (hereinafter "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31").
  - A. The Department determined that an Environmental Impact Report (hereinafter "EIR") was required and provided public notice of that determination by publication in a newspaper of general circulation on July 1, 2009.
  - B. On April 27, 2011, the Department published the Draft Environmental Impact Report (hereinafter "DEIR") and provided public notice in a newspaper of general circulation of the availability of the DEIR for public review and comment and of the date and time of the Planning Commission public hearing on the DEIR; this notice was mailed to the Department's list of persons requesting such notice.
  - C. Notices of availability of the DEIR and of the date and time of the public hearing were posted near the project site by Department staff on April 27, 2011.

- D. On April 27, 2011, copies of the DEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the Department's files, to adjacent property owners, and to government agencies, the latter both directly and through the State Clearinghouse.
- E. Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on April 27, 2011.
2. The Commission held a duly advertised public hearing on said DEIR on June 2, 2011 at which opportunity for public comment was given, and public comment was received on the DEIR. The period for acceptance of written comments ended on June 13, 2011.
  3. The Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 47-day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, and corrected errors in the DEIR. This material was presented in a Comments and Responses document, published on October 27, 2011, distributed to the Commission and all parties who commented on the DEIR, and made available to others upon request at the Department.
  4. A Final Environmental Impact Report (hereinafter "FEIR") has been prepared by the Department, consisting of the DEIR, any consultations and comments received during the review process, any additional information that became available, and the Comments and Responses document, all as required by law.
  5. Project EIR files have been made available for review by the Commission and the public. These files are available for public review at the Department at 1650 Mission Street, and are part of the record before the Commission.
  6. On November 10, 2011, the Commission reviewed and considered the FEIR and hereby does find that the contents of said report and the procedures through which the FEIR was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code.
  7. The Planning Commission hereby does find that the FEIR concerning File No. 2005.1004E reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, and that the Comments and Responses document contains no significant revisions to the DEIR, and hereby does CERTIFY THE COMPLETION of said FEIR in compliance with CEQA and the CEQA Guidelines.
  8. The Planning Commission reviewed and considered the information contained in the FEIR prior to approving the Project.
  9. The Commission, in certifying the completion of said FEIR, hereby does find that the project described in the EIR would have the following unavoidable significant environmental impacts that could not be mitigated to a level of non-significance:

- A. An unavoidable significant impact related to transportation and circulation due to unacceptable level of service (LOS) at the Bosworth Street/Diamond Street intersection during the AM and PM peak hours under project and cumulative conditions;
- B. An unavoidable significant impact related to air quality due to construction activities with respect to criteria air pollutant and ozone precursors under project and cumulative conditions; and
- C. An unavoidable significant impact related to air quality due to construction and operational activities that would emit toxic air contaminants (TACs) that would exceed Bay Area Air Quality Management District (BAAQMD) significance thresholds under project and cumulative conditions.

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission at its regular meeting of November 10, 2011.

  
Linda Avery  
Commission Secretary

AYES: Antonini, Borden, Fong, Miguel, Moore  
NOES: None  
ABSENT: Olague  
RECUSED: Suguya  
ADOPTED: November 10, 2011



# SAN FRANCISCO PLANNING DEPARTMENT

## Planning Commission Resolution No. 18491

HEARING DATE NOVEMBER 10, 2011

*Date:* November 10, 2011  
*Case No.:* 2005.1004EMTZ  
*Project Address:* Glen Park Community Plan Area  
*Zoning:* Various  
*Block/Lot:* Various  
*Project Sponsor:* San Francisco Planning Department  
1650 Mission Street, Suite 400  
San Francisco, CA 94103  
*Staff Contact:* Jon Swae – (415) 575-9069  
[jon.swae@sfgov.org](mailto:jon.swae@sfgov.org)

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**ADOPTING ENVIRONMENTAL FINDINGS (AND A STATEMENT OF OVERRIDING CONSIDERATIONS) UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND STATE GUIDELINES IN CONNECTION WITH THE ADOPTION OF THE GLEN PARK COMMUNITY PLAN AND RELATED ACTIONS NECESSARY TO IMPLEMENT SUCH PLANS. THE PLAN AREA HAS THE FOLLOWING GENERAL BOUNDARIES: CHENERY STREET TO THE NORTH; ROANOKE STREET TO THE EAST; SAN JOSE AVENUE AND BOSWORTH STREET TO THE SOUTH; AND ELK STREET TO THE WEST.**

WHEREAS, the Planning Department, the Lead Agency responsible for the implementation of the California Environmental Quality Act ("CEQA") has undertaken a planning and environmental review process for the proposed Glen Park Community Plan ("Area Plan" or "Project") and provided for appropriate public hearings before the Planning Commission.

Whereas, the Planning Department initiated a public planning process in 2002 to create the Glen Park Community Plan. The Plan presents a vision and a set of objectives and policies that recognize Glen Park's unique character and seek to enhance the neighborhood's special quality and function.

Whereas, the Plan's policies generally seek to protect and reinforce the character of the neighborhood commercial district, resolve challenges caused by the area's massive vehicle infrastructure, enhance pedestrian and transit movement, improve the area's mix of open spaces, and restore connections to Glen Canyon Park and surrounding neighborhoods. The Plan recommends modifications to the neighborhood commercial zoning to support a transit-oriented commercial district, identifies streetscape and pedestrian amenities, suggests open space opportunities and encourages review of future development for compatibility with the neighborhood's scale and distinctive character. An accompanying Implementation Program outlines projects, actions, funding opportunities and interagency coordination the City must pursue to implement the Area Plan. Further description of the Area Plan's proposals and recommendations is contained in the Plan document.

Whereas, the Area Plan supports the General Plan's vision of strengthening neighborhood-serving commercial areas; encouraging travel by public transit, walking and bicycling; preserving historic buildings; and providing and improving open space, streets and transportation in the Plan Area.

Whereas, the Plan proposes one new zoning district in the area of San Francisco generally located in south central San Francisco as described in the preamble, including the following: Glen Park Neighborhood Commercial Transit District.

Whereas, the above-mentioned use district would eliminate the existing density cap and minimum parking requirement as described in detail in the *Glen Park Community Plan Initiation Package*, dated October 20, 2011, transmitted to the Planning Commission and made available to the general public on October 6, 2011. This use district would replace the existing Neighborhood Commercial District within the Project Area.

Whereas, the Planning Commission will consider—in conjunction with the proposed new use district—adoption of General Plan amendments, including new and/or amended goals, objectives, and policies as part of the Glen Park Community Plan; Planning Code amendments; and Zoning Map amendments and other applicable changes.

Whereas, the actions listed in Attachment A hereto ("Actions") are part of a series of considerations in connection with the adoption of the Glen Park Community Plan ("Project"), as more particularly described in Attachment A hereto.

Whereas, the Planning Department determined that an Environmental Impact Report ("EIR") was required for the proposed Glen Park Community Plan, and provided public notice of that determination by publication in a newspaper of general circulation on July 1, 2009.

Whereas, the Planning Department on April 27, 2011 published the Draft Environmental Impact Report ("DEIR"). The DEIR was circulated for public review in accordance with the California Environmental Quality Act, California Public Resources Code section 21000 *et seq.* ("CEQA"), the State CEQA Guidelines, 14 California Code of Regulations, Section 15000 *et seq.*, ("CEQA Guidelines"), and Chapter 31 of the San Francisco Administrative Code ("Chapter 31"). The Planning Commission held a public hearing on the DEIR on June 2, 2011.

Whereas, the Planning Department prepared responses to comments on the DEIR and published the Comments and Responses document on October 27, 2011, which together with the DEIR, background studies and materials, and additional information that became available, constitute the Final Environmental Impact Report ("FEIR").

Whereas, the Planning Commission, on November 10, 2011, by Motion No. 18490, reviewed and considered the FEIR and found that the contents of said report and the procedures through which the FEIR was prepared, publicized, and reviewed complied with the provisions of CEQA, the CEQA Guidelines, and Chapter 31.

Whereas, the Planning Commission by Motion No. 18490, also certified the FEIR and found that the FEIR was adequate, accurate, and objective, reflected the independent judgment of the Planning Commission

and that the Comments and Responses document contains no significant revisions to the DEIR that would have required recirculation under CEQA Guidelines Section 15088.5, and adopted findings of significant impacts associated with the Project and certified the completion of the FEIR for the Project in compliance with CEQA and the CEQA Guidelines.

Whereas, the Planning Department prepared proposed Findings, as required by CEQA, regarding the alternatives, mitigation measures, and significant environmental impacts analyzed in the FEIR and overriding considerations for approving the Project, including all of the actions listed in Attachment A hereto, and a proposed mitigation monitoring and reporting program, attached as Exhibit 1 to Attachment A, which material was made available to the public and this Planning Commission for the Planning Commission's review, consideration, and actions.

**THEREFORE BE IT RESOLVED**, that the Planning Commission has reviewed and considered the FEIR and the actions associated with the Glen Park Community Plan and hereby adopts the Project Findings attached hereto as Attachment A including a statement of overriding considerations, and the Mitigation Monitoring and Reporting Program.

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission at its regular meeting of November 10, 2011.

Linda Avery  
Commission Secretary

AYES: Miguel, Borden, Antonini, Fong, Moore  
NOES: None  
ABSENT: Olague  
RECUSED: Sugaya  
ADOPTED: November 10, 2011



**ATTACHMENT A**  
**GLEN PARK COMMUNITY PLAN**  
**CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS:**  
**FINDINGS OF FACT, EVALUATION OF MITIGATION MEASURES AND**  
**ALTERNATIVES, AND STATEMENT OF OVERRIDING CONSIDERATIONS**  
**SAN FRANCISCO PLANNING COMMISSION**

In determining to approve the proposed Glen Park Community Plan and related approval actions (the Project), the San Francisco Planning Commission (Planning Commission or Commission) makes and adopts the following findings of fact and statement of overriding considerations and adopts the following recommendations regarding mitigation measures and alternatives based on substantial evidence in the whole record of this proceeding and under the California Environmental Quality Act, California Public Resources Code Sections 21000 et seq. (CEQA), particularly Sections 21081 and 21081.5, the Guidelines for Implementation of CEQA, 14 California Code of Regulations Sections 15000 et seq. (CEQA Guidelines), particularly Sections 15091 through 15093, and Chapter 31 of the San Francisco Administration Code.

**I. Introduction**

This document is organized as follows:

**Section I** provides a description of the proposed Project, the environmental review process for the project, the Planning Commission actions to be taken, and the location of records;

**Section II** identifies the impacts found not to be significant that do not require mitigation;

**Section III** identifies potentially significant impacts that can be avoided or reduced to less-than-significant levels through mitigation;

**Section IV** identifies significant impacts that cannot be avoided or reduced to less-than-significant levels;

**Section V** discusses why a subsequent or supplemental environmental impact report (EIR) is not required;

**Section VI** evaluates the different project alternatives and the economic, legal, social, technological, and other considerations that support the rejection of the alternatives analyzed; and

**Section VII** presents a statement of overriding considerations setting forth specific reasons in support of the Planning Commission's actions and its rejection of the Alternatives not incorporated into the Project.

Attached to these findings as **Exhibit 1** is the Mitigation Monitoring and Reporting Program (MMRP) for the mitigation measures that have been proposed for adoption. The Mitigation Monitoring and Reporting Program is required by CEQA Section 21081.6 and CEQA Guidelines Section 15091. It provides a table setting forth each mitigation measure listed in the Final EIR that is required to reduce or avoid a significant adverse impact. **Exhibit 1** also specifies the

**EXHIBIT 1**  
**GLEN PARK COMMUNITY PLAN**  
**MITIGATION MONITORING AND REPORTING PROGRAM**

# GLEN PARK COMMUNITY PLAN MITIGATION MONITORING AND REPORTING PROGRAM

## MITIGATION MEASURES

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
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### CULTURAL and PALEONTOLOGICAL RESOURCES

#### *Mitigation Measure M-CP-1: Verification of Compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.*

<p>San Francisco Municipal Transportation Agency (SFMTA), in cooperation with BART and any other agency that may have jurisdiction, will prepare materials describing and depicting the widening of Diamond Street variant, pedestrian connectivity improvements, BART Station plaza improvements, and bus loop improvement at the BART Station, including but not limited to plans, drawings, and photographs of existing conditions. Prepared materials will be submitted to the Planning Department for review by staff who meet the Secretary of Interior's professional qualification standards. Such staff will review and the Historic Preservation Commission shall approve the project for compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties. If any aspect of the design of the widening of Diamond Street variant, pedestrian connectivity improvements, BART Station plaza improvements, or bus loop improvement at the BART Station is determined to be inconsistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties, SFMTA, BART, and any other agency that may have jurisdiction shall pursue and implement a redesign of those elements, consistent with the goals and objectives of the project, such that consistency with the standards is achieved.</p>	<p>SFMTA, BART, and any other agency that may have jurisdiction over construction/development of pedestrian and transit connections to the Glen Park BART Station; Planning Department; Historic Preservation Commission.</p>	<p>Prior to any demolition or construction activities.</p>	<p>SFMTA, BART, and any other applicable agency shall prepare materials describing and depicting the widening of Diamond Street variant, pedestrian connectivity improvements, BART Station plaza improvements, and bus loop improvement at the BART Station and shall submit those materials to the Planning Department. Planning Department staff who meet the Secretary of the Interior's professional qualification standards shall review the project for compliance with the Secretary of the Interior's Standards and approve the project if it complies. The Historic Preservation Commission shall review</p>	<p>SFMTA, BART, and other agencies with jurisdiction over construction/development of pedestrian and transit connections to the Glen Park BART Station; Planning Department.</p>	<p>Prior to any demolition or construction activities.</p>
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**MITIGATION MEASURES**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
			<p>the project for compliance with the Standards and approve the project if it complies.</p> <p>If any aspect of the project design is determined to be inconsistent with the Standards, SFMTA, BART, and any other applicable agency shall pursue and implement a redesign of those elements, consistent with the goals and objectives of the project, such that consistency with the standards is achieved.</p> <p>Entities responsible for implementation shall ensure that the contractor follows the approved plans.</p>		

**Mitigation Measure M-CP-2A: Protection of Historic Resources during Construction.**

<p>To protect the Glen Park BART Station from direct or indirect impacts during construction activities (e.g., due to damage from operation of construction equipment, vibration, staging, and material storage), SFMTA, BART, and any other agency that may have jurisdiction shall, prior to any construction activities, including any ground-disturbing work, prepare a plan establishing procedures to protect these resources.</p> <p>SFMTA, BART, and any other agency that may have jurisdiction, shall ensure that the contractor follows this plan while working near these</p>	<p>SFMTA, BART, and any other agency that may have jurisdiction over construction/development of pedestrian and transit connections to the Glen Park BART Station; Architectural historian; Planning Department.</p>	<p>Prior to any construction activities, including any ground disturbing work.</p>	<p>SFMTA, BART, and any other applicable agency shall submit a plan prepared by a qualified architectural historian establishing procedures to protect historical resources to the Planning Department.</p>	<p>SFMTA, BART, and any other agency that may have jurisdiction over construction/development of pedestrian and transit connections to the</p>	<p>Prior to any construction activities, including any ground disturbing work.</p>
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**MITIGATION MEASURES**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>resources.</p> <p>The plan shall be prepared by a qualified architectural historian who meets the Secretary of Interior's Professional Qualifications Standards. At a minimum, the plan shall include:</p> <ul style="list-style-type: none"> <li>• A requirement for the placement of perimeter fencing and/or signs around the historical resource to identify it as a sensitive resource;</li> <li>• Guidelines for operation of construction equipment adjacent to the historical resource;</li> <li>• Guidelines for storage of construction materials away from the resource;</li> <li>• Requirements for monitoring and documenting compliance with the plan; and</li> <li>• Education/training of construction workers about the significance of the historical resource around which they would be working.</li> </ul>			<p>Planning Department shall ensure that the plan is prepared by a qualified architectural historian who meets that Secretary of Interior's Professional Qualifications Standards and that the plan contains the items enumerated in the mitigation measure.</p> <p>Entities responsible for implementation shall ensure that the contractor follows the plan.</p>	Glen Park BART Station; Planning Department.	

**Mitigation Measure M-CP-2B: Historic Resource Documentation and Protection.**

<p>Prior to construction, a historic preservation architect and a structural engineer shall undertake an existing condition study of the Glen Park BART Station. The purpose of the study would be to establish the baseline condition of the building and plazas prior to construction. The documentation shall take the form of written descriptions and visual illustrations, including those physical characteristics of the resource that convey its historic significance and that justify its inclusion on, or eligibility for inclusion on, the California Register. The documentation shall be reviewed and approved by the Planning Department.</p> <p>The structural engineer shall make periodic site visits to monitor the condition of the resource, including monitoring of any instruments such as crack gauges. The structural engineer shall consult with the historic preservation architect, to ensure that character-defining features are</p>	<p>SFMTA, BART, and any other agency that may have jurisdiction over construction/development at the Glen Park BART Station; Historic Preservation Architect; Structural Engineer; Planning Department</p>	<p>Prior to construction for existing conditions study; during construction for monitoring.</p>	<p>Existing conditions study of the Glen Park BART Station shall be submitted to the Planning Department.</p> <p>The Planning Department shall review documentation of the existing conditions and approve the documentation if found to be adequate.</p> <p>During construction, the structural engineer shall</p>	<p>SFMTA, BART, and other agencies with jurisdiction over construction/development at the Glen Park BART Station; Planning Department.</p>	<p>Prior to and during construction.</p>
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**MITIGATION MEASURES**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>protected, especially if any problems with character-defining features of the historic resource are discovered. If in the opinion of the structural engineer, in consultation with the historic preservation architect, substantial adverse impacts to the historic resource related to construction activities are found during construction, the monitoring team shall so inform the SFMTA, BART, and any other agency that may have jurisdiction, or designated representative responsible for construction activities. The SFMTA, BART, and any other agency that may have jurisdiction, shall adhere to the monitoring team's recommendations for corrective measures, including halting construction in situations where construction activities would imminently endanger the historic resource. The monitoring team shall prepare site visit reports and submit them for review by the Planning Department. All documentation shall be made available to the public by request.</p>			<p>make periodic site visits to monitor the condition of the resource and prepare site visit reports. If substantial adverse impacts are found during construction, the monitoring team shall inform the entities responsible for implementation and make recommendations for corrective measures. Entities responsible for implementation shall adhere to monitoring team's recommendations.</p>		

**Mitigation Measure M-CP-2C: Verification of Historic Preservation.**

<p>Upon completion of construction activities at the Glen Park BART Station, a qualified architectural historian shall document (e.g., with photographs and other appropriate means) the level of success in meeting the Secretary of the Interior's Standards for the Treatment of Historic Properties and in preserving the character-defining features of the BART Station.</p>	<p>SFMTA, BART, and any other agency that may have jurisdiction over construction/development at the Glen Park BART Station;</p>	<p>Upon completion of construction activities.</p>	<p>Entities responsible for implementation shall ensure repairs occur if any damage has occurred to the Glen Park BART Station during construction.</p>	<p>SFMTA, BART, and any other agency that may have jurisdiction over construction/development at the Glen Park BART Station; Architectural historian.</p>	<p>Upon completion of construction activities.</p>
<p>The SFMTA, BART, and any other agency that may have jurisdiction shall ensure repairs occur if any damage has occurred to the Glen Park BART Station during construction. Repair work shall occur in conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and shall restore the character-defining features in a manner that does not affect the eligibility of the</p>			<p>Architectural historian shall submit a verification report to the Planning Department.</p>	<p>the Glen Park BART Station; Planning Department.</p>	<p>Upon completion of construction activities.</p>

**MITIGATION MEASURES**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
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historic property for the California Register. The architectural historian shall prepare a verification report for review and approval by the Planning Department.

**Mitigation Measure M-CP-3: Accidental Discovery of Archaeological Resources**

<p>The SFMTA, BART, and any other agency that may have jurisdiction shall distribute the Planning Department archaeological resource "ALERT" sheet to the project prime contractor, to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soil-disturbing activities within the project site. Prior to any soil-disturbing activities being undertaken, each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.</p>	<p>SFMTA, BART, and any other agency that may have jurisdiction over construction/development in the Glen Park plan area; Project Sponsor; contractor.</p>	<p>Prior to issuance of any permit for soil-disturbing activities.</p>	<p>Entities responsible for implementation shall distribute Planning Department Archeological Resource "ALERT" sheet to Prime Contractor, subcontractors and utilities firms. Project Sponsor shall provide the ERO with a signed affidavit that copies of the sheet have been distributed.</p>	<p>Project Sponsor, ERO.</p>	<p>Prior to issuance of any permit for soil-disturbing activities.</p>
<p>Should any indication of an archaeological resource be encountered during any soil-disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soil-disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.</p>	<p>Head Foreman and/or Project Sponsor.</p>	<p>During construction.</p>	<p>Soil-disturbing activity shall be suspended.</p>	<p>Project Sponsor, ERO.</p>	<p>Upon discovery of archaeological resource.</p>
<p>If the ERO determines that an archaeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archaeological consultant as provided by the Planning Department's List of Qualified Archeological Consultants. The archaeological consultant shall advise the ERO as to whether the discovery is an archaeological resource, retains sufficient integrity, and is</p>	<p>ERO, Project Sponsor, Archaeological consultant.</p>	<p>During construction.</p>	<p>If ERO determines an archeological resource may be present, Project Sponsor shall retain the services of a qualified archaeological consultant.</p>	<p>Archaeologist, ERO.</p>	<p>Upon discovery of archaeological resource.</p>

**MITIGATION MEASURES**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>of potential scientific/historical/cultural significance. If an archaeological resource is present, the archaeological consultant shall identify and evaluate the archaeological resource. The archaeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.</p>	<p>ERO, Project Sponsor, Archaeological consultant.</p>	<p>During construction.</p>	<p>Archaeologist shall submit documentation to the ERO of the significance of the resource and recommendations to protect the resource if warranted.</p>	<p>Archaeologist, ERO.</p>	<p>After determination by the ERO of appropriate action to be implemented following evaluation of accidental discovery.</p>
<p>Measures might include preservation in situ of the archaeological resource; an archaeological monitoring program; or an archaeological testing program. If an archaeological monitoring program or archaeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archaeological resource is at risk from vandalism, looting, or other damaging actions.</p>	<p>ERO, Project Sponsor, Archaeological consultant.</p>	<p>During construction.</p>	<p>Archaeologist shall submit Draft/Final FARR to ERO.</p>	<p>Archaeologist, ERO.</p>	<p>Following completion of any required archaeological field program.</p>
<p>The project archaeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archaeological resource and describe the archaeological and historical research methods employed in the archaeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archaeological resource shall be provided in a separate removable insert within the final report.</p>	<p>ERO, Project Sponsor.</p>	<p>During construction.</p>	<p>Project Sponsor shall distribute FARR.</p>	<p>ERO.</p>	<p>Following completion of any required archaeological field program.</p>

**MITIGATION MEASURES**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.</p>					
<p><b>Mitigation Measure M-CP-4: Paleontological Resources Monitoring Plan.</b></p>					
<p>If excavation in the plan area is expected to extend into previously undisturbed soil or rock, the SFMTA, BART, and any other agency that may have jurisdiction shall retain the services of a qualified paleontological consultant having expertise in California paleontology to design and implement a monitoring and mitigation program. The program shall include a description of when and where construction monitoring would be required; emergency discovery procedures; sampling and data recovery procedures; procedures for the preparation, identification, analysis, and curation of fossil specimens and data recovered; preconstruction coordination procedures; and procedures for reporting the results of the monitoring program. If potentially important paleontological resources (fossilized invertebrate, vertebrate, plant, or micro-fossil) are encountered during excavation, work shall cease within 25 feet of the feature, the ERO shall be notified, and the paleontologist shall identify and evaluate the significance of the potential resource, documenting the findings in an advisory memorandum to the ERO. If it is determined that avoidance of effect to a significant paleontological resource is not feasible, the paleontologist shall prepare an excavation plan that may include curation of the paleontological resource in a permanent retrieval paleontological research collections facility such as the University of California Museum of Paleontology or California Academy of Sciences. The MEA division of the Planning Department shall receive two copies of a final paleontological excavation and recovery report.</p>	<p>SFMTA, BART, and any other agency that may have jurisdiction over construction/development in the Glen Park plan area; Project Sponsor; Paleontological consultant.</p>	<p>Prior to issuance of any permit for soil-disturbing activities for submittal of monitoring plan; during construction for monitoring plan implementation.</p>	<p>Paleontologist shall design and implement a monitoring and mitigation program, subject to ERO approval.</p>	<p>Paleontologist, ERO.</p>	<p>Prior to and ongoing during construction.</p>

**MITIGATION MEASURES**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Paleontological monitoring and/or data recovery programs required by this measure could suspend construction for a maximum of four weeks. At the direction of the ERO, the suspension of construction could be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant paleontological resource as previously defined.</p>					

**Mitigation Measure M-CP-5: Treatment of Human Remains.**

<p>The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the NAHC who shall appoint a Most Likely Descendant (MLD) (Public Resource Code Section 5097.98). The SFMTA, BART, and any other agency that may have jurisdiction shall direct the archaeological consultant, in coordination with the MLD, to make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines Section 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.</p>	<p>SFMTA, BART, and any other agency that may have jurisdiction over construction/development in the Glen Park plan area; Project Sponsor; contractor.</p>	<p>During construction.</p>	<p>Upon discovery of human remains, Coroner shall be notified immediately. If Coroner determines that the remains are Native American remains, the NAHC shall be notified and efforts to contact MLD shall be made.</p>	<p>Archaeologist, ERO.</p>	<p>In case of accidental discovery.</p>
<p>If MLD contacted, archaeological consultant of the entities responsible for implementation shall seek to reach agreement with MLD for disposition of the human remains and associated or unassociated funerary objects.</p>					

**MITIGATION MEASURES**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
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**TRANSPORTATION**

**Mitigation Measure M-TR-1A: Signal Timing Modifications at the Bosworth Street/Diamond Street Intersection without Transportation Improvements.**

SFMTA shall monitor intersection operations at this location as the plan area builds out. Once the intersection LOS deteriorates to LOS E, SFMTA shall optimize the signal and increase the cycle length from 80 to 90 seconds. This signal timing modification would improve the intersection operations to acceptable conditions (LOS D) during both the weekday AM and PM peak hours under Existing plus Infill Development Conditions, and would therefore reduce this impact to a less-than-significant level. No secondary impacts would occur as a result of this increase in cycle length, because this intersection is not coordinated with an adjacent signalized intersection.

SFMTA shall optimize the signal and increase the cycle length from 85 to 90 seconds.

SFMTA.

As the plan area builds out.

**Mitigation Measure M-TR-1B: Bosworth Street/Diamond Street Intersection Signal Timing Modifications with Transportation Improvements.**

SFMTA shall monitor intersection operations at this location as the plan area builds out and transportation improvements occur. Once the intersection LOS deteriorates to LOS E, if feasible, SFMTA shall re-optimize the signal and increase the cycle length to 140 seconds (compared to 90 seconds as recommended by M-TR-1A if the transportation improvements are not implemented). This measure would improve traffic operations during both the weekday AM and PM peak hours under Project Conditions, but the intersection would continue to operate at unacceptable conditions, and therefore the project's impact at the Bosworth Street/Diamond Street intersection during both AM and PM weekday peak hours would remain significant and unavoidable. A secondary effect of this mitigation, although less than significant, would be that lengthening the cycle would cause pedestrians and vehicles to wait longer before being able to cross and access the intersection. Given the undesirable

SFMTA shall re-optimize the signal and increase the cycle length to 140 seconds.

SFMTA.

As the plan area builds out.

**MITIGATION MEASURES**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>consequences of a signal cycle length increase of this magnitude, SFMTA has expressed strong reservations about the feasibility of this mitigation measure. For this reason, implementation of this mitigation measures is considered uncertain.</p>					
<p><b>Mitigation Measure M-TR-2A: Monterey Boulevard/Circular Avenue/I-280 Ramps Intersection Signal Timing Modifications.</b></p>					
<p>SFMTA shall monitor intersection operations at this location as the potential infill development builds out and transportation improvements occur. Once intersection LOS deteriorates to LOS E, SFMTA shall increase the cycle length to 90 seconds. This signal timing modification would improve the intersection operations to acceptable conditions (LOS D) during the weekday AM peak hour. No secondary impacts would occur as a result of this increase in cycle length, because this intersection is not coordinated with an adjacent signalized intersection.</p>	<p>SFMTA.</p>	<p>During plan buildout, when LOS reaches LOS E.</p>	<p>SFMTA shall increase the cycle length to 90 seconds.</p>	<p>SFMTA.</p>	<p>As the plan area builds out.</p>

**MITIGATION MEASURES**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<b>Mitigation Measure M-TR-12A: Construction Transportation Management Plan.</b>					
In the event that two or more major proposed transportation improvements (specifically the bus loop, roundabout, or widening of the northbound approach of Diamond Street) are constructed simultaneously, SFMTA, BART, and any other agency that may have jurisdiction over transportation construction/development in the Glen Park plan area, Project Sponsor.	SFMTA, BART, and any other agency that may have jurisdiction over transportation construction/development in the Glen Park plan area, Project Sponsor.	During plan buildout, if two or more major proposed transportation improvements are constructed simultaneously.	Entities responsible for implementation shall develop and implement a Construction Transportation Management Plan (TMP). The TMP shall be submitted to SFMTA Traffic Engineering Division and the Department of Public Works.	SFMTA, BART, Department of Public Works.	As the plan area builds out.
In the event that two or more major proposed transportation improvements (specifically the bus loop, roundabout, or widening of the northbound approach of Diamond Street) are constructed simultaneously, SFMTA, BART, and any other agency that may have jurisdiction over transportation construction/development in the Glen Park plan area, Project Sponsor.	SFMTA, BART, and any other agency that may have jurisdiction over transportation construction/development in the Glen Park plan area, Project Sponsor.	During plan buildout, if two or more major proposed transportation improvements are constructed simultaneously.	Entities responsible for implementation shall develop and implement a Construction Transportation Management Plan (TMP). The TMP shall be submitted to SFMTA Traffic Engineering Division and the Department of Public Works.	SFMTA, BART, Department of Public Works.	As the plan area builds out.

**Mitigation Measure M-C-TR-13B: Bosworth Street/Diamond Street Intersection Signal Timing Modifications.**

MTA shall monitor intersection operations at this location as the plan area infill development and transportation improvements occur. Once the transportation improvements are complete and/or the intersection LOS deteriorates to LOS E, if feasible, SFMTA shall re-optimize the signal and increase the cycle length to 150 seconds. This measure would be expected to improve traffic operations during both the weekday AM and PM peak hours under 2030 Cumulative plus Project Conditions, but the intersection would likely continue to operate at unacceptable conditions, and therefore the project's impact at the Bosworth Street/Diamond Street intersection during both AM and PM weekday peak hours would remain significant and unavoidable. A secondary effect of this mitigation, although less than significant, would be that lengthening the cycle would cause	SFMTA.	During plan buildout, when LOS reaches LOS E.	SFMTA shall increase the cycle length to 150 seconds.	SFMTA.	As the plan area builds out.
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**MITIGATION MEASURES**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
pedestrians and vehicles to wait longer before being able to cross and access the intersection. Given the undesirable consequences of a signal cycle length increase of this magnitude, SFMTA has expressed strong reservations about the feasibility of this mitigation measure. For this reason, implementation of this mitigation measures is considered uncertain.					

**NOISE**

**Mitigation Measure M-NO-4: BART Infill Site Vibration Assessment**

<p>Prior to the submittal of a building permit application for the infill site, BART, BART or BART's developer shall obtain a qualified vibration consultant to complete a site-specific vibration assessment. The vibration assessment shall measure the vibration levels at the existing BART parking lot within 200 feet of the underground BART alignment. If vibration levels exceed the FTA 72 VdB criteria for "frequent" vibration events impacting a residential use (i.e., more than 70 vibration events from the same source per day, which is typical of most rail rapid transit vibration sources), the vibration assessment shall recommend measures to reduce vibration levels to 72 VdB or less. Examples of such measures that have been very successfully used, separately or in combination, to avoid vibration impacts to other residential projects located near rail transit vibration sources include:</p> <ul style="list-style-type: none"> <li>• Building Foundation Mats – the use of increased mass in the foundation of the building to increase the effective vibration reduction that occurs at the boundary between the soil and the building foundation structure.</li> <li>• Vibration Isolation – after provision of a break or gap in the structure between the first floor concrete slab and the top of the basement walls/columns, isolation would be achieved by placing rubber pads between the top of the basement</li> </ul>	<p>BART</p>	<p>Prior to the submittal of a building permit application for the vibration assessment; prior to occupancy for implementation of the measures; post-construction for the verification of the measures' effectiveness.</p>	<p>BART or BART's developer shall complete a site-specific vibration assessment. If the vibration levels exceed FTA criteria for frequent vibration events, the assessment shall include recommended vibration reduction measures for incorporation into the design and construction of the proposed project. BART or BART's developer shall provide evidence to the ERO that the measures have been implemented. Following occupancy, the measures' effectiveness shall be verified by vibration monitoring</p>	<p>BART, Planning Department.</p>	<p>Prior to and after construction of the proposed infill project.</p>
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**MITIGATION MEASURES**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
walls/columns and the first floor structure.			measurements after construction.		
Recommended vibration reduction measures provided by the site-specific assessment shall be incorporated into the design and construction of the proposed infill development project and their effectiveness shall be verified by vibration monitoring measurements after construction. BART or BART's developer shall provide the Environmental Review Officer (ERO) documentation demonstrating compliance with this measure for review and approval once construction has been completed, but prior to occupancy of the building(s).					

**AIR QUALITY**

**Mitigation Measure M-AQ-3A: Construction Vehicle Emissions Minimization.**

To reduce the potential health risk resulting from project construction activities, the project sponsor shall include in contract specifications a requirement for the following measures:

- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes;
- The project shall develop a construction plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NOX reduction and 45 percent PM reduction compared to the most recent ARB fleet average (as specified in California Code of Regulations Article 4.8, Section 2449 General Requirements for In-Use Off-Road Diesel-Fueled Fleets). Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit

Project Sponsor shall design a construction plan with measures to reduce construction vehicle emissions and include ensure that these measures are incorporated into the contract specifications.	Project Sponsor, ERO.	Prior to construction activities.	Prior to construction activities.		Prior to construction.
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**MITIGATION MEASURES**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available;</p> <ul style="list-style-type: none"> <li>• All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NOx and PM;</li> <li>• Use of Interim Tier 4 or equivalent equipment for all uses where such equipment is available;</li> <li>• Use of Tier 3 equipment with Best Available Control Technology (BACT) or alternative fuel vehicles for applications where Tier 4 Interim engines are not available; and</li> <li>• Prohibition of diesel generators for construction purposes where feasible alternative sources of power are available.</li> </ul>					

**Mitigation Measure M-AQ-3B Construction Phasing.**

<p>Prior to construction of development at the infill sites, any transportation improvements, or any open space improvements, the project sponsor shall coordinate with the Planning Department to determine: (1) whether any concurrent construction activities identified in the 2010 Community Plan is occurring, (2) whether concurrent construction activities could exceed the BAAQMD's criteria air pollutant thresholds, and (3) whether project phasing could reduce criteria air pollutant to below BAAQMD's significance thresholds. The Planning Department may require additional criteria air pollutant analysis that includes implementation of the mitigation measures described in M-AQ-3A or more refined construction details.</p>	<p>Project Sponsor, Planning Department.</p>	<p>Prior to construction activities.</p>	<p>The Planning Department shall review any concurrent construction activities identified in the 2010 Community Plan, and determine whether the construction activities could exceed the BAAQMD's criteria air pollutant thresholds, and whether project phasing could reduce criteria air pollutant to below BAAQMD's significance thresholds.</p>	<p>Project Sponsor, Planning Department.</p>	<p>Prior to construction activities.</p>
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**MITIGATION MEASURES**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p><b>Mitigation Measure M-AQ-7 Health Risk Review for Future Sensitive Receptors.</b></p> <p>To reduce the potential health risk to new sensitive receptors within the plan area, new residential or open space development proposed under the 2010 Community Plan that is within 500 feet of Bosworth Street, San Jose Avenue, or I-280 shall, as part of its CEQA review, include an analysis of toxic air contaminants, including PM2.5, diesel particulate matter (DPM), and total organic gases (TOGs), and shall, if warranted based on the results, develop a plan to minimize exposure of future sensitive receptors to TACs (which includes PM2.5, DPM, and TOGs). The analysis shall employ either site-specific modeling of TAC concentrations or BAAQMD methodology to determine whether the average annual concentration of PM2.5 from the roadway sources within 500 feet would exceed the threshold, or action level of 0.3 µg/m3, or if the TAC exposure of PM2.5, DPM, and TOGs would result in an increased cancer risk greater than 10 in a million or a hazard index greater than 1.0.</p> <p>The health risk analysis shall be submitted to the Planning Department and shall identify measures to reduce exposure of new sensitive receptors in the plan area. These measures may include redesigning the project site plan to provide greater separation between the sensitive receptors and pollutant sources; installation of a filtered air supply system for residential uses, or placement of air intakes for the ventilation system at greater horizontal and/or vertical distances from pollutant sources.</p>	<p>Project Sponsor, Planning Department.</p>	<p>Prior to residential or open space development.</p>	<p>CEQA review for future sensitive projects within 500 feet of Bosworth Street, San Jose Avenue, or I-280 shall include an analysis of toxic air contaminants.</p> <p>The health risk analysis shall be submitted to the Planning Department for review.</p>	<p>Project Sponsor, Planning Department.</p>	<p>As part of CEQA review for future projects.</p>

**BIOLOGICAL RESOURCES (the following measure is from the Initial Study prepared for the Community Plan)**

**Mitigation Measure M-BI-1: Pre-Construction Nesting Bird Survey.**

<p>Any construction pursuant to the Community Plan, including development of the infill sites, transportation improvements, and creek daylighting, shall avoid the February 1 through August 31 bird</p>	<p>SFMTA, BART, and any other agency that may have jurisdiction over</p>	<p>Prior to construction.</p>	<p>Project Sponsor shall avoid construction during the bird nesting period.</p>	<p>Planning Department, wildlife biologist.</p>	<p>Prior to construction.</p>
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**MITIGATION MEASURES**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>nesting period to the extent feasible. If it is not feasible to avoid the nesting period, a survey for nesting birds shall be conducted by a qualified wildlife biologist no earlier than 14 days prior to the construction. The area surveyed shall include all clearing/construction areas, as well as areas within 150 feet of the boundaries of these areas, or as otherwise determined by the biologist. In the event that an active nest is discovered, clearing/construction shall be postponed within 1 foot of the nest until a wildlife biologist has determined the nesting avian species and consulted on further measures with the California Department of Fish and Game. If the avian species present is protected under the MBTA, further mitigation could entail postponement of clearing or construction activities within 150 feet of the active nest until the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts. If the avian species is not protected under the Migratory Bird Treaty Act (MBTA), no further action is required and construction activities may proceed.</p>	<p>construction/ development in the Glen Park plan area; Project Sponsor.</p>		<p>If not feasible to avoid the bird nesting period, Project Sponsor shall retain qualified wildlife biologist to perform preconstruction survey.  If active nests are detected, Project Sponsor shall comply with recommendations of the wildlife biologist and possibly the California Department of Fish and Game.</p>		

**HYDROLOGY AND WATER QUALITY (the following measure is from the Initial Study prepared for the Community Plan)**

**Mitigation Measure M-HY-1 Daylighted Streambed and Bank Stabilization.**

<p>Prior to daylighting Islais Creek, the San Francisco Public Utilities Commission shall prepare a Hydraulics and Hydrology Study to determine the expected flow rates for the daylighted creek, for up to the 200-year storm event. The daylighted portion shall be designed by a qualified engineer, erosion control the highest expected flow-through rate without causing or contributing to bed or bank erosion. This can be accomplished by off-site detention of peak flows, by-passing peak flow rates in excess of stable velocity, channel configuration (e.g., longitudinal slope, side slopes, check dams, and others) to reduce flow rates, and bed and bank stabilizing structures. It is recommended that bio-engineering processes be maximized and</p>	<p>San Francisco Public Utilities Commission.</p>	<p>Prior to daylighting Islais Creek.</p>	<p>A qualified engineer shall prepare a Hydraulics and Hydrology Study that contains expected flow rates and recommendations to reduce erosion and maintain bank and bed stabilization.  Recommendations shall be incorporated into the</p>	<p>Planning Department, qualified engineer.</p>	<p>Prior to construction at Islais Creek.</p>
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**MITIGATION MEASURES**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
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that hard engineering structures, if used, be vegetated (e.g., vegetated gabion, riprap, GEOWEB™, or geogrid structures) to comply with other design principles.

**HAZARDS AND HAZARDOUS MATERIALS (the following measure is from the Initial Study prepared for the Community Plan)**

**Mitigation Measure M-HZ-1 Hazardous Building Materials.**

The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing PCBs or Di-Ethylhexyl Phthalate (DEPH), such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, State, and local laws prior to the start of demolition, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during construction, shall be abated according to applicable federal, State, and local laws.

Prior to project approval, City shall ensure hazardous building components are removed and other hazardous materials shall be abated according to applicable laws, before or during construction.

As plan build outs.

Project Sponsor, Planning Department.

As plan builds out.



# SAN FRANCISCO PLANNING DEPARTMENT

## Planning Commission Resolution No. 18493 HEARING DATE NOVEMBER 10, 2011

*Date:* November 10, 2011  
*Case No.:* 2005.1004EMTZ  
*Project Address:* Glen Park Community Plan Area  
*Zoning:* Various  
*Block/Lot:* Various  
*Project Sponsor:* San Francisco Planning Department  
1650 Mission Street, Suite 400  
San Francisco, CA 94103  
*Staff Contact:* Jon Swae – (415) 575-9069  
[jon.swae@sfgov.org](mailto:jon.swae@sfgov.org)

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WHEREAS, Section 4.105 of the City and County of San Francisco Charter mandates that the Planning Commission shall periodically recommend amendments to the Planning Code to the Board of Supervisors; and

The San Francisco Planning Department is proposing to amend the Planning Code, including the Zoning Map, to implement the Glen Park Community Plan and to bring the Planning Code regulations governing this area into consistency with the Glen Park Community Plan ("the Plan".)

In 2002, the Planning Department initiated a public planning process to create *the Glen Park Community Plan*. The Plan presents a vision and a set of objectives and policies that recognize Glen Park's unique character and seek to enhance the neighborhood's special quality and function.

The Plan's policies generally seek to protect and reinforce the character of the neighborhood commercial district, resolve challenges caused by the area's massive vehicle infrastructure, enhance pedestrian and transit movement, improve the area's mix of open spaces, and restore connections to Glen Canyon Park and surrounding neighborhoods. The Plan recommends modifications to the neighborhood commercial zoning to support a transit-oriented commercial district, identifies streetscape and pedestrian amenities, suggests open space opportunities and encourages review of future development for compatibility with the neighborhood's scale and distinctive character. An accompanying Implementation Program outlines projects, actions, funding opportunities and interagency coordination the City must pursue to implement the Area Plan. Further description of the Area Plan's proposals and recommendations is contained in the Plan document.

The Planning Commission proposes to amend the General Plan, adding the Glen Park Community Plan as a new area plan, and making related amendment to the General Plan. The Planning Code governs permitted land uses and planning standards in the area. Thus, conforming amendments to the Planning Code are required in order to implement the Plan.

An ordinance, incorporated for reference, has been drafted in order to make revisions to the Planning Code necessary to implement the proposed "Glen Park Area Plan" and its related documents. This ordinance adds Planning Code section 738.1 – The Glen Park Neighborhood Commercial Transit District, and amends Planning Code sections 121.1, 121.2, 124, 134, 135, 145.4, 151.1, 155, 201, 263.20, 607.1, 702.1 to implement the Glen Park Area Plan. The City Attorney's Office has reviewed the draft ordinance and approved it as to form.

Prior to considering the relevant amendments to the Planning Code, and related General Plan and Zoning Map amendments on November 10, 2011, the Planning Commission adopted Motion No. 18490. In that action, the Commission certified the Glen Park Community Plan Environmental Impact Report. The Planning Commission also adopted Motion No. 18491, adopting California Environmental Quality Act Findings related to the Glen Park Community Plan. Said motions are incorporated herein by reference.

**NOW THEREFORE BE IT RESOLVED**, the Commission adopts the CEQA findings in Commission Motion No. 18491;

**NOW, THEREFORE BE IT RESOLVED**, That pursuant to Planning Code Section 302 (b), the Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require the approval of the proposed Planning Code amendments;

**NOW, THEREFORE BE IT RESOLVED**, The Planning Commission finds that the Planning Code Amendments are, on balance, in conformity with the eight Priority Policies of the Planning Code Section 101.1 and with the General Plan as proposed to be amended for the reasons set forth in Planning Commission Resolution No. 18492 which accompanies this Resolution, and incorporates said findings herein by reference.

**AND BE IT FURTHER RESOLVED**, That the Planning Commission wishes to adopt amendments to the Planning Code, including but not limited to those related to land use, density, and parking. Proposed Planning Code Amendments are contained in the draft ordinance approved as to form by the City Attorney in the *Glen Park Community Plan Initiation Package*, date October 20, 2011. The Commission also recommends this legislation to the Board of Supervisors;

**AND BE IT FURTHER RESOLVED**, that the Planning Commission specifically authorizes the following additional changes to the Planning Code Amendments legislation and directs staff to work with the City Attorney's Office to prepare a new version of the Planning Code Amendment legislation to reflect these changes and submit the new version to the Board of Supervisors for its consideration: 1) add technical changes to address typographical errors, insert Planning Code language adopted prior to approval, and similar technical changes; 2) revise the Planning Code amendments to reflect the Commission's action on

**Resolution 18493**  
**November 10, 2011**

**CASE NO. 2005.1004EMTZ**  
**GLEN PARK COMMUNITY PLAN**

the Glen Park Community Plan Planning Code Amendments; 3) incorporate any additional changes that the Planning Commission specifically identifies as part of its approval action on November 10, 2011;

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission on November 10, 2011.

Linda Avery  
Commission Secretary

AYES: Miguel, Borden, Antonini, Fong, Moore, Sugaya  
NOES: None  
ABSENT: Olague  
ADOPTED: November 10, 2011

BOARD of SUPERVISORS



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1 Dr. Carlton B. Goodlett Place, Room 244  
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## NOTICE OF PUBLIC HEARING

### BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO LAND USE & ECONOMIC DEVELOPMENT COMMITTEE

NOTICE IS HEREBY GIVEN THAT the Land Use and Economic Development Committee will hold a public hearing to consider the following proposal and said public hearing will be held as follows, at which time all interested parties may attend and be heard:

**Date:** Monday, January 30, 2012  
**Time:** 1:00 p.m.  
**Location:** Committee Room 263 located at City Hall  
1 Dr. Carlton B. Goodlett Place, San Francisco, CA  
**Subject:** Glen Park Area Plan

**File No. 111305.** Ordinance amending the San Francisco Planning Code by: 1) adding and amending various sections to implement the Glen Park Area Plan, bounded generally by Chenery Street to the north, Roanoke Street to the east, San Jose Avenue and Bosworth Street to the south, and Elk Street to the west; 2) creating a new Section 738.1, establishing zoning controls for the Glen Park Neighborhood Commercial Transit district; and 3) making findings, including environmental findings and findings of consistency with General Plan and with the Priority Policies of Planning Code Section 101.1.

**File No. 111306.** Ordinance amending the City and County of San Francisco Zoning Map Sheets ZN11 and HT11 to: 1) create a new zoning district, and amend height and bulk districts within the Glen Park Area Plan, as proposed in the Glen Park Community Plan; and 2) making environmental findings and findings of consistency with the General Plan and the Priority Policies of Planning Code Section 101.1.

**File No. 111307.** Ordinance amending the San Francisco General Plan by adding the Glen Park Area Plan; and making findings, including environmental findings and findings of consistency with the General Plan and the Priority Policies of Planning Code Section 101.1.

In accordance with Section 67.7-1 of the San Francisco Administrative Code, persons who are unable to attend the hearing on these matters may submit written comments to the City prior to the time the hearing begins. These comments will be made a part of the official public records in these matters, and shall be brought to the attention of the Members of the Committee. Written comments should be addressed to Angela Calvillo, Clerk of the Board, Room 244, City Hall, 1 Dr. Carlton Goodlett Place, San Francisco, 94102. Information relating to this matter is available in the Office of the Clerk of the Board and agenda information relating to this matter will be available for public review on Friday, January 27, 2012.

  
Angela Calvillo, Clerk of the Board