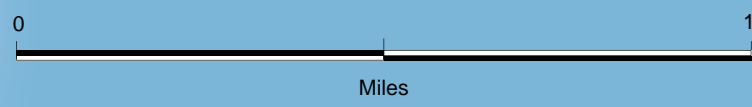
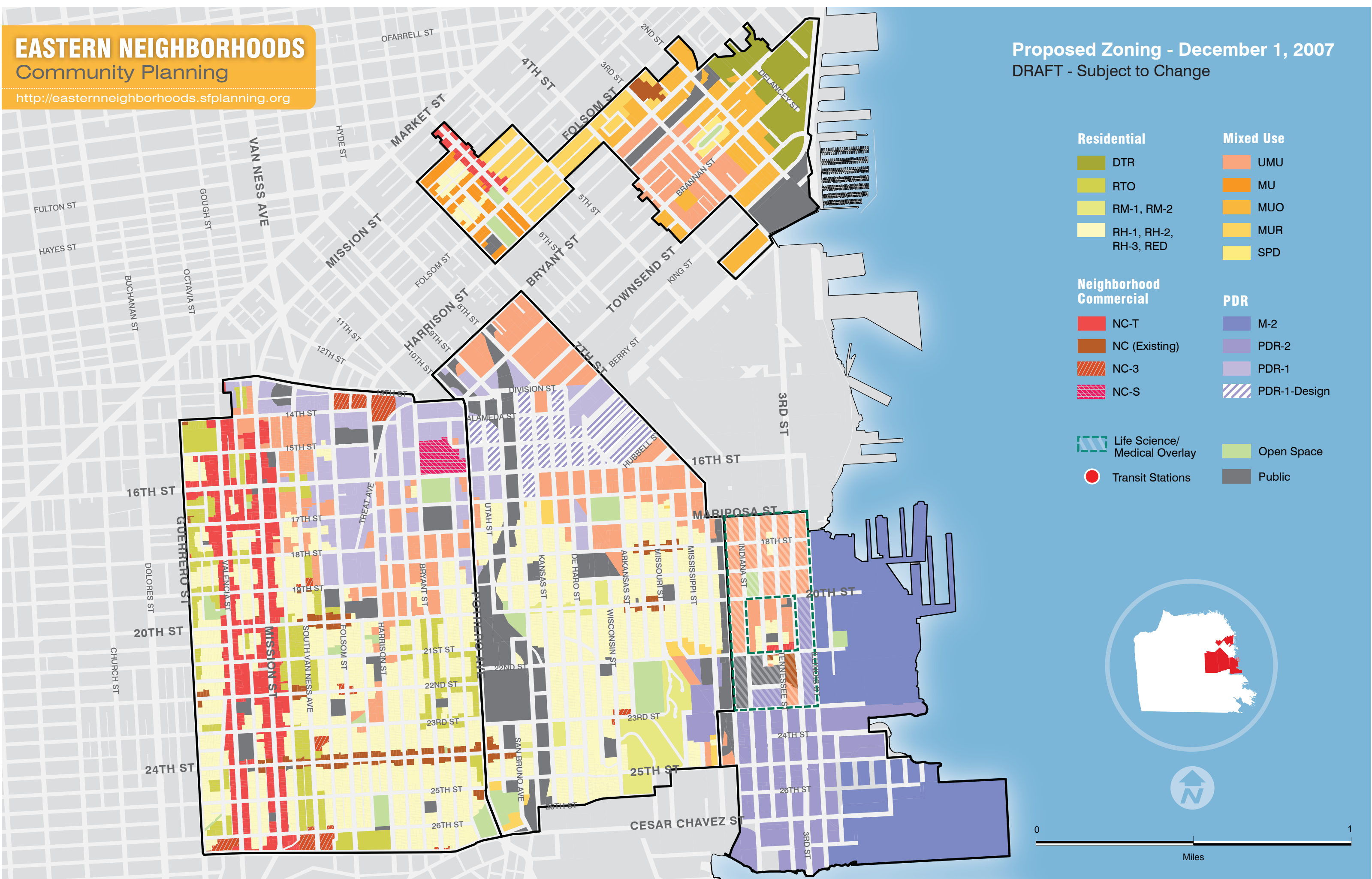


# EASTERN NEIGHBORHOODS

## Community Planning

<http://easternneighborhoods.sfplanning.org>

Proposed Zoning - December 1, 2007  
DRAFT - Subject to Change



	Mixed Use (MU)	Mixed Use-Residential (MUR)	Mixed Use-Office (MUO)	Urban Mixed Use (UMU)	Urban Mixed Use-SoMa (UMU-S)	Downtown Residential-South Beach (DTR-S)	South Park District (SPD)	Neighborhood Commercial Transit-3 (NCT-3)	Neighborhood Commercial Transit-Valencia (NCT-Valencia)	Residential Transit Oriented (RTO)	Production Distribution & Repair - 2 (PDR-2)	Production Distribution & Repair - 1 - Mission/Showplace (PDR-1 - MS)	Production Distribution & Repair - 1 - Design (PDR-1-D)
Former Zoning	SLR	RSD	SSO	Industrial (M1, M2, CM)	SLI	M1/M2	SPD	NC-3	NC-Valencia	RM	Industrial (M1, M2)	Industrial (M1, M2, CM)	Industrial (M1, M2, CM)
PERMITTED LAND USES													
<b>RESIDENTIAL USE <sup>(1)</sup></b>													
Dwelling Units	P	P	P	P <sup>(2)</sup>	P <sup>(2)</sup>	P	P	P	P	P	NP	NP	NP
Single Resident Occupancy (SRO) units <sup>(3)</sup>	P	P	P	P	P	P	P	P	P	P	NP	NP	NP
Market Rate Housing in Historic Buildings <sup>(4)</sup>	P	P	P	P	P	P	P	P	P	P	NA	NA	NA
Dwelling Unit Mix <sup>(5)</sup>	40% 2 BR required; 10% 3 bdr encouraged	40% 2 bdr required; 10% 3 bdr encouraged	40% 2 bdr required; 10% 3 bdr encouraged	40% 2 bdr required; 10% 3 bdr encouraged	40% 2 bdr required; 10% 3 bdr encouraged	40% 2 bdr required; 10% 3 bdr encouraged	40% 2 bdr required; 10% 3 bdr encouraged	40% 2 bdr required; 10% 3 bdr encouraged	40% 2 bdr required; 10% 3 bdr encouraged	40% 2 bdr required; 10% 3 bdr encouraged	NA	NA	NA
Dwelling Unit Density Limit	None, see unit mix above	None, see unit mix above	None, see unit mix above	None, see unit mix above	None, see unit mix above	None, see unit mix above	None, see unit mix above	None, see unit mix above	None, see unit mix above	None, see unit mix above	NA	NA	NA
<b>INSTITUTIONS</b>													
Hospital, Medical Centers	NP	NP	NP	NP	NP	C	NP	C	C	C	NP	NP	NP
Religious Facility	P	P	P	P	P	P	C	P	P	P	P up to 20,000 sf	P up to 20,000 sf	P up to 20,000 sf
Schools	P	P	P	P	P	P	NP	P	P on ground floor; C above	C	Secondary and post-secondary P up to 20,000 sf	Secondary and post-secondary P up to 20,000 sf	P up to 20,000 sf
Child Care	P	P	P	P	P	P	P	P	P	P	NP	NP	P
<b>RETAIL</b>													
General Retail	P	P	P	P	P	P	P	P on first three floors	P on 1st floor, C on 2nd floor	P	P	P	P
Bars	p	P	P	P	P	P	C	P on 1st 2 floors	C on 1st floor	P	P	P	P
Liquor Store	P	P	P	P	P	P	C	NP	NP	P	P	P	P
Large Fast Food	P	P	P	P	P	P	P	C on 1st 2 floors	C on 1st floor	NP	P	P	P
Retail Use Size	C over 50,000 sf	C over 50,000 sf	C over 50,000 sf	P up to 3,999 sf; C for 4,000 sf and above	C over 50,000 sf	C over 50,000 sf	5,000 sf	P up to 5,999 sf; C for 6,000 sf and above	P up to 2,999 sf; C for 3,000 sf and above	1,200 sf	2,500 sf	2,500 sf	2,500 sf
Retail Limit Per Parcel	25,000 sf per parcel; more requires 3 sf of any other permitted use for 1 sf of retail	3 sf housing to 1 sf retail	25,000 sf per parcel; more requires 3 sf of any other permitted use for 1 sf of retail	25,000 sf per parcel; more requires 3 sf of another permitted use for 1 sf of retail.	25,000 sf per parcel; more requires 3 sf of any other permitted use for 1 sf of retail	6 sf housing to 1 sf retail	5,000 sf	None	None	1,200 sf per parcel on ground floor of corner lots only.	2,500 sf	2,500 sf	2,500 sf
<b>ARTS AND ENTERTAINMENT</b>													
Nighttime Entertainment	NP	NP	C	P	NP	NP	NP	C	C	C, up to 1,200 sf. Limited to corner lots. Other restrictions apply	P	P	P
Adult Entertainment	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	P	P	P
Amusement Arcade	NP	NP	NP	P	NP	NP	NP	NP	NP	NP	P	P	P
Theater	P	P	P	P	P	P	P	C	C	C, up to 1,200 sf. Limited to corner lots. Other restrictions apply	P	P	P
Movie Theater	P; no more than 3 screens	P; no more than 3 screens	P; no more than 3 screens	P; no more than 3 screens	P; no more than 3 screens	P	P; no more than 3 screens	P	P	NP	P; no more than 3 screens	P; no more than 3 screens	P; no more than 3 screens
Arts Activities other than Theaters	P	P	P	P	P	P	P	C	C	C, up to 1,200 sf. Limited to corner lots. Other restrictions apply	P	P	P
<b>OFFICE <sup>(6)</sup></b>													
Office	Controlled by Floor <sup>(7)</sup>	Controlled by Floor <sup>(7)</sup>	P	Controlled by Floor <sup>(7)</sup>	Controlled by Floor <sup>(7)</sup>	P	Controlled by Floor <sup>(7)</sup>	NP	NP	NP	Controlled by Floor. Limited to 5,000 sf per use. <sup>(7)</sup>	Controlled by Floor <sup>(7)</sup>	Controlled by Floor <sup>(7)</sup>
Medical Office	Controlled by Floor <sup>(7)</sup>	Controlled by Floor <sup>(7)</sup>	p	Controlled by Floor (except P in Life Science/Medical Overlay) <sup>(7)</sup>	Controlled by Floor <sup>(7)</sup>	P	Controlled by Floor <sup>(7)</sup>	NP	NP	NP	Controlled by Floor. Limited to 5,000 sf per use (except P without use size limit in Life Science/Medical overlay). <sup>(7)</sup>	Controlled by Floor <sup>(7)</sup>	Controlled by Floor <sup>(7)</sup>
Office in Historic Bldg	P	P	P	NP	NP	P	P	NP	NP	NP	P, up to 5,000 sf per parcel	P, up to 5,000 sf per parcel	P, up to 5,000 sf per parcel
<b>INDUSTRIAL / PDR</b>													
Light Manufacturing	P	P	P	P	P	P	P	NP	NP	NP	P	P	P
Other Manufacturing	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	P	NP	NP
Life Science Laboratory	NP	NP	P	NP (except, P in Life Science/ Medical Overlay)	NP	NP	NP	NP	NP	NP	NP (except, P in Life Science/ Medical Overlay)	NP	NP
Other Laboratory	NP	NP	P	NP (except, P in Life Science/ Medical Overlay)	NP	NP	NP	NP	NP	NP	P	P	P
Home and Business Service <sup>(8)</sup>	P	P	P	P	P	P	P	P	P	NP	P	P	P
Wholesale Sales	P	P	P	P	P	P	P	NP	NP	NP	P	P	P
Motor Vehicle Repair	P	P	P	P	P	P	NP	C	C	NP	P	P	P
Commercial Storage and Distribution	P	P	P	P	P	P	NP	NP	NP	NP	P	P	P
Self-storage	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP
<b>OTHER USES</b>													
Live/Work Units	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP
Parking lots	NP	NP	NP	NP	NP	NP	NP	C	C	NP	C	C	NP
Parking Garages	C; must meet siting guidelines and shared vehicle facilities	C; must meet siting guidelines and shared vehicle facilities	C; must meet siting guidelines and shared vehicle facilities	C; must meet siting guidelines and shared vehicle facilities	C; must meet siting guidelines and shared vehicle facilities	C; must meet siting guidelines and shared vehicle facilities	NP	C	C	NP	C	C	C
STANDARDS FOR DEVELOPMENT													
Demolition/Subdivision of Units	C, subject to replacement requirements	C, subject to replacement requirements	C, subject to replacement requirements	C, subject to replacement requirements	C, subject to replacement requirements	C, subject to replacement requirements	C, subject to replacement requirements	C, subject to replacement requirements	C, subject to replacement requirements	C, subject to replacement requirements	C	C	C
Residential Conversion	C	C	C	C	C	C	C	C	C	C	NP	NP	NP
Residential to Nonresidential Ratio	None	3 sf. residential required for every 1 sq.ft. of other permitted use	None	None	None	6 sf residential to 1 sf of other permitted use	None	None	None	None	NA	NA	NA
Development on Lots Over a Certain Size	Design Review required for buildings greater than 25,000 sf and/or 55 feet in height	Design Review required for buildings greater than 25,000 sf and/or 55 feet in height	Design Review required for buildings greater than 25,000 sf and/or 55 feet in height	Design Review required for buildings greater than 25,000 sf and/or 55 feet in height	Design Review required for buildings greater than 25,000 sf and/or 55 feet in height	No restrictions	C on lots over 5,000 sf. Design Review required for buildings greater than 25,000 sf and/or 55 feet in height	C on lots over 10,000 sf	C on lots over 10,000 sf	Merge limit 5,000 sf; C above. C for development on existing lots > 10,000 sf.	No restrictions	No restrictions	No restrictions
Non-Residential Density Limit and Lot Coverage Requirements	Bulk controls and lot coverage limits will apply	Bulk controls and lot coverage limits will apply	Bulk controls and lot coverage limits will apply	Bulk controls and lot coverage limits will apply	Bulk controls and lot coverage limits will apply	Controlled by ratio of required housing	Bulk controls and lot coverage limits will apply	3.6 to 1	2.5 to 1	None	Bulk controls and lot coverage limits will apply	Bulk controls and lot coverage limits will apply	Bulk controls and lot coverage limits will apply
Useable Open Space per Dwelling Unit	80 sf; 54 sf if publicly accessible	80 sf; 54 sf if publicly accessible	80 sf; 54 sf if publicly accessible	80 sf; 54 sf if publicly accessible	80 sf; 54 sf if publicly accessible	75 sf	80 sf; 54 sf if publicly accessible	80 sf if private or 100 sf if common	80 sf if private or 100 sf if common	100 sf if private or 133 sf if common	NA	NA	NA
Open Space for Nonresidential Uses	Required; amount varies based on use; may also pay in-lieu fee (See Sec. 135.3)	Required; amount varies based on use; may also pay in-lieu fee (See Sec. 135.3)	Required; amount varies based on use; may also pay in-lieu fee (See Sec. 135.3)	Required; amount varies based on use; may also pay in-lieu fee (See Sec. 135.3)	Required; amount varies based on use; may also pay in-lieu fee (See Sec. 135.3)	Required; amount varies based on use; may also pay in-lieu fee (See Sec. 135.3)	Required; amount varies based on use; may also pay in-lieu fee	None	None	None	None	None	None
Residential Off-Street Parking	None required, P up to .75 space for each 1BR unit, and 1 space for each 2BR or larger	None required, P up to .25 spaces per unit; C up to .75 space for each 1BR unit, and 1 space for each 2BR or larger	None required, P up to .25 spaces per unit; C up to .75 space for each 1BR unit, and 1 space for each 2BR or larger	None required, P up to .75 space for each 1BR unit, and 1 space for each 2BR or larger	None required, P up to .25 spaces per unit; C up to .75 space for each 1BR unit, and 1 space for each 2BR or larger	None required, P up to .25 spaces per unit; C up to .75 space for each 1BR unit, and 1 space for each 2BR or larger	None required; P up to one space per 2 units; C up to .75 space per 1 BR unit and 1 space per 2 BR or larger unit	None required, P up to .25 spaces per unit; C up to .75 space for each 1BR unit, and 1 space for each 2BR or larger	None required, P up to .50 spaces per unit; C up to .75 space for each 1BR unit, and 1 space for each 2BR or larger	None required; P up to one space per 2 units; C up to .75 space per 1 BR unit and 1 space per 2 BR or larger unit	NA	NA	NA
Non Residential Off-Street Accessory Parking	For office, none required, up to 7% gross floor area permitted, NP above 7%. For other uses, none required, and generally the existing minimum established in section 151 of the Planning Code is now the maximum allowed.	For office, none required, up to 7% gross floor area permitted, NP above 7%. For other uses, none required, and generally the existing minimum established in section 151 of the Planning Code is now the maximum allowed..	For office, none required, up to 7% gross floor area permitted, NP above 7%. For other uses, none required, and generally the existing minimum established in section 151 of the Planning Code is now the maximum allowed.	For office, none required, up to 7% gross floor area permitted, NP above 7%. For other uses, none required, and generally the existing minimum established in section 151 of the Planning Code is now the maximum allowed.	For office, none required, up to 7% gross floor area permitted, NP above 7%. For other uses, none required, and generally the existing minimum established in section 151 of the Planning Code is now the maximum allowed.	For office, none required, up to 7% gross floor area permitted, NP above 7%. For other uses, none required, and generally the existing minimum established in section 151 of the Planning Code is now the maximum allowed.	For office, none required, up to 7% gross floor area permitted, NP above 7%. For other uses, none required, and generally the existing minimum established in section 151 of the Planning Code is now the maximum allowed.	None required, and the existing minimum established in section 151 of the Planning Code is now the maximum allowed or 1 space per 500 sf, whichever is less.	None required, and the existing minimum established in section 151 of the Planning Code is now the maximum allowed or 1 space per 500 sf, whichever is less.	None required. Generally, the existing minimum established in section 151 of the Planning Code is now the maximum allowed.	None required. Generally, the existing minimum established in section 151 of the Planning Code is now the maximum allowed.	None required. Generally, the existing minimum established in section 151 of the Planning Code is now the maximum allowed.	None required. Generally, the existing minimum established in section 151 of the Planning Code is now the maximum allowed.

## Eastern Neighborhoods Guide to Proposed Zoning

**DRAFT - Subject to Change. This is intended as a guide to zoning controls proposed for the Planning Code.**

**P = Permitted**  
**C = Conditional**  
**NP = Not Permitted**  
**NA = Not Applicable**  
**sf = square feet**

### FOOTNOTES

- There are no changes proposed to the controls for the following Residential Districts: RH-1, RH-2, RH-3, RM-1, RM-2, and RED. See the existing zoning table for a summary of those controls.
- Subject to mixed income requirements.
- SROs will be required to meet “mixed-income” requirements and meet the same open space and exposure requirements that dwelling units must meet.
- Designated historic landmarks and contributory buildings to historic districts only, under review outside E. SoMa
- Applies to 5 or more units; not required for senior, disabled or group housing
- For the definition of office, see Code Section 313.1 (35).
- Not permitted on the ground floor. For 2-4 story buildings, permitted only on the top floor. For 5-7 story buildings, permitted on the top two floors. For buildings 8 stories and up, permitted on the top three floors.
- “Dot com” and computer related services are NOT business services



# Eastern Neighborhoods Public Transit Improvements Concept

DRAFT - December 2007

## GENERAL TRANSIT IMPROVEMENTS

### TRANSPORTATION STUDY:

The San Francisco Municipal Transportation Agency (SFMTA), Planning Department and the San Francisco County Transportation Authority (SFCTA) will conduct a Transportation Implementation Study (2008) analyzing mobility needs and the transportation impacts of new zoning. The study will also develop an implementation and funding program for transit improvements.







### RIDER EXPERIENCE:

Key transit stops, stations and streets should be prioritized for enhanced amenities like bus bulbs, additional seating, real-time transit information, lighting, landscaping and pedestrian safety improvements.

### TRANSIT SPEED AND RELIABILITY:

Curb cuts/driveways should be limited or restricted on major transit streets to reduce vehicle conflicts with transit vehicles.

Transit enhancements such as transit-only lanes, transit signal priority, transit "queue jumps," limited or express service, and/or lengthened spacing between stops should be implemented on select transit routes.

-  Transit Service Improvements Area
-  Muni Metro & Streetcar
-  Future Central Subway
-  Proposed E-Line Historic Streetcar
-  BART
-  CalTrain

**SOMA:** Improvements to transit service connecting East SoMa, Rincon Hill, Transbay Terminal and West SoMa should be explored. Major streets in the heart of SoMa may be appropriate for transit service enhancements and accompanying streetscape and pedestrian improvements.

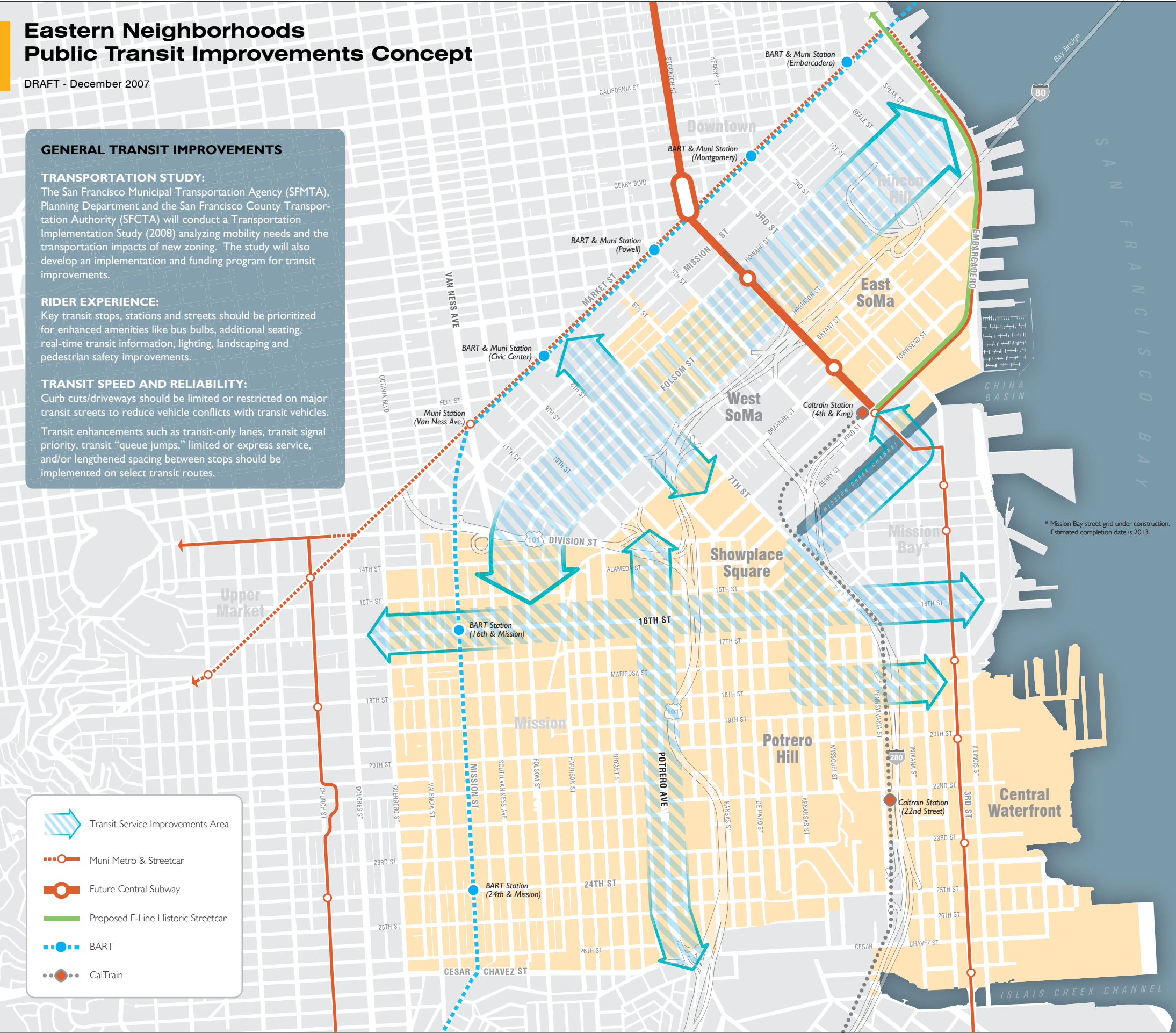
**POTRERO HILL:** The SFMTA's planned reroute of the #30 or #45 bus down 4th Street through Mission BayCout, Showplace Square and into Potrero Hill will provide an improved transit link between Potrero Hill and downtown.

**SHOWPLACE SQUARE:** Improvements to public transit service linking Showplace Square to the downtown core and regional transit hubs including the 4th and King Caltrain station, Civic Center BART station, 16th Street BART station, and the Transbay Terminal should be explored.

**CENTRAL WATERFRONT:** Improvements to east-west transit service in the Central Waterfront should be explored including connections to the 22nd Street Caltrain station and Third Street Light Rail.

**16TH STREET:** 16th Street is developing into a key east-west transit corridor connecting the Mission, Showplace Square, Potrero Hill and Mission Bay as well as BART (16th Street) and the Third Street Light Rail. The SFMTA plans to reroute the #22 bus down 16th Street to Third Street. Further interagency planning and study are needed to determine how additional improvements such as transit signal priority, lane reconfigurations or other measures can help create a fast and reliable transit link along 16th Street.

**POTRERO AVENUE:** The SFMTA has identified Potrero Avenue as a Conceptual Bus Rapid Transit (BRT) Route. Improvements such as intelligent transportation systems technologies (traffic monitoring cameras, video detections systems) should be implemented. Further planning is necessary to explore BRT options and feasibility.





# Eastern Neighborhoods Pedestrian / Bicycle / Traffic Calming Improvements

DRAFT - December 2007



## EAST SOMA

**2ND/3RD/4TH STREETS:** Pedestrian amenities and safety improvements such as curb bulbs, streetscape plans and landscaping should be explored for these major pedestrian and transit corridors.

**MID-BLOCK CROSSINGS:** Prominent mid-block crossings should be considered for SoMa's long blocks.

**MISSING SIDEWALKS:** Missing segments of sidewalks along streets such as Townsend and Ritch should be constructed as new development occurs and funding allows.

**BICYCLE NETWORK:** Planned bicycle improvements on 2nd, 5th and Townsend Streets should be implemented contingent on environmental clearance of the San Francisco Bicycle Plan.

## MISSION

**TRANSIT STATION ACCESS:** Care should be taken to improve the pedestrian environment around the 16th and 24th Streets BART Stations.

**BICYCLE NETWORK:** Planned bicycle improvements on Cesar Chavez and 26th Streets should be implemented contingent on environmental clearance of the San Francisco Bicycle Plan.

**TRAFFIC CALMING:** Traffic calming opportunities should be explored for streets like Guerrero Street and South Van Ness Avenue.

**CESAR CHAVEZ:** Pedestrian improvements should be explored as part of an upcoming planning process for the redesign of Cesar Chavez Street led by the Planning Department.

**BIKEWAY PROJECT:** The Mission Creek Bikeway proposal should be evaluated for feasibility, specifically issues surrounding cost and implementation.

## SHOWPLACE SQUARE/POTRERO HILL

**MISSING SIDEWALKS:** Missing segments of sidewalks along streets (Utah, Henry Adams, Rhode Island, De Haro and Berry Streets) should be constructed as new development occurs and funding allows.

**16TH STREET:** Pedestrian connections between Showplace Square and Potrero Hill should be established with appropriate treatments such as high-visibility crosswalks, curb bulbouts and countdown signals at signalized intersections.

**SHOWPLACE SQUARE & MISSION BAY CONNECTIONS:** Pedestrian connections should be established between the two neighborhoods with appropriate treatments such as pedestrian countdown signals, high visibility crosswalks, and/or curb bulbouts.

**BICYCLE NETWORK:** Planned bicycle improvements on Townsend Street and Potrero Avenue should be implemented contingent on environmental clearance of the San Francisco Bicycle Plan.

**TRAFFIC CALMING:** The SFMTA's Livable Streets program should implement recommendations from the neighborhood traffic calming project in Potrero Hill (2007/8).

**BIKEWAY PROJECT:** Proposals for the Mission Creek Bikeway should be evaluated for feasibility, specifically issues surrounding cost and implementation.

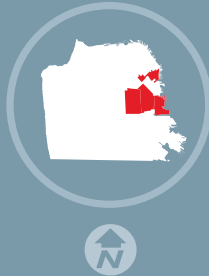
## CENTRAL WATERFRONT

**STREET GRID:** New rights-of-way and extensions to the street grid should be explored as part of planning processes for Port and private properties to allow greater access to the waterfront and increased connectivity for pedestrians and bicyclists.

**TRANSIT STATION ACCESS:** Care should be taken to improve the pedestrian environment around the 22nd Street Caltrain and Third Street Light Rail stations.

**BICYCLE NETWORK:** Planned bicycle improvements on Indiana and Illinois Streets Street and Potrero Avenue should be implemented contingent on environmental clearance of the San Francisco Bicycle Plan.

**BAY TRAIL & BLUE-GREENWAY:** Opportunities for Bay Trail signage and waterfront trail alignment should be explored. The proposal for the Blue-Greenway should be further examined, specifically issues surrounding feasibility and implementation.





# Eastern Neighborhoods Streets and Open Space Concept

DRAFT - December 2007



## LIVING STREETS

As shown above, alleyways could be converted to "living streets," where traffic is calmed and paving and landscaping are designed to reflect what is envisioned as the pedestrian primacy of these streets. The Planning Department is currently working with the Redevelopment Agency and the Department of Public Works on three streets in the East SoMa: Minna, Natoma, and Russ Streets. These streets will set the standard for additional living streets to be designed throughout all the Plan areas.



Brannan Street Wharf

Courtesy of Port of San Francisco



Townsend Circle

Rendering by Courtney Pash



16th and Irwin Public Plaza



Pier 70  
Crane Cove Park

Courtesy of SMWM Architects