

Planning Code Amend Initiation - Case Report

Exhibit T-1 Planning Code Amendments Case Report **Case Report** **HEARING ON 9/28/2006**

Case No: **2003.0347EEMTZ**
Resolution of Intention to Initiate Amendments to the Planning Code to implement the Market and Octavia Area Plan and the Market and Octavia Neighborhood Plan

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Date: September 18th, 2006

Reviewed By: John Billovits, 558-6390

Applicant: San Francisco Planning Department

The San Francisco Planning Department is proposing to amend the San Francisco General Plan, Planning Code and Zoning Map as the culmination of the Better Neighborhoods planning effort. This amendment will implement the Market and Octavia Neighborhood Plan ("Neighborhood Plan") and bring the land use and other Planning Code regulations for this area into consistency. This Case Report provides information concerning the proposed initiation of amendments to the Planning Code. The accompanying General Plan Amendment for the Market and Octavia Area Plan ("The Plan") contains proposals for changes to standards for land use, height, bulk, building design, parking and loading, open space, rear yards, and other standards from those currently established by the San Francisco Planning Code. The Planning Department therefore proposes to initiate amendments to the Planning Code to implement The Plan.

Planning Code Section 302 provides for amendments to the Planning Code and the Zoning Map by Planning Commission adoption of a Resolution of Intention to amend the Code. Pursuant to Planning Code Section 302(c), if the Commission adopts the Resolutions of Intention, hearings on the Planning Code amendments will be scheduled for the Planning Commission's regularly scheduled meeting on or after 9/28/2006.

Preliminary Staff Recommendation

Staff recommends adoption of the draft Resolution of Intention to initiate amendments to the Planning Code. Amendments to the Planning Code include revisions adding

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Sections 121.5, 158.1, 206.4, 207.6, 207.7, 230, 249.27, 261.1, 263.18, 326- 326.8, 341, 731, 731.1, 732, 732.1 and by amending Planning Code Sections 102.5, 121.1, 121.2, 124, 132, 134, 135, 144, 145.1, 145.4, 151.1, 152, 153, 154, 155, 156, 166, 167, 201, 207.4, 208, 209.1-209.9, 234.2, 253, 270, 303, 304, 311, 316, 603, 606 702.1, and 720.1.

Project Description

Planning Code Amendment

The Planning Code amendments, proposed to make the Code consistent with the General Plan, as it is proposed to be amended, consist of the following components:

- Revised Planning Code standards that encourage construction of a mix of housing types, with clear standards for ground floor uses, parking and off-street loading, height and bulk. The proposed Code amendments would encourage more active ground floor uses and a more convenient and attractive neighborhood environment;
- An implementation program (public benefits program) that leverages funding for public improvements from new private development.
- A monitoring program of key housing, parking, and transportation indicators.
- The amendments contain proposals for changes to standards from those currently established by the Planning Code; including those for land use, height and bulk, building design, loading, density, residential demolition and parking. Proposed Planning Code text and map amendments will a) establish three new zoning districts, b) amend the Hayes-Gough, Upper Market, and Valencia Neighborhood Commercial Districts (NCDs), c) update height and bulk districts and d) make related revisions to the Planning Code necessary to implement the General Plan as proposed to be amended

Background

Transit-oriented Planning Code

Much of the existing neighborhood fabric was built in a transit-oriented manner. The neighborhood has had a healthy mix of neighborhood services within walking distance of housing, a substantial investment in transit infrastructure, with most of the private development being oriented towards housing people. More recent development has been required by the Planning Code to devote much more space for storing parked cars resulting in less space available for housing people and amenities within public rights-of-way. This has resulted in a degradation of the pedestrian realm and a loss of potential housing space. The changes proposed here seek to address these issues by no longer requiring parking, changing the density controls for housing, and encouraging a mix of services and uses as well as a built environment that supports all travel modes.

Neighborhood Character Protection

Anti-demolition policies, lot size limits, building frontage controls, unit size and unit mix protections, alley height controls, are all meant to protect the historic character of the Plan Area and ensure new development is complimentary to the “fragile virtues” the community identified as important to neighborhood character.

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Implementation: Improvement Fees and Monitoring

Key to The Plan's success are a number of pedestrian, transit, traffic-calming, open space and other public improvements. The Plan calls for a comprehensive program of new and/or additional public infrastructure for the area's growing population. The Market and Octavia Community Improvements Fund and Community Infrastructure Impact Fee will create the necessary financial mechanism to fund these improvements in proportion to the need generate by new development.

In order to track implementation, the Planning Department will monitor key indicators. The plan's performance will be tracked relative to benchmarks informed by existing neighborhood conditions and professional standards. If monitoring surveys indicate an imbalance in growth and relevant infrastructure and support, the Planning Department may recommend policy changes to balance development with infrastructure. Appropriate responses may include temporary or permanent alterations to Market and Octavia Neighborhood Plan policies, or heightened prioritization of plan area improvements.

Proposed Planning Code Text Amendments

The proposed amendments establish intent and detailed controls for land use, urban form, open space, parking and other development requirements, as well as refer to other areas of the Code for additional standards related to open space, height, bulk, parking and loading and review process for exceptions.

Following is a more detailed discussion of the proposed Planning Code amendments necessary, in part, to implement the Market and Octavia Area Plan. To avoid duplicating all of the proposed Code text here, references are given to Code sections proposed to be added or amended (in **bold** type). Staff discussion (in normal type) follows each Code section or group of sections. The complete amendment proposal is in the attached draft Board Ordinance.

New Zoning Districts and New Special Use District

Staff proposes amending the Planning Code to establish the Van Ness and Market Downtown Residential Special Use District (VNMDR-SUD) (Sec. 249.33), the Neighborhood Commercial Transit-Oriented District (NCT) (Sec. 712.1), the Transit-Oriented Residential District (RTO)(Sec. 206.4), and NCT named districts for the Hayes-Gough Neighborhood Commercial District and portions of the Upper Market and Valencia Neighborhood Commercial Districts within the plan area. In all new districts, flexibility with parking and housing density are key controls as is incorporation of The Plan's fundamental design principles and monitoring program.

Section 249.33 Van Ness and Market Downtown Residential Special Use District

This new Code section will establish a new Special Use District, the Van Ness and Market Downtown Residential Special Use District (VNMDR-SUD) and will roughly cover the northeast portion of the Market and Octavia plan area (excluding the Civic Center Area). The VNMDR-SUD will establish specific development controls and

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requirements, including land use, urban design, and open space requirements to create a new mixed-use residential neighborhood. VNMDR-SUD districts would overlay C-3 districts within the plan area.

Section 712.1: Transit-Oriented Neighborhood Commercial District (NCT, Named NCT, NC-1(T) Districts)

This new Code section will establish the Transit-Oriented Neighborhood Commercial District (NCT) and will roughly cover Market Street from Noe to Franklin Streets and the area north and south of Market between Golden Gate and Duboce Avenue. The NCT will reside in Article 7 of the Planning Code. The NCT zoning district will replace existing NC-2 and NC-3 zoning districts in the plan area. Named NCD zoning districts, specifically the Hayes-Gough NCD, portions of the Upper Market NCD, and the Valencia NCD will be replaced with the Hayes-Gough NCT, the Upper Market NCT, and the Valencia NCT. NC-1(T) districts will replace NC-1 districts. In named NCT districts, parking requirements and housing density controls are revised to encourage housing above ground-floor retail uses. Other controls in these districts remain unchanged.

Section 206.4: A Transit-Oriented Residential District (RTO)

This new Code section will establish the Transit-Oriented Residential District (RTO) and will cover the remaining portions of the plan area not covered by the above-mentioned zoning districts. The RTO zoning district will be the predominant zoning district in the plan area and is located in its western portion, north and south of Market Street. RTO districts would replace RM and RH-3 Districts in the Plan area and will encourage moderate-density, multi-family residential infill, in scale with the area's current development pattern. Small areas of existing RH-1 and RH-2 zoning would remain unchanged under the Plan.

Additions and Amendments to implement three new Zoning Districts

Section 102.5 (District)

This amendment adds NCT to the list of districts referenced throughout the Code.

Section 121.1 (Development on Large Lots, Residential Districts)

Section 121.2 (Use Size Limits (non-residential), Neighborhood Commercial Districts)

These amendments add NCT with NC-3 controls.

Section 121.5 (Development on Large Lots, Residential Districts)

This new section details large lot size limits in RTO districts.

Section 124 (Basic Floor Area Ratio)

This amendment adds RTO and NCT Districts to the 'Basic Floor Area Ratio Limits' table.

Section 132 (Front Setback)

This amendment adds the RTO District to the front setback requirements.

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Section 134 (Rear Yards)

This amendment adds the NCT and RTO Districts to rear yard requirements.

Section 135 (Usable Open Space For Dwelling Units and Group Housing)

This amendment adds the RTO and NCT Districts to Table 135 'Minimum Usable Open Space for Dwelling Units and Group Housing.'

Section 144 (Treatment of Ground Story On Street Frontages)

This amendment adds a new section "Parking Setback" to limit garage door widths and adds a wrapping requirement.

Section 145.1(c) (Street Frontages, Neighborhood Commercial Districts)

This amendment adds new subsections on above-grade parking setbacks, required ground floor commercial for NCT frontages and definition of active uses.

Section 145.4 (Street Frontages Downtown and Mixed-Use Districts)

This amendment adds Market Street, Van Ness Avenue, and South Van Ness Avenue to a list of streets where ground floor commercial uses will be required.

Section 151.1 (Schedule of Required Off-Street Parking Spaces)

This amendment adds NCT and RTO to the title and to all references in the section, and adds NCT and RTO to table 151.1 and articulates specific conditions necessary for conditional uses.

Section 152. (Schedule of Required Off-Street Freight Loading Spaces in Districts Other Than C-3 or South of Market)

This amendment makes an exception for RTO and NCT to this section of the code.

Section 153(c) (Rules for Calculation of Required Spaces)

This amendment adds a new subsection to include NCT and RTO Districts for rules regarding required spaces.

Section 154(b)(4) (Minimum dimensions for required off-street parking, freight loading and service vehicle spaces)

This amendment adds NCT and RTO for minimum dimensions for required off-street parking, freight loading and service vehicle spaces.

Section 155(r) (General Standards as to Location and Arrangement of Off-Street Parking, Freight Loading and Service Vehicle Facilities)

This amendment adds a new subsection that restricts curb cuts on Market Street, Church Street, Van Ness Avenue, and Hayes Street.

Section 156 (Parking Lots)

This amendment adds NCT districts to the list of districts where permanent parking lots are restricted.

Section 158.1 (Non-accessory Parking Garages in NCT and RTO Districts and the Van Ness and Market Downtown Residential Special Use District)

This new section establishes criteria for non-accessory parking facilities in NCT and RTO districts.

Section 166(b)(1) (Requirements for Provision of Car-Share Parking Spaces)

This amendment adds NCT and RTO to districts with car share space requirements.

Section 167(a) (Parking Costs Separated from Housing Costs in New Residential Buildings)

This amendment adds NCT and RTO to districts with parking unbundling requirements.

Section 201 (Classes of Use Districts)

This amendment adds NCT and RTO to the list of districts.

Section 206.4 (RTO (Transit Oriented Residential) District)

This amendment adds a new intent section for RTO districts. See full description above.

Section 207.6 Required Minimum Dwelling Unit Mix and Unit Subdivision Restrictions in RTO and NCT Districts

This new section details unit size diversity requirements for RTO and NCT districts and details necessary conditions for unit subdivisions.

Section 207.7 (Restrictions on Demolition, Conversion, and Merger of Existing Dwelling Units in RTO and NCT Districts)

This new section details the conditions which restrict demolition, conversion and unit mergers in RTO and NCT districts.

Section 208 (Density Limitations for Group Housing)

This amendment adds a new subsection establishing no density limits for group housing in NCT and RTO Districts.

Section 209.1-209.9 (Uses Permitted in RTO Districts)

This amendment adds RTO to the table of uses and their appropriate controls.

Section 230 (Limited Corner Commercial Uses in RTO Districts)

This amendment adds a new section "Limited Corner Commercial Uses in RTO Districts" with detailed controls.

Section 234.2 (Conditional uses in P Districts)

This amendment revises adds a requirement for Conditional Use authorization for certain specified land uses in P Districts located within the Market and Octavia Plan Area.

Section 249.3333 Van Ness and Market Downtown Residential Special Use District

This new section details the purpose and controls for the VNMDR-SUD.

Section 253 (Review of Proposed Buildings and Structures Exceeding a Height of 40 Feet in R Districts)

This amendment exempts RTO from CU requirements for buildings larger than 40' in R Districts.

Section 261.1 Additional Height Limits for Narrow Streets and Alleys in RTO and NCT Districts.

This new section describes height limits which protect sun access on alleys and narrow streets.

Section 263.18 Special Height Exception: Additional Five Feet Height for Ground Floor uses in NCT 40-X and 50-X Height and Bulk Districts

This new section encourages a generous ground floor height for retail uses.

Section 270(f) (Bulk Limits: Measurement)

This amendment details tower spacing for VNMDR-SUD.

Section 303(c)(6) (Conditional Uses: Determination)

This amendment adds RTO to a list of districts regarding outstanding live/work applications.

Section 304(d)(5) (Planned Unit Developments: Criteria and Limitations)

This amendment adds language regarding corner commercial uses in RTO to the existing Planned Unit Development criteria.

Section 311(b) (Residential Permit Review Procedures for RH and RM Districts: Applicability)

This amendment adds RTO to list of districts where 311 Notification is required.

Section 316 (Procedures for Conditional Use Authorization in Neighborhood Commercial and South of Market Districts and for Live/Work Units in RH, RM, and RTO Districts)

This amendment adds RTO to districts with procedures for CU Authorization for Live/work units.

Section 326 (Market and Octavia Community Improvements Fund)

This new section details the findings, purpose, function, and administration of the MOCIF.

Section 341 (Better Neighborhoods Area Plan Monitoring Program)

This new section details the form, function, and content of the Better Neighborhoods Monitoring program.

Section 603(j) (Exempted Signs)

This amendment adds RTO to districts where MUNI can erect general advertising signs on transit shelters.

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Section 606 (Residential Districts)

This amendment adds RTO to signage controls for residential districts.

Section 702.1 (Neighborhood Commercial Use Districts)

This amendment modifies the Hayes-Gough NCT to correspond to NCT controls.

Section 720.1 (Hayes-Gough Neighborhood Commercial Transit District)

This amendment adds NCT to the list of Neighborhood Commercial Districts.

Section 731 (NCT-3 Moderate-Scale Neighborhood Commercial Transit District)

This amendment refers to NCT controls and defines NCT as a new district.

Section 732 (Upper Market Street Neighborhood Commercial Transit District)

This amendment refines existing controls and intent to incorporate NCT concepts for the district.

Environmental Review and Consistency with the Priority Policies and the General Plan

The Planning Commission will consider certification of the Market and Octavia Neighborhood Plan Environmental Impact Report and adoption of CEQA Findings prior to taking action to adopt the proposed Planning Code and related General Plan amendments.

The proposed amendment is consistent with Planning Code Section 101.1(b) Priority Policies. As discussed in related documents, the proposed amendment is, on balance, in conformity with the General Plan, as it is proposed to be amended.

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Exhibit T-2 Planning Code Amendments Resolution SAN FRANCISCO

PLANNING COMMISSION

RESOLUTION NO. PC RES NO

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

The San Francisco Planning Department is proposing to amend the Planning Code to implement the Market and Octavia Neighborhood Plan (“Neighborhood Plan”) and to bring the Planning Code regulations governing this area into consistency with the Market and Octavia Area Plan (“The Plan”).

Starting in 2000, the Planning Department initiated a public planning process, the Better Neighborhoods Program, which developed a series of policies and proposals including those for land use, height, bulk, building design, density, transportation, and parking in the Market and Octavia area as described in “The Market and Octavia Neighborhood Plan: Draft for Public Review,” which was published by the Planning Department in December 2002. Subsequent revisions are recorded in the “Market and Octavia Plan Revisions” published in the summer of 2006, all preceding revisions are captured in this final document. The Draft Plan together with the Plan Revisions provide a comprehensive set of policies and implementation programming to realize the vision for the Market and Octavia plan area. As part of the companion case 2003.0347M, the Planning Commission proposes to amend the General Plan, adding the Market and Octavia Area Plan as a new area plan and making related amendments to other elements, area plans, and the Land Use Index of the General Plan.

The Planning Code governs permitted land uses and planning standards in the area. Thus, conforming amendments to the Planning Code are required in order to implement the Neighborhood Plan and in order for development to proceed in the Market and Octavia neighborhood area consistent with The Plan.

A draft ordinance, attached hereto as **Exhibit T-3**, has been drafted in order to make revisions to the Planning Code necessary to implement the Market and Octavia Area Plan, including adding Sections 121.5, 158.1, 206.4, 207.6, 207.7, 230, 249.27, 261.1, 263.18, 326-326.8, 341, 731, 731.1, 732, 732.1 and by amending Planning Code Sections 102.5, 121.1, 121.2, 124, 132, 134, 135, 144, 145.1, 145.4, 151.1, 152, 153, 154, 155, 156, 166, 167, 201, 207.4, 208, 209.1-209.9, 234.2, 253, 270, 303, 304, 311, 316, 603, 606 702.1, and 720.1 to implement the Market and Octavia Neighborhood Plan and conform with the General Plan amendments adopted by the Commission by Resolution No. GP RES NO. The City Attorney’s Office has reviewed the draft ordinance and approved it as to form.

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Planning Code Section 101.1(b) establishes eight priority policies and is the basis by which differences between competing policies in the General Plan are resolved. The project is consistent with the eight priority policies, in that:

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

The proposed amendments will have a positive effect on neighborhood serving retail uses. The Market and Octavia Plan supports existing and new commerce by encouraging ground floor retail in commercial areas and other improvements to the pedestrian realm. New development enabled by the Market and Octavia Plan will enhance the neighborhood commercial districts along Market Street, Octavia Boulevard, Hayes Street, Gough Street, and Inner Valencia Street, providing potential employment and ownership opportunities for San Francisco residents. The proposed amendments will support the creation of new housing units, providing a market for increased retail uses along these corridors and allow expansion of the customer base for neighborhood serving businesses beyond the constraints of automobile congestion and parking.

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

The Plan protects and enhances the existing neighborhood character by applying appropriate height and bulk limits, protecting landmark and other historic buildings, reinforcing neighborhood commercial districts, preserving and enhancing cultural and educational institutions, marking major intersections as landmarks, discouraging land assembly, and detailing fundamental design principles.

The proposed height and bulk controls emphasize consistency with current development patterns. Additionally the controls were designed with a focus on protecting sunlight access for streets and alleyways.

Neighborhood-serving retail will be concentrated along Hayes, Gough, Market, Valencia, Church, and Castro streets, and Van Ness Avenue accordant with existing patterns.

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

*The proposed amendments will have a positive effect on the City's housing stock, and the Market and Octavia Neighborhood's share of housing. They will enable the creation of new housing units in the Market and Octavia Neighborhood, positively effecting the City's housing supply. In projects with **over (five units, up to 15% to 20% of the units would be permanently affordable)***

ten units, twelve to seventeen percent of these units would be permanently affordable pursuant to the City's existing inclusionary housing requirement. Additional mechanisms to ensure permanent housing affordability include preservation of existing housing stock, unbundling parking from housing, and flexibility in density controls. The projected redevelopment of the 22 Central Freeway parcels will result in the net increase of about 800 to 900 housing units in the Project Area by 2025. Approximately 50% of these units will be available at below market rates. The plan requires that any demolished units be replaced by an equal or greater number of units.

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

The proposed amendments would not result in commuter traffic impeding Muni transit service or overburdening the streets or neighborhood parking. Currently numerous bus lines and Muni trains run through Market and Octavia Neighborhood; including those along Market Street, Haight Street, Fillmore Street, Church Street, Mission Street, Valencia Street, Van Ness Avenue, and Eleventh Street. To mitigate potential impacts to these Muni lines, the proposed amendments encourage the creation of a Bus Rapid Transit lanes, transit lanes, transit preemption/prioritization signaling, and other transit improvements.

The proposed amendments would support an increase in the residential population of the area, which would increase trips originating and/or terminating in the neighborhood. The high concentration of new residential development, easy access to jobs, service and transit, and pedestrian improvements indicates that new Market and Octavia residents would make a greater share of trips without the use of the automobile, lessening the impacts of new residents on the overburdening of streets and neighborhood parking.

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The Market and Octavia Plan policies support a transportation strategy that builds on the existing transit and pedestrian infrastructure when appropriate. Existing neighborhood parking is protected by policies that shift demand, manage existing and future supply, and encourage higher utilization through innovative transit such as car sharing.

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

The proposed amendments would not adversely affect the industrial or service sectors. The existing industrial and service businesses in the plan area are currently in the SoMa West neighborhood. These businesses would not be displaced by commercial office development. Due to its proximity to the downtown, the Plan envisions transforming this area into a vibrant new mixed-use residential neighborhood, providing much needed housing, a full range of new services and vibrant streets and public spaces. A portion of the original Market and Octavia study area included a portion of the Mission District that included repair and service sector uses, these blocks, south of Division Street, have been removed from the Market and Octavia Area Plan. Other than the SoMa West area, the proposed amendments do not make major changes to the allowable uses in the plan area.

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

The proposed amendments would not adversely affect preparedness against injury and loss of life in an earthquake and would comply with applicable safety standards. New residential buildings would be subject to the City's Building Code, Fire Code and other applicable safety standards.

7. That landmarks and historic buildings be preserved.

The proposed amendments would not have a negative effect on the preservation of landmarks and historic buildings. The Market and Octavia Area Plan calls for the protection of existing landmarks and historic buildings. A complete historic survey of the plan area will ensure that no

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historic resources are in contest with the Plan. The plan strengthens protection for historic resources and potential historic districts.

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

The proposed amendments would have a positive effect on parks and open space, and would not adversely affect existing open spaces or their access to sunlight and vistas. The proposed amendments include a series of open space improvements: the development of Hayes Green, McCoppin Park near the freeway touchdown, a neighborhood park on Brady Street, and the conversion of sidewalks and alleys to open space amenities. The Market and Octavia Plan details concepts and strategies for living sidewalks and alleyways and identifies numerous opportunities for these types of improvements within the plan area.

Individual buildings reviewed according to procedures described in Planning Code Section 295 are evaluated to identify the impacts of projects and buildings. Project permits can't be approved if the impacts are found to be significant.

The Market and Octavia planning process built on existing General Plan policies. Analysis of applicable General Plan Objectives and Policies has determined that the proposed action is consistent with the General Plan as it is proposed to be amended. The proposed actions offer a compelling articulation and implementation of many of the concepts outlined in the General Plan, especially the Air Quality, Urban Design, Transportation Element, Commerce and Industry, Recreation and Open Space, and Arts Elements. New Area Plan policies and zoning controls articulate these directive policies with specific consideration for the neighborhood conditions of the Market and Octavia Plan Area. Below are specific policies and objectives that support the proposed action.

NOTE: General Plan Elements are in CAPITAL ITALICS
General Plan Objectives are in CAPITAL LETTERS
General Plan Policies are in Arial standard font
Key Policies and Objectives are **Bolded**

AIR QUALITY ELEMENT

OBJECTIVE 2: REDUCE MOBILE SOURCES OF AIR POLLUTION THROUGH IMPLEMENTATION OF THE TRANSPORTATION ELEMENT OF THE GENERAL PLAN

- reducing congestion on roadways;

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- giving priority to public transit, as mandated by the "Transit First" policy;
- encouraging the use of modes of travel other than single occupant vehicles such as transit, carpooling, walking, and bicycling;
- managing the supply of parking in the downtown area.
- promoting coordination between land use and transportation to improve air quality; and

OBJECTIVE 3: DECREASE THE AIR QUALITY IMPACTS OF DEVELOPMENT BY COORDINATION OF LAND USE AND TRANSPORTATION DECISIONS.

POLICY 3.1 Take advantage of the high density development in San Francisco to improve the transit infrastructure and also encourage high density and compact development where an extensive transportation infrastructure exists.

POLICY 3.2 Encourage mixed land use development near transit lines and provide retail and other types of service oriented uses within walking distance to minimize automobile dependent development.

POLICY 3.3 Continue existing city policies that require housing development in conjunction with office development and expand this requirement to other types of commercial developments.

POLICY 3.4 Continue past efforts and existing policies to promote new residential development in and close to the downtown area and other centers of employment, to reduce the number of auto commute trips to the city and to improve the housing/job balance within the city.

POLICY 3.5 Continue existing growth management policies in the city and give consideration to the overall air quality impacts of new development including its impact on the local and regional transportation system in the permit review process. Ensure that growth will not outpace improvements to transit or the circulation system.

POLICY 3.6 Link land use decision making policies to the availability of transit and consider the impacts of these policies on the local and regional transportation system.

POLICY 3.9 Encourage and require planting of trees in conjunction with new development to enhance pedestrian environment and select species of trees that optimize achievement of air quality goals.

URBAN DESIGN ELEMENT

OBJECTIVE 1: EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.

POLICY 1.6 Make centers of activity more prominent through design of street features and by other means.

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POLICY 1.8 Increase the visibility of major destination areas and other points for orientation.

POLICY 2.6 Respect the character of older development nearby in the design of new buildings.

OBJECTIVE 4: IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY.

POLICY 4.11 Make use of street space and other unused public areas for recreation.

TRANSPORTATION ELEMENT

Policy 1.1 Involve citizens in planning and developing transportation facilities and services, and in further defining objectives and policies as they relate to district plans and specific projects.

Policy 1.2 Ensure the safety and comfort of pedestrians throughout the city.

Policy 1.3 Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters.

Policy 1.6 Ensure choices among modes of travel and accommodate each mode when and where it is most appropriate.

OBJECTIVE 3: MAINTAIN AND ENHANCE SAN FRANCISCO'S POSITION AS A REGIONAL DESTINATION WITHOUT INDUCING A GREATER VOLUME OF THROUGH AUTOMOBILE TRAFFIC.

Policy 3.1 The existing vehicular capacity of the bridges, highways, and freeways entering the city should not be increased and, for single-occupant vehicles, should be reduced where possible.

OBJECTIVE 4: MAINTAIN AND ENHANCE SAN FRANCISCO'S POSITION AS THE HUB OF A REGIONAL, CITY-CENTERED TRANSIT SYSTEM.

Policy 7.1 Reserve a majority of the off-street parking spaces at the periphery of downtown for short term parking.

OBJECTIVE 11: ESTABLISH PUBLIC TRANSIT AS THE PRIMARY MODE OF TRANSPORTATION IN SAN FRANCISCO AND AS A MEANS THROUGH WHICH TO GUIDE FUTURE DEVELOPMENT AND IMPROVE REGIONAL MOBILITY AND AIR QUALITY.

OBJECTIVE 14: DEVELOP AND IMPLEMENT A PLAN FOR OPERATIONAL CHANGES AND LAND USE POLICIES THAT WILL MAINTAIN MOBILITY AND SAFETY DESPITE A RISE IN

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TRAVEL DEMAND THAT COULD OTHERWISE RESULT IN SYSTEM CAPACITY DEFICIENCIES.

POLICY 14.1 Reduce road congestion on arterials through the implementation of traffic control strategies, such as signal-light synchronization and turn controls, that improve vehicular flow without impeding movement for pedestrians and bicyclists.

POLICY 14.2 Ensure that traffic signals are timed and phased to emphasize transit, pedestrian, and bicycle traffic as part of a balanced multi-modal transportation system.

POLICY 14.3 Improve transit operation by implementing strategies that facilitate and prioritize transit vehicle movement and loading.

POLICY 14.4 Reduce congestion by encouraging alternatives to the single occupant auto through the reservation of right-of-way and enhancement of other facilities dedicated to multiple modes of transportation.

POLICY 14.7 Encourage the use of transit and other alternatives modes of travel to the private automobile through the positioning of building entrances and the convenient location of support facilities that prioritizes access from these modes.

OBJECTIVE 15: ENCOURAGE ALTERNATIVES TO THE AUTOMOBILE AND REDUCED TRAFFIC LEVELS ON RESIDENTIAL STREETS THAT SUFFER FROM EXCESSIVE TRAFFIC THROUGH THE MANAGEMENT OF TRANSPORTATION SYSTEMS AND FACILITIES.

POLICY 15.1 Discourage excessive automobile traffic on residential streets by incorporating traffic-calming treatments.

Such treatments may include signalization and signage changes that favor other modes of transportation, widened sidewalks, landscape strips, bicycle lanes or transit stops, bicycle-and-transit friendly speed bumps, or reduced traffic speeds.

POLICY 15.2 Consider partial closure of certain residential streets to automobile traffic where the nature and level of automobile traffic impairs livability and safety, provided that there is an abundance of alternative routes such that the closure will not create undue congestion on parallel streets.

POLICY 18.2 Design streets for a level of traffic that serves, but will not cause a detrimental impact on adjacent land uses.

POLICY 20.2 Reduce, relocate or prohibit automobile facility features on transit preferential streets, such as driveways and loading docks, to avoid traffic conflicts and automobile congestion.

Planning Code Resolution

Planning Commission

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OBJECTIVE 23: IMPROVE THE CITY'S PEDESTRIAN CIRCULATION SYSTEM TO PROVIDE FOR EFFICIENT, PLEASANT, AND SAFE MOVEMENT.

OBJECTIVE 24: IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

OBJECTIVE 26: CONSIDER THE SIDEWALK AREA AS AN IMPORTANT ELEMENT IN THE CITYWIDE OPEN SPACE SYSTEM.

OBJECTIVE 27: ENSURE THAT BICYCLES CAN BE USED SAFELY AND CONVENIENTLY AS A PRIMARY MEANS OF TRANSPORTATION AS WELL AS FOR RECREATIONAL PURPOSES.

OBJECTIVE 30: ENSURE THAT THE PROVISION OF NEW OR ENLARGED PARKING FACILITIES DOES NOT ADVERSELY AFFECT THE LIVABILITY AND DESIRABILITY OF THE CITY AND ITS VARIOUS NEIGHBORHOODS.

COMMERCE AND INDUSTRY ELEMENT

POLICY 1.1 Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development which has substantial undesirable consequences that cannot be mitigated.

OBJECTIVE 6: MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.

POLICY 6.1 Ensure and encourage the retention and provision of neighborhood-serving goods and services in the city's neighborhood commercial districts, while recognizing and encouraging diversity among the districts.

POLICY 6.2 Promote economically vital neighborhood commercial districts which foster small business enterprises and entrepreneurship and which are responsive to economic and technological innovation in the marketplace and society.

POLICY 6.3 Preserve and promote the mixed commercial-residential character in neighborhood commercial districts. Strike a balance between the preservation of existing affordable housing and needed expansion of commercial activity.

POLICY 6.6 Adopt specific zoning districts which conform to a generalized neighborhood commercial land use and density plan.

POLICY 6.7 Promote high quality urban design on commercial streets.

POLICY 7.1 Promote San Francisco, particularly the civic center, as a location for local, regional, state and federal governmental functions.

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RECREATION AND OPEN SPACE ELEMENT

Policy 2.1 Provide an adequate total quantity and equitable distribution of public open spaces throughout the City.

Policy 2.7 Acquire adequate open space for public use.

Policy 2.9 Maintain and expand the urban forest.

Policy 2.12 Expand community garden opportunities throughout the City.

Policy 4.6 Assure the provision of adequate public open space to serve new residential development.

Policy 4.7 Provide open space to serve neighborhood commercial districts.

ARTS ELEMENT

POLICY 1.1 Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development which has substantial undesirable consequences that cannot be mitigated.

NOW, THEREFORE BE IT RESOLVED, That pursuant to Planning Code Section 302 (b), the Planning Commission adopts a Resolution of Intention to Initiate amendments to the Planning Code. The amendments contain proposals for changes to standards from those currently established by the Planning Code; including those for land use, height and bulk, building design, loading, density, residential demolition and parking. Proposed Planning Code text and map amendments will a) establish three new zoning districts, b) amend the Hayes-Gough, Upper Market, and Valencia Neighborhood Commercial Districts (NCDs), c) update height and bulk districts and d) make related revisions to the Planning Code necessary to implement the General Plan as proposed to be amended and make related Planning Code Amendments pursuant to the Market and Octavia Area Plan.

AND BE IT FURTHER RESOLVED, That pursuant to Planning Code Section 306.3, the Planning Commission authorizes the Department to provide appropriate notice for a public hearing to consider the above referenced Planning Code amendments contained in the draft ordinance approved as to form by the City Attorney in **Exhibit T-3** to be considered at a publicly noticed hearing on or after 9/28/2006.

I hereby certify that the foregoing Resolution was **ADOPTED** by the City Planning Commission on .

Linda Avery
Commission Secretary