File No. 180914 Committee Item No. 2
Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS

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Completed by: Erica Major **Date** October 19, 2018
Completed by: Erica Major **Date** _____

FILE NO. 180914 SUBSTITUTED 10/16/18 ORDINANCE NO.

[Planning Code - Modifying Better Streets Plan Requirements and Curb Cut Restrictions]

Ordinance amending the Planning Code to add new standard required streetscape improvements under the Better Streets Plan; modifying the triggers that would require project sponsors to construct streetscape improvements in the public right-of-way; clarifying the recommended sidewalk width for street types; expanding curb cut restrictions for off-street parking and loading to nearly all zoning districts and certain designated streets, including those on the Citywide Transit Network and any officially adopted bicycle routes or lanes, and requiring a Conditional Use authorization or a Section 309 or 329 exception for new or expanded curb cuts in the applicable areas; adding criteria for the Planning Commission to consider when granting a Conditional Use authorization or an exception as part of a Downtown C-3-O(SD) (Downtown, Office (Special Development)) or large project authorization in mixed-use districts for such curb cuts; prohibiting new curb cuts in bus stops and on Folsom Street between Essex and Second Street; eliminating minimum off-street parking requirements for projects subject to the curb cut restrictions or prohibitions; and making findings under the California Environmental Quality Act, findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1, and findings of public necessity, convenience and welfare under Planning Code, Section 302.

NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.
Additions to Codes are in *single-underline italics Times New Roman font*.
Deletions to Codes are in ~~*strikethrough italics Times New Roman font*~~.
Board amendment additions are in double-underlined Arial font.
Board amendment deletions are in ~~strikethrough Arial font~~.
Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

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

Section 1. Findings, Including CEQA Findings and General Plan Consistency Findings.

(a) The City adopted the Better Streets Plan (or "Plan") in 2010 to establish requirements for the improvement of the public right-of-way associated with development projects. The Plan's aim is to make the public right-of-way safe, accessible, convenient and attractive to pedestrian use and travel by all modes of transportation, consistent with the Transit First policy of the General Plan and Section 98.1 of the Administrative Code.

(b) Since adoption of the Plan, the City has continued to develop policies and initiatives to build better and safer streets, such as the "Vision Zero" policy adopted in 2014, which, through education, enforcement, and design, seeks to make sure our streets safe and livable and eliminate traffic fatalities by 2024.

(c) Consistent with the policy direction enshrined in those initiatives, this Board finds that this ordinance furthers the public welfare by refining the Better Street Plan to better achieve its original goals. Specifically, the Board finds that these amendments adjust the Plan's triggers to more closely reflect the actual impacts of development projects on the public right-of-way, and that they provide additional publicly beneficial streetscape enhancements and more flexibility to City agencies to select the appropriate improvements for each location.

(d) This Board also finds that this ordinance promotes public safety by expanding and strengthening the current conditional use permit requirement for new curb cuts to areas of the City that are heavily used by pedestrians.

(e) In regard to the findings in Subsection (c) and (d) above, the Board finds additional support for these requirements in the Planning Department staff report on this legislation, a copy of which is on file with the Clerk of the Board of Supervisors in File No. 180914 and is incorporated herein by reference.

(f) The Planning Department has determined that the actions contemplated in this ordinance comply with the California Environmental Quality Act (California Public Resources

Code Sections 21000 et seq.). Said determination is on file with the Clerk of the Board of Supervisors in File No. 180914 and is incorporated herein by reference. The Board affirms this determination.

(g) On October 18, 2018, the Planning Commission, in Resolution No. 20319, adopted findings that the actions contemplated in this ordinance are consistent, on balance, with the City's General Plan and eight priority policies of Planning Code Section 101.1. The Board adopts these findings as its own. A copy of said Resolution is on file with the Clerk of the Board of Supervisors in File No. 180914, and is incorporated herein by reference.

(h) Pursuant to Planning Code Section 302, this Board finds that this Planning Code amendment will serve the public necessity, convenience, and welfare for the reasons set forth in Planning Commission Resolution No. 20319 and the Board adopts these findings as its own.

Section 2. The Planning Code is hereby amended by revising Sections 138.1, 150, 155, 161, 209.2, 209.4, 210.1, 210.2, 303, 710-726, 728-734, 750-764, 810-812, to read as follows:

SEC.138.1. STREETSCAPE AND PEDESTRIAN IMPROVEMENTS.

(a) **Purpose.** The purpose of this section is to establish requirements for the improvement of the public right-of-way associated with development projects, such that the public right-of-way may be safe, accessible, convenient and attractive to pedestrian use and travel by all modes of transportation consistent with the San Francisco General Plan, achieve best practices in ecological stormwater management, and provide space for public life and social interaction, in accordance with the City's "Better Streets Policy" (Administrative Code Section 98.1).

(b) **Better Streets Plan.**

(1) The Better Streets Plan, as defined in Administrative Code Section 98.1_(e), shall govern the design, location, and dimensions of all pedestrian and streetscape items in the public right-of-way, including but not limited to those items shown in Table 1. Development projects that propose or are required through this Section to make pedestrian and streetscape improvements to the public right-of-way shall conform with the principles and guidelines for those elements as set forth in the Better Streets Plan to the maximum extent feasible.

(2) Proposed improvements also shall be subject to approval by other City bodies with permitting jurisdiction over such streetscape improvements.

(3) The Department and other City bodies shall take into account a project's scale when determining the appropriate scope of improvements.

Table 1: Pedestrian and Streetscape Elements per the Better Streets Plan

#	***PHYSICAL ELEMENT*** *(1)*	***BETTER STREETS PLAN SECTION***
1	Curb ramps*	5.1
2	Marked crosswalks*	5.1
3	Pedestrian *countdown devices* ~~*priority signal devices and timings*~~	5.1
4	High-visibility crosswalks	5.1
5	Special crosswalk treatments	5.1
6	Restrictions on vehicle turning movements at crosswalks	5.1
7	Removal or reduction of permanent crosswalk closures	5.1

8	Mid-block crosswalks	5.1
9	Raised crosswalks* *(2)*	5.1
10	*Parking restrictions at crosswalks (intersection daylighting)**	*5.1*
~~10~~11	Curb radius guidelines	5.2
~~11~~12	Corner curb extensions or bulb-outs*	5.3
~~12~~13	Extended bulb-outs*	5.3
~~13~~14	Mid-block bulb-outs*	5.3
~~14~~15	Center or side medians	5.4
~~15~~16	Pedestrian refuge islands	5.4
~~16~~17	Transit bulb-outs	5.5
~~17~~18	Transit boarding islands	5.5
~~18~~19	Flexible use of the parking lane	5.6
~~19~~20	Parking lane planters	5.6
~~20~~21	Chicanes	5.7
~~21~~22	Traffic calming circles	5.7
~~22~~23	Modern roundabouts	5.7
~~23~~24	Sidewalk or median pocket parks	5.8
~~24~~25	Reuse of 'pork chops' and excess right-of-way	5.8
~~25~~26	Multi-way boulevard treatments	5.8
~~26~~27	Shared public ways	5.8
~~27~~28	Pedestrian-only streets	5.8
~~28~~29	Public stairs	5.8

~~29~~30	Street trees*	6.1
~~30~~31	Tree basin furnishings*	6.1
~~31~~32	Sidewalk planters*	6.1
~~32~~33	Above-ground landscaping	6.1
~~33~~34	Stormwater management tools*	6.2
~~34~~35	Street and pedestrian lighting*	6.3
~~35~~36	Special paving*	6.4
~~36~~37	Site furnishings*	6.5
~~37~~38	Driveways	6.6
Standard streetscape elements marked with a *. (Requirement varies by street type: see the Better Streets Plan) *(1) The City shall not require physical elements beyond the subject frontage with the exception of raised crosswalks and curb ramps.* *(2) The City shall require raised crosswalks only when the subject right-of-way is 40-feet or less and the crosswalk is installed at a street corner.*		

(c) **Required streetscape and pedestrian improvements.** Development projects shall include streetscape and pedestrian improvements on all publicly accessible right~~s~~-of-way*s* directly fronting the property as follows.

(1) **Street trees.** Project Sponsors shall plant and ~~*maintain*~~*establish* street trees as set forth in Article 16, Sections 805(a) ~~*and (d)*~~ and 806(d) of the Public Works Code.

(2) **Other streetscape and pedestrian elements for large projects.**

(A) **Application.**

(i) In any district, streetscape and pedestrian elements in conformance with the Better Streets Plan shall be required, if ~~*all*~~ the following conditions are

present: ~~*(1) the project is on a lot that (a) is greater than one-half acre in total area, (b) contains 250 feet of total lot frontage on one or more publicly-accessible rights-of-way, or (c) the frontage encompasses the entire block face between the nearest two intersections with any other publicly-accessible rights-of-way, and (2) the project includes (a) new construction or (b) addition of 20% or more of gross floor area to an existing building.*~~

a. The project is on a lot that is greater than one-half acre in total area; or includes more than 50,000 gross square feet of new construction; or contains 150 feet of total lot frontage on one or more publicly-accessible right-of-ways; or its frontage encompasses the entire block face between the nearest two intersections with any other publicly-accessible right-of-way; and

b. The project includes new construction of 10 or more Dwelling Units; or new construction of 10,000 gross square feet or greater of non-residential space; or an addition of 20% or more of Gross Floor Area to an existing building; or a Change of Use of 10,000 gross square feet or greater of a PDR use to a non-PDR use.

(ii) Project sponsors that meet the thresholds of this Subsection shall submit a streetscape plan to the Planning Department showing the location, design, and dimensions of all existing and proposed streetscape elements in the public right-of-way directly adjacent to the fronting property, including street trees, sidewalk landscaping, street lighting, site furnishings, utilities, driveways, and curb lines, and the relation of such elements to proposed new construction and site work on the subject property.

(B) **Standards.**

(i) **Required streetscape elements.** A continuous soil-filled trench parallel to the curb shall connect all street tree basins for those street trees required under the Public Works Code. The trench may be covered only by *P*~~*p*~~ermeable *S*~~*s*~~urfaces as defined in Section 102 of the Planning Code, except at required tree basins, where the soil

must remain uncovered. The Director of Planning, or his or her designee, may modify or waive this requirement where a continuous trench is not possible due to the location of existing utilities, driveways, sub-sidewalk basements, or other pre-existing surface or sub-surface features.

(ii) **Additional streetscape elements.** The Department ~~*shall consider, but need not require, additional streetscape elements for the appropriate street type per Table 1 and the Better Streets Plan,*~~ *may require a project to construct any Standard Streetscape Element listed in Table 1, above,* including benches, bicycle racks, curb ramps, corner curb extensions, *specified bulb-outs,* stormwater facilities, lighting, sidewalk landscaping, special sidewalk paving, and other site furnishings~~*, excepting crosswalks and pedestrian signals*~~.

a. Streetscape elements shall be selected from a City-approved palette of materials and furnishings, where applicable, and shall be subject to approval by all applicable City agencies.

b. Additionally, streetscape elements shall be consistent with the overall character and materials of the district, and shall have a logical transition or termination to the sidewalk and/or roadway adjacent to the fronting property.

(iii) **Sidewalk widening.** The Planning Department, in consultation with other agencies, shall evaluate whether sufficient roadway space is available for sidewalk widening for the entirety or a portion of the fronting public right-of-way in order to meet or exceed the recommended sidewalk widths for the appropriate street type per Table 2 and the Better Streets Plan and/or to provide additional space for pedestrian and streetscape amenities. If it is found that sidewalk widening is feasible and desirable, the Planning Department shall require the owner or developer to install such sidewalk widening as a condition of approval, including all associated utility re-location, drainage, and street and sidewalk paving.

(iv) **Minimum sidewalk width.** New publicly-accessible right~~s~~-of-way*s* proposed as part of development projects shall meet or exceed the recommended sidewalk widths for the appropriate street type per Table 2. Where a consistent front building setback of 3 feet or greater extending for at least an entire block face is provided, the recommended sidewalk width may be reduced by up to 2 feet. *Where a Board of Supervisors adopted streetscape plan or community-based plan recommends a sidewalk width greater than the recommended sidewalk width in Table 2 below, the City may require development projects to meet the greater of the two widths.*

Table 2. Recommended Sidewalk Widths by Street Type

	Street Type (per Better Streets Plan)	***Recommended Sidewalk Width (Minimum required for new streets)***
Commercial	Downtown commercial	~~*See*~~ *For Downtown Commercial Streets that are sited within the* Downtown Streetscape Plan *Area, the recommended sidewalk width shall be the width recommended in the Downtown Streetscape Plan. For Downtown Commercial Streets that are sited outside of the Downtown Streetscape Plan Area, the recommended sidewalk with shall be 15 feet.*
-	Commercial throughway	15~~'~~ *feet*
-	Neighborhood commercial	15~~'~~ *feet*
Residential	Downtown residential	15~~'~~ *feet*
-	Residential throughway	15~~'~~ *feet*
-	Neighborhood residential	12~~'~~ *feet*
Industrial/Mixed-Use	Industrial	10~~'~~ *feet*
-	Mixed-use	15~~'~~ *feet*
Special	Parkway	17~~'~~ *feet*

-	Park edge (multi-use path)	25*'* *feet*
-	Multi-way boulevard	15*'* *feet*
-	Ceremonial	Varies
Small	Alley	9*'* *feet*
-	Shared public way	n/a
-	Paseo	Varies

(C) **Review and approvals.**

(i) The *project sponsor shall submit to the Planning Department the* streetscape plan required by this section ~~*shall be submitted to the Planning Department*~~*with the project's first Development Application as defined in Section 401*~~*no later than 60 days prior to any Department or Planning Commission approval action*~~, and *the Planning Department or Commission* shall ~~*be*~~ consider~~*ed*~~ *it* for approval at the time of other project approval actions. ~~*The Planning Department may require any or all standard streetscape elements for the appropriate street type per Table 1 and the Better Streets Plan, if it finds that these improvements are necessary to meet the goals and objectives of the General Plan of the City and County of San Francisco. In*~~*Prior to* making its determination about required streetscape and pedestrian elements, the Planning Department shall consult with other City agencies tasked with the design, permitting, use, and maintenance of the public right-of-way. *If, after this consultation, any of the affected agencies find that the project sponsor cannot install one or more of the Standard Streetscape Elements due to physical constraints of or other complications related to the site or the public right-of-way surrounding or in the vicinity of the project, then the Department may impose alternative streetscape improvement requirements that provide equivalent or better protection to pedestrians, bicyclists, or transit movement, and/or reduce conflicts among transportation modes. However, such alternative*

improvements shall cost no more than Standard Streetscape Elements that would have been required and shall be approved only after consultation with the affected agencies.

(ii) Final approval by the affected agencies and construction of such streetscape improvements shall be completed prior to the issuance of the first Certificate of Occupancy or temporary Certificate of Occupancy for the project, unless otherwise extended by the Zoning Administrator. Should conditions, policies, or determinations by other City agencies require a change to the streetscape plan after approval of the streetscape plan but prior to commencement of construction of the streetscape improvements the Planning Department shall have the authority to require revision to such streetscape plan. In such case, the Zoning Administrator shall extend the timeframe for completion of such improvements by an appropriate duration as necessary.

(iii) *Should the construction timeline for a development project be shorter than the construction timeline for the associated streetscape improvement, such as for a change-of-use project, the Zoning Administrator may extend the timeframe for completion of such improvements by an appropriate duration as necessary. As a condition of any such extension, the Zoning Administrator can require the project sponsor to post a bond in the amount of such improvement and subject to the terms that the Zoning Administrator deems appropriate.*

(iv) **Waiver.** Any City agency tasked with the design, permitting, use, and maintenance of the public right-of-way, may waive any or all Department required improvements of the streetscape plan as described in this Subsection under that agency's jurisdiction if said agency determines that such improvement or improvements is inappropriate, interferes with utilities to an extent that makes installation financially infeasible, or would negatively affect the public welfare. Any such waiver shall be from the Director or General Manager of the affected agency, shall be in writing to the applicant and the Department, and shall specify the basis for the waiver. Waivers, if any, shall be obtained prior

to commencement of construction of the streetscape improvements unless extenuating circumstances arise during the construction of said improvements. If such a waiver is granted, the Department reserves the right to impose alternative *streetscape improvement* requirements that ~~*are the same as or similar to the elements*~~ *provide equivalent or better protection to pedestrians, bicyclists, or transit movement, and/or reduce conflicts among transportation modes. However, such alternative requirements shall cost no more than element or elements that have been waived* in the adopted streetscape plan *and shall be approved only* after consultation with the affected agenc~~y~~*ies*. This Subsection shall not apply to the waiver of the street tree requirement set forth in Section 138.1(c)(1).

(d) **Neighborhood Streetscape Plans.** In addition to the requirements listed in Subsection 138.1 (c), the Planning Department in coordination with other city agencies, and after a public hearing, may adopt streetscape plans for particular streets, neighborhoods, and districts, containing standards and guidelines to supplement the Better Streets Plan. Development projects in areas listed in this subsection that propose or are required through this section to make pedestrian and streetscape improvements to the public right-of-way shall conform with the standards and guidelines in the applicable neighborhood streetscape plan in addition to those found in the Better Streets Plan.

(1) **Downtown Streetscape Plan.**

(A) In any C-3 District sidewalk paving as set forth in the Downtown Streetscape Plan shall be installed by the applicant under the following conditions:

(i) Any new construction;

(ii) The addition of *Gross F*~~f~~loor *A*~~a~~rea equal to 20 percent or more of an existing building*; or*

(iii) A Change of Use of 10,000 or more gross square feet of PDR use to a non-PDR use.

(B) In accordance with the provisions of Section 309 of the Planning Code governing C-3 Districts, when a permit is granted for any project abutting a public sidewalk in a C-3 District, the Planning Commission may impose additional requirements that the applicant install sidewalk improvements such as benches, bicycle racks, lighting, special paving, seating, landscaping, and sidewalk widening in accordance with the guidelines of the Downtown Streetscape Plan if it finds that these improvements are necessary to meet the goals and objectives of the General Plan of the City and County of San Francisco. In making this determination, the Planning Commission shall consider the level of street as defined in the Downtown Streetscape Plan.

(C) If a sidewalk widening or a pedestrian street improvement is used to meet the open space requirement, it shall conform to the guidelines of Section 138.

(D) The Planning Commission shall determine whether the streetscape improvements required by this Section may be on the same site as the building for which the permit is being sought, or within 900 feet, provided that all streetscape improvements are located entirely within the C-3 District.

(2) **Rincon Hill Streetscape Plan.** In the Rincon Hill Downtown Residential Mixed Use (RH-DTR) and Folsom and Main Residential/Commercial Special Use Districts, the boundaries of which are shown in Section Map No. 1 of the Zoning Map, for all frontages abutting a public sidewalk, the project sponsor is required to install sidewalk widening, street trees, lighting, decorative paving, seating and landscaping in accordance with the approved Streetscape Master Plan of the Rincon Hill Area Plan for: (A) any new construction; or (B) the addition of *Gross Floor Area* equal to 20 percent or more of an existing building, *or (C) a Change of Use of 10,000 or more square feet from a PDR use to a non-PDR use*.

(e) **Additional provisions.**

/ / /

(1) **Maintenance.** Unless otherwise determined, fronting property owners shall maintain all streetscape improvements required by this section, including ~~*street trees,*~~ landscaping, bicycle racks, benches, special paving, and other site furnishings at no public expense per the requirements of *the* Public Works Code ~~*Section 706 (and the Better Streets Plan for*~~ sidewalks and ~~*site*~~ *street* furnishings~~*) and 805 (street trees)*~~, except for *street trees and* standard street lighting from a City-approved palette of street lights and any improvements within the roadway. Conditions intended to assure continued maintenance of the improvements for the actual lifetime of the building giving rise to the streetscape improvement requirement may be imposed as a condition of approval by the Planning Department.

(2) For any streetscape and/or pedestrian improvements installed pursuant to this section, the abutting property owner or owners shall hold harmless the City and County of San Francisco, its officers, agents, and employees, from any damage or injury caused by reason of the design, construction or maintenance of the improvements, and shall require the owner or owners or subsequent owner or owners of the respective property to be solely liable for any damage or loss occasioned by any act. This requirement shall be deemed satisfied if City permits for the improvements include indemnification and hold harmless provisions.

(3) Notwithstanding the provisions of this Section, an applicant shall apply for and obtain all required permits and approvals for changes to the legislated sidewalk widths and street improvements.

(f) **Removal and modification of private encroachments on public rights-of-way.**

(1) **Applicability.** This section shall apply to developments ~~*which*~~*that*:

(A) construct new buildings;

(B) include building alterations which increase the gross square footage of a structure by 20 percent or more;

(C) add off-street parking or loading; or

(D) remove off-street parking or loading.

(2) **Requirements.** As a condition of approval for the applicable developments in subsection (b), the Planning Department may require the project sponsor to:

(A) reduce the number or width of driveway entrances to a lot, to comply with the streetscape requirements of this Code and the protected street frontages of Section 155(r);

(B) remove encroachments onto or over sidewalks and streets that reduce the pedestrian path of travel, or reduce the sidewalk area available for streetscape amenities such as landscaping, street trees and outdoor seating;

(C) remove or reduce in size basements which extend under public rights-of-way.

(3) **Standards.** In instances where such encroachments are removed, the Planning Department shall require that the replacement curbs, sidewalks, street trees, and landscaping shall meet the standards of the Better Streets Plan and of any applicable neighborhood streetscape plans.

SEC. 150. OFF-STREET PARKING AND LOADING REQUIREMENTS.

(a) **General.** This Article 1.5 is intended to assure that off-street parking and loading facilities are provided in amounts and in a manner that will be consistent with the objectives and policies of the San Francisco General Plan, as part of a balanced transportation system that makes suitable provision for walking, cycling, public transit, private vehicles, and the movement of goods. With respect to off-street parking, this Article is intended to require facilities where needed but discourage excessive amounts of automobile parking, to avoid adverse effects upon surrounding areas and uses, and to encourage effective use of walking, cycling, and public transit as alternatives to travel by private automobile. *No off-street parking*

or loading is required on any lot whose sole feasible automobile access is across a protected street frontage identified in Section 155(r).

* * * *

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

* * * *

(r) **Protected Pedestrian-, Cycling-, and Transit-Oriented Street Frontages.** In order to preserve the pedestrian character of certain ~~*downtown and neighborhood commercial*~~ districts and to minimize delays to transit service, regulation of garage entries, driveways, or other vehicular access to off-street parking or loading *via curb cuts* ~~*(except for the creation of new publicly-accessible Streets and Alleys)*~~ on development lots, *as defined in Section 145,* shall ~~*be as follows*~~*occur* on the ~~*following*~~ Street frontages~~:~~ *listed below. These limitations do not apply to the creation of new publicly-accessible Streets and Alleys. Any lot whose sole feasible vehicular access is via a protected street frontage described in this subsection (r) shall be exempted from any off-street parking or loading requirement found elsewhere in this Code.*

(1) Folsom Street, from ~~*Essex*~~*Second* Street to ~~*t*~~*T*he Embarcadero, not permitted except as set forth in Section 827.

(2) Not permitted:

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

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

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

/ / /

(D) Mission Street from The Embarcadero to Annie Street and from 10th Street to Division Street,

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

(F) Embarcadero in the DTR Districts,

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

(H) Valencia Street between 15th and 23rd Streets in the Valencia Street NCT District,

(I) Mission Street for the entirety of the Mission Street NCT District,

(J) 24th Street for the entirety of the 24th Street-Mission NCT,

(K) 16th Street between Guerrero and Capp Streets within the Valencia Street NCT and Mission Street NCT Districts,

(L) 16th Street between Kansas and Mississippi Streets in the UMU and PDR-1-D Districts,

(M) 6th Street for its entirety within the SoMa NCT District,

(N) 3rd Street, in the UMU districts for 100 feet north and south of Mariposa and 100 feet north and south of 20th Streets, and 4th Street between Bryant and Townsend in the SLI and MUO District,

(O) Ocean Avenue within the Ocean Avenue NCT District,

(P) Geneva Avenue from I-280 to San Jose Avenue within the NCT-2 District,

(Q) Columbus Avenue between Washington and North Point Streets,

(R) Broadway from the Embarcadero on the east to Polk Street on the west, ~~and~~

(S) All alleyways in the Chinatown Mixed Use Districts,

(T) Diamond Street within the Glen Park NCT District,

(U) Chenery Street within the Glen Park NCT District,

(V) Natoma Street from 300 feet westerly of 1st Street to 2nd Street,

(W) Ecker Alley in its entirety,

(X) Shaw Alley in its entirety,

(Y) 2nd Street from Market to Folsom Streets,

(Z) Destination Alleyways, as designated in the Downtown Streetscape Plan,

(AA) The western (inland) side of the Embarcadero between Townsend and Jefferson Streets,

(BB) Post Street, on the north side from Webster Street to Laguna Street and on the south side from Fillmore Street to Webster Street,

(CC) Buchanan Street from Post Street to Sutter Street,

(DD) Grant Avenue between Columbus Avenue and Filbert Street,

(EE) Green Street between Grant Avenue and Columbus/Stockton,

(FF) All Alleys within the North Beach NCD and the Telegraph Hill-North Beach Residential SUD~~,~~

(GG) Polk Street between Filbert Street and Golden Gate Avenue,

(HH) California Street between Van Ness Avenue and Hyde Street,

(II) Hyde Street between California Street and Pine Street,

(JJ) Broadway between Van Ness Avenue and Larkin Street,

(KK) Bush Street between Van Ness Avenue and Larkin Street,~~ and~~

(LL) Pine Street between Van Ness Avenue and Larkin Street~~.~~*, and*

(MM) No curb cut shall be permitted that directly fronts an adjacent on-street striped bus stop (e.g., bus stop zones with striping or red curb) that has been approved by the San

Francisco Municipal Transportation Agency (SFMTA) Board of Directors, transit bulb-out as defined in the Better Streets Plan, or on street frontage directly adjacent to a transit boarding island as defined in the Better Streets Plan if vehicles accessing the curb cut would be required to cross over the boarding island.

(3) *Not permitted without Conditional Use authorization or Sections 309 or 329 exception.* ~~*Not permitted except with a Conditional Use authorization, except that in*~~ *In* the C-3-O(SD) District, the Planning Commission may grant ~~*such*~~ permission *for a new curb cut or an expansion of an existing one* as an exception pursuant to Section 309 in lieu of a Conditional Use authorization *as long as the Commission makes the findings required under Section 303(y) and* where the amount of parking proposed does not exceed the amounts permitted as accessory according to Section 151.1. *In addition, in the MUG, WMUG, MUR, MUO, RED, RED-MX, and SPD Districts, the Planning Commission may grant permission for a new curb cut or an expansion of an existing one as an exception pursuant to Section 329 in lieu of a Conditional Use authorization as long as the Commission makes the findings required under Section 303(y). A Planning Commission Conditional Use authorization subject to the additional findings under Section 303(y) is required to allow a new curb cut or expansion of an existing one on any other restricted street identified in this subsection 155(r)(3).*

(A) *Except as provided in Section 155(r), in all zoning districts except RH, M, P, PDR, and SALI, no curb cuts accessing off-street parking or loading shall be created or expanded on street frontages identified along any Transit Preferential Street as designated in the Transportation Element of the General Plan, or Neighborhood Commercial Street as defined in the Better Streets Plan, or any SFMTA Board of Directors adopted bicycle routes or lanes, where an alternative frontage is available. On such bicycles routes or lanes where the bicycle facility is only on one side of the street, the curb cut restriction shall apply to the side of the street with the bicycle facility, and shall not apply to the opposite side of the street.*

(B) The entire portion of California Street,

(~~B~~ C) Folsom Street, Geary Street, Mission Street, Powell Street and Stockton Street in the C-3 Districts,

(~~C~~ D) Grant Avenue from Market Street to ~~*Bush*~~ *Sacramento* Street,

(~~D~~ E) Montgomery Street from Market Street to Columbus Avenue,

~~*(E) Haight Street from Market Street to Webster Street,*~~

(F) Church Street and 16th Street in the RTO District,

(G) Duboce Street from Noe Street to Market Street,

(H) Octavia Street from Fell Street to Market Street,

(I) 1st, Fremont and Beale Streets from Market to Folsom Street, ~~*and*~~

(J) The eastern (water) side of The Embarcadero between Townsend and Taylor Streets~~.~~,

(K) Fillmore Street from Hermann Street to Duboce Avenue,

(L) Noe Street from Duboce Avenue to Market Street, and

(M) Dolores Street from Market Street to 16th Street.

(4) ~~*In C-3, NCT and RTO Districts, no curb cuts accessing off-street parking or loading shall be created or utilized on street frontages identified along any Transit Preferential, Citywide Pedestrian Network or Neighborhood Commercial Streets as designated in the Transportation Element of the General Plan or official City bicycle routes or bicycle lanes, where an alternative frontage is available. For bicycle lanes, the prohibition on curb cuts applies to the side or sides of the street where bicycle lanes are located; for one-way bicycle routes or lanes, the prohibition on curb cuts shall apply to the right side of the street only, unless the officially adopted alignment is along the left side of the street.*~~Where an alternative frontage is not available, parking or loading access along any Transit Preferential~~, *Citywide Pedestrian Network or Neighborhood Commercial*~~ Street~~s~~ as designated in the Transportation Element of the General Plan, *or Neighborhood Commercial*

Street defined in the Better Streets Plan, or ~~*official City bicycle lane or bicycle route*~~*any SFMTA Board of Directors adopted Class II Bikeways (bicycle lanes and buffered bike lanes) or Class IV Bikeways (protected bicycle lanes)*, may be allowed on streets not listed in subsection *(r)*(2) above as an exception in the manner provided in Section 309 for C-3-*O(SD)* Districts, *Section 329 for Mixed-Use Districts,* and in Section 303 for ~~*NCT and RTO*~~*all other* Districts in cases where ~~*it can be clearly demonstrated*~~*the Planning Commission can determine* that the final design of the parking access minimizes negative impacts to transit movement and to the safety of pedestrians and bicyclists to the fullest extent feasible.

(5) *Corner lots in the SALI District.* For corner lots in the SALI District, no new curb cut shall be permitted, nor any existing curb cut expanded, on any Street or Alley identified as an alley in the Western SoMa Area Plan of the General Plan if any property on the same block with frontage along that Street or Alley is designated as a RED or RED-MX District.

~~*(6) A "development lot" shall mean any lot containing a proposal for new construction, building alterations which would increase the gross square footage of a structure by 20 percent or more, or change of use of more than 50 percent of the gross floor area of a structure containing parking. Pre-existing access to off-street parking and loading on development lots that violates the restrictions of this Section 155(r) may not be maintained.*~~

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SEC. 161. EXEMPTIONS AND EXCEPTIONS FROM OFF-STREET PARKING, FREIGHT LOADING AND SERVICE VEHICLE REQUIREMENTS.

* * * *

(j) **Protected Street Frontages and Transit Stops.** ~~*The Planning Commission may reduce or waive required parking or loading for a project if it finds that:*~~

~~*(1) the only feasible street frontage for a driveway or entrance to off-street parking or loading is located on a protected pedestrian-, cycling-, and transit-oriented street frontage, as defined in Section 155(r) of this Code, or*~~

~~*(2) the only feasible street frontage for a driveway or entrance to off-street parking or loading is located at a transit stop; and*~~

~~*(3) the reduced or waived parking and loading can meet the reasonably anticipated mobility needs of residents of, workers in, and visitors to the project.*~~

No off-street parking or loading is required on any lot whose sole feasible automobile access is across a protected street frontage identified in Section 155(r).

* * * *

SEC. 209.2. RM (RESIDENTIAL, MIXED) DISTRICTS.

* * * *

Table 209.2
ZONING CONTROL TABLE FOR RM DISTRICTS

* * * *

Zoning Category	§ References	RM-1	RM-2	RM-3	RM-4
RESIDENTIAL STANDARDS AND USES					
Development Standards					
Usable Open Space [Per Dwelling Unit]	§§ 135, 136	At least 100 square feet if private, and 133 square feet per Dwelling Unit if common.	At least 80 square feet if private, and 106 square feet per Dwelling Unit if common.	At least 60 square feet if private and 80 square feet per Dwelling Unit if common.	At least 36 square feet if private, and 48 square feet per Dwelling Unit if common.
Parking Requirements	§§ 151, *155,* 161	Generally one space for every Dwelling Unit minimum. Certain exceptions permitted per §§ *155 and* 161.			

Residential Conversion, Demolition, or Merger	§ 317	C for Removal of one or more Residential Units or Unauthorized Units			
* * * *					
NON-RESIDENTIAL STANDARDS AND USES					
Development Standards					
Floor Area Ratio	§§ 102, 123, 124	1.8 to 1	1.8 to 1	3.6 to 1	4.8 to 1
Off-Street Parking	§§ 150, 151, *155,* 161	Required. Number of spaces determined by use per § 151. Certain exceptions permitted per §§ *155 and* 161.			
Limited Corner Commercial Uses	§ 231	NP	NP	P	P
Limited Commercial Uses	§§ 186, 186.3	Continuing nonconforming uses are permitted, subject to the requirements of § 186. Limited Commercial Uses may be conditionally permitted in historic buildings subject to § 186.3.			

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SEC. 209.4. RTO (RESIDENTIAL TRANSIT ORIENTED) DISTRICTS.

* * * *

Table 209.4
ZONING CONTROL TABLE FOR RTO DISTRICTS

* * * *

Zoning Category	§ References	RTO	RTO-M
Street Frontage and Public Realm			
Front Setback Landscaping and Permeability Requirements	§ 132	Required. At least 50% of Front Setback shall be permeable so as to increase storm water infiltration and 20% of Front Setback shall be unpaved and devoted to plant material.	
Streetscape and Pedestrian Improvements (Street Trees)	§ 138.1	Required.	

Street Frontage Requirements	§§ 144, 186, 231	Controls of § 144 apply to residential frontages. Additional controls apply to Limited Commercial Uses per §§ 186 and 231.
Street Frontage, Parking and Loading Access Restrictions	§ 155(r)	As specified in § 155(r) curb cuts are restricted on certain specified streets and on Transit Preferential, ~~*Citywide Pedestrian Network,*~~ Neighborhood Commercial Streets or official City bicycle routes or bicycle lanes.

* * * *

SEC. 210.1. C-2 DISTRICTS: COMMUNITY BUSINESS.

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Table 210.1
ZONING CONTROL TABLE FOR C-2 DISTRICTS

* * * *

Zoning Category	§ References	C-2
RESIDENTIAL STANDARDS AND USES		
Development Standards		
Usable Open Space for Dwelling Units and Group Housing	§ 135	Same as for the R District establishing the dwelling unit density ratio for the property. Group Housing requirement is 1/3 the amount required for a Dwelling Unit.
Residential Parking Requirements	§ 151, *155,* 161	Generally one space per Dwelling Unit. Exceptions permitted per §*§ 155 and* 161. None required in the Washington-Broadway Special Use District.
Rear Yard Setback	§§ 130, 134	25% of the total depth lot depth, but in no case less than 15 feet. Rear yards shall be provided at the lowest story containing a dwelling unit, and at each succeeding level or story of the building.
Residential Conversion, Demolition, or Merger	§ 317	C for Removal of one or more Residential Units or Unauthorized Units.
* * * *		
NON-RESIDENTIAL STANDARDS AND USES		

Development Standards		
Off-Street Parking	§§ 150, 151, *155,* 161	As required by § 151. Certain exceptions permitted by §§ *155 and* 161. None required in the Washington-Broadway Special Use District.
Use Size Limits	§ 121.6	C required for single Retail Use greater than 50,000 gross square feet. NP above 120,000 gross square feet.
Ground Floor Ceiling Height	§ 145.1(c)(4)	Minimum floor-to-floor height of 14 feet, as measured from grade except in 40-foot and 50-foot height districts, where buildings shall have a minimum floor-to-floor height of 10 feet.

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SEC. 210.2. C-3 DISTRICTS: DOWNTOWN COMMERCIAL.

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Table 210.2
ZONING CONTROL TABLE FOR C-3 DISTRICTS

* * * *

Zoning Category	§ References	C-3-O	C-3-O(SD)	C-3-R	C-3-G	C-3-S
Street Frontage and Public Realm						
Privately Owned Public Open Space	§ 138	Required with the constructing of a new building or an addition of gross floor area equal to 20% or more of an existing building. Ratio of POPOS is 1:50 feet for all districts except C-3-R which is 1:100.				
Downtown Streetscape Plan	§ 138.1	Required. Sidewalk paving, as set for in the Downtown Streetscape Plan is required with any new construction; or the addition of floor area equal to 20% or more of an existing building.				
Street Frontage Requirements	§ 145.1	Required as specified in § 145.1.				
Street Frontage, Required Ground Floor Commercial	§ 145.4	As specified in § 145.4, certain streets and districts are required to have "active commercial uses."				

Street Frontage, Parking and Loading Access Restrictions	§ 155(r)	As specified in § 155(r) certain streets and districts have additional restrictions on vehicular access in addition to general standards. In C-3 Districts curb cuts are restricted on Transit Preferential, ~~*Citywide Pedestrian Network,*~~ Neighborhood Commercial Streets or official City bicycle routes or bicycle lanes.
Artworks and Recognition of Artists and Architects	§ 429	Art works and recognition of artists and architects are required for new buildings and for additions of floor area in excess of 25,000 square feet to an existing building, per § 429.

* * * *

SEC. 303. CONDITIONAL USES.

* * * *

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

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

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

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

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

SEC. 710. NC-1 – NEIGHBORHOOD COMMERCIAL CLUSTER DISTRICT.

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Table 710. NEIGHBORHOOD COMMERCIAL CLUSTER DISTRICT NC-1 ZONING CONTROL TABLE

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		NC-1
Zoning Category	§ References	Controls
RESIDENTIAL STANDARDS AND USES		
Development Standards		
Usable Open Space [Per Dwelling Unit]	§§ 135, 136	100 square feet per unit if private, or 133 square feet per unit if common
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, 159 - 161, 166, 204.5	A minimum of one car parking space for every Dwelling Unit required. Certain exceptions permitted per §§ *155 and* 161. Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
Dwelling Unit Mix	§ 207.6	Not required
* * * *		
NON-RESIDENTIAL STANDARDS		
Development Standards		
Floor Area Ratio	§§ 102 , 123, 124	1.8 to 1

Use Size	§ 102	P up to 2,999 square feet; C 3,000 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, 159 - 161, 166, 204.5	No car parking required if Occupied Floor Area is less than 5,000 square feet. See chart in § 151 for uses over 5,000 square feet. See §§ *155 and* 161 for car parking waiver. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 711. NC-2 – SMALL-SCALE NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 711. SMALL-SCALE NEIGHBORHOOD COMMERCIAL DISTRICT NC-2 ZONING CONTROL TABLE

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		NC-2
Zoning Category	§ References	Controls
RESIDENTIAL STANDARDS AND USES		
Development Standards		
Usable Open Space [Per Dwelling Unit]	§§ 135, 136	100 square feet per unit if private, or 133 square feet per unit if common
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, 159 - 161, 166, 204.5	A minimum of one car parking space for every Dwelling Unit required. Certain exceptions permitted per §§ *155 and* 161. Bike parking required per § 155.2. If car parking is provided, car share spaces are

		required when a project has 50 units or more per § 166.
Dwelling Unit Mix	§ 207.6	Not required
* * * *		
NON-RESIDENTIAL STANDARDS AND USES		

Development Standards		
Floor Area Ratio	§§ 102, 123, 124	2.5 to 1
Use Size	§§ 102, 121.2	P up to 3,999 square feet; C 4,000 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, 159 - 161, 166, 204.5	No car parking required if Occupied Floor Area is less than 5,000 square feet. See chart in § 151 for uses over 5,000 square feet. See §§ *155 and* 161 for car parking waiver. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 712. NC-3 – MODERATE-SCALE NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 712. MODERATE-SCALE NEIGHBORHOOD COMMERCIAL DISTRICT NC-3 ZONING CONTROL TABLE

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		NC-3
Zoning Category	§ References	Controls
RESIDENTIAL STANDARDS AND USES		

Development Standards		
Usable Open Space [Per Dwelling Unit]	§§ 135, 136	80 square feet per unit if private, or 100 square feet per unit if common
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, 159 - 161, 166, 204.5	A minimum of one car parking space for every Dwelling Unit required. Certain exceptions permitted per §§ *155 and* 161. Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
Dwelling Unit Mix	§ 207.6	Not required
* * * *		
NON-RESIDENTIAL STANDARDS		

Development Standards		
Floor Area Ratio	§§ 102, 123, 124	3.6 to 1
Use Size	§§ 102, 121.2	P up to 5,999 square feet; C 6,000 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, 159 - 161, 166, 204.5	No car parking required if Occupied Floor Area is less than 5,000 square feet. See chart in § 151 for uses over 5,000 square feet. See §§ *155 and* 161 for car parking waiver. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 713. NC-S – NEIGHBORHOOD COMMERCIAL SHOPPING CENTER DISTRICT.

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Table 713. NEIGHBORHOOD COMMERCIAL SHOPPING CENTER DISTRICT NC-S ZONING CONTROL TABLE

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		NC-S
Zoning Category	§ References	Controls
RESIDENTIAL STANDARDS AND USES		
Development Standards		
Usable Open Space [Per Dwelling Unit]	§§ 135, 136	Generally, either 100 square feet if private, or 133 square feet if common.(1)
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, 159 - 161, 166, 204.5	A minimum of one automotive space for every Dwelling Unit required. Certain exceptions permitted per §§ *155 and* 161. Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
Dwelling Unit Mix	§ 207.6	Not required
* * * *		
NON-RESIDENTIAL STANDARDS		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	1.8 to 1
Use Size	§ 102, 121.2	P up to 5,999 square feet; C 6,000 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153-156, 159 - 161, 166, 204.5	No car parking required if Occupied Floor Area is less than 5,000 square feet. See chart in § 151 for uses over 5,000 square feet. See §§ *155 and* 161 for car parking waiver. Bike parking required per Section 155.2. Car share spaces required when a

		project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *§ 155 and* 161.

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SEC. 714. BROADWAY NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 714. BROADWAY NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

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		Broadway NCD
Zoning Category	§ References	Controls
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	2.5 to 1
Use Size	§§ 102, 121.2	P up to 2,999 square feet; C 3,000 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151.1, 153 - 156, 166, 204.5	Car parking not required. Limits set forth in § 151.1. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *§ 155 and* 161.

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SEC. 715. CASTRO STREET NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 715. CASTRO STREET NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

		Castro NCD
Zoning Category	§ References	Controls
RESIDENTIAL STANDARDS AND USES		
Development Standards		
Usable Open Space [Per Dwelling Unit]	§§ 135, 136	80 square feet if private, or 100 square feet if common
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, 159 - 161, 166, 204.5	A minimum of one car parking space for every Dwelling Unit required. Certain exceptions permitted per §§ *155 and* 161. Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
Dwelling Unit Mix	§ 207.6	Not required
* * * *		
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	3.0 to 1
Use Size	§§ 102, 121.2	P to 1,999 square feet; C 2,000 square feet to 3,999 square feet; NP(1) 4,000 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156,	No car parking required if Occupied Floor Area is less than 5,000 square feet. See chart in § 151 for uses over 5,000 square feet. See §§ *155 and* 161 for car parking waiver. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.

	159 - 161, 166, 204.5	
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *§ 155 and* 161.

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SEC. 716. INNER CLEMENT STREET NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 716. INNER CLEMENT STREET NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

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		Inner Clement
Zoning Category	§ References	Controls
RESIDENTIAL STANDARDS AND USES		
Development Standards		
Usable Open Space [Per Dwelling Unit]	§§ 135, 136	80 square feet if private, or 100 square feet if common
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, 159 - 161, 166, 204.5	A minimum of one car parking space for every Dwelling Unit required. Certain exceptions permitted per §§ *§ 155 and* 161. Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
Dwelling Unit Mix	§ 207.6	Not required
* * * *		
NON-RESIDENTIAL STANDARDS AND USES		

Development Standards		
Floor Area Ratio	§§ 102, 123, 124	1.8 to 1
Use Size	§ 102, 121.2	P up to 2,499 square feet; C 2,500 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, 159 - 161, 166, 204.5	No car parking required if Occupied Floor Area is less than 5,000 square feet. See chart in § 151 for uses over 5,000 square feet. See §§ *§ 155 and* 161 for car parking waiver. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *§ 155 and* 161.

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SEC. 717. OUTER CLEMENT STREET NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 717. OUTER CLEMENT STREET NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

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		Outer Clement
Zoning Category	§ References	Controls
RESIDENTIAL STANDARDS AND USES		

Development Standards		
Usable Open Space [Per Dwelling Unit]	§§ 135, 136	80 square feet per unit if private, or 100 square feet per unit if common
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, 159 - 161, 166, 204.5	A minimum of one car parking space for every Dwelling Unit required. Certain exceptions permitted per §§ *§ 155 and* 161. Bike parking required per § 155.2. If car

		parking is provided, car share spaces are required when a project has 50 units or more per § 166.
Dwelling Unit Mix	§ 207.6	Not required
* * * *		
NON-RESIDENTIAL STANDARDS AND USES		

Development Standards		
Floor Area Ratio	§§ 102, 123, 124	1.8 to 1
Use Size	§§ 102, 121.2	P up to 2,499 square feet; C 2,500 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, 159 - 161, 166, 204.5	No car parking required if Occupied Floor Area is less than 5,000 square feet. See chart in § 151 for uses over 5,000 square feet. See §§ *155 and* 161 for car parking waiver. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 718. UPPER FILLMORE STREET NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 718. UPPER FILLMORE STREET NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

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		Upper Fillmore NCD
Zoning Category	§ References	Controls
RESIDENTIAL STANDARDS AND USES		

Usable Open Space [Per Dwelling Unit]	§§ 135, 136	80 square feet per unit if private, or 100 square feet per unit if common

Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, 159 - 161, 166, 204.5	A minimum of one car parking space for every Dwelling Unit required. Certain exceptions permitted per §§ *155 and* 161. Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
Dwelling Unit Mix	§ 207.6	Not required
* * * *		
NON-RESIDENTIAL STANDARDS AND USES		

Development Standards		
Floor Area Ratio	§§ 102, 123, 124	2.5 to 1
Use Size	§§ 102, 121.2	P up to 2,499 square feet; C 2,500 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, 159 - 161, 166, 204.5	No car parking required if Occupied Floor Area is less than 5,000 square feet. See chart in § 151 for uses over 5,000 square feet. See §§ *155 and* 161 for car parking waiver. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 719. HAIGHT STREET NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 719. HAIGHT STREET NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

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		Haight Street NCD
Zoning Category	§ References	Controls
RESIDENTIAL STANDARDS AND USES		

Development Standards		
Usable Open Space [Per Dwelling Unit]	§§ 135, 136	80 square feet per unit if private, or 100 square feet per unit if common
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, 159 - 161, 166, 204.5	A minimum of one car parking space for every Dwelling Unit required. Certain exceptions permitted per §§ *155 and* 161. Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
Dwelling Unit Mix	§ 207.6	Not required
* * * *		
NON-RESIDENTIAL STANDARDS AND USES		

Development Standards		
Floor Area Ratio	§§ 102, 123, 124	1.8 to 1
Use Size	§§ 102, 121.2	P up to 2,499 square feet; C 2,500 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, 159 - 161, 166, 204.5	No car parking required if Occupied Floor Area is less than 5,000 sq. ft. See chart in § 151 for uses over 5,000 square feet. See §§ *155 and* 161 for car parking waiver. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 720. EXCELSIOR OUTER MISSION NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 720. EXCELSIOR OUTER MISSION STREET NEIGHBORHOOD COMMERCIAL DISTRICT
ZONING CONTROL TABLE

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		Excelsior Outer Mission NCD
Zoning Category	§ References	Controls
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	3.6 to 1
Use Size	§ 102, 121.2	P up to 5,999 square feet; C 6,000 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151.1, 153 - 156, 166, 204.5	Car parking not required. Limits set forth in Section 151.1. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 721. JAPANTOWN NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 721. JAPANTOWN NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

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		Japantown NCD
Zoning Category	§ References	Controls
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	3.6 to 1
Use Size	§§ 102, 121.2	P up to 2,499 square feet; C 2,500 square feet and above

Off-Street Parking Requirements	§§ 145.1, 150, 151.1, 153 - 156, 166, 204.5	Car parking not required. Maximum permitted as set forth in Section 151.1. Bike parking required per § 155.2.
Off-Street Freight Loading	§§ 150, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. *Exceptions permitted per § 155.*

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SEC. 722. NORTH BEACH NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 722. NORTH BEACH NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

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		North Beach NCD
Zoning Category	§ References	Controls
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	1.8 to 1
Use Size	§§ 102, 121.2, 780.3(c)(3)	P up to 1,999 square feet; C 2,000 square feet to 3,999 square feet; NP 4,000 square feet and above. Specialty Grocery use shall not exceed a Use Size of 1,000 square feet within the North Beach Special Use District.
Off Street Parking Requirements	§§ 150, 151, 155(r) and (t), 161	Car parking not required. Limits set forth in § 151.1. Bike parking required per Section 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166. See restrictions under Vehicular Access.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161. See restrictions under Vehicular Access.

Storefront Mergers	§ 780.3(c)(3)	Storefront mergers NP and Specialty Grocery use shall not exceed a Use Size of 1,000 square feet within the North Beach Special Use District.

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SEC. 723. POLK STREET NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 723. POLK STREET NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

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		Polk Street NCD
Zoning Category	§ References	Controls
NON-RESIDENTIAL STANDARDS AND USES (7)		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	2.5 to 1
Use Size	§§ 102, 121.2	P up to 1,999 square feet; C 2,000 to 3,999 square feet; NP 4,000 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, 159 - 161, 166, 204.5	No car parking required if Occupied Floor Area is less than 5,000 square feet. See chart in § 151 for uses over 5,000 square feet. See §§ *155 and* 161 for car parking waiver. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 724. SACRAMENTO STREET NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 724. SACRAMENTO STREET NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

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		Sacramento Street NCD
Zoning Category	§ References	Controls
RESIDENTIAL STANDARDS AND USES		
Development Standards		
Usable Open Space [Per Dwelling Unit]	§§ 135, 136	100 square feet per unit if private, or 133 square feet per unit if common.
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, 159 - 161, 166, 204.5	A minimum of one car parking space for every Dwelling Unit required. Certain exceptions permitted per §§ *155 and* 161. Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
Dwelling Unit Mix	§ 207.6	Not required
* * * *		
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	1.8 to 1
Use Size	§§ 102, 121.2	P up to 2,499 square feet; C 2,500 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, 159 - 161, 166, 204.5	No car parking required if Occupied Floor Area is less than 5,000 square feet. See chart in § 151 for uses over 5,000 square feet. See §§ *155 and* 161 for car parking waiver. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.

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Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *§ 155 and* 161.

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SEC. 725. UNION STREET NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 725. UNION STREET NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

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		Union Street NCD
Zoning Category	§ References	Controls
RESIDENTIAL STANDARDS AND USES		
Development Standards		
Usable Open Space [Per Dwelling Unit]	§§ 135, 136	80 square feet per unit if private, or 100 square feet per unit if common
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, 159 - 161, 166, 204.5	A minimum of one car parking space for every Dwelling Unit required. Certain exceptions permitted per §§ *§ 155 and* 161. Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
Dwelling Unit Mix	§ 207.6	Not required
* * * *		
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	3.0 to 1
Use Size	§§ 102, 121.2	P up to 2,499 square feet; C 2,500 square feet and above

Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, 159 - 161, 166, 204.5	No car parking required if Occupied Floor Area is less than 5,000 square feet. See chart in § 151 for uses over 5,000 square feet. See §§ *155 and* 161 for car parking waiver. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 726. PACIFIC AVENUE NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 726. PACIFIC AVENUE NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

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		Pacific Avenue NCD
Zoning Category	§ References	Controls
Zoning Category	§ References	Controls
NON-RESIDENTIAL STANDARDS AND USES (6)		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	1.5 to 1
Use Size	§ 102, 121.2	P up to 1,999 square feet; C 2,000 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, 159 - 161, 166, 204.5	No car parking required if Occupied Floor Area is less than 2,000 square feet. See chart in § 151 for uses over 2,000 square feet. See §§ *155 and* 161 for car parking waiver. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.

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Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *§ 155 and* 161.

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SEC. 728. 24TH STREET – NOE VALLEY NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 728. 24TH STREET – NOE VALLEY NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

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		24th Street - Noe Valley NCD
Zoning Category	§ References	Controls
RESIDENTIAL STANDARDS AND USES		
Development Standards		
Usable Open Space [Per Dwelling Unit]	§§ 135, 136	80 square feet if private, or 100 square feet if common
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, 159 - 161, 166, 204.5	A minimum of one car parking space for every Dwelling Unit required. Certain exceptions permitted per §§ *§ 155 and* 161. Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
Dwelling Unit Mix	§ 207.6	Not required
* * * *		
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	1.8 to 1
Use Size	§§ 102, 121.2	P up to 2,499 square feet; C 2,500 square feet and above

Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, 159 - 161, 166, 204.5	No car parking required if Occupied Floor Area is less than 5,000 square feet. See chart in § 151 for uses over 5,000 square feet. See §§ *155 and* 161 for car parking waiver. Bike parking required per Section 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 729. WEST PORTAL AVENUE NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 729. WEST PORTAL AVENUE NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

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		West Portal NCD
Zoning Category	§ References	Controls
RESIDENTIAL STANDARDS AND USES		
Development Standards		
Usable Open Space [Per Dwelling Unit]	§§ 135, 136	100 square feet if private, or 133 square feet if common
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, 159 - 161, 166, 204.5	A minimum of one car parking space for every Dwelling Unit required. Certain exceptions permitted per §§ *155 and* 161. Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
Dwelling Unit Mix	§ 207.6	Not required
* * * *		
NON-RESIDENTIAL STANDARDS AND USES		

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Development Standards		
Floor Area Ratio	§§ 102, 123, 124	1.8 to 1
Use Size	§§ 102, 121.2	P up to 2,499 square feet; C 2,500 to 3,999 square feet; NP 4,000 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, 159 - 161, 166, 204.5	No car parking required if Occupied Floor Area is less than 5,000 square feet. See chart in § 151 for uses over 5,000 square feet. See §§ *155 and* 161 for car parking waiver. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 730. INNER SUNSET NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 730. INNER SUNSET NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

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		Inner Sunset NCD
Zoning Category	§ References	Controls
RESIDENTIAL STANDARDS AND USES		

Development Standards		
Usable Open Space [Per Dwelling Unit]	§§ 135, 136	100 square feet per unit if private, or 133 square feet per unit if common
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, 159 - 161, 166, 204.5	A minimum of one car parking space for every Dwelling Unit required. Certain exceptions permitted per §§ *155 and* 161. Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.

Dwelling Unit Mix	§ 207.6	Not required
* * * *		
NON-RESIDENTIAL STANDARDS AND USES		

Development Standards		
Floor Area Ratio	§§ 102, 123, 124	1.8 to 1
Use Size	§§ 102, 121.2	P up to 2,499 square feet; C 2,500 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, 159 - 161, 166, 204.5	No car parking required if Occupied Floor Area is less than 5,000 square feet. See chart in § 151 for uses over 5,000 square feet. See §§ *155 and* 161 for car parking waiver. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 731. NORIEGA STREET NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 731. NORIEGA STREET NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

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		Noriega Street NCD
Zoning Category	§ References	Controls
RESIDENTIAL STANDARDS AND USES		

Development Standards		
Usable Open Space [Per Dwelling Unit]	§§ 135, 136	100 square feet per unit if private, or 133 square feet per unit if common

Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, 159 - 161, 166, 204.5	A minimum of one car parking space for every Dwelling Unit required. Certain exceptions permitted per §§ *155 and* 161. Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
Dwelling Unit Mix	§ 207.6	Not required
* * * *		
NON-RESIDENTIAL STANDARDS AND USES		

Development Standards		
Floor Area Ratio	§§ 102, 123, 124	2.5 to 1
Use Size	§§ 102, 121.2	P up to 3,999 square feet; C 4,000 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, 159 - 161, 166, 204.5	No car parking required if Occupied Floor Area is less than 5,000 square feet. See chart in § 151 for uses over 5,000 square feet. See §§ *155 and* 161 for car parking waiver. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 732. IRVING STREET NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 732. IRVING STREET NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

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		Irving Street NCD
Zoning Category	§ References	Controls
RESIDENTIAL STANDARDS AND USES		

Development Standards		
Usable Open Space [Per Dwelling Unit]	§§ 135, 136	100 square feet per unit if private, or 133 square feet per unit if common
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, 159 - 161, 166, 204.5	A minimum of one car parking space for every Dwelling Unit required. Certain exceptions permitted per §§ *155 and* 161. Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
Dwelling Unit Mix	§ 207.6	Not required
* * * *		
NON-RESIDENTIAL STANDARDS AND USES		

Development Standards		
Floor Area Ratio	§§ 102, 123, 124	2.5 to 1
Use Size	§ 102, 121.2	P up to 3,999 square feet; C 4,000 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, 159 - 161, 166, 204.5	No car parking required if Occupied Floor Area is less than 5,000 square feet. See chart in § 151 for uses over 5,000 square feet. See §§ *155 and* 161 for car parking waiver. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 733. TARAVAL STREET NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 733. TARAVAL STREET NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

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		Taraval Street NCD
Zoning Category	§ References	Controls
RESIDENTIAL STANDARDS AND USES		
Development Standards		
Usable Open Space [Per Dwelling Unit]	§§ 135, 136	100 square feet per unit if private, or 133 square feet per unit if common
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, 159 - 161, 166, 204.5	A minimum of one car parking space for every Dwelling Unit required. Certain exceptions permitted per §§ *155 and* 161. Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
Dwelling Unit Mix	§ 207.6	Not required
* * * *		
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	2.5 to 1
Use Size	§ 102	P up to 3,999 square feet; C 4,000 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, 159 - 161, 166, 204.5	No car parking required if Occupied Floor Area is less than 5,000 square feet. See chart in § 151 for uses over 5,000 square feet. See §§ *155 and* 161 for car parking waiver. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 734. JUDAH STREET NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 734. JUDAH STREET NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

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		Judah Street NCD
Zoning Category	§ References	Controls
RESIDENTIAL STANDARDS AND USES		
Development Standards		
Usable Open Space [Per Dwelling Unit]	§§ 135, 136	100 square feet per unit if private, or 133 square feet per unit if common
Off-Street Parking Requirements	§§ 151, 161, 166	A minimum of one car parking space for every Dwelling Unit required. Certain exceptions permitted per §§ *155 and* 161. Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
Dwelling Unit Mix	§ 207.6	Not required
* * * *		
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	2.5 to 1
Use Size	§§ 102, 121.2	P up to 3,999 square feet; C 4,000 square feet and above
Off-Street Parking Requirements	§§ 150, 151, 161	No car parking required if Occupied Floor Area is less than 5,000 square feet. See chart in § 151 for uses over 5,000 square feet. See §§ *155 and* 161 for car parking waiver. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 750. NCT-1 – NEIGHBORHOOD COMMERCIAL TRANSIT CLUSTER DISTRICT.

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Table 750. NEIGHBORHOOD COMMERCIAL TRANSIT CLUSTER DISTRICT NCT-1 ZONING CONTROL TABLE

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		NCT-1
Zoning Category	§ References	Controls
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	1.8 to 1
Use Size	§§ 102, 121.2	P up to 2,999 square feet; C 3,000 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151.1, 153 - 156, 166, 204.5	Car parking not required. Limits set forth in Section 151.1. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 751. NCT-2 – SMALL-SCALE NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT.

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Table 751. SMALL-SCALE NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT NCT-2 ZONING CONTROL TABLE

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		NCT-2
Zoning Category	§ References	Controls
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	2.5 to 1
Use Size	§§ 102, 121.2	P up to 3,999 square feet; C 4,000 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151.1, 153 - 156, 166, 204.5	Car parking not required. Limits set forth in Section 151.1. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 752. NCT-3 – MODERATE-SCALE NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT.

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Table 752. MODERATE-SCALE NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT
NCT-3
ZONING CONTROL TABLE

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		NCT-3
Zoning Category	§ References	Controls
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	3.6 to 1

Use Size	§§ 102, 121.2	P up to 5,999 square feet; C 6,000 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151.1, 153 - 156, 166, 204.5	Car parking not required. Limits set forth in Section 151.1. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 753. SOMA NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT.

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Table 753. SOMA NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT ZONING CONTROL TABLE

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		SoMa NCT
Zoning Category	§ References	Controls
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	2.5 to 1
Use Size	§ 102, 121.2	P up to 3,999 square feet; C 4,000 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151.1, 153 - 156, 166, 204.5	Car parking not required. Limits set forth in Section 151.1. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.

Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *§ 155 and* 161.

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SEC. 754. MISSION STREET NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT.

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Table 754. MISSION STREET NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT ZONING CONTROL TABLE

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		Mission Street NCT
Zoning Category	§ References	Controls
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	3.6 to 1
Use Size	§§ 102, 121.2	P up to 5,999 square feet; C 6,000 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151.1, 153 - 156, 166, 204.5	Car parking not required. Limits set forth in Section 151.1. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *§ 155 and* 161.

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SEC. 755. OCEAN AVENUE NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT.

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Table 755. OCEAN AVENUE NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT ZONING CONTROL TABLE

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		Ocean Avenue NCT
Zoning Category	§ References	Controls
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	2.5 to 1
Use Size	§§ 102, 121.2	P up to 3,999 square feet; C 4,000 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151.1, 153 - 156, 166, 204.5	Car parking not required. Limits set forth in Section 151.1. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 756. GLEN PARK NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT.

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Table 756. GLEN PARK NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT ZONING CONTROL TABLE

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		Glen Park NCT
Zoning Category	§ References	Controls
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	2.5 to 1
Use Size	§ 102, 121.2	P up to 3,999 square feet; C 4,000 square feet and above

Off-Street Parking Requirements	§§ 145.1, 150, 151.1, 153 - 156, 166, 204.5	Car parking not required. Limits set forth in Section 151.1. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 757. FOLSOM STREET NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT.

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Table 757. FOLSOM STREET NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT ZONING CONTROL TABLE

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		Folsom Street NCT
Zoning Category	§ References	Controls
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	2.5 to 1
Use Size	§ 102, 121.2	P up to 3,999 square feet; C 4,000 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151.1, 153 - 156, 166, 204.5	Car parking not required. Limits set forth in Section 151.1. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 758. REGIONAL COMMERCIAL DISTRICT.

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Table 758. REGIONAL COMMERCIAL DISTRICT
ZONING CONTROL TABLE

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		Regional Commercial District
Zoning Category	§ References	Controls
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	2.5 to 1
Use Size	§ 102, 121.2	P up to 10,000 square feet; C above; NP above 25,000 square feet except for Schools and Child Care Facilities
Off-Street Parking Requirements	§§ 145.1, 150, 151.1, 153 - 156, 166, 204.5	Car parking not required. Limits set forth in Section 151.1. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 759. DIVISADERO STREET NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT.

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Table 759. DIVISADERO STREET NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT
ZONING CONTROL TABLE

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		Divisadero St. NCT
Zoning Category	§ References	Controls
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		

Floor Area Ratio	§§ 102, 123, 124	2.5 to 1
Use Size	§§ 102, 121.2	P up to 3,999 square feet; C 4,000 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151.1, 153 - 156, 166, 204.5	Car parking not required. Limits set forth in Section 151.1. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 760. FILLMORE STREET NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT.

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Table 760. FILLMORE STREET NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT ZONING CONTROL TABLE

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		Fillmore St. NCT
Zoning Category	§ References	Controls
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	3.6 to 1
Use Size	§§ 102, 121.2	P up to 5,999 square feet; C 6,000 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151.1, 153 - 156, 166, 204.5	Car parking not required. Limits set forth in Section 151.1. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.

Off-Street Freight Loading	§§ 150, 152, 153 - 155, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 761. HAYES-GOUGH NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT.

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Table 761. HAYES-GOUGH NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT ZONING CONTROL TABLE

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		Hayes-Gough NCT
Zoning Category	§ References	Controls
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	3.0 to 1
Use Size	§ 102, 121.2	P up to 2,999 square feet; C 3,000 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151.1, 153 - 156, 166, 204.5	Car parking not required. Limits set forth in Section 151.1. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 762. VALENCIA STREET NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT.

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Table 762. VALENCIA STREET NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT ZONING CONTROL TABLE

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		Valencia Street NCT	
NON-RESIDENTIAL STANDARDS AND USES			
Development Standards			
Floor Area Ratio		§§ 102, 123, 124	2.5 to 1
Use Size		§§102, 121.2	P up to 2,999 square feet; C 3,000 square feet and above
Off-Street Parking Requirements		§§ 145.1, 150, 151.1, 153 - 156, 166, 204.5	Car parking not required. Limits set forth in Section 151.1. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per §166.
Off-Street Freight Loading		§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 763. 24TH STREET – MISSION NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT.

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Table 763. 24TH STREET – MISSION NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT
ZONING CONTROL TABLE

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	24th Street - Mission NCT	
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	2.5 to 1
Use Size	§ 102, 121.2	P up to 2,499 square feet; C 2,500 square feet and above

Off-Street Parking Requirements	§§ 150, 151, 161	Car parking not required. Limits set forth in Section 151.1. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *§ 155 and* 161.

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SEC. 764. UPPER MARKET STREET NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT.

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Table 764. UPPER MARKET STREET NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT
ZONING CONTROL TABLE

* * * *

		Upper Market Street NCT
Zoning Category	§ References	Controls
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	3.0 to 1
Use Size	§ 102, 121.2	P up to 2,999 square feet; C 3,000 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151.1, 153 - 156, 166, 204.5	Car parking not required. Limits set forth in Section 151.1. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *§ 155 and* 161.

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SEC. 810. CHINATOWN COMMUNITY BUSINESS DISTRICT.

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Table 810
CHINATOWN COMMUNITY BUSINESS DISTRICT ZONING CONTROL TABLE

* * * *

No.	Zoning Category	§ References	Chinatown Community Business Controls
COMMERCIAL AND INSTITUTIONAL STANDARDS AND SERVICES			
.19	Floor Area Ratio	§§ 102.9, 102.11, 123	2.8 to 1 § 124(a) (b)
.20	Use Size [Nonresidential]	§ 890.130	P up to 5,000 sq. ft. C 5,000 sq. ft. & above, except for Restaurants § 121.4
.21	Open Space		1 sq. ft. for every 50 sq. ft. of building over 10,000 sq. ft. § 135.1
.22	Off-Street Parking, Commercial and Institutional	§§ 150, 151.1, 153 - 156, 166, 204.5, 303	None required 1 1
.23	Off-Street Freight Loading	§§ 150, 153 - 155, 204.5	Generally, none required if gross floor area is less than 10,000 sq. ft. §§ 152, 161(b). *Exception permitted per § 155.*
.24	Outdoor Activity Area	§ 890.71	P in front C elsewhere
.25	Drive-Up Facility	§ 890.30	
.26	Walk-Up Facility	§ 890.140	P if recessed 3 ft. C otherwise
.27	Hours of Operation	§ 890.48	No limit
.30	General Advertising Sign	§ 607.2	NP
.31	Business Sign	§§ 602 - 604, 608.1, 608.2	P § 607.2(f)

	* * * *				
No.	**Zoning Category**	**§ References**	**Chinatown Community Business Controls by Story**		
			1st	**2nd**	**3rd+**
RESIDENTIAL STANDARDS AND USES					
.90	Residential Use	§ 890.88	P	P	P
.91	Dwelling Unit Density	§§ 207, 207.1, 890.88(a)	Generally, up to 1 unit per 200 sq. ft. lot area # § 207(c)		
.92	Residential Density, Group Housing	§§ 207.1, 208, 890.88(b)	1 bedroom per 140 sq. ft. lot area § 208		
.92b	Residential Density, Homeless Shelters	§§ 102, 207.1, 208, 890.88(d)	Density limits per § 208(a)		
.93	Usable Open Space [Per Residential Unit]	§§ 135, 136	48 sq. ft. § 135 Table 3		
.94	Off-Street Parking, Residential	§§ 150, 151.1, 153 - 156, 166, 167, 204.5, 303	P up to one car for each two Dwelling Units, *but subject to § 155*; C up to .75 cars for each Dwelling Unit, subject to the criteria and procedures of Section 303151.1(e),1 NP above 0.75 cars for each Dwelling Unit § 303(u) # mandatory discretionary review by the Planning Commission if installing a garage in an existing residential building of four or more units and Section 311 notice for a building of less than four units.		
.95	Automobile Parking Lot, Community Residential	§ 156, 160, 890.7	C	C	C
.96	Automobile Parking Garage, Community Residential	§ 160, 890.8		C	C
.97	Residential Conversion or Demolition, Residential Hotels	Ch. 41 Admin. Code			
.98	Removal of Residential or Unauthorized Units through Conversion, Demolition, or Merger	§ 317	C		

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SEC. 811. CHINATOWN VISITOR RETAIL DISTRICT.

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Table 811
CHINATOWN VISITOR RETAIL DISTRICT ZONING CONTROL TABLE

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No.	Zoning Category	§ References	Chinatown Visitor Retail Controls
COMMERCIAL AND INSTITUTIONAL STANDARDS AND SERVICES			
.19	Floor Area Ratio	§§ 102.9, 102.11, 123	2.0 to 1 § 124(a) (b)
.20	Use Size [Nonresidential]	§ 890.130	P up to 2,500 sq. ft. C 2,501 to 5,000 sq. ft. Except for Restaurants - 5,000 sq. ft. § 121.4
.21	Open Space		1 sq. ft. for every 50 sq. ft. above 10,000 sq. ft. § 135.1
.22	Off-Street Parking, Commercial and Institutional	§§ 150, 151.1, 153 - 156, 166, 204.5, 303	None required
.23	Off-Street Freight Loading	§§ 150, 153 - 155, 204.5	Generally, none required if gross floor area is less than 10,000 sq. ft. §§ 152, 161(b). *Exception permitted per § 155.*
.24	Outdoor Activity Area	§ 890.71	P in front C elsewhere
.25	Drive-Up Facility	§ 890.30	
.26	Walk-Up Facility	§ 890.140	P if recessed 3 ft. C otherwise
.27	Hours of Operation	§ 890.48	P 6 a.m. - 11 p.m. C 11 p.m. - 2 a.m.
.30	General Advertising Sign	§ 607.2	NP
.31	Business Sign	§§ 602 - 604, 608.1, 608.2	P § 607.2(f)

	* * * *				
No.	**Zoning Category**	**§ References**	**Chinatown Visitor Retail Controls by Story**		
			1st	**2nd**	**3rd+**
RESIDENTIAL STANDARDS AND USES					
.90	Residential Use	§ 890.88	P	P	P
.91	Dwelling Unit Density	§§ 207, 207.1, 890.88(a)	Generally, up to 1 unit per 200 sq. ft. lot area # § 207(c)		
.92	Residential Density, Group Housing	§§ 207.1, 208, 890.88(b)	1 bedroom per 140 sq. ft. lot area § 208		
.92b	Residential Density, Homeless Shelters	§§ 102, 207.1, 208, 890.88(d)	Density limits per § 208(a)		
.93	Usable Open Space [Per Residential Unit]	§§ 135, 136	48 sq. ft. § 135 Table 3		
.94	Off-Street Parking, Residential	§§ 150, 151.1, 153 - 156, 166, 167, 204.5, 303	P up to one car for each two Dwelling Units, *but subject to § 155*; C up to .75 cars for each Dwelling Unit, subject to the criteria and procedures of Sections 303(u) and 151.1(e), NP above 0.75 cars for each Dwelling Unit		
.95	Automobile Parking Lot, Community Residential	§ 156, 160, 890.7	C	C	C
.96	Automobile Parking Garage, Community Residential	§ 160, 890.8	C	C	C
.97	Residential Conversion or Demolition, Residential Hotels	Ch. 41 Admin. Code			
.98	Removal of Residential or Unauthorized Units	§ 317	C		

	through Conversion, Demolition, or Merger				
OTHER USES					
.99	Wireless Telecommunications Services Facility	§ 102	P	P	P

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SEC. 812. CHINATOWN RESIDENTIAL NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 812
CHINATOWN RESIDENTIAL NEIGHBORHOOD COMMERCIAL DISTRICT
ZONING CONTROL TABLE

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No.	Zoning Category	§ References	Chinatown Residential Neighborhood Commercial Controls
COMMERCIAL AND INSTITUTIONAL STANDARDS AND SERVICES			
.19	Floor Area Ratio	§§ 102.9, 102.11, 123	1.0 to 1 § 124(a) (b)
.20	Use Size [Nonresidential]	§ 890.130	P up to 2,500 sq. ft. C 2,501 to 4,000 sq. ft. § 121.4
.21	Open Space		1 sq. ft. for every 50 sq. ft. of building over 10,000 sq. ft. § 135.1
.22	Off-Street Parking, Commercial and Institutional	§§ 150, 151.1, 153 - 156, 166, 204.5, 303	None Required
.23	Off-Street Freight Loading	§§ 150, 153 - 155, 204.5	Generally, none required if gross floor area is less than 10,000 sq. ft. §§ 152, 161(b). *Exception permitted per § 155.*
.24	Outdoor Activity Area	§ 890.71	P in front C elsewhere

.25	Drive-Up Facility	§ 890.30	
.26	Walk-Up Facility	§ 890.140	P if recessed 3 ft. C otherwise
.27	Hours of Operation	§ 890.48	P 6 a.m. - 11 p.m. C 11 p.m. - 2 a.m.
.30	General Advertising Sign	§ 607.2	NP
.31	Business Sign	§§ 602 - 604, 608.1, 608.2	P § 607.2(f)
	* * * *		

No.	Zoning Category	§ References	Chinatown Residential Neighborhood Commercial Controls by Story		
			1st	2nd	3rd+
RESIDENTIAL STANDARDS AND USES					
.90	Residential Use	§ 890.88	P	P	P
.91	Dwelling Unit Density	§§ 207, 207.1, 890.88(a)	Generally, up to 1 unit per 200 sq. ft. lot area # § 207(c)		
.92	Residential Density, Group Housing	§§ 207.1, 208, 890.88(b)	1 bedroom per 140 sq. ft. lot area § 208		
.92b	Residential Density, Homeless Shelters	§§ 102, 207.1, 208, 890.88(d)	Density limits per § 208(a)		
.93	Usable Open Space [Per Residential Unit]	§§ 135, 136	48 sq. ft. § 135 Table 3		
.94	Off-Street Parking, Residential	§§ 150, 151.1, 153 - 156, 204.5, 303	P up to one car for each two Dwelling Units, *but subject to § 155*; C up to .75 cars for each Dwelling Unit, subject to the criteria and procedures of Sections 303(u) and 151.1(e), NP above 0.75 cars for each Dwelling Unit		
.95	Automobile Parking Lot, Community Residential	§ 156, 160, 890.7	C	C	C
.96	Automobile Parking Garage, Community Residential	§ 160, 890.8	C	C	C

.97	Residential Conversion or Demolition, Residential Hotels	Ch. 41 Admin. Code			
.98	Residential Conversion, Demolition, or Merger	§ 317	C for Removal of one or more Residential Units or Unauthorized Units.		

* * * *

Section 3. Application. The terms of this ordinance shall not apply to any project sponsor that submitted either an Environmental Evaluation Application or Development Application prior to its effective date.

Section 4. Effective Date. This ordinance shall become effective 30 days after enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board of Supervisors overrides the Mayor's veto of the ordinance.

Section 5. Scope of Ordinance. In enacting this ordinance, the Board of Supervisors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, punctuation marks, charts, diagrams, or any other constituent parts of the Municipal Code that are explicitly shown in this ordinance as additions, deletions, Board amendment additions, and Board amendment deletions in accordance with the "Note" that appears under the official title of the ordinance.

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/ / /

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

By: 

JOHN D. MALAMUT
Deputy City Attorney

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FILE NO. 180914

REVISED LEGISLATIVE DIGEST
(Substituted, 10/16/2018)

[Planning Code - Modifying Better Streets Plan Requirements and Curb Cut Restrictions]

Ordinance amending the Planning Code to add new standard required streetscape improvements under the Better Streets Plan; modifying the triggers that would require project sponsors to construct streetscape improvements in the public right-of-way; clarifying the recommended sidewalk width for street types; expanding curb cut restrictions for off-street parking and loading to nearly all zoning districts and certain designated streets, including those on the Citywide Transit Network and any officially adopted bicycle routes or lanes, and requiring a Conditional Use authorization or a Section 309 or 329 exception for new or expanded curb cuts in the applicable areas; adding criteria for the Planning Commission to consider when granting a Conditional Use authorization or an exception as part of a Downtown C-3-O(SD) (Downtown, Office (Special Development)) or large project authorization in mixed-use districts for such curb cuts; prohibiting new curb cuts in bus stops and on Folsom Street between Essex and Second Street; eliminating minimum off-street parking requirements for projects subject to the curb cut restrictions or prohibitions; and making findings under the California Environmental Quality Act, findings of consistency with the General Plan and the eight priority policies of Planning Code, Section 101.1, and findings of public necessity, convenience and welfare under Planning Code, Section 302.

Existing Law

Planning Code Section 138.1 contains public right-of-way streetscape improvement requirements derived from the Better Streets Plan. This Section also adopts specified sidewalk width recommendations. Planning Code Section 150 presents off-street parking and loading requirements. Planning Code Section 155 sets forth restrictions and outright prohibitions for curb cuts for off-street parking and loading in various zoning districts and locations in San Francisco. Where restrictions exist (as opposed to a prohibition), the Planning Commission may grant a curb cut through a Conditional Use authorization or a Planning Code Section 309 exception for projects in the Downtown C-3-O(SD) zoning. The Planning Code does not contain any particular findings necessary for the Planning Commission to grant such a Conditional Use authorization or exception under Planning Code Section 303. Planning Code Section 161 establishes exemptions and exceptions from off-street parking and loading.

Amendments to Current Law

This legislation would add new standard required streetscape improvements under the Better Streets Plan and modify the triggers that would require project sponsors to construct

streetscape improvements in the public right-of-way. The ordinance would clarify the recommended sidewalk width for street types. The legislation would expand curb cut restrictions for off-street parking and loading to nearly all zoning districts and certain designated streets, including those on the Citywide Transit Network and any officially adopted bicycle routes or lanes. In addition to the existing requirements for a Conditional Use authorization or Section 309 exception to allow curb cuts in restricted areas, the ordinance also would allow a Section 329 (large project authorization) exception for curb cuts in mixed-use districts. The legislation would adopt criteria that the Planning Commission would consider in granting a Conditional Use authorization or exception for a new or expanded curb cut. The ordinance would prohibit new curb cuts in bus stops and on Folsom Street between Essex and Second Street. In addition, it would eliminate minimum off-street parking requirements for projects subject to the curb cut restrictions or prohibitions. The ordinance would make conforming changes to sections throughout the Planning Code. The legislation also would adopt various findings, including environmental, General Plan, and Planning Code Section 101.1 (priority policies) and Section 302 (public necessity).

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SAN FRANCISCO
PLANNING DEPARTMENT

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

October 19, 2018

Ms. Angela Calvillo, Clerk
Honorable Supervisor Kim
Board of Supervisors
City and County of San Francisco
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Re: **Transmittal of Planning Department Case Number 2018-008862PCA:**
Better Streets Plan and Curb Cut Restrictions
Board File No. 180914
Planning Commission Recommendation: *Approval with Modifications*

Dear Ms. Calvillo and Supervisor Kim,

On October 18, 2018, the Planning Commission conducted duly noticed public hearings at regularly scheduled meetings to consider the proposed Ordinance, introduced by Supervisor Kim that would amend Planning Code Sections 138.1, 155(r), 161, 303(y). At the hearing the Planning Commission recommended approval with modifications.

The Commission's proposed modifications were as follows:

Section 138.1

1. **Relocate the 50,000 GSF Trigger in Section 138.1.** The proposed trigger to 138.1: The project includes more than 50,000 gross square feet of new construction should be relocated from Planning Code Section 138.1(c)(2)(A)(i)**(b)** to Planning Code Section 138.1(c)(2)(A)(i)**(a).**
2. **Change Use Size Trigger form 10,000 sq. ft. to 25,000 sq. ft.** Change the threshold in the new proposed trigger for Section 138.1 related to PDR uses. The ordinance proposes that a 10,000 sq. ft. conversion of PDR to non-PDR space would trigger 138.1. The Department recommends the threshold be set at 25,000 sq. ft.

Section 155(r)

3. **Exempt RH and NC-S Districts from 155(r)(3)(A).** Exempt projects sited in RH and NC-S Districts from the requirement that they seek a CUA to establish a new curb cut on the Transit Priority Network or a Class II or Class IV Bike or Neighborhood Commercial Street.
4. **Expand Definition of Protected Streets on Bike Network.** Amend 155(r)(3)(A) to include streets with Class III Bike Facilities protected frontages requiring a CUA on the bike network.
5. **Reestablish the last sentence in 155(r)(6) which was proposed to be removed from the code.**

6. **Eliminate Minimum Parking Requirements Citywide**

The proposed amendments are not defined as a project under CEQA Guidelines Section 15060(c) and 15378 because they do not result in a physical change in the environment.

Supervisor, please advise the City Attorney at your earliest convenience if you wish to incorporate the changes recommended by the Commission.

Please find attached documents relating to the actions of the Commission. If you have any questions or require further information please do not hesitate to contact me.

Sincerely,



Aaron D. Starr
Manager of Legislative Affairs

cc:
John Malamut, Deputy City Attorney
Noelle Duong, Aide to Supervisor Kim
Erica Major, Office of the Clerk of the Board

Attachments:
Planning Commission Resolution
Planning Department Executive Summary

SAN FRANCISCO
PLANNING DEPARTMENT

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Planning Commission Resolution No. 20319

HEARING DATE OCTOBER 18, 2018

Project Name:	**Amendments Planning Code Sections 138.1 Streetscape and Pedestrian Improvements; and 155: General Standards as to Location and Arrangement of Off-Street Parking, Freight Loading and Service Vehicle Facilities**
Case Number:	2018-008862PCA [Board File No. 180914]
Initiated by:	Supervisor Kim / Reintroduced October 22, 2013
Staff Contact:	Paul Chasan, Citywide Policy Planning paul.chasan@sfgov.org, 415-575-9065
Reviewed by:	Aaron Starr, Manager Legislative Affairs aaron.starr@sfgov.org, 415-558-6257

RESOLUTION APPROVING WITH MODIFICATIONS A PROPOSED ORDINANCE THAT WOULD AMEND PLANNING CODE TO ADD NEW ITEMS TO THE LIST OF STANDARD REQUIRED STREETSCAPE IMPROVEMENTS UNDER THE BETTER STREETS PLAN; MODIFYING THE TRIGGERS THAT WOULD REQUIRE PROJECT SPONSORS TO CONSTRUCT STREETSCAPE IMPROVEMENTS IN THE PUBLIC RIGHT-OF-WAY; CLARIFYING THE RECOMMENDED SIDEWALK WIDTH FOR STREET TYPES; EXPANDING CURB CUT RESTRICTIONS FOR OFF-STREET PARKING AND LOADING TO MOST ZONING DISTRICTS AND CERTAIN DESIGNATED STREETS, INCLUDING THOSE ON THE CITYWIDE TRANSIT NETWORK AND ANY OFFICIALLY ADOPTED CLASS II BIKEWAYS (BICYCLE LANES AND BUFFERED BIKE LANES) OR CLASS IV BIKEWAYS (PROTECTED BICYCLE LANES), AND REQUIRING A CONDITIONAL USE AUTHORIZATION OR A SECTION 309 OR 329 EXCEPTION FOR NEW OR EXPANDED CURB CUTS IN THE APPLICABLE AREA; ADDING CRITERIA FOR THE PLANNING COMMISSION TO CONSIDER WHEN GRANTING A CONDITIONAL USE AUTHORIZATION OR AN EXCEPTION AS PART OF A DOWNTOWN C-3-O(SD) (DOWNTOWN, OFFICE (SPECIAL DEVELOPMENT)) OR LARGE PROJECT AUTHORIZATION IN MIXED-USE DISTRICTS FOR SUCH CURB CUTS; PROHIBITING NEW CURB CUTS IN BUS STOPS AND ON FOLSOM STREET BETWEEN ESSEX AND SECOND STREET; ELIMINATING MINIMUM OFF-STREET PARKING REQUIREMENTS FOR PROJECTS SUBJECT TO THE CURB CUT RESTRICTIONS OR PROHIBITIONS; AND MAKING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN. AND THE EIGHT PRIORITY POLICIES OF PLANNING CODE, SECTION 101.1, AND FINDINGS OF PUBLIC NECESSITY, CONVENIENCE AND WELFARE UNDER PLANNING CODE, SECTION 302.

WHEREAS, on September 18, 2018, Supervisors Kim introduced a proposed Ordinance under Board of Supervisors (hereinafter "Board") File Number 180914, which would add new items to the list of standard required streetscape improvements under the Better Streets Plan; modifying the triggers that would require project sponsors to construct streetscape improvements in the public right-of-way; clarifying the recommended sidewalk width for street types; expanding curb cut restrictions for off-street parking and loading to most zoning districts and certain designated streets, including those on the citywide transit network and any officially adopted class ii bikeways (bicycle lanes and buffered bike lanes) or class iv bikeways (protected bicycle lanes), and requiring a Conditional Use Authorization or a Section 309 or 329 exception for new or expanded curb cuts in the applicable area; adding criteria for the Planning Commission to consider when granting a Conditional Use Authorization or an exception as part of a downtown C-3-O(SD) (Downtown, Office (Special Development)) or Large Project Authorization in Mixed-Use Districts for such curb cuts; prohibiting new curb cuts in bus stops and on Folsom Street between Essex and Second Street; eliminating minimum off-street parking requirements for projects subject to the curb cut restrictions or prohibitions;

WHEREAS, The Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Ordinance on October 18, 2018; and,

WHEREAS, the proposed Ordinance has been determined to be categorically exempt from environmental review under the California Environmental Quality Act Section 15060(c) and 15378; and

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

WHEREAS, all pertinent documents may be found in the files of the Department, as the custodian of records, at 1650 Mission Street, Suite 400, San Francisco; and

WHEREAS, the Planning Commission has reviewed the proposed Ordinance; and

MOVED, that the Planning Commission hereby recommends that the Board of Supervisors **approve with modifications** the proposed ordinance.

Those modifications include:

Section 138.1

1. **Relocate the 50,000 GSF Trigger in Section 138.1.** The proposed trigger to 138.1: The project includes more than 50,000 gross square feet of new construction should be relocated from Planning Code Section 138.1(c)(2)(A)(i)**(b)** to Planning Code Section 138.1(c)(2)(A)(i)**(a).**
2. **Change Use Size Trigger form 10,000 sq. ft. to 25,000 sq. ft.** Change the threshold in the new proposed trigger for Section 138.1 related to PDR uses. The ordinance proposes that a 10,000 sq. ft. conversion of PDR to non-PDR space would trigger 138.1. The Department recommends the threshold be set at 25,000 sq. ft.

Section 155(r)

3. **Exempt RH and NC-S Districts from 155(r)(3)(A).** Exempt projects sited in RH and NC-S Districts from the requirement that they seek a CUA to establish a new curb cut on the Transit Priority Network or a Class II or Class IV Bike or Neighborhood Commercial Street.
4. **Expand Definition of Protected Streets on Bike Network.** Amend 155(r)(3)(A) to include streets with Class III Bike Facilities protected frontages requiring a CUA on the bike network.
5. **Reestablish the last sentence in 155(r)(6) which was proposed to be removed from the code.**
6. **Eliminate Minimum Parking Requirements Citywide**

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

1. The proposed Ordinance will support numerous existing City Policies including the Better Streets Policy, the Vision Zero Policy, the Transit First Policy and the Complete Streets Policy.
2. The ordinance will enable staff to more effectively implement the Better Streets Plan
3. The ordinance will enable staff to more effectively prevent the installation of new curb cuts on key walking, biking and transit corridors, thus increasing the safety and comfort of people walking and biking and using transit.
4. **General Plan Compliance.** The proposed amendments to the Planning Code are not addressed in the General Plan; the Commission finds that the proposed Ordinance is not inconsistent with the Objectives and Policies of the General Plan.

   TRANSPORTATION ELEMENT

   OBJECTIVE 21 – Give first priority to improving transit service throughout the City, providing a convenient and efficient system as a preferable alternative to automobile use.

   POLICY 21.2 – Reduce, relocate or prohibit automobile facility features on transit preferential streets, such as driveways and loading docks, to avoid traffic conflicts and automobile congestion.

   The ordinance will reduce or prohibit automobile facilities features on Transit Preferential Streets by expanding the list of zoning districts where a CUA is required to install new curbs cut on a Transit Preferential Streets and establishing criteria for the Commission to consider when deciding on CUAs for these curb cuts.

   OBJECTIVE 24 – Design every street in San Francisco for safe and convenient **walking.**

   POLICY 24.1 – Every surface street in San Francisco should be designed consistent with the Better Streets Plan for safe and convenient walking, including sufficient and continuous sidewalks and safe pedestrian crossings at reasonable distances to encourage access and mobility for seniors, people with disabilities and children.

   The ordinance will support staff's efforts to implement the Better Streets Plan (BSP). Planning Code Section 138.1 is staff's primary policy tool for implementing the BSP. The ordinance proposes numerous

amendments to 138.1 that will collectively improve the design review process and ensure streetscape improvements built by project sponsors are better aligned with the intent of the BSP.

OBJECTIVE 29 – Ensure that bicycles can be used safely and conveniently as a primary means of transportation, as well as for recreational purposes.

POLICY 29.1 – Expand and improve access for bicycles on City streets and develop a well-marked, comprehensive system of bike routes in San Francisco.

The ordinance will expand and improve access for bicycles on City Streets. It will result in improved safety for people on bicycles by making it harder to get a curb cut on the bike network in certain zoning districts.

URBAN DESIGN ELEMENT

OBJECTIVE 1 – Emphasis of the characteristic pattern which gives to the city and its neighborhoods an image, a sense of purpose, and a means of orientation.

POLICY 1.10 – Indicate the purposes of streets by adopting and implementing the Better Streets Plan, which identifies a hierarchy of street types and appropriate streetscape elements for each street type.

The ordinance will support staff's efforts to implement the Better Streets Plan (BSP). Planning Code Section 138.1 is staff's primary policy tool for implementing the BSP. The ordinance proposes numerous amendments to 138.1 that will collectively improve the design review process and ensure streetscape improvements built by project sponsors are better aligned with the intent of the BSP.

OBJECTIVE 4 – Improvement of the neighborhood environment to increase personal safety, comfort, pride and opportunity

POLICY 4.4 – Design walkways and parking facilities to minimize danger to pedestrians.

The ordinance will make it harder to get a new curb cut on Neighborhood Commercial Streets which are places where pedestrians are most likely to gather. In doing so, improve the safety of people walking by reducing conflicts between pedestrians and private vehicles in.

POLICY 4.11 – Make use of street space and other unused public areas for recreation, particularly in dense neighborhoods, such as those close to downtown, where land for traditional open spaces is more difficult to assemble.

The ordinance will grant City staff the ability to require projects construct sidewalk features such as extended bulbouts that function as usable open space within the public right-of-way. Much of the development that will construct these streetscape features is taking place in neighborhoods that are already dense or are quickly densifying.

5. **Planning Code Section 101 Findings.** The proposed amendments to the Planning Code are consistent with the eight Priority Policies set forth in Section 101.1(b) of the Planning Code in that:

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

   The proposed Ordinance would not have a negative impact on neighborhood serving retail uses and will not impact opportunities for resident employment in and ownership of neighborhood-serving retail.

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

   The proposed Ordinance would not have a negative effect on housing or neighborhood character.

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

   The proposed Ordinance would not have an adverse effect on the City's supply of affordable housing.

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

   The proposed Ordinance would not result in commuter traffic impeding MUNI transit service or overburdening the streets or neighborhood parking.

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

   The proposed Ordinance would not cause displacement of the industrial or service sectors due to office development, and future opportunities for resident employment or ownership in these sectors would not be impaired.

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

   The proposed Ordinance would not have an impact on City's preparedness against injury and loss of life in an earthquake.

7. That the landmarks and historic buildings be preserved;

   The proposed Ordinance would not have an impact on the City's Landmarks and historic buildings.

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

   The proposed Ordinance would not have an impact on the City's parks and open space and their access to sunlight and vistas.

6. **Planning Code Section 302 Findings.** The Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require the proposed amendments to the Planning Code as set forth in Section 302.

NOW THEREFORE BE IT RESOLVED that the Commission hereby approves with modifications the proposed Ordinance as described in this Resolution.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on October 18, 2018.

Jonas P. Ionin
Commission Secretary

AYES: Hillis, Johnson, Koppel, Melgar, Moore

NOES: None

ABSENT: Fong, Richards

ADOPTED: October 18, 2018

SAN FRANCISCO
PLANNING DEPARTMENT

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Executive Summary
Planning Code Text Amendment
HEARING DATE: OCTOBER 18, 2018
EXPIRATION DATE: DECEMBER 25, 2018

Project Name:	**Amendments Planning Code Sections 138.1 Streetscape and Pedestrian Improvements; and 155: General Standards as to Location and Arrangement of Off-Street Parking, Freight Loading and Service Vehicle Facilities**
Case Number:	2018-008862PCA [Board File No. 180914]
Initiated by:	Supervisor Kim / Introduced September 18, 2018
Staff Contact:	Paul Chasan, Citywide Policy Planning paul.chasan@sfgov.org, 415-575-9065
Reviewed by:	Aaron Starr, Manager of Legislative Affairs aaron.starr@sfgov.org, 415-558-6362
Recommendation:	**Recommend Approval with Modifications**

PLANNING CODE AMENDMENT

The proposed Ordinance would amend Planning Code sections 138.1 and 155 and 303.

Section 138.1 would be amended to clarify language regarding required streetscape improvements; modify the triggers requiring project sponsors to construct streetscape improvements in the public right-of-way; modify the recommended sidewalk width for Downtown Commercial street types.

Section 155 would be amended to, eliminate off-street parking requirements for projects who's only viable frontage is on a protected street, prohibit new curb cuts along Folsom Street between 2nd and Essex Streets, prohibit new curb cuts in transit stops, expand the areas where a Conditional Use Authorization is required to install a new curb cut on the bike network and transit priority networks.

Section 303 would be amended to establish criteria the Commission should use to determine if a new curb cut should be allowed on a protected corridor.

The new controls proposed in this ordinance would not apply to any active projects. Projects that submit their first entitlement or environmental application to the Department after the ordinance is approved will be subject to the new ordinance.

SUMMARY OF PROPOSED AMMENDMENTS TO THE PLANNING CODE

Planning Code Section 138.1

Recommended and Required Streetscape Features – 138.1(b)(2) Table 1

Under the Better Streets Plan, the City can require projects to construct "standard streetscape improvements" and request that projects construct "non-standard streetscape improvements."

	The Way It Is Now	The Way It Would Be
1.	The City may *request* a project that triggers Section 138.1 to construct extended bulb-outs, mid-block bulb-outs and raised crosswalks, adjacent to their project.	The City may *require* a project that triggers Section 138.1 to construct extended bulb-outs, mid-block bulb-outs and raised crosswalks adjacent to their project provided any raised crosswalk spans a ROW that is 40 feet or less and is installed at a street corner.
2.	The Planning Code *does not authorize* the City to require projects to remove on-street parking at crosswalks adjacent to their property (also known as "intersection delighting").	The City may *require* a project that triggers Section 138.1 to remove on-street parking at crosswalks adjacent to their property (also known as "intersection daylighting").

Triggers – 138.1(c)(2)(A)

To trigger Section 138.1, projects must meet at least one of three conditions related to site geometry and one or three conditions related to the project's scope.

	The Way It Is Now	The Way It Would Be
3.	Projects that contain *250'* or greater of street frontages on one or more public rights-of-ways meet the geometric triggers for Section 138.1.	Projects that contain *150'* or greater of street frontages on one or more public rights-of-ways meet the geometric triggers for Section 138.1.
4.	*All new construction projects* (including residential projects) meet one of the project scope triggers for Section 138.1.	New construction projects with *residential* components must include a*t least 10 or more units of housing* in the project scope to meet one of the project scope triggers for Section 138.1.
5.	*All new construction projects* (including non-residential projects) meet one of the project scope triggers for Section 138.1.	New construction projects with *non-residential* components must include *10,000 gross square feet of non-residential space* to meet one of the project scope triggers for Section 138.1.
6.	All change-of-use projects are currently *exempt* from Section 138.1	*Change-of-use projects involving the conversion of 10,000 gross square feet or greater of PDR use to residential or office use PDR use* would trigger Section 138.1. Other types of change-of-use projects would remain exempt.

Sidewalk Widths 138.1(c)(2)(b)

The Better Streets Plan established a system of street types for all streets in San Francisco. Street types are based on a street segment's contextual zoning. For most street types, the Better Streets Plan establishes a recommended sidewalk width. These widths are codified in Section 138.1.

	The Way It Is Now	The Way It Would Be
7.	In some instances, City policy indicates a preference for a sidewalk width greater than the sidewalk width established in Section 138.1. The Planning code *makes no provisions* for the City to require a project sponsor to build a sidewalk to the wider dimension. Examples of such policies include: • Streetscape plans or community-based plans adopted by the Board of Supervisors which specify sidewalk widths greater than the Sidewalk width established in the Better Streets Plan • Legislated sidewalk widths previously approved by the Board of Supervisors that exceed the recommended sidewalk width in the Better Streets Plan	Section 138.1 would be amended to allow the City to require a project sponsor to widen sidewalks by dimensions that exceed the recommended sidewalk widths in the Better Streets Plan where existing policies justify such a widening. Instances where this provision may apply include: • Streetscape plans or community-based plans adopted by the Board of Supervisors which specify sidewalk widths greater than the Sidewalk width established in the Better Streets Plan • Legislated sidewalk widths previously approved by the Board of Supervisors that exceed the recommended sidewalk width in the Better Streets Plan
8.	Section 138.1, allocates recommended sidewalk widths for all street types except for Downtown Commercial Streets (streets within the C-3, C-2, and CCB zoning districts). The Code defers to the City's Downtown Streetscape Plan to determine sidewalk widths on Downtown Commercial Streets. However, some Downtown Commercial Streets are sited outside of the Downtown Streetscape Plan Area and thus have no recommended sidewalk width.	The proposed legislation amends the code to state that the recommended sidewalk width for Downtown Commercial Streets that are sited outside of the Downtown Streetscape Plan Area is 15 feet.

Review and Approvals 138.1(c)(2)(C)

	The Way It Is Now	The Way It Would Be
9.	Section 138.1 requires project sponsors to submit a required streetscape plan 60 days prior to any	Under the proposed legislation, a project sponsor is required to submit a streetscape plan

	Department or Planning Commission Approval Action.	with the project's first Development Application.
10.	Under the existing code, a project's public realm improvements must be installed prior to the City's issuance of a project's final Certificate of Occupancy or Temporary Certificate of Occupancy unless otherwise extended by the Zoning Administrator.	The proposed Ordinance would allow the Zoning Administrator to extend the timeframe for a completion of required streetscape improvements for change-of-use projects after a project has been constructed.

Planning Code Section 155

Restrictions on new Curb Cuts – 155 (r)

	The Way It Is Now	The Way It Would Be
11.	Project's whose only available frontage is on a street where a cur cut is prohibited or is only allowed via a Conditional Use Authorization are not explicitly exempted from their off-street parking requirements.	Project's whose only available frontage is on a street where a cur cut is prohibited or is only allowed via a Conditional Use Authorization would be exempted from their off-street parking requirements.
12.	Vehicular access to off-street parking is prohibited on Folsom Street between The Embarcadero and Essex Street.	Vehicular access to off-street parking would be prohibited on Folsom Street between The Embarcadero and 2nd Street.
13.	Projects may seek a Conditional Use Authorization to install a curb cut in a bus stop.	Projects would be prohibited from Installing a curb cut in a bus stop.
14.	Projects in C-3, NCT or RTO Districts are required to seek a Conditional Use Authorization to be granted a curb on any Transit Preferential Street, the Citywide Pedestrian Network or Neighborhood Commercial Streets or on a street fronting a bike lane if no other frontage is available.	Projects in all zoning districts except for M, P, PDR, all RH1, RH2, RH3 and SALI Districts are required to seek a Conditional Use Authorization to be granted a curb on any Transit Preferential Street, the or Neighborhood Commercial Streets or on a street fronting a bike lane or protected bikeway if no other frontage is available.

15.	Projects in Neighborhood Commercial Transit Districts have no minimum parking requirement and be required to seek a Conditional Use Authorization to install a new curb cut on a Neighborhood Commercial Street.	Projects in all Neighborhood Commercial Districts Citywide would have no minimum parking requirement and be required to seek a Conditional Use Authorization to install a new curb cut on a Neighborhood Commercial Street.
16.	The Planning Code currently prohibits curb cuts on the Citywide Pedestrian Network as defined in the City's General Plan where other frontages are available.	The Planning Code would no longer reference the Citywide Pedestrian Network, which was recently removed from the City's General Plan.
17.	Projects that trigger both Section 155(r) and either Section 309 or 329 must schedule two separate items at the Planning Commission.	Projects that trigger both Section 155(r) and either Section 309 or 329 would be able to schedule one item at the Planning Commission resulting in more efficient use of staff time.

Planning Code Section 303

Conditional Uses – 303 (x)

	The Way It Is Now	The Way It Would Be
18.	The Planning Code currently includes no additional criteria the Commission should consider when determining whether a CUA for a curb cut on a protected corridor should be granted.	The Planning Code would be amended to include additional criteria for the Commission to Consider when determining whether a CUA for a curb cut on a protected corridor should be granted

Planning Code Section 161 -

Exemptions and Exceptions from Off-street Parking, Freight Loading and Service Vehicle Requirements –

BACKGROUND

The initial impetus for undertaking this legislative effort grew out of the 340 Bryant project. 340 Bryant is a four-story, 61,300 square foot building located adjacent to a freeway onramp in South Beach. In 2015 the Planning Commission approved a change of use to convert the existing industrial space to office space at the site. Because the project did not involve new construction, it did not trigger required streetscape improvements under Section 138.2 of the Planning Code. However, the building is sited adjacent to a

freeway onramp where pedestrian comfort is less than ideal. Community members who were dismayed about the lack of pedestrian improvements contacted Supervisor Kim. She in turn contacted the Planning Department asking how similar situations might be avoided in the future.

The Department responded with a letter dated April 16, 2015 that outlined steps the Department is taking to support Vision Zero and pedestrian safety. The letter suggested partnering with Supervisor Kim's office on a legislative amendment to section 138.1 that would authorize the City to require future PDR to non-PDR change of use projects to install streetscape improvements. This legislative package grew from that process. The ordinance has grown to include proposed recommendations from Walk SF and Livable Cities as well as changes identified by city staff who have had several years of experience implementing Section 138.2.

ISSUES AND CONSIDERATIONS

Street Design Advisory Team (SDAT)

In 2010, the Board of Supervisors adopted the City's Better Streets Plan (BSP), establishing standards for the design of sidewalks and pedestrian amenities in San Francisco. At that time, section 138.1 of the Planning Code was adopted. Section 138.1 authorizes the Planning Department to require projects that meet certain scale and scope thresholds to install pedestrian improvements in the public ROW adjacent to their frontages. In 2014, the Planning Department created the Street Design Advisory Team (SDAT), a staff advisory body that provides guidance to project sponsors on their required streetscape improvements under Section 138.1. SDAT is staffed by the Planning Department and is composed of staff from the Fire Department, the Municipal Transportation Agency, Public Works, and the Public Utilities Commission.

Recommended and Required Streetscape Features

Section 138.1 of the Planning Code defines Standard Improvements and Non-Standard Improvements. While the Department can require projects that trigger Section 138.1 to construct Standard Improvements, it can only request that they construct non-standard streetscape improvements. This ordinance creates one new Standard improvement, intersection daylighting[1], and reclassifies several Non-Standard Improvements as Standard Improvements, raised crosswalks[2], extended bulbouts, and mid-block bulbouts.

These features were chosen because they:

1. Are similar in scale, scope, location and function as standard improvements such as sidewalk widenings and bulbouts.
2. Frequently surface during the Department's internal design review process as streetscape features the City would like project sponsors to build to increase pedestrian safety and enhance the public realm.

[1] *i.e.* removing parking at corners to increase safety by improving sightlines for people walking and driving

[2] *i.e.* extending the crosswalk across the ROW at intersections

3. Do not trigger broader circulation changes within the street right-of-way such as vehicle travel lane removal) which would require project sponsors to undergo extra environmental analysis
4. Can be installed immediately adjacent to the project sponsor's building frontage (as opposed to the frontage of a neighboring property owner) thus limiting liability for the project sponsor.

Triggers for Required Streetscape Improvement Modifications
The existing code defines the following triggers for projects to meet Section 138.1. To meet this section of the code, projects must trigger at least one **scope** factor *and* one **geometric** factor listed below.

Project Scope Factors
The project scope includes:

(a) new construction
(b) **or** addition of 20% or more of gross floor area to an existing building.

Geometric Factors
The project is on a lot that:

(a) **is** greater than one-half acre (21780 square feet) in total area,
(b) **or** contains 250 feet of total lot frontage on one or more publicly-accessible rights-of-way,
(c) **or** the frontage encompasses the entire block face between the nearest two intersections with any other publicly-accessible rights-of-way,

The legislation would modify several of the triggers listed above to better harmonize required streetscape improvements with the scale of development project. The revised triggers would filter out smaller projects by exempting developments with fewer than 10 housing units or 10,000 sq. ft. of commercial space and capture mid-sized developments by reducing the frontage requirements to 150 feet (from 250'). These larger projects which have the resources to design and fund improvements in the City's public right-of-way do so. Examples of recent and active projects that would trigger the new frontage criteria include:

New Change-of-Use Triggers
The ordinance creates a new trigger for changes of use projects that convert over 10,000 square feet of PDR space to a housing or office use. The intent of this change is to capture sites in former PDR districts where sidewalks are often lacking and compel these projects to build needed pedestrian improvements. The significant increase in property value and rental income that PDR to residential or office conversions generate implies that PDR conversions can afford to shoulder the additional cost and time associated with implementing required streetscape improvements. Moreover, there is a clear nexus between the PDR conversions and increased demands for pedestrian infrastructure. Many PDR districts lack basic pedestrian amenities and, due to their increased density, office and residential uses generate more foot traffic than the PDR uses. Thus, the change from PDR to Residential or Office increases the demand for localized pedestrian improvements.

Extended Timelines for Change-of-Use Projects
Currently, projects triggering Section138.1 must complete any required streetscape improvements prior to the issuance of the certificate of occupancy. Impacts will likely fall disproportionally on PDR to non-

PDR change-of-use projects, due their faster entitlement, permitting and construction timelines compared to projects involving new construction. The compressed permitting and construction timeline for change-of-use projects may not provide enough time for these projects to design, permit and construct required streetscape improvements along their frontages. The legislation recognizes this constraint by granting the Zoning Administrator the power to extend the timeframe for completion of required streetscape improvements after tenants have moved into the building.

Earlier Submission of Required Streetscape Plan

The Code currently states that project sponsors are required to submit streetscape plans at least 60 days before a Planning Department or Planning Commission approval action. The proposed legislation moves this submission earlier in the entitlement process to provide adequate time for interagency coordination (as required under the Planning Code) on streetscape improvements. Requiring a project sponsor to submit streetscape plans with their first entitlement or environmental application will help ensure that streetscape plans approved by the Planning Commission have been adequately vetted by city agencies when the project is entitled and will require fewer modifications post Planning Commission approval. In other words, it will help ensure that the designs presented to the public and approved by the Planning Commission are more likely to be built as shown.

City-Mandated Sidewalk Widths

The San Francisco Better Streets Plan establishes a set of street types for the city's street system. Street types are define by land use context and transportation characteristics. Other special conditions are called out individually. The Better Streets Plan defines characteristics for each for each street type such as sidewalk width. These features are codified in Planning Code Section 138.1.



Street Type Map from the Better Streets Plan

In some instances, policies conflict about the City's preference for a sidewalk width on a given block. These include instances where the Board of Supervisors has previously legislated sidewalk widths that exceed the sidewalk width recommended in the Better Streets Plan, and instances where an adopted area plan or public realm adopted by the Board of Supervisors recommends a sidewalk width more than the width recommended in the Better Streets Plan. In these scenarios where policies conflict, the proposed Ordinance would authorize the City to require projects to build their sidewalks to the wider dimension.



Downtown Commercial Streets

Under the Better Streets Plan, street types are defined by the contextual zoning on a given block. The plan recommends 15-foot sidewalk widths for high-intensity street types like Downtown Residential Streets and Neighborhood Commercial Streets.

However, the Better Streets Plan defaults to the Downtown Streetscape Plan Area (see blue box on adjacent map) to determine recommended sidewalk width for Downtown Commercial Streets (located within C-3 Zoning Districts). Alas, there are some Downtown Commercial streets that are zoned C-3, that fall outside of the Downtown Streetscape Plan area boundary. These orphaned blocks currently have no recommended sidewalk width under the Code and include numerous streets in Mid-Market and The Hub, both areas with active development sites. The legislation proposes to rectify this by establishing a recommended sidewalk width of 15' for Downtown Commercial Streets that fall outside of the Downtown Streetscape Plan Area bringing orphaned Downtown Commercial Street blocks into alignment with similar high-intensity street types within the BSP.

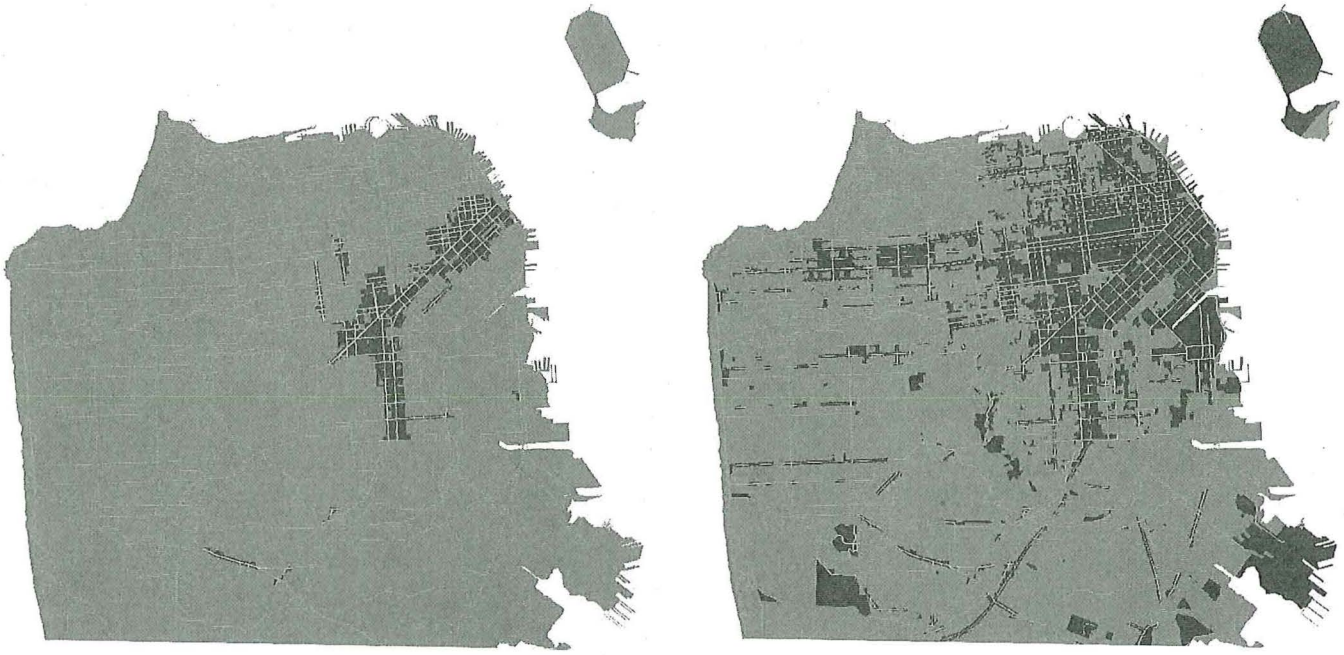
Restrictions on new Curb Cuts

Section 155 of the Planning Code restricts new curb cuts on street frontages where the City has prioritized sustainable transportation modes like walking, biking or transit, but only within the C-3, NCT and RTO zoning districts. On some streets curb cuts are banned outright, whereas on others, applicants need to pursue Conditional Use Authorization (CUA) to obtain a curb cut on protected frontage. These restrictions are in place because siting new curb cuts on the transit priority network, bike network, and pedestrian-oriented street network degrades these networks over time.

The ordinance would expand the list of zoning districts where projects seeking to install a new curb cut fronting the Transit Priority and Bike Networks are required to seek a CUA from three zoning districts (C-3, NCT and RTO) to all zoning districts except for the following districts:

- **P Districts –** These districts include all publicly owned land that is not public right-of-way (streets and sidewalks). These districts were exempted because they often house essential services where curb cuts are necessary such as fire stations, Muni bus yards and hospitals.
- **M, PDR** and **SALI Districts –** The districts are characterized by industrial land uses. They were exempted because off-street loading and freight logistics are essential to their operation.

Zoning districts where the new controls would apply include dense residential districts like RM and RC districts, Mixed-use districts like UMU and MUR Districts and commercial districts like C-2, C-1 and NC Districts. The expanded area where these controls would apply roughly affect the more urbanized, the northeast quadrant of the City, eastern neighborhoods not zoned as PDR or industrial areas and pedestrian-oriented shopping streets in the western half of the City.



The map on the left shows the area where projects are currently required to seek a CUA to install a new curb cut on a protected frontage. The map on the right shows the expanded area, where the ordinance proposes requiring a CUA on protected frontages. Larger versions of both maps are included as attachments at the end of this document.

Removing Off-Street Parking Minimums

None of the three zoning districts currently identified in 155(r) have minimum parking requirements. However, the ordinance proposes adding additional zoning districts some of which, such as Neighborhood Commercial Districts, are required to provide off-street parking. This could hypothetically create a situation where a project that does not wish to provide off-street parking but both fronts a protected street and is sited in a zoning district with minim parking requirements is required to seek a CUA to not build the required parking. Essentially the City would be requiring the project to spend additional time, and expense getting permission to not build parking that neither the sponsor nor the City wants.

To rectify this, the ordinance proposes eliminating off-street parking for any site that fronts a protected street. Projects that don't seek to include parking access along a protected frontage would be rewarded with a faster entitlement process. Projects that wished to include off-street parking would still be able to peruse a CUA should they choose to do so.

Consolidating Commission Actions
Planning Code Section 309 (Downtown Exemptions, also referred to as a DNX) and 329 (Large Project Authorizations also referred to as an LPA) recognize the complexity of large sites in the Downtown and Eastern Neighborhoods warrants a more flexible review process. These code sections, empower the Commission to conduct building design review and grant certain exemptions to Planning Code requirements such as bulk and off-street parking access on restricted streets. Under the current system, projects both seeking a DNX or a LPA *and* a CUA for a new curb cut on a protected frontage need to schedule two separate Commission items. Planning Department staff are thus required to draft two separate case reports one for the DNX or LPA and another for the CUA related to the curb cut on the protected frontage.

The draft legislation proposes to streamline this process by consolidating the Commission calendar items and associated case reports. For projects that are required to seek a CUA for a new curb cut on a protected street that qualify for a DNX or an LPA, the Commission will consider the curb cut during those entitlement hearings for the DNX/LPA. However, the Commission will be required to base its decision on the new the curb cut on the same findings used in the Conditional Use process (described below). This will allow Planning Department staff to draft one case report covering both processes which in turn will result in increased staff productivity and faster approvals for these projects.

New Conditional Use Requirements
Other than the standard CUA findings in Planning Code Section 303, the existing code includes no additional criteria the Commission should consider when determining whether a CUA for a curb cut on a protected corridor should be granted. This leaves the Commission no clear policy guidance on how to make the decision and increasing the likelihood that the CUA will be granted. The legislation proposes to rectify this by establishing new criteria for the commission to consider when deciding on a new curb cut on a protected frontage. These include:

- **Criteria 1** is intended to protect emergency services such as hospitals fire stations, etc. which would be able to get a CUA for a new curb cut

- **Criteria 2** would allow accessible loading and protect certain land uses – Large grocery stores, PDR uses (including car repair shops), and institutional uses, and allow for disabled parking access when required under the ADA

- **Criteria 3:** would allow a curb cut to access off-street loading (but not off-street parking) if the environmental analysis shows that not providing off-street loading would cause people to load in the street, thus endangering people on bikes and slowing transit.

GENERAL PLAN COMPLIANCE

TRANSPORTATION ELEMENT
OBJECTIVE 21 – Give first priority to improving transit service throughout the City, providing a convenient and efficient system as a preferable alternative to automobile use.

POLICY 21.2 – Reduce, relocate or prohibit automobile facility features on transit preferential streets, such as driveways and loading docks, to avoid traffic conflicts and automobile congestion.
The ordinance will reduce or prohibit automobile facilities features on Transit Preferential Streets by expanding the list of zoning districts where a CUA is required to install new curbs cut on a Transit Preferential Streets and establishing criteria for the Commission to consider when deciding on CUAs for these curb cuts.

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POLICY 24.1 – Every surface street in San Francisco should be designed consistent with the Better Streets Plan for safe and convenient walking, including sufficient and continuous sidewalks and safe pedestrian crossings at reasonable distances to encourage access and mobility for seniors, people with disabilities and children.
The ordinance will support staff's efforts to implement the Better Streets Plan (BSP). Planning Code Section 138.1 is staff's primary policy tool for implementing the BSP. The ordinance proposes numerous amendments to 138.1 that will collectively improve the design review process and ensure streetscape improvements built by project sponsors are better aligned with the intent of the BSP.

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POLICY 29.1 – Expand and improve access for bicycles on City streets and develop a well-marked, comprehensive system of bike routes in San Francisco.
The ordinance will expand and improve access for bicycles on City Streets. It will result in improved safety for people on bicycles by making it harder to get a curb cut on the bike network in certain zoning districts.

URBAN DESIGN ELEMENT

OBJECTIVE 1 – Emphasis of the characteristic pattern which gives to the city and its neighborhoods an image, a sense of purpose, and a means of orientation.

POLICY 1.10 – Indicate the purposes of streets by adopting and implementing the Better Streets Plan, which identifies a hierarchy of street types and appropriate streetscape elements for each street type.
The ordinance will support staff's efforts to implement the Better Streets Plan (BSP). Planning Code Section 138.1 is staff's primary policy tool for implementing the BSP. The ordinance proposes numerous amendments to 138.1 that will collectively improve the design review process and ensure streetscape improvements built by project sponsors are better aligned with the intent of the BSP.

OBJECTIVE 4 – Improvement of the neighborhood environment to increase personal safety, comfort, pride and opportunity

POLICY 4.4 – Design walkways and parking facilities to minimize danger to pedestrians.
The ordinance will make it harder to get a new curb cut on Neighborhood Commercial Streets which are places where pedestrians are most likely to gather. In doing so, improve the safety of people walking by reducing conflicts between pedestrians and private vehicles in.

POLICY 4.11 – Make use of street space and other unused public areas for recreation, particularly in dense neighborhoods, such as those close to downtown, where land for traditional open spaces is more difficult to assemble.

The ordinance will grant City staff the ability to require projects construct sidewalk features such as extended bulbouts that function as usable open space within the public right-of-way. Much of the development that will construct these streetscape features is taking place in neighborhoods that are already dense or are quickly densifying.

RECOMMENDATION

The Department recommends that the Commission recommend approval with modifications of the proposed Ordinance and adopt the attached Draft Resolution to that effect. The Department's proposed recommendations are as follows:

Section 138.1

1. **Change Use Size Trigger form 10,000 sq. ft. to 25,000 sq. ft.** Change the threshold in the new proposed trigger for Section 138.1 related to PDR uses. The ordinance proposes that a 10,000 sq. ft. conversion of PDR to non-PDR space would trigger 138.1. The Department recommends the threshold be set at 25,000 sq. ft.
2. **Relocate the 50,000 GSF Trigger in Section 138.1.** The proposed trigger to 138.1: "The project includes more than 50,000 gross square feet of new construction" should be relocated from Planning Code Section 138.1(c)(2)(A)(i)**(b)** to Planning Code Section 138.1(c)(2)(A)(i)**(a).**

Section 155(r)

3. **Exempt RH and NC-S Districts from 155(r)(3)(A).** Exempt projects sited in RH and NC-S Districts from the requirement that they seek a CUA to establish a new curb cut on the Transit Priority Network or a Class II or Class IV Bike or Neighborhood Commercial Street.
4. **Expand Definition of Protected Streets on Bike Network.** Amend 155(r)(3)(A) to include streets with Class III Bike Facilities protected frontages requiring a CUA on the bike network.
5. **Provide Clarity on Minimum Parking Requirements.** Clarify in the code that minimum parking requirements are waived if a project is sited on a protected frontage in places where the Code discusses minimum parking requirements.

BASIS FOR RECOMMENDATION

The Department supports the overall goals of this Ordinance and recommends it be approved with modifications because it supports numerous City Policies including the Better Streets Policy, the Vision Zero Policy, the Transit First Policy and the Complete Streets Policy. The legislation will enable staff to more effectively implement the Better Streets Plan and prevent the installation of new curb cuts on key walking, biking and transit corridors. These efforts will result in the beautification of the City's public realm and increase the safety and comfort of people walking and biking and using transit.

Conversations with Supervisor Kim's Office indicate that, Supervisor Kim supports most of the proposed amendments outlined below. While she does not support *Recommendation 1* (changing use size triggers for PDR conversions from 10,000 to 25,000 sq. ft.), she does support the remaining proposed amendments: *Recommendations 2-5*. We understand that Supervisor Kim will be soon be introducing substitute legislation that will include *Recommendations 2-5* outlined below.

Recommendation 1: Change Use Size Trigger from 10,000 sq. ft. to 25,000 sq. ft. Staff is concerned that the 10,000 sq. ft. trigger proposed in the legislation is too low and would place an undue burden projects that will be unable to finance capital improvements in the ROW should the City require them. Rather staff recommends the threshold be set at 25,000 sq. ft. to ensure projects are more able to finance any required streetscape improvements. The images below of two industrial buildings in the Bayview provide scale and context for an approximately 10,000 sq. ft. and a 25,000 sq. ft. industrial building.


2594 Oakdale Ave – 9,584 sq. ft.


2260 McKinnon Ave – 27,250 sq. ft.

Recommendation 2: Relocate the 50,000 GSF Trigger. This recommendation is intended to fix a drafting error. The intent of the 50,000 GSF trigger was to capture very large buildings on small sites The way it's currently worded would make it ineffectual.

Recommendation 3: Exempt RH and NC-S Districts from 155(r)(3)(A). Staff recommends exempting low-density residential uses from being required to seek a CUA if they are sited on a key protected street identified along the City's transit network, bike network or along a Neighborhood Commercial corridor. The Supervisor's Office and the Planning Department initially intended these zoning districts to be exempted while the legislation was being drafted, but they were accidently stricken from the code during the legislative review process with the City Attorney's office. Because these districts are solely composed of one, two or three-unit dwellings, they few off-street parking spaces and thus pose a negligible impact to these transportation networks.

Staff also recommends exempting NC-S Districts from the from the CU requirement that they seek a CUA to establish a new curb cut on the Transit Priority Network or a Class II or Class IV Bike or Neighborhood Commercial Street. These districts are essentially large-scale big box retail. (think Home Depot, or Best Buy). The off-street parking is essential to their commercial viability and operations.

Recommendation 4: Expand Definition of Protected Streets on Bike Network. Staff recommends expanding the definition of protected streets on the bike network from any Class II or Class IV facility approved by the Municipal Transportation Agency Board (MTAB). To any Class II, Class III or Class IV Facility approved by the Municipal Transportation Agency Board (MTAB). Class III Facilities are bike routes typically marked with street stencils and signage instead of bike lanes or protected bike lanes. Including requiring new curb cuts on Class III Facilities in certain zoning districts will better protect people biking on these facilities from vehicular traffic. Moreover, SFMTA regularly seeks to upgrade

Class III Facilities to Class II or Class IV Facilities. Reducing curb cuts on Class III Facilities today will help preserve the integrity of these corridors over time.

Recommendation 5: Provide Clarity on Minimum Parking Requirements. Staff recommends the ordnance be amended to clarify that minimum parking requirements are waived for projects sited along protected frontages identified in Section 155(r). While proposed language at the top of 155(r) clearly states that that any lot whose sole feasible vehicular access is via a protected street frontage is exempted from any off-street parking or loading requirement found elsewhere in the Planning Code, the Code makes no reference to the potential waiver of off-street parking requirements in affected zoning districts. Staff is concerned that this could lead to confusion among the public and recommends the following amendments:

1. Planning Code Section 151 (Schedule of Permitted Off-Street Parking Spaces in Specified Districts) summarizes all the zones where minimum parking requirements apply. Staff recommends adding a small note the top section 155 stating that off-street parking requirements are waived for project's whose sole frontage is on a protected block identified in Section 155(r).

2. Neighborhood Commercial Zoning Districts and Residential Mixed Zoning Districts are currently subject to minimum parking requirements, which, if this ordinance is approved, may be waived for projects under protected frontages. Staff recommends either:
    a. Adding notes in the summary tables of these zoning districts explaining that minimum parking requirements do not apply if the project's only available frontage is on a protected street, or

    b. Eliminate minimum off-street parking requirements in NC and RM Districts altogether. There is ample literature documenting that minimum off-street parking requirements lead to excess off-street parking supply. Eliminating off-street parking requirements in urban areas is considered a best practice within the Planning Profession. Furthermore Section 150(e) of the Planning Code already allows any project subject to minimum parking requirements elsewhere in the code to replace required off-street parking with bicycle parking. Since the Code already allows projects to waive off-street parking requirements, we may as well make it explicit.

REQUIRED COMMISSION ACTION

The proposed Ordinance is before the Commission so that it may recommend adoption, rejection, or adoption with modifications to the Board of Supervisors.

IMPLEMENTATION

The Department has determined that this Ordinance will not impact our current implementation procedures.

ENVIRONMENTAL REVIEW

The proposed amendments are not defined as a project under CEQA Guidelines Section 15060(c) and 15378 because they do not result in a physical change in the environment.

PUBLIC COMMENT

As of the date of this report, the Planning Department has not received any public comment regarding the proposed Ordinance.

RECOMMENDATION: Recommendation of Approval with Modifications

Attachments:

Exhibit A:	Draft Planning Commission Resolution
Exhibit B:	Maps Articulating Existing and Proposed Restrictions on New Curb Cuts
Exhibit C:	Board of Supervisors File No. 180914

BOARD of SUPERVISORS

City Hall
Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

September 26, 2018

File No. 180914

Lisa Gibson
Environmental Review Officer
Planning Department
1650 Mission Street, Ste. 400
San Francisco, CA 94103

Dear Ms. Gibson:

On September 18, 2018, Supervisor Kim submitted the proposed legislation:

File No. 180914

Ordinance amending the Planning Code to add new items to the list of standard required streetscape improvements under the Better Streets Plan; modifying the triggers that would require project sponsors to construct streetscape improvements in the public right-of-way; clarifying the recommended sidewalk width for street types; expanding curb cut restrictions for off-street parking and loading to most zoning districts and certain designated streets, including those on the Citywide Transit Network and any officially adopted Class II Bikeways (bicycle lanes and buffered bike lanes) or Class IV Bikeways (protected bicycle lanes), and requiring a Conditional Use authorization or a Section 309 or 329 exception for new or expanded curb cuts in the applicable area; adding criteria for the Planning Commission to consider when granting a Conditional Use authorization or an exception as part of a Downtown C-3-O(SD) (Downtown, Office (Special Development)) or large project authorization in mixed-use districts for such curb cuts; prohibiting new curb cuts in bus stops and on Folsom Street between Essex and Second Street; eliminating minimum off-street parking requirements for projects subject to the curb cut restrictions or prohibitions; and making findings under the California Environmental Quality Act, findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1, and findings of public necessity, convenience and welfare under Planning Code, Section 302.

This legislation is being transmitted to you for environmental review.

Angela Calvillo, Clerk of the Board

By: Erica Major, Assistant Clerk
Land Use and Transportation Committee

Attachment

c: Joy Navarrete, Environmental Planning
Laura Lynch, Environmental Planning

Not defined as a project under CEQA Guidelines Sections 15378 and 15060(c)(2) because it does not result in a physical change in the environment.

Joy Navarrete

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TDD/TTY No. 554-5227

October 18, 2018

File No. 180914-2

Lisa Gibson
Environmental Review Officer
Planning Department
1650 Mission Street, Ste. 400
San Francisco, CA 94103

Dear Ms. Gibson:

On October 16, 2018, Supervisor Kim submitted substitute legislation:

File No. 180914-2

Ordinance amending the Planning Code to add new standard required streetscape improvements under the Better Streets Plan; modifying the triggers that would require project sponsors to construct streetscape improvements in the public right-of-way; clarifying the recommended sidewalk width for street types; expanding curb cut restrictions for off-street parking and loading to nearly all zoning districts and certain designated streets, including those on the Citywide Transit Network and any officially adopted bicycle routes or lanes, and requiring a Conditional Use authorization or a Section 309 or 329 exception for new or expanded curb cuts in the applicable areas; adding criteria for the Planning Commission to consider when granting a Conditional Use authorization or an exception as part of a Downtown C-3-O(SD) (Downtown, Office (Special Development)) or large project authorization in mixed-use districts for such curb cuts; prohibiting new curb cuts in bus stops and on Folsom Street between Essex and Second Street; eliminating minimum off-street parking requirements for projects subject to the curb cut restrictions or prohibitions; and making findings under the California Environmental Quality Act, findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1, and findings of public necessity, convenience and welfare under Planning Code, Section 302.

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By: Erica Major, Assistant Clerk
Land Use and Transportation Committee

Attachment

c: Joy Navarrete, Environmental Planning
Laura Lynch, Environmental Planning

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October 18, 2018

Planning Commission
Attn: Jonas Ionin
1650 Mission Street, Ste. 400
San Francisco, CA 94103

Dear Commissioners:

On October 16, 2018, Supervisor Kim introduced the following substitute legislation:

File No. 180914-2

Ordinance amending the Planning Code to add new standard required streetscape improvements under the Better Streets Plan; modifying the triggers that would require project sponsors to construct streetscape improvements in the public right-of-way; clarifying the recommended sidewalk width for street types; expanding curb cut restrictions for off-street parking and loading to nearly all zoning districts and certain designated streets, including those on the Citywide Transit Network and any officially adopted bicycle routes or lanes, and requiring a Conditional Use authorization or a Section 309 or 329 exception for new or expanded curb cuts in the applicable areas; adding criteria for the Planning Commission to consider when granting a Conditional Use authorization or an exception as part of a Downtown C-3-O(SD) (Downtown, Office (Special Development)) or large project authorization in mixed-use districts for such curb cuts; prohibiting new curb cuts in bus stops and on Folsom Street between Essex and Second Street; eliminating minimum off-street parking requirements for projects subject to the curb cut restrictions or prohibitions; and making findings under the California Environmental Quality Act, findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1, and findings of public necessity, convenience and welfare under Planning Code, Section 302.

The substitute ordinance is being transmitted pursuant to Planning Code, Section 302(b), for public hearing and recommendation. The ordinance is pending before the Land Use and Transportation Committee and will be scheduled for hearing upon receipt of your response.

Angela Calvillo, Clerk of the Board

By: Erica Major, Assistant Clerk
Land Use and Transportation Committee

c: John Rahaim, Director of Planning
Dan Sider, Director of Executive Programs
Aaron Starr, Acting Manager of Legislative Affairs
Scott Sanchez, Zoning Administrator
Lisa Gibson, Environmental Review Officer
AnMarie Rodgers, Director of Citywide Planning
Laura Lynch, Environmental Planning
Joy Navarrete, Environmental Planning

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September 26, 2018

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Attn: Jonas Ionin
1650 Mission Street, Ste. 400
San Francisco, CA 94103

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File No. 180914

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Angela Calvillo, Clerk of the Board

By: Erica Major, Assistant Clerk
Land Use and Transportation Committee

c: John Rahaim, Director of Planning
Aaron Starr, Acting Manager of Legislative Affairs
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September 26, 2018

File No. 180914

Lisa Gibson
Environmental Review Officer
Planning Department
1650 Mission Street, Ste. 400
San Francisco, CA 94103

Dear Ms. Gibson:

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File No. 180914

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This legislation is being transmitted to you for environmental review.

Angela Calvillo, Clerk of the Board

By: Erica Major, Assistant Clerk
Land Use and Transportation Committee

Attachment

c: Joy Navarrete, Environmental Planning
Laura Lynch, Environmental Planning

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TDD/TTY No. 554-5227

MEMORANDUM

TO: Ed Reiskin, Executive Director, Municipal Transportation Agency

FROM: Erica Major, Assistant Clerk
Land Use and Transportation Committee

DATE: September 26, 2018

SUBJECT: LEGISLATION INTRODUCED

The Board of Supervisors' Land Use and Transportation Committee has received the following proposed legislation, introduced by Supervisor Kim on September 18, 2018:

File No. 180914

Ordinance amending the Planning Code to add new items to the list of standard required streetscape improvements under the Better Streets Plan; modifying the triggers that would require project sponsors to construct streetscape improvements in the public right-of-way; clarifying the recommended sidewalk width for street types; expanding curb cut restrictions for off-street parking and loading to most zoning districts and certain designated streets, including those on the Citywide Transit Network and any officially adopted Class II Bikeways (bicycle lanes and buffered bike lanes) or Class IV Bikeways (protected bicycle lanes), and requiring a Conditional Use authorization or a Section 309 or 329 exception for new or expanded curb cuts in the applicable area; adding criteria for the Planning Commission to consider when granting a Conditional Use authorization or an exception as part of a Downtown C-3-O(SD) (Downtown, Office (Special Development)) or large project authorization in mixed-use districts for such curb cuts; prohibiting new curb cuts in bus stops and on Folsom Street between Essex and Second Street; eliminating minimum off-street parking requirements for projects subject to the curb cut restrictions or prohibitions; and making findings under the California Environmental Quality Act, findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1, and findings of public necessity, convenience and welfare under Planning Code, Section 302.

If you have comments or reports to be included with the file, please forward them to me at the Board of Supervisors, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102 or by email at: erica.major@sfgov.org.

c: Janet Martinsen, Municipal Transportation Agency
Kate Breen, Municipal Transportation Agency
Dillon Auyoung, Municipal Transportation Agency

Print Form

Introduction Form

By a Member of the Board of Supervisors or Mayor

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2018 OCT 16 PM 4:08
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I hereby submit the following item for introduction (select only one):

- [x] 1. For reference to Committee. (An Ordinance, Resolution, Motion or Charter Amendment).
- [ ] 2. Request for next printed agenda Without Reference to Committee.
- [ ] 3. Request for hearing on a subject matter at Committee.
- [ ] 4. Request for letter beginning :"Supervisor [ ] inquiries"
- [ ] 5. City Attorney Request.
- [ ] 6. Call File No. [ ] from Committee.
- [ ] 7. Budget Analyst request (attached written motion).
- [ ] 8. Substitute Legislation File No. [ ]
- [ ] 9. Reactivate File No. [ ]
- [ ] 10. Topic submitted for Mayoral Appearance before the BOS on [ ]

Please check the appropriate boxes. The proposed legislation should be forwarded to the following:

- [ ] Small Business Commission
- [ ] Youth Commission
- [ ] Ethics Commission
- [ ] Planning Commission
- [ ] Building Inspection Commission

Note: For the Imperative Agenda (a resolution not on the printed agenda), use the Imperative Form.

Sponsor(s):

Kim

Subject:

Planning Code -- Modifying Better Streets Plan Requirements and Curb Cut Restrictions

Ordinance amending the Planning Code to add new standard required streetscape improvements under the Better Streets Plan; modifying the triggers that would require project sponsors to construct streetscape improvements in the public right-of-way; clarifying the recommended sidewalk width for street types; expanding curb cut restrictions for off-street parking and loading to nearly all zoning districts and certain designated streets, including those on the Citywide Transit Network and any officially adopted bicycle routes or lanes, and requiring a Conditional Use authorization or a Section 309 or 329 exception for new or expanded curb cuts in the applicable areas; adding criteria for the Planning Commission to consider when granting a Conditional Use authorization or an exception as part of a Downtown C-3-O(SD) or large project authorization in mixed-use districts for such curb cuts; prohibiting new curb cuts in bus stops and on Folsom Street between Essex and Second Street; eliminating minimum off-street parking requirements for projects subject to the curb cut restrictions or prohibitions; and making findings under the California Environmental Quality Act, findings of consistency with the General Plan and the eight priority policies of Planning Code, Section 101.1, and findings of public necessity, convenience and welfare under Planning Code, Section 302.

The text is listed:

Attached

Signature of Sponsoring Supervisor:

For Clerk's Use Only

Print Form

Introduction Form

By a Member of the Board of Supervisors or the Mayor

BOARD OF SUPERVISORS
SAN FRANCISCO
2018 SEP 18 PM 2:45
BY

Time stamp
or meeting date

I hereby submit the following item for introduction (select only one):

☒ 1. For reference to Committee. (An Ordinance, Resolution, Motion, or Charter Amendment)

☐ 2. Request for next printed agenda Without Reference to Committee.

☐ 3. Request for hearing on a subject matter at Committee.

☐ 4. Request for letter beginning "Supervisor [ ] inquires"

☐ 5. City Attorney request.

☐ 6. Call File No. [ ] from Committee.

☐ 7. Budget Analyst request (attach written motion).

☐ 8. Substitute Legislation File No. [ ]

☐ 9. Reactivate File No. [ ]

☐ 10. Question(s) submitted for Mayoral Appearance before the BOS on [ ]

Please check the appropriate boxes. The proposed legislation should be forwarded to the following:

☐ Small Business Commission ☐ Youth Commission ☐ Ethics Commission

☐ Planning Commission ☐ Building Inspection Commission

Note: For the Imperative Agenda (a resolution not on the printed agenda), use a Imperative Form.

Sponsor(s):

Supervisor Kim

Subject:

[Planning Code - Modifying Better Streets Plan Requirements and Curb Cut Restrictions]

The text is listed below or attached:

Ordinance amending the Planning Code to add new items to the list of standard required streetscape improvements under the Better Streets Plan; modifying the triggers that would require project sponsors to construct streetscape

Signature of Sponsoring Supervisor:

For Clerk's Use Only: