



Supervisor District 1

EXISTING CONDITIONS REPORT



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The Richmond District Strategy is a collaboration between Supervisor Mar's Office and the San Francisco Planning Department. The first of a three-part analysis, this Existing Condition Report describes the current trends and conditions in the District. The Community Needs Analysis will include the perspectives of the people who live, work and visit the neighborhood. The final phase will identify opportunities and recommend solutions to help shape the future of the neighborhood. Please see the website for more information: <http://www.sf-planning.org/richmond-strategy>.



San Francisco
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 **SAN FRANCISCO**
Office of Economic and Workforce Development

Supervisor District 1

EXISTING CONDITIONS REPORT

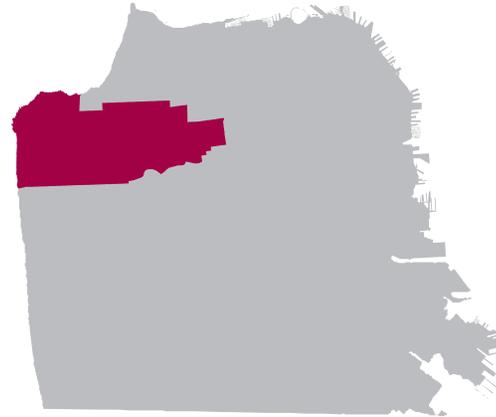


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DISTRICT 1 OVERVIEW

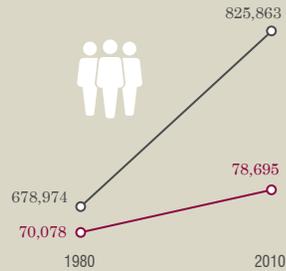


Demographics

POPULATION GROWTH (1980-2010)

12%

District 1
vs 22% Citywide



SENIORS (60 & OVER)

21%

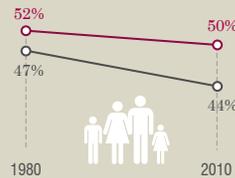
District 1
vs 19% Citywide



FAMILY HOUSEHOLDS

50%

District 1
vs 44% Citywide



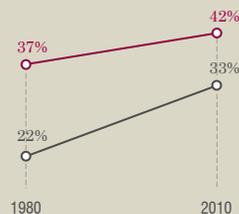
ASIAN POPULATION

42%

District 1
vs 33% Citywide



12% of the citywide Asian population lives in District 1



Housing

HOUSING POTENTIAL

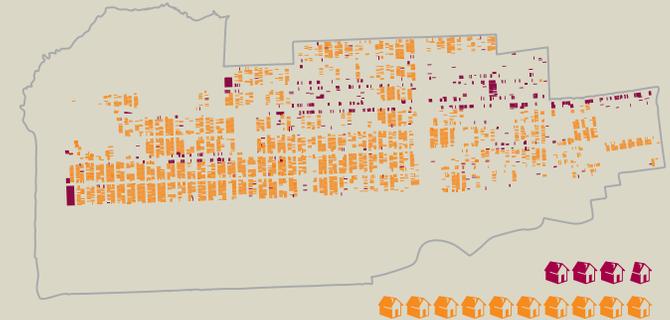
= 500 housing units

1,800

Additional housing units could be added on vacant or underutilized sites in District 1

5,019

Additional housing units could be added in RH-2 parcels under current zoning regulations



HOUSING UNITS IN PIPELINE

225

Units to be added in District 1
vs 24,346 Citywide



Housing production in District 1 represents less than 1% of citywide total.

RENT BURDEN

The number of rent-burdened residents* has increased from 33% in 2000 to **over 44% in 2012.**

*those paying more than 30% of their income



AFFORDABLE HOUSING UNITS

3.2%*

Affordable Units built in District 1 (198) as a portion of the Citywide total (6,141)



1%*

Inclusionary Units in District 1 (32) as a portion of the Citywide total (3,160)



1 Affordable Unit in District 1 is owned
vs 1,036 Citywide

197 Affordable Units in District 1 are rentals
vs 1,305 Citywide

5 Inclusionary Units in District 1 are owned
vs 1,390 Citywide

27 Inclusionary Units in District 1 are rentals
vs 1,747 Citywide

*Inclusionary units are below market rate units funded by private development as a part of the SF Inclusionary Housing requirement. Affordable units are funded by public funding and are in 100% affordable projects.

Commercial Corridors

MAJOR NEIGHBORHOOD COMMERCIAL STREETS

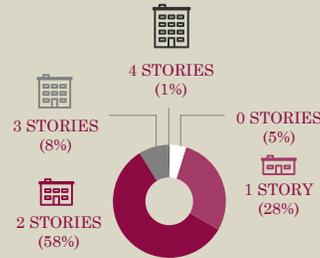


A. Clement Street B. Geary Boulevard C. Balboa Street

Urban Form

GEARY BOULEVARD URBAN DESIGN

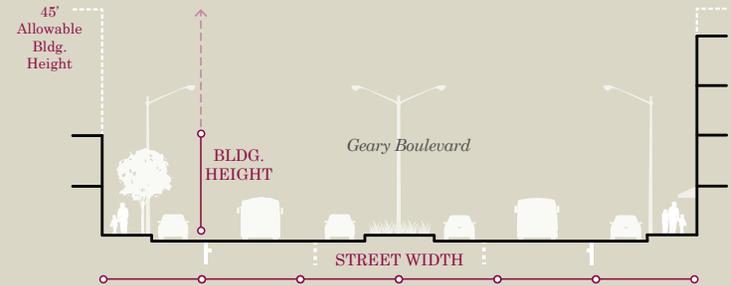
BUILDING HEIGHTS



Almost all District 1 parcels allow 4 stories but only 9% of buildings are 3 or 4 stories.

1:6

The street is **six times wider** than the heights of most buildings along Geary Blvd. A street that feels comfortable to walk along and enjoyable as a public space is only twice as wide as its buildings are high.



Transportation

MUNI RIDERSHIP



53,500

Approx. daily transit trips along Geary Blvd.



Muni buses on **Geary Blvd.** have the highest daily ridership in the city.

District 1 is **only served by bus** (the only District in the city without rail service.)

WALK TO WORK

6%

District 1 vs 10% Citywide



Pedestrian Access to Parks

FULTON ST ALONG GOLDEN GATE PARK

55

Intersections



INCOMPLETE CROSSWALKS (21)



NO CROSSWALKS (15)



Pedestrian access to major parks is often interrupted. Connections to Lands End, Park Presidio greenway, or Golden Gate Park often lack sidewalks or crosswalks.

9



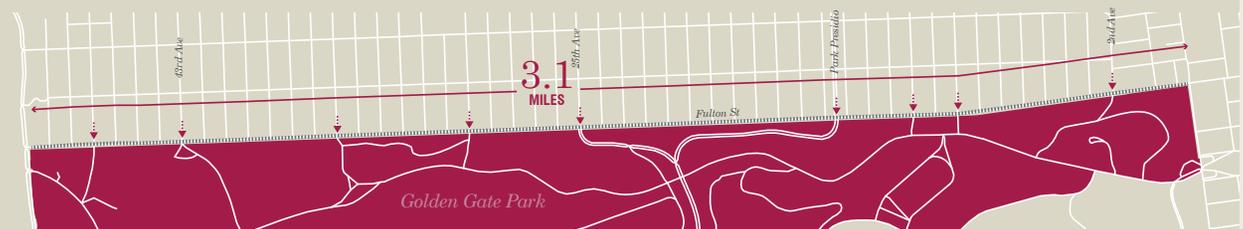
Major access points

11



Minor access points

7 with incomplete crosswalks.



EXECUTIVE SUMMARY

BACKGROUND AND CONTEXT

Encompassing the northwestern edge of the City, San Francisco Supervisorial District 1 is a scenic, diverse, and vibrant corner of San Francisco. The area includes the neighborhoods of Inner and Outer Richmond, the northern portion of Ocean Beach, Lands End, and Golden Gate Park. Originally named by George Turner Marsh for its resemblance to the sand dunes of Richmond, Australia, the Richmond neighborhood's open space attracted small businesses and institutions requiring cheap land for a wide array of uses: race tracks, cemeteries, orphanages, and dairy farms. Following the 1906 earthquake, emergency housing in the area brought new residents and more residential development as many built permanent homes to replace their temporary cottages and tents. Today the area is predominantly residential, home to 78,695 San Franciscans, including 16,085 families; with significant park and recreational space as well as diverse retail and commercial activity.

The Richmond District Strategy is a collaboration between Supervisor Mar's Office and the San Francisco Planning Department. The first of a three-part analysis, this Existing Condition Report describes the current trends and conditions in the District. The Community Needs Analysis will include the perspectives of the people who live, work and visit the neighborhood. The final phase will identify opportunities and recommend solutions to help shape the future of the neighborhood.

KEY FINDINGS

For the past 30 years, District 1's population has grown at about half the rate of the City overall. In this same time period, the Asian

population has doubled, growing from 21 percent to 42 percent, replacing a decreasing Caucasian population and exceeding the citywide Asian population of one third.

San Francisco's housing market is currently the most expensive in the nation. With the current economic boom and San Francisco currently gaining 10,000 new residents every year, the need for housing, especially affordable housing, in both the District and the City is critical. District 1 hosts a disproportionately low share of the City's new housing development (1 percent) and also a low share of below market rate units (2.4 percent).¹

District 1 is also home to more families than the City overall: 50 percent of households are family households in District 1 compared to 44 percent citywide. Despite a 7 percent decrease in families citywide, the District's family population has remained relatively steady over the past 30 years.

Much like the rest of the City, the majority of District residents are renters (64 percent), with a higher prevalence in the Inner Richmond than the Outer Richmond. The cost of renting is significantly lower than the City: the median asking rent for a two-bedroom apartment is \$3,000 in District 1 while this number is over \$4,000 citywide. However, despite this lower average, only one-third of families in the District can afford the current asking rent, which requires a family to earn \$120,000 a year. Moreover, rents have steadily increased much faster than incomes, and the number of rent-burdened residents (those paying more than 30 percent of their income) has also increased from 33 percent in 2000 to over 44 percent in 2012.

The neighborhoods of District 1 have seen significantly fewer new residential units in the past 25 years compared to San Francisco overall. Since 1990, the City has added over 44,000 units; only 1

¹ Includes both stand-alone affordable units and inclusionary units.

percent of these were located in District 1. Currently, there are 225 new units under construction or under review in District 1, potentially up to 10 units of which are below market-rate. These 225 planned units represent less than 1 percent of the City's housing pipeline.

Based on the allowable height as well as the zoning capacity, District 1 has the potential for development both on significantly underdeveloped sites as well as within existing residential buildings. Almost all of the parcels in the District allow four-story buildings, yet nearly 90 percent are only two stories or less. Certain parcels through the District such as the Safeway site near Ocean Beach are developed to less than 30% of their full development capacity. The largest potential for new housing units exists in the RH-2 zoning district. This district allows two units, but on the majority of the parcels, only single-family homes have been built. An additional 5,000 units could be built by adding one unit to each of the existing single family residential buildings in this zoning district.

Most residents who live in District 1 work within the City but outside of the District. Similar to trends citywide, over the past 25 years commute patterns have shifted to the extremes. Considerably more residents work from home but at the same time there has been over a 50 percent increase in the number of residents who commute an hour or more to/from work. Residents rely heavily on public transit for their daily commute; the 38 Geary lines have the highest ridership of all the Muni bus lines in the City with over 53,000 daily transit trips. A Bus Rapid Transit (BRT) project on Geary proposing a dedicated lane for buses is currently undergoing environmental review and aims to improve transit on this corridor. Overall, multi-modal access to the District is limited despite this area's high demand for transit services. However, despite limited bicycle lanes in the District, the Inner Richmond area has a higher

percentage of bicycling (5%-10%) than the citywide average (3.5%), an increase of about 170% since 2000.

Pockets of commercial and retail activity are found along Geary Boulevard and the neighborhood commercial streets of Clement and Balboa Streets. Commercial rents are low compared to other districts in the City. The Geary commercial corridor hosts mostly retail and neighborhood serving businesses (dry cleaners, gyms, nail salons, etc.) and a number of restaurants. Centered near the Holy Virgin Cathedral, the neighborhood also serves as the heart of the Russian-speaking community. Inner Clement is an active neighborhood commercial stretch serving the surrounding neighborhood and drawing visitors from throughout the City. About half of the businesses on this stretch are retail and neighborhood serving shops and another quarter are restaurants. In the 1980s, Clement Street became known as the "new Chinatown" with the increase in Chinese-owned businesses. Inner Balboa, on the other hand, is a very small scale four-block commercial stretch offering services such as neighborhood retail, laundromats, and coffee shops. Both the Outer Clement and Outer Balboa commercial corridors are thriving with businesses serving local residents, but at a smaller scale than the Inner Clement corridor. Recent streetscape improvements to the Outer Balboa corridor have made this public space more walkable and pedestrian-friendly.

The quality of the public realm in the District varies. Some of the commercial corridors such as Outer Balboa have small streets with a quality pedestrian environment, while other corridors such as Geary Boulevard remain an exceptionally wide auto-oriented thoroughfare, framed mainly by one or two story buildings. This low ratio of building height to street width remains far below the bar of what makes a street comfortable to walk along and be used as enjoyable public space. Within the residential neighborhoods, longer blocks and lower building density translate into a less varied public

realm for pedestrians and lower levels of activity on the sidewalks.

District 1's major parks and open spaces make up about 20 percent of the City's total park space. Golden Gate Park, Lands End, Lincoln Park, and Ocean Beach surround District 1 on three sides, all bringing thousands of San Franciscans and tourists to the District. But pedestrian access to these major parks from the neighborhoods is often inadequate. Clement Street lacks sidewalks at the southern boundary of Lands End. Fulton Street has a narrow six-foot sidewalk on the Golden Gate edge and many intersections lack crosswalks on the northern boundary of Golden Gate Park. Similarly poor pedestrian connectivity exists when crossing over to the linear green pathway on Park Presidio Blvd. Smaller neighborhood parks and recreational facilities are spread unevenly throughout the District, leaving the western portions with far less access.

District 1 has 10 public schools, medical facilities such as Saint Mary's hospital, museums such as the De Young and Academy of Sciences; along with social, cultural, and religious services. University of San Francisco is in District 1, with a student body of over 10,000 students, many of whom live in the District.

Looking to the future, District 1 has many assets that could become opportunities for better-connected, better-served, thriving neighborhoods for existing residents and future generations.



INTRODUCTION

INTRODUCTION

OVERVIEW

San Francisco's Supervisorial District 1 includes the neighborhoods of the Inner and Outer Richmond and is bound roughly by Lake Street to the north, Fulton Street to the south, Masonic Avenue to the east, the Pacific Ocean to the west. Originally named for its resemblance to the sand dunes of Richmond, Australia by George Turner Marsh, the Richmond neighborhood's open space attracted small businesses and institutions requiring cheap land: race tracks, cemeteries, orphanages, and dairy farms. Following the 1906 earthquake, emergency housing set up in the area brought new residents and more residential development. Many built permanent homes to replace their temporary cottages and tents. Today the area is predominantly residential with significant park and recreational space as well as pockets of retail and commercial activity.

PURPOSE

The Richmond District Strategy is a collaboration between Supervisor Mar's Office and the San Francisco Planning Department. This project follows the Invest in Neighborhood (IIN) Initiative on Geary

Boulevard which was completed in 2014. The Richmond District Strategy expands the boundary of the IIN program to the entire District 1, and also expands the tools offered. This effort aims to conduct a comprehensive and multi-faceted study and assessment of the trends, issues and needs of the Richmond neighborhoods. The goal is to create a vision for the future of these neighborhoods to ensure sustainable and high quality of life for the existing and future generations.

This Existing Condition Report is the first of a three-part analysis, and the first comprehensive, detailed study of District 1. The Report uses data from public and private sources to discuss the trends and conditions in eight key topic areas: People, Zoning and Land Use, Residential Character, Commerce and Industry, Development Trends, Connectivity, Public Realm, and Community Facilities.

The second phase, the Community Needs Analysis, aims to understand the trends, needs and issues in these neighborhoods from the perspectives of the people who live, work and visit the neighborhood. This phase will rely on a public outreach campaign to the residents, stakeholders, schools, institutions, and businesses in Richmond neighborhoods. The third and last phase will use the findings from both Existing

Conditions and Community Needs analyses to identify opportunities and recommend solutions to help shape the future of the neighborhood.

PREVIOUS NEIGHBORHOOD STUDIES

The most recent planning effort in District 1 is the Invest in Neighborhoods (IIN) initiative. One of the commercial corridors included in this program is the area on Geary Boulevard between 14th to 28th Avenues. The IIN initiative is part of the Mayor's plan for jobs and economic opportunity and provides focused, customized assistance to meet the specific needs of the designated neighborhood commercial corridors. These include economic development services such as loan programs, facade improvement grants, and technical assistance for small business. As of spring 2014, the customized services available for Geary Boulevard include business grants, marketing and neighborhood branding, and technical assistance through a pilot program called Biz Fit SF.

Prior to the IIN initiative for the Geary Corridor, there have been three major studies of District 1, all of which were conducted by neighborhood groups in the 1980s. These previous reports focused on the District's demographic characteristics.

DISTRICT HISTORY

Development of the Richmond District as it is known today began at the tail end of the 19th Century. Tourism along the Point Lobos Toll Road (now the Great Highway) as well as the development of Golden Gate Park (founded in 1870) were major factors in the subsequent growth of this area as a neighborhood. Until that point, the area was mostly open land used to raise dairy cows and livestock. The Outside Lands Ordinance of 1868 set up a basic street grid, and designated portions of land to civic needs, such as fire stations, schools, a hospital, a citywide cemetery (now Lincoln Park), and around 1,000 acres that would be developed into Golden Gate Park. Initial development happened along street car lines on California Street and Geary Boulevard (east-west) with connections at Arguello Boulevard and a few other north-south avenues ending at Golden Gate Park.

In 1878, the first residential subdivision was established in the blocks between Geary and Anza and 7th and 8th. Residential development occurred mainly in two patterns; in (1) single family or two-unit flat buildings and (2) rows of single family houses. The latter defines the architectural character of the neighborhood today in terms of landscaping and siting.

Early commercial areas appeared around street car lines, representing a typical “Main Street” pattern, with two-to-three story structures built along these hubs of activity. As a local commercial artery for the Richmond District, Clement Street was largely developed by the 1910s. Geary Boulevard was developed around the same time, with a number of larger brick and concrete garages and automobile showrooms appearing in the following decades.

In the early 20th Century, several factors led to the appeal of this area for middle to upper class families. After the 1906 earthquake, residents were drawn to the Richmond by the suburban qualities in city confines. At this time, the Richmond was a mix of Irish, German, and Jewish families. As the neighborhood gained paved roads and efficient transportation, families built homes in the northern part of the neighborhood that were similar to those of Presidio Heights on the other side of Arguello Boulevard. Consequently, the architectural vocabulary began to diversify across the neighborhood.

Responding to the development of Golden Gate Park to the South and the Presidio to the North, architects, property owners, developers, and builders began to perceive their neighborhood with new meaning and sought to match the quality of these natural spaces. The City Beautiful was a paradigm of the time—and thus, landscape and community planning became integral to residential design. By 1913, it was normal for 40% of a lot to be occupied by

a rear shed, car garage, and private garden. A number of affluent communities were established during these years, including Presidio Terrace, a subdivision known for its curved streets and manicured lawns and near the Presidio Wall, between Arguello Boulevard and Lake Street.

In the postwar years of the 1950s, as many families moved from the city to the suburbs, many Chinese settled in the District. Over the past five decades, they have created a significant concentration of shops, services, and organizations that continue to serve the Richmond neighborhood. The District has also been home to a small, but substantial, concentration of Russian immigrants throughout the 20th Century. To this day, District 1 maintains a diverse mix of cultures, languages, and racial and ethnic backgrounds.



Camp Richmond, earthquake refugee camp on land occupied by Park-Presidio Boulevard, 1906-1908.

Image courtesy of Western Neighborhoods Project (outsidelands.org)

The Committee to Save the Lucinda Weeks School for Community Use conducted a study in 1980 to call for the creation of a multi-use, multi-ethnic community center in the Richmond. They requested a public space that could accommodate a variety of organized recreational activities and arts programs for all age groups, especially senior citizens and children. Their report collected Census figures on the District's population, age groups, income, and race. It also described the availability of childcare facilities, youth programs, adult education, and senior services in the District.

The Key Informant Study of 1983 was conducted by the Richmond District Neighborhood Center. The study surveyed various civic and social organizations, schools, and religious organizations about their current satisfaction with existing services and their future outlook for the neighborhood. Its main aim was to detail the unmet needs of District residents so as to determine the services and programming at the community center.

The Richmond District Neighborhood Center also undertook a demographic survey in 1985. This study sought to generate data that could guide the development and funding for health and human services in the District. In addition to collecting Census data, they surveyed and conducted in-depth

interviews with service providers. The key findings highlighted the concentration of Asian ethnic groups and families in the District. The study also discussed the impact of increased commercial activity along Geary Boulevard, Clement Street, and Outer Balboa Street.

REPORT ORGANIZATION

Chapter One, People, discusses trends in population growth and details ethnic, racial, age, employment and other demographic breakdowns of residents living in District 1. Chapter Two, Zoning and Land use, describes zoning regulations on how properties may be used both in terms of use and height. This chapter also describes current uses and building heights in the District. Chapter Three, Residential Character, elaborates on the characteristics of District 1's homes in terms of size, density, growth trends, and affordability. Chapter Four, Commerce and Industry, details the characteristics of District 1's commercial businesses based on size and types of employers, and also illustrates the business mix and vitality of the five commercial corridors within the District. Chapter Five, Development Trends, discusses upcoming development projects within the District and also describes potential development, in terms of both location and potential new homes

that can be added, based on the existing zoning controls. Chapter Six, Connectivity, describes different modes of transportation including transit, driving, walking, and bicycling. Chapter Seven, Public Realm, discusses the form and scale of buildings, along with the character and quality of streets, sidewalks, and open spaces. Lastly, Chapter Eight, Community Facilities, identifies different types of facilities serving the residents of District 1 including schools, parks, social services, etc.



Chapter 1

PEOPLE

DEMOGRAPHICS

While the city’s population has reached a record high in recent years, the population in District 1 has grown at a much slower pace. There are large concentrations of foreign-born, Asian immigrants and a smaller concentration of Eastern Europeans living in the District. And a greater number of family households live in the District compared to San Francisco’s average.

POPULATION

District 1 is home to nearly 79,000 residents, which is approximately 10% of the city’s 2012 population. Since 1980, the District’s proportion of San Francisco’s population has remained at 10%.

The population growth rate of the city in comparison to the District, however, has varied significantly over the past three decades. Whereas, the overall population of the city has grown 22% from 1980 to 2012, the District’s population has grown only half as much (12% from 1980 to 2012).

AGE

Since 1980, the age of District 1’s population has increased modestly. The most significant change has been in the population of 35 to 59 year-olds, which increased 10% from 27%

in 1980 to 37% in 2012. There has been an overall decrease in young adults, with 20 to 34 years olds declining from 34% in 1980 to 26% of the total population in 2012. While the population of children under 5 in the District has remained constant, population of school-aged children (5 to 17) has slightly decreased (from 15% in 1980 to 13% as of 2010). The senior population, those 60 years and older, has remained relatively constant (21% in 1980 to 20% in 2012).

ETHNICITY AND RACE

District 1 has historically had a larger Asian population than the city overall. In 1980, 37% of the District’s population was Asian, compared to 22% in the city. In 2010, Asians made up about 43% of the District population, but only 33% of the city overall. These numbers show a growth in the Asian population citywide but also indicate District 1 as a location of growing importance for San Francisco’s Asian community.

District 1 is as diverse as San Francisco in nationality: 36% of residents were born outside of the US for both geographies. Of foreign-born residents, nearly half are from East Asia with 41% from China and 4% from Korea. Other major countries or regions of

DISTRICT POPULATION

78,695 in 2012
vs. 70,078 in 1980

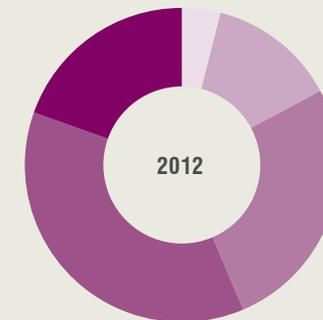
POPULATION GROWTH

12% since 1980
vs. 22% citywide

MEDIAN AGE

38.8 in 2012
vs. 33.5 in 1980

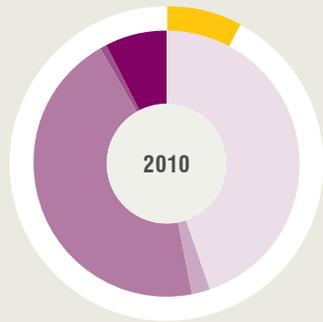
Figure 1-1



DISTRICT 1 AGE	1980	2012
Under 5	4%	4%
5 to 19	15%	13%
20 to 34	34%	26%
35 to 59	27%	37%
60 and over	21%	20%

Source: US Census Bureau

Figure 1-2



DISTRICT 1 RACE / BACKGROUND	1980		2010	
	CITYWIDE	DISTRICT 1	CITYWIDE	DISTRICT 1
White	58%	55%	49%	48%
Black	13%	4%	6%	2%
Asian	22%	37%	33%	42%
Hawaiian or Pacific Islander*			0.4%	0.2%
American Indian and Alaska Native	0.5%	0%	0.5%	0%
Other / Two or more	7%	3%	11%	7%
% Latino			15%	7%

Source: US Census Bureau
 *Native Hawaiian or Pacific Islander were not measured as separate categories in the 1980 Census.

LINGUISTICALLY ISOLATED

16%

vs. 14% citywide

POVERTY STATUS

11%

vs. 12% citywide

Table 1-1

DISTRICT 1 HOUSEHOLDS	CITYWIDE	DISTRICT 1
Avg. Household Size	2.3	2.4
Avg. Family Household Size	3.1	3.2
% Family Households	44%	50%

Source: US Census Bureau

Table 1-2

DISTRICT 1 EDUCATIONAL ATTAINMENT	1990	2012
High School or Less	35%	23%
Some College / AA Degree	24%	23%
College Degree	26%	33%
Post Graduate	15%	21%

Source: US Census Bureau

the world represented in the district include Southeast Asia (Vietnam 11%, Philippines 5%), and Eastern Europe (Ukraine 5%; Russia 3%). San Francisco as a whole has a larger percentage of immigrants from Latin America (20%), the Philippines (9%), and Northern Europe (3%).

In District 1, 16% of households are linguistically isolated, as compared to 14% citywide. A linguistically isolated household is one in which all members of the household 14 years old and over have at least some difficulty with English. Linguistic isolation can be an important factor in accessing community resources, public services, and/or employment opportunities.

HOUSEHOLDS AND FAMILIES

The average size of households in District 1 since 2000 has been consistently larger than San Francisco households (3.2 person-households in the District compared to 2.3 person-households for the city overall).

District 1 has more families compared to the rest of the city (50% of households are families, compared to 44% across the city). Whereas the city has been losing families for the past 25 years, the percent of District 1 family households has remained steady over the past three decades. In 1980, in District 1, family households were 52% of total households (this figure was 47% citywide).

By 2012, the percentage of District 1 family households was 51% (and 45% citywide.)

Children of preschool age have also remained constant over the past three decades (4% of District 1 total population from 1980 until 2012).

Children in the K-12 school-age range, however, have declined slightly (from 12% of District 1 population in 1980 to 9% in 2012).

HIGHER EDUCATION

Of District 1 residents currently enrolled in higher education, more than 50% are enrolled in college or graduate school (see Table 1-2). Another 23% have undertaken some college coursework (and obtained a high school diploma). These statistics are similar to the overall educational levels throughout San Francisco, where approximately 52% have earned at least a college degree and another 34% have some college coursework.

The University of San Francisco is a major educational institution in the eastern portion of District 1, with nearly 11,000 enrolled students (approximately 7,000 of whom are undergraduates and 4,000 are graduate students) for the 2013-2014 academic year. Approximately 2,500 of these students were housed in USF dormitories in the district (and the remaining 8,500

Table 1-3

DISTRICT 1 COMMUTE SHED		
Employed Residents in D1	28,701	–
Living and employed in D1	2,009	7%
Living in D1 and employed elsewhere in San Francisco	18,656	65%
Living in D1 and employed in neighboring counties	8,036	28%

Source: Longitudinal Employer-Household Dynamics, US Census

Figure 1-3

OCCUPATION CATEGORIES	
	Production, transportation, material moving
	Construction, extraction, maintenance
	Sales and Office
	Service
	Professional or Management

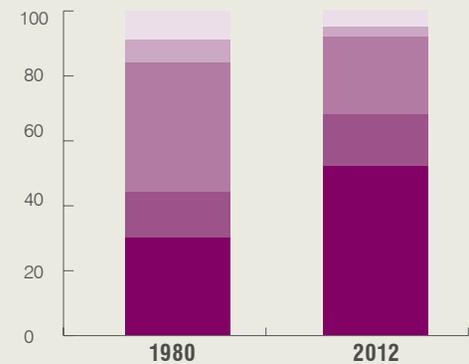
* Less than 230 American Indian/Native Alaskan or Native Hawaiian/Other Pacific Islander householders were surveyed, respectively, for the 2012 ACS 5-year estimate within District 1.
Source: US Census Bureau

Table 1-4

UNEMPLOYMENT RATE	1980	2013
Citywide	6%†	4.7%*
District 1	4% †	7.1%**

†Source: 1980 Census
*Source: Bureau of Labor Statistics, as of December 2013.
**Source: 2009-2013 5-Year ACS

OCCUPATION OF DISTRICT 1 WORKERS (AGES 16+) BY CATEGORY, 1980 VS. 2012



students live off-campus).

EMPLOYMENT AND OCCUPATION

Of the 28,700 employed residents in District 1, only 7% work in the District. The majority of employed residents work within the city and just less than one third work in neighboring counties (See Table 1-3). More District 1 residents are working from home and more residents are taking lengthy commutes to get to work each day. Travel times to work have decreased since 1980 as the proportion of workers working from home has increased greatly. On the other hand, there has also been an increase in the percentage of residents traveling over an hour in each direction to get to work.

The job categories in which District 1 residents are employed mirror San Francisco's generally: over half of all employed adults work in a management or a professional field and the trend towards these professions has been increasing steadily since 1980 (See Figure 1-3). Moreover, this trend accompanies a sharp decrease (both citywide and in District 1) in the percentage of workers employed in Sales and Office as well as Construction, Production, Transportation, and Materials-Moving occupations.

The unemployment rate in San Francisco

and District 1 is shown in Table 1-4. As the economy has recovered, the citywide unemployment rate has fallen dramatically to 4.7%, as of December 2013. The recovery has been less dramatic in District 1 where the unemployment rate was 7.1% as of December 2013. As of June 2015, the latest unemployment figures (which are only available at the county level) for San Francisco have lowered even further to 3.4% however, for the level of the city's Supervisory Districts, the 2013 numbers are the latest available unemployment numbers.

INCOME

The median household income in District 1 was \$73,791 in 2012, almost equal to San Francisco's (\$73,802). When considering just families, median family household income in the District was notably higher than in San Francisco overall, \$95,378 and \$88,565, respectively.

Map 1-1 shows the variation of the households with higher median income by Census tract. Generally, tracts on the northern and eastern portions of the District have higher family household incomes than the central or western portions of the District (Inner and Outer Richmond).

Incomes also vary by ethnicity. White

Table 1-5

PER CAPITA INCOME BY RACE IN 2012	CITYWIDE	DISTRICT 1
White (not Latino)	\$70,242	\$55,717
Black	\$25,136	\$36,373
Asian	\$33,937	\$33,445
Latino	\$26,489	\$28,588
Median (all races)	\$47,278	\$42,189

Source: US Census Bureau

MEDIAN HOUSEHOLD INCOME

\$73,791

vs. \$73,802 citywide

MEDIAN FAMILY HOUSEHOLD INCOME

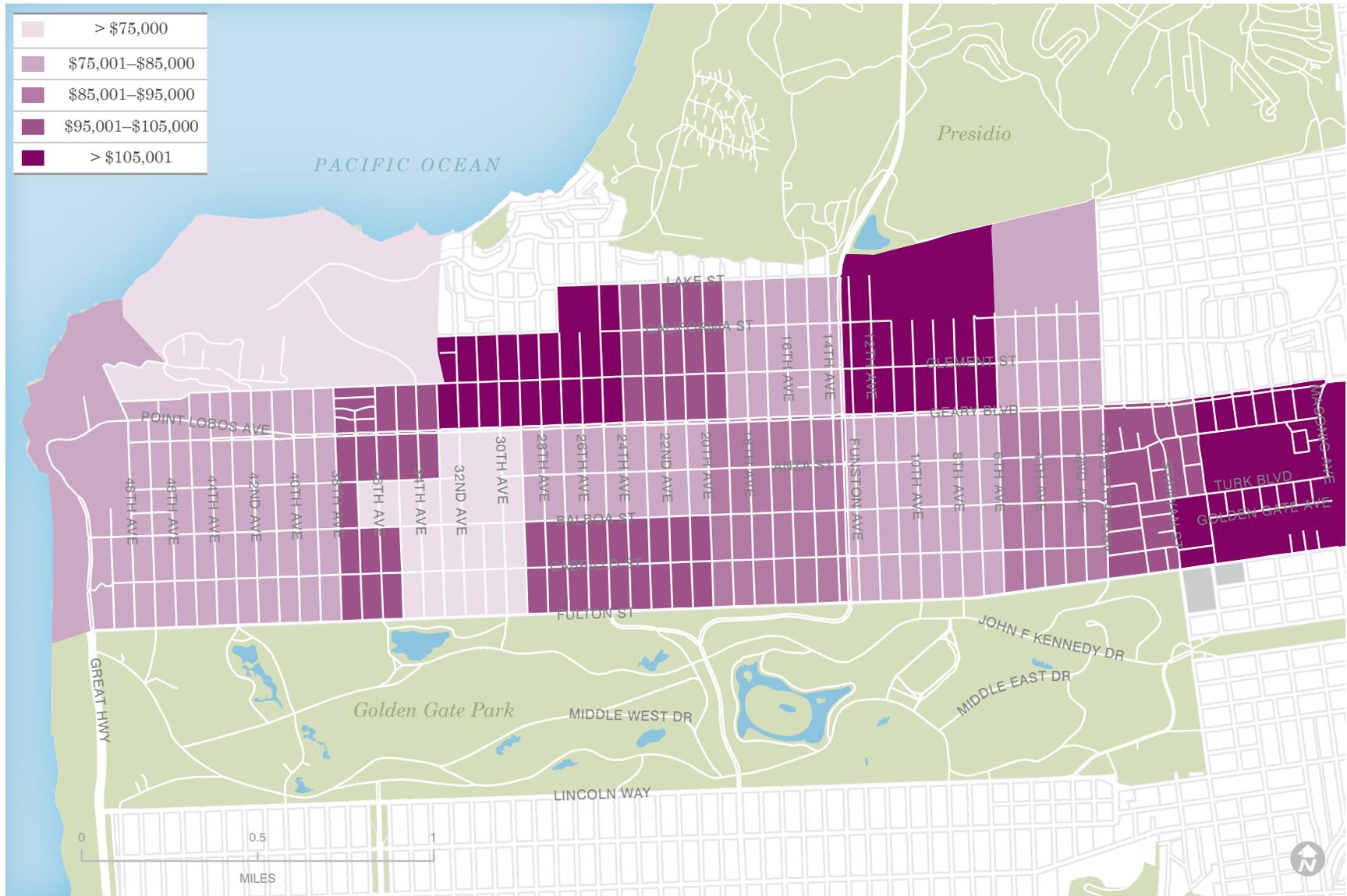
\$95,378

vs. \$88,565 citywide

residents in District 1, similar to the city as a whole, have a higher per capita income than any other group. However, the per capita income of white residents in District 1 is 20% lower than the citywide amount. See Table 1-5 for a full breakdown of the incomes by ethnicity.

Map 1-1

MEDIAN FAMILY HOUSEHOLD INCOME BY TRACT, 2012



Source: US Census Bureau



Chapter 2

ZONING AND LAND USE

ZONING AND LAND USE

District 1 is predominantly residential with a few small neighborhood commercial streets. This chapter is divided into two sections describing both the District's zoning as well as land use characteristics. The zoning section outlines the Planning Code's regulations and permitted uses while the land use section details the current use on the site.

ZONING: WHAT'S ALLOWED?

Zoning defines how property in specific geographic zones can be used. It specifies whether zones can be used for residential or commercial purposes and also regulates lot size, building placement, density and height, to name a few. Zoning categories are fine grain, complex, and neighborhood-specific.

Residential Districts

Some of the residential districts only allow single family or small scale buildings such as the Residential House-1, 2 or 3 (RH-1, RH-2, or RH-3). These districts allow only 1, 2 or 3 dwelling units per lot regardless of the size of the lot. The other residential districts, RM-1, RM-2, and RM-3, allow mid-scale buildings that are regulated based on the size of the lot.

District 1 contains predominantly residential zoning districts: 92% of parcels in the District are zoned solely for residential uses. The majority (60%) of these parcels are zoned as RH-2. The medium-scale RM-1 zoning district accounts for another 19% and the other RH and RM districts make up 3%. The remaining 8% of the parcels in District 1 are zoned to permit Neighborhood Commercial (NC) uses.

Neighborhood Commercial Districts

Within District 1, there are five Neighborhood Commercial Districts, which includes 8% of all parcels and 3% of the total land area (acres). Prompted partly by economic and population shifts along with increasing competition for scarce land in the 1970s and 1980s, the City re-drafted land use controls for its neighborhood commercial districts. NC District controls accommodate local neighborhood retail that provides convenience retail goods and services to the immediate surrounding neighborhoods (see Map 2-2).

In addition, in order to protect other neighborhood-serving businesses, NC zoning regulates eating and drinking establishments to prevent over-

Table 2-1

RESIDENTIAL DISTRICTS DENSITY ALLOWANCES (PER LOT)

RH-1	1 dwelling unit*
RH-2	2 dwelling units*
RH-3	3 dwelling units*
RM-1	3 dwelling units or 1 dwelling unit per 800 sq.ft. lot area
RM-2	3 dwelling units or 1 dwelling unit per 600 sq.ft. lot area
RM-3	3 dwelling units or 1 dwelling unit per 400 sq.ft. lot area

* With a Conditional Use permit additional units maybe added: RH-1 one unit per 3000 sq.ft. up to three units, RH-2 one unit per 1,500 sq.ft, and RH-3, on unit per 1000 sq. ft.

Source: US Census Bureau

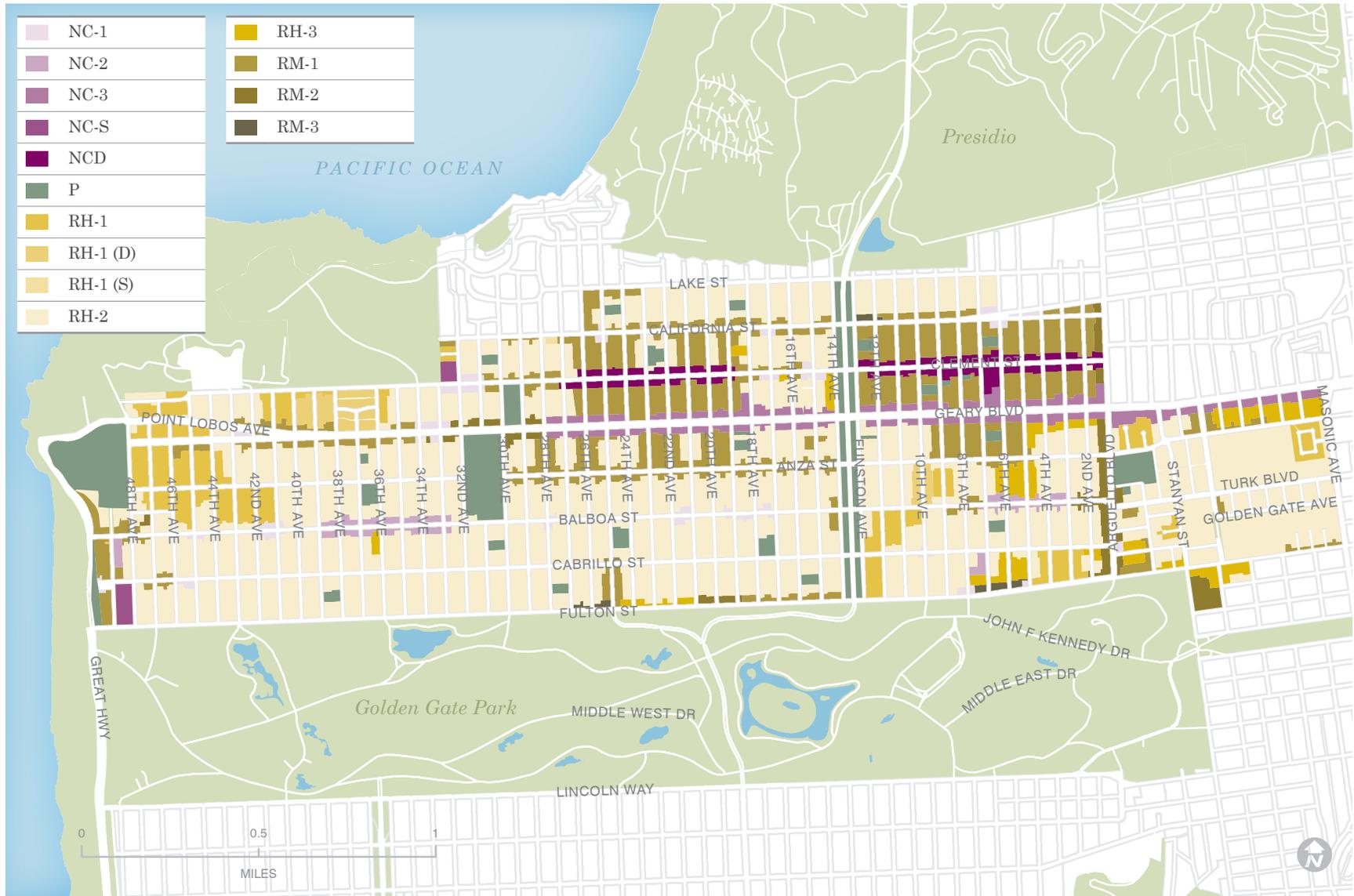
Table 2-2

NEIGHBORHOOD COMMERCIAL DISTRICTS DENSITY ALLOWANCES (PER LOT)

NC-1	1 dwelling unit per 800 sq. ft. lot area
NC-2	1 dwelling unit per 800 sq. ft. lot area
NC-S	1 dwelling unit per 800 sq. ft. lot area
NC-3	1 dwelling unit per 600 sq.ft. lot area
NC-D	1 dwelling unit per 600 sq. ft. lot area

Source: US Census Bureau

Map 2-1
ZONING



Source: SF Planning

Map 2-2

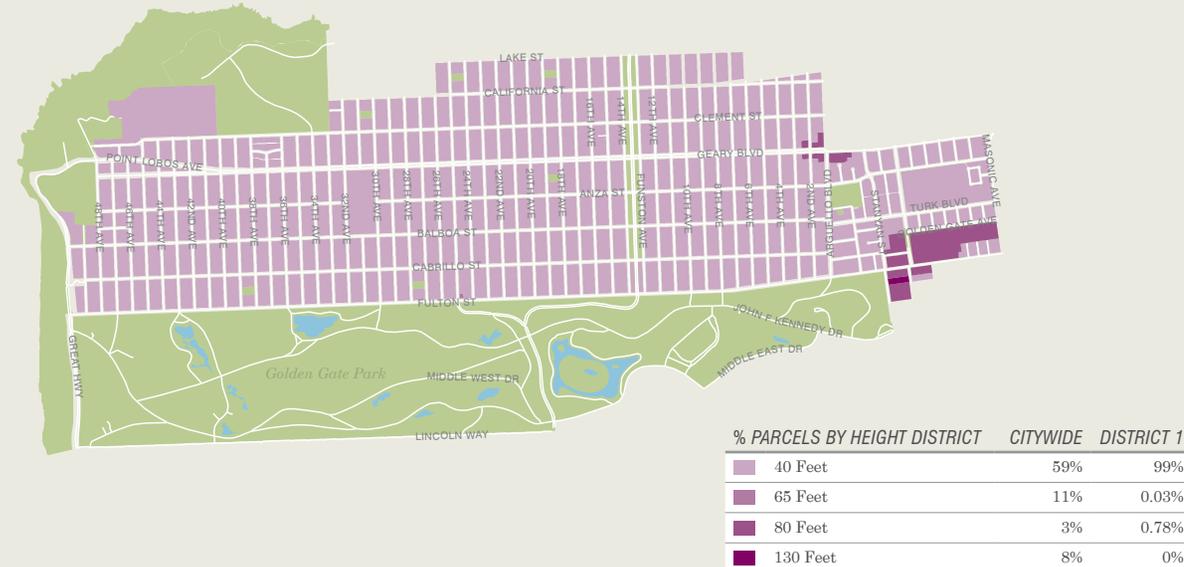
NEIGHBORHOOD COMMERCIAL DISTRICTS



concentration, while ground-story entertainment and financial service uses are monitored to limit the problems of associated traffic, congestion, noise, and late-night activity. Other controls restricting late-night activity, hotels, automobile repair, and drive-up facilities are designed to preserve the local neighborhood commercial character (See Box 2-1 for further details on each of the NC district types).

Map 2-3

DISTRICT 1 HEIGHT DISTRICTS



Height and Bulk Controls

The Planning Code also regulates building heights through zoning. District 1 has lower building height limits compared to the central and eastern parts of the city. District 1 is primarily zoned for a 40-foot height limit (see Map 2-3) which generally translates to buildings with a maximum of four stories. A few parcels around the University of San Francisco's campus in the southeastern corner of the District are zoned for 80 feet. Finally, the current site of St. Mary's Hospital is zoned for 130 feet.

In 2011, the Planning Code was amended to allow a five foot height increase on the ground floor along the certain parts of Geary Boulevard (NC-3 district between Scott Street and 28th Avenue). Many areas in the city allow such height bonus with the goal of enhancing the pedestrian experience: higher ceilings on the ground floor provide

a more spacious and inviting space for the pedestrians on the sidewalk and for consumers.

USES: WHAT'S THERE?

Land Use

The land use categories in District 1 vary slightly from the zoning district allowances. Land uses indicate the existing uses on a property versus what the zoning permits. For example, a property may be zoned NC while the building is only residential.

Map 5 illustrates a variety of uses found among parcels within the same zoning district. Buildings in parcels zoned as NC include both residential and non-residential uses such as cultural/educational institutions, retail, entertainment, offices, or visitor services. Even within the RM districts, some mixed use buildings contain both housing and commercial uses.

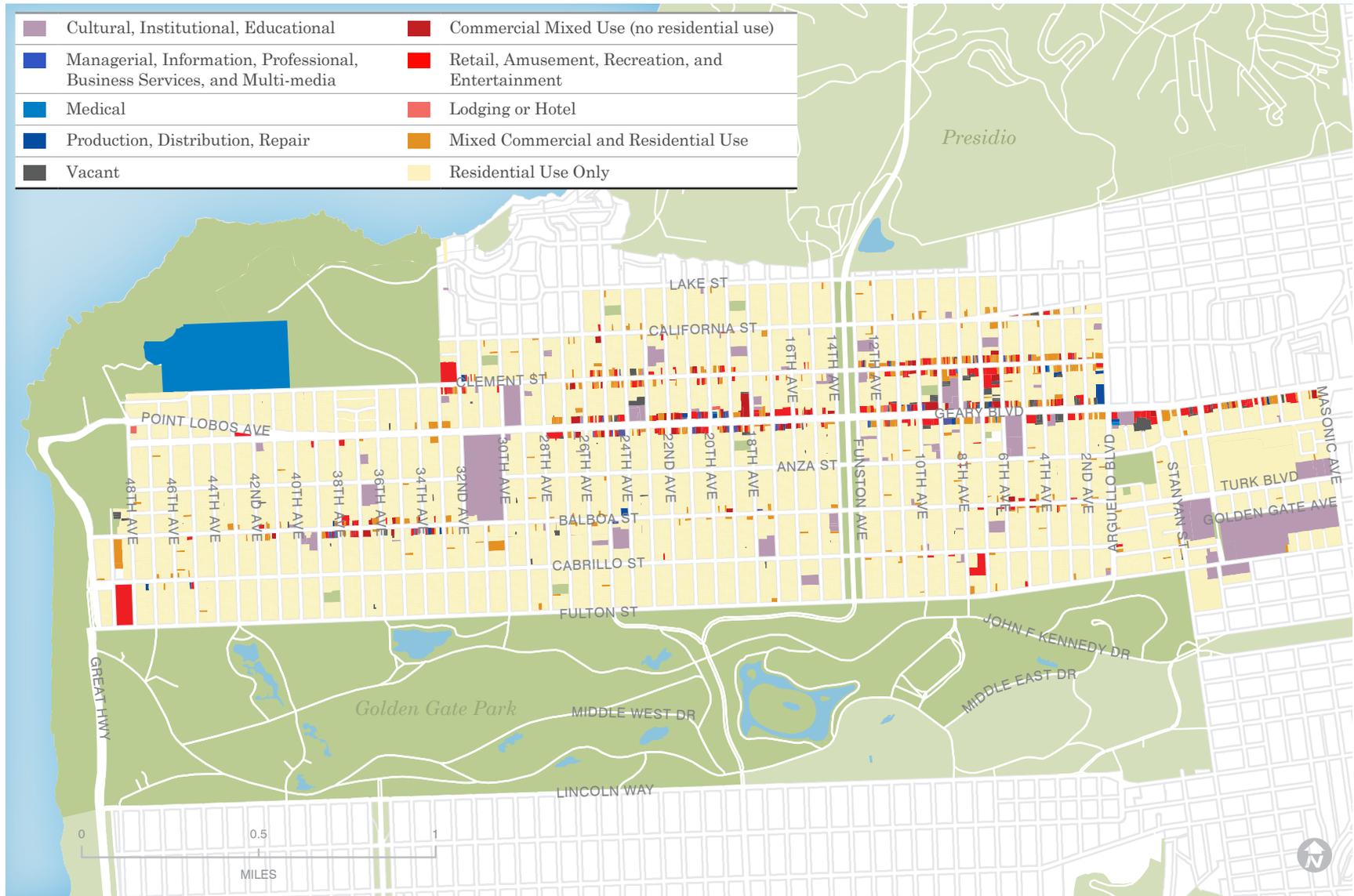
Box 2-1

DISTRICT 1 NEIGHBORHOOD COMMERCIAL DISTRICTS

- » NC-1 districts are local neighborhood shopping districts, providing convenience retail goods and services for the immediately surrounding neighborhoods primarily during daytime hours. NC-1 districts generally allow commercial use only on the ground floor.
- » NC-2 districts are small scale neighborhood commercial districts. These districts are linear shopping streets providing convenience goods and services to the surrounding neighborhoods as well as limited shopping goods for a wider market. NC-2 districts generally allow retail only on the ground level.
- » NC-3 districts include long linear commercial streets where a wide variety of goods and services are offered to both the immediate neighborhood and a wider population. NC-3 districts allow for three or more stories of commercial uses.
- » NC-S districts have anchor stores that provide retail goods and services for primarily car-oriented shoppers. These districts allow for two-story commercial shopping centers along with small office buildings. The two sites designated in District 1 are the Safeway grocery store at 1691 Fulton and the Fresh and Easy grocery store at 1401 Clement.
- » NCD districts are named individual districts that have their own special controls based on the needs of particular areas. The Inner Clement Street District and the Outer Clement Street District controls promote development that keeps with each district's existing small-scale, mixed-use character. The building standards apply to large-scale development and protect rear yards at all levels. Future commercial growth is directed to the ground story in order to promote more continuous and active retail frontage.

Map 2-4

LAND USES IN DISTRICT 1



Source: SF Planning

Table 2-3

BUILDING STORIES	<i>BUILDINGS IN DISTRICT 1</i>	<i>% OF ALL D1 BUILDINGS</i>
1	5,993	29%
2	12,322	60%
3	2,168	11%
4	97	0%
5	5	0%
6	4	0%
Median	2	

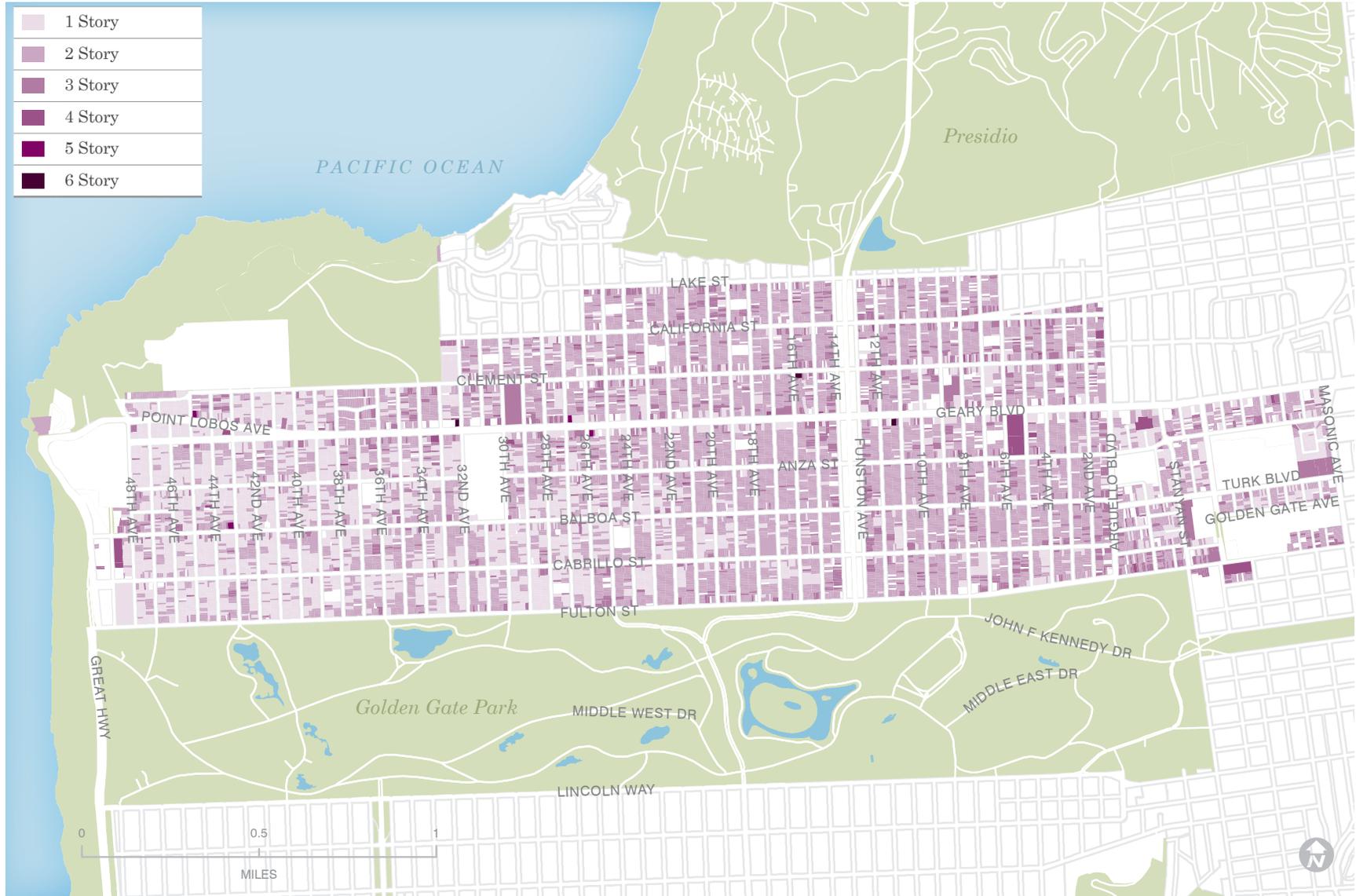
Source: US Census Bureau

Building Height

Almost all of the parcels in District 1 are allowed to have up to four stories, but nearly 90% of the District's existing buildings are actually only one- or two-stories. Map 4 shows that much of the western areas of the District drop to only one story structures even though these areas are allowed to build four stories.

Map 2-5

BUILDING STORIES



Source: SF Planning



Chapter 3

RESIDENTIAL CHARACTER

RESIDENTIAL CHARACTER

On average, the density of units in District 1 is less than the average unit density citywide. Whereas there are about 12.4 housing units per acre citywide, there are only 10.2 units per acre in District 1. In particular, there are fewer units towards the western edge of the District, with mostly single family homes. The chapter explains the residential character in many aspects: existing housing density, existing housing stock in terms of unit types, the rate of recent construction, and the overall affordability of rental and for sale housing in the District.

HOUSING DENSITY

District 1 has 34,122 housing units. Even though the population density of the District is considerably higher than the city overall, because a large portion of the District's land area is parkland, and, the unit per acre density of the District is lower. The population density of the District is currently 38 people per acre (versus 27 per acre citywide). In contrast, the number of housing units per acre for District 1 was 10.2 in 2010 (versus a slightly more dense, 12.4 units citywide.) This may be explained by the higher household size in District 1 compared to the citywide average (explained

in Chapter 1). Also, excluding Golden Gate Park, which occupies almost 31% of the land acreage of District 1, the housing unit density of the developable land area is approximately 15 units per acre.

Housing Density can also be measured with number of units per parcel. Table 3-1 shows that single family buildings constitute the highest percentage of residential buildings in District 1, followed closely by three- and four-unit buildings, and then two-unit buildings. In total, 72% of all buildings in District 1 contain four dwelling units or less. Compared to the city, District 1 has twice the buildings of two to four units, indicating a low to mid-density character in District 1.

HISTORICAL HOUSING TRENDS

Like the rest of San Francisco, much of the housing stock in the District was constructed in the 1940s. Since 1980 there has been a net gain of about 3,400 housing units, or an 11% increase. The District's pace of new construction is slower than San Francisco on the whole, which has added more than 59,000 units in that same period (representing an 18% increase).

Of the 3,400 new units built in the District since 1980, the vast majority (approximately

POPULATION DENSITY

38  per acre

vs. 27 citywide

RESIDENTIAL DENSITY

10.2 units per acre in 2010

vs. 12.4 units per acre citywide

Table 3-1

2012 UNIT MIX	CITYWIDE	DISTRICT 1
Single Family	32%	28%
2 units	10%	20%
3-4 units	12%	24%
5-9 units	10%	13%
10+ units	36%	15%

Source: US Census Bureau

MEDIAN YEAR HOUSEHOLD STRUCTURE BUILT

1940 

vs. 1941 citywide

TENURE BY HOUSEHOLD

64% renting in 2010

vs. 63% citywide

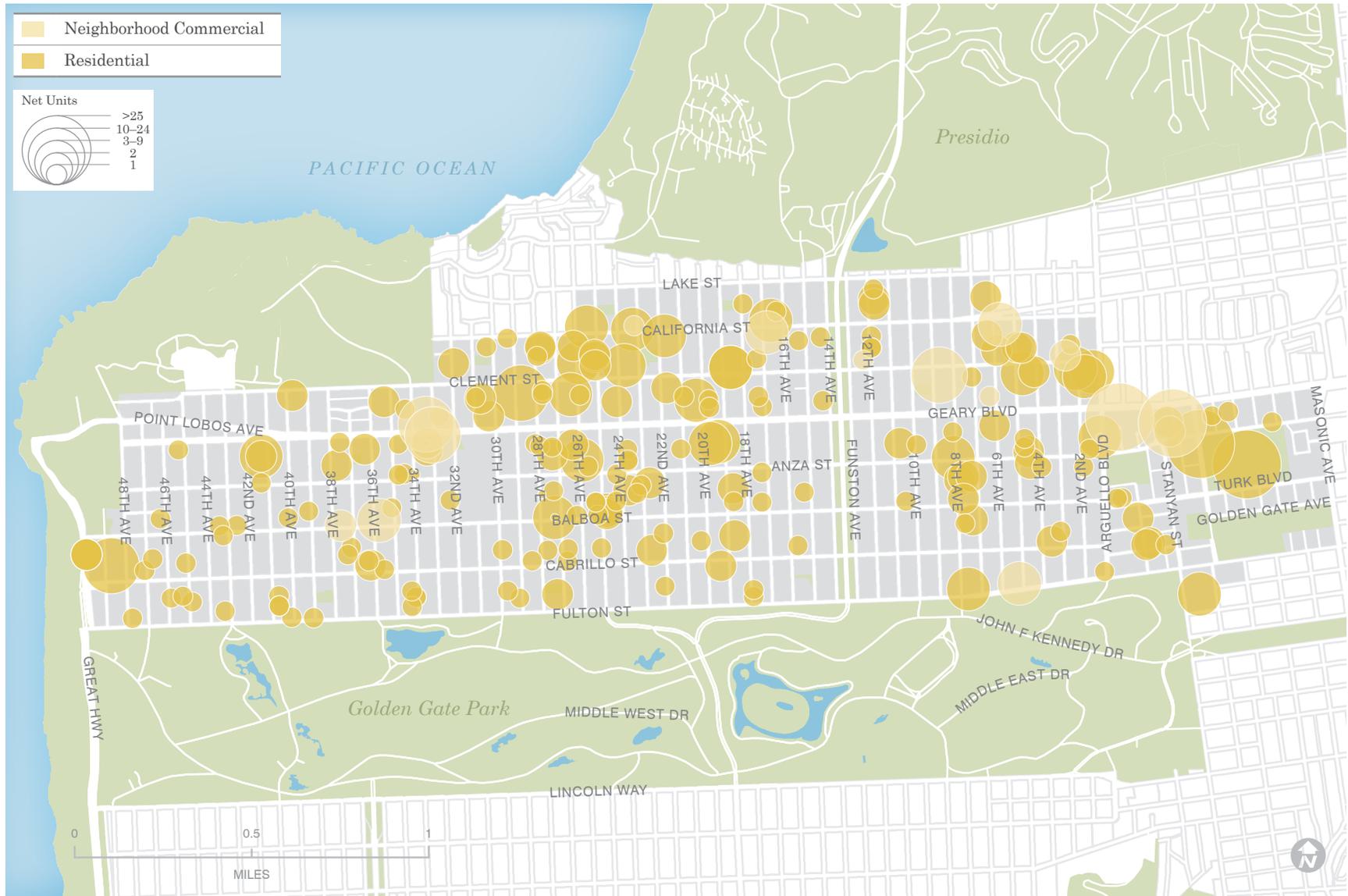
MEDIAN YEAR OF RENTER MOVE-IN

1996 in District 1

vs. 2004 citywide

Map 3-1

NET NEW HOUSING UNITS SINCE 2001



Source: SF Planning

2,650 units) were built before 2000. The housing that was built in this time period is typically larger in size (with respect to the number of bedrooms in each unit) compared with the rest of the city. The percentage of studios and one-bedroom units that were built in the District since 1980 dropped from 38% to 30% while the percentage of two- and three-bedroom units rose from 55% to 60% by 2012. By contrast, the percentage of studios and one-bedroom units added citywide in 2012 was 41% and the percentage of units that were two and three-bedrooms was 50%. The larger size of District 1 housing units may be one reason this area appeals to families. As previously discussed in Chapter 1, District 1 has a higher percentage of family households than citywide.

Moreover, new housing units in the District 1 from 2001-2013 were predominantly added through remodels and rear additions. This means that new units have been added incrementally rather than as large, multi-unit apartment buildings. Map 3-1 shows the location of new construction projects and alterations to existing structures. Figure 3-1 shows that the majority of projects added only one unit. These figures seem to indicate that, if allowed, property owners are opting to add a second unit. This trend will be discussed further in the Development Potential chapter.

Table 3-2 also indicates that a high number of units added were in the NC-3 zoning district, which allows for some of the highest density in the District (1 unit per 600 sq. ft. of lot size). Note that while almost half of units added from all projects were located in the RH-2 zoning district, most of these units were the product of two large Planned Unit Developments (PUD). PUDs are projects of considerable size, developed as integrated units and designed to produce an environment of stable and desirable character that will benefit the occupants, the neighborhood, and the city as a whole. See Section 304 of the San Francisco Planning Code for more information on PUDs.

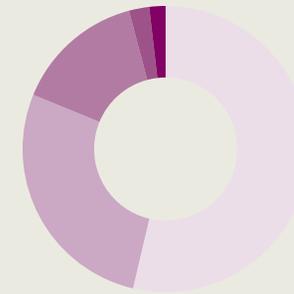
TENURE

Similar to the city as a whole, most households in the District are renters (64% as of 2010). Renting was more common in the Inner Richmond (71%) than in the Outer Richmond (59%) in 2010 – a trend that remained constant over time. The topic of tenure will be further discussed in the Rent Controlled Units section below.

HOUSING COSTS AND AFFORDABILITY

Since 1996, the median home value in District 1 has consistently been higher than the citywide median. The overall median home value has risen by 140%

Figure 3-1



NUMBER OF PROJECTS BY UNITS ADDED

1 unit added	117 (54%)
2 units added	60 (28%)
3-9 units added	32 (15%)
10-24 units added	5
25+ units added	4

* The majority were added in RH-2
Source: SF Planning

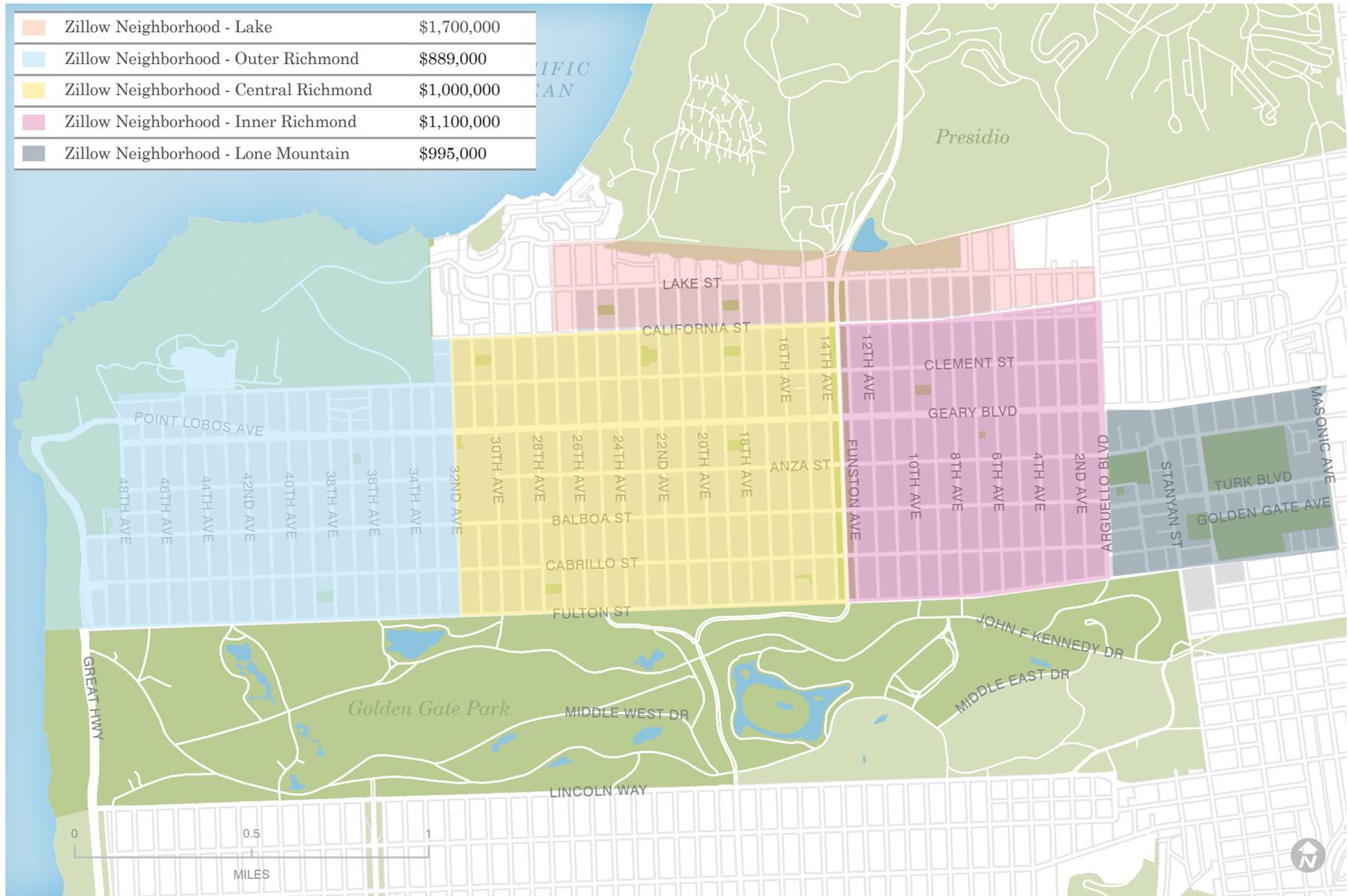
Table 3-2

NET NEW UNITS BY ZONING	NUMBER	PERCENT
NC-1	43	6%
NC-2	5	1%
NC-3	184*	24%
Inner Clement NCD	17	2%
Outer Clement NCD	20	3%
NC-S	0	0%
P	0	0%
RH-1	0	0%
RH-2	365**	47%
RH-3	15	2%
RM-1	102	13%
RM-2	14	2%
RM-3	5	1%

*This number is primarily due to one major project - the Institute of Aging's senior housing facility, located at 3595 Geary Boulevard, which is pictured below in Figure XX.
**136 of these units were added at the new Loyola Village Residence Hall of the University of San Francisco.

Map 3-2

MEDIAN LIST PRICES OF SINGLE-FAMILY PROPERTIES



Source: Zillow.com

since 2011, when home values began rising following the 2008 global financial crisis. As of November 2014, the median value of a single family dwelling is \$1,341,800 and the median value of a condo is \$1,087,000.¹ There are four main neighborhoods within the District where home values and median list prices are regularly reported by the online aggregator Zillow.com. As indicated on Map 3-2, as of October 2014, the median list price for a single-family home in the Inner Richmond (between Arguello and Park Presidio Boulevards) was \$1,100,000 while the Outer Richmond (from 32nd Avenue to the Great Highway) was \$889,000.² The area that Zillow calls the Central Richmond neighborhood had a median list price for a single-family home that was in between the Inner and Outer Richmond areas at \$1,000,000.³ The area around USF—which Zillow calls the Lone Mountain Neighborhood—only has data from November 2010 when the median list price of a single-family home was \$995,000.⁴ The streets north of California Street in the District fall into Zillow’s Lake District⁵, parts of which are outside of District 1. The home values and median list prices in this area higher than the four main

1 Zillow Real Estate Research, Home Value Index, Median Home Value, www.zillow.com.
 2 Zillow Real Estate Research, Median List Price by Neighborhood, www.zillow.com.
 3 Ibid.
 4 Ibid.
 5 Zillow uses different districts (Inner, Central and outer Richmond) than the neighborhoods listed in the Census (Inner and Outer Richmond).

Table 3-3

2014 RENT ASKED BY UNIT SIZE	CITYWIDE	DISTRICT 1
1 Bedroom	\$3,008	\$2,100
2 Bedrooms	\$4,100	\$3,000
3 Bedrooms	\$4,550	\$3,800
4 Bedrooms	\$5,600	\$5,300

Source: Zillow.com

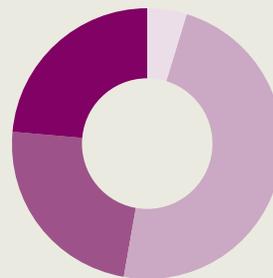
Figure 3-2
THE CORONET APARTMENTS



Developed in partnership between the Institute of Aging and Bridge Housing, The Coronet provides 150 affordable studio, one-, and two-bedroom apartments for seniors. For more information, see <http://www.bridgehousing.com/properties/senior/san-francisco/san-francisco/coronet>.

Since 2001, District 1 has had two affordable housing projects of this kind. The Coronet Apartments, developed by the Institute of Aging in partnership with Bridge Housing, created 150 affordable units for the elderly. Secondly, St. Peter’s Episcopal Church in partnership with the Bernal Heights Neighborhood Center created 20 affordable housing units for people with developmental disabilities. **The 170 units from these two projects make up 23% of all new units built in the District since 2001.**

Figure 3-3
DISTRICT 1 GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME



RENT BURDEN*	2000	2012
< 10% (Low rent burden)	9%	4.5%
10 to 29% (Medium burden)	53%	45.2%
30 to 49% (High burden)	18%	22.4%
> 50% (Very high burden)	15%	22%

*Low and medium rent burdens are considered to be affordable rental rates.

neighborhoods (about \$1,700,000.)⁶

Similar to recent increases in citywide rents, median asking rents in District 1 have increased by 118% since 2010, (compared to 121% increase citywide).⁷ However, the asking rents throughout District 1 are generally lower than citywide averages for comparable units.

Housing is considered affordable if less than 30% of a household's income is paid towards rent or mortgage.⁸ In 2000, 33% of District 1 renters were considered rent burdened, and half of those households were considered extremely rent burdened—paying more than 50% of their household income on rent. By 2012 the percent of renters considered rent burdened rose to 44%, and again half of those households were extremely burdened.

San Francisco utilizes two major affordable housing programs to provide rental housing for low- to moderate-income households.⁹ One such program subsidizes nonprofit developers who build affordable housing units. Since 2001, District 1 has had two affordable housing projects of this kind. The Coronet Apartments, developed by the Institute of Aging in partnership with

⁶ Lake Home Prices and Values -- <http://www.zillow.com/lake-san-francisco-ca/home-values/>

⁷ Zillow Real Estate Research, Zillow Rent Index, Median Rent List Price, www.zillow.com.

⁸ Mayor's Office of Housing and Community Development, <http://sf-moh.org/index.aspx?page=130>.

⁹ Income levels are set by HUD annually. In 2014, those households earning less than 120% of the Area Median Income were considered to be low- and moderate-income. In San Francisco, for example, for a 4-person household, this amounts to those making less than \$116,500. See the Mayor's Office of Housing and Community Development for more information: <http://sf-moh.org/index.aspx?page=22>.

Bridge Housing, created 150 affordable units for the elderly. Secondly, St. Peter's Episcopal Church in partnership with the Bernal Heights Neighborhood Center created 20 affordable housing units for people with developmental disabilities. The 170 units from these two projects make up 86% of affordable units and 23% of all new units built in the District since 2001.

The other affordable rental housing program in San Francisco is an inclusionary housing requirement in the Planning Code. This stipulates that projects of 10 or more units must allocate 12% of their units to low- and moderate-income households. Since the regulation went into effect in 1992, there have been 32 affordable inclusionary units added in District 1 (27 of which are rental properties and 5 are owned), accounting for 1% of the inclusionary units citywide.

The Mayor's Office of Housing and Community Development (MOHCD) also offers first-time homeownership programs and support for low- and middle-income adults and families. In order to qualify for the program, the household maximum income cannot exceed the levels set by MOHCD. For 2014, for a family of 4, the upper income limit for the program was \$116,500.

RENT CONTROLLED UNITS

San Francisco's Rent Control program offers another strategy towards housing affordability. All units in buildings that are

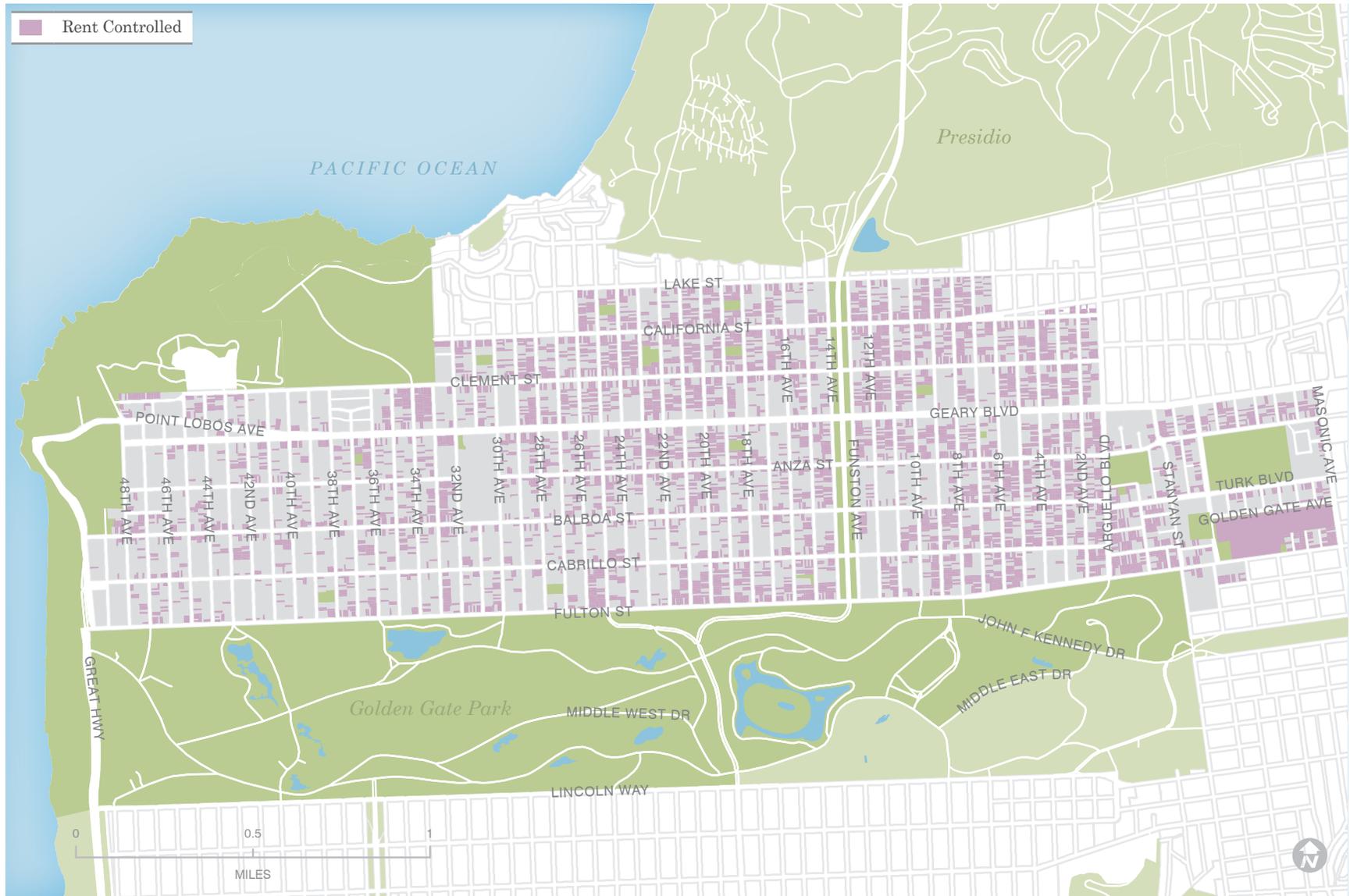
not single-family homes nor condominiums and were constructed before June 1979 are subject to rent control, which limits allowable annual rent increases to a certain percentage relative to inflation. As illustrated in Map 3-3, approximately thirty-two percent of District 1 parcels are rent-controlled.

The year when tenants move in can be used as a proxy for rental rates. Earlier move in dates equate to lower rents in rent-controlled units. According to the US Census Bureau, the median year that District 1 renters moved in was 1996 and 2004 for the city overall. Therefore, rental rates in rent controlled units in District 1 are likely lower than that of rent controlled units in the city as a whole. San Francisco's Rent Control program does not include vacancy controls; meaning that when a tenant vacates a rent-controlled unit, rent can be increased to reflect current market rates.

The SF Rent Board also specifies certain circumstances where landlords can evict their tenants (See Box 3-1 for details on eviction types). As seen in Figure 3-4, both citywide and District 1 eviction figures for Owner Move-In (OMI) and Ellis Act have generally risen and fallen in tandem from the mid-1990s to 2011. However, there are a few distinct differences. For example, although there has been a steady decline in Ellis Act evictions since the late 1990s, the citywide Ellis figures have fluctuated more sharply than in the District. And most notably, since 2011, D1 Ellis evictions have

Map 3-3

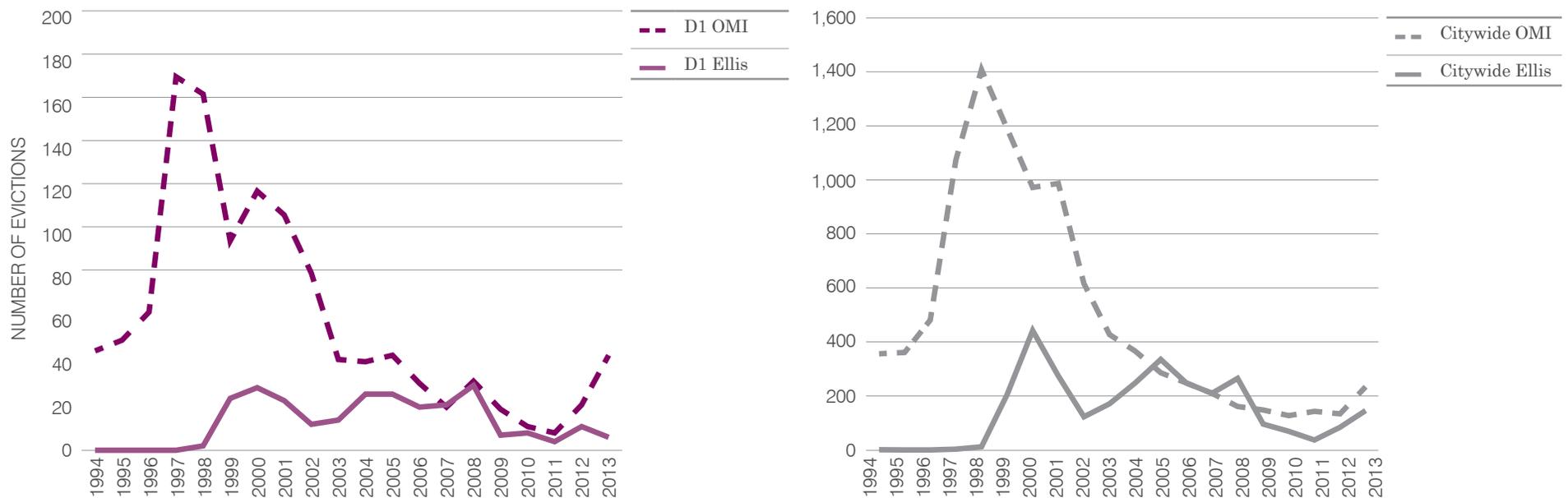
RENT CONTROLLED BUILDINGS



Source: SF Planning

Figure 3-4

CITYWIDE & DISTRICT 1 NO-FAULT EVICTIONS BY TYPE



Source: SF Controller's Office

been falling (even as citywide Ellis figures are rising) and D1 OMI evictions have been increasing at a faster rate than citywide trends.

Comparing OMI to Ellis Act evictions within the District, OMI has been more volatile. OMI increased sharply (mirroring citywide trends) and then declined sharply in the mid-1990s. This volatility was followed by smaller increases and declines in the early 2000s. Between 2003 and 2011, D1 OMI

declined steadily to an all-time low. Since 2011, OMI has again been on the rise. In contrast, D1 Ellis evictions have been less volatile and have dropped to some of the lowest levels on record in recent years.

Lastly, it is important to note that the City's evictions data provides only a partial picture of the full extent of tenant turnover/displacement. The San Francisco Rent Board only records a tenant move-out as an "eviction" when the full legal

process is completed and a judge orders an eviction. The extent to which landlords and prospective buyers are offering "buy-outs" to incentivize tenants to voluntarily move out of their units is not reflected in this data. Therefore, the actual number of rent-control tenants leaving the District may be higher than the known number of official evictions.

*Box 3-1***RENT CONTROL REGULATIONS ON
EVICTIONS**

The eviction process can be initiated by citing any of 15 'just-causes' under two broad categories:

- » 'No-fault' evictions allow landlords to retrieve their property from the tenant without any fault of the tenant. The two most common types of evictions under this broad category are the Ellis Act and the Owner Move-In (OMI). The Ellis Act allows the owner to rescind the tenancy by giving tenants a 120-days withdrawal notice and prohibits the unit from being rented for 10 years. The OMI evictions allow owners to evict the tenant in order for owner or their relatives to move into the unit.
- » 'At fault' evictions cite the tenants' actions (such as a breach of lease or creating a nuisance, etc.) as justification for their eviction.

EVICTIONS IN DISTRICT 1

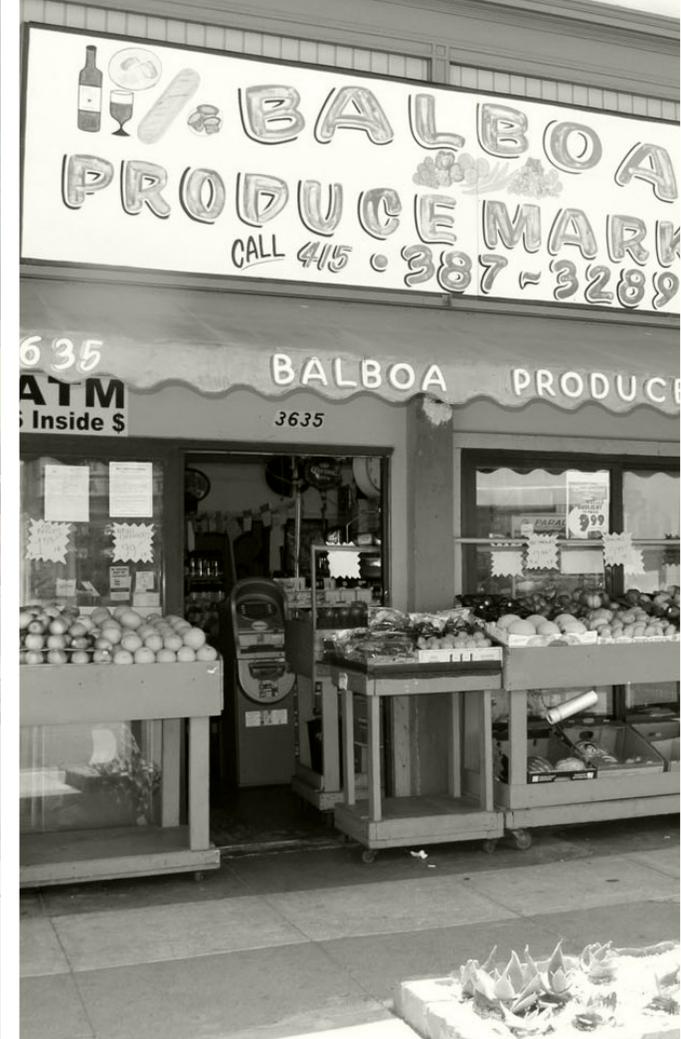
1,909 from 2004–2013

vs. 3,294 from 1993–2003

NO FAULT EVICTIONS

21% in 2013

vs. 35% in 1993



Chapter 4

COMMERCE AND INDUSTRY

COMMERCE & INDUSTRY

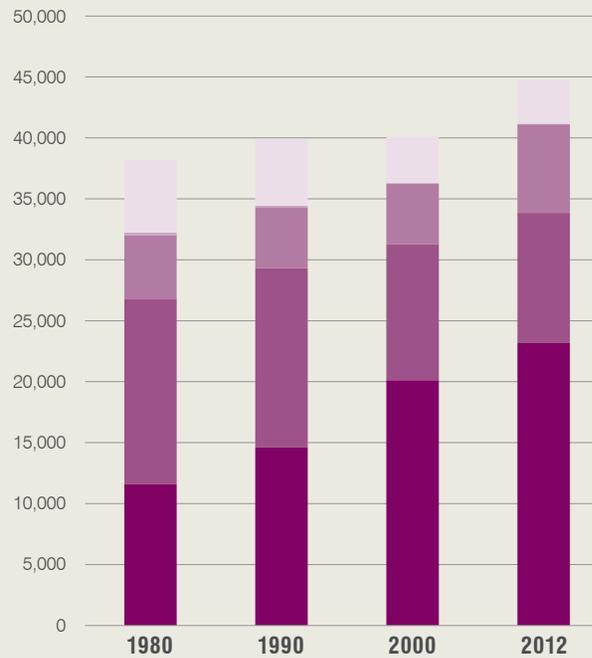
The District’s employment composition generally resembles citywide trends, with district residents primarily employed in management, professional, service, sales, and office positions. Amongst the employers and businesses within District 1, there is a high prevalence of small businesses, self-employment, and people working out of their homes. The District’s Neighborhood Commercial (NC) districts range from business corridors along busy streets such as Geary Boulevard to small commercial clusters such as Inner Balboa.

This chapter discusses the mix of business types as well as the size and location of employers. Following this is a detailed overview of business trends and physical conditions of storefronts and businesses along the five major commercial corridors in the District.

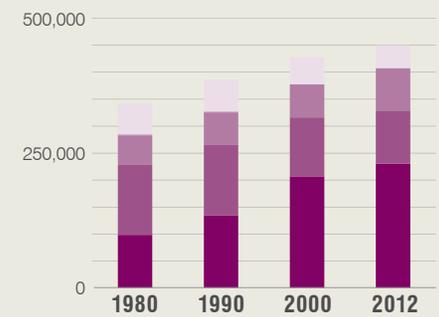
EMPLOYERS AND BUSINESSES

Graph 4-1 indicates that employment categories of workers in District 1 mirror citywide trends: shifting from technical, sales, and administrative support towards jobs in managerial and professional categories. Map 4-1 indicates the location

Graph 4-1
EMPLOYMENT CATEGORIES OF DISTRICT 1 WORKERS (1980–2012)



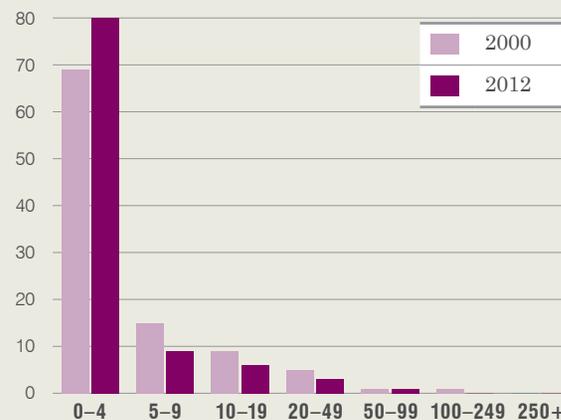
CITYWIDE EMPLOYMENT CATEGORIES



Construction, extraction, maintenance, production, transportation, and material moving occupations
Farming, fishing, and forestry occupations
Service occupations
Technical, sales, and administrative support
Managerial and professional specialty occupations

Source: Dunn & Bradstreet

Graph 4-2
EMPLOYERS BY NUMBER OF EMPLOYEES



2012 SMALL BUSINESSES BY TOP THREE NAICS SECTORS

0-4	EMPLOYEES 86%
1	EMPLOYEE 27%
	<i>54: Professional, Scientific and Technical Services</i>
	<i>81: Other Services, except Public Administration</i>
	<i>56: Administrative and Support and Waste Management and Remediation Services</i>
2	EMPLOYEES 40%
	<i>56: Administrative and Support and Waste Management and Remediation Services</i>
	<i>54: Professional, Scientific and Technical Services</i>
	<i>23: Construction</i>

Source: Dunn & Bradstreet

Table 4-1

DISTRICT 1 LARGEST EMPLOYERS

NAME OF INSTITUTION	EMPLOYEES
City and County of San Francisco Recreation & Parks Department	1,100*
University of San Francisco	1,071
Dignity Health Medical Foundation St. Mary's Medical Center	1,067*
Kaiser Permanente French Campus	720*
California Academy of Sciences	635
Northern California Institute for Research and Education, Inc.	300

*Employees are located at various sites; only a portion are in District 1

Source: Dunn & Bradstreet

and size of employers based on the number of employees. It shows that commercial corridors in District 1 host the majority of large businesses (such as governmental, healthcare, educational, and arts institutions).

The University of San Francisco is the largest employer in the District with all 1,071 employees located on the main campus in District 1. There are also three cultural and social service organizations that collectively employ several hundred people at their offices in District 1. The California Academy of Sciences, a publicly-administered scientific and educational nonprofit institution in Golden Gate Park, employs 635 people. The Northern California Institute for Research and Education Inc., a nonprofit organization dedicated to conducting veterans' health research, employs 300.

In total, District 1 employers provide 15,483 jobs. Some large employers in the District operate several facilities throughout San Francisco; therefore, only some of their employees are located within the District. For example, the City and County of San Francisco's Recreation and Parks Department is headquartered at McLaren Lodge in Golden Gate Park; however, its 1,100 employees work at parks and recreation centers across San Francisco. In

addition, healthcare organizations maintain some doctors' offices and hospital buildings in the District and throughout the city. We approximate that Dignity Health Medical Foundation's St. Mary's Medical Center (at the corner of Fulton and Stanyan Streets) and Kaiser Permanente's French Campus (three buildings at the corner of Geary Boulevard and 6th Avenue) employ several hundred people.¹

Small businesses that employ up to four people account for 86% of businesses in the District. Graph 4-2 shows the growth in small businesses since 2000—a rising trend that is also prevalent citywide.²

Current zoning controls also allow businesses in residential districts so long as all employees live at that address. Map 4-1 shows many businesses with 1-4 employees spread across the district; 68% are in residential districts and 32% are in the neighborhood commercial districts.

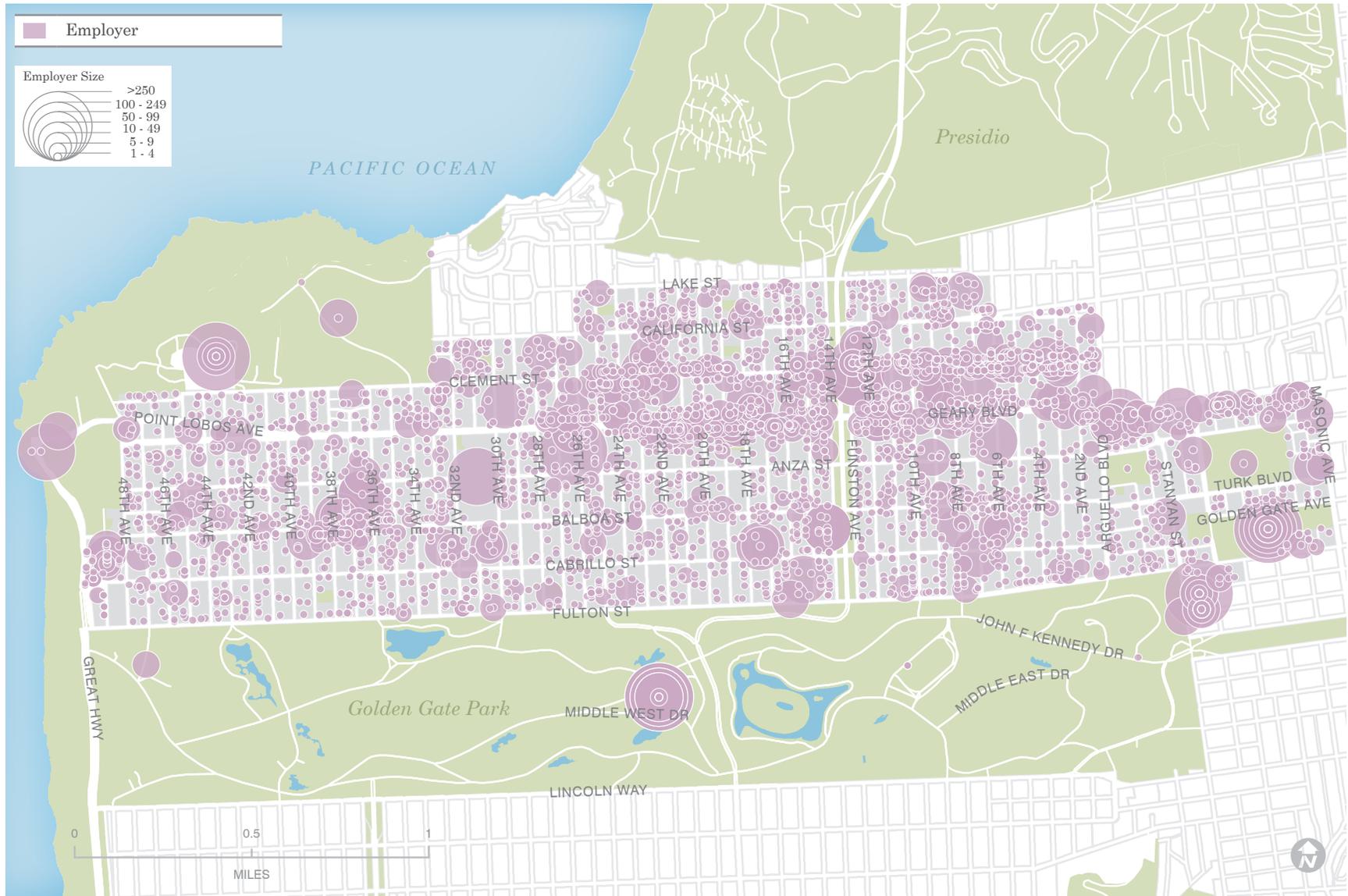
Among those businesses in the 1-4 employees category, the majority are one- or two-person companies (which account for 67% of all businesses in the District). Graph 4-2 also lists the top three industry sectors

¹ These estimates are based on the information that is available on these organizations' websites.

² The Planning Department publishes Establishments data for a slightly larger geographic area, known as Northwest, encompassing Zip Codes 94121 (Outer Richmond and Sea Cliff), 94118 (Inner Richmond, Laurel Heights, and Presidio Heights), and 94129 (the Presidio). This is used as a proxy to discuss the commercial aspects of District 1.

Map 4-1

LOCATION AND SIZE OF EMPLOYERS



Source: Dunn and Bradstreet

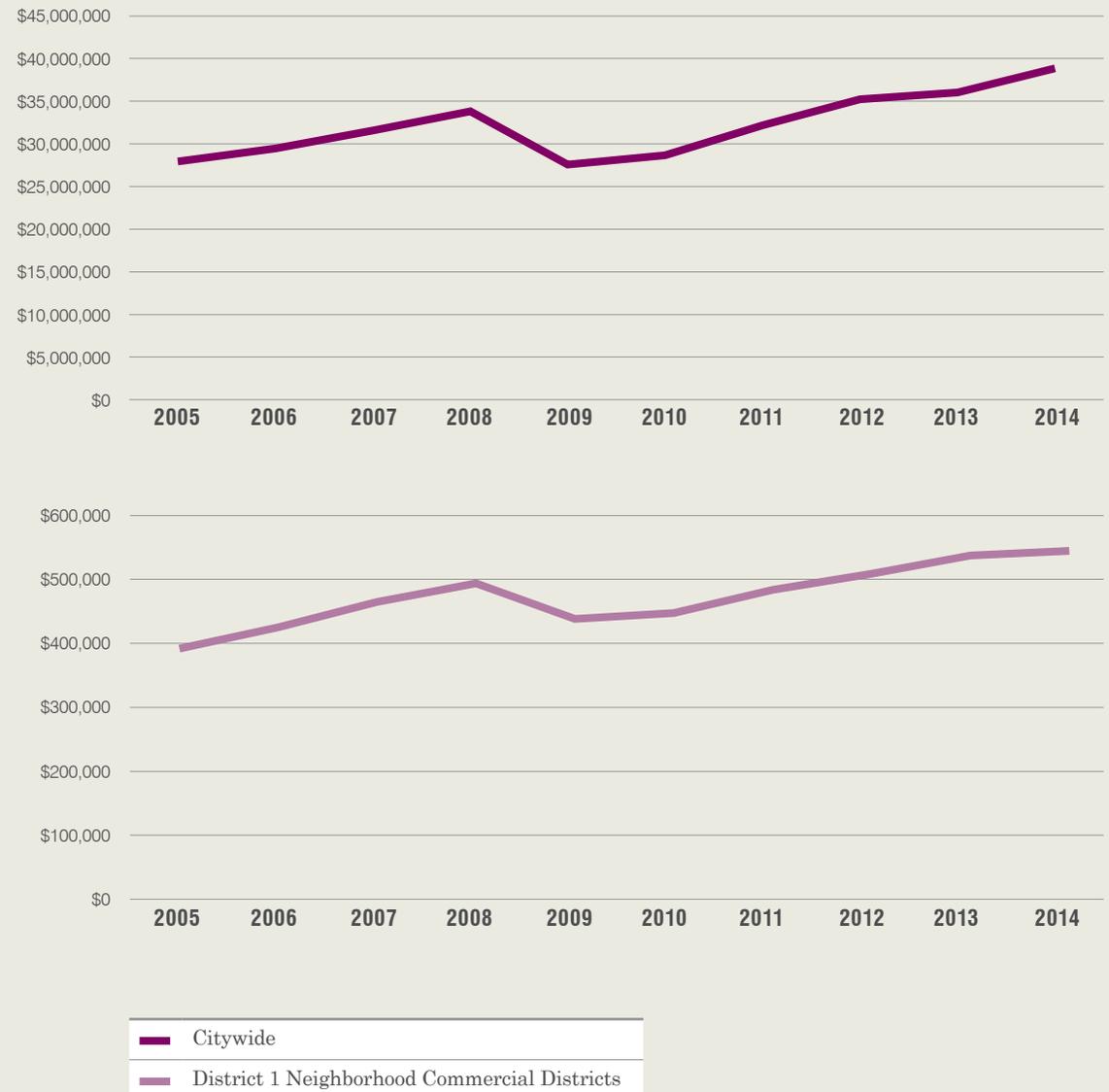
of one- and two-person businesses.³ These sectors include services that range from nanny care, or cleaning services, to self-employment/small business employment, such as contractor/construction services to professional services such as accounting or design firms.

COMMERCIAL CHARACTER

As discussed in Chapter 2, there are five commercial zoning districts in District 1 (NC-1, NC-2, NC-3, NC-S, or NCD) that allow a mix of commercial, residential, and mixed-use buildings of varying densities. Map 4-1 shows that the NC-2, NC-3, the Inner Clement and Outer Clement Street (NCD) districts have the densest accumulation of business activity in the District. These districts range from major arterials to small-scale commercial strips serving their neighboring streets. Geary Boulevard (NC-3) is a busy thoroughfare with a high volume of vehicular traffic and a mix of businesses and office buildings, as well as large and small retailers. Clement Street (NCD) and Balboa Street (NC-2) are both strong commercial centers with

³ The industry sectors are determined by the North American Industry Classification System (NAICS). This is the standard used by Federal statistical agencies in classifying business establishments for the purpose of collecting, analyzing, and publishing statistical data related to the U.S. business economy. It was released in 1997 and last revised in 2007. It replaced the previous Standard Industry Classification (SIC) system based on similarity of product produced. The specific definitions of these 2-digit industry sector definitions can be found at <http://www.census.gov/cgi-bin/sssd/naics/naicsrch?chart=2012>.

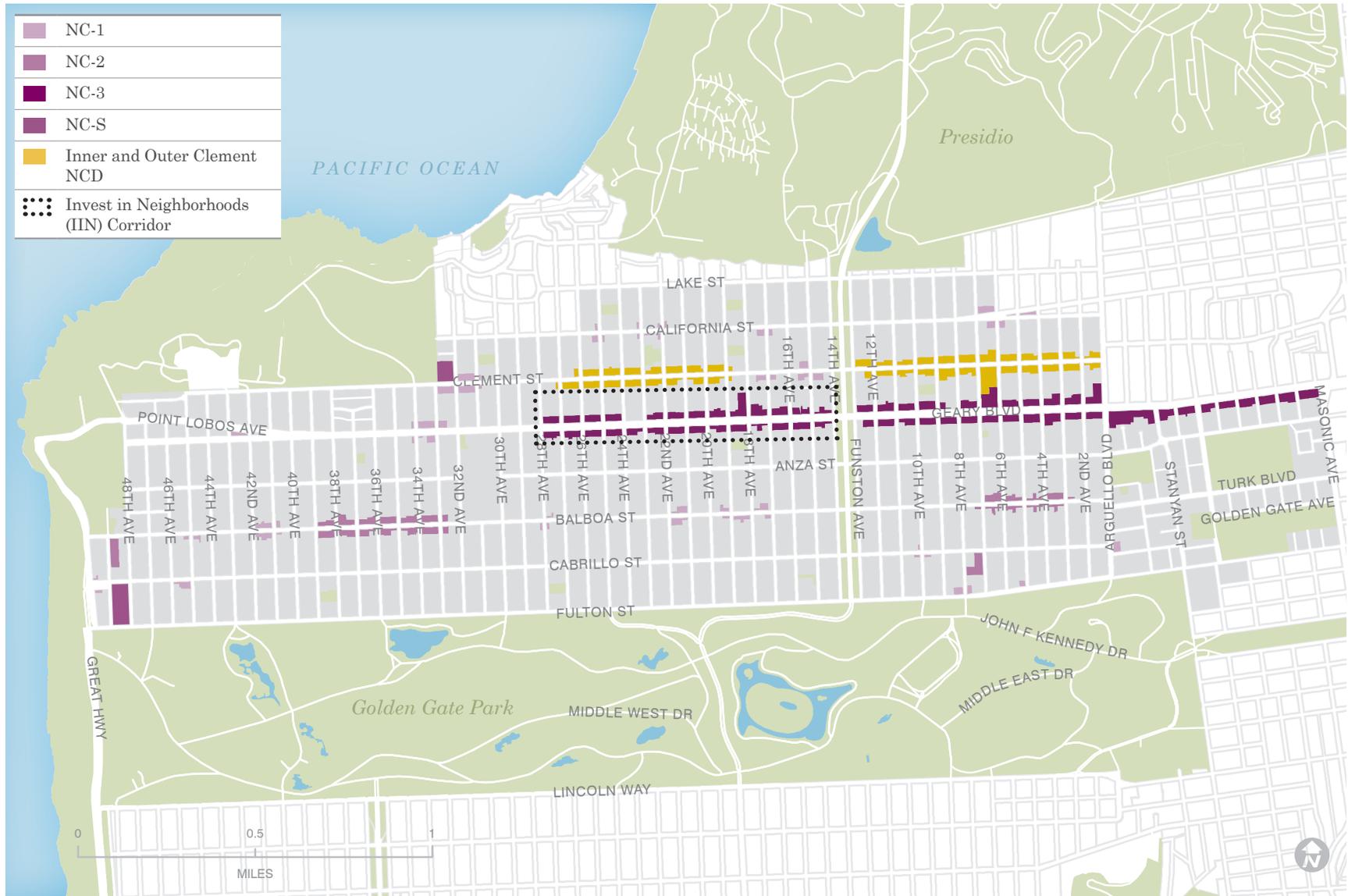
Graph 4-3
TAX REVENUE COLLECTION



Source: SF Controller's Office

Map 4-2

NEIGHBORHOOD COMMERCIAL DISTRICTS



Source: SF Planning

smaller scale businesses that cater to their respective neighborhoods.

Terranomics, a leading commercial real estate services firm that releases quarterly retail snapshots of various San Francisco submarket areas, deemed the Richmond submarket as having the lowest asking rents for commercial space in San Francisco as well as having a relatively low vacancy rate of less than 2%.⁴

Moreover, when comparing the taxes collected from Neighborhood Commercial Districts in District 1 with all of the taxes collected citywide, Graph 4-3 shows that the District's commercial performance mostly mirrors that of the entire city. Tax collection is a good indicator of the health of the economy. For example, the dramatic decline in the growth rate in 2008/2009 reflects the impact of the Great Recession in its early stages. Since the national and regional economies have rebounded in recent years, tax revenue has recovered to its pre-recession levels in District 1 as it has citywide. However, for the past two to three years, the economic growth of the commercial corridors in District 1 has leveled off even though citywide growth continues to increase.

⁴ Terranomics Fourth Quarter 2014 Retail Market Snapshot Report (http://www.terrannomics.com/reports/San_Francisco_Retail_Report_Q4_2014.pdf)

NC-3 (GEARY BOULEVARD)

Parcels that front Geary Boulevard are part of the NC-3 district that spans from Masonic Avenue on the eastern edge of the District to 28th Avenue in the Inner Richmond. It's a major four-lane, east-west arterial cutting across many of San Francisco's northern districts. The diverse corridor has Korean and Chinese restaurants, Irish bars, Russian grocery stores, personal care services, chain stores, cultural and social service organizations, neighborhood serving shops, and financial institutions.

There is a roughly even mix of multi-story buildings: 30% one story, 38% two stories, and 30% three stories. While the ground floor is generally occupied by a commercial establishment, there are often residential units on the upper floors. As a result, there are 2,078 dwelling units along the entire Geary NC-3 zoning district.

While the entire NC-3 district is a vibrant commercial area, there has also been substantial business turnover in recent years. Based on the Change of Use permits issued by the City between 2000 and 2014, along Geary Corridor, retail and office spaces have been converted to apartments, restaurants, and massage establishments. See Graph 4-4 at the end of this chapter for a discussion of the trends in business types throughout the District.

As seen in Map 4-2, the portion of Geary between 14th to 28th Avenues was designated as an Invest in Neighborhoods corridor by the Mayor's Office of Economic and Workforce Development in 2013. The Invest in Neighborhoods (IIN) program is an interagency partnership to strengthen and revitalize neighborhood commercial corridors around San Francisco.

Of the 234 businesses in the IIN corridor, 54 stores are retail, 64 establishments serve food, and 93 offer professional or personal services. The detailed business mix for this corridor is illustrated on page 34.

Along the IIN stretch of Geary Boulevard, the size of commercial storefronts varies, ranging from large commercial storefronts of 105 feet (Walgreens) to the smallest storefronts being only 11 feet wide (which are mostly offices). A standard 25-foot commercial storefront is the most common width found along this portion of the NC-3 Geary Boulevard.

The IIN Geary corridor is a thriving and vibrant commercial district with a low vacancy rate of 7 vacancies (3%). One major vacancy is the Alexandria Theater (5400 Geary at 18th Avenue). Plans have been approved to renovate the Alexandria Theater building and add a four-story mixed use building on the adjacent parking lot. The

new mixed use building will contain 4,800 square feet of retail space on the ground floor, 37 dwelling units on the upper floors, and 122 parking spaces underground.

The property that was formerly De Place Chinese Restaurant was vacant temporarily but has recently been re-opened as a new restaurant called the Dragon Beaux.

The IIN Geary corridor also contains a higher percentage of formula retail than the rest of the city (16% in IIN Geary versus 12% citywide).^{5 6} However, since a conditional use permit requirement went into effect in 2007, only three formula retail establishments have applied to be in this corridor.

INNER CLEMENT NCD

Inner Clement Street is a neighborhood commercial district located on Clement Street between Arguello Boulevard and Funston Avenue in the Inner Richmond neighborhood. The corridor is primarily small active retail stores with residential uses on the second and third stories. It’s

⁵ San Francisco Formula Retail Economic Analysis. Strategic Economics. June 2014. p.102-115.

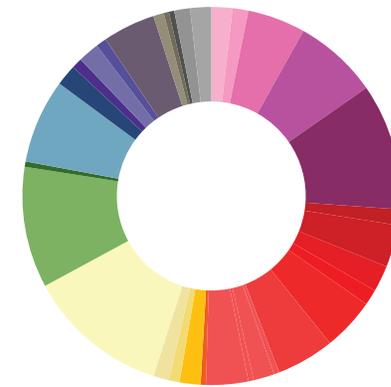
⁶ Formula Retail (aka Chain stores) is defined as “a type of retail sales activity or retail sales establishment which, along with eleven or more other retail sales establishments located in the World, maintains two or more of the following features: a standardized array of merchandise, a standardized facade, a standardized decor and color scheme, a uniform apparel, standardized signage, a trademark or a service mark.” San Francisco Planning Code, Section 703.3 As of 2007 all new formula retail requires a conditional use permit.

a vibrant corridor with high pedestrian volumes and low commercial vacancies (5%).

While the zoning allows buildings that are up to 45’ tall, nearly half of the building heights in the Inner Clement NCD are two stories (48%) and almost another one third are three stories (32%). The rest are mostly one story (19%). There are also two four-story buildings (1%). Along this stretch of the NCD district, there are 355 dwelling units.

The commercial district provides a wide selection of convenience goods and services for local residents as well as destination establishments like Green Apple Books. Inner Clement Street has one of the greatest concentrations of restaurants of any commercial street in San Francisco, drawing customers from throughout the city and region. There are also a significant number of professional services, realty, and business offices as well as financial institutions. More detail on the business mix of the 253 establishments in this commercial corridor is illustrated on page 39. There is a roughly even division of retail (30%), food establishments (31%), and professional service firms (32%). There are 13 vacant establishments (5%) in the Inner Clement NCD, making the vacancy rate along this corridor slightly higher than the Geary Boulevard IIN corridor.

GEARY BOULEVARD BUSINESS MIX
INVEST IN NEIGHBORHOODS CORRIDOR



Restaurant and Bars	Medical Services
Bakery with Retail	Business or Professional Service
Bar	Galleries, Framing
Cafe	Medical Service
Fast Food / Limited Restaurant	Pharmacy
Restaurant, Full Service	Civic, Religious, Educational Organizations
Stores and Retail Services	Assembly / Private Club
Gifts	Church
Grocery Store with Small Market	Instructional Services
Hardware, Building Supply	Banks, Credit Unions, Savings and Loans
Liquor Store	Bank / Financial Service
Trade Shop (with Retail Component)	Auto Repair and Gas Stations
Variety, Discount	Auto Repair
Florist	Gas Station / Service Station
Electronics Retail	Miscellaneous
Clothing, Accessories	Other
Appliance, Home Furnishings	Parking Garage
Tobacco Paraphernalia	Parking Lot
Personal Services	
Dry Cleaners, Laundry	
Fitness / Gym	
Massage Establishment	
Personal Service	

Source: Office of Economic & Workforce Development

NC-3 (GEARY BOULEVARD)

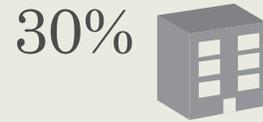
ONE-STORY BUILDINGS



TWO-STORY BUILDINGS



THREE-STORY BUILDINGS



Map 4-3

NC-3 (GEARY BOULEVARD)



Source: SF Planning



Nearly 50% of the business turnover between 2000 to 2014 along the Inner Clement NCD converted retail space to other uses, most notably to food and beverage handling operations (restaurants/bars). Other major shifts included a small decrease in office spaces and an increase in beauty salons or barber shops from 0 to 4.

OUTER CLEMENT NCD

Outer Clement is the other named neighborhood commercial district located on Clement Street between 19th Avenue and 27th Avenue in the central Richmond District. The street character is substantially smaller and cozier than Inner Clement. There are small-scale convenience businesses, as well as many restaurants and a movie theater. The restaurants along this stretch serve both the neighborhood and citywide clientele during the evening hours, while convenience shopping caters primarily to daytime neighborhood shoppers. Outer Clement contains many mixed-use buildings with some fully commercial and fully residential buildings interspersed.

Approximately 67% of buildings are two stories, 16% are one story, and another 16% are three stories. There is one four-story building in this zoning district. There are 660 dwelling units in the Outer Clement

NCD.

In terms of Change of Use permits, the Outer Clement has lost restaurants and bars from 2000 to 2014 while office and retail uses have stayed stable. An increase in the number of apartments (shifting from office or food and beverage handling establishments) added to the available housing stock along this commercial corridor.

NC-2 (INNER & OUTER BALBOA)

The Inner Balboa NC-2 district is located between 3rd and 7th Avenues and the Outer Balboa NC-2 district is located between 33rd and 39th Avenue. The inner district is a small-scale commercial district with a large number of dry cleaners and laundromats. The sidewalks are well maintained with benches, tree fences, and bus shelters. The outer district is a low-density commercial area with shops, restaurants, and other storefronts that encourage browsing and wandering. There are a significant number of laundromats in this area as well: there are four on the one block between 33rd and 34th Avenues. Other businesses include

INNER CLEMENT NCD

TWO-STORY BUILDINGS



THREE-STORY BUILDINGS



OUTER CLEMENT NCD

TWO-STORY BUILDINGS



Map 4-4

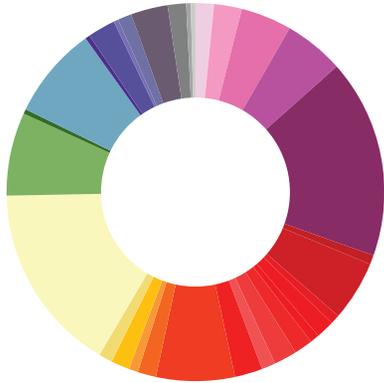
INNER AND OUTER CLEMENT NCD



Source: SF Planning



INNER CLEMENT NCD BUSINESS MIX



Restaurant and Bars	
Light Pink	Bakery with Retail
Pink	Bar
Light Purple	Cafe
Dark Purple	Fast Food / Limited Restaurant
Dark Red	Restaurant, Full Service
Stores and Retail Services	
Red	Gifts
Dark Red	Grocery Store with Small Market
Red	Hardware, Building Supply
Red	Liquor Store
Red	Supermarket
Red	Trade Shop (with Retail Component)
Red	Variety, Discount
Red	Florist
Red	Electronics Retail
Red	Clothing, Accessories
Red	Books, Records
Red	Appliance, Home Furnishings
Personal Services	
Yellow	Dry Cleaners, Laundry
Light Yellow	Fitness / Gym
Light Yellow	Personal Service
Business and Professional Services	
Green	Business or Professional Service
Dark Green	Photo Studio
Medical Services	
Light Blue	Medical Service
Civic, Religious, Educational Organizations	
Dark Blue	Assembly / Private Club
Dark Blue	Instructional Services
Dark Blue	Performance Theatre
Dark Blue	School
Banks, Credit Unions, Savings and Loans	
Dark Purple	Bank / Financial Service
Miscellaneous	
Dark Grey	Other
Dark Grey	Parking Lot
Light Grey	Post Office

Source: Office of Economic & Workforce Development

an aquarium store, real estate offices, a nursery, restaurants, interior design businesses, and a preschool.

Many of the commercial uses are task-oriented: customers may visit a business because of a particular goal or task they have to accomplish—such as picking up dry cleaning, going to a home furnishings store, or going to a real estate broker. Task-oriented commercial districts often encourage parking near a business.

Approved Change of Use permits in the NC-2 district have converted retail and single-family dwellings to multi-unit apartments, restaurants, and massage establishments.

Recent streetscape improvements in the outer district have further enhanced the sidewalks and pedestrian experience. A recently-constructed parklet outside of the Simple Pleasures Café has become a neighborhood destination for stopping and socializing along the street. The corridor consists of mostly one and two story buildings, with one vacant lot at the corner of 36th and Balboa.

The majority of building heights in the inner district are two stories (74%) while the outer district has a combination of one and two story structures (31% and 55%, respectively). The inner district contains

186 dwelling units and the outer district contains 396 dwelling units.

The Mayor’s Office of Economic & Workforce Development analyzed the business mix of the Outer Balboa district, depicted on page 39. Of the 123 establishments in this corridor, their study year revealed 17 retail establishments (14%), 29 food service establishments (24%), 57 professional or personal services (46%), 9 community service organizations (7%), 4 miscellaneous establishments (3%), and 7 vacancies (6%).

TRENDS IN BUSINESS TYPES (2000-2014)

Graph 4-4 illustrates the change in the number and type of businesses in the District since 2000.⁷ Commercial areas in the District are shedding offices and retail stores in favor of massage parlors and food establishments (which include grocery stores, restaurants, and even food vending machines).

⁷ Change of use categories changed from or changed to in District 1 from 2000 to 2014 were: Single family dwelling; 2 family dwelling; apartments, auto repair, bath house, beauty salon or barber, church, club, dance hall, day care, dry cleaner, food and beverage handling (restaurant), gym, laundry, lending institution, massage establishment (which is sometimes added to existing beauty salons), medical offices, office, parking, recreation, retail, school, theater, vacant lot, warehouse, and workshop.

OUTER BALBOA

ONE-STORY BUILDINGS



TWO-STORY BUILDINGS



INNER BALBOA

TWO-STORY BUILDINGS



Map 4-5

NC-2 (BALBOA STREET)



Source: SF Planning



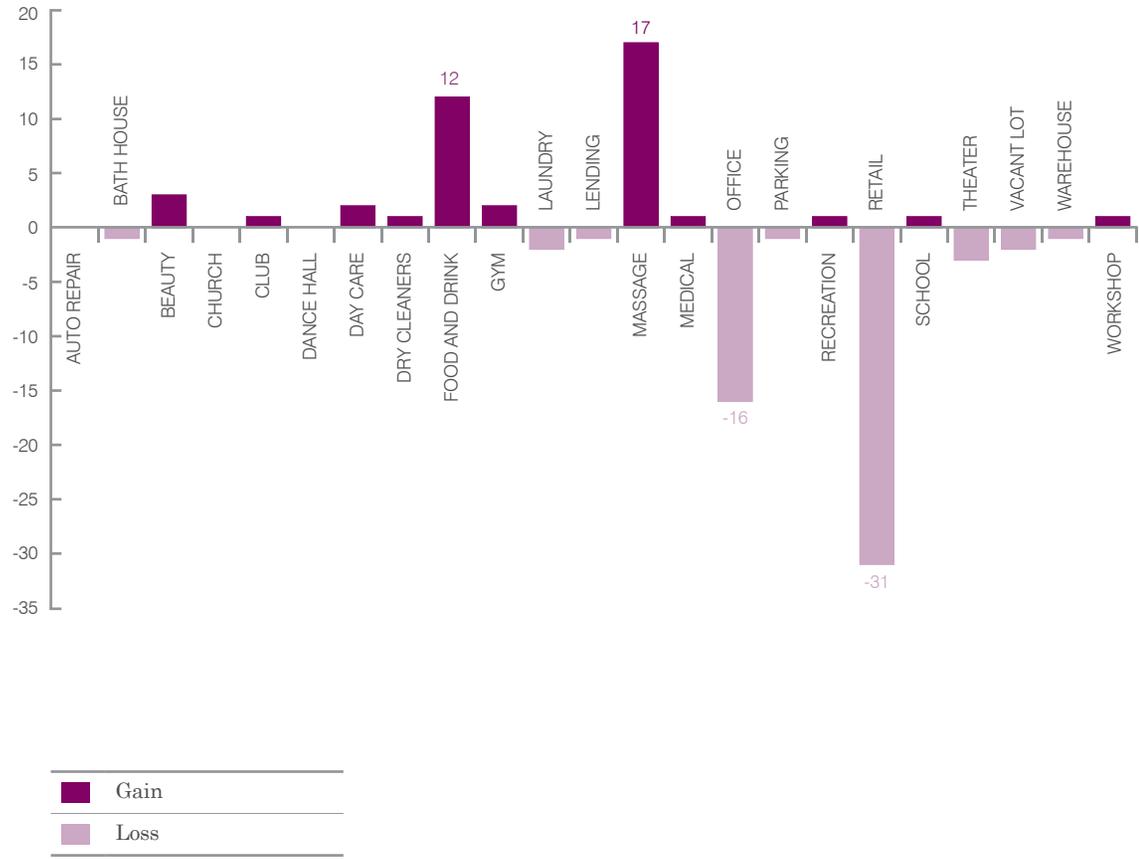
OUTER BALBOA BUSINESS MIX



- | | |
|--------------------------------------|--|
| Restaurant and Bars | Business and Professional Services |
| • Bakery with Retail | • Business or Professional Service |
| • Bar | Medical Services |
| • Cafe | • Medical Service |
| • Fast Food / Limited Restaurant | Civic, Religious, Educational Organizations |
| • Restaurant, Full Service | • Assembly / Private Club |
| Stores and Retail Services | • Church |
| • Gifts | • Theatre / Venue |
| • Grocery Store with Small Market | • Instructional Services |
| • Hardware, Building Supply | Banks, Credit Unions, Savings and Loans |
| • Trade Shop (with Retail Component) | • Bank / Financial Service |
| • Florist | Miscellaneous |
| • Electronics Retail | • Other |
| • Clothing, Accessories | |
| • Appliance, Home Furnishings | |
| • Sports Store | |
| Personal Services | |
| • Dry Cleaners, Laundry | |
| • Fitness / Gym | |
| • Massage Establishment | |
| • Personal Service | |

Source: Office of Economic & Workforce Development

Graph 4-4
DISTRICT 1 NET CHANGE OF USE TYPES (2000–2014)



Source: SF Planning Department



Chapter 5

DEVELOPMENT TRENDS

DEVELOPMENT TRENDS

This chapter discusses the potential for new housing units or commercial space in the District. Some development is already underway. These pipeline projects are in the process of obtaining proper permitting or are under construction. Other projects are conceptual; these projects are being reviewed as Preliminary Project Assessments: projects that have not yet filed an application for development but are seeking the Planning Department's preliminary review. There are unbuilt sites where property owners have not initiated any development activity; these are known as soft sites – those parcels that are vacant or underdeveloped (given the current zoning allowances) and have the potential for development. Lastly, there is potential for adding units within the existing housing stock, where the zoning allows for an additional one or two units on the lot.

PIPELINE PROJECTS

The pipeline data provides a short- to medium-term picture of changing land uses, tracking especially the changes to the housing stock and commercial uses. It shows the location and scale of current and proposed future construction as well as where new land uses are being established.

A project is considered to be in the pipeline only when an application has been formally submitted to the Planning Department or the Department of Building Inspection (DBI).

Pipeline projects go through a series of steps including the Planning permit being filed, the Planning Department giving its approval, the Building Permit being filed, the Building Department giving its approval, and the construction phase.¹

Projects vary in size from single units to larger multi-year development programs undergoing environmental review. Map 5-1 shows pipeline projects in District 1 based on use type and the number of units being added. As shown in Table 5-2, most of these projects are smaller scale residential projects (1-2 units). There are 50 projects in RH districts out of a total 84 projects in the District. These 50 projects will add 54 dwelling units. The larger scale projects shown on the map (more than 3 units) are mostly located in NC or RM districts. The 16 projects in NC districts will add 98 dwelling units and the 18 projects in the RM

¹ To filter inactive projects, the current pipeline only includes projects filed during the last five years, projects approved in the last four years, and projects that started construction during the past three years. When a project is issued a Certificate of Final Completion by the DBI, it is taken out of the pipeline.

PIPELINE PROJECTS

9% of all city projects

0.5% of all city units

Table 5-1

HOUSING PIPELINE PROJECTS BY LAND USE

	PROJECTS	NET UNITS
Mixed Use	18	73
Commercial	16	98
Residential	50	54
Total		225

Table 5-2

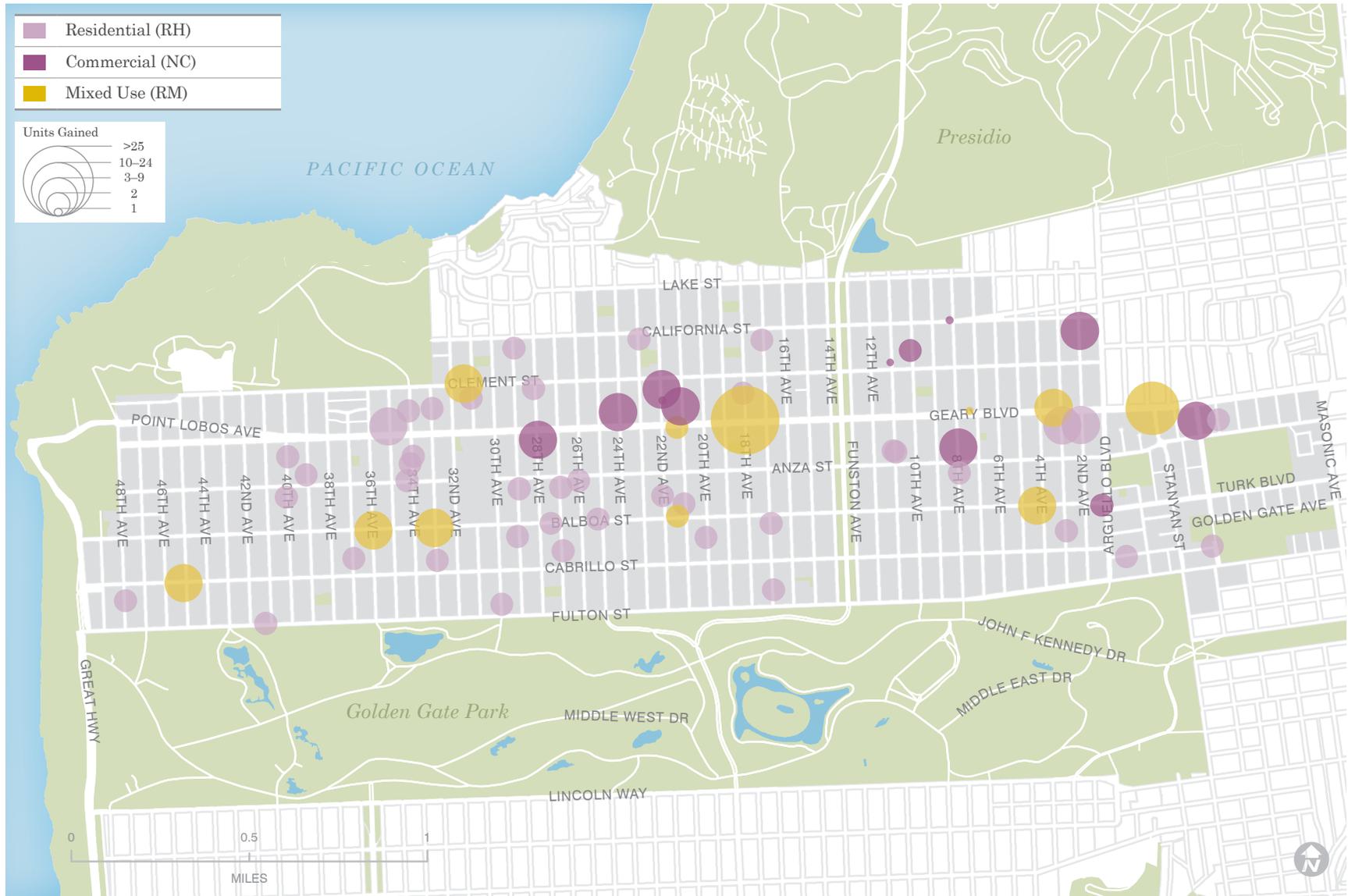
PIPELINE PROJECTS BY ZONING DISTRICT (AS OF DECEMBER 2014)

	NUMBER OF PROJECTS	NET NUMBER OF UNITS ADDED
NC-1	3	10
NC-2	3	13
NC-3	8	68
Outer Clement (NCD)	2	7
RH-1	4	4
RH-2	41	45
RH-3	5	5
RM-1	17	72
RM-2	1	1

Source: SF Planning Department

Map 5-1

PIPELINE PROJECTS BY TYPE AND UNITS GAINED



Source: SF Planning



Box 5-1

ALEXANDRIA THEATER

As described in the previous Commerce and Industry chapter, one major project that will be under construction soon is the redevelopment of the Alexandria Theater at 18th and Geary. This site includes a historic theater and an adjacent parking lot.

The renovation will convert the parking lot into a new four-story mixed-use building with nearly 5,000 square feet of ground floor retail space, 37 dwelling units on the upper floors, and two levels of underground parking.

The images on the left are project renderings of the proposed 4-story building. The top image is a view from Geary Boulevard, including the original theater. The bottom image is a view from 18th Avenue looking towards Geary, which shows the façade of the proposed multi-unit building.

districts will add 73 units. Due to higher allowable density, pipeline projects in NC districts provide more housing, despite the few numbers of pipeline projects compared to RH zoning districts. In the higher density NC-3 and RM-1 districts, each project adds many more units proportionally: 25 projects in these two districts account for 164 net new units.

Under the Inclusionary Affordable Housing Program, residential developments with 10 or more units are required to pay an Affordable Housing Fee. As an alternative to paying this fee, project sponsors may provide 12% of their units on-site or 20% of their units off-site as affordable to low- to moderate-income households.² Currently, there are two projects with 10 or more units in the pipeline in the District that would be subject to this regulation but it is not yet clear how the developers will choose to fulfill this requirement.

PRELIMINARY PROJECT ASSESSMENTS

The Planning Department recently established the Preliminary Project Assessment (PPA) process to provide early feedback on proposed projects. Planning Department staff evaluates moderate to large projects before development

² Please see the Mayor's Office of Housing and Community Development for more information on the Inclusionary Affordable Housing Program: <http://sf-moh.org/index.aspx?page=263>.

applications are filed. The goal is to provide applicants with early feedback and procedural instructions and coordinate early in the development process. The PPA application is not a development application and therefore is not considered a pipeline project.

As of early 2015, only 10 of the approximately 300 Preliminary Project Assessments (PPAs) filed citywide are in District 1. Of these, four projects are still under review and six have been closed. These ten projects, if constructed, would add 576 additional housing units in the District.

SOFT SITES

In cases where a property is not built out to maximum allowable “buildable envelope,” opportunities for new development exist. The buildable envelope is the maximum allowable square footage and number of units based on zoning controls such as height, density limits, rear yard, open space requirements, etc. Properties that are built out significantly less than what the buildable envelope allows are called soft sites. These properties include vacant lots (less than 5% developed) as well as those parcels that are only 5-30% developed. Map 5-2 shows the vacant and soft sites in District 1.

PRELIMINARY PROJECT ASSESSMENTS

3% of citywide PPAs located in District 1 as of March 2015

Table 5-3

SOFT SITES

COMMERCIAL ZONING DISTRICT	VACANT PARCELS	SOFT SITES
NC-1	4	36
NC-2	3	45
NC-3	29	102
NCD	6	56
NC-S	0	2

Table 5-4

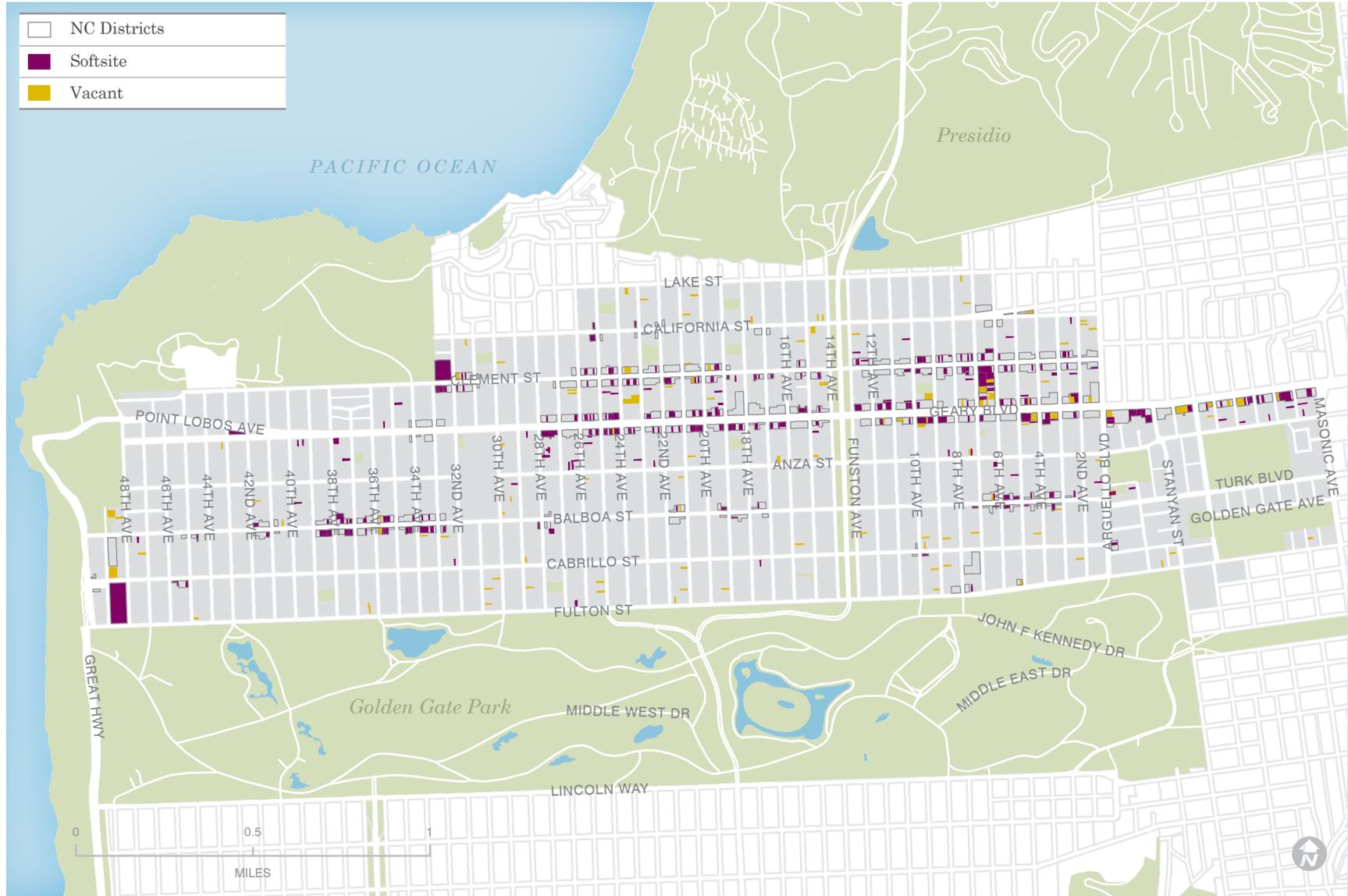
ADDITIONAL UNITS IN EXISTING HOUSING STOCK

RESIDENTIAL ZONING DISTRICT	NUMBER OF PARCELS WITH POTENTIAL TO ADD ONE ADDITIONAL DWELLING UNIT
RH-1	5
RH-2	5,019
RH-3	122
RM-1	638
RM-2	21
RM-3	3

Source: SF Planning Department

Map 5-2

SOFT SITES



Source: SF Planning

In NC districts, development of soft sites could produce 1.4 million square feet of ground floor commercial space and approximately 1,800 residential units above. This would be a 7% increase to the existing 34,000 units in the District. The soft sites in NC-3 zoned districts provide the highest potential for new development due to the highest allowable density in this District (1 unit per 600 sq. ft.)

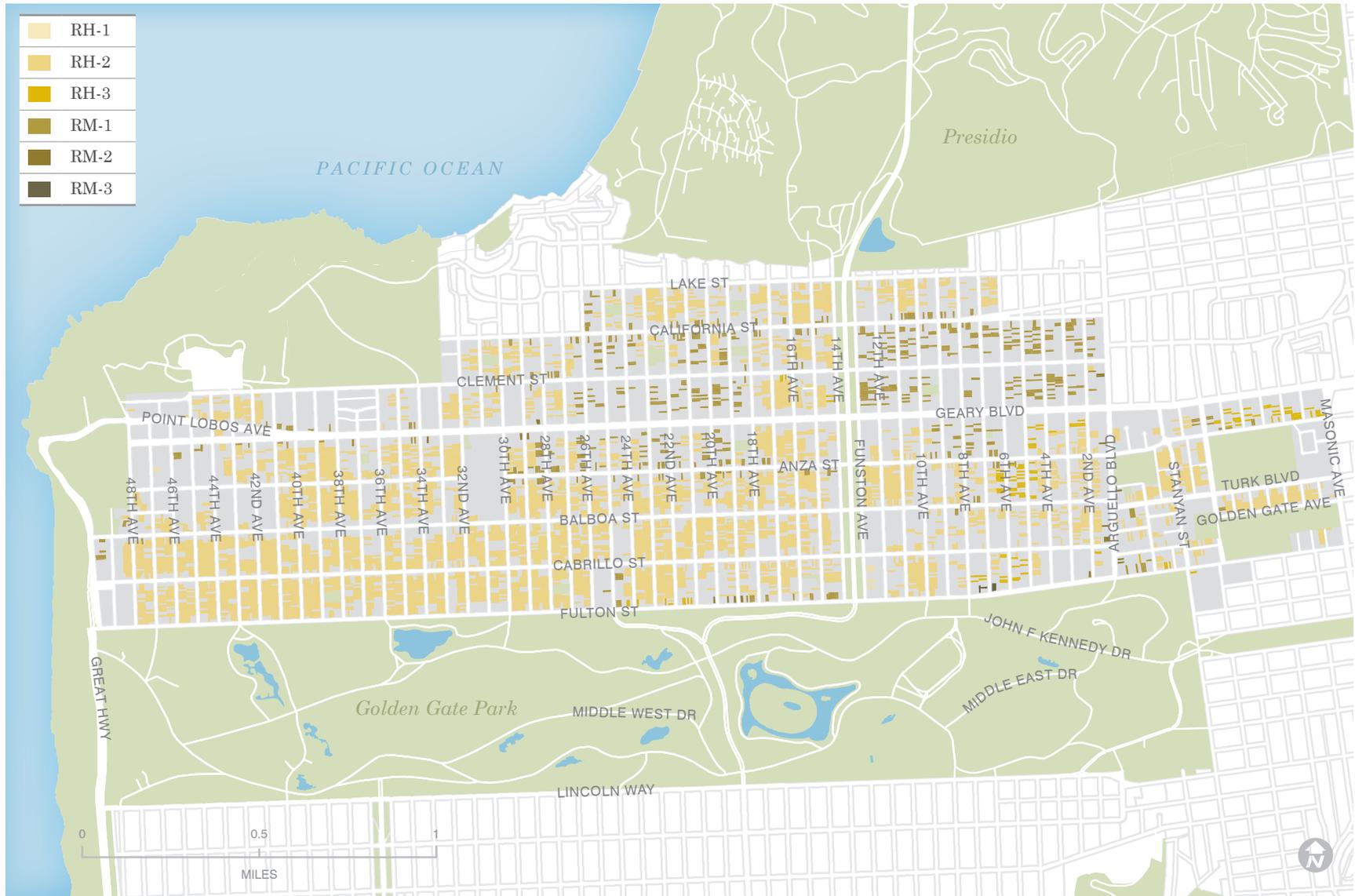
However, it's the Safeway parcel in the southwest corner of the District – zoned as NC-S – that offers the greatest potential for new development. This site is currently only occupied by a single story structure despite a height limit of 40 feet (approximately a 4-story building).

ADDITIONAL UNITS IN EXISTING HOUSING STOCK

Many of the existing residential buildings are single family homes where the zoning allows two, three, or more units. As indicated by the pipeline data, adding a unit to an existing building is the most common type of project in the District. Map 5-3 shows all the lots where additional unit(s) may be added. The greatest potential to add units is in these single family homes: more than 5,000 homes could add units (See Table 5-4).

Map 5-3

UNDERDEVELOPED SITES



Source: SF Planning



Chapter 6

CONNECTIVITY

CONNECTIVITY

District 1 is on the far west side of San Francisco, which makes traveling to the center of the city or to the East Bay somewhat more challenging than other areas. Geary Boulevard and Fulton Street are the two major east-west arterials for transit or driving. The city’s most heavily used transit bus line is the 38 Muni, which runs along Geary Boulevard from the western edge of the District to the Embarcadero. The District also includes Park Presidio Boulevard, which serves as a major arterial for north south traffic through San Francisco.

Bicycle lanes only exist on the southern, eastern, and northern edges of the District (on Cabrillo, Arguello, and Lake Streets, respectively), while central and western parts of the District lack bicycle infrastructure. Pedestrian activity is concentrated in some neighborhood commercial corridors, including Inner Clement and Outer Balboa commercial corridors.

TRAVEL MODES

Various modes of transportation serve the travel needs of the residents and visitors of District 1 every day. Travel needs include commuting to work, transporting children

to school, running daily errands, as well as occasional recreational trips.

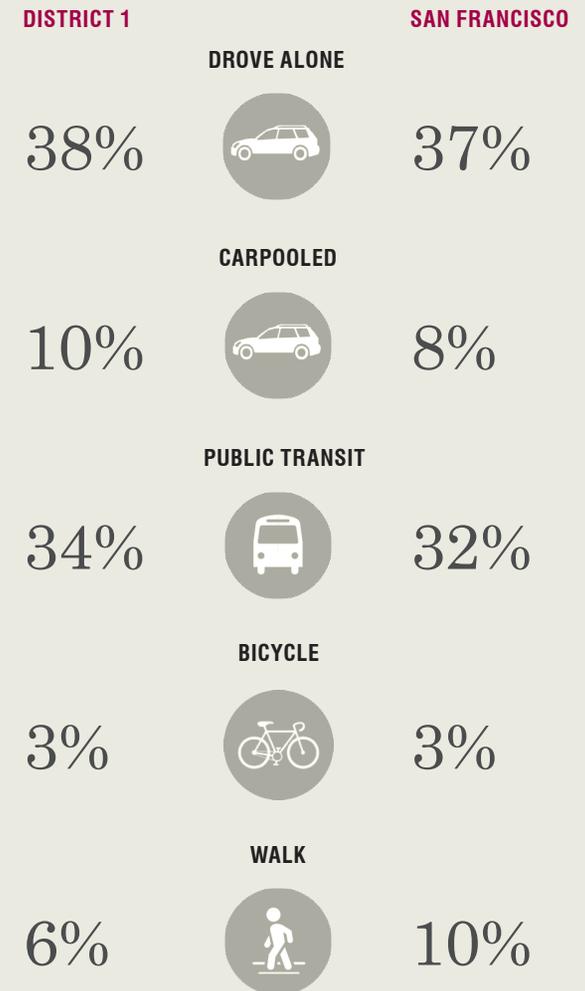
Figure 6-1 shows District 1 residents’ modes of commute to work in comparison with residents citywide. District residents are slightly more likely to both drive and take transit than citywide residents. Driving to work accounts for the largest percentage of commutes: 38% driving alone and another 10% carpool. The second most popular mode of travel to work is transit, accounting for 34%. District 1 residents walk to work at nearly half the rate of San Franciscans citywide. This could be primarily because only 7% of all employed residents in the District work within the District.

Of employed residents in the District, 65% work elsewhere in San Francisco, 28% work outside of the city, and only 7% work within District 1.

TRANSIT

District 1 residents rely heavily on transit. However, District 1 is only served by bus—making it the only District in San Francisco without rail service. Most routes move east-west across the District: the 31 along Balboa Street, 5 along Fulton Street, 1 along California Street, 2 from Inner Clement

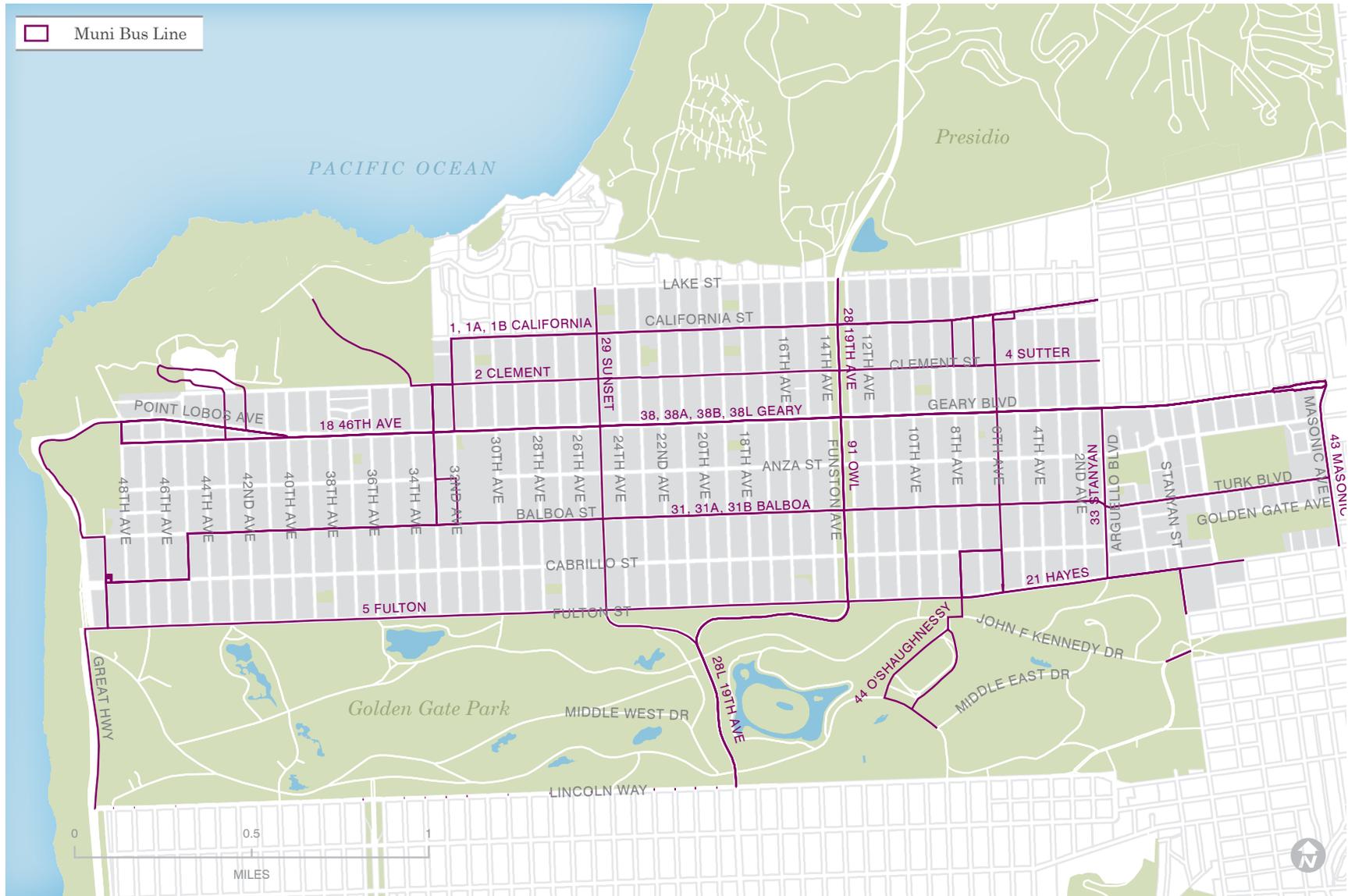
Figure 6-1
TRAVEL TO WORK



Source: 2008-2012 5-Year American Community Survey, US Census Bureau

Map 6-1

MUNI BUS SERVICE



Source: San Francisco Municipal Transportation Agency Muni System Map

Muni buses on Geary Boulevard have the highest daily ridership in the city – an average of 53,500 daily transit trips.

Table 6-1

HIGH DEMAND MUNI BUS LINES	DAILY TRANSIT TRIPS
38 (includes 38L, 38AX, 38BX)	53,500
1 (includes 1AX and 1BX)	28,000
31	12,000
5	9,500
2	5,500

OFF STREET PARKING SPACES IN DISTRICT 1

3119 public spaces

vs. 3947 private spaces

PARKING METERS

1766 in District 1

6% of all parking meters citywide

Source: San Francisco Municipal Transportation Agency

connecting to Downtown, and the 38 along Geary Boulevard. The Geary corridor is the most heavily used bus line in the city, with a daily ridership that exceeds 53,000 people. The 38 Muni (including 38L, 38AX, and 38BX), all run along Geary Boulevard from downtown Market Street to the District's western edge at 43rd Avenue. A couple of routes move passengers north-south and across Golden Gate Park (29, and 28 Limited). The main Muni routes serving the District are illustrated in Map 6-1.

The San Francisco County Transportation Authority (SFCTA) has been working with community members, merchants, and the MTA to plan and implement a Bus Rapid Transit system for the Geary Corridor to improve travel times and rider experience. Service is slated to begin in 2019. These plans and bus system redesigns are detailed in Box 6-1.

PARKING

Thirty-eight percent of District 1 residents rely on car driving as their mode of commute. In District 1, most residential buildings include a garage. While some areas of the city do not require parking to be calculated into new development projects, the Planning Code in District 1 generally requires one off-street parking spot per residential unit. For commercial projects,

parking is only required in buildings larger than 5,000 square feet. The off-street parking indicated on Map 6-2 shows the location of city-owned parking lots and many private parking lots and garages. These lots and garages total 7,066 parking spaces (3,119 off-street public parking spaces and 3,947 off-street private parking spaces). In addition, there are 18,456 on-street parking spaces (1,556 metered and 16,900 unmetered).¹

In San Francisco, street parking in many neighborhoods is limited to two hours unless a Residential Parking Permit is obtained from the SFMTA. The permit allows residents to park their cars without moving them for up to 72 hours. Street parking permits cost \$110 annually or \$55 for six months. Each address is allowed up to four permits annually.

As shown in Map 6-2, Residential Parking Permits are only required on the eastern edges of the District near the University of San Francisco and in the Inner Clement Neighborhood Commercial (NC) district. For the rest of the District, the absence of Residential Parking Permit zones means that residents and visitors may park vehicles on the street for up to 72 hours.

The commercial corridors in the District

¹ SF Park, April 2014. <http://sfpark.org/resources/parking-census-data-context-and-map-april-2014/>

contain 1,766 parking meters (also shown in Map 6-2). These metered parking areas align with the NC districts—along Balboa, Clement, and Geary. District 1 meters are located within SFMTA “Area 3” for parking meters.²

BICYCLING

Bicycling in the city has increased significantly during the past decade — a 96% increase since bike counts began in 2006.³ Map 6-3 indicates the location of the bike lanes, paths, routes, bicycle parking, and wide curb lanes. Bike lanes are dedicated lanes for bicyclists on city streets. Bike paths are multi-use paths or park trails that allow bicycles. Bike routes are city streets that accommodate bicycles but do not have a dedicated lane for bicyclists.

There are six north-south bicycle routes and three major east-west routes. Bike paths can also be found in the abundant green spaces located in the District, including Golden Gate Park and Lincoln Park. The bicycle lane on Arguello Boulevard is the first adopted bicycle lane in the city. Recent improvements to the route include installation of a “green wave” (lights timed

to accommodate bicycle travel speeds of 12 mph) from Lake Street to Clement Street.⁴

Bicycle racks throughout the District provide on-street bicycle parking.⁵ Clement Street, especially around the commercial corridors, has the highest concentration of bicycle racks. Geary Street between Park Presidio and 24th Avenue also has many bike racks. However, bicycle racks are sparse throughout the rest of the District, even in the commercial corridors on Geary Boulevard or Balboa Street.

Map 6-3 also indicates injuries as a result of bicycle and vehicle crashes. Despite the dedicated bike lane, Arguello Boulevard remains a high injury corridor.

PEDESTRIANS

Pedestrian activity in District 1 is concentrated in a few of the Neighborhood Commercial corridors, such as inner Clement and Outer Balboa. Overall the walking rate in the District is lower compared to the city overall. Map 6-4 indicates the areas of concern for pedestrians in the District along with Geary Boulevard, which is identified as a high

injury corridor by the Vision Zero Initiative. The eight-lane boulevard is challenging for pedestrians to cross and the sidewalks are relatively narrow. The City has completed or is in the process of completing many traffic calming measures and pedestrian safety improvements as part of the City’s WalkFirst projects shown in Map 6-5 (for WalkFirst See Box 6-2). The next chapter will discuss the District’s public realm, focusing more on the pedestrian experience.

² Area 3 parking meters are active from 8a/9a-6p Monday-Saturday. The general cost range is between \$0.25 and \$2.00. Some of the meters have 1 hour time limits, while others are unlimited.

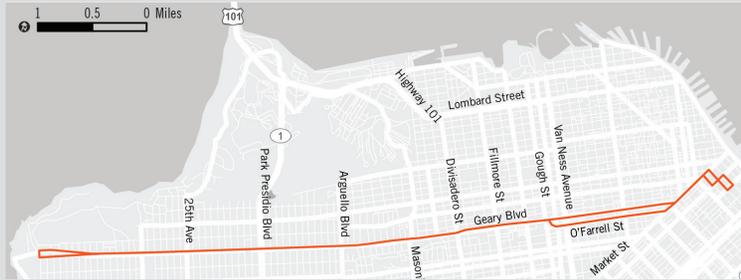
³ SF Bike Coalition, <https://www.sfbike.org/our-work/street-campaigns/arguello-boulevard/>.

⁴ SFCTA Memorandum, April 2013, <http://www.sfcta.org/sites/default/files/content/Executive/Meetings/pnp/2013/04apr/Prop%20K%20Grouped%20PPC%204.16.13%20w%20ATT1-5.pdf>.

⁵ The SFMTA installs racks for short-term bike parking in the public right-of-way (on the sidewalk or in the parking lane) by request, at no charge. As for residential parking, property owners may request bike racks on the sidewalk fronting their properties

Box 6-1

GEARY BUS RAPID TRANSIT (BRT)

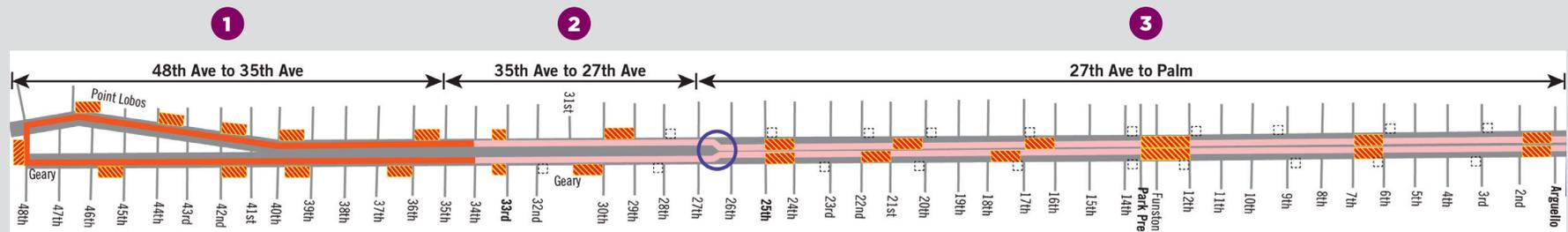


The San Francisco County Transportation Authority (SFCTA) is currently working with community members and merchants to consider different street designs to incorporate the BRT-dedicated bus lanes along Geary Boulevard. Transportation studies show that the BRT would improve bus performance with 25% travel time savings and a 20% increase in the reliability of bus service. By improving travel time and reliability, the Geary BRT service is expected to increase ridership by 10% or more.

Making it safer to walk to bus stops is a key component of the project. Improvements also include new corner bulbs to reduce crossing distances, reductions in conflicts with left-turning vehicles, and improved traffic signals and striping.

Planning for this project began in 2009 and is currently in the environmental review phase. The construction and mitigation phase is slated to start in early 2017 and the new service is scheduled to start in early 2019.

DISTRICT 1 PORTION OF BUS RAPID TRANSIT SERVICE



1 48th Ave to 35th Ave:
No Bus Treatments

Treatments not needed, given the low levels of traffic congestion and transit ridership.

2 35th Ave to 27th Ave:
Side Bus Lanes

Balances benefits with costs given lower levels of ridership and congestion by providing bus improvements at lower cost.

3 27th Ave to Palm:
Center Bus Lanes, Consolidated Local-BRT Stops

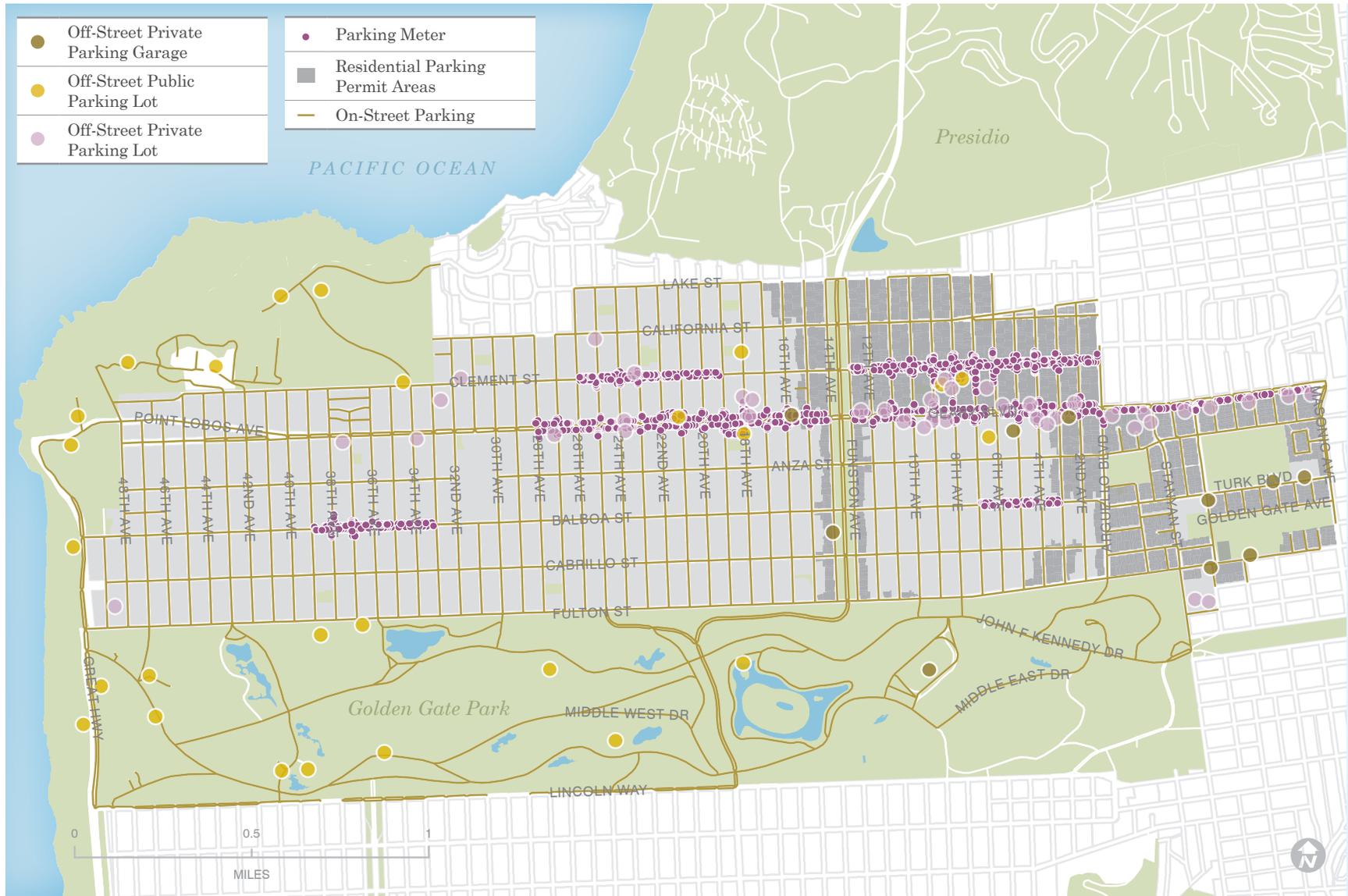
Provides 30% travel time savings and high reliability with separation from parking and loading. Speeds travel for the most riders—local bus and BRT. Preserves most on-street parking. Installs new medians with lighting and landscaping. Provides pedestrian crossing safety improvements, including bulb-outs and reductions in left-turn conflicts.

- BUS/BRT ROUTE (SAME AS EXISTING)
- PROPOSED BUS-ONLY LANE
- PROPOSED BRT/LOCAL STOP
- REMOVED EXISTING STOP
- TRANSITION BETWEEN SIDE-RUNNING AND CENTER-RUNNING BUS LANES



Map 6-2

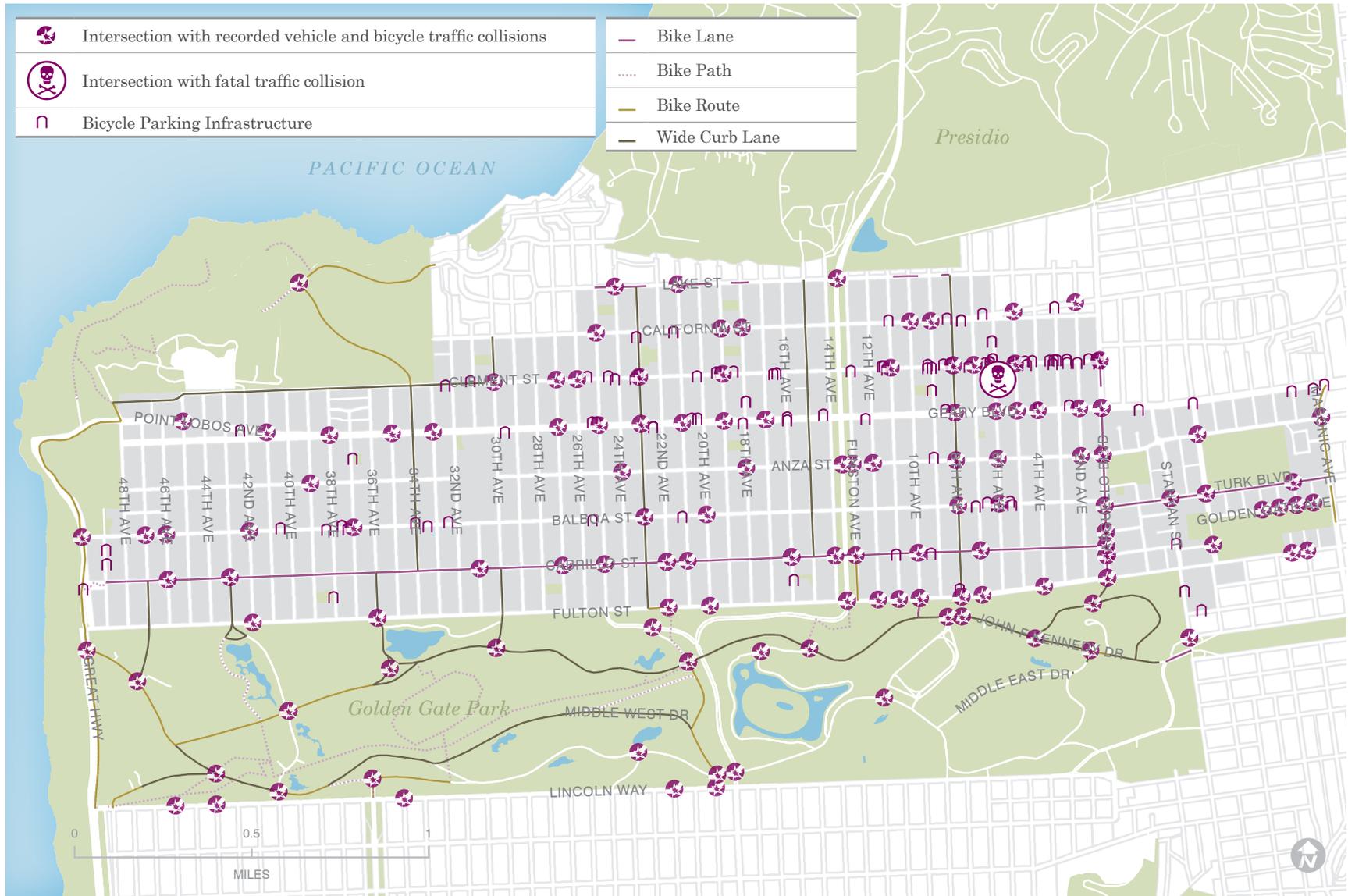
ON- AND OFF-STREET PARKING



Source: San Francisco Municipal Transportation Agency

Map 6-3

BICYCLE ROUTES, PARKING AND CONFLICTS



Source: Statewide Integrated Traffic Records System (SWITRS)

Table 6-2

TOP 5 DISTRICT 1 STREETS WITH MOST BICYCLE COLLISIONS (2005-2011)

Arguello Boulevard
Fulton Street
Geary Boulevard
John F. Kennedy Drive (in Golden Gate Park)
Anza Street

DISTRICT 1 BICYCLE COLLISIONS

7% of all bicycle collisions citywide

10% of all deaths resulting from bicycle collisions

Table 6-3

TOP 5 DISTRICT 1 STREETS WITH MOST PEDESTRIAN COLLISIONS (2005-2011)

Geary Boulevard
Fulton Street
30th Avenue
Turk Boulevard
Anza Street

DISTRICT 1 PEDESTRIAN COLLISIONS

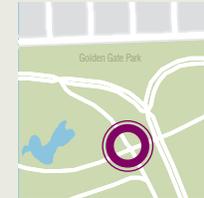
10% of all pedestrian collisions citywide

9% of all deaths resulting from pedestrian collisions

Figure 6-2

INTERSECTIONS WITH HIGHEST FREQUENCY OF BICYCLE COLLISIONS

John F. Kennedy Drive and Transverse Boulevard



Arguello Boulevard and McAllister Street

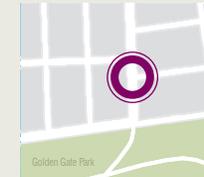


Figure 6-3

INTERSECTION WITH HIGHEST FREQUENCY OF PEDESTRIAN COLLISIONS

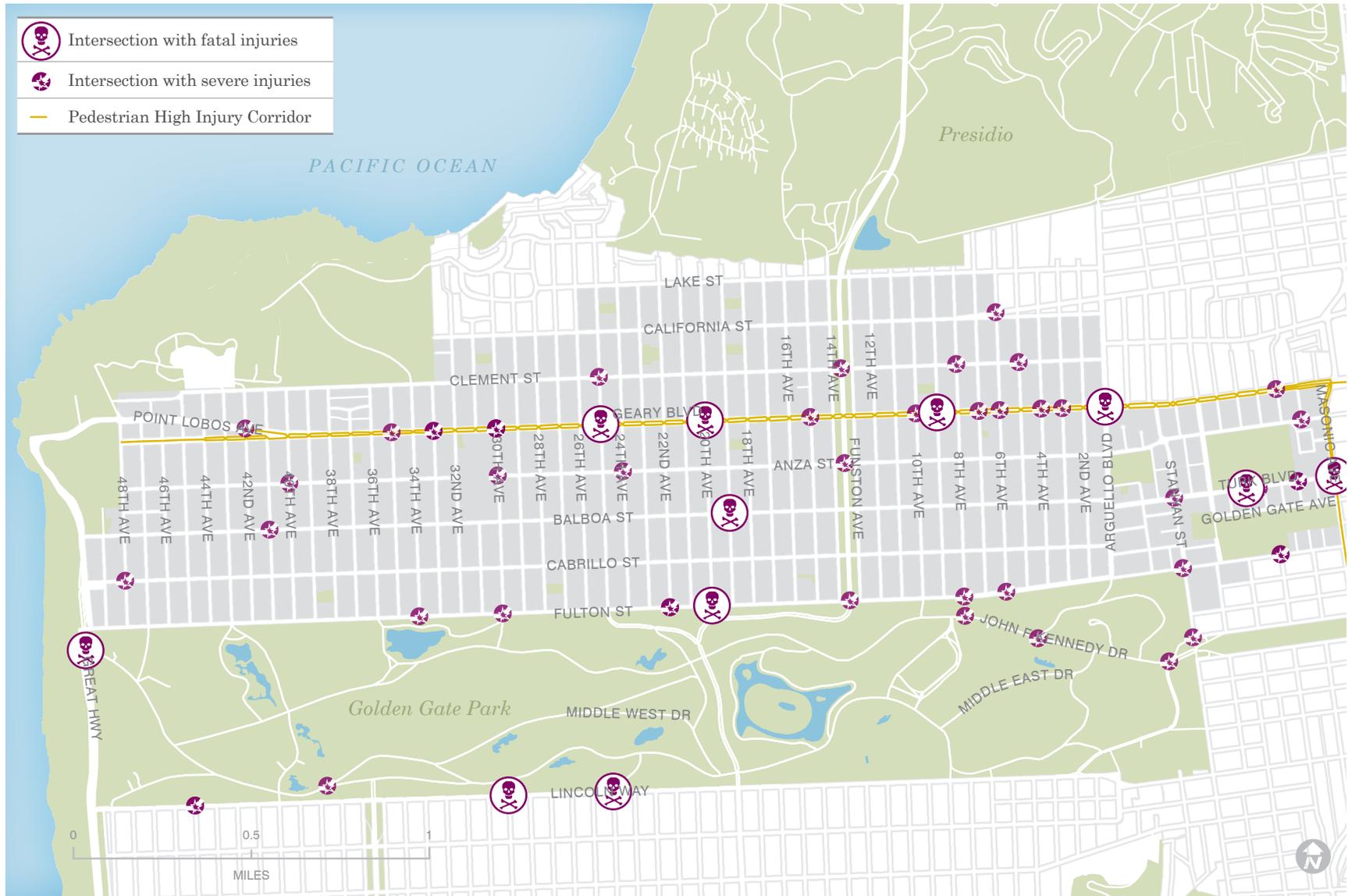
Geary Boulevard and 30th Avenue



Source: 2005-2011 Statewide Integrated Traffic Records System (SWITRS)

Map 6-4

PEDESTRIAN SAFETY AREAS OF CONCERN



Source: WalkFirst SF

Map 6-5

PEDESTRIAN IMPROVEMENTS IN DISTRICT 1



Source: SFMTA & SF Planning

*Box 6-2***WALKFIRST****WALKFIRST**

- » The City adopted Vision Zero with a goal of zero traffic deaths by 2024. To accomplish this goal, the Walkfirst planning process identified the Pedestrian High Injury Network, which includes the 6% of all streets and intersections that account for 60% of severe and fatal pedestrian injuries. Between 2005 and 2011, key intersections and corridors were identified. Several traffic calming and pedestrian infrastructure improvement projects will be implemented throughout the city by January 2016. Within District 1, Geary Boulevard is a high injury corridor and several projects have been identified as a part of WalkFirst.
- » Geary Boulevard Bus Rapid Transit: this project will also implement WalkFirst improvements along Geary Boulevard to improve the pedestrian environment through features such as pedestrian bulbouts and refuge islands, improved signal timing, reduced turn conflicts, and high-visibility crosswalks.
- » Signal timing changes at intersection of Geary Blvd and 6th Ave
- » Geary Blvd: at Arguello, 30th, 42nd: Pedestrian corridor spot treatments
- » Geary Blvd. at Palm Ave: New Traffic Signal
- » Masonic Ave. at Ewing Terrace
- » Citywide signal changes (broadside): signal timing changes at top 20 broadside injury intersections

- » Citywide signal changes (pedestrian injury): signal timing changes at top 20 pedestrian injury intersections

STREETSCAPE IMPROVEMENTS

District 1 residents have also benefited from streetscape improvements that enhance and repair sidewalks and other streetscape amenities. Such improvements will be discussed in more detail in the following chapter on the District's public realm.

CENTRAL RICHMOND TRAFFIC CALMING PROJECT

SFMTA's Central Richmond Traffic Calming Project seeks to reduce speeding and increase comfort levels for all street users on the blocks of Lake Street and Fulton Street, from 12th Avenue to 25th Avenue. The targeted traffic calming measures include speed humps, pedestrian islands, and traffic circles. There is also a road diet planned along Balboa Street, between 12th Avenue and 25th Avenue, to reduce excess capacity in the westbound direction.

In addition, there are traffic islands and bus bulb projects from 24th Avenue to 16th Avenue on California Street around Alamo Elementary School. These projects are funded by the Safe Routes to School Grant Program and will improve conditions so children can safely walk and bicycle to school.

GREEN INFRASTRUCTURE PROJECTS

The San Francisco Public Utilities Commission (SFPUC) is planning a green infrastructure project to manage storm water and reduce combined sewer discharges in the area around Baker

Beach. The project has two areas of focus: along El Camino Del Mar between 32nd and 34th Avenues, and along Sea Cliff Ave between 25th and 26th Avenues.¹ The SFPUC is undertaking one green infrastructure project per watershed. District 1 is host to the Richmond Watershed and part of the Sunset Watershed.



GREEN CONNECTIONS NETWORK

The recently adopted Green Connections network aims to encourage walking and active lifestyles by increasing residents' access to green space, open space, and the waterfront by envisioning a network of 'green connectors'—city streets that will be upgraded incrementally over the next 20 years to make it safer and more pleasant to travel to parks by walking, biking, or other

forms of active transportation.

Of the 24 Green Connection routes, eight pass through or are completely within District 1. With fewer conflicts and wide residential streets, District 1's relatively flat street network is ideal for greening projects to connect residents and visitors to the many parks and open spaces in the area.

¹ More information available at <http://sfwater.org/index.aspx?page=733>.



Chapter 7

PUBLIC REALM

PUBLIC REALM

The public realm includes streets, sidewalks, parks and plazas, and the built form visible to the pedestrian. The relationship between the buildings and the sidewalk affects whether pedestrians feel welcomed to stroll and relax, or merely pass through to reach their destinations or choose an alternate route. Clement Street and Balboa Street are pedestrian-friendly places for residents and visitors of District 1. Geary, Fulton, and Park Presidio, however, are primarily auto thoroughfares rather than attractive public spaces for pedestrians. This section of the report describes how each of these elements defines the public realm in District 1; however, parks and open spaces are discussed in greater detail in Chapter 8.

BUILT FORM

The built form is defined by the scale, style, and design of buildings visible from the street or sidewalk. To a large extent, the built form defines the neighborhood character. A high-quality built form can contribute positively to the pedestrian experience: where building scale and density create a comfortable environment for the pedestrian.

Block Pattern

The pattern of blocks in District 1 is homogenous due to a regular street grid, a relatively flat topography, and the largely residential character of the area. A typical block is 200' wide by 600' long, and is normally divided into 25' x 100' lots. Comparatively, a typical block in a downtown area like District 3 (North Beach, Chinatown, Nob Hill) is smaller (around 275' wide and 400' long), with more irregularly sized lots due to mid-block alleys and other small, pedestrian pathways. The average number of lots per block in District 1 is 41, while the average is much lower in denser parts of town, for example 25 lots per block in District 5 (Haight Ashbury, Western Addition) and 21 lots per block in District 3. Despite the higher numbers of lots per block, District 1 contains less units per block than in areas like North Beach or the Haight, given its low-to-mid unit density (as discussed in Chapter 3). Longer blocks and lower building density in District 1 translate into a less interesting public realm for pedestrians, with less variety of form and lower levels of activity to engage with on the sidewalks. This may diminish the role of sidewalk as quality public space for residents of the District.

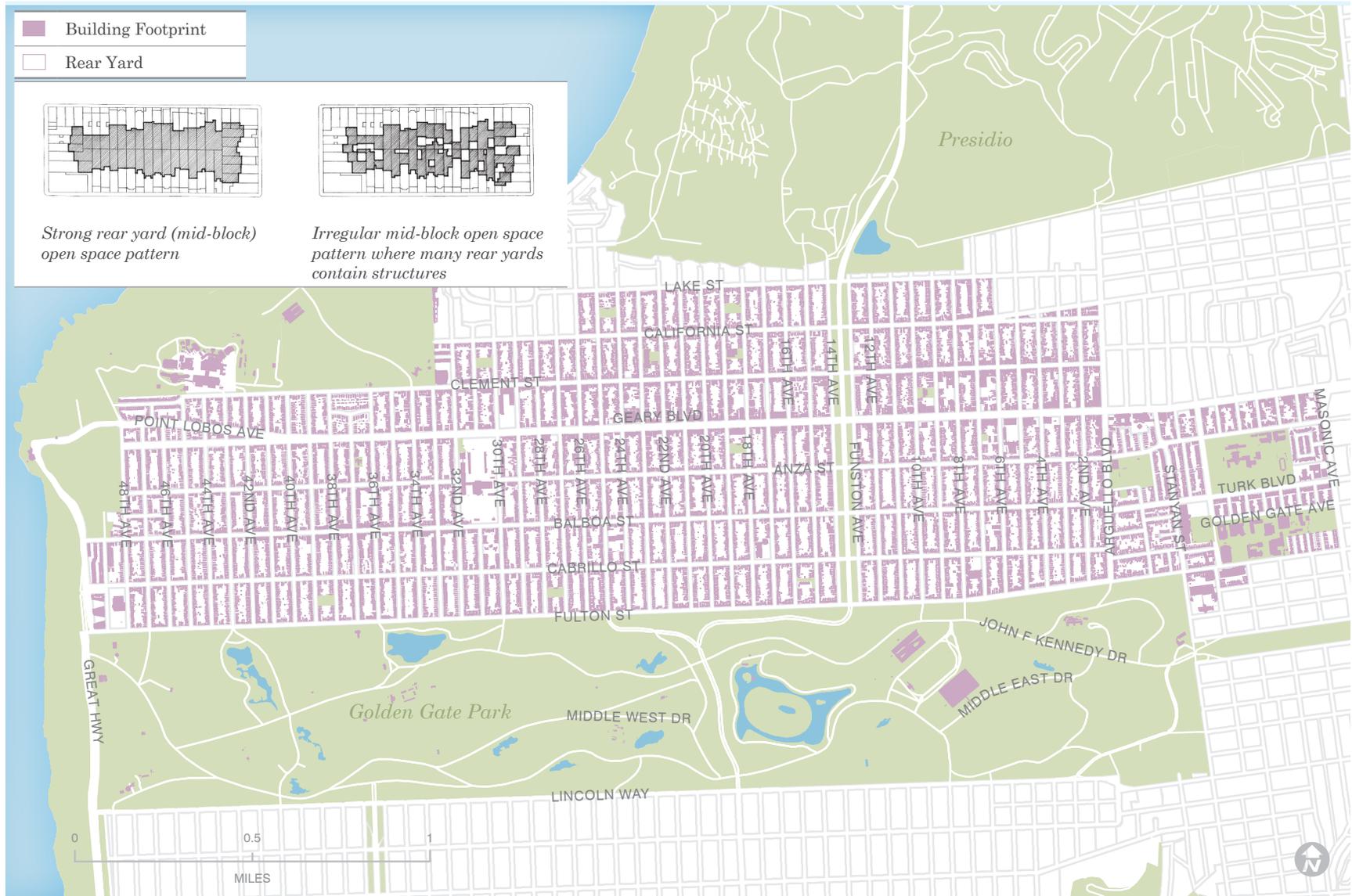
District 1 blocks also include large openings in the middle of the block, often referred to



Top: Geary Boulevard between 24th and 26th Avenue
Bottom: Geary Boulevard, between 16th and 26th Avenue

Map 7-1

BUILDING MASSING AND REAR YARD OPEN SPACE



Source: SF Planning

as “mid-block open space.” Buildings are mostly located in front of the properties, leaving the rear portion of the lot open. Consequently, most blocks include a continuous mid-block open comprised of private backyards. While mid-block open space is technically not part of the public realm, the large swaths of private open space in District 1 indicate that residents may rely less on public open spaces for recreation, nature, or gathering. The mid-block open space is not visible from the sidewalk and does not provide a collective public space. However, the linear green space provides light, air, natural habitat, as well as privacy for residents.

Building Styles and Scale

Almost 90% of all buildings in District 1 are two stories or less (See Figure 7-1). The majority of buildings (60%) are two stories and 29% are only single story structures. Only 11% of buildings in the District are three or more stories.

Residential building types vary and include single family homes, flats, and multi-unit apartment buildings. Particularly common is a simple structure with a garage and two stories of residential above. The majority of the early buildings (late 19th century) in the area were of the Eastlake (late Victorian) style to fit within the narrow

bounds of a standard 25’ lot. Queen Anne style residences were also sprinkled about, occupying wider and less common 50’ lots. These included one or two story single family buildings, as well as two story flats. The 20th Century brought heavily landscaped and planned community design to the District, resulting in private residential enclaves such as the Presidio Terrace. Other garden communities followed in the northern section of District 1, such as Sea Cliff. The early 20th Century was a period of architectural significance, as top practitioners in the area produced buildings, a majority of which were Craftsman and Period-Revival styles. Lots along Fulton and the southern ends of the avenues facing Golden Gate Park became “valuable sites for single family residences during the 1910s and 1920s”.¹

Buildings in the commercial corridors of District 1 mostly represent a typical “Main Street” pattern, with two to three story structures built along a streetcar line. Apartment buildings are mostly located on street corners, and some contain commercial space on the ground floor. Most of these structures are simple in form, and have architectural characteristics similar to those of the single family dwellings built during

¹ Bricker, Lauren Weiss. Historic Context Statements on the Neighborhood Development of San Francisco from 1890-1920: The Inner Richmond District. San Francisco: The Foundation for San Francisco’s Architectural Heritage, December 1990.

Table 7-1

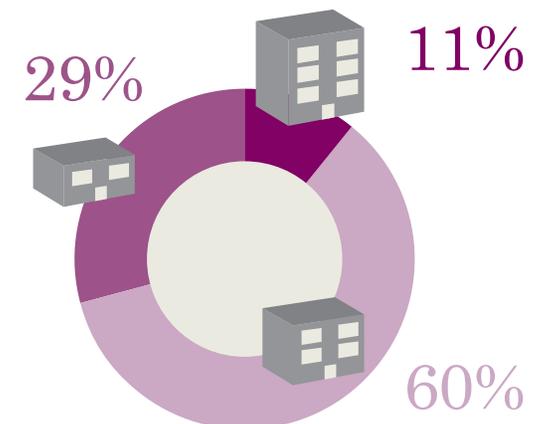
ZONING DISTRICT	#	% UNBUILT
RH-1, RH2	9801	46%
RM-2, RH-3, RM-1	2943	37%
NC-1, NC-2, Outer Clement	294	25%
NC-3, Inner Clement	254	19%
RH-1(D)	170	57%
Other	44	29%

Source: SF Planning

MID-BLOCK OPEN SPACE

On average, District 1 lots are 43% unbuilt, higher than many neighborhoods especially on the eastern parts of the city. Under the Planning Code, residential zoning districts require rear yard setbacks to ensure useable open space for each residential lot (See Map 7-1). In RH-1 and RM-3 districts, the rear yard setback is 25% of the lot depth, but no less than 15 feet. For RH-2, RH-3, RM-1, and RM-2 districts, the requirement is 45% of the lot depth, except of reductions based upon average of adjacent buildings or a 12 feet pop out as long as a minimum of 25% of lot depth or 15 feet remains open. Within District 1, blocks west of the Park Presidio Blvd. generally have larger mid-block open space, while on the western side of this street, especially blocks in the Geary and Clement commercial corridors, as well as blocks zoned as RM, have smaller midblock open space.

Figure 7-1





A one-story-above-basement workman's cottage with a square sided bay, gabled entrance porch and a mansard roof parapet



Queen-Anne Style narrow gable-ended two story flats, some were originally two story single family homes.



A range of styles can be found along this corridor, for example Mediterranean, Secessionist, and Mission Revival.



An apartment building features a bowed corner window, plaster decorated wall surface or brick veneer, with two or three-part bay or recessed window configuration, and a flat roof outline.



ACTIVE STOREFRONTS

Section 145.1 of the Planning Code requires ground floor non-residential buildings in Neighborhood Commercial districts to provide an active use. The Code defines an "active use" as: "any principal, conditional, or accessory use which by its nature does not require non-transparent walls facing a public street or involves the storage of goods or vehicles." This Section also requires that that "frontages with active uses that are not residential or Production/Distribution/Repair (PDR) must be fenestrated with transparent windows and doorways for no less than 60 % of the street frontage at the ground level and allow visibility to the inside of the building."

**THE INNER CLEMENT STREET NCD
BETWEEN ARGUELLO STREET AND FUNSTON AVENUE**



**GEARY BOULEVARD NC-3
BETWEEN MASONIC AVENUE AND 28TH AVENUE**



Excluding a handful of flat-front buildings in the Italianette Style, commercial blocks along Geary are similar to those on Clement in composition and scale. In the 1910s and 1920s, a number of larger brick and concrete garages and automobile showrooms began to pop up along Geary Boulevard.

**OUTER CLEMENT STREET NCD
BETWEEN 19TH AVENUE AND 27TH AVENUE**



**BALBOA NC-2
BETWEEN 3RD AND 7TH**



Two-story buildings at the corners with retail ground floors and housing on the second floor. Mostly built in the early 1900s, retail ground floor have graciously high ceilings, creating an inviting environment for people walking on the sidewalk.

the same period, reflecting the Eastlake architectural style that was ubiquitous at the turn of the 20th Century.

These historic storefronts help create an active and attractive ground floor that enhances the pedestrian experience. However, compared to the residential buildings in the District, the historic architectural integrity of the District's commercial storefronts has been more affected by modernization and other alterations. In addition to historic preservation controls, the City also imposes design regulations to maintain pedestrians' views into commercial storefronts (see sidebar).

STREETS

Streets and sidewalks comprise 29% of the buildable land area.² Because streets take up nearly a third of the District, their design and functionality is a major component of how the public realm serves District 1 residents'. Well-designed streets and sidewalks will provide space and breathing room for residents and pedestrians.

Street Types

District 1 contains diverse street types, ranging from narrow residential streets

² Buildable land area refers to the amount of land area that excludes designated park space. In District 1, the buildable land area excludes large parks such as Golden Gate Park and Lands End.

suited to pedestrian activity to large thoroughfares like Geary Boulevard. The San Francisco Better Streets Plan sets up a methodology for classifying all streets in San Francisco based on adjacent land uses, transportation function, location, and other special characteristics. These classifications are then used to determine appropriate design treatments for enhancing the public realm along streets in the city. The streets of District 1 as classified by this framework are listed in Table 7-1.

Neighborhood Residential

Neighborhood residential streets, for example 6th Avenue and Cabrillo Street, are quiet residential streets with relatively low traffic volumes and speeds. Although they have low levels of activity relative to other street types, they play a key role in supporting the social life of a neighborhood by allowing for informal interactions among neighbors.

Residential Thoroughway

California Street and Park Presidio have high levels of fast-moving traffic. As such, they are often not designed to serve residents, and can be unpleasant to walk or live along.

Commercial Thoroughway

Commercial thoroughways such as Geary Boulevard and sections of Balboa move significant volumes of people across the city in a variety of travel modes and attract them to shop, eat, and play. Vehicular traffic on these thoroughways tends to be relatively fast and continuous and transit service is frequent.

Neighborhood Commercial

Neighborhood commercial streets, such as Clement Street and sections of Balboa Street, are often San Francisco's most vibrant streets, handling continuous activity throughout the day. They are the streets where residents do their daily errands, meet with friends, and shop and play on the weekends. They are also destinations, whose unique character draws tourists and visitors from other neighborhoods.

Park Interior

Park interior streets allow circulation within parks such as Golden Gate Park and Lands End.

Street Scale

Maintaining a specific building height to street width ratio contributes to a more

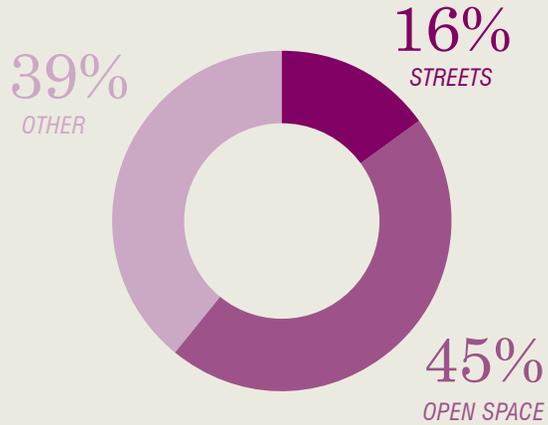


Table 7-2

STREET TYPE	% OF STREETS	EXAMPLE
Neighborhood Residential	62%	6th Ave.
Residential Thoroughway	13%	California St.
Park Interior	12%	Chain of Lakes Dr.
Commercial Thoroughway	9%	Geary Blvd.
Neighborhood Commercial	4%	Clement St.

Source: SF Planning



Map 7-2

BETTER STREETS



Source: SF Planning

NEIGHBORHOOD COMMERCIAL BUILDING TYPES

Most blocks along Clement Street are “two-part commercial” meaning that the buildings contain two zones: a ground floor with storefronts and upper floors with more private spaces. Originally, many of these structures were intended for residential uses, with commercial uses only at the street corners.



pleasant environment for pedestrians. The Urban Design Element of the San Francisco General Plan emphasizes street scale in development of new buildings: “The width of streets should be considered in determining the type and size of building development, so as to provide enclosing street facades and complement the nature of the street. Streets and development bordering open spaces are especially important with respect to the strength and order in their design. Where setbacks establish facade lines that form an important component of a street’s visual character, new and remodeled buildings should maintain the existing facade lines.”

For example, Policy 3.1.3 of the Mission Area Plan states that “the height of buildings is set to relate to street widths throughout the Plan Area. An important urban design tool in specific applications is to frame streets with buildings or cornice lines that roughly reflect the street’s width. A core goal of the height districts is to create an urban form that will be intimate for the pedestrian, while improving opportunities for cost-effective housing and allowing for pedestrian-supportive ground floors.”³

In District 1, street widths typically range from three to six times wider than the

average building height along a street. This is a reverse ratio compared to what is considered a human scale in the public realm. While streets in this area are comparable in width to streets with similar function in other parts of the city, the low height of adjacent buildings make the streets feel much wider to pedestrians.

³ Mission Area Plan: An Area Plan of the General Plan of the City and County of San Francisco. San Francisco Planning Department. Adopted 2008. Page 28. <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=2321>.

Box 7-1

DISTRICT 1 STREET WIDTH TO BUILDING HEIGHT RATIOS

In District 1, street widths typically range from three to six times as wide as the existing streetwall or average building height. This is a reverse ratio compared to what is considered a human scale in the public realm.

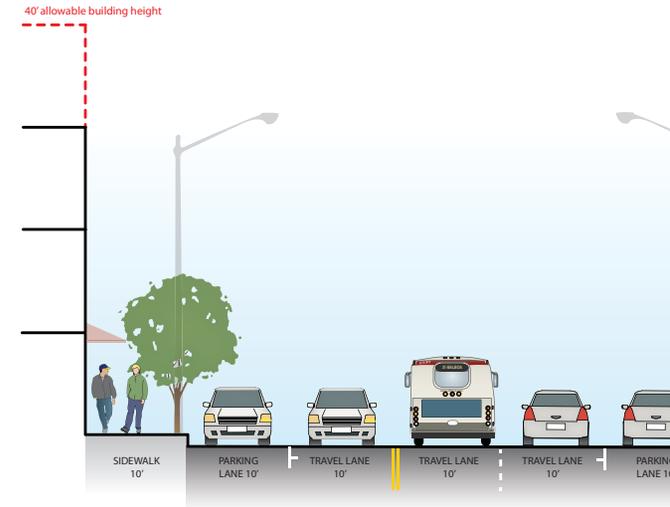
STREET MIX AND BUILDING HEIGHTS

The graphics in Box 7-1 illustrate building-height to street-width ratios along the District’s NC corridors and one residential street. These street sections also indicate the potential maximum height of buildings as allowed per the zoning controls.

Along the Outer Clement NCD corridor, building heights vary between one and four stories, with an average of two stories. Given the average 20-foot tall structure the building-height to street-width ratio for this corridor is 1 : 3.2, still about double the appropriate ratio for a pedestrian friendly street.



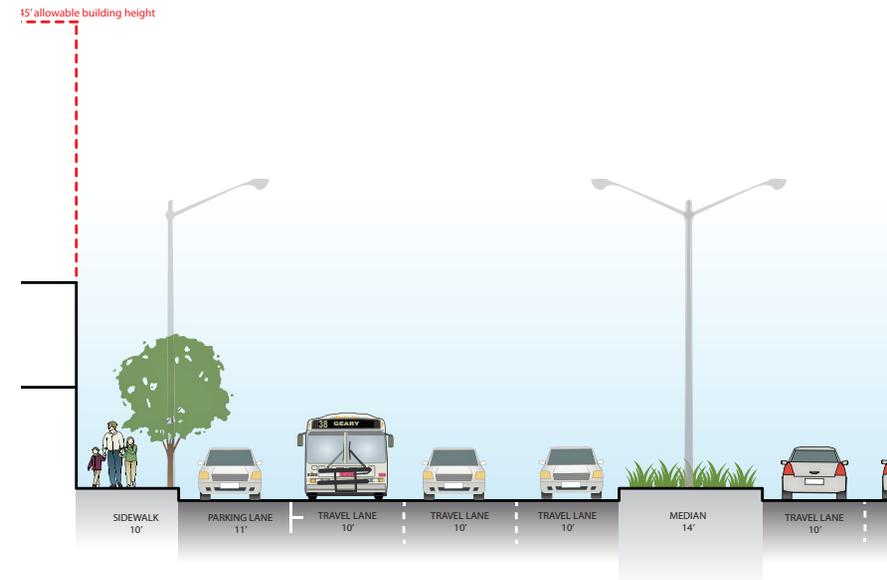
Balboa Street
Existing Street Width to Building Height Ratio: 1:3.5



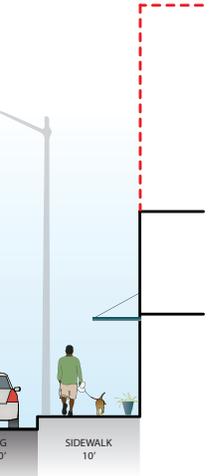
BALBOA STREET AT 5TH AVENUE
NC-2
EXISTING CONDITIONS



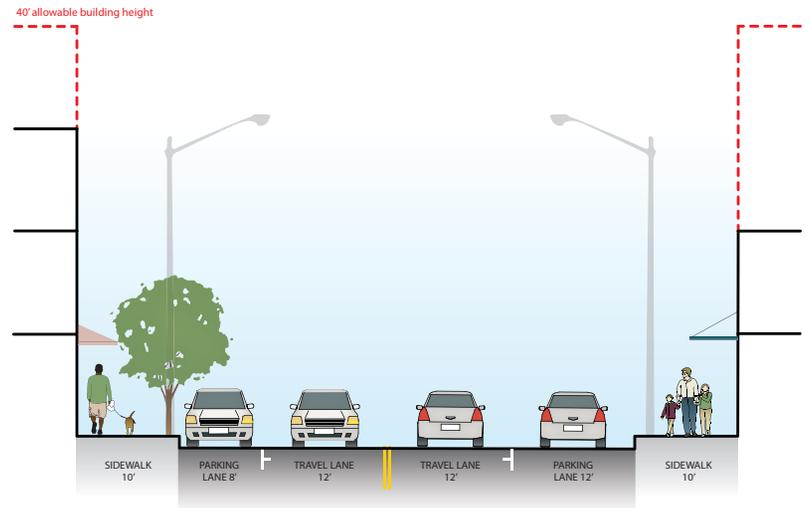
Geary Boulevard
Existing Street Width to Building Height Ratio: 1:6



GEARY BOULEVARD AT 17TH AVENUE
NC-3 DISTRICT
EXISTING CONDITIONS



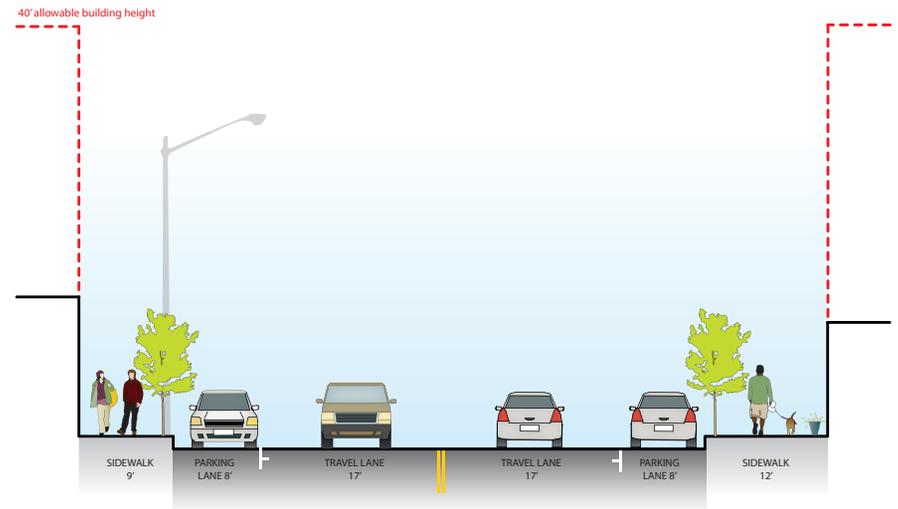
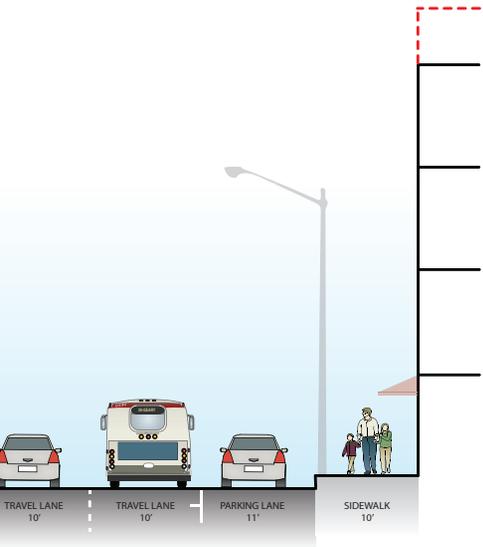
Clement Street
Existing Street Width to Building Height Ratio: 1:3.2



CLEMENT STREET AT 24TH AVENUE
OUTER CLEMENT NCD
EXISTING CONDITIONS



Anza Street
Existing Street Width to Building Height Ratio: 1:3.6

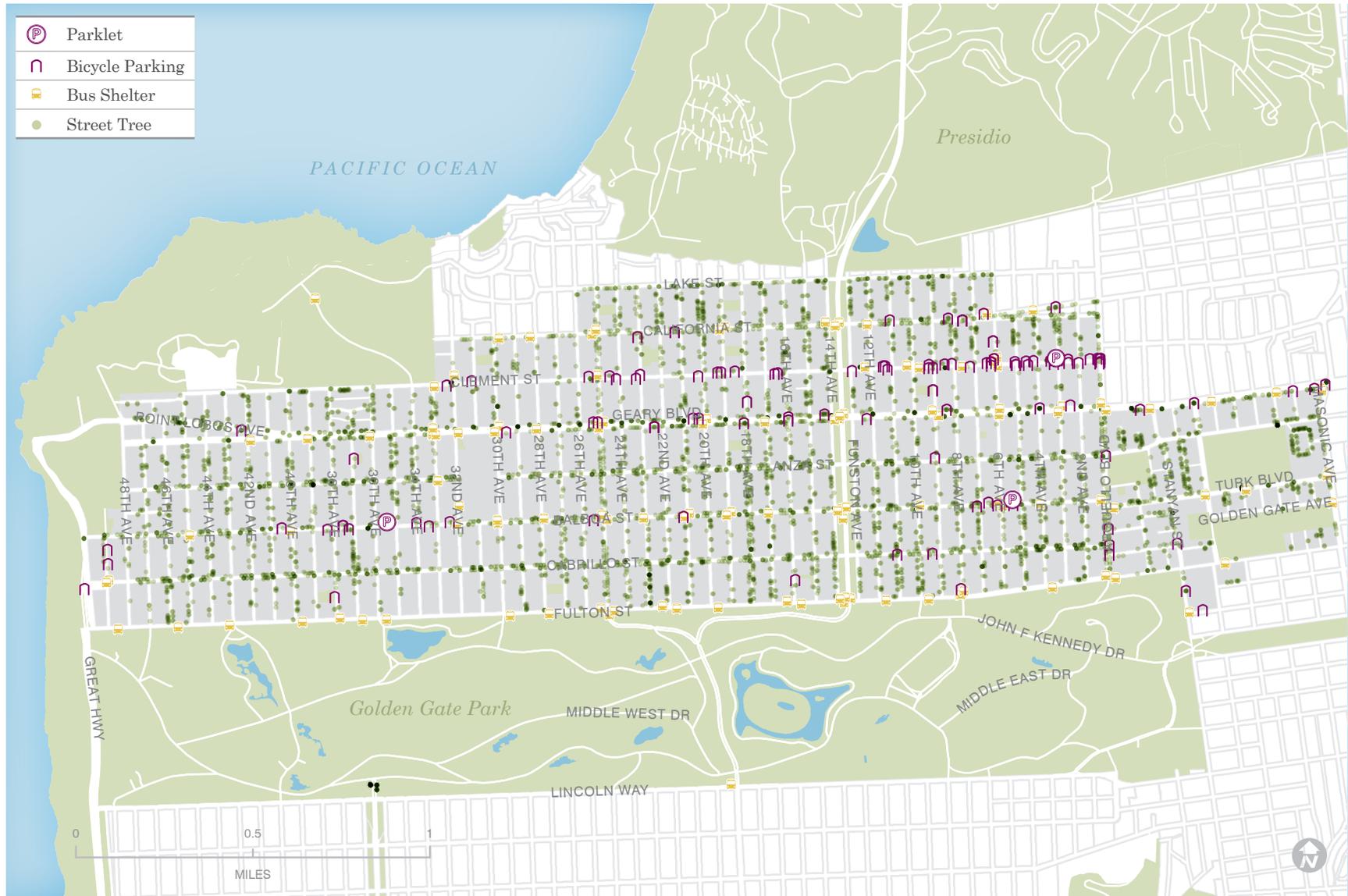


ANZA STREET AT 39TH AVENUE
RH-2 DISTRICT
EXISTING CONDITIONS



Map 7-3

STREETSCAPE AMENITIES



Source: SF Planning

STREETSCAPE AMENITIES

Benches, bus stops, bike racks, parklets, street lighting, and trees all contribute to the public realm and enhance the pedestrian experience. These amenities are unevenly distributed throughout District 1.

TREES



24% of District 1 is covered by tree canopy. However, excluding large open spaces like Golden Gate Park, Lands End, and Ocean Beach, this percentage goes down to only 5%. Compared with a citywide percentage of 13.7%, this number is low. Among countless other benefits, street trees provide shade for pedestrians, calming traffic, and creating memorable and beautiful places.

SIDEWALK FURNITURE



Many businesses provide seating options on the sidewalk, mostly benches or tables and chairs. Thus, seating options in District 1 are around commercial areas. However, these options are not always open to the general public. Public benches are sparse, and can usually be found near open spaces and transit stops.

BIKE RACKS



Bicycle Parking is distributed mostly through commercial areas in the form of a single rack or a bicycle corral, promoting a variety of transportation modes in District 1. As mentioned in the chapter on connectivity, bicycle parking is sparse, and unevenly distributed throughout the district. Stretches of Clement and Geary contain the greatest concentration of short-term parking for cyclists. However, there are few racks in other commercial areas, and even fewer in residential areas.

MUNI SHELTERS



Muni bus shelters lie mostly along the commercial and residential thoroughways, offering a place to rest for all pedestrians waiting for the bus or otherwise. Each shelter generally contains four seats, and can be found every few blocks in more densely populated areas like Inner Clement Street, and more sparsely moving west towards the outer Avenues.

PARKLETS



3434 Balboa Street, Hosted by Simple Pleasures Café, Completed April 2014

District 1 contains only three "parklets;" small spaces that take the place of one to three parking spaces. Compared with other areas, for example District 8 (Castro, Noe Valley, Glen Park), this number is very low. As parklets are usually sponsored by a neighboring business, the majority (including those found in District 1) only inhabit commercial areas. The San Francisco Recreation and Open Space Element discusses the importance of the right-of-way as a supplement to traditional open spaces (32). Parklets are one of many tactics for converting street space into people space. These spaces are valuable in bringing greenery, public seating, and community meeting spaces to a neighborhood.

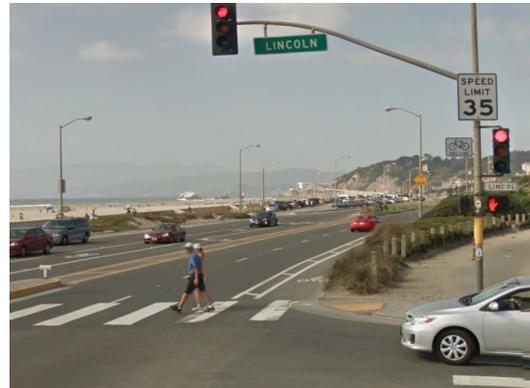


200 Clement Street, Hosted by Cumaica Coffee, Completed August 2013

PEDESTRIAN ACCESSIBILITY & SAFETY

Despite the abundance of green and open space in District 1, challenging pedestrian access often turns these parks into inaccessible green edges. Detailed analysis of pedestrian access issues to two major open spaces (Golden Gate Park and Park Presidio Boulevard) is provided in the following pages.

District 1's streets provide public space for pedestrians and connect to all parks and open spaces, especially for pedestrians and cyclists. There are still many opportunities for enhancing pedestrian and bicycle experience on the streets especially near open spaces. Some examples of streetscape improvements are already present in District 1, as discussed in the last Chapter. Such interventions are discussed further here to show how different design improvements have enhanced the public realm in the District.



PUBLIC WORKS GREAT HIGHWAY PAVEMENT RENOVATION AND STREETScape IMPROVEMENT PROJECT

Repaving the Great Highway from Point Lobos to Sloat Boulevard was a six month project, completed in 2013. Streetscape improvements were also made to the stretch of road along Golden Gate Park at Ocean Beach between Fulton and Lincoln. The improvements included new curb ramps, pedestrian crossing and bicycle safety upgrades, and the installation of a landscaped roadway median. Water main installation work was also performed as a part of the project.

PUBLIC WORKS BALBOA STREETScape IMPROVEMENT PROJECT



The Balboa Streetscape Improvement project extends from 34th to 39th Avenue in the Outer Richmond. Balboa Street is a vital commercial corridor for the surrounding residential neighborhood. The renovation will provide a safer and more pleasant environment for pedestrians, motorists, cyclists and transit riders with the installation of special traffic calming features.



A bulb-out at 34th and Balboa, the beginning of the streetscape improvements. Diagonal parking was a new addition. Similar signs at the start and end of the NC-2.



Green infrastructure improvements and plantings along Balboa provide a buffer between the sidewalk and street traffic and enhance the pedestrian experience. Fine grained storefronts along Balboa's NC-2 district between 33rd and 39th Avenues.

Figure 7-2



OPEN SPACE ACCESSIBILITY: PARK PRESIDIO GREENWAY

Park Presidio Boulevard, part of State Highway 1, carries six lanes of traffic north-south between the Presidio and Golden Gate Park. Two narrower neighborhood streets, Funston Avenue on the east and 14th Avenue on the west, run parallel to Park Presidio Boulevard. The three streets are separated by two linear greenways, creating two landscapes cutting through a 380' wide space, primarily used for vehicle traffic. The space acts more as a landscaped buffer, as opposed to an active recreation space like the Panhandle. The space is rather inhospitable for pedestrians for a number of reasons, including insufficient pedestrian amenities (lighting, seating, nodes of interest, etc.) and other accessibility issues. While pedestrian trails are located on the neighborhood street edges of both spaces, the path of travel is interrupted due to lack of crosswalks: when one arrives at the intersection of the trail and each east-west street, there is no marked crosswalk. Instead, pedestrians must cross east-west, then north-south, then east-west again to continue along the greened sidewalks. Such interrupted paths deter pedestrians from using these trails. Moreover, poor pedestrian safety conditions render the Boulevard along with the linear parks as impermeable hard edges for the pedestrians walking east west.

Map 7-4



1 FUNSTON AVENUE BETWEEN BALBOA AND ANZA STREETS



A narrow but shaded trail along Funston and 14th Avenues allows pedestrians to enjoy the greenery of Park Presidio Blvd without facing the fast traffic.

2 14TH AVENUE AT ANZA STREET

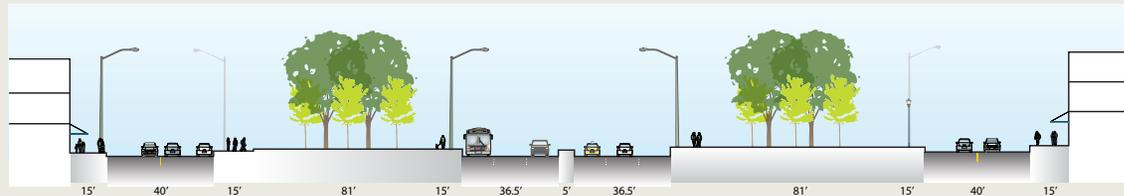


Many crossings along 14th Avenue do not connect north-south. At this intersection, only one painted crossing exists, linking the south-side of Anza Street across 14th Avenue.

3 FUNSTON AVENUE AT BALBOA STREET



A pedestrian walking on the trail cannot cross over Balboa Street to continue along the greenway. Instead, pedestrians must cross three times to return to the same pathway.



PARK PRESIDIO BOULEVARD AT GEARY
EXISTING CONDITIONS

- ▬▬▬ Painted pedestrian crosswalk
- MUNI Bus Stop
- ▬ Paved pedestrian sidewalk
- ✗ Unmarked crossing
- Public greenspace

4 PARK PRESIDIO BOULEVARD AT BALBOA STREET



Bus shelters located on Park Presidio Blvd are along narrow sidewalks adjacent to busy traffic. Passengers unboarding are not connected to a continuous sidewalk.

Figure 7-3

OPEN SPACE ACCESSIBILITY: GOLDEN GATE PARK

In the late 1990s, the Golden Gate Park Master Plan introduced policies that prioritized pedestrians over automobile traffic. A series of entrances were planned at each edge of the park prioritizing access for different groups (pedestrians, bicycles, and automobiles). While most of the access points from Fulton Street in District 1 into Golden Gate Park have been completed, pedestrian access to the park is not available along long stretches of the street. West of Park Presidio Blvd, entrances to park trails are more dispersed. As a result, those who wish to access the park where there is no entrance merely blaze their own trail, and other park-goers follow. This informal network of footpaths and trails may not be suitable for all pedestrians, often cover steep or uneven terrain, and are responsible for serious erosion problems.

In other locations, grand entrances allow for multiple transportation modes to utilize the same entryway. However, lack of crosswalks along Fulton Street on the north side, as well as crosswalks to and from the park, often turns the park into an impermeable green wall. There exists a general lack of connection between the network of entrances, formal and informal, for pedestrians, cyclists, and other non-motorized modes of transit.

1 FULTON STREET AT 47TH AVENUE



A wide driving entrance at 47th Avenue welcomes access to the park through various modes of transportation, including horses. A separated, raised sidewalk exists for pedestrians on the west side. However, the wide intersection along with lack of sidewalk on the eastern side of the park creates an unfriendly environment for pedestrians.

2 FULTON STREET FROM 36TH TO 43RD AVENUES



There are no pedestrian trails to access the park within this long stretch. This stretch can also be difficult for pedestrians and bicyclists, as there are few crosswalks and sidewalk condition is undesirable.

Map 7-5



3 FULTON STREET AT 6TH AVENUE



The entrance at 6th Avenue creates a clear access point to the park with paved paths and pedestrian-oriented elements (benches and seat walls) that do not impede the flow along the sidewalks. The intersection is sufficiently marked with pedestrian crossings and signals.

4 ARGUELLO BOULEVARD GATES



The sidewalk along the park is narrow; where furnishings exist, little space remains for the pedestrian path. Sidewalks with Muni shelters can become crowded with people, leaving little room for pedestrians to pass, and forcing them to walk along the edge of the street where it is unsafe.

The historic gates at Arguello Boulevard establish a clear and iconic entrance to Golden Gate Park; and provide sidewalks for pedestrian access to the park. However, the intersection favors automobiles rather than pedestrians or bicycles, with narrow sidewalks along a fast paced traffic on Fulton Street.



- Painted pedestrian crosswalk
- MUNI Bus Stop
- Paved pedestrian sidewalk
- Unmarked crossing
- Public greenspace



Chapter 8

COMMUNITY FACILITIES

COMMUNITY FACILITIES

District 1 has a range and number of organizations and facilities that serve the community's educational, social, cultural, and recreational needs. Map 8-1 shows the location of seventeen different types of services available within the District. While every effort has been made to map services, facilities, and amenities known to the Planning Department, the following information will be updated during the community outreach and needs assessment phase.

PARKS AND OPEN SPACES

The District is home to some of the city's largest parks and public open spaces, which account for almost 45% of the land area of the District and about 20% of the city's overall publicly accessible open space.

District 1 offers opportunities for hiking, biking, and walking trails in natural areas such as Golden Gate Park and nearby in the Presidio and along Land's End and Ocean Beach. These unique features draw visitors from all over the city, region, and world. Smaller neighborhood parks, twelve in total, are also distributed throughout the District. These neighborhood parks (see Map 8-1) have various sports facilities, such

as tennis courts, soccer fields, basketball courts, and a swimming pool. The District's only Recreation Center is located in the northern section between California and Clement Streets. The Richmond Rec Center provides summer day camp and after school programs, and hosts community events. Despite the District's access to Golden Gate Park and these neighborhood parks, some neighborhoods lack easy access to the District's open spaces and recreation facilities.¹

PUBLIC SERVICES

There are three fire stations near the Geary Boulevard corridor. The Richmond Police Station is in the Inner Richmond, but there is also a park police station in Golden Gate Park, as well as stables for mounted police. There are two public branch libraries: the Richmond Branch Library and the Anza Library.

PHYSICAL AND MENTAL HEALTH

There are three hospitals and medical centers in the District that serve the city. There are also a number of mental health and substance abuse centers. Several institutions provide elder care and operate

¹ For a complete analysis of the neighborhoods that meet the city's definition of a High Needs Area: Priority Acquisition and Renovation areas, please see the City's Recreation and Open Space Element.



SPUR'S OCEAN BEACH MASTER PLAN

Ocean Beach is a national park, a popular urban open space, the site of a major infrastructure complex and a beloved San Francisco landscape spanning from Cliff House to Fort Funston. This 3.5 mile stretch of beach and rugged coast faces a wide range of complex challenges — including severe erosion, jurisdictional issues, a diverse array of beach users' viewpoints on its usage, and the looming challenge of climate-induced sea level rise.

SPUR, a member-supported nonprofit organization that promotes good planning and good governance in the San Francisco Bay Area, supported an interagency effort to develop a sustainable long-term vision for Ocean Beach. Their Master Plan addresses issues of public access, environmental protection, and infrastructure needs in the context of erosion and climate-related sea level rise. The decade-long process involved advocacy by community members, stakeholders, public agencies, and decision makers. Organized around seven focus areas, the plan proposes a series of implementable actions by the responsible agencies over a nearly 40-year period.

The Master Plan consists of six key actions; two of which are meant to address the conditions of the northern portion of Ocean Beach that is in District 1:

- Create a better connection between Golden Gate Park and Ocean Beach
- Introduce bicycle and pedestrian improvements north of Balboa Street

Map 8-1

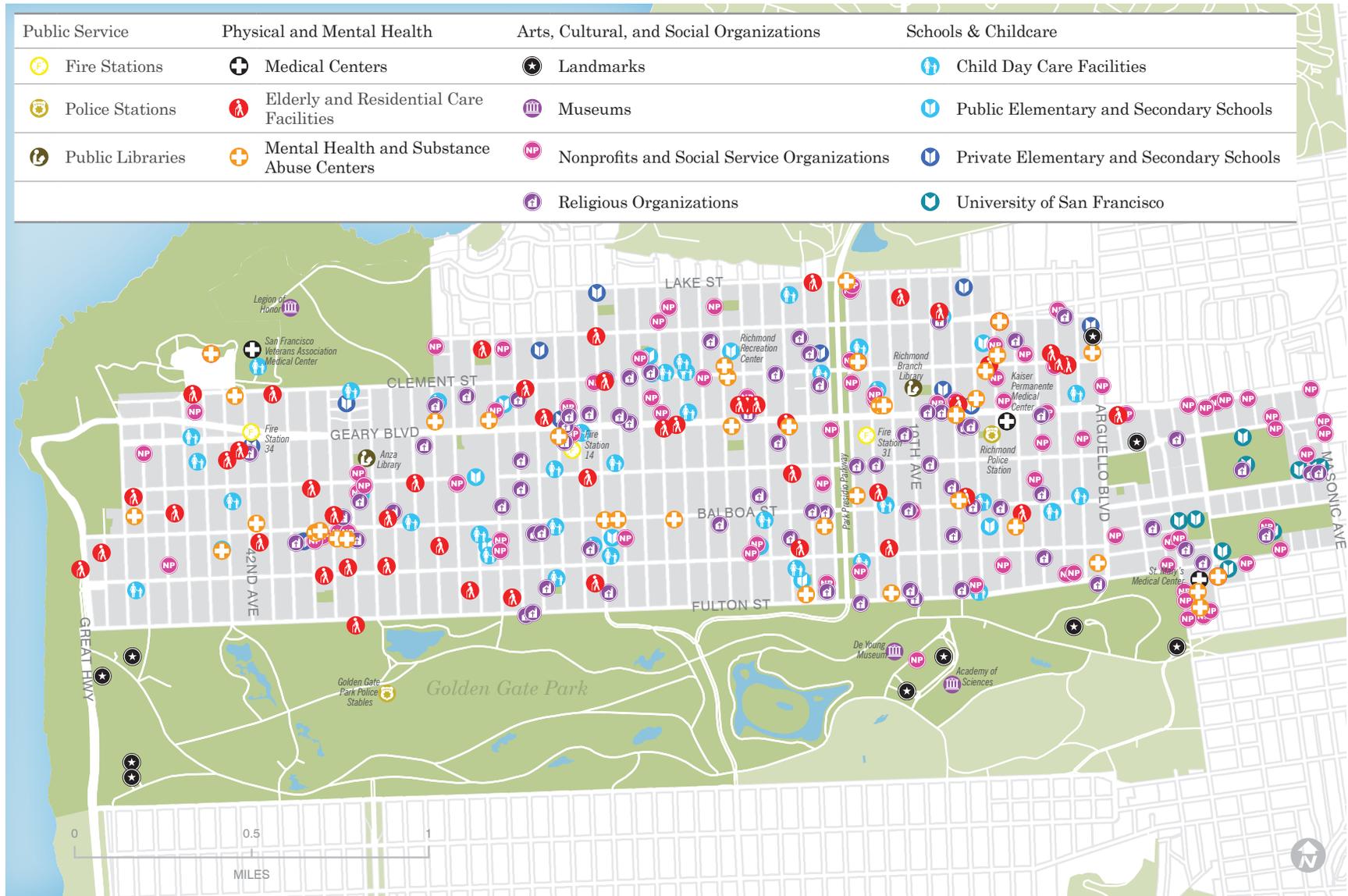
PARKS AND AMENITIES



Source: San Francisco Rec and Park

Map 8-2

COMMUNITY FACILITIES



Source: San Francisco Rec and Park; San Francisco Public Library; San Francisco Fire Department; San Francisco Police Department; San Francisco Landmarks Map; San Francisco Unified School District; Dunn & Bradstreet

residential care facilities. In addition to medical services, there are a number of civic and social organizations in the District that provide a range of counseling services and advocacy.

SCHOOLS AND CHILDCARE

District 1 has eight public schools: 6 elementary schools (Alamo Elementary, Argonne Elementary, Frank McCoppin Elementary, George Peabody Elementary, Lafayette Elementary, and Sutro Elementary), Presidio Middle School, and George Washington High School. Collectively, these schools serve an estimated 5,500 students. The San Francisco Unified School District's open enrollment policy allows students to attend schools outside of their neighborhood and as such, many students attend schools within District 1 who do not live there and, conversely, many students who live in District 1 attend schools in other districts.

Private schools located in District 1 serve roughly 1,200 students at 15 different schools. Seven of these schools are religiously affiliated and located within or near religious buildings within District 1. Ten of these schools serve children through the 8th grade while the other five serve children through high school.

For the District's families with small children, there are a number of childcare providers, including some facilities that include preschools and Head Start programs. The Sutro Child Development Center and the Frank McCoppin Children's Center are the two largest such institutions, serving over 150 pre-school age children. In addition to these two, there are many small and medium-sized childcare centers throughout the District.

The University of San Francisco is located in District and enrolls about 11,000 students.

SOCIAL SERVICES

Numerous community based organizations and nonprofits in the District provide social services for the elderly, youth, families, and those with special needs. Among these are a number of advocacy and/or research organizations such as the Northern California Institute for Research and Education, a Veterans Association research institute. The Institute for Aging is a major social service organization serving the needs of the District's and San Francisco's seniors. The Golden Gate Senior Center also provides services and programs for the District's seniors. The Richmond District Neighborhood Center and the Richmond YMCA provide social services and recreational programs for all ages.

Box 8-1

HISTORIC SITES AND NOTABLE ARCHITECTURE



HOLY VIRGIN CATHEDRAL 6210 GEARY BLVD

Construction on the cathedral began in 1961 and the cathedral is a center for the Russian Orthodox religious community within the Richmond District.



MURPHY WINDMILL

WESTERN EDGE OF GOLDEN GATE PARK
When completed in 1907, it was the largest windmill ever constructed and it pumped as much as 40,000 gallons of water per hour for irrigation purposes.



SAN FRANCISCO MEMORIAL COLUMBARIUM

1 LORAIN COURT, BETWEEN ARGUELLO AND STANYAN

Designed by the English/American architect Bernard J.S. Cahill, the Columbarium is the city's last remaining burial site (in 1937 all cemeteries were banned from the city). Built in 1898, it is the single surviving element of the city's original Lone Mountain Cemetery District and is one of three buildings with prominent copper-sheathed domes.



BEACH CHALET

1000 GREAT HIGHWAY ST

Constructed as a municipal restaurant and pavilion for Ocean Beach in 1925, the building's interior frescos by Lucien Labaudt were funded by the Federal Art Project division of the Works Progress Administration. It was designated as a historic landmark in 1985.



RICHMOND/SENATOR MILTON MARKS BRANCH LIBRARY

359 9TH AVE

This is one of seven branch libraries in the city funded by a grant from Andrew Carnegie. It was built in 1901 and designated a Landmark in 2005 by the Board of Supervisors.

Richmond Area Multi-Services, Inc. also provides comprehensive behavioral health, social, vocational, and educational services for all ages.

ARTS AND CULTURE

The District's large parks are home to some of the city's most renowned museums, such as the De Young Museum and the Academy of Sciences in Golden Gate Park, as well as the Legion of Honor in Lincoln Park. These facilities draw local, regional, and international visitors.

FAITH-BASED INSTITUTIONS

District 1 is home to religious institutions that serve a diverse range of faith communities. Map 8-2 shows the locations of churches of various Christian denominations, a few synagogues, as well as three Buddhist temples. Some of the large and historic institutions in the District include the Holy Virgin Cathedral, the Star of the Sea Catholic Church, the Russian Orthodox Church of Our Lady of Kazan, Congregation Chevra Thilim, and the Ta Kioh Buddhist Temple.

