



SAN FRANCISCO PLANNING DEPARTMENT

Transmittal Memo Glen Park Community Plan Initiation Package

HEARING DATE: OCTOBER 20, 2011

Date: October 6, 2011
Case No.: 2005.1004 EMTZ
Project Name: Glen Park Community Plan

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

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

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

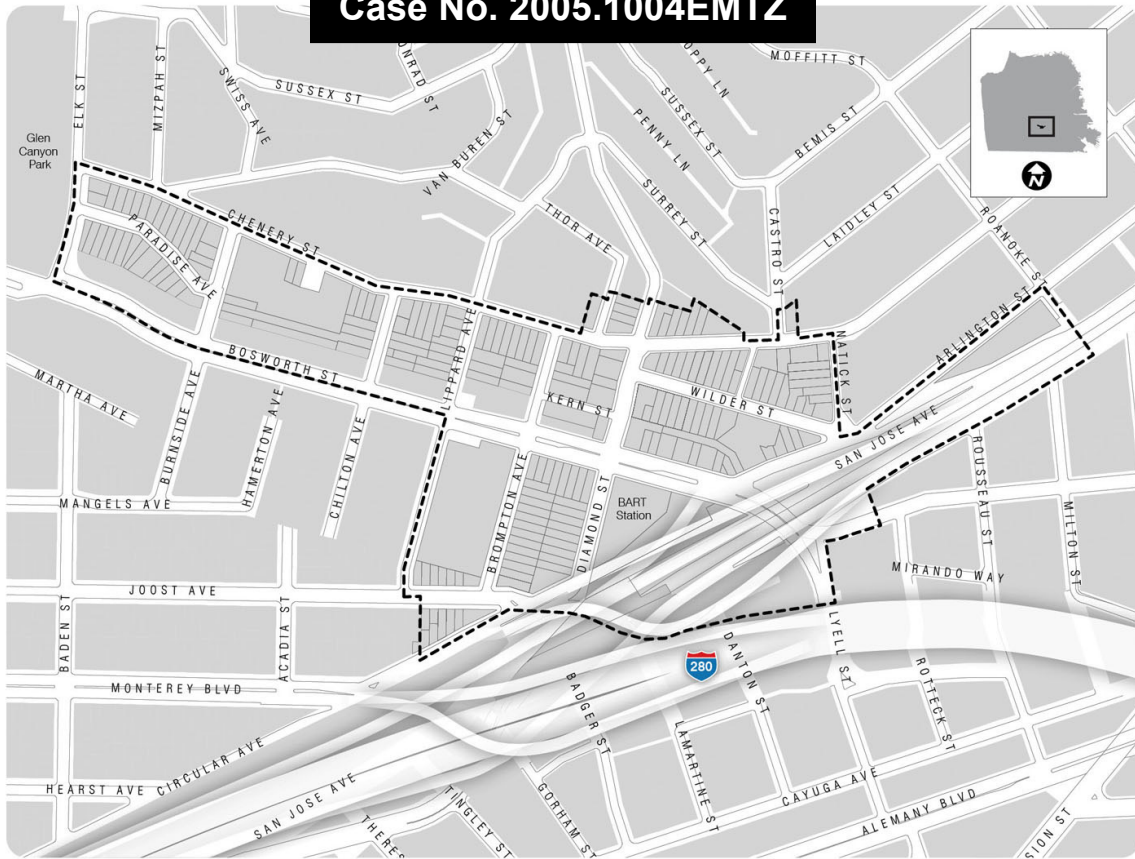
TRANSMITTAL

The Planning Department is very pleased to present the Glen Park Community Plan Initiation Package to the Commission for its consideration. The Initiation Package provides the necessary documentation to initiate amendments to the General Plan, Planning Code and Zoning Map in order to implement the Glen Park Community Plan. The attached Initiation Package contains case reports, supporting materials, draft resolutions and ordinances related to these initiation actions. The documents here represent the culmination of a community planning process that began in 2002 to create a vision for the Glen Park neighborhood. We look forward to discussing this more with the Commission at the upcoming Initiation Hearing scheduled on October 20th.

ATTACHMENTS

- Glen Park Community Plan Initiation Package

Case No. 2005.1004EMTZ



Glen Park Community Plan

INITIATION PACKAGE



SAN FRANCISCO PLANNING COMMISSION

An electronic copy of this document is available at:
<http://glenpark.sfplanning.org>

Glen Park Community Plan INITIATION PACKAGE

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SAN FRANCISCO PLANNING DEPARTMENT

Exhibit I-1: Executive Summary

HEARING DATE: OCTOBER 20, 2011

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

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

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

Recommendation: **Approval**

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Suite 400
San Francisco,
CA 94103-2479

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Fax:
415.558.6409

Planning
Information:
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INTRODUCTION

The Planning Department is very pleased to present the Glen Park Community Plan Initiation Package to the Commission for its consideration. The Initiation Package is intended to provide the necessary documentation to initiate amendments to the General Plan, Planning Code and Zoning Map in order to implement the Glen Park Community Plan. These documents represent the culmination of a community planning process that began in 2002 to create a vision for the Glen Park neighborhood.

This Executive Summary serves as a guide for Commissioners to the Glen Park Community Plan Initiation Package. Actions related to CEQA and the Environmental Impact Report will follow at the time of approvals. The package contains a number of staff reports, draft Commission Resolutions, draft Ordinances and other informational documents, all of which are further described below. Background material on the Glen Park Community Plan can be found in the case reports attached to this Executive Summary.

REQUESTED COMMISSION ACTIONS

The following actions are requested from the Commission at this hearing:

1) Approve resolutions initiating amendments to the General Plan, Planning Code, and Zoning Maps

By formally initiating the process of making amendments to the General Plan, Planning Code and Zoning Map, the Commission directs staff to begin a required 21-day notice period and to calendar an approval hearing after the 21-day period has expired. Notice of the approval hearing will be published in the newspaper and mailed to every resident and property owner within 300 feet of all exterior boundaries of the planning areas, as required by section 306.3 of the Planning Code.

Please note that by initiating these amendments today, the Commission does not make any decision regarding the substance of the proposals. It retains full rights to accept, reject or modify any and all parts of the Glen Park Community Plan proposals at a future hearing.

2) Approve the proposed schedule for adoption hearings:

Staff has proposed an approval hearing for November 10th, 2011. The hearing schedule may be changed at the discretion of the Commission, based on its normal noticing procedures.

REQUESTED FUTURE COMMISSION ACTIONS

By the end of a future adoption hearing (not today), the Commission will be asked to take a series of actions, essentially approving the Glen Park Community Plan. These include:

- Motion certifying the Environmental Impact Report
- Resolution making CEQA findings
- Resolution approving amendments to the General Plan
- Resolution approving amendments to the Planning Code
- Resolution approving amendments to the Zoning Map

PRELIMINARY STAFF RECOMMENDATION

Staff recommends that the Commission adopt resolutions to initiate amendments (General Plan, Planning Code, and Zoning Map) and approve the proposed date for the adoption hearing.

INITIATION PACKAGE CONTENTS & SUMMARY

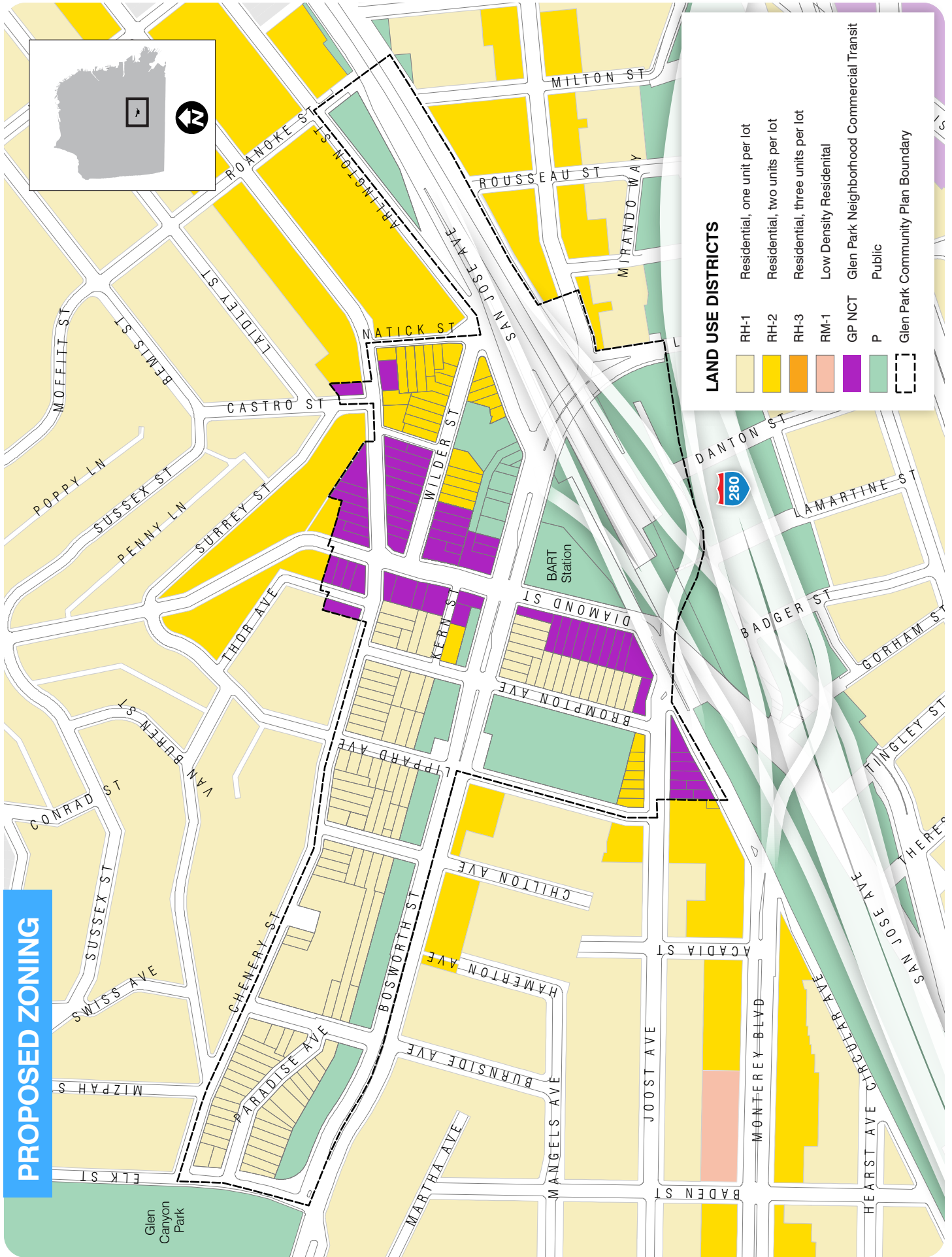
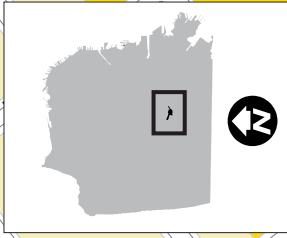
The table below describes the contents of the Initiation Package:

	ITEM	DESCRIPTION
I.	EXECUTIVE MATERIALS SUMMARY	
I-1	Executive Summary Memo	Guide to the Initiation Package
I-2	Zoning Map & Heights Map	Maps illustrating proposed zoning and height changes
I-3	Public Outreach & Engagement Summary	Summary of public outreach and engagement efforts to date.
II.	GENERAL PLAN AMENDMENTS (M-CASE)	
II-1	General Plan Amendments Case Report	Basic background material on the Glen Park Community Plan and description of proposed amendments to the General Plan.
II-2	Commission Resolution of Intent to	Resolution to initiate General Plan amendments.

	Initiate General Plan Amendments	
II-3	Draft Ordinance to Adopt General Plan Amendments	Draft Board of Supervisors ordinance to adopt the General Plan Amendments and Area Plan.
II-4	General Plan Amendments Attachment	Actual content and language of proposed General Plan amendments.
II-5	Glen Park Community Plan	Glen Park Community Plan document
II-6	Implementation Program	Implementation Program document
III.	PLANNING CODE TEXT AMENDMENTS (T-CASE)	
III-1	Case Report	Summary of proposed Planning Code Text Amendments.
III-2	Commission Resolution of Intent to Initiate Planning Code Text Amendments	Resolution to initiate Planning Code Text Amendments.
III-3	Draft Ordinance to Adopt Planning Code Text Amendments, including full text of proposed amendments	Draft Board of Supervisors ordinance to adopt Planning Code Text Amendments.
IV.	ZONING MAP AMENDMENTS (Z-CASE)	
IV-1	Case Report	Summary of proposed Zoning Map amendments.
IV-2	Commission Resolution of Intent to Initiate Zoning Map Amendments	Resolution to initiate Zoning Map Amendments.
IV-3	Draft Ordinance to Adopt Zoning Map Amendments, including full list of changes by block and lot	Draft Board of Supervisors ordinance to adopt Zoning Map Amendments. Please refer to the maps, Exhibit I-2, to see parcels proposed for zoning and height changes.

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

PROPOSED ZONING

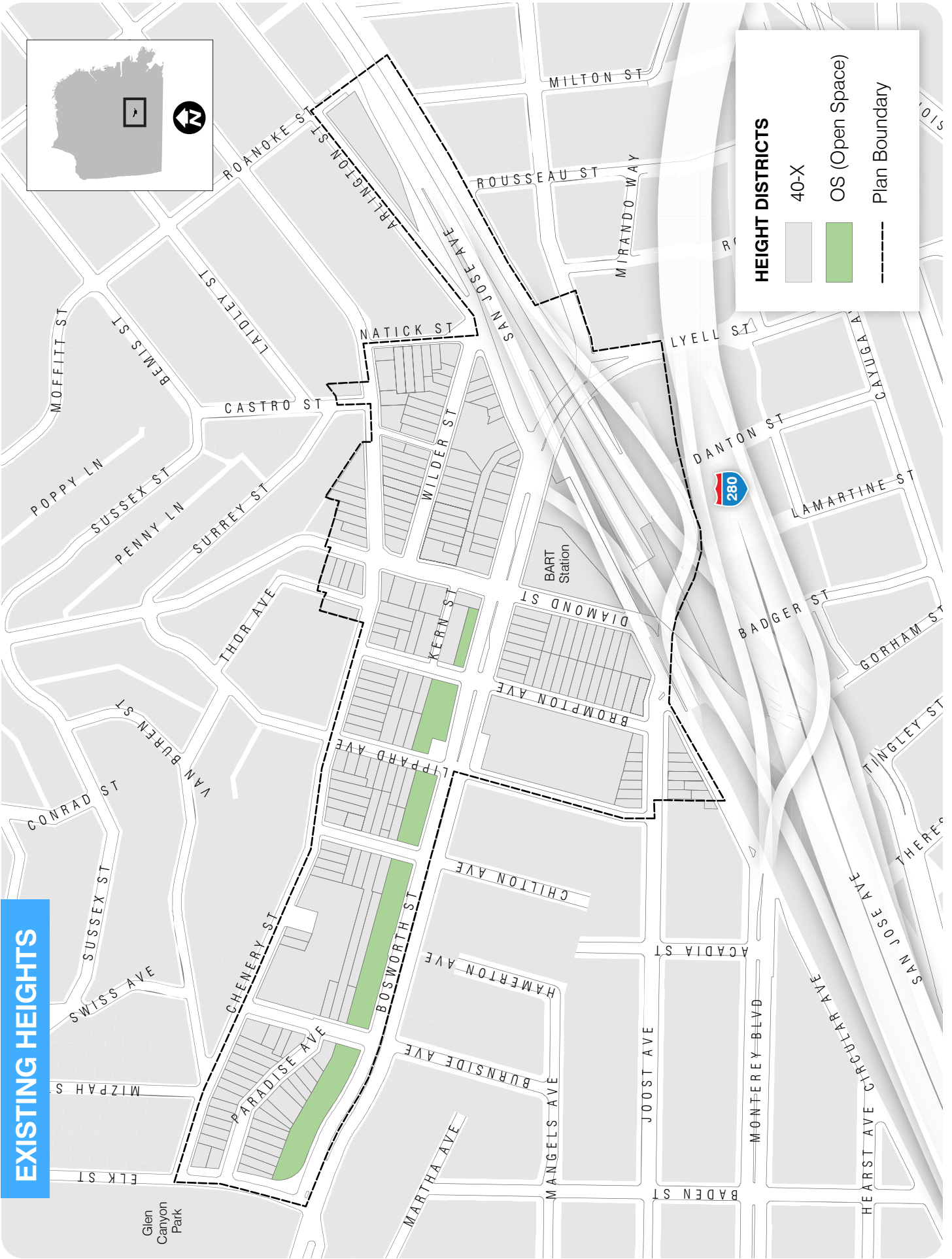


LAND USE DISTRICTS

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



EXISTING HEIGHTS

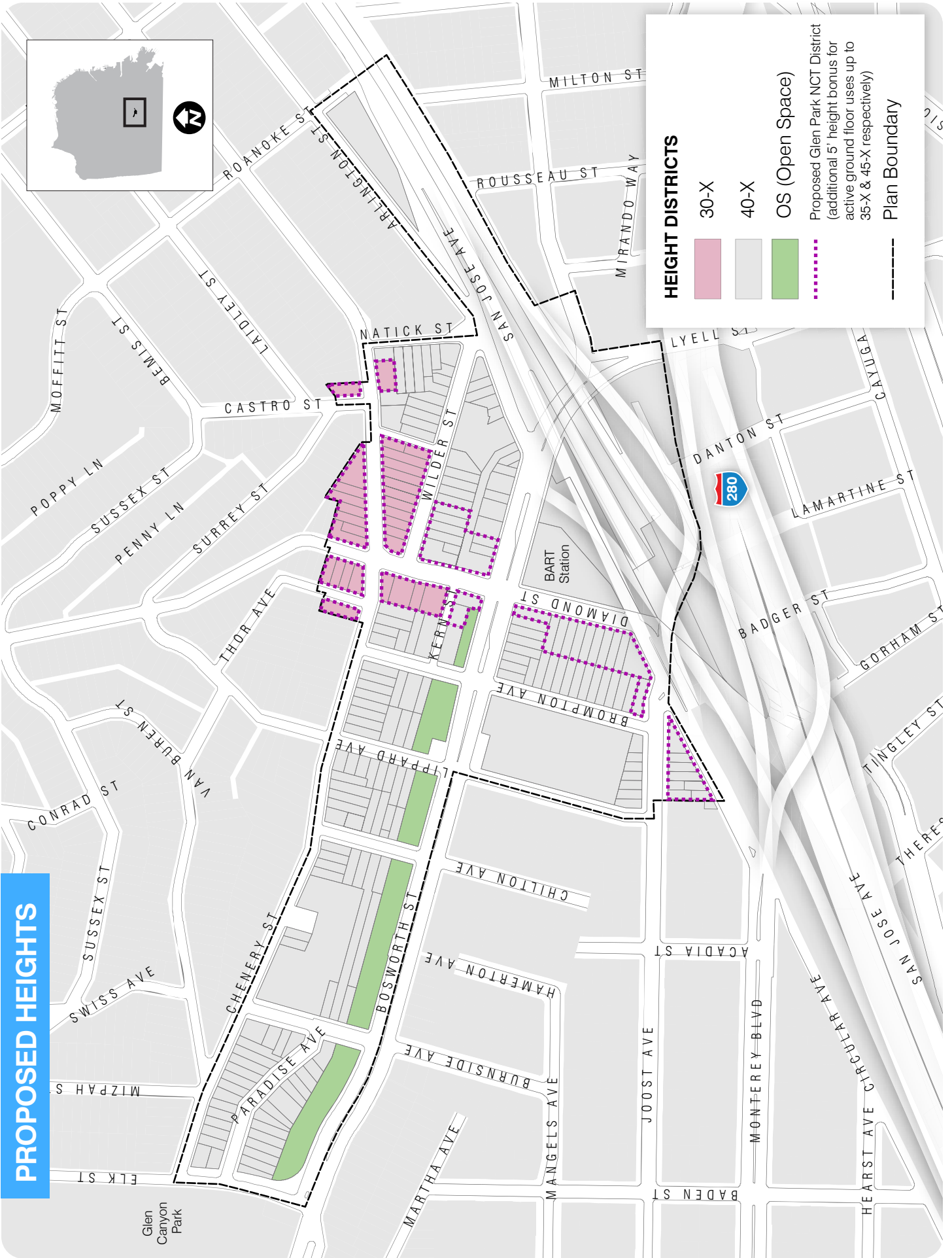
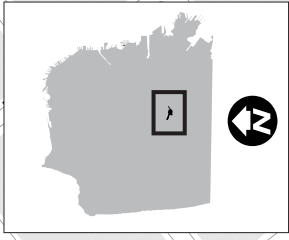


HEIGHT DISTRICTS

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



PROPOSED HEIGHTS



HEIGHT DISTRICTS

- 30-X
- 40-X
- OS (Open Space)
- Proposed Glen Park NCT District (additional 5' height bonus for active ground floor uses up to 35-X & 45-X respectively)
- Plan Boundary





SAN FRANCISCO PLANNING DEPARTMENT

Exhibit I-3: Public Outreach & Engagement Summary

HEARING DATE: OCTOBER 20, 2011

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

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john.billovits@sfgov.org

Recommendation: **Approval**

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

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415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

INTRODUCTION

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

PUBLIC MEETINGS

April 21, 2009: Project Kick Off & Open House (Glen Park Elementary School)

April 26, 2009: Glen Park Festival

July 16, 2009: Public Meeting - Environmental Impact Report Scoping (Glen Park Recreation Center)

September 16, 2009: Glen Park Association Community Forum (Glen Park Recreation Center)

November 4, 2009: Public Meeting – Transportation & Transit (Glen Park Elementary School)

April 25, 2010: Glen Park Festival

June 10, 2010: Public Meeting – On-street Parking (St. John’s Elementary School)

September 14, 2010: Public Meeting – Working DRAFT Plan Release (St. John’s Elementary School)

October 5, 2010: Neighborhood Office Hours (Glen Park Recreation Center)

November 16, 2010: Public Meeting – Draft Plan Comments & Zoning (Glen Park Elementary School)

February 2011: Glen Park Association (GPA) Zoning Discussion Groups (Glen Park Public Library)

June 22, 2011: Public Meeting – Historic Preservation & Plan Refinements (St. John’s Elementary School)

July 13, 2011: Glen Park Association Meeting (Sunnyside Conservatory)

ONGOING DISCUSSIONS

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

MAILINGS

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

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

EMAIL UPDATES

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

III

General Plan Amendments

M Case



SAN FRANCISCO PLANNING DEPARTMENT

Exhibit II-1: General Plan Amendments Case Report

HEARING DATE: OCTOBER 20, 2011

Case No.: **2005.1004MTZ**
*Glen Park Community Plan –
Intention to Initiate General Plan Amendments*

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

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

Recommendation: **Approval**

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DESCRIPTION

The Planning Department proposes amending the General Plan of the City and County of San Francisco in order to adopt and implement the Glen Park Community Plan. The Community Plan supports the General Plan's vision of creating walkable, transit-oriented neighborhoods with vibrant neighborhood commercial areas, nearby public open spaces and an engaging public realm. Pursuant to Planning Code Sec. 340, proposed amendments can be initiated by a Resolution of Intention by the Planning Commission. If the Planning Commission approves the Resolution of Intent, it would subsequently provide public notice for a hearing as required by Planning Code Sec. 306.3, and schedule a public hearing on the proposed amendments to the General Plan for November 10, 2011.

PRELIMINARY STAFF RECOMMENDATION

Staff recommends adoption of the draft Resolution of Intent to initiate proposed amendments to the General Plan.

COMMUNITY PLAN BACKGROUND

In 2002, a series of intensive public planning workshops were conducted with residents, merchants and public agencies to create a preliminary plan for Glen Park. After publication of the Draft Glen Park Community Plan (2003), the project was postponed until additional funding could be identified to carry the Plan forward. In 2009, the Planning Department and San Francisco Municipal Transportation Agency (SFMTA) re-launched the community planning process to revise and refine the draft Plan. The Glen Park Community Plan (2011) synthesizes the earlier planning effort with a series of public workshops and discussions held with the Glen Park community from 2009 – 2011. The Plan addresses land use, urban design, transportation, and open space. An implementation program identifies Plan-related improvements and actions to follow adoption of the Plan.

The Plan presents a vision and a set of objectives and policies that recognize Glen Park's unique character and seek to enhance the neighborhood's special quality and function. The policies generally seek to

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

COMMUNITY PLAN AREA

The Glen Park Community Plan Area is bounded generally by Chenery Street to the north; Roanoke Street to the east; San Jose Avenue and Bosworth Street to the south; and Elk Street and Glen Canyon Park to the west. It contains the popular Glen Park neighborhood commercial district (“village”) located on Diamond and Chenery Streets as well as the Glen Park BART Station.



Glen Park Community Plan Area

GENERAL PLAN AMENDMENTS SUMMARY

Following is a brief discussion of the proposed General Plan amendments necessary to implement the Plan. The amendments include the addition of a new Area Plan and related text map amendments. To avoid duplicating all of the proposed text here, short summaries are given. Detailed information on the complete additions and revisions are in the attached in Exhibit II-4 and the draft Board Ordinance.

New Area Plan:

This proposed set of General Plan amendments includes the adoption of the Glen Park Community Plan. The Community Plan provides a vision for Glen Park developed in collaboration with community from 2002-2011 and includes a set of policies and objectives in the areas of land use and urban design, transportation, and open space.

General Plan Text Amendments:

To ensure that the policy direction reflected by the new Area Plan is fully consistent with the General Plan, the Department proposes amendments to language in the General Plan's Introduction and Recreation and Open Space Element. For full text amendments see Exhibit II-4.

General Plan Map Amendments:

Several maps within the General Plan are proposed for amendment to reflect the inclusion of the Area Plan. These include maps in the Commerce and Industry, Recreation and Open Space, and Urban Design Elements. For map amendments, see Exhibit II-4.

ENVIRONMENTAL REVIEW

The Department published the draft Environmental Impact Report on April 27, 2011. The Planning Commission will consider certification of the Glen Park Community Plan Environmental Impact Report and adoption of CEQA findings at a hearing on or after November 10, 2011 prior to considering related General Plan, Planning Code and Zoning Map Amendments.

RELATED ACTIONS

In conjunction with the new Area Plan and General Plan Amendments, the Department is proposing amendments to the Planning Code and Zoning Map to implement the Area Plan and the proposed General Plan amendments. These proposed actions are covered in separate Staff Reports.

ATTACHMENTS

Exhibit II-2 Draft Resolution of Intention to Initiate General Plan Amendments

Exhibit II-3 Draft Ordinance

Exhibit II-4 General Plan Amendments

Exhibit II-5 Glen Park Community Plan

Exhibit II-6 Implementation Program

Exhibit II-2: General Plan Amendments Resolution

SAN FRANCISCO

PLANNING COMMISSION

RESOLUTION NO. _____

WHEREAS, Section 4.105 of the Charter of the City and County of San Francisco mandates that the Planning Commission shall periodically recommend to the Board of Supervisors for approval or rejection of proposed amendments to the General Plan.

The San Francisco Planning Department is seeking to implement the Glen Park Community Plan (2011). In 2002, the Planning Department initiated a public planning process to create *the Glen Park Community Plan* (“Area Plan”). The Area Plan presents a vision and a set of objectives and policies that recognize Glen Park’s unique character and seek to enhance the neighborhood’s special quality and function. The policies generally seek to protect and reinforce the character of the neighborhood commercial district, resolve challenges caused by the area’s massive vehicle infrastructure, enhance pedestrian and transit movement, improve the area’s mix of open spaces, and restore connections to Glen Canyon Park and surrounding neighborhoods. The Area Plan recommends modifications to the neighborhood commercial zoning to support a transit-oriented commercial district, identifies streetscape and pedestrian amenities, suggests open space opportunities and encourages review of future development for compatibility with the neighborhood’s scale and distinctive character. An accompanying Implementation Program outlines projects, actions, funding opportunities and interagency coordination the City must pursue to implement the Area Plan. Further description of the Area Plan’s proposals and recommendations is contained in the Plan document. The Area Plan is **attached hereto as Exhibit II-5**.

The Area Plan, together with the General Plan, Planning Code and Zoning Map Amendments, provide a comprehensive set of policies and implementation programming to realize the vision of the Area Plan. Overall, policies envisioned for the Area Plan would be consistent with the General Plan. However, a number of amendments to the General Plan are required to achieve the vision and goals of the Glen Park Area Plan. Proposed amendments to the General Plan are **attached hereto as Exhibit II-4**. The City Attorney’s Office has reviewed the draft ordinance (**Exhibit II-3**) and approved it as to form.

The Area Plan supports the General Plan's vision of strengthening neighborhood-serving commercial areas; encouraging travel by public transit, walking and bicycling; preserving historic buildings; and providing and improving open space, streets and transportation in the Plan Area. The Plan lays the policy foundation for additional changes that are detailed in the Planning Code, Zoning Map and other implementation measures.

Staff recommends adoption of the draft resolution initiating amendments to the General Plan, which includes adding the Glen Park Community Plan, and making related amendments to various elements of the General Plan, including the Recreation and Open Space Element.

NOW, THEREFORE, BE IT RESOLVED, That pursuant to Planning Code Section 340(c), the Planning Commission Adopts a Resolution of Intention to Initiate amendments to the General Plan, as contained in the draft General Plan amendment ordinance, approved as to form by the City Attorney in **Exhibit II-3**.

AND BE IT FURTHER RESOLVED, That pursuant to Planning Code Section 306.3, the Planning Commission authorizes the Department to provide appropriate notice for a public hearing to consider the above referenced General Plan amendments contained in an ordinance approved as to form by the City Attorney hereto attached as **Exhibit II-3** to be considered at a publicly noticed hearing on or after November 10, 2011.

Linda Avery
Commission Secretary

AYES:

NOES:

EXCUSED:

ADOPTED:

1 [Approving General Plan Amendments Related to the Glen Park Area Plan.]

2
3 **Ordinance amending the San Francisco General Plan by adding the Glen Park Area**
4 **Plan; and making findings, including environmental findings and findings of**
5 **consistency with the General Plan and the Priority Policies of Planning Code Section**
6 **101.1.**

7 NOTE: Additions are *single-underline italics Times New Roman*;
8 deletions are *strike through italics Times New Roman*.
9 Board amendment additions are double-underlined;
Board amendment deletions are ~~strikethrough-normal~~.

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

11 Section 1. Findings.

12 A. Section 4.105 of the Charter of the City and County of San Francisco provides
13 that the Planning Commission shall periodically recommend to the Board of Supervisors, for
14 approval or rejection, proposed amendments to the General Plan.

15 B. On _____, the Board of Supervisors received from the Planning
16 Department the proposed General Plan amendments, including the addition of the "Glen Park
17 Community Plan" or "Glen Park Area Plan," and revisions to other Elements of the General
18 Plan, as well as an update of the Land Use Index. These amendments are on file with the
19 Clerk of the Board of Supervisors in File No. _____ and are incorporated herein by
20 reference.

21 C. Section 4.105 of the City Charter further provides that if the Board of
22 Supervisors fails to Act within 90 days of receipt of the proposed the Glen Park Area Plan
23 amendments, then the proposed amendments shall be deemed approved.

24 D. San Francisco Planning Code Section 340 provides that the Planning
25 Commission may initiate an amendment to the General Plan by a resolution of intention,

1 which refers to, and incorporates by reference, the proposed General Plan amendments.
2 Section 340 further provides that Planning Commission shall adopt the proposed General
3 Plan amendments after a public hearing if it finds from the facts presented that the public
4 necessity, convenience and general welfare require the proposed amendment or any part
5 thereof. If adopted by the Commission in whole or in part, the proposed amendments shall be
6 presented to the Board of Supervisors, which may approve or reject the amendments by a
7 majority vote.

8 E. After a duly noticed public hearing on _____, 2011, in Motion No. _____
9 the Planning Commission initiated amendments to the General Plan, in the File No.
10 _____. Said motion is on file with the Clerk of the Board of Supervisors and
11 incorporated herein by reference.

12 F. On ----, 2011 after a duly noticed public meeting, the Planning Commission
13 certified the Final Environmental Impact Report (EIR) for the proposed Glen Park Community
14 Plan (the Project) by Motion No. _____ finding the Final EIR reflects the independent
15 judgment and analysis of the City and County of San Francisco, is adequate, accurate and
16 objective, contains no significant revisions to the Draft EIR, and the content of the report and
17 the procedures through which the Final EIR was prepared, publicized and reviewed comply
18 with the provisions of the California Environmental Quality Act (CEQA) (California Public
19 Resources Code Section 21000 et seq.), the CEQA Guidelines (14 Cal. Code Regs. Section
20 15000 et seq.) and Chapter 31 of the San Francisco Administrative Code. Copies of the
21 Planning Commission Motion and Final EIR are on file with the Clerk of the Board in File No.
22 _____ and are incorporated herein by reference.

23 G. The Project evaluated in the Final EIR includes amendments to the General
24 Plan, Planning Code and Zoning Map related to the Project that the Planning Department has
25 proposed, as well as an Implementation Program, which outlines projects, actions, funding

1 opportunities and interagency coordination the City must pursue to implement the Glen Park
2 Area Plan. The Glen Park Area Plan amendments is an action proposed by the Planning
3 Department that is within the scope of the Project evaluated in the Final EIR.

4 H. At the same hearing during which the Planning Commission certified the Final
5 EIR, the Planning Commission adopted CEQA Findings with respect to the approval of the
6 proposed Glen Park Area Plan amendments in Motion _____ and adopted the Glen
7 Park Area Plan amendments in Resolution _____, finding in accordance with Planning
8 Code Section 340 that the public necessity, convenience and general welfare required the
9 proposed amendments. The letter from the Planning Department transmitting the proposed
10 Glen Park Area Plan amendments to the Board of Supervisors, the Final EIR and
11 supplemental material described above, the CEQA Findings adopted by the Planning
12 Commission with respect to the approval of the Glen Park Area Plan amendments, including a
13 mitigation monitoring and reporting program and a statement of overriding considerations, the
14 Glen Park Area Plan amendments and the Resolution approving the Glen Park Area Plan
15 Amendments are on file with the Clerk of the Board in File
16 No. _____. These and any and all other documents referenced
17 in this Ordinance have been made available to the Board of Supervisors and may be found in
18 either the files of the Planning Department, as the custodian of records, at 1650 Mission
19 Street in San Francisco, or in File No. _____ with the Clerk of the
20 Board of Supervisors at 1 Dr. Carlton B. Goodlett Place, San Francisco and are incorporated
21 herein by reference.

22 I. The Board of Supervisors has reviewed and considered the Final EIR and the
23 environmental documents on file referred to herein. The Board of Supervisors has reviewed
24 and considered the CEQA Findings adopted by the Planning Commission in support of the
25 approval of the Glen Park Area Plan amendments, and hereby adopts as its own and

1 incorporates the CEQA Findings contained in Planning Commission Motion No. _____ by
2 reference as though such findings were fully set forth in this Ordinance.

3 J. The Board of Supervisors endorses the implementation of the mitigation
4 measures identified in the Planning Commission's CEQA Findings including those for
5 implementation by other City Departments and recommends for adoption those mitigation
6 measures that are enforceable by agencies other than City agencies, all as set forth in the
7 CEQA Findings, including the mitigation monitoring and reporting program contained in the
8 referenced CEQA Findings.

9 K. The Board of Supervisors finds that no substantial changes have occurred in the
10 Project proposed for approval under this Ordinance that will require revisions in the Final EIR
11 due to the involvement of new significant environmental effects or a substantial increase in the
12 severity of previously identified significant effects, no substantial changes have occurred with
13 respect to the circumstances under which the Project proposed for approval under the
14 Ordinance are undertaken which will require major revisions to the Final EIR due to the
15 involvement of new environmental effects or a substantial increase in the severity of effects
16 identified in the Final EIR and no new information of substantial importance to the Project as
17 proposed for approval in the Ordinance has become available which indicates that (1) the
18 Project will have significant effects not discussed in the Final EIR, (2) significant
19 environmental effects will be substantially more severe, (3) mitigation measure or alternatives
20 found not feasible which would reduce one or more significant effects have become feasible
21 or (4) mitigation measures or alternatives which are considerably different from those in the
22 Final EIR would substantially reduce one or more significant effects on the environment.

23 M. The Board of Supervisors finds, pursuant to Planning Code Section 340, that the
24 Glen Park Area Plan amendments set forth in the documents on file with the Clerk of the
25 Board in File No. _____ will serve the public necessity, convenience and

1 general welfare for the reasons set forth in Planning Commission Resolution No. _____
2 and incorporates those reasons herein by reference.

3 N. The Board of Supervisors finds that the Glen Park Area Plan amendments are,
4 on balance, in conformity with the General Plan, as it is amended by this Ordinance, and the
5 eight priority policies of Planning Code Section 101.1 for the reasons set forth in Planning
6 Commission Resolution No. _____. The Board hereby adopts the findings set forth in
7 Planning Commission Resolution No. _____.

8 Section 2. The Board of Supervisors hereby approves the proposed Glen Park Area
9 Plan amendments, an amendment to the General Plan, as recommended to the Board of
10 Supervisors by the Planning Commission in Resolution No. _____, and directs the
11 Planning Department to update the General Plan's Land Use Index to reflect these
12 amendments. Said amendments, including General Plan map amendments, are on file with
13 the Clerk of the Board of Supervisors in File No. _____ and are incorporated herein
14 by reference.

15 Section 3. Effective Date. This ordinance shall become effective 30 days from the
16 date of passage.

17
18 APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

19
20 By: _____
ANDREA RUIZ-ESQUIDE
Deputy City Attorney



SAN FRANCISCO PLANNING DEPARTMENT

Exhibit II-4: Amendments to General Plan

HEARING DATE: OCTOBER 20, 2011

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

Staff Contact: Jon Swae - (415) 575-9069
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Reviewed By: John Billovits – (415) 558-6390
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Recommendation: **Approval**

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TEXT AMENDMENTS

To ensure that the Glen Park Community Plan is properly included as an Area Plan in the City’s General Plan, the Department proposes amendments to language in the General Plan’s Introduction and Recreation and Open Space Element. Text amendments are shown below in *underlined italics*.

The General Plan’s Introduction is proposed to read as follows:

The Plan also contains the following area plans which cover their respective geographic areas of the city: Downtown, Civic Center, Western Shoreline, Northeastern Waterfront, Central Waterfront, South Bayshore, Rincon Hill, Chinatown, Van Ness Avenue, South of Market, *Balboa Park, Bayview Hunters Point, East Soma, Hunters Point Shipyard, Market & Octavia, Mission, Showplace Square/Potrero Hill and Glen Park*. Here the more general policies in the General Plan elements are made more precise as they relate to specific parts of the city.

The Recreation and Open Space Element is proposed to read as follows:

Objective 4: Provide Opportunities For Recreation And The Enjoyment Of Open Space In Every San Francisco Neighborhood.

Every neighborhood should be served by adequate public open space and recreation facilities. Neighborhood parks and recreation facilities are essential; many people are unable to use citywide facilities if they are not located nearby. This is especially important for the very young and for the elderly whose mobility is limited.

High land costs and a shortage of vacant sites restrict opportunities to provide new open space in many neighborhoods. For this reason, it is important that the city maximize use of existing facilities. Making the best use of parks and recreation areas can help offset the limited

opportunities to create new ones and can bring the most immediate improvement in services to San Francisco neighborhoods.

This section has general policies for neighborhood open space and recreation. More detailed plans for neighborhood open spaces are included in Special Area Plans which have, or will be adopted as part of the General Plan. The general policies in this Element are applied in the preparation of the Special Area Plans, and more specific in this Element are applied in the preparation of the Special Area Plans, and more specific recreation and open space proposals are developed. The more specific proposals may be found in the following plans: Western Shoreline, Central Waterfront, Northeastern Waterfront, Chinatown, The Downtown, Rincon Hill, Market Octavia, Balboa Park Station Area, *Glen Park* and South Bayshore.

MAP AMENDMENTS

Several maps within the General Plan are proposed for amendment to reflect the inclusion of the Area Plan. These include maps in the Commerce and Industry, Recreation and Open Space, and Urban Design Elements. Proposed amendments are listed below.

COMMERCE AND INDUSTRY ELEMENT

Map 4, "Residential Service Areas of Neighborhood Commercial Districts and Uses"

- Update map to reflect revised Glen Park Neighborhood Commercial Transit District (Glen Park NCT) boundary.
- Add a boundary around the Glen Park Community Plan area with a line that leads to a reference that states "See the Area Plan for the Glen Park Community Plan."

Map 5, "Generalized Neighborhood Commercial land use and Density Plan"

- Update map to reflect revised Glen Park Neighborhood Commercial Transit District (Glen Park NCT) boundary.
- Add a boundary around the Glen Park Community Plan area with a line that leads to a reference that states "See the Area Plan for the Glen Park Community Plan."

RECREATION AND OPEN SPACE ELEMENT

Map 1, "Public Ownership of Existing Open Space"

- Add a boundary around the Glen Park Community Plan area with a line that leads to a reference that states "See the Area Plan for the Glen Park Community Plan."

Map 2, "Public Open Space Service Areas"

- Add a boundary around the Glen Park Community Plan area with a line that leads to a reference that states "See the Area Plan for the Glen Park Community Plan."

Map 4, "Citywide Recreation and Open Space Plan"

- Add a boundary around the Glen Park Community Plan area with a line that leads to a reference that states "See the Area Plan for the Glen Park Community Plan."

Map 9, "Neighborhood Recreation & Open Space Improvement Priority Plan"

- Add a boundary around the Glen Park Community Plan area with a line that leads to a reference that states "See the Area Plan for the Glen Park Community Plan."

URBAN DESIGN ELEMENT

Map 4, "Urban Design Guidelines for Height of Buildings"

- Add a boundary around the Glen Park Community Plan area with a line that leads to a reference that states "See the Area Plan for the Glen Park Community Plan."

Map 5, "Urban Design Guidelines for bulk of Buildings"

- Add a boundary around the Glen Park Community Plan area with a line that leads to a reference that states "See the Area Plan for the Glen Park Community Plan."

LAND USE INDEX

- Review maps and add similar notations to those referenced above for the Glen Park Community Plan.
- Add Glen Park Community Plan Area Map

**Exhibit II-5:
Glen Park Community Plan**



Glen Park

COMMUNITY PLAN

DRAFT DOCUMENT | OCT 2011



SAN FRANCISCO
PLANNING
DEPARTMENT

ACKNOWLEDGEMENTS



**SAN FRANCISCO
PLANNING
DEPARTMENT**

Planning Department

John Rahaim, *Planning Director*
Jose Campos, *Chief of Citywide Planning*
Jon Swae, *Project Manager and Lead Planner*
John Billovits, *Senior Planner*
Lisa Gibson, *Environmental Planner*
Moses Corrette, *Historic Preservation Planner*
Gary Chen, *Graphic Designer*

San Francisco Municipal Transportation Agency

Kim Walton, *Transportation Planner*
Ellen Robinson, *Traffic Engineer*

Planning Commission

Christina Olague, *President*
Ron Miguel, *Vice President*
Michael J. Antonini
Gwyneth Borden
Rodney Fong
Kathrin Moore
Hisashi Sugaya

Glen Park

COMMUNITY PLAN

DRAFT DOCUMENT | OCT 2011



The Glen Park community's special character is created by the unique combination of eclectic building styles, pedestrian scale, the layering of green space and buildings climbing into the canyon, public spaces, walkable streets, a compact village, and proximity to transit and the canyon.

Every new development project, whether public or private, must incorporate these features based on principals of good design and human scale.

Vision Statement
Glen Park Community Plan



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Figure 1

Glen Park Timeline



1839 RANCHO SAN MIGUEL

Jose de Jesus Noe acquires the 4,443 acre Rancho San Miguel which includes Glen Park. The land is used primarily for cattle grazing.



1864 THE BERNAL CUT

The Bernal Cut is carved to create a railroad along present day San Jose Avenue for trains traveling between San Francisco and the South Bay.



Late 1800s "LITTLE SWITZERLAND"

Glen Park is nicknamed "Little Switzerland" for its picturesque views, hilly landscape and dairy farms. Land owners attempt to sell residential lots but the area's distance from downtown and lack of city services fails to draw real estate interest.



1892 PUBLIC TRANSIT INTRODUCED

The Joost Brothers establish an electric streetcar line connecting Glen Park to downtown San Francisco. The streetcar adds value to the Brothers' real estate holdings and fuels early residential development in the area.

1800s

Pastoral Beginnings



1906 EARTHQUAKE

A refugee camp is established in Glen Canyon for city residents displaced by the earthquake and fire. Many decide to stay in the area purchasing inexpensive lots nearby.

1900

Growth of a Neighborhood



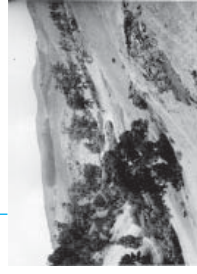
1910-20s COMMERCIAL DISTRICT

Businesses, homes and a new school begin to cluster around what fast becomes the neighborhood's core at Diamond and Chenery Streets.



1920 ISLAIS CREEK FILLED

The creek gully is filled and Diamond Street trestle removed allowing further development in downtown Glen Park.



1922 GLEN CANYON PARK

The City purchases Glen Canyon Park to create a public recreation area.



1916-20 MUNI SERVICE BEGINS

The new City & County of San Francisco's Municipal Railway (Muni) takes over private streetcar operations in Glen Park.



1930-40
SAN JOSE AVENUE & O'SHAUGHNESSY BOULEVARD

As automobiles grow in popularity, new roads are built to expand vehicle access. The Bernal Cut railroad route is widened to create San Jose Avenue and O'Shaughnessy Boulevard is constructed connecting Glen Park to the western half of the city.



1973
BART OPENS

BART service begins to Glen Park. A portion of the business district and several homes are lost to accommodate the new station.



1998
SUPERMARKET FIRE

Long-time neighborhood institution, Diamond Super Grocery Store/Terry's Meat & Deli is destroyed by fire. Extensive community debate occurs over what should replace it. This site site sits vacant.



2006
GLEN PARK MARKETPLACE

The Glen Park Marketplace opens bringing a new grocery store, public library and housing into the heart of the village.

mid1900s

Transformed by Transportation

2000

A Modern Day Village



1950s & 60s
FREEWAY ERA

The City reveals plans to criss-cross San Francisco with high-speed freeways. Glen Park residents help spark Freeway Revolt and halt plans for an elevated freeway through the neighborhood. Some major road building projects proceed: widening of San Jose Avenue, widening of Bosworth Street and the construction of the Southern Freeway (I-280).



1991
J-CHURCH MUNI LINE EXTENSION

Muni metro light rail service to Glen Park begins. The J-Church line is extended from Church/30th Street to Balboa Park. Tracks are added to San Jose Avenue with a transit stop near the Glen Park BART station.



2002
COMMUNITY PLANNING BEGINS

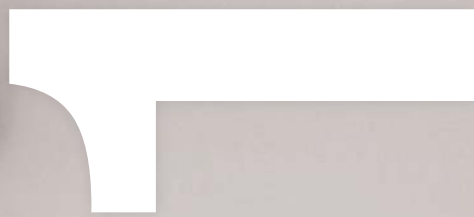
City and regional agencies host a series of community workshops to create a preliminary neighborhood plan for Glen Park.



2009-11
GLEN PARK COMMUNITY PLAN

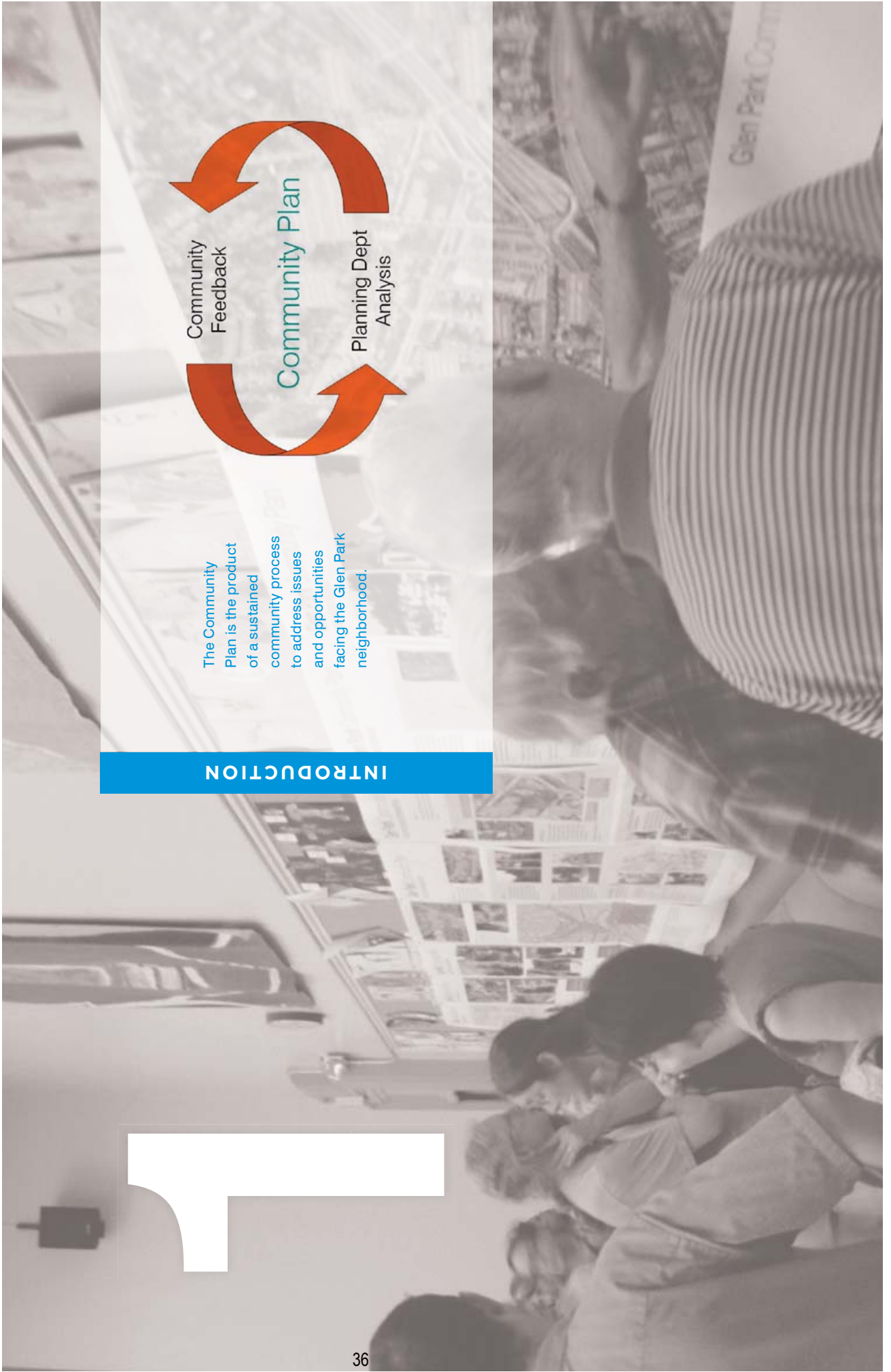
The Planning Department re-launches a Glen Park

community planning effort. Working closely with residents and merchants, an updated plan is created to preserve and enhance the neighborhood's special character and identify a list of streetscape, transportation and open space improvements.



INTRODUCTION

The Community Plan is the product of a sustained community process to address issues and opportunities facing the Glen Park neighborhood.



Chapter 1: Introduction

In 2002, a series of intensive planning workshops took place with residents, merchants and public agencies to create a preliminary plan for Glen Park. After publication of the *Draft Glen Park Community Plan (2003)*¹, the project was postponed until additional funding could be identified to carry the Plan forward.

In 2009, the Planning Department and San Francisco Municipal Transportation Agency (SFMTA) re-launched the community planning process to revise and refine the draft Plan. The document here synthesizes the earlier planning effort with a series of public workshops and discussions held with the Glen Park community from 2009 - 2011.

The *Glen Park Community Plan* is not a redevelopment plan or a plan proposing major change. The focus of the Plan is the “village” or “downtown” Glen Park – the small cherished but challenged center of the neighborhood and source of great community pride. The primary intent of the Plan is to preserve and enhance the unique qualities and character that make this part of Glen Park special.



Plan Open House (2009)

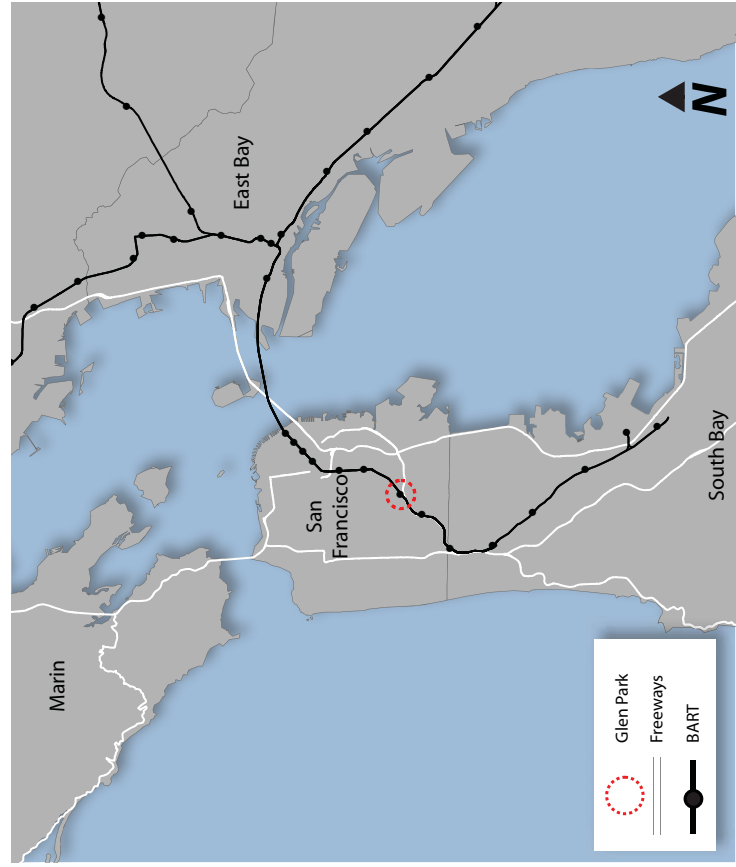


Glen Park Community Plan



Draft Community Plan (2003)

¹ *Draft Glen Park Community Plan Summary* (2003), Planning Department



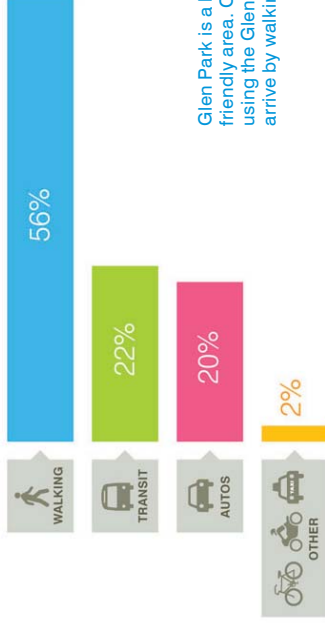
Although somewhat hidden by its geography, Glen Park is well connected to the larger city and Bay Area by the freeway network and regional transit system (BART).

Glen Park's Unique Character

Glen Park exudes a small town charm unique within San Francisco. Nestled in a valley, the neighborhood sits amidst the natural beauty and steep topography of Glen Canyon. Winding streets, stunning views and a human scaled built environment create a “village” atmosphere. At the same time, specialty stores, restaurants and transportation options offer conveniences found only in a big city. Glen Park uniquely combines the best features of a dense urban neighborhood with the characteristics of a small town.

Figure 2

GLEN PARK BART STATION: MODE OF ARRIVAL

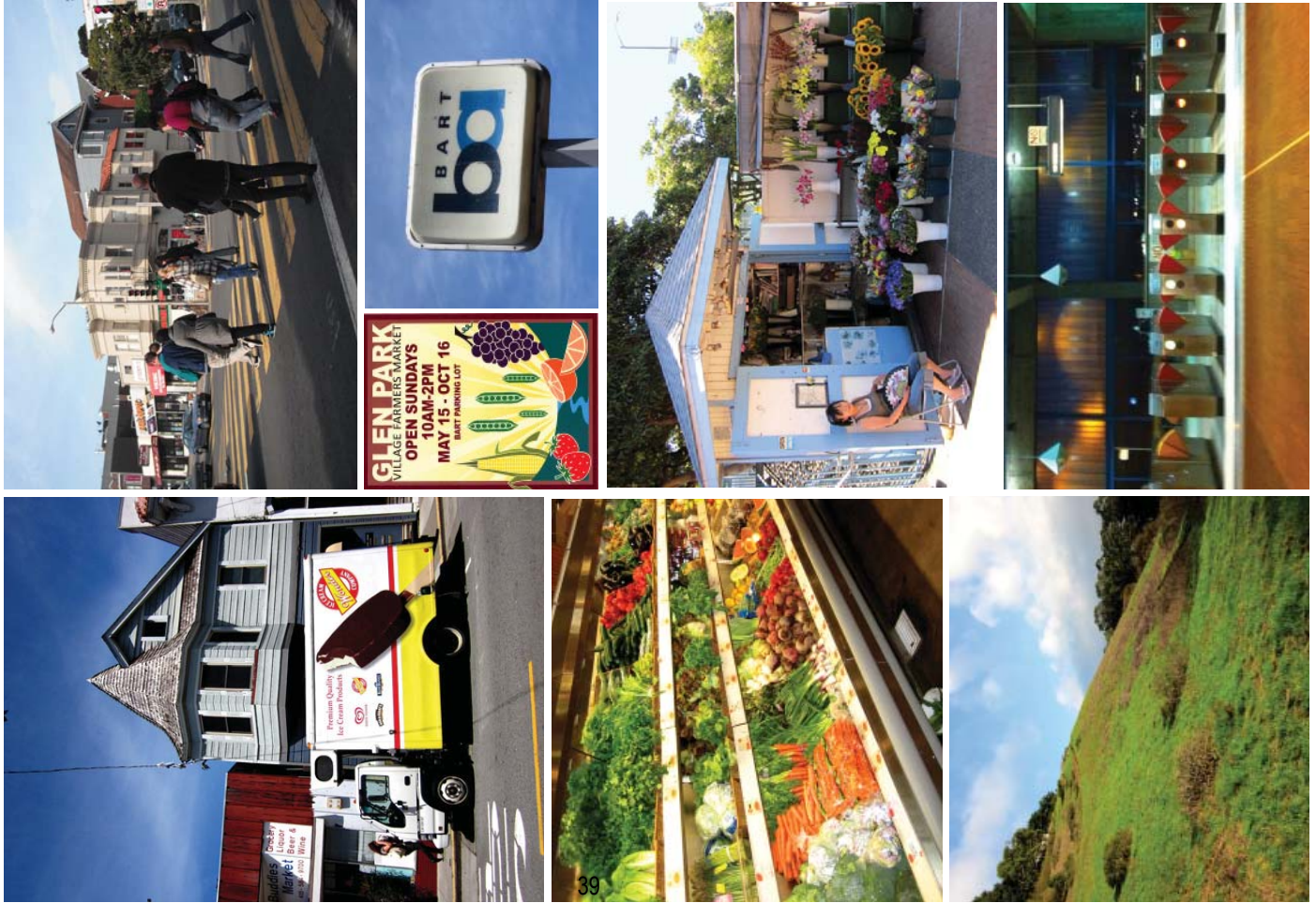


Glen Park is a highly walkable and transit friendly area. Over half the transit riders using the Glen Park BART Station area arrive by walking.

Source: Glen Park Community Plan Environmental Impact Analysis & Transportation Feasibility Study (2010)

The “Village” Center

The heart of Glen Park is what residents commonly refer to as the “village” or “downtown.” This area encompasses the neighborhood commercial district along Diamond and Chenery Streets and nearby BART station. Here streets are lined with popular shops and restaurants - many of them locally-owned. Neighbors meet while visiting the library, markets or cafes. The confluence of BART and Muni transit lines makes downtown Glen Park a major intermodal transit center for the neighborhood and the region. Over 9,000 riders use the Glen Park BART station every day. Approximately 75% of them arrive at the station by walking or public transit (Figure 2). In addition, the area provides direct and easy access to the I-280 freeway.



Key Challenges & Issues

Preserving Glen Park's Character

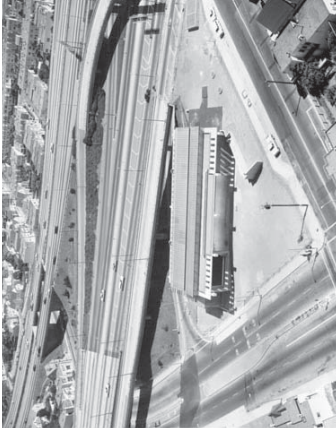
Glen Park's function and cherished qualities face some key challenges.

Addressing these issues and protecting the character of the community are goals of the Glen Park Community Plan.



Transportation and Circulation

Glen Park's small downtown sits at the center of a major transportation interchange. Several bus lines, freeway on/off-ramps and the BART station all converge here. Consequently, the area is a magnet for commuters inside and outside the neighborhood. Few entry and exit points and the limited capacity of narrow streets contribute to rush hour congestion, parking anxieties and concerns for pedestrian safety. Glen Park's topography and fine-grained street grid strain to handle all of this activity. These transportation and circulation conflicts threaten the "village" quality residents wish to protect.



Mega Infrastructure

Massive public infrastructure projects of the 1960s and 70s significantly altered Glen Park. The freeway building boom resulted in the construction of the I-280 freeway, widening of Bosworth Street and the freeway-like portion of San Jose Avenue. These projects made vehicle access to and through Glen Park more convenient. However, they also severed connections to surrounding neighborhoods, brought new levels of traffic and introduced infrastructure out of scale with the small community. The opening of the BART station in 1973 further transformed Glen Park into a regional transit stop drawing thousands of riders into the neighborhood each day. Opportunities exist to more carefully stitch these large infrastructure projects back into the fabric of Glen Park.



Development Concerns

Glen Park is a largely built-out neighborhood and will not experience massive new growth or development. Only a limited number of sites for future development exist in the commercial core. These include the parcels at the northwest corner of Diamond and Bosworth Streets and the BART parking lot. The prominence of these sites requires they receive a high level of attention to ensure any development proposals support the context and character of the village.

The Community Plan

The Community Plan provides a vision for Glen Park developed in collaboration with the community from 2002-2011. The Plan seeks to protect and reinforce the character of the neighborhood and commercial district, resolve challenges caused by the area's massive vehicle infrastructure, enhance pedestrian and transit movement, improve the area's mix of open spaces, and restore connections to Glen Canyon Park and surrounding neighborhoods.

The Plan will become part of the City's General Plan providing long-term guidance to decision makers and public agencies to ensure infrastructure and land use changes are carried out with special sensitivity to the neighborhood. The Plan directs the City to implement certain near-term projects as well as pursue a couple of larger future visions.

The following chapters contain a set of objectives and policies in the areas of Land Use & Urban Design, Transportation, and Open Space. A corresponding implementation program follows detailing how the Plan will be carried out over time.



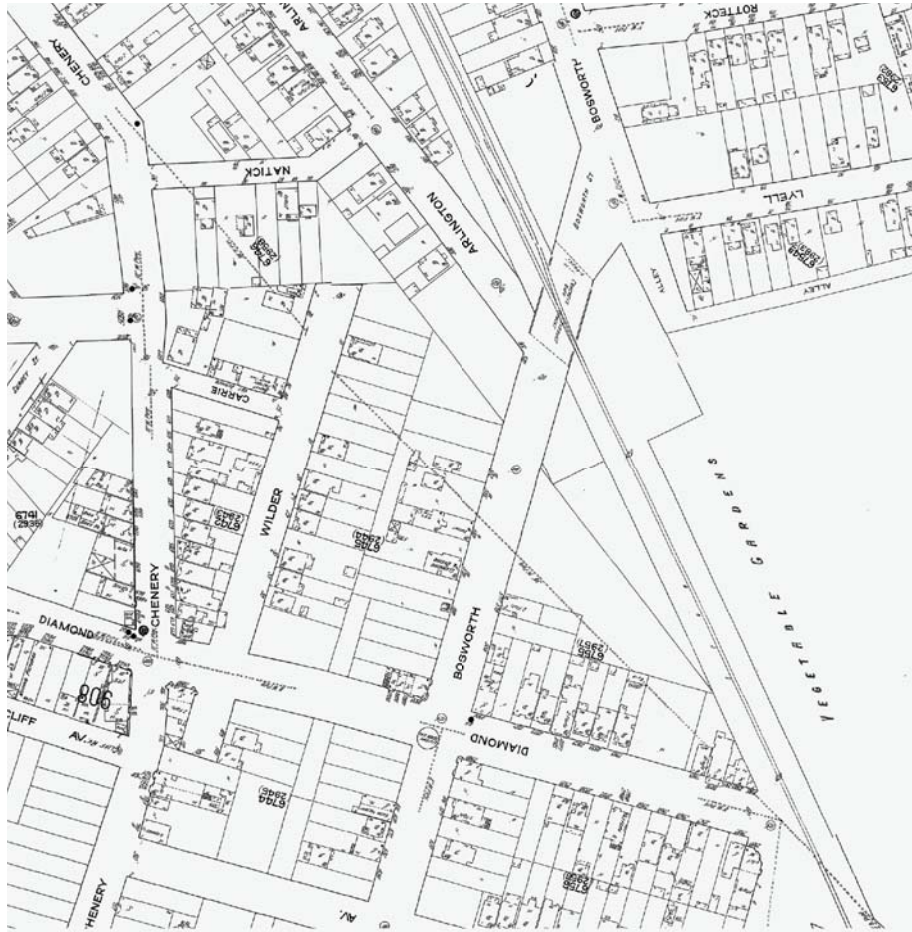
PLAN AREA: The Community Plan's boundary includes Glen Park's neighborhood commercial district, BART station, nearby homes, streets and open space.

The Glen Park Community Plan strives to achieve the following goals:

- 1** Protect and strengthen the character of Glen Park's vibrant walkable neighborhood commercial district.
- 2** Balance the use of streets for pedestrians, bicycles, transit and automobiles in a way that satisfies circulation needs and enhances the livability of Glen Park.
- 3** Minimize the negative impacts of past large-scale infrastructure projects on the community.

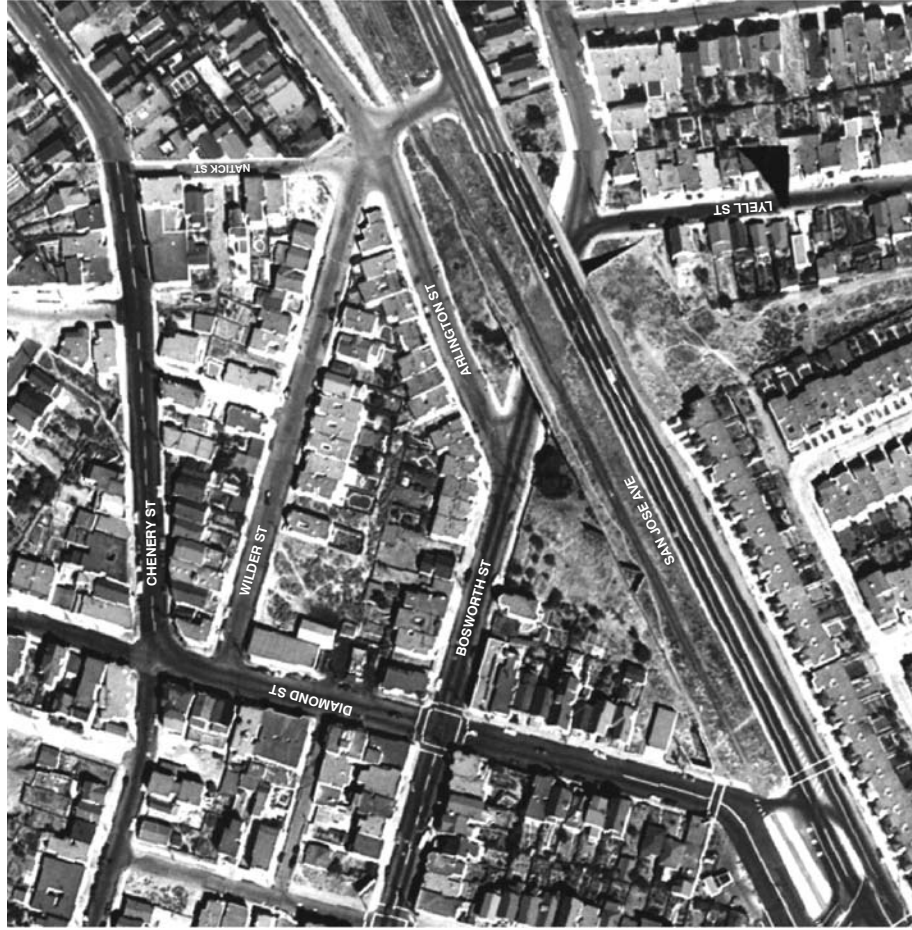
An Evolving Village

Glen Park has grown from an area of disparate homesteads and cattle pastures into a thriving urban neighborhood. The images below illustrate the growth and change of the Glen Park village and surrounding area over the last 100 years.



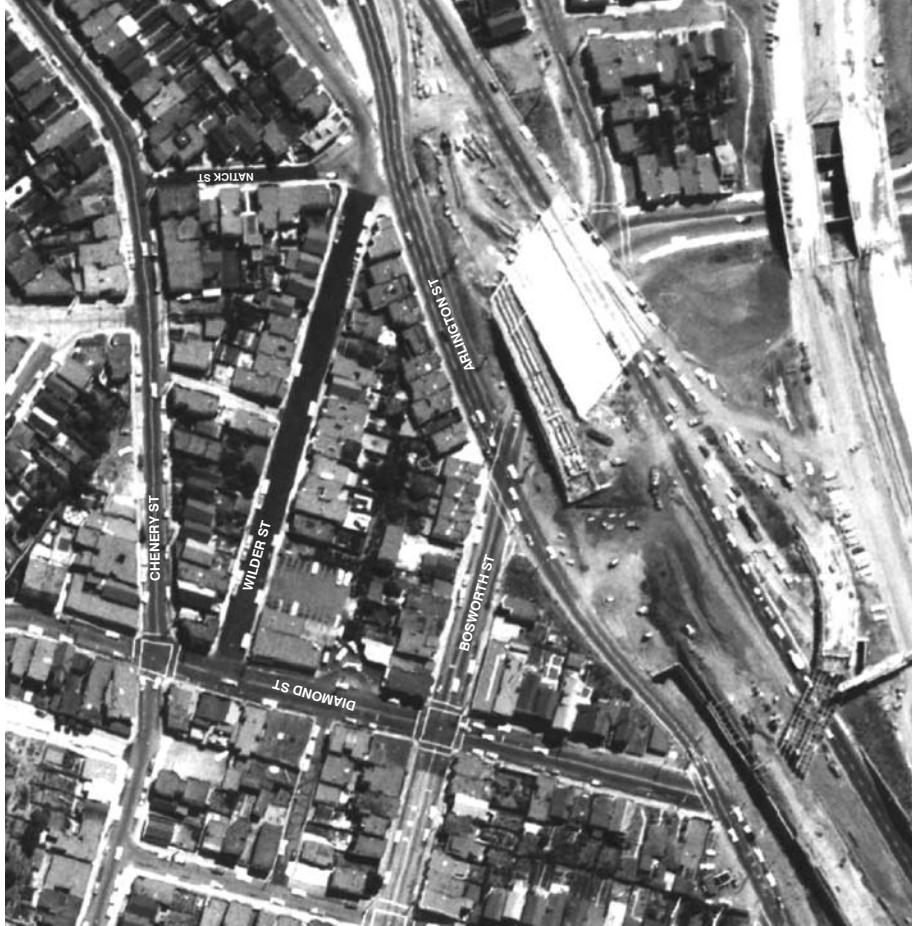
By 1915, Glen Park's transformation from ranchland to neighborhood was well underway. The introduction of streetcar service (1892) to downtown San Francisco made the area more desirable for residential development. The map above shows land subdivided into lots with a scattering of homes and businesses. A cluster of buildings at Diamond and Chenery Streets demarcates a growing commercial district.

1915



This aerial photo shows Glen Park village and the surrounding neighborhood largely built out. While the railroad tracks still exist, the train's path has been widened to accommodate a four-lane San Jose Avenue. A large residential development can be seen just south of San Jose Avenue that would be removed just a few years later.

1946



The construction of the Southern Freeway (I-280) and reconfiguration of San Jose Avenue are captured in this dramatic photo. The massive new vehicle infrastructure can be seen encroaching on the Glen Park neighborhood.

1964



Here is the Glen Park of today. The popular village center is bordered by a tangle of roadways and on/off ramps. A number of homes and part of the commercial district have been removed to make room for the BART Station (1973) and parking lot. Extended in 1991, Muni's J-Church line runs down the middle of San Jose Avenue.

2011

LAND USE & URBAN DESIGN

San Francisco's neighborhood commercial districts serve an important role in the city. They offer a range of goods and services, shape community identity, and provide public gathering places. Glen Park's commercial district emerged in the 1890s-1920s prior to the automobile boom. Built around pedestrians and public transit, the district's intimate scale and rows of shops create a "village" atmosphere residents love.

The success and vibrancy of the commercial district is a product of its compact form, abundant transit service (BART & Muni) and dense mix of uses.

Within just a few blocks one can find restaurants, cafes, banks, salons, a grocery store, library and more. This concentration of activity supports a vibrant street life and leads to a feeling of safety on the streets. In contrast to the nearby freeway interchange, the village's human-scale gives the area an intimacy and special charm.

The Plan seeks to guard and capitalize on the rare synergy afforded by the commercial district's proximity to the BART station and surrounding homes to enhance walkability, safety, commercial vitality and community identity.



Chapter 2: Land Use & Urban Design



Glen Park's commercial area was built before automobiles began to shape the design of cities. The result is a tight knit walkable and transit-friendly shopping district.

OBJECTIVE 1 PROTECT AND STRENGTHEN THE QUALITIES THAT MAKE DOWNTOWN GLEN PARK SPECIAL

The success of Glen Park's commercial district is strongly linked to its diversity of uses, proximity to BART and surrounding residential areas. Its essential strengths should be preserved and expanded upon.

POLICY 1.1 Concentrate commercial uses and retail activity along Diamond and Chenery Streets to reinforce these as contiguous retail streets.

Glen Park's thriving commercial core is a key component of the neighborhood's character. Its function and vitality should be strengthened by maintaining a continuous pedestrian and retail frontage along these important streets.

POLICY 1.2 Update existing neighborhood zoning to strengthen Glen Park's commercial district and reinforce the area's pedestrian and transit-oriented character.

The Planning Department has worked with communities to apply Neighborhood Commercial Transit (NCT) zoning districts in areas like Glen Park to strengthen the character of San Francisco's most walkable, transit-served, neighborhood commercial areas. The creation of a Glen Park Neighborhood Commercial Transit District (Glen Park NCT) would include the following components:

- **Five foot height bonus for taller ground floors in commercial area.** This slight height allowance is designed to encourage taller, roomier, commercial groundfloor storefronts that more closely reflect the district's historic building pattern and support an inviting pedestrian environment. The increase, however, does not allow for an additional floor of development.

- **Flexibility in housing density and parking limits.** In some cases, housing or commercial uses may be allowed with reduced off-street parking requirements to mirror the historic building pattern and support walkability, transit use and the efficient use of limited building space. Density would be determined by building height, bedroom count, design considerations and building codes.
- **Street frontage requirements along Diamond and Chenery Streets (within commercial district only).** Glen Park's compact commercial district and continuous rows of storefronts create an attractive, popular, pedestrian-friendly

shopping area. To preserve this character, zoning adjustments should:

- Require commercial uses at ground floors.
- Prohibit new curb cuts and driveways to safeguard the pedestrian experience and encourage retail activity.
- Require new off-street parking to be set back from street to limit visibility and allow active uses.

Glen Park's Neighborhood Commercial District

Glen Park's neighborhood commercial district is located primarily along Diamond & Chenery Streets. The district is currently zoned NC-2 (Small-scale Neighborhood Commercial) which allows commercial uses on the first two floors of buildings and residences or offices above.



POLICY 1.3

Recognize the historic commercial pattern of the neighborhood by including existing Limited Commercial Uses (LCUs) into the neighborhood commercial district.

A small number of commercial uses exist in Glen Park that are not technically zoned for commercial activity. These popular businesses contribute to the vitality of the commercial district but are not formally recognized. Incorporating these properties into the neighborhood commercial district will ensure their important contributions to the area are preserved.

POLICY 1.4

Improve the streetscape in the commercial core to make the area safer and more comfortable for pedestrians and shoppers.

The sidewalks in Glen Park's commercial core, particularly on Diamond Street, are narrow, cluttered and congested during peak times with few places to stop, sit or people watch. Opportunities to create additional gathering space should be sought. Consolidation of newsracks, undergrounding of utilities, sidewalk widening and other pedestrian improvements should be pursued.

POLICY 1.5

In the more sensitive interior of Glen Park village, building heights should be reduced to respond to the prevailing pattern found there.

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



This block of Diamond Street between Kern & Chenery Streets features a distinct pedestrian scale. The streetwall here is a unique feature of the village and allows views towards Glen Canyon and surrounding hills.

OBJECTIVE 2
ENSURE THE COMPATIBILITY OF NEW DEVELOPMENT WITH THE FORM AND CHARACTER OF GLEN PARK

POLICY 2.2

Consider new housing and commercial opportunities in appropriately scaled infill development that supports the commercial area.

The vibrancy and safety of downtown Glen Park depends on a certain intensity and concentration of activity. The addition of appropriately scaled and designed housing or small-scale retail should be considered to reinforce the established pattern. Two potential locations where this type of development may be possible and beneficial include the cluster of parcels at the northwest corner of Diamond and

Although little future growth is expected in Glen Park, new development should be sensitive to the area's existing scale and reflect the mix of housing and commercial uses found there.

POLICY 2.1

Involve the community in decisions affecting Glen Park's built environment.

The community's strong interest and concern for neighborhood changes requires that outreach to residents be a part of any significant proposal for development in downtown Glen Park.

Which is more appropriate for Glen Park's commercial area?

The Plan aims to reinforce the qualities that make the village so successful including pedestrian character, active storefronts and visual interest.



Garages and vehicle entrances disrupt the commercial district's flow of storefronts, introduce conflicts with pedestrians, remove on-street parking spaces, and generally create an uninviting street environment.



The district's charm and function is largely created by the pattern of varied building types, ground-floor shops and windows allowing views of the activity inside.

Bosworth Streets and the BART parking lot. Any development on sites in the village should include wide sidewalks, where compatible with existing sidewalk patterns on adjacent frontages.

POLICY 2.3

Consider other possible uses for the BART parking lot.

Glen Park's 54-space BART surface parking lot provides free parking for BART patrons but contributes little to the character of the surrounding area. Given its central commercial district location and proximity to transit, a mix of commercial and residential uses here would contribute more to neighborhood vitality. BART has expressed interest in exploring development on this site. If pursued, a focused community process to determine what the appropriate form and character for new development should take place between BART, the Glen Park community and the City.

POLICY 2.4

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

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

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

OBJECTIVE 3

RECOGNIZE THE CONTRIBUTION OF HISTORIC BUILDINGS TO NEIGHBORHOOD IDENTITY

Some of Glen Park's earliest buildings still stand today. These structures contribute to neighborhood character and provide a historic link to Glen Park's early days. Efforts should be made to protect and preserve these important buildings.

POLICY 3.1

Present survey of Glen Park's historic resources for adoption to the Historic Preservation Commission.

A survey of historic resources was conducted to evaluate the historic significance and determine eligibility of buildings for San Francisco landmark status, as well as California and National Registers. These findings should be finalized and formally adopted by the City's Historic Preservation Commission.



BART Parking Lot

No zoning change for property owned by BART is recommended as part of this Plan. Currently, the lot is zoned for Public use allowing only public-serving infrastructure or facilities. Housing or commercial buildings are not permitted at this time.

The Plan recognizes other uses might be preferable to a surface parking lot and should be explored. BART is considering the feasibility of developing the lot and is committed to involving the community in the process. Future rezoning consideration or project proposals should be in response to such a public process. All future zoning or development proposals would be subject to public hearings and approvals by the Planning Commission and Board of Supervisors.

POLICY 3.2

Apply the Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Properties for projects involving historic resources.

Once identified, buildings determined to be culturally or architecturally important should be treated with special sensitivity. The Secretary of the Interior's *Standards and Guidelines for the Treatment of Historic Properties* provide instructions for preservation and rehabilitation, so that as buildings change, their essential character defining features are retained.

preservation incentives. These include the ability to use the California's State Historical Building Code, Mills Act property tax reductions and a Federal tax credit for the rehabilitation of historic buildings.

POLICY 3.3

Protect historic buildings in Glen Park from demolition or adverse alteration.

To protect the character and quality of historic resources, proposals to demolish or significantly alter any historic resources should be considered closely. Innovative architectural treatments and contemporary designs should not be seen as incompatible if carried out in a respectful manner.

POLICY 3.4

Nominate properties that were found eligible to the San Francisco, California, or National Registers of Historical Places.

Properties that are listed on these registers become formally recognized and eligible for a variety of

3

TRANSPORTATION

Glen Park's growth is strongly linked to its transportation history. The area was largely undeveloped until streetcar service was introduced at the turn of the 19th century. As the city and suburbs grew into the mid-century, so did the need to accommodate increasing numbers of private automobiles. The Freeway Era of the 1950s & 60s was particularly influential in Glen Park. The Southern Freeway (I-280) and the San Jose Avenue expressway were constructed during this time. A proposal for an elevated freeway through Glen Canyon Park above Bosworth Street was successfully halted by residents. The arrival of BART in 1973 made the neighborhood a stop on the region's first rapid transit line.

Over the years, transportation improvements have helped expand the mobility and accessibility of Glen Park. They have also introduced new conflicts amongst the many autos, transit vehicles, bicyclists and pedestrians. The Plan suggests a variety of strategies to restore a more balanced street environment to the neighborhood. These include near-term improvements such as adding new crosswalks for pedestrians as well as long-term visions such as transforming San Jose Avenue into an attractive boulevard. The primary goal is to manage movement in a way that does not destroy or further compromise the character and function of the village.



Chapter 3: Transportation

PEDESTRIANS

The ability of residents to walk from their homes to neighborhood serving stores, transit, parks and community facilities is a large part of what makes Glen Park special. Over half of Glen Park's BART riders (56%) walk to the station¹. The area has many walkable characteristics – small streets, scenic views and active commercial district. However, rush hour traffic conditions and limited pedestrian amenities make some spots unfriendly for walkers. The following section provides proposals to improve the primacy and pleasure of walking in the neighborhood.

¹ Glen Park Community Plan Environmental Impact Analysis and Transportation Feasibility Study (2010).

OBJECTIVE 4
ESTABLISH GLEN PARK'S STREETS AS COMFORTABLE AND ATTRACTIVE PLACES FOR WALKING AND PUBLIC LIFE

Walking is the primary mode for moving around the village. Efforts to make Glen Park's streets safer and more enjoyable for pedestrians should be undertaken. The Plan promotes addressing barriers to pedestrian movement such as freeway structures, on/off ramps, cluttered sidewalks and vehicle conflicts.



Transit riders and pedestrians crowd the corner of Diamond and Bosworth Streets.

POLICY 4.1

Pursue pedestrian and streetscape improvements that enhance safety and comfort for pedestrians.

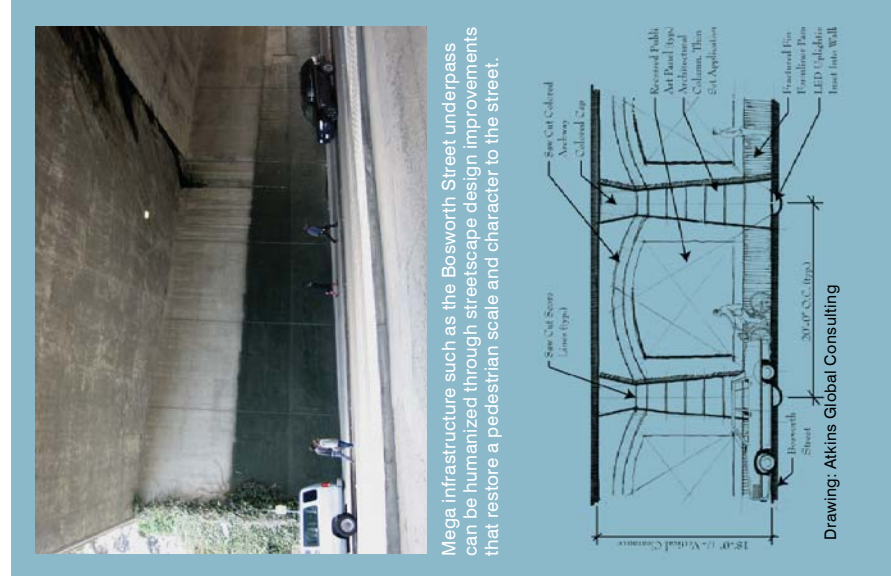
While vehicle infrastructure has expanded over the years, corresponding improvements to the pedestrian realm have not kept pace. Pedestrian and streetscape improvements should be implemented that support the walkability and activity of the village and are consistent with the City's Better Streets Plan.

General Improvements

General improvement to the public realm should be pursued throughout the commercial district including the installation of street furniture, consolidation of newsracks, bulbouts, sidewalk widening, and street tree planting where possible.

Bosworth and Diamond Streets intersection

This intersection is the busiest in Glen Park – not only for pedestrians but also for vehicles. It serves as a gateway to the neighborhood and the commercial district. To reduce vehicle-pedestrian conflicts and strengthen neighborhood identity, pedestrian and streetscape improvements should be implemented. An intersection design that improves pedestrian



Mega infrastructure such as the Bosworth Street underpass can be humanized through streetscape design improvements that restore a pedestrian scale and character to the street.

conditions and access to the BART station should be developed.

Bosworth Street Underpass

The looming San Jose Avenue overpass above Bosworth Street creates an unwelcoming pedestrian environment and is a source of security concerns, especially at night. High-intensity lighting, pedestrian-scale street lamps, wall-mounted art or other treatments should be considered to improve the aesthetics and safety of this location. Removal of the overpass to restore a street level intersection should be explored as part of a future San Jose Avenue redesign (see Policy 9.2).

Pedestrian crossings along Bosworth Street

Limited marked crossing opportunities cause many pedestrians to jaywalk across traffic. The City should determine where additional crosswalks may be installed along Bosworth Street.

POLICY 4.2

Prohibit new curbcuts or driveways on key commercial and pedestrian streets such as Diamond and Chenery Streets.

To reduce pedestrian/vehicle conflicts and support a continuous retail frontage, new driveways should be restricted on portions of downtown Glen Park's most walkable shopping streets.

BICYCLES

Glen Park serves as a critical link in the larger city-wide bicycle network. The area's steep topography and tangle created by the I-280 freeway and San Jose Avenue present a variety of challenging conditions for bicyclists. The San Francisco Bicycle Plan proposes a number of projects aimed at improving bicycle connections in Glen Park.

OBJECTIVE 5
IMPROVE ACCESS FOR BICYCLISTS TO GLEN PARK AND THE BART STATION

POLICY 5.1

Implement bicycle network improvements identified in the San Francisco Bicycle Plan.

The Bicycle Plan proposed a set of projects in Glen Park to fill remaining gaps in the City's bicycle network. These should be implemented to improve safety and bicycle access through Glen Park and to BART. Projects include:

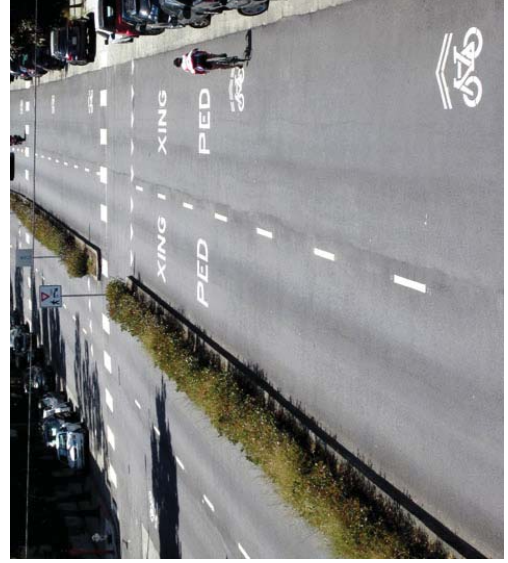
- Bike lanes on Lyell Street
- Bike lanes on Bosworth between Diamond and Rotteck Streets
- Bike Lanes on Monterey Boulevard on and off ramps from San Jose Avenue

- Arlington Street shared lane bike markings (“sharrows”)
- Bosworth Street shared lane markings (“sharrows”)

POLICY 5.2

Consider increased opportunities for bicycle parking in Glen Park

Glen Park residents and merchants should work with the SFMTA to consider expanding both on-street and off-street bicycle parking near major destinations such as the commercial area, BART station, Muni, and Glen Canyon Park.



Bicycle shared lane markings (“sharrows”) on Bosworth Street.

PUBLIC TRANSIT

One of Glen Park’s greatest assets is its strong public transit infrastructure. Glen Park is served by four Muni bus lines (23–Monterey, 36–Terেসita, 44–O’Shaughnessy, and 52– Excelsior), the J–Church Muni metro line and BART’s regional rail lines. In addition to public transit, a number of private employers operate shuttle buses to the BART station. Approximately 9,000 transit riders get on or off Muni, BART or shuttle buses in downtown Glen Park each day. Glen Park’s role as an important transit center for the neighborhood, city, and the region should be maintained. Improvements to transit include making service more accessible, reducing curbside conflicts and strengthening connections between Muni and BART.

OBJECTIVE 6
SUSTAIN GLEN PARK’S ROLE AS AN IMPORTANT INTERMODAL TRANSIT CENTER FOR THE CITY AND REGION

POLICY 6.1

Implement recommendations of the San Francisco Municipal Transportation Agency’s Transit Effectiveness Project (TEP) for the Glen Park neighborhood.

The SFMTA’s Transit Effectiveness Project (TEP) recommends the following Muni changes in Glen Park. These projects should be implemented per the TEP’s timeline:

- Extension of the 35–Eureka bus line to the BART Station via Diamond Heights Boulevard and Diamond Street.
- Redesign of 36–Terেসita route to reach Glen Park BART Station (implemented).

Rethinking San Jose Avenue

San Jose Avenue began as the path of a narrow railroad line that was widened through the years to become the expansive roadway we see today. As a five-lane arterial street, San Jose Avenue looks and acts more like a freeway than a city street with its high speeds, on/off-ramps, and limited pedestrian and bicycle facilities. In addition, the neighboring communities of Glen Park, St. Mary's Park and Bernal Heights are bisected by the roadway prohibiting direct pedestrian, transit and vehicle connections. This results in circuitous traffic movements, congestion on local streets and livability concerns for nearby residents.

The Glen Park Community Plan recommends both near and long-term design improvements to transform San Jose Avenue into an attractive boulevard that is better integrated into surrounding neighborhoods. (See Policy 9.2)



1864

San Jose Avenue began as a sunken railroad route called the "Bernal Cut."



**FIGHT
THE
BLIGHT!
SAVE
SAN JOSE AVE.**

2011

Community members have begun to mobilize for improvements to San Jose Avenue. Carefully designed street changes could increase livability for neighbors while improving circulation in surrounding neighborhoods, transit access and pedestrian/bicycle safety.



1953

Highway planners of the 1950s envisioned San Jose Avenue as part of a larger freeway extending through the Mission District. While the citizen-led Freeway Revolt curtailed these plans, the street was rebuilt with a typical freeway design - multiple traffic lanes, limited crossing opportunities and long on/off ramps.



1930

The Bernal Cut was eventually widened to accommodate a four-lane automobile route, streetcar tracks and a railroad line. Bridges were built at Miguel and Highland Streets to cross the sunken roadway. The street increased automobile access to Glen Park and areas further south.

POLICY 6.2

Manage curb space around the Glen Park BART station to improve the function of transit.

The limited curb space surrounding the BART station creates competition for passenger loading and unloading between Muni buses, employer shuttles and automobile pick-up and drop-off. Reconfiguration of bus stops and loading areas should be considered to reduce conflicts.

POLICY 6.3

SFMTA and BART should determine which future capital investments may be appropriate for transit.

The SFMTA has studied the technical feasibility of various projects to improve transit operation in Glen Park. While technically feasible, some projects may be prohibitive in terms of cost or operational



Glen Park Muni J-Church stop on San Jose Avenue

efficiency. The SFMTA and BART should make appropriate recommendations based on agency goals, community input and environmental findings.

**OBJECTIVE 7
IMPROVE ACCESS TO PUBLIC TRANSIT IN
GLEN PARK**



Glen Park BART Station

BART & Muni

Only two of the three BART station's entrances are accessible. The station should be made fully accessible by reconfiguring or redesigning the BART plaza.

POLICY 7.2

Encourage and work with BART on a redesign of the Glen Park BART station plazas to improve pedestrian and transit access and better connect the commercial district.

The underused plazas surrounding the BART station offer a tremendous opportunity to serve thousands of transit riders, more seamlessly link the commercial district and provide high-quality public space. The plaza should be upgraded and made fully accessible by removing walls and fences, expanding at-grade access and linking Muni passenger areas.

POLICY 7.1

Make transit more accessible.

The area's grade changes make ADA (Americans with Disabilities Act) compliant access to transit services particularly challenging. Improvements that make BART and Muni service more accessible should be pursued.

J-Church Platform

The only access between the J-Church light rail platform located on San Jose Avenue is over a pedestrian bridge with stairs. Riders who use wheelchairs are unable to access the stop. A reconfigured pedestrian bridge with ADA compliant ramp or at-grade pedestrian crossing of San Jose Avenue would help improve access. Long-term plans should consider moving the J-Church platform to better serve the "village" and allow access by neighborhoods to the south. A future redesign of San Jose Avenue should consider the possibility of removing the Bosworth Street overpass to create a street level intersection with J-Church stop (see Policy 9.2).

VEHICLE CIRCULATION

Vehicle circulation challenges in Glen Park have impacted both neighborhood livability and walkability. During rush hours, congested intersections create vehicle-pedestrian conflicts and lure drivers to detour through narrow residential streets. Freeway structures limit connections among the area's streets and force drivers to make overly circuitous movements. Strategic interventions at key locations should be made to manage traffic flow and create better neighborhood serving streets. Technical analysis of the area's circulation and roadway network should be carried out to determine if alternative scenarios could benefit movement in the area.



Employee shuttle bus departing BART station.

OBJECTIVE 8

SEEK IMPROVEMENTS THAT RELIEVE TRAFFIC CONGESTION WHILE MINIMIZING IMPACTS ON OTHER TRANSPORTATION MODES

POLICY 8.1

Improve the function of major intersections in Glen Park without further degrading the pedestrian environment or neighborhood character.

Strategic solutions to address areas of known congestion or conflict should be considered. While conditions for automobiles should be improved if possible, further degradation of the pedestrian



Morning congestion on Bosworth Street.

environment must be avoided. The following intersections require improvement.

Diamond and Bosworth Streets

Traffic congestion on Bosworth and Diamond Streets builds as vehicles funnel through Glen Park to reach the BART station or access the freeway. Turning vehicles clog the intersection blocking straight-through traffic. High pedestrian volumes further constrict the ability of cars to turn. Improvements that support the needs of pedestrians while allowing traffic flow should be pursued.

Bosworth/Arlington/I-280 on-ramp

This intersection's odd geometry creates confusing turn movements and offers no pedestrian crossing across Bosworth. Intersection treatments could make traffic movements more predictable and allow the installation of pedestrian crosswalks. The SFMTA and Caltrans should determine what type of treatment may be appropriate.

OBJECTIVE 9

RESTORE THE LOCAL IMPORTANCE OF STREETS IN THE AREA

Major vehicle infrastructure projects of preceding decades focused on improving conditions for cross-town and regional traffic in Glen Park. The Freeway construction boom of the 1950s & 60s created the I-280 freeway and the freeway-like stretch of San Jose Avenue. These projects changed the character of the area by increasing vehicle speeds and cut-through traffic. Opportunities exist to restore the neighborhood function back to Glen Park's streets.

POLICY 9.1

Calm traffic throughout Glen Park, especially through-traffic and freeway-oriented traffic.

High vehicle speeds and cut-through traffic diminish the comfort of pedestrians and adversely affect residents. Traffic calming treatments at key locations: the intersections of Joost/Monterey Boulevard, Arlington/Wilder and Bosworth/Lyell should be implemented to help reduce speeds and improve pedestrian and bicycle movement. Curb bulb outs, new pedestrian crossings, widened medians or other treatments may be appropriate.

POLICY 9.2

Conduct further analysis to determine the feasibility of near and long-term improvements for San José Avenue including redesign of the street as a boulevard to improve safety, livability and better connect surrounding neighborhoods.

San Jose Avenue is a four-lane road but looks and acts more like a freeway than a city arterial street. The City in conjunction with Caltrans should conduct further analysis to determine the feasibility of converting the freeway-like portion of San José Avenue into an attractive city boulevard, similar to Dolores Street or Octavia Boulevard. Any proposal of this scale represents a long-term future vision and would require additional traffic, engineering and environmental studies as well as extensive community outreach and funding to implement.

Conversion of San Jose Avenue into a street of more typical local character would involve roadway redesign, streetscape beautification, reduction in vehicle speeds and creation of new intersections to connect neighborhoods that San Jose Avenue currently acts as a barrier between. A possible project component includes the removal of the San Jose Avenue overpass at Bosworth Street to reduce the grade separation between the two streets and restore a street level intersection. This would allow the possibility of creating a new Muni J-Church stop that is better integrated into the neighborhood.

Near-term traffic calming improvements supported by SFMTA and Caltrans such as lowered speeds, improved pedestrian/bicycle conditions, flashing radar speed signs, or lane reduction should be considered until a larger structural change is possible.

Glen Park(ing)

Parking in Glen Park is a subject of heated discussion. Lively conversations at public workshops took place regarding the availability of on-street parking spaces. In response to strong interest in the subject, the San Francisco Municipal Transportation Agency (SFMTA) conducted further analysis.

A survey of neighborhood residents was conducted to collect an unbiased assessment of on-street parking issues. A random sample of 815 addresses was selected from within the Plan area. Surveys were mailed with questions regarding where people park, when they park and how long it takes to find a space. In addition, parking availability in the neighborhood was monitored by counting both vacant and occupied on-street parking spaces at different times of day.

The results of the analysis (Figures 3 & 4) indicate that while parking may not be as convenient as residents would like, spaces can usually be found near destinations within reasonable amounts of time. The Plan recommends maintaining and improving Glen Park's on-street parking availability through better management, enforcement and ongoing adjustment of parking controls.

Figure 3
ON-STREET
PARKING
AVAILABILITY:
WEEKDAYS

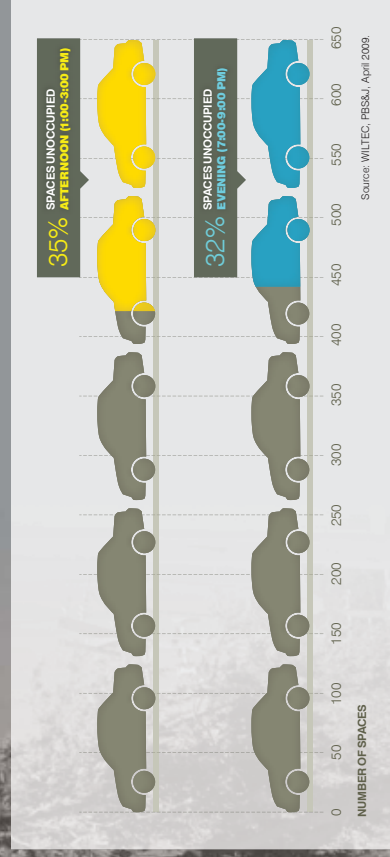
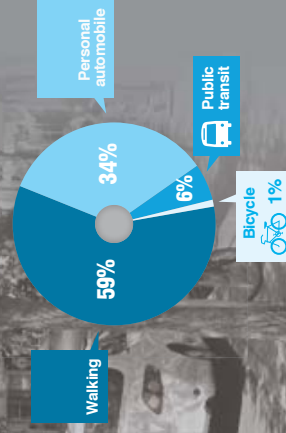
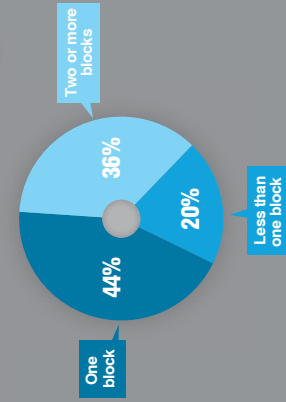


Figure 4
ON-STREET
PARKING
SURVEY
RESULTS

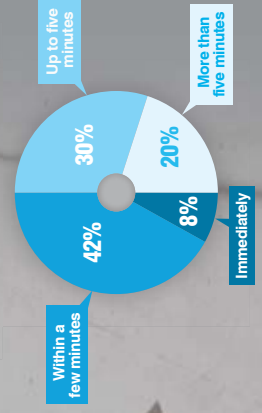
Primary transportation
within Glen Park



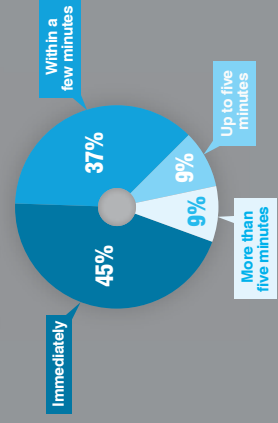
Distance parking usually
available from Glen Park Village



Average time to locate
parking in Glen Park Village



Average time to locate
parking near residence



PARKING

All of San Francisco's neighborhoods face on-street parking challenges. Glen Park is no different. The neighborhood is fortunate in that many homes are located within walking distance of downtown Glen Park and the BART station. Parking availability, however, is a subject of concern for Glen Park's residents. Neighbors have noted problems with BART commuter parking, abuse of disabled parking placards by some drivers and the crowding of on-street parking spaces by residents who use garages for storage or workspace rather than parking.

Regulating and managing parking is a complicated matter. The more parking that is provided, the more cars and congestion Glen Park will attract. If not enough parking is provided or spaces remain occupied, residents, visitors and shoppers will have difficulty accessing the area. A reasonable amount of parking should be provided while at the same time walking and transit made more desirable and convenient.

OBJECTIVE 10

OPTIMIZE USE OF EXISTING ON-STREET PARKING SPACES IN GLEN PARK

Glen Park residents have noted that parking can be difficult during certain times of day or week. Rather than creating new parking spaces and introducing related congestion and traffic, demand for existing parking spaces should be optimized to improve parking availability at all times of day.

POLICY 10.1

Pursue strategies to increase the availability of on-street parking.

Various strategies should be employed to achieve desirable levels of parking availability in both residential and commercial areas. These include:

- **Residential Permit Parking (RPP) Program**

The SFMTA's RPP Program offers the opportunity for residents to reduce parking demand on residential streets. Formed by resident request, permit parking areas give permit holders priority for spaces over others. These areas should be expanded and/or modified as needed.

- **Parking Enforcement**

Enforcement of parking controls in Glen Park is necessary to ensure the availability of parking spaces. SFMTA should provide levels of enforcement to ensure appropriate use of spaces and promote parking availability.

- **State Legislative Reform**

The California Department of Motor Vehicles is responsible for management and enforcement of Disabled Parking Placards. Roughly 60,000 disabled plates and placards have been issued in San Francisco – about 1 for every 15 residents. These allow holders to park for an unlimited amount of time at on-street spaces for free. Placards are essential to the mobility of disabled persons who require additional time to complete tasks or require parking close to destinations. However, those fraudulently displaying placards can occupy spaces all day preventing use by people with actual disabilities. The City and SFMTA are pursuing state legislation that would

allow closer scrutiny of permits for disabled placards.

- **Adjustable Rate/Time Parking Meters**

The SFMTA has been pioneering the use of innovative on-street parking strategies that utilize variable pricing to help make parking spaces available when and where they are needed. At some point Glen Park may want to experiment with this strategy to determine its usefulness in increasing parking availability in the commercial area.

POLICY 10.2

Improve neighborhood walkability, comfort and safety to alleviate the need for some local vehicle trips.

Some residents choose to drive out of concerns for personal safety or unfriendly pedestrian conditions. Efforts should be made to improve the pedestrian environment and make walking a more attractive transportation choice. Options include: additional street furniture, provision of bulb-outs, sidewalk widening, and street tree planting where appropriate, based on the Better Streets Plan and Department of Public Works' guidelines.

POLICY 10.3

Support carsharing in Glen Park as way to reduce private vehicle demand and parking.

Carsharing offers an affordable alternative to car ownership by allowing individuals the use of a car without the cost of ownership (gas, insurance, maintenance). Many drivers use one vehicle for short-term trips. This allows for the efficient use of a single vehicle and can lead to reduction in parking demand. While carsharing is managed primarily by companies and private land holders, the Plan supports their presence in the area.



OPEN SPACE

Glen Park's open spaces provide recreational opportunities, public gathering places and the opportunity to connect with nature. Only a short walk from the BART station, Glen Canyon Park offers a stunning natural area with beautiful rock outcrops, hiking trails, ball fields and tennis courts. One of San Francisco's last free flowing creeks – Islais Creek – winds through the canyon.

While downtown Glen Park bustles with people throughout the day, the village lacks strong public open spaces. Opportunities exist to transform underutilized areas into lively green spaces, parks and plazas.

OBJECTIVE 11
MAINTAIN AND IMPROVE GLEN PARK'S MIX OF PUBLIC OPEN SPACES

POLICY 11.1

Sustain and improve the informal greenway and pedestrian path connecting downtown Glen Park to Glen Canyon Park.

The vacant City-owned parcels along Bosworth Street function as an informal trail and greenway through Glen Park. This path provides a valuable

Chapter 4: Open Space

green resource for the neighborhood. The opportunity exists to create an attractive linear greenway and safe walking route between the village and Glen Canyon Park. Located along the historic creek channel, the greenway could also provide opportunities to honor the area's watershed and historic ecology with signage, an art installation or possible creek "daylighting" project.

POLICY 11.2

Recognize Kern Street and the BART plazas as important public space opportunities.

Kern Street

Since it does not function as a through street and has few cars, the one block of Kern Street provides a unique opportunity to provide new public space in downtown. Special pavement, street trees and shared street treatments could provide room for outdoor seating, dining and gathering. If the parking lot along Kern is ever developed, opportunities to orient commercial uses towards the street should be considered. Kern Street could also function as

the entrance to a greenway linking the commercial district to Glen Canyon.

BART Plazas

The Glen Park BART station is located on the busiest corner in the Plan area. However, despite its prominent location, the plaza is essentially walled off from the adjacent community and much of Bosworth Street. The small plaza located in the southern end of the station is also underutilized. Redesign of these areas could make them more inviting, better for transit and provide much needed public space.

POLICY 11.3

Look for opportunities to reclaim some street space in the commercial core for use as open space.

Narrow sidewalks in the commercial area provide little room for gathering or socializing. The conversion of a parking space or two into a "parklet" – a small open space with seating, planters and bicycle parking – could help support the social and street

life of the village. Such a project would need to be initiated by merchants or community members.

POLICY 11.4

The San Francisco Public Utilities Commission (SFPUC) and Planning Department should conduct a study to assess the feasibility, benefits and impacts of daylighting a portion of Islais Creek through Glen Park.

Islais Creek once flowed freely from Glen Park to the San Francisco Bay. Today the creek is only visible for a small stretch in Glen Canyon before it disappears underground into a culvert beneath the recreation center. Creek "daylighting" is the redirection of a stream into above-ground channels. The City should conduct a study to assess the feasibility of such a project and identify potential impacts and benefits. Some residents have expressed concerns related to flooding, maintenance, erosion, pest control, public safety and risks to adjacent property owners. These concerns should be assessed as part of any future study.

Open Space Concepts

Glen Park Greenway ¹

The Plan proposes a linear recreational greenway connecting downtown Glen Park with Glen Canyon Park. The proposed greenway path is located along vacant City-owned parcels. This path features large mature trees including Monterey pine, eucalyptus, and others that screen the area from Bosworth Street and provide a quiet green refuge.



BART Plaza Redesign ²

The Glen Park BART station's circular plaza shown above is walled off from the activity and life on surrounding streets and transit stops. This creates a feeling of disconnection and a pattern of underuse. A redesign that better integrates the station and plaza into the surrounding area could provide high quality public space in the heart of Glen Park.



Village Parklet ³

The narrow sidewalk widths and limited outdoor seating opportunities in Glen Park's commercial area make a parklet an inexpensive and attractive option in the village. Parklets have been installed in neighborhoods throughout San Francisco through the City's Pavement to Parks Program. Such a project would need to be initiated by residents or merchants.



Islais Creek: Nature in the Village

Once San Francisco's largest body of water, Islais Creek provided an important source of habitat, drinking water and irrigation. The massive creek flowed from Glen Canyon to San Francisco Bay. Today it is buried almost completely beneath urban development.

History: Islais Creek and its wetlands supported a rich habitat and feeding ground for birds, elk, mountain lions and grizzly bears. The Ohlone people harvested shellfish on its shores. As the city expanded during the Gold Rush, homes and industry sprang up on the creek's banks. Islais Creek became used as a primitive sewer system for slaughterhouses, farms and residential development. The creek's condition severely deteriorated. By the early 1900's, the creek was largely filled and its flow diverted into underground pipes.

Islais Creek & Glen Park: Islais Creek's only remaining free flowing remnant is the creek's upstream branch within Glen Canyon Park. Here the creek provides a beautiful natural feature



This historic photo captures a robust Islais Creek within Glen Canyon. Two fisherman are perched on its banks.



Islais Creek is one of San Francisco's last remaining free flowing streams.



Creek designs in urban areas vary from more natural features to concentrated channels like this cobblestone riff.



Mural memorializing "Mission Creek" on 16th & Harrison Streets.

and nourishes the canyon's habitat and wildlife. It disappears below the recreation center into a series of sewer pipes that flow beneath the neighborhood.

The Bay Area's buried creeks are now being recognized as lost ecological and community resources. Cities such as Berkeley, Oakland, Santa Rosa and Castro Valley have all successfully restored creeks to the surface through a process called "daylighting." Creek "daylighting" is the redirection of a stream into above-ground channels. Islais Creek in Glen Park is a potential candidate for a similar treatment.

A daylighted Islais Creek could introduce a new recreational amenity, add habitat value and help sustainably manage stormwater. In addition, a creek feature could complement the proposed linear greenway connecting the canyon with downtown Glen Park. The Community Plan calls for further study to determine the feasibility of such a strategy and to address community concerns related to flooding, maintenance, erosion, pest control, public safety and impacts on adjacent property owners (see Policy 11.4).



Figure 5

Illustrated Community Plan Concepts



◀ The Glen Park Community Plan explores a number of neighborhood improvements. Some of these are identified on this map.

Address pedestrian safety in and around the Village.
Develop solutions to calm traffic.
Increase availability of on-street parking.
Establish safer bike connections.

Improve pedestrian conditions at Diamond & Bosworth intersection.

BART to initiate a community process to evaluate alternative uses for parking lot.

Restore neighborhood connections.

Near and long-term improvements to San Jose Ave. Pursue future redesign from "freeway" to city street.

Pedestrian and traffic calming improvements at intersections.

Explore transit improvements around BART Station.

Create accessible connection between BART and the Muni J-Church line.

Summary of Objectives & Policies

LAND USE & URBAN DESIGN

OBJECTIVE 1

PROTECT AND STRENGTHEN THE QUALITIES THAT MAKE DOWNTOWN GLEN PARK SPECIAL

- POLICY 1.1**
Concentrate commercial uses and retail activity along Diamond and Chenery Streets to reinforce these as contiguous retail streets.
- POLICY 1.2**
Update existing neighborhood commercial zoning to strengthen Glen Park's commercial district and reinforce the area's pedestrian and transit-oriented character.
- POLICY 1.3**
Recognize the historic commercial pattern of the neighborhood by including existing Limited Commercial Uses (LCUs) into the neighborhood commercial district.
- POLICY 1.4**
Improve the streetscape in the commercial core to make the area safer and more comfortable for pedestrians and shoppers.
- POLICY 1.5**
In the more sensitive interior of Glen Park village, building heights should be reduced to respond to the prevailing pattern found there.

OBJECTIVE 2

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

- POLICY 2.1**
Involve the community in decisions affecting Glen Park's built environment.
- POLICY 2.2**
Consider new housing and commercial opportunities in appropriately scaled infill development that supports the commercial area.
- POLICY 2.3**
Consider other possible uses for the BART parking lot.
- POLICY 2.4**
Design of new buildings should be consistent with the neighborhood's existing pattern.

OBJECTIVE 3

RECOGNIZE THE CONTRIBUTION OF HISTORIC BUILDINGS TO NEIGHBORHOOD IDENTITY

- POLICY 3.1**
Present survey of Glen Park's historic resources for adoption to the Historic Preservation Commission (HPC).

POLICY 3.2

Apply the Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Properties for projects involving historic resources.

POLICY 3.3

Protect historic buildings in Glen Park from demolition or adverse alteration.

POLICY 3.4

Nominate properties that were found eligible to the San Francisco, California, or National Registers of Historical Places.

TRANSPORTATION

OBJECTIVE 4

ESTABLISH GLEN PARK'S STREETS AS COMFORTABLE AND ATTRACTIVE PLACES FOR WALKING AND PUBLIC LIFE

POLICY 4.1

Pursue pedestrian and streetscape improvements that enhance safety and comfort for pedestrians.

POLICY 4.2

Prohibit new curbscuts or driveways on key commercial and pedestrian streets such as Diamond and Chenery Streets.

OBJECTIVE 5

IMPROVE ACCESS FOR BICYCLISTS TO GLEN PARK AND THE BART STATION

POLICY 5.1

Implement bicycle network improvements identified in the San Francisco Bicycle Plan.

POLICY 5.2

Consider increased opportunities for bicycle parking in Glen Park

OPEN SPACE

OBJECTIVE 6

SUSTAIN GLEN PARK'S ROLE AS AN IMPORTANT INTERMODAL TRANSIT CENTER FOR THE CITY AND REGION

POLICY 6.1
Implement recommendations of the San Francisco Municipal Transportation Agency's Transit Effectiveness Project (TEP) for the Glen Park neighborhood.

POLICY 6.2
Manage curb space around the Glen Park BART station to improve the function of transit.

POLICY 6.3
SFMTA and BART should determine which future capital investments may be appropriate for transit.

OBJECTIVE 7

IMPROVE ACCESS TO PUBLIC TRANSIT IN GLEN PARK

POLICY 7.1
Make transit more accessible.

POLICY 7.2
Encourage and work with BART on a redesign of the Glen Park BART station plazas to improve pedestrian and transit access and better connect the commercial district.

OBJECTIVE 8

SEEK IMPROVEMENTS THAT RELIEVE TRAFFIC CONGESTION WHILE MINIMIZING IMPACTS ON OTHER TRANSPORTATION MODES

POLICY 8.1
Improve the function of major intersections in Glen Park without further degrading the pedestrian environment or neighborhood character.

OBJECTIVE 9

RESTORE THE LOCAL IMPORTANCE OF STREETS IN THE AREA

POLICY 9.1
Calm traffic throughout Glen Park, especially through-traffic and freeway-oriented traffic.

POLICY 9.2
Conduct further analysis to determine the feasibility of near and long-term improvements for San José Avenue including redesign of the street as a boulevard to improve safety, livability and better connect surrounding neighborhoods.

OBJECTIVE 10

OPTIMIZE USE OF EXISTING ON-STREET PARKING SPACES IN GLEN PARK

POLICY 10.1
Pursue strategies to increase the availability of on-street parking.

POLICY 10.2
Improve neighborhood walkability, interest, comfort and safety to alleviate need for some local vehicle trips.

POLICY 10.3
Support carsharing in Glen Park as way to reduce private vehicle demand and parking.

OBJECTIVE 11

MAINTAIN AND IMPROVE GLEN PARK'S MIX OF PUBLIC OPEN SPACES

POLICY 11.1
Sustain and improve the informal greenway and pedestrian path connecting downtown Glen Park to Glen Canyon Park.

POLICY 11.2
Recognize Kern Street and the BART plazas as important public space opportunities.

POLICY 11.3
Look for opportunities to reclaim some street space in the commercial core for use as open space.

POLICY 11.4
The San Francisco Public Utilities Commission (SFPUC) and Planning Department should conduct a study to assess the feasibility, benefits and impacts of daylighting a portion of Islais Creek through Glen Park.

Implementation Program

This Implementation Program outlines follow-up actions recommended to put the Plan’s vision on the ground. The table below will provide guidance to City agencies on projects, programs and further studies to implement the Glen Park Community Plan.

LAND USE & URBAN DESIGN

PROJECT	ACTION	KEY AGENCY	TIMEFRAME	POTENTIAL FUNDING SOURCE
Revised Neighborhood Commercial Zoning	Update Planning Code to reflect zoning change of existing neighborhood commercial district (NC-2) to Glen Park Neighborhood Commercial Transit (NCT) district	Planning	Upon Plan adoption	Planning Department
Height District Revisions	Reduce maximum building heights for new construction on portions of Diamond, Wilder and Chenery Streets from 40-X to 35-X. Allow additional 5' height (45-X) on portions of Bosworth, Diamond, Joost Ave and Monterey Blvd for taller ground floor storefronts.	Planning	Upon Plan adoption	Planning Department
Streetscape Improvements	Develop streetscape strategy for core village area to include some or all of the following benches, new bus shelters, newsrack consolidation, bulbouts, possible sidewalk widening, utility undergrounding and street tree planting.	Planning, BART, SFMTA, DPW	Ongoing	Grants
BART parking lot site	Pending outcome of future BART community process, review and consider proposals for alternative uses on parking lot	Planning	Pending BART proposals	Planning Department, BART
Historic Preservation	Present historic resources survey for adoption to Historic Preservation Commission (HPC)	Planning	Near-term (1-5 years)	Planning Department
	Nominate eligible properties to the California Register of Historical Resources	Planning	Near-term (1-5 years)	Planning Department

AGENCY KEY

SFMTA: San Francisco Municipal Transportation Agency
 SFCFTA: San Francisco County Transportation Authority
 SFPUC: San Francisco Public Utilities Commission
 DPW: Department of Public Works
 Rec Park: Recreation & Parks Department
 BART: Bay Area Rapid Transit District

TRANSPORTATION

PROJECT	ACTION	KEY AGENCY	TIMEFRAME POTENTIAL	POTENTIAL FUNDING SOURCE
Pedestrian Improvements	<p>Prioritize and proceed with implementation of pedestrian street improvements:</p> <ul style="list-style-type: none"> Bosworth and Diamond Streets intersection: possible treatments include special paving, high-visibility crosswalks, bulb outs, widened sidewalks, and reconfiguration of BART plaza entrance New Bosworth Street pedestrian crossings: Lyell Street, Arlington Street. 	SFMTA, Planning, DPW, BART	Near-term (1-5 years)	State, regional, federal grants, existing department budgets, Prop K sales tax
Bicycle Network projects	<p>Implement Glen Park bicycle projects as identified in <i>San Francisco Bicycle Plan</i> including:</p> <ul style="list-style-type: none"> Lyell Street bike lanes Bosworth St. bike lanes btw. Diamond and Rotteck Bike Lanes on Monterey Blvd on and off ramps to San Jose Avenue Bosworth, Arlington and Diamond Streets shared lane markings (“sharrows”) 	SFMTA	Completed	Funded
Bicycle Parking	<p>Install additional bicycle parking where needed. Possible locations include commercial area, BART, and near Glen Canyon Park</p>	SFMTA, BART	Ongoing	State, regional, federal grants, local sources
Transit Service Adjustments	<p>Implement proposed Transit Effectiveness Project (TEP) routing changes:</p> <ul style="list-style-type: none"> 35-Eureka extension to BART Station (completed) 36-Teresita route adjustments 	SFMTA	In Process	SFMTA
Transit capital investments	<p>Determine which long-term transit capital projects should be pursued in Glen Park. Projects may include:</p> <ul style="list-style-type: none"> BART station/Muni interface Private shuttle circulation, boarding, and drop off improvements at BART station Muni transit stop adjustments Accessible connection to J-Church platform 	SFMTA, BART	Mid and long-term (5-10+ years)	State, regional, federal grants, SFMTA, BART, Prop K sales tax

PROJECT	ACTION	KEY AGENCY	TIMEFRAME POTENTIAL	POTENTIAL FUNDING SOURCE
BART Plaza Redesign	Design and construct reconfigured BART plaza.	BART, SFMTA, Planning	Mid-term (5-10 years)	State, regional, federal grants, BART
Traffic Calming and Vehicle Circulation projects	<p>Prioritize and implement traffic calming and vehicle circulation projects. Project elements may include pedestrian bulb-outs, new crosswalks, pedestrian refuge islands, traffic control changes, striping changes or other treatments:</p> <ul style="list-style-type: none"> • Joost/Monterey Blvd intersection • Arlington/Wilder/Natick Streets intersection • Bosworth/Arlington/I-280 on-ramp intersection • Bosworth/Lyell Streets intersection 	SFMTA, Planning, Caltrans	Mid-term (5-10 years)	State, regional, federal grants, SFMTA
San Jose Avenue near-term traffic calming improvements	Identify and implement appropriate near-term traffic calming improvements such as signage, striping changes, decreased speeds, bicycle improvements, radar speed signs or other measures.	SFMTA, Caltrans	Near-term (1-5 years)	State, regional, federal grants, existing department budgets, Prop K sales tax, Caltrans
San Jose Avenue Redesign	Conduct a design and engineering study to determine the feasibility of redesigning San Jose Avenue as a local street and attractive boulevard (with and without the removal of the Bosworth Street overpass) that is better integrated into surrounding neighborhoods.	SFMTA, SFCTA, Caltrans, Planning	Near-term (1-5 years)	State, regional, federal grants, existing department budgets, Prop K sales tax

OPEN SPACE

PROJECT	ACTION	KEY AGENCY	TIMEFRAME POTENTIAL	POTENTIAL FUNDING SOURCE
Greenway Design	Develop landscape design for a linear recreational greenway linking the Glen Park neighborhood commercial area to Glen Canyon Park along City-owned Bosworth Street parcels and nearby streets.	Rec Park, SFPUC, DPW, Planning	Near-term (1-5 years)	Existing department budgets, grants
Greenway Construction and Maintenance	Build and maintain linear recreational greenway path linking the Glen Park neighborhood commercial area to Glen Canyon Park along City-owned Bosworth Street parcels and nearby streets.	Rec Park, SFPUC, DPW, Planning	Mid-term (5-10 years)	State, regional, federal grants, Prop K sales tax
Islais Creek Study	Conduct study to determine engineering feasibility, benefits and potential impacts of daylighting a portion of Islais Creek through Glen Park with attention given to adjacent property owners' concerns.	SFPUC, Planning	Near-term (1-5 years)	SFPUC, grants
BART Plaza Redesign	Design and construct reconfigured BART plaza.	BART, SFMTA, Planning	Mid-term (5-10 years)	State, regional, federal grants, BART, SFMTA
Glen Park Village "parklet"	If initiated by community, convert parking stall(s) into small open space with seating, tables, planters and/or bicycle parking.	SFMTA, Planning, DPW	Near-term (1-5 years)	Pavement to Parks program, donations



**SAN FRANCISCO
PLANNING
DEPARTMENT**

Exhibit II-6: Implementation Program

Implementation Program

This Implementation Program outlines follow-up actions recommended to put the Plan’s vision on the ground. The table below will provide guidance to City agencies on projects, programs and further studies to implement the Glen Park Community Plan.

LAND USE & URBAN DESIGN

PROJECT	ACTION	KEY AGENCY	TIMEFRAME	POTENTIAL FUNDING SOURCE
Revised Neighborhood Commercial Zoning	Update Planning Code to reflect zoning change of existing neighborhood commercial district (NC-2) to Glen Park Neighborhood Commercial Transit (NCT) district	Planning	Upon Plan adoption	Planning Department
Height District Revisions	Reduce maximum building heights for new construction on portions of Diamond, Wilder and Chenery Streets from 40-X to 35-X. Allow additional 5' height (45-X) on portions of Bosworth, Diamond, Joost Ave and Monterey Blvd for taller ground floor storefronts.	Planning	Upon Plan adoption	Planning Department
Streetscape Improvements	Develop streetscape strategy for core village area to include some or all of the following benches, new bus shelters, newsrack consolidation, bulbouts, possible sidewalk widening, utility undergrounding and street tree planting.	Planning, BART, SFMTA, DPW	Ongoing	Grants
BART parking lot site	Pending outcome of future BART community process, review and consider proposals for alternative uses on parking lot	Planning	Pending BART proposals	Planning Department, BART
Historic Preservation	Present historic resources survey for adoption to Historic Preservation Commission (HPC)	Planning	Near-term (1-5 years)	Planning Department
	Nominate eligible properties to the California Register of Historical Resources	Planning	Near-term (1-5 years)	Planning Department

AGENCY KEY

SFMTA: San Francisco Municipal Transportation Agency
 SFCFTA: San Francisco County Transportation Authority
 SFPUC: San Francisco Public Utilities Commission
 DPW: Department of Public Works
 Rec Park: Recreation & Parks Department
 BART: Bay Area Rapid Transit District

TRANSPORTATION

PROJECT	ACTION	KEY AGENCY	TIMEFRAME POTENTIAL	POTENTIAL FUNDING SOURCE
Pedestrian Improvements	<p>Prioritize and proceed with implementation of pedestrian street improvements:</p> <ul style="list-style-type: none"> Bosworth and Diamond Streets intersection: possible treatments include special paving, high-visibility crosswalks, bulb outs, widened sidewalks, and reconfiguration of BART plaza entrance New Bosworth Street pedestrian crossings: Lyell Street, Arlington Street. 	SFMTA, Planning, DPW, BART	Near-term (1-5 years)	State, regional, federal grants, existing department budgets, Prop K sales tax
Bicycle Network projects	<p>Implement Glen Park bicycle projects as identified in <i>San Francisco Bicycle Plan</i> including:</p> <ul style="list-style-type: none"> Lyell Street bike lanes Bosworth St. bike lanes btw. Diamond and Rotteck Bike Lanes on Monterey Blvd on and off ramps to San Jose Avenue Bosworth, Arlington and Diamond Streets shared lane markings (“sharrows”) 	SFMTA	Completed	Funded
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Transit Service Adjustments	<p>Implement proposed Transit Effectiveness Project (TEP) routing changes:</p> <ul style="list-style-type: none"> 35-Eureka extension to BART Station (completed) 36-Teresita route adjustments 	SFMTA	In Process	SFMTA
Transit capital investments	<p>Determine which long-term transit capital projects should be pursued in Glen Park. Projects may include:</p> <ul style="list-style-type: none"> BART station/Muni interface Private shuttle circulation, boarding, and drop off improvements at BART station Muni transit stop adjustments Accessible connection to J-Church platform 	SFMTA, BART	Mid and long-term (5-10+ years)	State, regional, federal grants, SFMTA, BART, Prop K sales tax

PROJECT	ACTION	KEY AGENCY	TIMEFRAME POTENTIAL	POTENTIAL FUNDING SOURCE
BART Plaza Redesign	Design and construct reconfigured BART plaza.	BART, SFMTA, Planning	Mid-term (5-10 years)	State, regional, federal grants, BART
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San Jose Avenue near-term traffic calming improvements	Identify and implement appropriate near-term traffic calming improvements such as signage, striping changes, decreased speeds, bicycle improvements, radar speed signs or other measures.	SFMTA, Caltrans	Near-term (1-5 years)	State, regional, federal grants, existing department budgets, Prop K sales tax, Caltrans
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OPEN SPACE

PROJECT	ACTION	KEY AGENCY	TIMEFRAME POTENTIAL	POTENTIAL FUNDING SOURCE
Greenway Design	Develop landscape design for a linear recreational greenway linking the Glen Park neighborhood commercial area to Glen Canyon Park along City-owned Bosworth Street parcels and nearby streets.	Rec Park, SFPUC, DPW, Planning	Near-term (1-5 years)	Existing department budgets, grants
Greenway Construction and Maintenance	Build and maintain linear recreational greenway path linking the Glen Park neighborhood commercial area to Glen Canyon Park along City-owned Bosworth Street parcels and nearby streets.	Rec Park, SFPUC, DPW, Planning	Mid-term (5-10 years)	State, regional, federal grants, Prop K sales tax
Islais Creek Study	Conduct study to determine engineering feasibility, benefits and potential impacts of daylighting a portion of Islais Creek through Glen Park with attention given to adjacent property owners' concerns.	SFPUC, Planning	Near-term (1-5 years)	SFPUC, grants
BART Plaza Redesign	Design and construct reconfigured BART plaza.	BART, SFMTA, Planning	Mid-term (5-10 years)	State, regional, federal grants, BART, SFMTA
Glen Park Village "parklet"	If initiated by community, convert parking stall(s) into small open space with seating, tables, planters and/or bicycle parking.	SFMTA, Planning, DPW	Near-term (1-5 years)	Pavement to Parks program, donations

III

Planning Code Amendments

T Case



SAN FRANCISCO PLANNING DEPARTMENT

Exhibit III-1: Planning Code Amendments Case Report

HEARING DATE: OCTOBER 20, 2011

Case No.: **2005.1004MTZ**
*Glen Park Community Plan –
Intention to Initiate Planning Code Amendments*

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

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

Recommendation: **Approval**

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

DESCRIPTION

The San Francisco Planning Department proposes amending the Planning Code of the City and County of San Francisco to implement land use policy changes contained in the Glen Park Community Plan. Proposed amendments to the Planning Code, and related amendments to the Zoning Map, can be initiated by a resolution of intent adopted by the Planning Commission, per Sections 302 and 306 of the Planning Code. Pursuant to Planning Code 302(c), if the Commission adopts the Resolutions of Intention today (at this October 20, 2011 Planning Commission Hearing), hearings on the Planning Code, and related Zoning Map, amendments will be scheduled for the Planning Commission's regularly scheduled meeting on or after November 10, 2011.

For background on the Glen Park Community Plan and project location, see the accompanying General Plan Amendments staff report.

PRELIMINARY STAFF RECOMMENDATION

Staff recommends approval of a draft Resolution of Intent to initiate amendments to the Planning Code.

PLANNING CODE AMENDMENTS

Proposed changes to the Planning Code include but are not limited to those related to land use, height, density, and parking. Proposed Planning Code text and map amendments will: a) establish new zoning and height districts in Glen Park; and b) make related revisions to existing sections of the Planning Code necessary to implement the General Plan as proposed to be amended pursuant to adoption of the Glen Park Community Plan.

A new Planning Code section is proposed to accompany the proposed new zoning district:

- Sec. 738.1. Glen Park Neighborhood Commercial Transit District.

PLANNING CODE AMENDMENTS

The following is a detailed discussion of the proposed Planning Code amendments necessary, in part, to implement the Glen Park Community Plan. Code sections to be added or amended are in bold type, followed in normal type by a summary of proposed changes. The complete Code amendments proposal is attached in the draft Ordinance.

Sec. 121.1. Development of Large Lots, Neighborhood Commercial Districts.

This amendment adds lot size controls for the new Glen Park NCT District requiring conditional use authorization for development of lots 5,000 sf or larger.

Sec. 121.2. Use Size Limits (Non-Residential), Neighborhood Commercial Districts.

This amendment adds use size limit controls for the new Glen Park NCT District requiring conditional use authorization for non-residential uses of 4,000 sf or larger.

Sec. 124. Basic Floor Area Ratio.

This amendment adds the Glen Park NCT District to the controls for Floor Area Ratio (FAR) of 2.5.

Sec. 134. Rear Yards, R, NC, C, SPD, M, MUG, MUO, MUR, UMU, RSD, SLR, SLI and SSO Districts.

This amendment adds controls for rear yards for the Glen Park NCT District requiring rear yards to be provided at the second story, and at each succeeding story of the building, and at the first story if it contains a dwelling unit.

Sec. 135. Usable Open Space for Dwelling Units and Group Housing, R, NC, Mixed Use, C, and M Districts.

This amendment adds controls around usable open space for the Glen Park NCT District.

Sec. 145.4 Required Ground Floor Commercial Uses

This amendment adds requirements for active commercial uses along Diamond Street, for the entirety of the Glen Park NCT District; and Chenery Street, for the entirety of the Glen Park NCT District."

Sec. 151.1. Schedule of Permitted Off-Street Parking Spaces in Specified Districts

This amendment adds controls for permitted off-street parking in the Glen Park NCT District: No minimum off-street parking requirement and up to one space per residential unit permitted.

Sec. 155. General Standards as to Location and Arrangement of Off-Street Parking, Freight Loading and Service Vehicle Facilities

This amendment prohibits garage entries, driveways or other vehicular access to off-street parking or loading on portions on both Diamond Street and Chenery Street within the Glen Park NCT District.

Sec. 201. Classes of Use Districts.

This amendment updates the classification of districts to include the new Glen Park NCT District.

Sec. 263.20. Special Height Exception: Additional Five Feet Height for Ground Floor Uses in NCT 30-X, 40-X and 50-X Height and Bulk Districts, in NC-2 and NC-3 Designated Parcels Fronting Mission Street, From Silver Avenue to the Daly City Border, and in Specified NC-1 Designated Parcels and in Specified NC Districts.

This amendment adds a 30-X height and bulk district to the special heights exception to capture a portion of the Glen Park NCT District.

Sec. 607.1. Neighborhood Commercial Districts.

This amendment adds sign controls for the Glen Park NCT District.

Sec. 702.1. Neighborhood Commercial Use Districts.

This amendment adds the new Glen Park NCT District to the list of Neighborhood Commercial Districts; adds Glen Park NCT District to the list of Neighborhood Commercial Transit Districts.

Sec. 738.1. Glen Park Neighborhood Commercial Transit District.

This amendment establishes a new Glen Park Neighborhood Commercial Transit District.

ENVIRONMENTAL REVIEW

The Department published the draft Environmental Impact Report on April 27, 2011. The Planning Commission will consider certification of the Glen Park Community Plan Environmental Impact Report and adoption of CEQA findings at a hearing on or after November 10, 2011 prior to considering related General Plan, Zoning Code and Zoning Map Amendments.

RELATED ACTIONS

In conjunction with these Planning Code amendments, the Department is proposing amendments to the General Plan, and to the Zoning Map. These proposed actions are covered in separate Staff Reports.

ATTACHMENTS

Exhibit III-2 Draft Resolution

Exhibit III-3 Draft Ordinance

Exhibit III-2: Planning Code Amendments Resolution

SAN FRANCISCO

PLANNING COMMISSION

RESOLUTION NO. _____

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

The San Francisco Planning Department is proposing to amend the Planning Code, including the Zoning Map, to implement the Glen Park Community Plan (2011) and to bring Planning Code regulations governing this area into consistency with the Glen Park Community Plan (“Area Plan”).

In 2002, the Planning Department initiated a public planning process to create *the Glen Park Community Plan*. The Area Plan presents a vision and a set of objectives and policies that recognize Glen Park’s unique character and seek to enhance the neighborhood’s special quality and function. The policies generally seek to protect and reinforce the character of the neighborhood commercial district, resolve challenges caused by the area’s massive vehicle infrastructure, enhance pedestrian and transit movement, improve the area’s mix of open spaces, and restore connections to Glen Canyon Park and surrounding neighborhoods. The Area Plan recommends modifications to the neighborhood commercial zoning to support a transit-oriented commercial district, identifies streetscape and pedestrian amenities, suggests open space opportunities and encourages review of future development for compatibility with the neighborhood’s scale and distinctive character. An accompanying Implementation Program outlines projects, actions, funding opportunities and interagency coordination the City must pursue to implement the Area Plan. Further description of the Area Plan’s proposals and recommendations is contained in the Plan document.

The Planning Code governs permitted land uses and planning standards in the area. Thus, conforming amendments to the Planning Code are required in order to implement the Plan.

An ordinance, **attached hereto as Exhibit III-3**, has been drafted in order to make revisions to the Planning Code necessary to implement the proposed “Glen Park Community Plan” and its related documents. This ordinance adds Planning Code section 738.1, and amends Planning Code sections 121.1, 121.2, 124, 134, 135, 145.4, 151.1, 155, 201, 263.20, 607.1, and 702.1 to implement the Area Plan. The City Attorney’s Office has reviewed the draft ordinance and approved it as to form.

NOW, THEREFORE BE IT RESOLVED, That pursuant to Planning Code Section 302 (b), the Planning Commission Adopts a Resolution of Intention to Initiate amendments to the Planning Code.

AND BE IT FURTHER RESOLVED, That pursuant to Planning Code Section 306.3, the Planning Commission authorizes the Department to provide appropriate notice for a public hearing to consider the above referenced Planning Code amendments contained in an ordinance approved as to form by the City Attorney hereto attached as **Exhibit III-3** to be considered at a publicly noticed hearing on or after November 10, 2011.

Linda Avery
Commission Secretary

AYES:

NOES:

EXCUSED:

ADOPTED:

1 [Planning Code Amendments in Connection with the Glen Park Area Plan.]

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

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

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

15 Section 1. Findings.

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

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

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

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

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

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

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

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

20

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

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

NC-S	Not Applicable

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

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

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

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

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

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

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Upper Fillmore Street		
Haight Street		
Polk Street		
Sacramento Street		
Union Street		
24th Street-Mission		
24th Street-Noe Valley		
West Portal Avenue		
NC-1, NCT-1		3,000 sq. ft.
Broadway		
Hayes-Gough		
Upper Market Street		
Valencia Street		
NC-2, NCT-2, SoMa, Ocean Avenue, <i>Glen Park</i>	4,000 sq. ft.	
NC-3, NCT-3, Mission Street	6,000 sq. ft.	
NC-S		

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

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

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

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

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

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

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

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

20 TABLE 124

21 BASIC FLOOR AREA RATIO LIMITS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

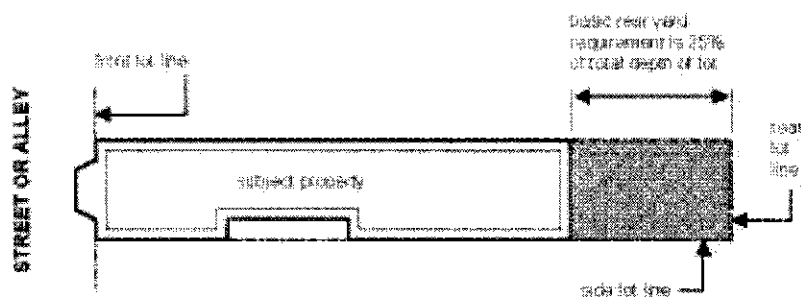
22 (a) **Basic Requirements.** The basic rear yard requirements shall be as follows for the
23 districts indicated:

24 (1) **RH-1(D), RH-1, RH-1(S), RM-3, RM-4, RC-1, RC-2, RC-3, RC-4, NC, C, M, MUG,
25 MUO, MUR, UMU, RED, SPD, RSD, SLR, SLI and SSO Districts.** The minimum rear yard

1 depth shall be equal to 25 percent of the total depth of the lot on which the building is situated,
2 but in no case less than 15 feet. For buildings containing only SRO units in the South of
3 Market Mixed Use and Eastern Neighborhoods Mixed Use Districts, the minimum rear yard
4 depth shall be equal to 25 percent of the total depth of the lot on which the building is situated,
5 but the required rear yard of SRO buildings not exceeding a height of 65 feet shall be reduced
6 in specific situations as described in Subsection (c) below.

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

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

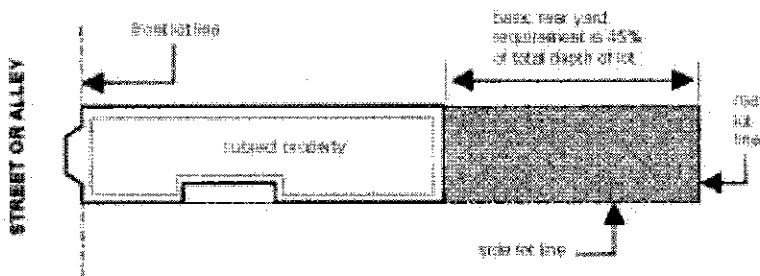


21
22 (C) **RC-2, RC-3, RC-4, NC-3, NCT-3, Broadway, Hayes-Gough, Upper Market**
23 **Street, SoMa, Mission Street, Polk Street, C, M, RED, SPD, RSD, SLR, SLI, SSO, MUR,**
24 **MUG, MUO, and UMU Districts.** Rear yards shall be provided at the lowest story containing
25 a dwelling unit, and at each succeeding level or story of the building. In the Hayes-Gough

1 NCT, lots fronting the east side of Octavia Boulevard between Linden and Market Streets
2 (Central Freeway Parcels L, M, N, R, S, T, U, and V) are not required to provide rear yards at
3 any level of the building, provided that the project fully meets the usable open space
4 requirement for dwelling units per Section 135 of this Code, the exposure requirements of
5 Section 140, and gives adequate architectural consideration to the light and air needs of
6 adjacent buildings given the constraints of the project site.

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

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



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24 (b) **Permitted Obstructions.** Only those obstructions specified in Section 136 of this
25 Code shall be permitted in a required rear yard, and no other obstruction shall be constructed,

1 placed or maintained within any such yard. No motor vehicle, trailer, boat or other vehicle
2 shall be parked or stored within any such yard, except as specified in Section 136.

3 (c) **Reduction of Requirements in RH-2, RH-3, RTO, RTO-M, RM-1 and RM-2**

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

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

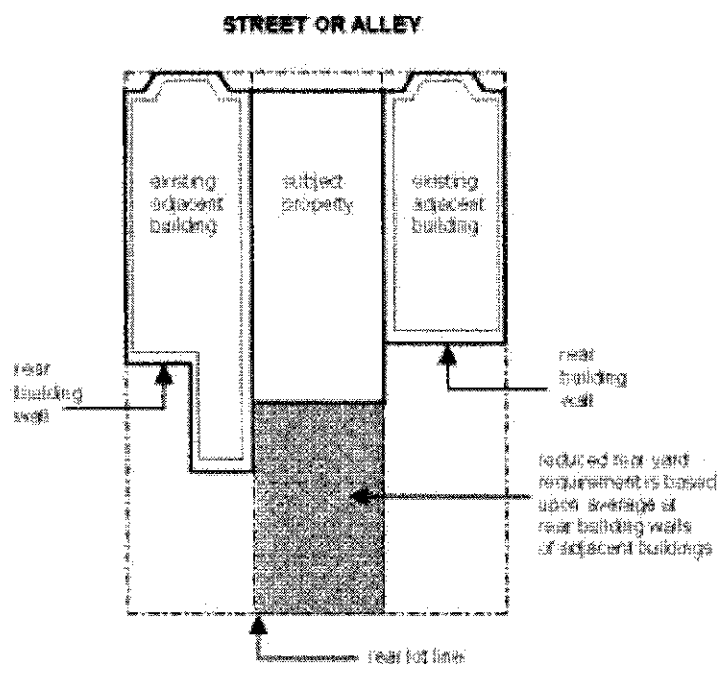
22 (2) **Alternative Method of Averaging.** If, under the rule stated in Paragraph (c)(1)
23 above, a reduction in the required rear yard is permitted, the reduction may alternatively be
24 averaged in an irregular manner; provided that the area of the resulting reduction shall be no
25 more than the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

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

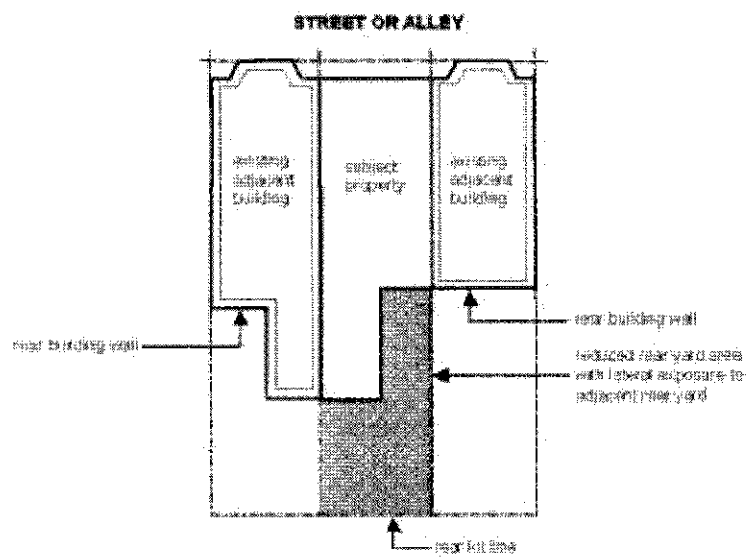
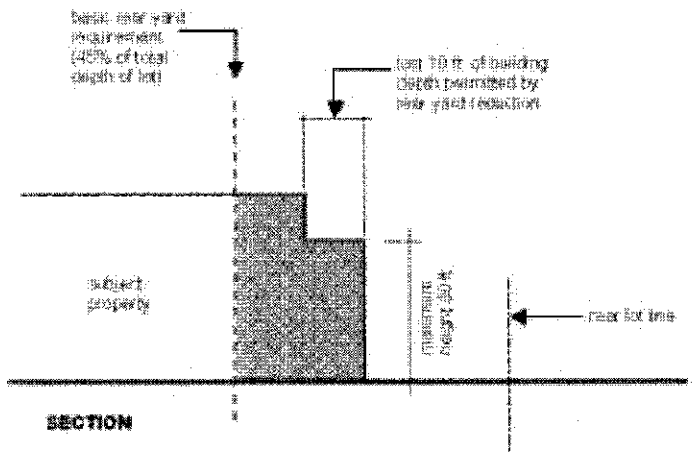
5 (3) **Method of Measurement.** For purposes of this Subsection (c), an "adjacent
6 building" shall mean a building on a lot adjoining the subject lot along a side lot line. In all
7 cases the location of the rear building wall of an adjacent building shall be taken as the line of
8 greatest depth of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

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

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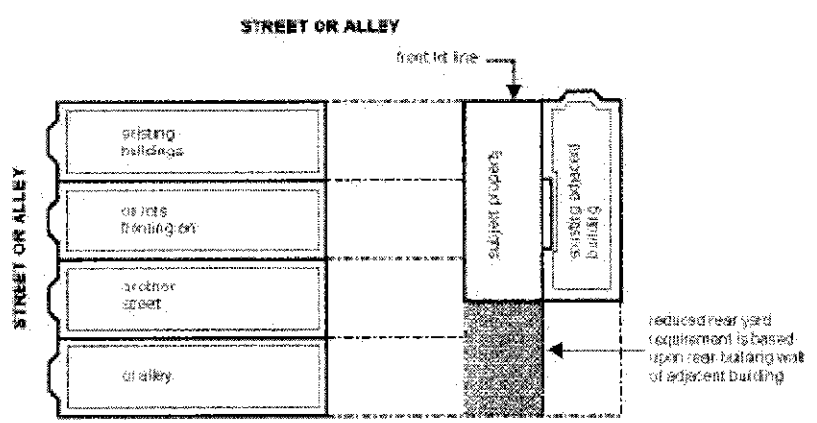
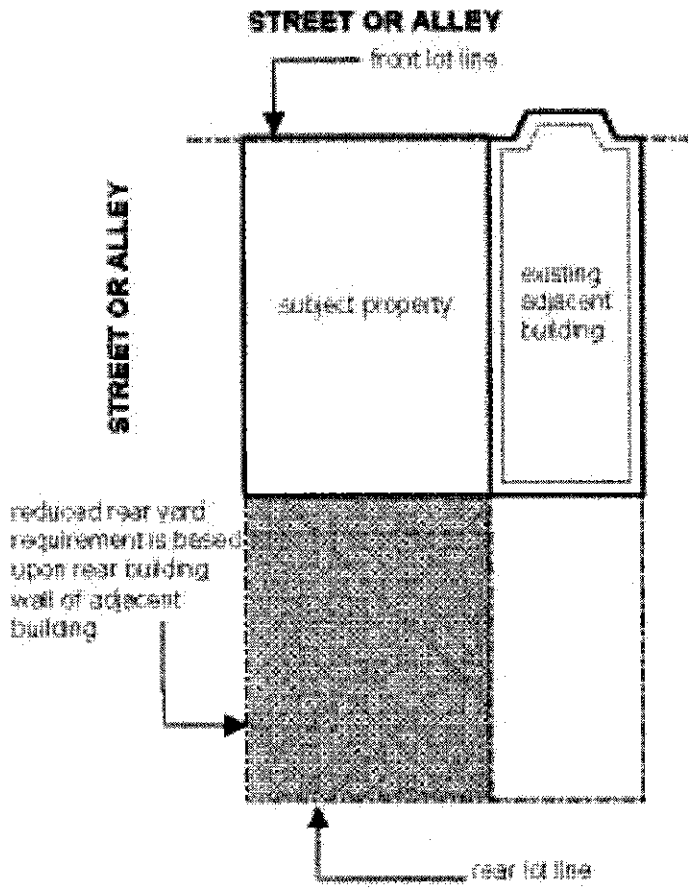
(A) **Corner Lots and Lots at Alley Intersections.** On a corner lot as defined by this Code, or a lot at the intersection of a street and an alley or two alleys, the forward edge of the required rear yard shall be reduced to a line on the subject lot which is at the depth of the rear building wall of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

(B) **Lots Abutting Properties with Buildings that Front on Another Street or Alley.** In the case of any lot that abuts along one of its side lot lines upon a lot with a building

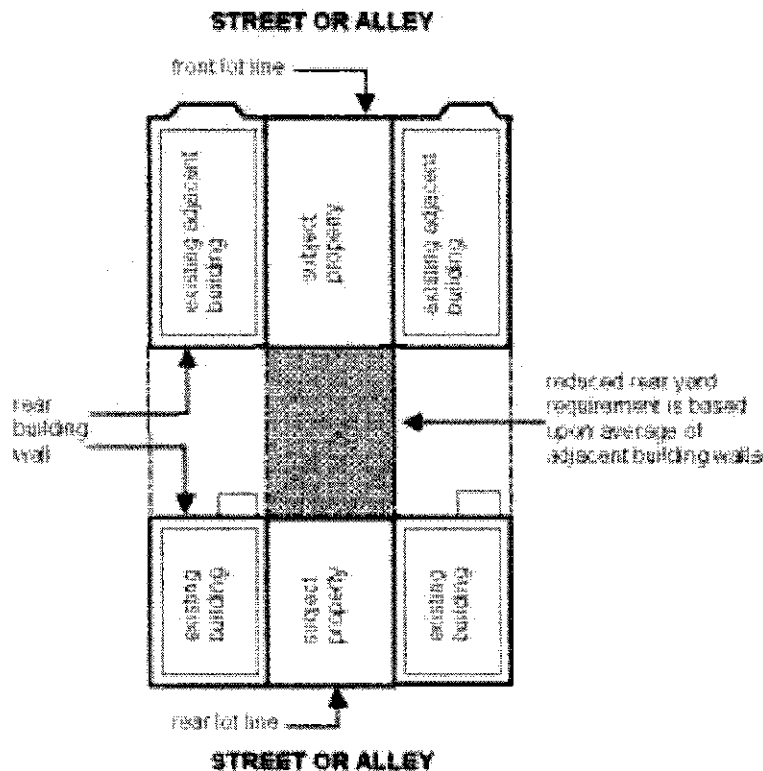
1 that fronts on another street or alley, the lot on which it so abuts shall be disregarded, and the
2 forward edge of the required rear yard shall be reduced to a line on the subject lot which is at
3 the depth of the rear building wall of the one adjacent building fronting on the same street or
4 alley. In the case of any lot that abuts along both its side lot lines upon lots with buildings that
5 front on another street or alley, both lots on which it so abuts shall be disregarded, and the
6 minimum rear yard depth for the subject lot shall be equal to 25 percent of the total depth of
7 the subject lot, or 15 feet, whichever is greater.

8 (C) **Through Lots Abutting Properties that Contain Two Buildings.** Where a
9 lot is a through lot having both its front and its rear lot line along streets, alleys, or a street and
10 an alley, and both adjoining lots are also through lots, each containing two dwellings or group
11 housing structures that front at opposite ends of the lot, the subject through lot may also have
12 two buildings according to such established pattern, each fronting at one end of the lot,
13 provided all the other requirements of this Code are met. In such cases the rear yard required
14 by this Section 134 for the subject lot shall be located in the central portion of the lot, between
15 the two buildings on such lot, and the depth of the rear wall of each building from the street or
16 alley on which it fronts shall be established by the average of the depths of the rear building
17 walls of the adjacent buildings fronting on that street or alley. In no case, however, shall the
18 total minimum rear yard for the subject lot be thus reduced to less than a depth equal to 25
19 percent of the total depth of the subject lot, or to less than 15 feet, whichever is greater.
20 Furthermore, in all cases in which this Subparagraph (c)(4)(C) is applied, the requirements of
21 Section 132 of this Code for front setback areas shall be applicable along both street or alley
22 frontages of the subject through lot.

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1 (d) **Reduction of Requirements in C-3 Districts.** In C-3 Districts, an exception to the
 2 rear yard requirements of this Section may be allowed, in accordance with the provisions of
 3 Section 309, provided that the building location and configuration assure adequate light and
 4 air to windows within the residential units and to the usable open space provided.



19 (e) **Modification of Requirements in NC and South of Market Mixed Use Districts.**

20 The rear yard requirements in NC and South of Market Mixed Use Districts may be modified
 21 or waived in specific situations as described in this Subsection (e).

22 (1) **General.** The rear yard requirement in NC Districts may be modified or waived by
 23 the Zoning Administrator pursuant to the procedures which are applicable to variances, as set
 24 forth in Sections 306.1 through 306.5 and 308.2, in the case of NC Districts, and in
 25

1 accordance with Section 307(g), in the case of South of Market Mixed Use Districts if all of the
2 following criteria are met for both NC and South of Market Mixed Use Districts:

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

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

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

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

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

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

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

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

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

4 (f) **Modification of Requirements in the Eastern Neighborhoods Mixed Use**

5 **Districts.** The rear yard requirement in Eastern Neighborhoods Mixed Use Districts may be
6 modified or waived by the Planning Commission pursuant to Section 329, and by the Zoning
7 Administrator pursuant to the procedures and criteria set forth in Section 307(h) for other
8 projects, provided that:

9 (1) Residential uses are included in the new or expanding development and a
10 comparable amount of readily accessible usable open space is provided elsewhere on the lot
11 or within the development;

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

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

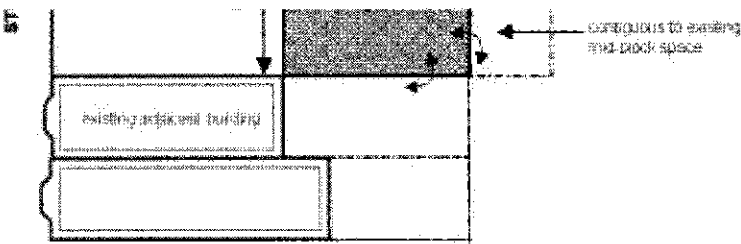
16 (g) **Reduction of Requirements in the North of Market Residential Special Use**

17 **District.** The rear yard requirement may be substituted with an equivalent amount of open
18 space situated anywhere on the site, provided that the Zoning Administrator determines that
19 all of the following criteria are met:

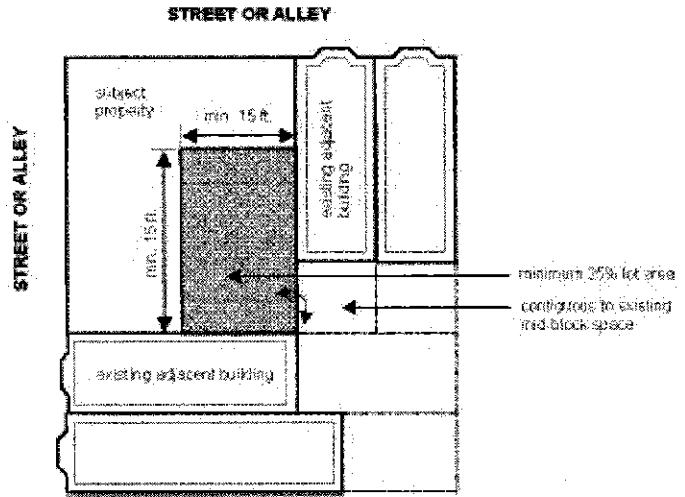
20 (1) The substituted open space in the proposed new or expanding structure will
21 improve the access of light and air to and views from existing abutting properties; and

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

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



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

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

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

1 housing). "Common usable open space" shall mean an area or areas designed for use jointly
2 by two or more dwelling units (or bedrooms in group housing).

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

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

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

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

15 (d) **Amount Required.** Usable open space shall be provided for each building in the
16 amounts specified herein and in Table 135 for the district in which the building is located;
17 provided, however, that in the Downtown Residential (DTR) Districts, open space shall be
18 provided in the amounts specified in Section 825.

19 In Neighborhood Commercial Districts, the amount of usable open space to be provided
20 shall be the amount required in the nearest Residential District, but the minimum amount of
21 open space required shall be in no case greater than the amount set forth in Table 135A for
22 the district in which the building is located. The distance to each Residential District shall be
23 measured from the midpoint of the front lot line or from a point directly across the street there
24 from, whichever requires less open space.
25

1 (1) For dwellings other than SRO dwellings, except as provided in Paragraph (d)(3)
2 below, the minimum amount of usable open space to be provided for use by each dwelling
3 unit shall be as specified in the second column of Table 135A if such usable open space is all
4 private. Where common usable open space is used to satisfy all or part of the requirement for
5 a dwelling unit, such common usable open space shall be provided in an amount equal to
6 1.33 square feet for each one square foot of private usable open space specified in the
7 second column of Table 135A. In such cases, the balance of the required usable open space
8 may be provided as private usable open space, with full credit for each square foot of private
9 usable open space so provided.

10 (2) For group housing structures and SRO units, the minimum amount of usable
11 open space provided for use by each bedroom shall be 1/3 the amount required for a dwelling
12 unit as specified in Paragraph (d)(1) above. For purposes of these calculations, the number of
13 bedrooms on a lot shall in no case be considered to be less than one bedroom for each two
14 beds. Where the actual number of beds exceeds an average of two beds for each bedroom,
15 each two beds shall be considered equivalent to one bedroom.

16 (3) For dwellings specifically designed for and occupied by senior citizens or
17 physically handicapped persons, as defined and regulated by Section 209.1(m) of this Code,
18 the minimum amount of usable open space to be provided for use by each dwelling unit shall
19 be 1/2 the amount required for each dwelling unit as specified in Paragraph (d)(1) above.

20 (4) **DTR Districts.** For all residential uses, 75 square feet of open space is required
21 per dwelling unit. All residential open space must meet the provisions described in this
22 Section unless otherwise established in this subsection or in Section 825 or a Section
23 governing an individual DTR District. Open space requirements may be met with the following
24 types of open space: "private usable open space" as defined in Section 135(a) of this Code,
25 "common usable open space" as defined in Section 135(a) of this Code, and "publicly

1 accessible open space" as defined in subsection (h) below. At least 40 percent of the
 2 residential open space is required to be common to all residential units. Common usable open
 3 space is not required to be publicly-accessible. Publicly-accessible open space, including off-
 4 site open space permitted by subsection (i) below and by Section 827(a)(9), meeting the
 5 standards of subsection (h) may be considered as common usable open space. For
 6 residential units with direct access from the street, building setback areas that meet the
 7 standards of Section 145.1 and the Ground Floor Residential Design Guidelines may be
 8 counted toward the open space requirement as private non-common open space.

10 **TABLE 135A**
 11 **MINIMUM USABLE OPEN SPACE FOR DWELLING UNITS AND GROUP HOUSING OUTSIDE**
 12 **THE EASTERN NEIGHBORHOODS MIXED USE DISTRICT**

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

1	RM-2, RC-2, SPD	80	1.33
2	RM-3, RC-3, RED	60	1.33
3			
4	RM-4, RC-4, RSD	36	1.33
5	C-3, C-M, SLR, SLI, SSO, M-1,	36	1.33
6	M-2		
7	C-1, C-2	Same as for the R District	
8		establishing the dwelling unit	
9		density ratio for the C-1 or C-2	
10		District property	
11			
12	NC-1, NC-2, NCT-1, NCT-2, NC-	100	1.33
13	S, Inner Sunset, Sacramento		
14	Street, West Portal Avenue,		
15	Ocean Avenue, <i>Glen Park</i>		
16	NC-3, Castro Street, Inner	80	1.33
17	Clement Street, Outer Clement		
18	Street, Upper Fillmore Street,		
19	Haight Street, Union Street,		
20	Valencia Street, 24th Street-		
21	Mission, 24th Street-Noe Valley,		
22	NCT-3, SoMa, Mission Street		
23	Broadway, Hayes-Gough, Upper	60	1.33
24	Market Street, North Beach, Polk		
25			

1	Street		
2	Chinatown Community	48	1.00
3	Business, Chinatown Residential		
4	Neighborhood Commercial,		
5	Chinatown Visitor Retail		
6			
7	DTR	This table not applicable. 75 square feet per dwelling. See Sec.	
8		135(d)(4).	
9			

10 TABLE 135B
 11 MINIMUM USABLE OPEN SPACE FOR DWELLING UNITS AND GROUP HOUSING IN THE
 12 EASTERN NEIGHBORHOODS MIXED USE DISTRICTS

13			
14	Square feet of usable open	Square feet of usable open	Percent of open space that may
15	space per dwelling unit, if not	space per dwelling unit, if	be provided off site
16	publicly accessible	publicly accessible	
17	80 square feet	54 square feet	50%

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

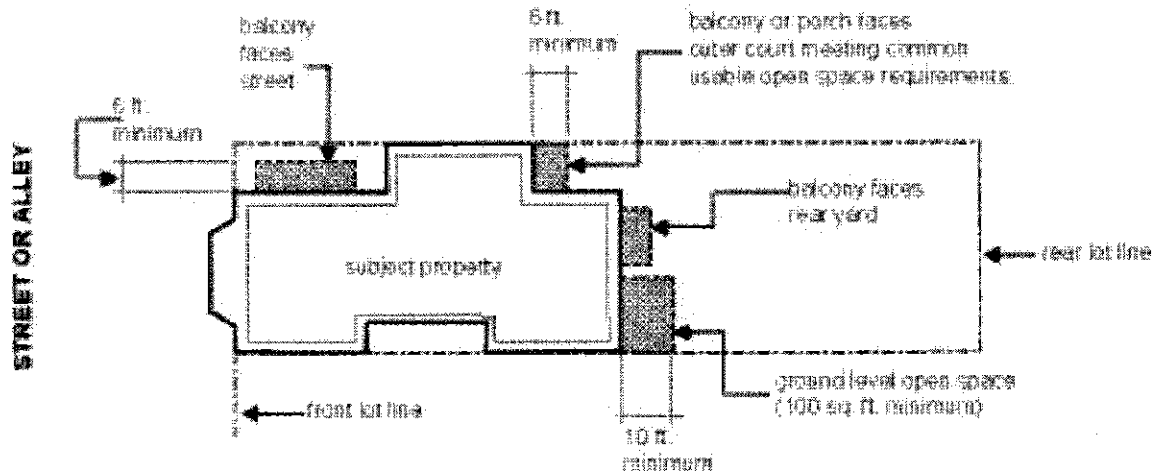
20 (f) **Private Usable Open Space: Additional Standards.**

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

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

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

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



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18 (C) Areas within inner and outer courts, as defined by this Code, must either
19 conform to the standards of Subparagraph (f)(2)(B) above or be so arranged that the height of
20 the walls and projections above the court on at least three sides (or 75 percent of the
21 perimeter, whichever is greater) is such that no point on any such wall or projection is higher
22 than one foot for each foot that such point is horizontally distant from the opposite side of the
23 clear space in the court, regardless of the permitted obstruction referred to in Subsection
24 135(c) above.
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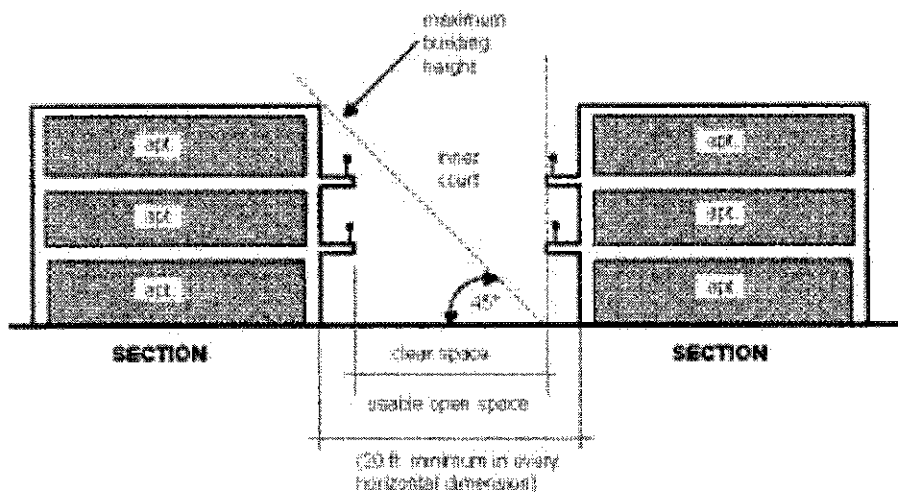
1 (3) **Fire Escapes as Usable Open Space.** Normal fire escape grating shall not be
2 considered suitable surfacing for usable open space. The steps of a fire escape stairway or
3 ladder, and any space less than six feet deep between such steps and a wall of the building,
4 shall not be credited as usable open space. But the mere potential use of a balcony area for
5 an emergency fire exit by occupants of other dwelling units (or bedrooms in group housing)
6 shall not prevent it from being credited as usable open space on grounds of lack of privacy or
7 usability.

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

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

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

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



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

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

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

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

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

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

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

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

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

10 (B) Be appropriately landscaped;

11 (C) Be protected from uncomfortable winds;

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

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

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

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

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

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

20 (3) **Maintenance:** Open spaces shall be maintained at no public expense. The owner
21 of the property on which the open space is located shall maintain it by keeping the area clean
22 and free of litter and keeping in a healthy state any plant material that is provided. Conditions
23 intended to assure continued maintenance of the open space for the actual lifetime of the
24 building giving rise to the open space requirement may be imposed by the Commission or
25 Department pursuant to applicable procedures in this Code.

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

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

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

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

1 issuance of any Certificate of Final Completion or Temporary Certificate of Occupancy for the
2 project itself.

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

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

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

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

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

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

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

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

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

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

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

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

24 (6) 3rd Street, in the UMU districts for parcel frontages wholly contained within 100
25 linear feet north or south of Mariposa Street or 100 linear feet north or south of 20th Street;

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

23 (c) **Definitions.**

24 "Active commercial uses" shall include those uses specifically identified below in Table
25 145.4, and:

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

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

6 (3) Shall not include residential care uses as defined in Sections 790.50, 790.51, and
 7 890.50.

8
 9 Table 145.4

Reference for Neighborhood Commercial Districts	Reference for Mixed Use Districts	Use
790.4	890.4	Amusement Game Arcade
790.6	890.6	Animal Hospital
790.12	890.13	Automobile Sale or Rental (see qualification, above)
790.22	890.22	Bar
N/A	890.23	Business Goods and Equipment Sales and Repair Service
790.34	890.34	Eating and Drinking Use
790.38	890.37	Entertainment, Other
N/A	890.39	Gift Store-Tourist Oriented

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790.50, 790.51	890.50	Institutions, Other (see qualification, above)
N/A	890.51	Jewelry Store
790.68	890.68	Neighborhood-Serving Business
N/A	890.69	Non-Auto Vehicle Sales or Rental (see qualification, above)
790.70	890.71	Outdoor Activity Area
790.80	890.80	Public Use (see qualification, above)
790.91	890.90	Restaurant, Fast-Food (Small)
790.90	890.91	Restaurant, Fast-Food (Large)
790.92	890.92	Restaurant, Full-Service
790.93	N/A	Specialty Food, Self-Service
790.102	890.102	Sales and Service, Other Retail
790.104	890.104	Sales and Services, Retail
790.110	890.110	Service, Financial
790.112	890.112	Service, Limited Financial
790.114	890.114	Service, Medical
790.116	890.116	Service, Personal
790.122	890.122	Take-Out Food
790.124	890.124	Trade Shop

790.140	890.140	Walk-Up Facility
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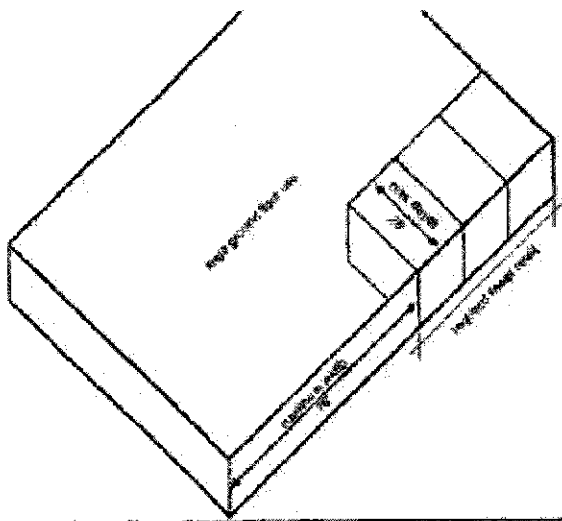
(d) **Controls.**

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

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

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

Figure 145.4



1 (e) **Modifications.** Modifications to the requirements of this Section are not permitted in
2 DTR Districts. In Neighborhood Commercial Districts, modifications to the requirements of this
3 Section may be granted through the Conditional Use process, as set forth in Section 303. In
4 the Eastern Neighborhoods Mixed Use Districts, modifications to the requirements of this
5 Section may be granted through the procedures of Section 329 for projects subject to that
6 Section or through an Administrative Modification from the Zoning Administrator for other
7 projects, as set forth in Section 307(g).

8 **SEC. 151.1. SCHEDULE OF PERMITTED OFF-STREET PARKING SPACES IN**
9 **SPECIFIED DISTRICTS.**

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

13 (b) **Controls.** Off-street accessory parking shall not be required for any use, and the
14 quantities of off-street parking specified in Table 151.1 shall serve as the maximum amount of
15 off-street parking that may be provided as accessory to the uses specified. For non-residential
16 and non-office uses in the UMU, PDR-1-D, and PDR-1-G Districts, the maximum amount of
17 off-street parking that may be provided as accessory shall be no more than 50% greater than
18 that indicated in Table 151.1. Variances from accessory off-street parking limits, as described
19 in this Section, may not be granted. Where off-street parking is provided that exceeds the
20 quantities specified in Table 151.1 or as explicitly permitted by this Section, such parking shall
21 be classified not as accessory parking but as either a principally permitted or conditional use,
22 depending upon the use provisions applicable to the district in which the parking is located. In
23 considering an application for a conditional use for any such parking due to the amount being
24 provided, the Planning Commission shall consider the criteria set forth in Section 157 and
25 157.1 of this Code.

1 (c) **Definition.** Where a number or ratio of spaces are described in Table 151.1, such
 2 number or ratio shall refer to the total number of parked cars accommodated in the project
 3 proposal, regardless of the arrangement of parking, and shall include all spaces accessed by
 4 mechanical means, valet, or non-independently accessible means. For the purposes of
 5 determining the total number of cars parked, the area of an individual parking space, except
 6 for those spaces specifically designated for persons with physical disabilities, may not exceed
 7 185 square feet, including spaces in tandem, or in parking lifts, elevators or other means of
 8 vertical stacking. Any off-street surface area accessible to motor vehicles with a width of 7.5
 9 feet and a length of 17 feet (127.5 square feet) not otherwise designated on plans as a
 10 parking space may be considered and counted as an off-street parking space at the discretion
 11 of the Zoning Administrator if the Zoning Administrator, in considering the possibility for
 12 tandem and valet arrangements, determines that such area is likely to be used for parking a
 13 vehicle on a regular basis and that such area is not necessary for the exclusive purpose of
 14 vehicular circulation to the parking or loading facilities otherwise permitted.

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

18 Table 151.1

19 OFF-STREET PARKING PERMITTED AS ACCESSORY

Use or Activity	Number of Off-Street Car Parking Spaces or Space Devoted to Off-Street Car Parking Permitted
Dwelling units in RH-DTR Districts	P up to one car for each two dwelling units; up to one car for each dwelling unit, subject to

	the criteria and procedures of Section 151.1(e); NP above one space per unit.
Dwelling units in C-3 and SB-DTR, Districts, except as specified below	P up to one car for each four dwelling units; up to 0.75 cars for each dwelling unit, subject to the criteria and procedures of Section 151.1(f); NP above 0.75 cars for each dwelling unit.
Dwelling units in C-3 and SB-DTR, Districts with at least 2 bedrooms and at least 1,000 square feet of occupied floor area	P up to one car for each four dwelling units; up to one car for each dwelling unit, subject to the criteria and procedures of Section 151.1(f); NP above one car for each dwelling unit.
Dwelling units in C-3 Districts and in the Van Ness and Market Downtown Residential Special Use District	P up to one car for each four dwelling units; C up to .5 cars for each dwelling unit, subject to the criteria and procedures of Section 151.1(f); NP above two cars for each four dwelling units.
Dwelling units and SRO units in SLI, SSO, MUG, MUR, MUO, SPD Districts, except as specified below	P up to one car for each four dwelling units; up to 0.75 cars for each dwelling unit, subject to the criteria and conditions and procedures of Section 151.1(g); NP above 0.75 cars for each dwelling unit.
Dwelling units in SLI, SSO, MUG, MUR,	P up to one car for each four dwelling units;

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MUO, SPD Districts with at least 2 bedrooms and at least 1,000 square feet of occupied floor area	up to one car for each dwelling unit, subject to the criteria and conditions and procedures of Section 151.1(g); NP above one car for each dwelling unit.
Dwelling units and SRO units in NCT, C-M, RSD, and SLR Districts and the Upper Market Street NCD, except as specified below	P up to one car for each two dwelling units; C up to 0.75 cars for each dwelling unit, subject to the criteria and procedures of Section 151.1(g); NP above 0.75 cars for each dwelling unit.
Dwelling units in the Ocean Avenue NCT Districts	P up to one car for each unit; NP above.
<i>Dwelling units in the Glen Park NCT District</i>	<i>P up to one car for each unit; NP above.</i>
Dwelling units and SRO units in RTO and RED Districts, except as specified below	P up to three cars for each four dwelling units; C up to one car for each dwelling unit, subject to the criteria and procedures of Section 151.1(g); NP above one car for each dwelling unit.
Dwelling units and SRO units in UMU Districts, except as specified below	P up to 0.75 cars for each dwelling unit and subject to the conditions of 151.1(g); NP above.
Dwelling units in UMU District with at least 2 bedrooms and at least 1,000 square feet of occupied floor area	P up to 1 car for each dwelling unit and subject to the conditions of 151.1(g); NP above.

1	Group housing of any kind	P up to one car for each three bedrooms or
2		for each six beds, whichever results in the
3		greater requirement, plus one for the
4		manager's dwelling unit if any. NP above.
5	All non-residential uses in C-3 and C-M	Not to exceed 7% of gross floor area of such
6	Districts	uses. See requirements in Section 204.5.
7		
8	Hotel, inn, or hostel	P up to one for each 16 guest bedrooms, plus
9		one for the manager's dwelling unit, if any.
10	Motel	P up to one for each guest unit, plus one for
11		the manager's dwelling unit, if any.
12	Hospital or other inpatient medical institution	P up to one for each 8 guest beds excluding
13		bassinets or for each 2,400 square feet of
14		gross floor area devoted to sleeping rooms,
15		whichever results in the lesser requirement.
16		
17	Residential care facility	P up to one for each 10 residents.
18	Child care facility	P up to one for each 25 children to be
19		accommodated at any one time.
20	Elementary school	P up to one for each six classrooms.
21		
22	Secondary school	P up to one for each two classrooms.
23	Post-secondary educational institution	P up to one for each two classrooms.
24	Church or other religious institutions	P up to one for each 20 seats.
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Theater or auditorium	P up to one for each eight seats up to 1,000 seats, plus one for each 10 seats in excess of 1,000.
Stadium or sports arena	P up to one for each 15 seats.
Medical or dental office or outpatient clinic	P up to one for each 300 square feet of occupied floor area.
All office uses in C-3, DTR, C-M, SSO, SPD, MUG, MUR, and MUO Districts	P up to seven percent of the gross floor area of such uses and subject to the pricing conditions of Section 155(g); NP above.
Office uses in M-1, UMU, PDR-1-D, and PDR-1-G Districts, except as specified below	P up to one car per 1,000 square feet of gross floor area and subject to the pricing conditions of Section 155(g); NP above.
Office uses in M-1, UMU, PDR-1-D, and PDR-1-G Districts where the entire parcel is greater than ¼-mile from Market, Mission, 3rd and 4th Streets	P up to one car per 500 square feet of gross floor area; NP above.
Non-residential uses in RTO and RM districts permitted under Section 231.	None permitted.
All non-residential uses in NCT, RSD, and SLR districts and the Upper Market NCD, except for retail grocery stores with over 20,000 gross square feet as specified below	For uses in Table 151 that are described as a ratio of occupied floor area, P up to 1 space per 1,500 square feet of occupied floor area or the quantity specified in Table 151,

	whichever is less, and subject to the conditions and criteria of Section 151.1(g) NP above.
Retail grocery store uses in NCT, RSD, and SLR districts and the Upper Market Street NCD with over 20,000 square feet of occupied floor area	P up 1 space per 500 square feet of occupied floor area, and subject to the conditions and criteria of Section 151.1(g) C up to 1 space per 250 square feet of occupied floor area for that area in excess of 20,000 square feet, subject to the conditions and criteria of Section 151.1(g). NP above.
All retail in the Eastern Neighborhoods Mixed Use Districts where any portion of the parcel is less than 1/4 mile from Market, Mission, 3rd and 4th Streets, except grocery stores of over 20,000 gross square feet.	P up to one for each 1,500 square feet of gross floor area.
With the exception of Eastern Neighborhoods Mixed Use Districts as set forth above, all other restaurant, bar, nightclub, pool hall, dance hall, bowling alley or other similar enterprise	P up to one for each 200 square feet of occupied floor area. In South of Market Mixed Use Districts, participation in transportation programs may be required per Section 151.1(i).
With the exception of Eastern Neighborhoods Mixed Use Districts as set forth above, all other retail space devoted to the handling of	P up to one for each 1,000 square feet of occupied floor area.

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bulky merchandise such as motor vehicles, machinery or furniture	
With the exception of Eastern Neighborhoods Mixed Use Districts as set forth above, all other greenhouse or plant nursery	P up to one for each 4,000 square feet of occupied floor area.
With the exception of Eastern Neighborhoods Mixed Use Districts as set forth above, all other retail space	P up to one for each 500 square feet of gross floor area up to 20,000 square feet, plus one for each 250 square feet of gross floor area in excess of 20,000.
Service, repair or wholesale sales space, including personal, home or business service space in South of Market Districts	P up to one for each 1,000 square feet of occupied floor area.
Mortuary	P up to five.
Storage or warehouse space, and space devoted to any use first permitted in an M-2 District	P up to one for each 2,000 square feet of occupied floor area.
Arts activities and spaces except theater or auditorium spaces	P up to one for each 2,000 square feet of occupied floor area. In South of Market Mixed Use Districts, participation in transportation programs may be required per Section 151.1(i).

1 2 3 4 5 6 7 8 9	Laboratory	P up to one for each 1,500 square feet of occupied floor area.
10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25	Small Enterprise Workspace Building	P up to one for each 1,500 square feet of occupied floor area.
	Integrated PDR	P up to one for each 1,500 square feet of occupied floor area.
	Other manufacturing and industrial uses	P up to one for each 1,500 square feet of occupied floor area.

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

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

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

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

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

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

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

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

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

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

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

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

22 (A) For projects with 50 units or more, all residential accessory parking in excess
23 of 0.5 parking spaces for each dwelling unit shall be stored and accessed by mechanical
24 stackers or lifts, valet, or other space-efficient means that allows more space above-ground
25 for housing, maximizes space efficiency and discourages use of vehicles for commuting or

1 daily errands. The Planning Commission may authorize the request for additional parking
2 notwithstanding that the project sponsor cannot fully satisfy this requirement provided that the
3 project sponsor demonstrates hardship or practical infeasibility (such as for retrofit of existing
4 buildings) in the use of space-efficient parking given the configuration of the parking floors
5 within the building and the number of independently accessible spaces above 0.5 spaces per
6 unit is de minimus and subsequent valet operation or other form of parking space
7 management could not significantly increase the capacity of the parking space above the
8 maximums in Table 151.1;

9 (B) For any project with residential accessory parking in excess of 0.375 parking
10 spaces for each dwelling unit, the project complies with the housing requirements of Sections
11 415 through 415.9 of this Code except as follows: the inclusionary housing requirements that
12 apply to projects seeking conditional use authorization as designated in Section 415.3(a)(2)
13 shall apply to the project;

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

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

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

24 (g) In RTO, NCT, C-M and South of Market Mixed Use Districts, and the Upper Market
25 Street NCD, any request for accessory parking in excess of what is principally permitted in

1 Table 151.1, but which does not exceed the maximum amount stated in Table 151.1, shall be
2 reviewed by the Planning Commission as a Conditional Use. In MUG, MUR, MUO, and SPD
3 Districts, any project subject to Section 329 and that requests residential accessory parking in
4 excess of that which is principally permitted in Table 151.1, but which does not exceed the
5 maximum amount stated in Table 151.1, shall be reviewed by the Planning Commission
6 according to the procedures of Section 329. Projects that are not subject to Section 329 shall
7 be reviewed under the procedures detailed in subsection (h) below.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

9 (B) parking is not accessed from any protected Transit or Pedestrian Street
10 described in Section 155(r), and

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

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

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

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

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

15 (b) Every required off-street parking or loading space shall be located in its entirety
16 within the lot lines of private property.

17 (c) Every off-street parking or loading space shall have adequate means of ingress from
18 and egress to a street or alley. Access to off-street loading spaces shall be from alleys in
19 preference to streets, except where otherwise specified in this code.

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

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

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

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

21 (f) In a C-3, Eastern Neighborhood Mixed Use District or South of Market Mixed Use
22 District, whenever off-street freight loading spaces are provided, freight elevators immediately
23 accessible from the loading dock shall be provided to all floors which contain uses that are
24 included in the calculation of required number of freight loading spaces. If freight loading
25 facilities are subterranean, the location and operation of freight elevators shall be designed,

1 where feasible, to discourage use of freight elevators for deliveries from the ground floor.

2 Directories of building tenants shall be provided at all freight elevators. A raised loading dock
3 or receiving area shall be provided with sufficient dimensions to provide for short-term storage
4 of goods. All required freight loading and service vehicle spaces shall be made available only
5 to those vehicles at all times, and provision shall be made to minimize interference between
6 freight loading and service operations, and garbage dumpster operations and storage.

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

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

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

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

24 (k) Off-street parking and loading facilities shall be arranged, designed and operated so
25 as to prevent encroachments upon sidewalk areas, bicycle lanes, transit-only lanes and

1 adjacent properties, in the maneuvering, standing, queuing and storage of vehicles, by means
2 of the layout and operation of facilities and by use of bumper or wheel guards or such other
3 devices as are necessary.

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

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

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

12 (o) No area credited as all or part of a required off-street parking space shall also be
13 credited as all or part of a required off-street loading space, or used as all or part of an
14 unrequired off-street loading space. No area credited as all or part of a required off-street
15 loading space shall also be credited as all or part of a required off-street parking space, or
16 used as all or part of an unrequired off-street parking space.

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

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

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

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

5 (2) Not permitted:

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

7 (B) Hayes Street from Franklin Street to Laguna Street, Church Street in the NCT-
8 3 and Upper Market NCT Districts,

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

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

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

12 (F) Embarcadero in the DTR Districts,

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

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

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

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

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

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

23 (M) 6th Street for its entirety within the SoMa NCT District,
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1 (N) 3rd Street, in the UMU districts for 100 feet north and south of Mariposa and
2 100 feet north and south of 20th Streets, and 4th Street between Bryant and Townsend in the
3 SLI and MUO District,

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

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

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

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

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

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

10 (U) Chenery Street within the Glen Park NCT District.

11 (3) Not permitted except with a Conditional Use authorization:

12 (A) The entire portion of California Street, The Embarcadero, Folsom Street,
13 Geary Street, Mission Street, Powell Street and Stockton Street in the C-3 Districts,

14 (B) Grant Avenue from Market Street to Bush Street,

15 (C) Montgomery Street from Market Street to Columbus Avenue,

16 (D) Haight Street from Market Street to Webster Street,

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

18 (F) Duboce Street from Noe Street to Market Street,

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

20 (H) Octavia Street from Fell Street to Market Street.

21 (4) In C-3, NCT and RTO Districts, no curb cuts accessing off-street parking or
22 loading shall be created or utilized on street frontages identified along any Transit Preferential,
23 Citywide Pedestrian Network or Neighborhood Commercial Streets as designated in the
24 Transportation Element of the General Plan or official City bicycle routes or bicycle lanes,
25 where an alternative frontage is available. For bicycle lanes, the prohibition on curb cuts

1 applies to the side or sides of the street where bicycle lanes are located; for one-way bicycle
2 routes or lanes, the prohibition on curb cuts shall apply to the right side of the street only,
3 unless the officially adopted alignment is along the left side of the street. Where an alternative
4 frontage is not available, parking or loading access along any Transit Preferential, Citywide
5 Pedestrian Network or Neighborhood Commercial Streets as designated in the Transportation
6 Element of the General Plan or official City bicycle lane or bicycle route, may be allowed on
7 streets not listed in subsection (2) above as an exception in the manner provided in Section
8 309 for C-3 Districts and in Section 303 for NCT and RTO Districts in cases where it can be
9 clearly demonstrated that the final design of the parking access minimizes negative impacts to
10 transit movement and to the safety of pedestrians and bicyclists to the fullest extent feasible.

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

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

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

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

1 (B) Parking located at or above ground level shall conform to the street frontage
2 requirements of Section 145.1(c), and shall be lined with active uses, as defined by Section
3 145.4 (e), to a depth of at least 25 feet along all ground-level street frontages, except for
4 space allowed for parking and loading access, building egress, and access to mechanical
5 systems.

6 (i) Where a non-accessory off-street parking garage permitted under Section
7 223(m) - (p) is located in the Mid-Market area described below in subsection 155(s)(3)(B) and
8 fronts more than one street of less than 45 feet in width, a conditional use may be granted in
9 accordance with Section 303 that allows an exception to this requirement for one of the street
10 frontages. The above provision authorizing such conditional use shall sunset eight years from
11 the effective date of the ordinance enacting this subsection 155(s)(1)(A)(i).

12 (C) Parking allowed above the ground-level in accordance with an exception
13 under Section 309 or a conditional use in accordance with Section 303 as authorized by
14 subsections 155(s)(2) or 155(s)(3) shall be entirely screened from public rights-of-way in a
15 manner that accentuates ground floor retail and other uses, minimizes louvers and other
16 mechanical features and is in keeping with the overall massing and architectural vocabulary of
17 the building's lower floors. So as not to preclude conversion of parking space to other uses in
18 the future, parking allowed above the ground-level shall not be sloped and shall have a
19 minimum clear ceiling height of nine feet.

20 (2) **Residential accessory parking.** For residential accessory off-street parking in C-
21 3 Districts, two additional floors of above-grade parking beyond the at-grade parking allowed
22 by Section 155(s)(1), to a maximum ceiling height of 35 feet from grade, may be permitted
23 subject to the provisions of subsections 155(s)(2)(A) or 155(s)(2)(B) below:

24 (A) In a manner provided in Section 309 of this Code provided it can be clearly
25 demonstrated that transportation easements or contaminated soil conditions make it

1 practically infeasible to build parking below-ground. The determination of practical infeasibility
2 shall be made based on an independent, third-party geotechnical assessment conducted by a
3 licensed professional and funded by the project sponsor. The Planning Director shall make a
4 determination as to the objectivity of the study prior to the Planning Commission's
5 consideration of the exception application under Section 309.

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

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

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

23 (B) As a conditional use in accordance with the criteria set forth in Section 303,
24 provided the site contains an existing non-accessory off-street surface parking lot with valid
25 permits for such parking as of the effective date of the ordinance enacting this subsection and

1 the site is located in the following Mid-Market area: Assessor's Block 0341, Lots 4 through 9
2 and 13; Block 0342, Lots 1, 2, 4, 7, 11, 12 and 13; Block 0350, Lots 1 through 4; Block 0355,
3 Lots 3 through 12 and 15; Block 3507, Lot 39; Block 3508, Lots 1, 13, 18, 19, 22, 24 through
4 27, 39 and 40; Block 3509, Lots 18, 19, 36, 37 and 40 through 43; Block 3510, Lot 1; Block
5 3701, Lots 5, 8, 10, 11, 12, 20 through 24, 53, 59, 60, 63 and 64; Block 3702, Lots 1, 2, 37,
6 38, 39, 44, 44A, 45, 46, 47, 48, 48A, 51, 52, 53, 54, 56; Block 3703, Lots 1, 2, 3, 7, 10, 11, 12,
7 25, 26, 33, 40, 41, 50, 53, 56 through 68, 70, 74, 75, 76, 78 through 81, 84, 85 and 86; Block
8 3704, Lots 1, 3, 6, 9 through 13, 15, 17 through 22, 24, 35, 38, 39, 42, 43, 45, 62 and 67
9 through 79, Block 3725, Lot 78, 82, 86 through 91 and 93; Block 3727, Lot 1, 91, 94, 96, 97,
10 109, 117, 118, 120, 134, 168 and 173; Block 3728, Lot 1, 72, 75, 76, 81, 82, 83, 89, 103 and
11 105; and Block 0351, Lots 1, 22, 32, 33, 37, 39, 41, 43, 46, 47, 49, 50 and 51 This subsection
12 155(s)(3)(B) shall sunset on July 22, 2014.

13 (4) Parking lots permitted in C-3 Districts as temporary uses according to Section
14 156(h) and expansions of existing above-grade publicly accessible parking facilities are not
15 subject to the requirements of subsections 155(s)(1) - (3).

16 (5) Parking and Loading Access.

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

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

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

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

6 Public Use Districts (P)	
7 Residential Districts	
8 RH-1(D)	Residential, House Districts, One-Family (Detached Dwellings)
9 RH-1	Residential, House Districts, One-Family
10 RH-1(S)	Residential, House Districts, One-Family with Minor Second Unit
11 RH-2	Residential, House Districts, Two-Family
12 RH-3	Residential, House Districts, Three-Family
13 RM-1	Residential, Mixed Districts, Low Density
14 RM-2	Residential, Mixed Districts, Moderate Density
15 RM-3	Residential, Mixed Districts, Medium Density
16 RM-4	Residential, Mixed Districts, High Density
17 Residential-Commercial Districts	
18 RC-1	Residential-Commercial Combined Districts, Low 19 Density

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RC-2	Residential-Commercial Combined Districts, Moderate Density
RC-3	Residential-Commercial Combined Districts, Medium Density
RC-4	Residential-Commercial Combined Districts, High Density
Residential Transit-Oriented Neighborhood Districts	
RTO	Residential, Transit-Oriented Neighborhood Districts
RTO-M	Residential Transit-Oriented - Mission Neighborhood Districts
Neighborhood Commercial Districts (Also see Article 7)	
General Area Districts	
NC-1	Neighborhood Commercial Cluster District
NC-2	Small-Scale Neighborhood Commercial District
NC-3	Moderate-Scale Neighborhood Commercial District
NC-S	Neighborhood Commercial Shopping Center District
Individual Area Districts	

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Broadway Neighborhood Commercial District	
Castro Street Neighborhood Commercial District	
Inner Clement Street Neighborhood Commercial District	
Outer Clement Street Neighborhood Commercial District	
Upper Fillmore Street Neighborhood Commercial District	
Haight Street Neighborhood Commercial District	
Inner Sunset Neighborhood Commercial District	
Upper Market Street Neighborhood Commercial District	
North Beach Neighborhood Commercial District	
Pacific Avenue Neighborhood Commercial District	
Polk Street Neighborhood Commercial District	
Sacramento Street Neighborhood Commercial District	
Union Street Neighborhood Commercial District	
24th Street-Noe Valley Neighborhood Commercial District	
West Portal Avenue Neighborhood Commercial District	
Neighborhood Commercial Transit Districts (NCT)	
NCT-1	Neighborhood Commercial Transit Cluster District
NCT-2	Small-Scale Neighborhood Commercial Transit

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	District
NCT-3	Moderate Scale Neighborhood Commercial Transit District
Individual Area Neighborhood Commercial Transit (NCT) Districts	
Hayes-Gough NCT	
Upper Market Street NCT	
Valencia Street NCT	
24th Street - Mission NCT	
Mission Street NCT	
SoMa NCT	
Ocean Avenue NCT	
<i>Glen Park NCT</i>	
Neighborhood Commercial Special Use Districts	
Lakeshore Plaza Special Use District	
Bayshore-Hester Special Use District	
North Beach Special Use District	
Taraval Street Restaurant & Fast Food Subdistrict	
Irving Street Restaurant & Fast Food Subdistrict	
Geary Boulevard Fast Food Subdistrict	

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Mission Street Fast Food Subdistrict	
North Beach Financial Service, Limited Financial Service, and Business or Professional Service Subdistrict	
Chestnut Street Financial Subdistrict	
Neighborhood Commercial Restricted Use Districts	
Third Street Alcohol Restricted Use District	
Divisadero Street Alcohol Restricted Use District	
Lower Haight Street Alcohol Restricted Use District	
Excelsior Alcohol Restricted Use District	
Lower Haight Street Tobacco Paraphernalia Restricted Use District	
Fringe Financial Service Restricted Use District	
Commercial Districts	
C-1	Neighborhood Shopping Districts
C-2	Community Business Districts
C-M	Heavy Commercial Districts
C-3-O	Downtown Office District
C-3-R	Downtown Retail District
C-3-G	Downtown General Commercial District

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C-3-S	Downtown Support District
Industrial Districts	
M-1	Light Industrial Districts
M-2	Heavy Industrial Districts
PDR-1-B	Production Distribution and Repair - Light Industrial Buffer
PDR-1-D	Production Distribution and Repair - Design
PDR-1-G	Production Distribution and Repair - General
PDR-2	Core Production Distribution and Repair - Bayview
Chinatown Mixed Use Districts (Also see Article 8)	
CCB	Chinatown Community Business District
CR/NC	Chinatown Residential/Neighborhood Commercial District
CVR	Chinatown Visitor Retail District
South of Market Use Mixed Use Districts (Also see Article 8)	
RED	Residential Enclave Districts
RSD	Residential Service District

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SLR	Service/Light Industrial/Residential District
SLI	Service/Light Industrial District
SSO	Service/Secondary Office District
Eastern Neighborhoods Mixed Use Districts (Also see Article 8)	
SPD	South Park District
MUG	Mixed Use - General
MUO	Mixed Use - Office
MUR	Mixed Use - Residential
UMU	Urban Mixed Use
Downtown Residential Districts (Also see Article 8)	
RH-DTR	Rincon Hill Downtown Residential
SB-DTR	South Beach Downtown Residential
TB-DTR	Transbay Downtown Residential District
Mission Bay Districts (Also see Article 9)	
MB-R-1	Mission Bay Lower Density Residential District
MB-R-2	Mission Bay Moderate Density Residential District

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MB-R-3	Mission Bay High Density Residential District
MB-NC-2	Mission Bay Small Scale Neighborhood Commercial District
MB-NC-3	Mission Bay Moderate Scale Neighborhood Commercial District
MB-NC-S	Mission Bay Neighborhood Commercial Shopping Center District
MB-O	Mission Bay Office District
MB-CI	Mission Bay Commercial-Industrial District
MB-H	Mission Bay Hotel District
MB-CF	Mission Bay Community Facilities District
MB-OS	Mission Bay Open Space District
Parkmerced Districts (Also see Section 249.64)	
PM-R	Parkmerced Residential District
PM-MU1	Parkmerced Mixed Use - Social Heart District
PM-MU2	Parkmerced Mixed Use - Neighborhood Commons
PM-S	Parkmerced School District
PM-CF	Parkmerced Community/Fitness District

PM-OS	Parkmerced Open Space District
Treasure Island and Yerba Buena Island Districts (Also see Section 249.52)	
TI-R	Treasure Island-Residential
TI-MU	Treasure Island-Mixed Use
TI-OS	Treasure Island-Open Space
TI-PCI	Treasure Island-Public/Civic/Institutional
YBI-R	Yerba Buena Island-Residential
YBI-MU	Yerba Buena Island-Mixed Use
YBI-OS	Yerba Buena Island-Open Space
YBI-PCI	Yerba Buena Island-Public/Civic/Institutional

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

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

1 non-residential uses or ground floor residential units (that have direct walk-up access from the
2 sidewalk) raised up from sidewalk level.

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

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

7 (2) project is located:

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

9 (B) in the Upper Market Street NCD;

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

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

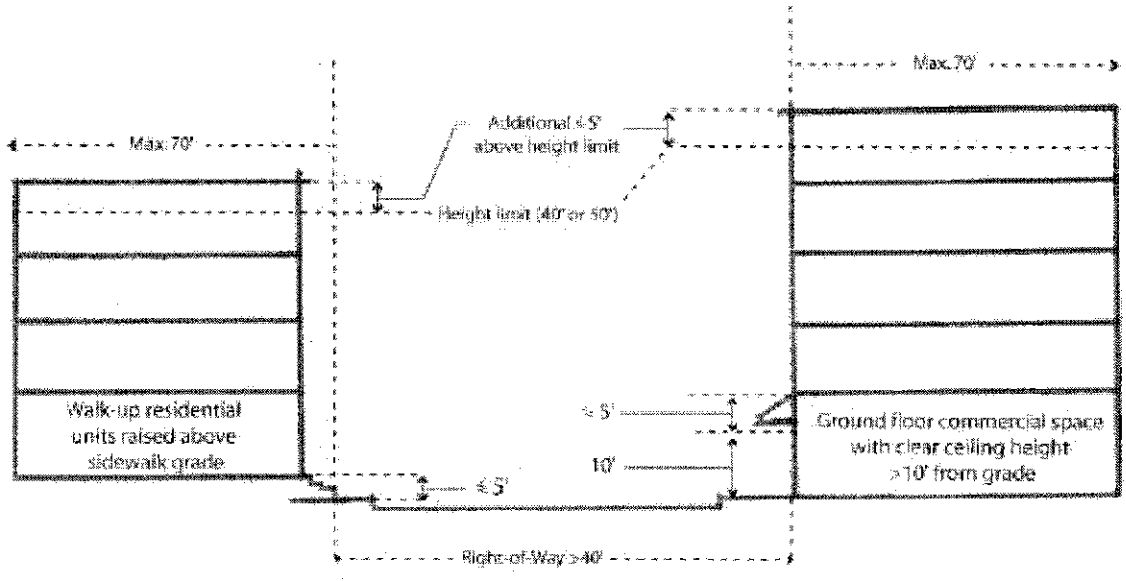
16 (3) project features ground floor commercial space or other active use as defined by
17 Section 145.1(b)(2) with clear ceiling heights in excess of ten feet from sidewalk grade, or in
18 the case of residential uses, such walk-up residential units are raised up from sidewalk level;

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

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

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

1 (c) One additional foot of height, up to a total of five feet, shall be permitted above the
 2 designated height limit for each additional foot of ground floor clear ceiling height in excess of
 3 10 feet from sidewalk grade, or in the case of residential units, for each foot the unit is raised
 4 above sidewalk grade.



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19 **SEC. 607.1. NEIGHBORHOOD COMMERCIAL DISTRICTS.**

20 Signs located in Neighborhood Commercial Districts shall be regulated as provided herein,
 21 except for those signs which are exempted by Section 603 of this Code. In the event of
 22 conflict between the provisions of Section 607.1 and other provisions of Article 6, the
 23 provisions of Section 607.1 shall prevail in Neighborhood Commercial Districts, provided that
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1 with respect to properties also located in the Upper Market Special Sign District, the
2 provisions of Section 608.10 of this Code shall prevail.

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

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

10 (2) The character of signs and other features projecting from buildings is an important
11 part of the visual appeal of a street and the general quality and economic stability of the area.
12 Opportunities exist to relate these signs and projections more effectively to street design and
13 building design. These regulations establish a framework that will contribute toward a
14 coherent appearance of Neighborhood Commercial Districts.

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

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

24 (b) **Signs or Sign Features Not Permitted in NC Districts.** Roof signs as defined in
25 Section 602.16 of this Code, wind signs as defined in Section 602.22 of this Code, and signs

1 on canopies, as defined in Section 136.1(b) of this Code, are not permitted in NC Districts. No
2 sign shall have or consist of any moving, rotating, or otherwise physically animated part, or
3 lights that give the appearance of animation by flashing, blinking, or fluctuating, except as
4 permitted by Section 607.1(i) of this Code. In addition, all signs or sign features not otherwise
5 specifically regulated in this Section 607.1 shall be prohibited.

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

8 (1) One sign per lot shall be permitted and such sign shall not exceed 20 square feet
9 in area. The sign may be a freestanding sign, if the building is recessed from the street
10 property line, or may be a wall sign or a projecting sign. The existence of a freestanding
11 identifying sign shall preclude the erection of a freestanding business sign on the same lot. A
12 wall or projecting sign shall be mounted on the first-story level; a freestanding sign shall not
13 exceed 15 feet in height. Such sign may be nonilluminated, indirectly illuminated, or directly
14 illuminated.

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

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

24 (e) **General Advertising Signs.** General advertising signs, as defined in Section 602.7,
25 shall be permitted in Neighborhood Commercial Districts, except in the Inner Sunset

1 Neighborhood Commercial District where they are not permitted, as provided for below. In NC
2 Districts where such signs are permitted, general advertising signs may be either a wall sign
3 or freestanding, provided that the surface of any freestanding sign shall be parallel to and
4 within three feet of an adjacent building wall. In either case, the building wall shall form a
5 complete backdrop for the sign, as the sign is viewed from all points from a street or alley from
6 which it is legible. No general advertising sign shall be permitted to cover part or all of any
7 windows. Any extension of the copy beyond the rectangular perimeter of the sign shall be
8 included in the calculation of the sign, as defined in Section 602.1(a) of this Code.

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

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

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

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

23 (1) **NC-1 and NCT-1 Districts.**
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1 (A) **Window Signs.** The total area of all window signs, as defined in Section
2 602.1(b), shall not exceed 1/3 the area of the window on or in which the signs are located.
3 Such signs may be nonilluminated, indirectly illuminated, or directly illuminated.

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

10 (C) **Projecting Signs.** The number of projecting signs shall not exceed one per
11 business. The area of such sign, as defined in Section 602.1(a), shall not exceed 24 square
12 feet. The height of such sign shall not exceed 15 feet or the height of the wall to which it is
13 attached. No part of the sign shall project more than 75 percent of the horizontal distance from
14 the street property line to the curblineline, or six feet six inches, whichever is less. The sign may
15 be nonilluminated or indirectly illuminated, or during business hours, may be directly
16 illuminated.

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

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

3 (A) **Window Signs.** The total area of all window signs, as defined in Section
4 602.1(b), shall not exceed 1/3 the area of the window on or in which the signs are located.
5 Such signs may be nonilluminated, indirectly illuminated, or directly illuminated.

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

12 (C) **Projecting Signs.** The number of projecting signs shall not exceed one per
13 business. The area of such sign, as defined in Section 602.1(a), shall not exceed 24 square
14 feet. The height of such sign shall not exceed 24 feet, or the height of the wall to which it is
15 attached, or the height of the lowest of any residential windowsill on the wall to which the sign
16 is attached, whichever is lower. No part of the sign shall project more than 75 percent of the
17 horizontal distance from the street property line to the curblineline, or six feet six inches,
18 whichever is less. Such signs may be nonilluminated or indirectly illuminated; or during
19 business hours, may be directly illuminated.

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

1 (E) **Freestanding Signs and Sign Towers.** With the exception of automotive gas
2 and service stations, which are regulated under Paragraph 607.1(f)(4), one freestanding sign
3 or sign tower per lot shall be permitted in lieu of a projecting sign, if the building or buildings
4 are recessed from the street property line. The existence of a freestanding business sign shall
5 preclude the erection of a freestanding identifying sign on the same lot. The area of such
6 freestanding sign or sign tower, as defined in Section 602.1(a), shall not exceed 20 square
7 feet nor shall the height of the sign exceed 24 feet. No part of the sign shall project more than
8 75 percent of the horizontal distance from the street property line to the curblineline, or six feet,
9 whichever is less. Such signs may be nonilluminated or indirectly illuminated; or during
10 business hours, may be directly illuminated.

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

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

15 (B) **Wall Signs.** The area of all wall signs shall not exceed three square feet per
16 foot of street frontage occupied by the use measured along the wall to which the signs are
17 attached, or 150 square feet for each street frontage, whichever is less. The height of any wall
18 sign shall not exceed 24 feet, or the height of the wall to which it is attached, or the height of
19 the lowest of any residential windowsill on the wall to which the sign is attached, whichever is
20 lower. Such signs may be nonilluminated, indirectly, or directly illuminated.

21 (C) **Projecting Signs.** The number of projecting signs shall not exceed one per
22 business. The area of such sign, as defined in Section 602.1(a), shall not exceed 32 square
23 feet. The height of the sign shall not exceed 24 feet, or the height of the wall to which it is
24 attached, or the height of the lowest of any residential windowsill on the wall to which the sign
25 is attached, whichever is lower. No part of the sign shall project more than 75 percent of the

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

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

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

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

22 (A) A maximum of two oil company signs, which shall not extend more than 10
23 feet above the roofline if attached to a building, or exceed the maximum height permitted for
24 freestanding signs in the same district if freestanding. The area of any such sign shall not
25 exceed 180 square feet, and along each street frontage, all parts of such a sign or signs that

1 are within 10 feet of the street property line shall not exceed 80 square feet in area. No such
2 sign shall project more than five feet beyond any street property line. The areas of other
3 permanent and temporary signs as covered in Subparagraph (B) below shall not be included
4 in the calculation of the areas specified in this Subparagraph.

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

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

16 (h) **Special Sign Districts.** Additional controls apply to certain Neighborhood
17 Commercial Districts that are designated as Special Sign Districts. Special Sign Districts are
18 described within Sections 608.1 through 608.11 of this Code and with the exception of
19 Sections 608.1, 608.2 and 608.11, their designations, locations and boundaries are provided
20 on Sectional Map SSD of the Zoning Map of the City and County of San Francisco.

21 (i) **Restrictions on Illumination.** Signs in Neighborhood Commercial Districts shall not
22 have nor consist of any flashing, blinking, fluctuating or otherwise animated light except those
23 moving or rotating or otherwise physically animated parts used for rotation of barber poles and
24 the indication of time of day and temperature, and in the following special districts, all
25

1 specifically designated as "Special Districts for Sign Illumination" on Sectional Map SSD of the
2 Zoning Map of the City and County of San Francisco.

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

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

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

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

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

16 (2) **Maintenance.** Every sign pertaining to an active establishment shall be
17 adequately maintained in its appearance. When the activity for which the business sign has
18 been posted has ceased operation for more than 90 days within the Chinatown Mixed Use
19 Districts, all signs pertaining to that business activity shall be removed after that time.

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

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

23 **SEC. 702.1. NEIGHBORHOOD COMMERCIAL USE DISTRICTS.**

24 (a) The following districts are established for the purpose of implementing the
25 Commerce and Industry element and other elements of the General Plan, according to the

1 objective and policies stated therein. Description and Purpose Statements outline the main
 2 functions of each Neighborhood Commercial (NC) District in the Zoning Plan for San
 3 Francisco, supplementing the statements of purpose contained in Section 101 of this Code.

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

Neighborhood Commercial General Area Districts	Section Number
NC-1 - Neighborhood Commercial Cluster District	§ 710
NC-2 - Small-Scale Neighborhood Commercial District	§ 711
NC-3 - Moderate-Scale Neighborhood Commercial District	§ 712
NC-S - Neighborhood Commercial Shopping Center District	§ 713
NCT-1 Neighborhood Commercial Transit Cluster District	§ 733A
NCT-2 Small Scale Neighborhood Commercial Transit District	§ 734
NCT-3 - Moderate-Scale Neighborhood Commercial Transit District	§ 731
Neighborhood Commercial Individual Area Districts	Section Number
Broadway Neighborhood Commercial District	§ 714
Castro Street Neighborhood Commercial District	§ 715
Inner Clement Street Neighborhood Commercial District	§ 716
Outer Clement Street Neighborhood Commercial District	§ 717

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Upper Fillmore Street Neighborhood Commercial District	§ 718
Haight Street Neighborhood Commercial District	§ 719
Hayes-Gough Neighborhood Commercial Transit District	§ 720
Upper Market Street Neighborhood Commercial District	§ 721
North Beach Neighborhood Commercial District	§ 722
Polk Street Neighborhood Commercial District	§ 723
Sacramento Street Neighborhood Commercial District	§ 724
Union Street Neighborhood Commercial District	§ 725
Valencia Street Neighborhood Commercial District	§ 726
24th Street-Mission Neighborhood Commercial District	§ 727
24th Street-Noe Valley Neighborhood Commercial District	§ 728
West Portal Avenue Neighborhood Commercial District	§ 729
Inner Sunset Neighborhood Commercial District	§ 730
Upper Market Street Neighborhood Commercial Transit District	§ 732
SoMa Neighborhood Commercial Transit District	§ 735
Mission Street Neighborhood Commercial Transit District	§ 736
Ocean Avenue Neighborhood Commercial Transit District	§ 737

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

Neighborhood Commercial Transit Districts	Section Number
Hayes-Gough Neighborhood Commercial Transit District	§ 720
Valencia Street Neighborhood Commercial Transit District	§ 726
24th Street - Mission Neighborhood Commercial Transit District	§ 727
NCT-3 - Moderate-Scale Neighborhood Commercial Transit District	§ 731
Upper Market Street Neighborhood Commercial Transit District	§ 732
NCT-1 Neighborhood Commercial Transit Cluster District	§ 733A
NCT-2 Small Scale Neighborhood Commercial Transit District	§ 734
SoMa Neighborhood Commercial Transit District	§ 735
Mission Street Neighborhood Commercial Transit District	§ 736
Ocean Avenue Neighborhood Commercial Transit District	§ 737
<i>Glen Park Neighborhood Commercial Transit District</i>	<i>§ 738</i>

NCT Districts are transit-oriented moderate- to high-density mixed-use neighborhoods of varying scale concentrated near transit services. The NCT Districts are mixed use districts that support neighborhood-serving commercial uses on lower floors and housing above. These districts are well-served by public transit and aim to maximize residential and commercial opportunities on or near major transit services. The district's form can be either linear along transit-priority corridors, concentric around transit stations, or broader areas

1 where transit services criss-cross the neighborhood. Housing density is limited not by lot area,
2 but by the regulations on the built envelope of buildings, including height, bulk, setbacks, and
3 lot coverage, and standards for residential uses, including open space and exposure, and
4 urban design guidelines. Residential parking is not required and generally limited. Commercial
5 establishments are discouraged or prohibited from building accessory off-street parking in
6 order to preserve the pedestrian-oriented character of the district and prevent attracting auto
7 traffic. There are prohibitions on access (i.e. driveways, garage entries) to off-street parking
8 and loading on critical stretches of commercial and transit streets to preserve and enhance
9 the pedestrian-oriented character and transit function.

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

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

13 The Glen Park Neighborhood Commercial Transit (NCT) District lies primarily along Diamond
14 Street from Chenery Street to Monterey Boulevard and Chenery Street from Thor Avenue to Castro
15 Street and includes adjacent portions of Wilder Street, Bosworth Street, Joost Avenue and Monterey
16 Boulevard. The district is mixed use, with predominantly two and three story buildings with
17 neighborhood-serving commercial and retail uses on lower floors and housing or offices above. The
18 area is well-served by both local and regional transit including the Glen Park BART station, Muni bus
19 lines, and a Muni light rail stop (J-Church).

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

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

SEC. 738. GLEN PARK NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT

ZONING CONTROL TABLE

<u>No.</u>	<u>Zoning Category</u>	<u>§ References</u>	<u>Controls</u>
-	-	-	<u>Glen Park NCT</u>
<u>BUILDING STANDARDS</u>			
<u>738.10</u>	<u>Height and Bulk Limit</u>	<u>§§ 102.12, 105, 106, 250 - 252, 260, 261.1, 270, 271</u>	<u>45-X & 35-X, See Zoning Map</u>
<u>738.11</u>	<u>Lot Size [Per Development]</u>	<u>§§ 790.56, 121.1</u>	<u>P up to 4,999 sq. ft.; C 5,000 sq. ft. & above § 121.1</u>
<u>738.12</u>	<u>Rear Yard</u>	<u>§§ 130, 134, 136</u>	<u>Required at the second story and above and at all residential levels § 134(a)(e)</u>
<u>738.13</u>	<u>Street Frontage</u>	-	<u>Required § 145.1</u>
<u>738.13a</u>	<u>Street Frontage, Above- Grade Parking Setback and Active Uses</u>	-	<u>Minimum 25 feet on ground floor, 15 feet on floors above § 145.1(c)</u>
<u>738.13b</u>	<u>Street Frontage, Required Ground Floor Commercial</u>	-	<u>Glen Park § 145.4 Required along Diamond Street, Chenery Street</u>

1	<u>738.13c</u>	<u>Street Frontage, Parking and Loading access restrictions</u>	-	<u>§ 155(r) NP</u> <u>Required along Diamond Street, Chenery Street</u>
2				
3	<u>738.14</u>	<u>Awning</u>	<u>§ 790.20</u>	<u>P § 136.1(a)</u>
4	<u>738.15</u>	<u>Canopy</u>	<u>§ 790.26</u>	<u>P § 136.1(b)</u>
5	<u>738.16</u>	<u>Marquee</u>	<u>§ 790.58</u>	<u>P § 136.1(c)</u>
6	<u>738.17</u>	<u>Street Trees</u>	-	<u>Required § 138.1</u>
7	<u>COMMERCIAL AND INSTITUTIONAL STANDARDS AND USES</u>			
8	<u>738.20</u>	<u>Floor Area Ratio</u>	<u>§§ 102.9, 102.11, 123</u>	<u>2.5 to 1 § 124(a)(b)</u>
9	<u>738.21</u>	<u>Use Size [Non-Residential]</u>	<u>§ 790.130</u>	<u>P up to 3,999 sq. ft.; C 4,000 sq. ft. & above § 121.2</u>
10				
11	<u>738.22</u>	<u>Off-Street Parking, Commercial/Institutional</u>	<u>§§ 150, 153 - 157, 159-160, 204.5</u>	<u>None required. Limits set forth in Section 151.1.</u>
12	<u>738.23</u>	<u>Off-Street Freight Loading</u>	<u>§§ 150, 153 - 155, 204.5</u>	<u>Generally, none required if gross floor area is less than 10,000 sq. ft. §§ 152, 161(b)</u>
13				
14				
15	<u>738.24</u>	<u>Outdoor Activity Area</u>	<u>§ 790.70</u>	<u>P if located in front; C if located elsewhere § 145.2(a)</u>
16				
17	<u>738.25</u>	<u>Drive-Up Facility</u>	<u>§ 790.30</u>	-
18	<u>738.26</u>	<u>Walk-Up Facility</u>	<u>§ 790.140</u>	<u>P if recessed 3 ft.; C if not recessed § 145.2(b)</u>
19				
20	<u>738.27</u>	<u>Hours of Operation</u>	<u>§ 790.48</u>	<u>P 6 a.m. - 2 a.m.; C 2 a.m. - 6 a.m.</u>
21				
22	<u>738.30</u>	<u>General Advertising Sign</u>	<u>§§ 262, 602 - 604, 608, 609</u>	<u>P § 607.1(e)1</u>
23	<u>738.31</u>	<u>Business Sign</u>	<u>§§ 262, 602 - 604, 608, 609</u>	<u>P § 607.1(f) 2</u>
24				
25	<u>738.32</u>	<u>Other Signs</u>	<u>§§ 262, 602 - 604, 608, 609</u>	<u>P § 607.1(c)(d)(g)</u>

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<u>No.</u>	<u>Zoning Category</u>	<u>§ References</u>	<u>Glen Park NCT</u>		
-	-	-	<i>Controls by Story</i>		
-	-	<u>§ 790.118</u>	<u>1st</u>	<u>2nd</u>	<u>3rd+</u>
<u>738.38</u>	<u>Residential Conversion</u>	<u>§ 790.84</u>	<u>C</u>	<u>C</u>	-
<u>738.39</u>	<u>Residential Demolition</u>	<u>§ 790.86</u>	<u>C</u>	<u>C</u>	<u>C</u>
<u>738.39a</u>	<u>Residential Division</u>	<u>§ 207.8</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Non-Retail Sales and Services</u>					
<u>738.40</u>	<u>Other Retail Sales and Services [Not Listed Below]</u>	<u>§ 790.102</u>	<u>P</u>	<u>P</u>	-
<u>738.41</u>	<u>Bar</u>	<u>§ 790.22</u>	<u>P</u>	-	-
<u>738.42</u>	<u>Full-Service Restaurant</u>	<u>§ 790.92</u>	<u>P</u>	-	-
<u>738.43</u>	<u>Large Fast Food Restaurant</u>	<u>§ 790.90</u>	-	-	-
<u>738.44</u>	<u>Small Self-Service Restaurant</u>	<u>§ 790.91</u>	<u>P</u>	-	-
<u>738.45</u>	<u>Liquor Store</u>	<u>§ 790.55</u>	<u>P</u>	-	-
<u>738.46</u>	<u>Movie Theater</u>	<u>§ 790.64</u>	<u>P</u>	-	-
<u>738.47</u>	<u>Adult Entertainment</u>	<u>§ 790.36</u>	-	-	-
<u>738.48</u>	<u>Other Entertainment</u>	<u>§ 790.38</u>	<u>P</u>	-	-
<u>738.49</u>	<u>Financial Service</u>	<u>§ 790.110</u>	<u>P</u>	<u>C</u>	-

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<u>738.50</u>	<u>Limited Financial Service</u>	<u>§ 790.112</u>	<u>P</u>	-	-
<u>738.51</u>	<u>Medical Service</u>	<u>§ 790.114</u>	<u>P</u>	<u>P</u>	-
<u>738.52</u>	<u>Personal Service</u>	<u>§ 790.116</u>	<u>P</u>	<u>P</u>	-
<u>738.53</u>	<u>Business or Professional Service</u>	<u>§ 790.108</u>	<u>P</u>	<u>P</u>	-
<u>738.54</u>	<u>Massage Establishment</u>	<u>§ 790.60, § 1900 Health Code</u>	<u>C</u>	-	-
<u>738.55</u>	<u>Tourist Hotel</u>	<u>§ 790.46</u>	<u>C</u>	<u>C</u>	<u>C</u>
<u>738.56</u>	<u>Automobile Parking</u>	<u>§§ 790.8, 156, 160</u>	<u>C</u>	<u>C</u>	<u>C</u>
<u>738.57</u>	<u>Automotive Gas Station</u>	<u>§ 790.14</u>	<u>C</u>	-	-
<u>738.58</u>	<u>Automotive Service Station</u>	<u>§ 790.17</u>	<u>C</u>	-	-
<u>738.59</u>	<u>Automotive Repair</u>	<u>§ 790.15</u>	<u>C</u>	-	-
<u>738.60</u>	<u>Automotive Wash</u>	<u>§ 790.18</u>	-	-	-
<u>738.61</u>	<u>Automobile Sale or Rental</u>	<u>§ 790.12</u>	-	-	-
<u>738.62</u>	<u>Animal Hospital</u>	<u>§ 790.6</u>	<u>C</u>	-	-
<u>738.63</u>	<u>Ambulance Service</u>	<u>§ 790.2</u>	-	-	-
<u>738.64</u>	<u>Mortuary</u>	<u>§ 790.62</u>	-	-	-
<u>738.65</u>	<u>Trade Shop</u>	<u>§ 790.124</u>	<u>P</u>	<u>C</u>	-
<u>738.66</u>	<u>Storage</u>	<u>§ 790.117</u>	-	-	-
<u>738.67</u>	<u>Video Store</u>	<u>§ 790.135</u>	<u>C</u>	<u>C</u>	-
<u>738.69</u>	<u>Tobacco Paraphernalia Establishments</u>	<u>§ 790.123</u>	<u>C</u>	-	-

1	<u>738.69A</u>	<u>Self-Service Specialty Food</u>	<u>§ 790.93</u>	<u>P</u>	-	-
2	<u>738.69B</u>	<u>Amusement Game Arcade (Mechanical Amusement Devices)</u>	<u>§ 790.04 1</u>	-	-	-
3						
4	<u>738.69C</u>	<u>Neighborhood Agriculture</u>	<u>§ 102.35(a)</u>	<u>P</u>	<u>P</u>	<u>P</u>
5	<u>738.69D</u>	<u>Large-Scale Urban Agriculture</u>	<u>§ 102.35(b)</u>	<u>C</u>	<u>C</u>	<u>C</u>
6						
7	<u>Institutions and Non-Retail Sales and Services</u>					
8	<u>738.70</u>	<u>Administrative Service</u>	<u>§ 790.106</u>	-	-	-
9	<u>738.80</u>	<u>Hospital or Medical Center</u>	<u>§ 790.44</u>	-	-	-
10	<u>738.81</u>	<u>Other Institutions, Large</u>	<u>§ 790.50</u>	<u>P</u>	<u>C</u>	<u>C</u>
11	<u>738.82</u>	<u>Other Institutions, Small</u>	<u>§ 790.51</u>	<u>P</u>	<u>P</u>	<u>P</u>
12	<u>738.83</u>	<u>Public Use</u>	<u>§ 790.80</u>	<u>C</u>	<u>C</u>	<u>C</u>
13	<u>738.84</u>	<u>Medical Cannabis Dispensary</u>	<u>§ 790.141</u>	<u>P #</u>	-	-
14						
15	<u>RESIDENTIAL STANDARDS AND USES</u>					
16	<u>738.90</u>	<u>Residential Use</u>	<u>§ 790.88</u>	<u>P, except C for front-ages listed in 145.4</u>	<u>P</u>	<u>P</u>
17						
18						
19						
20	<u>738.91</u>	<u>Residential Density, Dwelling Units</u>	<u>§§ 207, 207.1, 790.88(a)</u>	<u>No residential density limit by lot area. Density restricted by physical envelope controls of height, bulk, setbacks, open space, exposure and other applicable</u>		
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			<i>controls of this and other Codes, as well as by applicable design guidelines, applicable elements and area plans of the General Plan, and design review by the Planning Department. § 207.4, 207.6</i>		
<u>738.92</u>	<u>Residential Density, Group Housing</u>	<u>§§ 207.1, 790.88(b)</u>	<i>No group housing density limit by lot area. Density restricted by physical envelope controls of height, bulk, setbacks, open space, exposure and other applicable controls of this and other Codes, as well as by applicable design guidelines, applicable elements and area plans of the General Plan, and design review by the Planning Department. § 208</i>		
<u>738.93</u>	<u>Usable Open Space [Per Residential Unit]</u>	<u>§§ 135, 136</u>	<i>Generally, either 100 sq. ft. if private, or 133 sq. ft. if common § 135(d)</i>		
<u>738.94</u>	<u>Off-Street Parking, Residential</u>	<u>§§ 150, 153 - 157, 159 - 160, 204.5</u>	<i>P up to one car for each unit; NP above. § 151.1, 166, 167, 145.1</i>		
<u>738.95</u>	<u>Community Residential Parking</u>	<u>§ 790.10</u>	<u>C</u>	<u>C</u>	<u>C</u>

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

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

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

By: 

ANDREA RUIZ-ESQUIDE
Deputy City Attorney

IV

Zoning Map Amendments

Z Case



SAN FRANCISCO PLANNING DEPARTMENT

Exhibit IV-1: Zoning Map Amendments Case Report

HEARING DATE: OCTOBER 20, 2011

Case No.: **2005.1004MTZ**
*Glen Park Community Plan –
Intention to Initiate Zoning Map Amendments*

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

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

Recommendation: **Approval**

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

DESCRIPTION

The San Francisco Planning Department is proposing to amend the Zoning Maps of the City and County of San Francisco in order to implement land use policy changes contained in the Glen Park Community Plan. Proposed amendments to the Zoning Map, and related amendments to the Planning Code, can be initiated by a resolution of intention adopted by the Planning Commission, per Sections 106, 302 and 306 of the Planning Code. Pursuant to Planning Code 302(c), if the Commission adopts the Resolution of Intention today (at this October 20, 2011 Planning Commission Hearing), hearings on the Zoning Map and related Planning Code amendments will be scheduled for the Planning Commission's regularly scheduled meeting on or after November 10, 2011.

The zoning map amendments (see Zoning Maps, page 4) establish a new Glen Park Neighborhood Commercial (Glen Park NCT) District to replace the existing NC-2 (Small-scale Neighborhood Commercial District). The Glen Park NCT expands the commercial district boundary slightly by reclassifying nine residentially zoned parcels. These include three legalized non-conforming commercial uses that function as part of the district and six apartment buildings across from the BART station with the intent of allowing flexibility for ground floor commercial uses at some future time.

In addition, the Department proposes amending the height district within the Glen Park NCT District (see Height Maps, page 3). The proposed changes involve reducing heights in portions of the Glen Park NCT District from 40 feet to 30 feet. The height reduction is intended to more closely reflect the existing building scale in the "village" interior along portions of Chenery and Diamond Streets. A five foot height bonus is allowed throughout the district (30' → 35' and 40' → 45') for active ground floor uses. These taller ground floors are characteristic of the district's historic building pattern and of NCT districts generally.

For background on the Glen Park Community Plan and project area, see the accompanying General Plan Amendments staff report.

PRELIMINARY STAFF RECOMMENDATION

Staff recommends approval of a draft Resolution of Intent to initiate amendments to the Zoning Maps, including amendments to Sectional Maps ZN11 (zoning) and HT11 (heights) of the Zoning Maps of the City and County of San Francisco.

The draft Resolution of Intention to Amend the Zoning Map is included as **Exhibit IV-2** and the proposed Zoning Map amendments are contained in a **draft Ordinance**, included as **Exhibit IV-3**.

The Proposed Zoning Map Amendments would include:

- Changes to the height/bulk sectional map HT11
- Changes to zoning map ZN11
- Creation of one new zoning districts as listed below:
 1. Glen Park Neighborhood Commercial Transit District (Glen Park NCT)

ENVIRONMENTAL REVIEW

The Department published the draft Environmental Impact Report on April 27, 2011. The Planning Commission will consider certification of the Glen Park Community Plan Environmental Impact Report and adoption of CEQA findings at a hearing on or after November 10, 2011, prior to considering related General Plan, Zoning Code and Zoning Map Amendments.

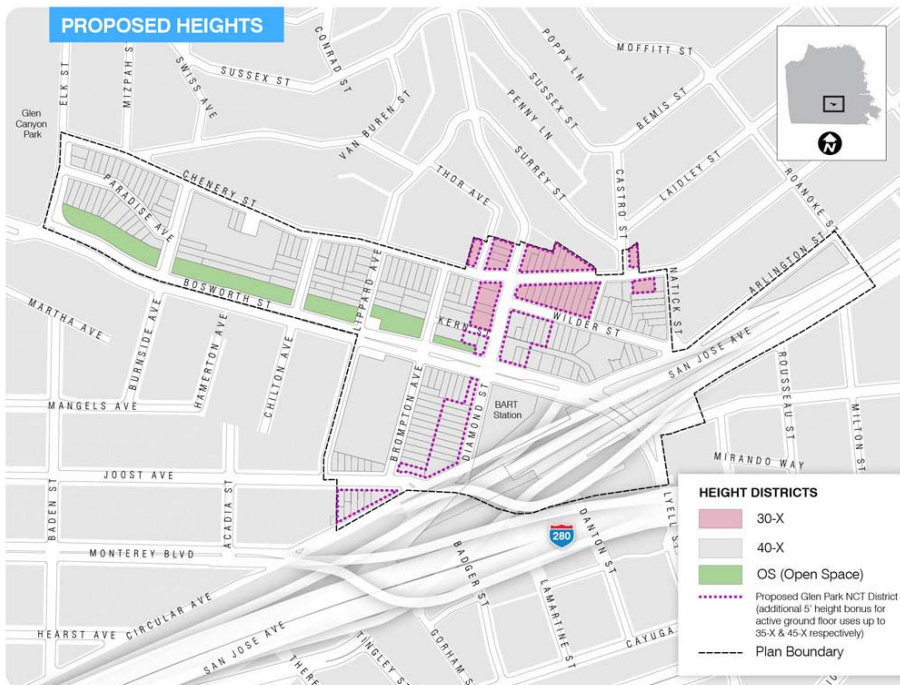
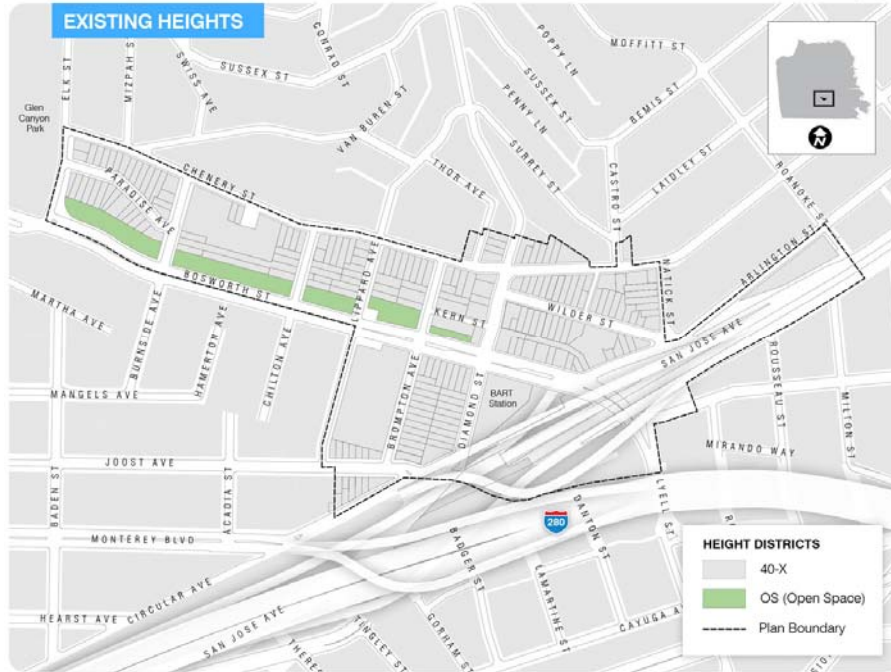
RELATED ACTIONS

In conjunction with these Zoning Map amendments, the Department is proposing amendments to the General Plan, and to the Planning Code to implement the Glen Park Community Plan. These proposed actions are covered in separate Staff Reports.

ATTACHMENTS

Exhibit IV-2 Draft Resolution
Exhibit IV-3 Draft Ordinance

HEIGHTS



ZONING

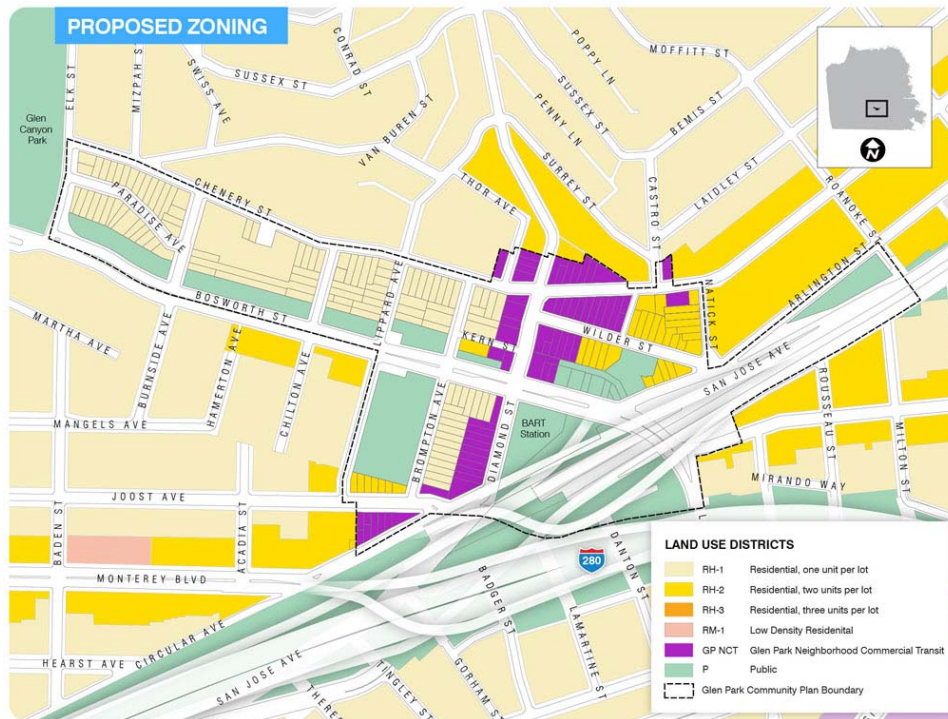
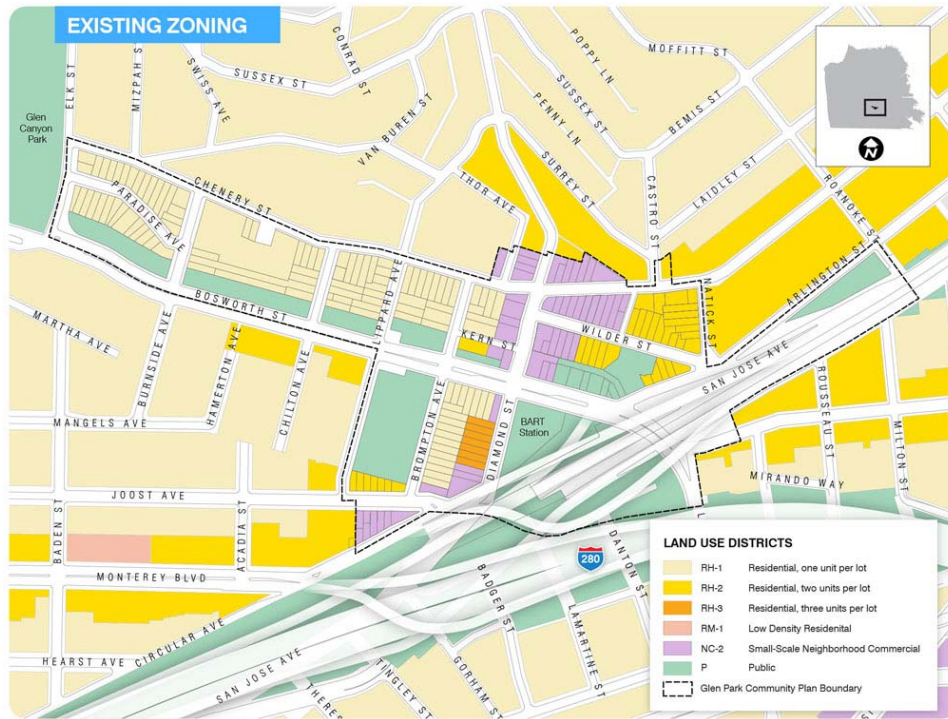


Exhibit IV-2: Zoning Map Amendments Resolution

SAN FRANCISCO

PLANNING COMMISSION

RESOLUTION NO. _____

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

The San Francisco Planning Department is seeking to implement the Glen Park Community Plan (2011). In 2002, the Planning Department initiated a public planning process to create *the Glen Park Community Plan* (“Area Plan”). The Area Plan presents a vision and a set of objectives and policies that recognize Glen Park’s unique character and seek to enhance the neighborhood’s special quality and function. The policies generally seek to protect and reinforce the character of the neighborhood commercial district, resolve challenges caused by the area’s massive vehicle infrastructure, enhance pedestrian and transit movement, improve the area’s mix of open spaces, and restore connections to Glen Canyon Park and surrounding neighborhoods. The Area Plan recommends modifications to the neighborhood commercial zoning to support a transit-oriented commercial district, identifies streetscape and pedestrian amenities, suggests open space opportunities and encourages review of future development for compatibility with the neighborhood’s scale and distinctive character. An accompanying Implementation Program outlines projects, actions, funding opportunities and interagency coordination the City must pursue to implement the Area Plan. Further description of the Area Plan’s proposals and recommendations is contained in the Plan document.

As a means to implement both the goals of the General Plan that are specific to the Glen Park Community Plan, the Department is proposing Zoning Map amendments that would add a district as outlined in the proposed Area Plan and related Planning Code Amendments. These changes correspond to conforming amendments to Sectional Map ZN 11 and HT11 of the Zoning Maps of the City and County of San Francisco. The amendments would include changes to land use and height controls.

The proposed Zoning Maps amendments specify the application of Planning Code amendments to specific parcels. These amendments contain proposals for changes to standards from those currently established by the Planning Code, including but not limited to those for land use, height and bulk, building design, open space, density, and parking.

The Proposed Zoning Map Amendments would include:

- Changes to the height and bulk sectional maps.
- One new zoning district as listed below:

1. Glen Park Neighborhood Commercial District (Glen Park NCT)

The proposed zoning map changes to land use and height and bulk districts are included in a draft Ordinance, attached hereto as **Exhibit IV-3**. The City Attorney's Office has reviewed the draft ordinance and approved it as to form.

In related actions, the Department is proposing amendments to the Planning Code and to the General Plan, which include adding the Glen Park Community Plan, and amending relevant General Plan Elements, to implement the Glen Park Community Plan.

NOW, THEREFORE BE IT RESOLVED, That pursuant to Planning Code Section 302 (b), the Planning Commission Adopts a Resolution of Intention to Initiate amendments to the Zoning Map of the City and County of San Francisco, including amendments to Sectional Maps ZN11 and HT11.

AND BE IT FURTHER RESOLVED, That pursuant to Planning Code Section 306.3, the Planning Commission authorizes the Department to provide appropriate notice for a public hearing to consider the above referenced Zoning Map amendments contained in an ordinance approved as to form by the City Attorney hereto attached as **Exhibit IV-3** to be considered at a publicly noticed hearing on or after November 10, 2011.

Linda Avery
Commission Secretary

AYES:

NOES:

EXCUSED:

ADOPTED:

1 [Zoning Map Amendments in connection with the Glen Park Area Plan.]

2

3 **Ordinance amending Zoning Map Sheets ZN11 and HT11 of the City and County of San**
4 **Francisco Zoning Map to create a new zoning district, and amend height and bulk**
5 **districts within the Glen Park Area Plan, as proposed in the Glen Park Community Plan;**
6 **making environmental findings and findings of consistency with the General Plan and**
7 **the Priority Policies of Planning Code Section 101.1.**

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

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

12 Section 1. Section 1. Findings. The Board of Supervisors of the City and County of
13 San Francisco hereby finds and determines that:

14 (a) Under Planning Code Section 302, the Board of Supervisors finds that this
15 ordinance will serve the public necessity, convenience and welfare for the reasons set forth in
16 Planning Commission Resolution No. _____ recommending the approval of this Zoning
17 Map Amendment, and incorporates such reasons by this reference thereto. A copy of said
18 resolution is on file with the Clerk of the Board of Supervisors in File No. _____.

19 (b) Under Planning Code Section 101.1, the Board of Supervisors finds that this
20 ordinance is consistent with the Priority Policies of Planning Code Section 101.1(b) of the
21 Planning Code and with the General Plan as proposed to be amended in companion
22 legislation and hereby adopts the findings of the Planning Commission, as set forth in
23 Planning Commission Resolution No. _____, and incorporates said findings by this
24 reference thereto.

25

1 (c) In accordance with the actions contemplated herein, this Board adopted Motion
 2 No. _____, concerning findings pursuant to the California Environmental Quality Act
 3 (California Public Resources Code sections 21000 et seq.). A copy of said Motion is on file
 4 with the Clerk of the Board of Supervisors in File No. _____ and is incorporated by
 5 reference herein.

6 Section 2. Under Sections 106 and 302(c) of the Planning Code, the following zoning
 7 amendments to the Zoning Map, duly approved by resolution of the Planning Commission, are
 8 hereby adopted as an amendment to Zoning Map Sheet 11 as follows:

Block	Lot	To Be Superseded	Hereby Approved	Notes
6742	009	NC-2	Glen Park NCT	
6742	030	NC-2	Glen Park NCT	
6742	031	NC-2	Glen Park NCT	
6742	037	NC-2	Glen Park NCT	
6742	043	NC-2	Glen Park NCT	
6745	086	NC-2	Glen Park NCT	
6768	038	NC-2	Glen Park NCT	
6745	046	NC-2	Glen Park NCT	
6745	075	NC-2	Glen Park NCT	
6745	082	NC-2	Glen Park NCT	
6745	083	NC-2	Glen Park NCT	
6745	085	NC-2	Glen Park NCT	
6745	087	NC-2	Glen Park NCT	

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Block	Lot	To Be Superseded	Hereby Approved	Notes
6745	088	NC-2	Glen Park NCT	
6745	089	NC-2	Glen Park NCT	
6756	008	RH-3	Glen Park NCT	
6756	036	NC-2	Glen Park NCT	
6756	039	NC-2	Glen Park NCT	
6768	004	NC-2	Glen Park NCT	
6768	048	NC-2	Glen Park NCT	
6740	017	NC-2	Glen Park NCT	
6740	018	NC-2	Glen Park NCT	
6742	010	NC-2	Glen Park NCT	
6742	022	NC-2	Glen Park NCT	
6742	042	NC-2	Glen Park NCT	
6744	021	NC-2	Glen Park NCT	
6745	072	NC-2	Glen Park NCT	
6745	073	NC-2	Glen Park NCT	
6756	002	RH-3	Glen Park NCT	
6756	004	RH-3	Glen Park NCT	
6768	037	NC-2	Glen Park NCT	
6768	044	RH-2/NC-2	RH-2/Glen Park NCT	Portion of lot currently zoned RH-2 will remain RH-2; portion of lot currently zoned NC-2 will be rezoned to Glen Park NCT
6740	019	NC-2	Glen Park NCT	

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Block	Lot	To Be Superseded	Hereby Approved	Notes
6742	003	NC-2	Glen Park NCT	
6742	014A	NC-2	Glen Park NCT	
6742	019	NC-2	Glen Park NCT	
6742	029	NC-2	Glen Park NCT	
6742	038	NC-2	Glen Park NCT	
6742	039	NC-2	Glen Park NCT	
6742	040	NC-2	Glen Park NCT	
6744	020	NC-2	Glen Park NCT	
6745	076	NC-2	Glen Park NCT	
6745	078	NC-2	Glen Park NCT	
6746	027	RH-2	Glen Park NCT	
6756	003	RH-3	Glen Park NCT	
6756	006	RH-3	Glen Park NCT	
6768	047	NC-2	Glen Park NCT	
6742	004	NC-2	Glen Park NCT	
6742	013	NC-2	Glen Park NCT	
6742	014	NC-2	Glen Park NCT	
6742	041	NC-2	Glen Park NCT	
6744	025	NC-2	Glen Park NCT	
6745	044	NC-2	Glen Park NCT	
6745	077	NC-2	Glen Park NCT	
6745	079	NC-2	Glen Park NCT	

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Block	Lot	To Be Superseded	Hereby Approved	Notes
6745	080	NC-2	Glen Park NCT	
6745	084	NC-2	Glen Park NCT	
6745	090	NC-2	Glen Park NCT	
6756	005	RH-3	Glen Park NCT	
6739	006	NC-2	Glen Park NCT	
6742	003A	NC-2	Glen Park NCT	
6742	011	NC-2	Glen Park NCT	
6742	020	NC-2	Glen Park NCT	
6742	036	NC-2	Glen Park NCT	
6744	027	NC-2	Glen Park NCT	
6744	031	RH-2/NC-2	RH-2/Glen Park NCT	Portion of lot currently zoned RH-2 will remain RH-2; portion of lot currently zoned NC-2 will be rezoned to Glen Park NCT
6745	074	NC-2	Glen Park NCT	
6756	007	RH-3	Glen Park NCT	
6756	010	NC-2	Glen Park NCT	
6756	011	NC-2	Glen Park NCT	
6756	038	NC-2	Glen Park NCT	
6768	001	NC-2	Glen Park NCT	
6768	003	NC-2	Glen Park NCT	
6768	039	NC-2	Glen Park NCT	
6740	020	NC-2	Glen Park NCT	

Block	Lot	To Be Superseded	Hereby Approved	Notes
6744	026	NC-2	Glen Park NCT	
6745	060	NC-2	Glen Park NCT	
6745	081	NC-2	Glen Park NCT	
6768	045	NC-2	Glen Park NCT	
6768	046	NC-2	Glen Park NCT	
6742	012	NC-2	Glen Park NCT	
6742	021	NC-2	Glen Park NCT	
6756	001	NC-2	Glen Park NCT	
6756	009	NC-2	Glen Park NCT	
6756	037	NC-2	Glen Park NCT	
6727	023A	RH-2	Glen Park NCT	

Section 3. Section 3. Under Sections 106 and 302(c) of the San Francisco Planning Code, the following change in height and bulk classification, duly approved by resolution of the Planning Commission, is hereby adopted as an amendment to Map HT11 as follows:

Block	Lot	To Be Superseded	Hereby Approved
6742	009	40-X	30-X
6742	030	40-X	30-X
6742	031	40-X	30-X
6742	037	40-X	30-X

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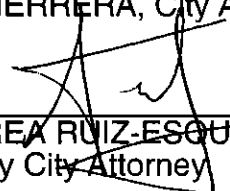
Block	Lot	To Be Superseded	Hereby Approved
6742	043	40-X	30-X
6740	017	40-X	30-X
6740	018	40-X	30-X
6742	010	40-X	30-X
6742	022	40-X	30-X
6742	042	40-X	30-X
6744	021	40-X	30-X
6740	019	40-X	30-X
6742	003	40-X	30-X
6742	014A	40-X	30-X
6742	019	40-X	30-X
6742	029	40-X	30-X
6742	038	40-X	30-X
6742	039	40-X	30-X
6742	040	40-X	30-X
6744	020	40-X	30-X
6742	004	40-X	30-X
6742	013	40-X	30-X
6742	014	40-X	30-X
6742	041	40-X	30-X
6744	025	40-X	30-X
6739	006	40-X	30-X

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Block	Lot	To Be Superseded	Hereby Approved
6742	003A	40-X	30-X
6742	011	40-X	30-X
6742	020	40-X	30-X
6742	036	40-X	30-X
6740	020	40-X	30-X
6744	026	40-X	30-X
6742	012	40-X	30-X
6742	021	40-X	30-X

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

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

By: 
ANDREA RUIZ-ESQUIDE
Deputy City Attorney