

Section Two

Zoning Designations and Options

How did the Planning Department prepare the preliminary rezoning options presented in this Chapter? In late 2001 the Planning Commission directed the Planning Department to initiate a community planning process. The purpose of the Eastern Neighborhoods community planning process was to address the broad range of issues involved in formulating permanent controls for the City's last remaining industrially zoned lands and its surrounding residential and commercial neighborhoods. Formulating permanent controls began in 1999 when the San Francisco Planning Commission adopted "Interim Controls" to protect industrially zoned lands from economic competition from housing and office development pressures. The underlying land use challenge is how should the City use its last remaining industrially zoned land? How much housing should be accommodated in the industrially zoned land? How much land should be provided for production, distribution, and repair jobs? What type of places do we need to create for the Eastern Neighborhoods of the future San Francisco? These are the central questions driving the community rezoning effort.

The purpose of this community planning process was to work collaboratively with the neighborhoods in the vicinity of these industrially zoned lands to develop rezoning proposals that achieve both neighborhood and citywide land use goals. In particular, four main goals guided the Eastern Neighborhoods Community Planning Process.

1. *Reflect Local Values.* To develop a rezoning proposal that reflects the land use needs and priorities of each neighborhoods' stakeholders and that meets citywide goals for residential and industrial land use.
2. *Increase Housing.* To identify appropriate locations for housing in the City's industrially zoned land to meet a citywide need for more housing, and affordable housing in particular.
3. *Maintain Some Industrial Land Supply.* To retain an adequate supply of industrial land to meet the current and future needs of the City's production, distribution, and repair businesses and the city's economy.
4. *Improve the Quality of All Existing Areas with Future Development.* To improve the quality of the residential and nonresidential places that future development will create over that which would occur under the existing M1 and M2 zoning.

In early 2002 the Planning Department initiated a series of what became four to seven public workshops per neighborhood. Participation ranged from between 40 to 300 or more stakeholders per neighborhood workshop. Through the year-long process of public workshops, participants grappled with how the area's industrially zoned land should be used in the future. They developed a core set of ideas that the Planning Department incorporated into the current rezoning options. These public workshops were the main component of the community rezoning project. Over 50,000 postcard workshop invitations were sent to businesses, residents, and owners within the Eastern Neighborhoods.

The workshop process was punctuated with a citywide evening forum on the future of industrial land in San Francisco (July 30th, 2002) where some supervisors, planning commissioners, community leaders, and citizens participated in a moderated presentation and discussion with a panel of experts. The workshop process was supplemented with a business survey and focus group sessions with local businesses to capture their voices regarding rezoning issues due to their limited participation in the public workshops. The Department held numerous supplemental meetings with interest groups and individuals within each neighborhood. Thousands of residents, business representatives, property owners, and community activists participated in this year-long process and made their concerns and opinions heard.

In general, the public workshops in each neighborhood included the following main components: (1) visioning and goal setting, (2) understanding land use and zoning tools, (3) formulating community land use and place making ideas, (4) developing new zoning ideas and tools and packaging them into three preliminary rezoning options. This last component spanned a number of workshops and included extensive community review and comment on the rezoning ideas, tools, and options. The review and comment was informed by the Department's assessment of the type of places, new housing, new retail/office and PDR jobs, and displaced existing PDR businesses and jobs that future development under each option would most likely create. Each neighborhood's goals is presented below in the discussion of zoning options by planning area. Appendix A, Community Comments, contains an extensive list of recent community comments from the last round of workshops on the rezoning alternatives.

The primary products to emerge from this year-long community planning process are twofold: (1) new zoning ideas, tools, and districts, and (2) maps of the rezoning options for each neighborhood. Each rezoning option represents a new type of place that rezoning could create in a neighborhood. Each rezoning option tests different land use ideas and tools. This report describes these ideas and tools in terms of the goals and character of the new zoning districts, and provides some general information regarding allowable uses and building standards. The maps of the zoning options for each neighborhood represent a range of ideas and objectives generated through the community planning process. These maps are not static, and they reflect the many perspectives and desires of participants of the rezoning effort. This section also includes an assessment of the changes in employment and housing that could result from the range of zoning options. Together, the maps and the summary assessments of each neighborhood can provide some understanding of the implications associated with each type of zoning approach.

The Planning Commission's consideration of the options for each neighborhood can refine these options or develop new ones using ideas presented in the overall spectrum of options. Ultimately, the main options for each neighborhood will be forged into a proposed rezoning for the Eastern Neighborhoods, a comprehensive effort consistent with the San Francisco General Plan. The adopted option would revise the existing Planning Code.

The first section of this chapter describes the proposed zoning districts. It contains both an illustrated discussion of each of the new districts and a summary table of the main ideas of permitted uses and controls. The second section applies these proposed zoning districts to each of the community planning areas. Three rezoning options for housing in industrially zoned land are presented for each area: (A) Low Housing Option, (B) Moderate Housing Option, (C) High Housing Option. The description of rezoning effort in each community planning area is presented first. The goals are presented second. The maps of each rezoning option are presented third. The zoning options maps are accompanied by a preliminary urban form analysis that will eventually inform height and bulk limits and design guidelines for each area. Finally, the third section of this Chapter 2 presents the Eastern Neighborhoods composite maps. These maps stitch the corresponding rezoning options (A, B, or C) for each neighborhood together to form three of many possible options for the eastern neighborhoods as a whole for illustration purposes. Ultimately, this project will adopt a rezoning proposal that makes sense for the Eastern Neighborhoods as a whole.

Zoning Designations

Zoning is the primary tool available in this community planning process. It regulates what uses are permitted on each parcel of land in San Francisco. It also regulates the size and shape of buildings in which these uses occur. Zoning prescribes height and bulk limitations based on existing or desired context and based on the types of uses expected for each building. The goal of the process is to refine current zoning to reflect community objectives, citywide land use needs, and desired future conditions. In order for community members to make informed choices about the future, all the participants in the planning process need a basic understanding of the tools and terminology used in a rezoning effort.

What is zoning and what can it do? Zoning is a set of regulations that defines what individual landowners can do with their property. It is a way that the City seeks to ensure that the combination of these individual actions has a positive effect on the function, efficiency, attractiveness, and overall character of specific neighborhoods and the City as a whole. Zoning regulations have two primary dimensions: use and height/bulk.

Use refers to the type of activity that can take place on a property. Examples of uses are residential, industrial, retail, office, and open space.

Height/Bulk controls define the overall size and appearance of buildings by creating a “building envelope” in which construction may occur. This is defined by specifying such criteria as setbacks, height limits, and sometimes the percentage of a lot that may be built upon. Bulk regulations still leave a good deal of flexibility for the property owner to create his or her desired building.

Zoning provides the “rules”, or framework, for residents, businesses, developers, landowners, and the public to use land. It allows the community to influence the ways that property owners build and use their parcels so that uses complement each other, utilize public services efficiently, and visually relate to one another and to public spaces. In other words, zoning can provide the city with the tools to create the type of places the community wants. Zoning specifies what kinds of businesses, or how many homes, are allowed to locate in a certain area. It can encourage certain activities on the ground floor of a building to support a more dynamic and safe street environment. Zoning also regulates how much parking is provided in a given development and, therefore, has an impact on both the number of cars that will come to an area and the traffic pattern.

Key Community Concerns

Throughout the recent planning process, community members have explored many issues related to the quality of life in San Francisco's neighborhoods. Some community desires, ranging from more public open spaces to new job development, are not directly achievable through zoning alone. Because it is only a land use regulatory tool, zoning by itself cannot create new jobs or businesses. It cannot provide clean streets or eliminate traffic congestion. However, zoning can play a part in addressing these community concerns. The Planning Department is currently analyzing a range of zoning approaches in terms of their effectiveness and applicability for the Eastern Neighborhoods. As the development and refinement of the new zoning districts proceed, the Department will continue to evaluate ways of using zoning to support community goals.

Affordable Housing

One of the most pressing concerns raised by participants in the Eastern Neighborhoods rezoning effort is affordable housing. There is an urgent citywide, and indeed regional, need for more affordable housing. Although zoning by itself has a limited capacity to meet this objective, it can offer a range of options aimed at increasing the supply of affordable housing.

Zoning can affect affordable housing in a number of ways. Zoning can encourage the provision of affordable units by offering development bonuses in the form of height or density increases in areas that have special attributes, such as, transit centers and corridors. In these areas, the cost of housing can be further reduced by unbundling the parking requirement from the housing unit and giving residents the choice of organizing their lives without cars.

Through zoning, the City has developed fee requirements for large commercial projects that generate funds for affordable housing units. The City has also placed an "inclusionary" requirement on large residential projects to require the provision of affordable units.

Zoning can also influence affordable housing through its treatment of the demolition and replacement of existing housing units. The current and proposed new Housing Element of San Francisco's General Plan contain policies that strongly discourage the demolition of housing, as the city's existing housing stock represents one of the most important resources of affordable housing. When a demolition project is approved, however, zoning could place affordability-related requirements on the new housing development, such as an increase in the number of units replaced on site or an increased inclusionary stipulation. Such measures might also discourage large-scale housing demolition and residential displacement, concerns raised by many participants during the Eastern Neighborhoods planning process.

Housing Production

One citywide housing goal is to increase the total number of units in San Francisco by encouraging new units where they are appropriate. A mechanism that might further this goal is the use of minimum density levels in transit-rich, mixed-use districts—the places that are already the core of good neighborhoods and can serve new residents well. This would maximize the housing opportunities in the areas of the City best served by transit. Similarly, zoning controls that set a maximum dwelling unit density level could be relaxed or removed, perhaps allowing greater housing development on a particular site. The size and intensity of a given development would still be regulated by the zoning district’s height limit, bulk controls, and other building standards. Lastly, scaling back minimum parking requirements in these areas can provide more space for housing.

Family Housing

There is an ongoing need for a greater number of larger residential units, or family housing, in the Eastern Neighborhoods and, indeed, citywide. The Eastern Neighborhoods are home to a significant number of family households, many of them from immigrant or ethnic minority groups. Often, new market-rate residential projects do not target large families as potential buyers and do not meet their needs in terms of unit size or affordability. A shortage of units suitable for families and the lack of affordable units are separate but related problems. Even when new housing developments include units with more than two bedrooms, the price of these units may be out of reach of some large families. Higher-income people without families may occupy larger units in new developments. There is still a benefit to the city’s housing stock, however, that is realized by encouraging the construction of multi-bedroom units.

The Department is evaluating the use of zoning mechanisms to encourage the provision of family-sized housing units. A measure, similar to the affordable housing inclusionary requirement, could be placed on new housing developments to require the provision of a certain percentage of family-sized units. Such a requirement would have to be carefully developed so as not to overly burden housing development or render small projects infeasible. Zoning could also offer height or density incentives to developers for the provision of larger units in appropriate areas.

Nonconforming Uses

One result of a change in zoning regulations can be the creation of nonconforming uses. A nonconforming use (NCU) is a use that previously existed lawfully, but no longer conforms to the Planning Code due to a change in the code. It is important to note that new zoning controls apply only to new construction, and they do not “eliminate” existing businesses or housing units. Uses that become nonconforming because of a zoning change may continue indefinitely and be maintained as long as they are not expanded. However, if they are abandoned (generally for a period of 3 years), they are deemed to have lost their non-conforming status and any new use must conform to the new zoning controls.

Participants in the community planning process have asked how the City will treat NCUs that are created by new zoning in the Eastern Neighborhoods. In the proposed districts, nonconforming uses will be allowed to continue, and buildings that house these uses will even be allowed to undergo significant alteration. The Department will establish criteria identifying nonconforming uses that will be allowed to expand or intensify, either as-of-right or through a review process. Changes from one nonconforming use to another may also be allowed, if the new use was equally or more widely permitted by the prior code.

Open Space

Community members are concerned about the dearth of public open space in many of the Eastern Neighborhoods. Unfortunately, a rezoning effort cannot, by itself, enhance the City's open space system, as it cannot simply designate private parcels as public open space. The Department will continue to work with the Recreation and Park Department to ensure that the City's zoning maps accurately indicate parcels dedicated for open space. Zoning can and does place reasonable open space requirements on large developments. This can be through contributions to an open space fund or through the dedication of public access to a portion of private development.

Pedestrian Streets

Many participants are also clear in their desire for more attractive, pedestrian-friendly streets in their neighborhoods. The overall experience of a particular street is a function of many things, including cleanliness, the provision of public amenities, the number of people, the activities present, and the architecture of the buildings that front the street. Zoning can specify what types of uses are allowed in each building, thereby encouraging certain types of businesses and activities on the ground floor. Zoning can also require that private developments provide certain street amenities, such as trees and benches.

Over time, the architectural feel of an area can be influenced through the adoption of "design guidelines". These design guidelines can provide policies as to the desired appearance of a particular neighborhood. It may take some time to notice visible changes that result from a set of design guidelines, depending on the rate of new construction and renovation projects. The primary product from the current community planning effort will be a set of new zoning controls. Given additional resources, the Planning Department could facilitate a process, involving community members and other city agencies, to draft design guidelines for the eastern neighborhoods.

Infrastructure

A community goal stated throughout the planning process is the maintenance and improvement of local infrastructure, such as the condition of roads, sewer lines, and other utilities. Zoning alone is limited in its ability to achieve this objective, as it does not directly provide for infrastructure improvements. It can, however, require that new development contribute to a fund, through a reasonable fee structure, that can ensure that potential new growth—attributable to the rezoning effort—will not strain the capacity of the City's infrastructure.

Zoning Districts

The following section describes zoning districts that currently exist and some ideas for proposed new districts that could be applied in the Eastern Neighborhoods study area (South of Market, Mission, Showplace Square-Potrero Hill, and Bayview Hunters Point). They are described in terms of goals and character. More specific information on the uses and standards for these proposed districts is provided in the table at the end of this section. Photos illustrate examples of the uses and types of buildings that are, or would be, permitted in each of these districts. These illustrations and brief descriptions should help participants in the planning process better understand the zoning alternatives suggested for these communities and serve as a basis for ongoing discussion. These paragraphs describe regulations that could be applied in different areas under different alternative zoning schemes; they do not describe where exactly they should be applied. Different proposals for mapping these proposed zoning districts in each neighborhood are shown later in this section. The diagram on the following page shows the structure and color codes for the zoning districts.

Single Use Districts

Maritime/Heavy Industrial

Industrial activities that are not compatible with other uses in the City would be confined to this district. These uses include wastewater treatment plants, maritime activity, and cement plants, among others. Little land under City jurisdiction will be set aside for these activities – only the existing southeast sewage treatment facility and the central waterfront power plant are given this zoning designation. Additionally, some non-maritime, industrial businesses currently use Port property on a temporary basis. Readers should refer to the section, “PDR Use of Space and Land” for a better understanding of what types of industrial activities fall into this and the various production/distribution/repair districts.




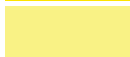



Residential - Transit Oriented



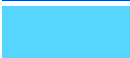

This proposed district’s purpose is to encourage the creation of additional new residential units while maintaining the moderate heights and densities of existing neighborhoods. Parking requirements are reduced, as the district is only proposed in areas in close proximity to transit. Small neighborhood-serving retail would be allowed on some corner lots.

Zoning Districts Color Key






Single Use Districts

	Maritime/Heavy Industrial
	Residential - Transit Oriented
	Residential - Medium Density
	Residential Enclave District
	Residential - Low Density

PDR Mixed with Commercial

	Core PDR
	PDR/Large Commercial
	PDR/Medium Commercial
	Light PDR

Residential Mixed with Commercial and PDR

	Neighborhood Commercial Transit
	Neighborhood Commercial Moderate Scale
	Residential/Commercial
	Residential/PDR
	India Basin S.U.D.

Residential Enclave District

This district currently exists in the Planning Code. It was designed to protect small-scale housing on narrow alleys in the South of Market. These alleys are often surrounded by larger, non-residential uses such as production/distribution/repair, office, or retail. The designation of this district can be used to retain the distinction between places of work and places to live in the SoMa. The application of this district in the SoMa zoning alternatives enlarges some existing enclaves in the area.



Residential – Medium Density, Low Density

These existing districts are exclusively residential, and the number of units permitted on each lot determines their density. They include RH-1 and RH-2 zones that have a low-density “house” character, and allow one or two units per lot. The RM-3 district is an example of a medium density residential area. It allows one unit per 400 square feet of lot area.

Production/Distribution/Repair (PDR) Mixed with Commercial

Core Production/Distribution/Repair

Because of the nature of their activities, some production, distribution, and repair businesses need their own space to operate. These businesses share the need for flexible operating space and, in some cases, a separation from housing. Many PDR users need to locate in close proximity to each other for efficiencies in wholesaling and distribution operations, while others require large lots for open space storage and the movement of equipment. Certain PDR businesses must also be within relatively close distance of clients in the service, tourist, and office sectors for the delivery of goods. These PDR activities may require heavy trucking that can cause noise and odors.



This proposed district is intended to provide a place for PDR businesses to operate in isolation from other uses that can be impacted by their truck traffic, noise, and odors. It is also intended to identify a place where other uses will not compete with them for space.

This district would encourage the building and conservation of a wide range of industrial buildings, including warehouses, showrooms, open storage facilities, and light manufacturing plants. These buildings can house a variety of businesses from small graphic design studios to catering services to wholesalers and large food distributors. The district would also allow small commercial activities (less than 5,000 sf.), which would not conflict with the primary industrial users of the area due to their limited size. The heaviest industrial uses, mentioned above in the Single Use District section, would not be permitted to locate in this zone.

Additional controls are being considered for a portion of the Core PDR district in the Showplace Square area. Aimed at retaining space for specific design-related activities, such as showrooms, furniture design, furniture showrooms, and interior design activities, these controls would allow only design-related new PDR activities.

Production/Distribution/Repair – Large Commercial



This zoning category would protect some space for PDR businesses and also provide an area that could accommodate large retailers in the city. Large retail activities, including some “Big Box” operations, need sizeable parcels of land to store and sell a wide range of merchandise. They also require a large amount of open space to provide parking

for their customers who are looking to buy big and heavy items, such as computers or televisions. Examples of large retail users are Target, Walmart, Home Depot, Office Max, Barnes and Noble, and Costco. These businesses must also be freeway accessible because they require daily shipments of goods from their distributors and because they draw people from all parts of the city and beyond.

This zoning district could accommodate both large retailers and PDR users, as they share some similar land use requirements and, therefore, can be compatible with each other in some circumstances. They both require truck routes, freeway access, large parcels, loading docks, and large buildings. While PDR businesses are permitted and encouraged in this district, it is expected that many will be replaced by large retail users who are able to pay higher rents.

Production/Distribution/Repair – Medium Commercial

Many new industrial buildings ignore the streets upon which they are built. They are often not welcoming to people walking or driving by. This district aims to improve the relationship between some industrial buildings and the street. Many PDR businesses have small offices or retail components associated with their business. This district encourages these smaller accessory uses to be located on the ground floor of the building – facing the main street and accessible to the public. This helps to include and orient the passing pedestrian and helps establish a more dynamic street. The result can be a more interactive environment that encourages greater pedestrian activity, more attractive building facades, and benefits to both the businesses and the City by creating a more attractive commercial neighborhood.



An example of this type of operation is a multi-story printing press shop with the front-end office operations located on the ground floor facing a major street, and the loading dock in the back of the building. Along with the office, the business might also provide a small storefront where a passerby could buy supplies or place an order in person.



Light Production/Distribution/Repair

Video, film, graphic design and photography studios as well as auto, appliance and furniture repair shops are the kind of businesses encouraged in this district. The light PDR uses permitted in this district create less external noise and odors and engage in less trucking related activities than

those permitted in the Core PDR district (see PDR Use of Space and Land section). Smaller retail and offices uses would be permitted, while residences are not. As a result, this area can serve as an effective buffer between residential and industrial areas. Allowing the “lightest” PDR activities and businesses to operate near housing provides space for these businesses while not compromising the quality of life of nearby residents.



Residential Mixed with Commercial and Production/Distribution/Repair

Neighborhood Commercial Transit

This district would take full advantage of areas well served by public transit, and it aims to maximize residential and commercial uses on major transit streets. By building on existing transit corridors, we can use and encourage public transit while reducing dependence on cars and the need for parking. Without the obligation of providing as much parking as other districts require, project sponsors would have more space available in the building to accommodate stores and apartments, which in turn, would contribute to the vitality of the neighborhood.



Some ground floor commercial activity, such as shops, cultural centers, or small offices is required in this district. Increased foot traffic and densities would help to create a dynamic pedestrian environment. This district could offer a wide variety of services and goods to both the immediate area and to visitors. The goal of this district is a convenient, attractive neighborhood with shops and restaurants on the ground floor and housing above.

Studies have also shown that there is a relationship between the vitality of a ground floor commercial use and the type of space the activity occupies. One important characteristics is the height of the interior space at the ground floor, which is a function of the first floor ceiling height. A minimum ground floor ceiling height of 12 to 15 feet for new commercial uses in the NC-T district might enhance the overall quality of the street in these areas.

As shown in the zoning option maps, this new district could be applied in several areas currently zoned as neighborhood commercial districts (NCD), such as the Valencia Street NCD. The specific controls of this new “neighborhood commercial transit” district will not wholly replace the existing zoning, but will instead respond to the existing conditions in each area. The new NC-T designation in these districts will offer additional guidelines, particularly related to density and parking requirements, to the existing neighborhood commercial controls. For example, the height, bulk, open space requirements, and types of permitted commercial activities in the Mission Street NC-T could differ from that of 3rd Street in the Bayview.

Neighborhood Commercial Moderate Scale

This zoning would be appropriate for mixed-use district offering a wide variety of services and goods to the immediate area, as well as specialty goods to populations outside the area. Neighborhood Commercial Districts promote a mix of uses by encouraging retail on the ground floor of multi-story buildings and residential above. Although it is not solely centered around transit corridors, Neighborhood Commercial Districts still strive to promote heavy pedestrian activity and lively streets. This designation is very similar to the current NC-3 zoning in the City and other named neighborhood commercial districts.



Residential/Commercial

This district would promote a mix of residential and commercial uses and allow a great deal of flexibility to project sponsors. Its goal would be the development of creative mixed-use projects at a potentially larger scale than in other mixed use districts. Depending on an area's height limit, housing might be located on several floors above one or two stories of commercial use, or it might occupy the entire building. Preservation of

PDR uses and buildings is not a goal of this district. PDR activities would be permitted, but existing businesses of this type might be expected to relocate over time as they are replaced by housing and other commercial activities. New medium and light PDR uses could also locate in this district, but few are expected to do so in light of the opportunity for housing and commercial development.

Similar to the Neighborhood Commercial Transit districts, the Residential/Commercial zone may establish slightly different controls across each neighborhood. Because existing conditions, such as average parcel size and historic uses, vary from one neighborhood to the next, specific requirements, including use size restrictions and residential density levels, for this mixed use district will differ throughout the study area. As in the proposed NC-T district, the Department is also considering the application of minimum ceiling heights for ground floor commercial to encourage a more dynamic street environment.

Residential – Production/Distribution/Repair

This new zoning district would create opportunities for housing, while retaining and creating space for PDR businesses that can coexist with residential uses. New developments would be required to provide some space for light and medium PDR businesses, which would be encouraged on the ground floor. Residential and other small commercial uses would also be permitted. This district could support mixed use neighborhoods where housing is constructed on top of or next to light industrial businesses.



The Residential/PDR areas in the Showplace Square study area might include additional controls that allow only design-related activities as new PDR uses. Similar to the design-focused portion of the Core PDR zone in the Showplace Square, discussed above, one goal of this district is to enhance the existing, well-defined cluster of design-related activities in the area.

India Basin S.U.D.

This proposed special use district (S.U.D.) is specific to the India Basin area, which extends along Innes Avenue in the Bayview Hunters Point neighborhood. This area includes currently zoned neighborhood commercial parcels, industrial lots, and several public open spaces along the shoreline. Opportunity sites in the immediate vicinity include several extremely large parcels, which present particular development challenges. These conditions call for a more extensive design analysis and the ultimate adoption of area-specific controls. The India Basin S.U.D. could eventually support a small to medium scale mixed-use neighborhood and encourage the development of maritime-related commercial and recreational activities.

Zoning District Tables

P: Permitted C: Conditional Use NP: Not Permitted NA: Not Applicable	Single Use Districts		
	Maritime/Heavy Industrial	Residential - Transit Oriented	Residential Medium Density (Existing RED and RM-3)
Height and Bulk	REFERENCE HEIGHT MAPS		
Lot Size	No limit	Max. 5,000 sf. for new lot assembly	NA
PRODUCTION, DISTRIBUTION, AND REPAIR STANDARDS AND USES			
Use Size (Total)	No limit	NA	NA
Use by floor	NA	NA	NA
Maritime/Heavy Industrial	P	NP	NP
Core PDR	P	NP	NP
Medium PDR	P	NP	NP
Light PDR	P	NP	NP
COMMERCIAL STANDARDS AND USES			
Use Size (Total)	No limit	P up to 1,200 sf. on corner lots only; C above for institutions	NA
Off-street accessory parking	NA	No minimum; C for max. up to 1 spc. for 2,500 sf.	NA
Use by floor	NA	P on ground floor only	NA
Small retail (<5,000 sf.)	NP	P, limited type up to 1,200 sf.	NP
Medium retail (5,000 - 20,000 sf.)	NP	NP	NP
Large retail (>20,000 sf.)	NP	NP	NP
Bar/Nighttime Entertainment, small (<3,000 sf.)	NP	NP	NP
Nighttime Entertainment, medium (3,000-5,000 sf.)	NP	NP	NP
Nighttime Entertainment, large (>5,000 sf.)	NP	NP	NP
Small office (<5,000 sqft)	NP	NP	NP
Large office (>5,000 sf.)	NP	NP	NP
Community Facilities/Arts Establishment/ Religious Institution	NP	C	C
Medical and Educational Institutions	NP	C	C
RESIDENTIAL STANDARDS AND USES			
Residential	NP	P	P
Dwelling unit density	NA	No maximum	Max. of one unit per 400 sf. of lot area
Off-street parking	NA	Generally: no minimum; P from 0.25 to 0.75 spc. per unit; C up to 1:1 max.	No minimum; P up to maximum of 1:1
Use by floor	NA	P, all floors	NA

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P: Permitted C: Conditional Use NP: Not Permitted NA: Not Applicable	Residential Mixed with Commercial and PDR			
	Neighborhood Commercial-Transit	Neighborhood Commercial - Moderate	Residential/Commercial	Residential/PDR
Height and Bulk	REFERENCE HEIGHT MAPS			
Lot Size	Max. 10,000 sf. for new lot assembly	P up to 10,000 sf. for new lot assembly; C above	Max. 15,000 sf. for new lot assembly	No limit
PRODUCTION, DISTRIBUTION, AND REPAIR STANDARDS AND USES				
Use Size (Total)	P up to 5,000 sf.; C above	P up to 6,000 sf.; C above	No limit	No limit; 1 F.A.R required where PDR demolished or displaced
Use by floor	P, first two floors	P on first floor; some allowed on second	NA	NA
Maritime/Heavy Industrial	NP	NP	NP	NP
Core PDR	NP	NP	NP	NP
Medium PDR	NP	NP	P	P
Light PDR	P	C	P	P
COMMERCIAL STANDARDS AND USES				
Use Size (Total)	P up to 5,000 sf.; C above	P up to 6,000 sf.; C above	P up to 15,000 sf.; C above; (P up to 2 F.A.R in SoMa, C above); 2,000 sf. required for projects with >200 residential units	P up to 5,000 sf.; greater if accessory use
Off-street accessory parking	No minimum; C up to max. of 1 spc. for every 2,500 sf.	Generally: No minimum; P up to current requirement per existing code; C up to 150% of existing requirement	Generally: No minimum; P up to current requirement per existing code; C up to 150% of existing requirement	Generally: No minimum; P up to current requirement per existing code; C up to 150% of existing requirement
Use by floor	Required at ground level on street front; P first two floors only	Generally, P on first two floors	NA	NA
Small retail (<5,000 sf.)	P	P	P	P
Medium retail (5,000 - 20,000 sf.)	NP	NP	P (C over 15,000 sf.)	NP
Large retail (>20,000 sf.)	NP	NP	NP	NP
Bar/Nighttime Entertainment, small (<3,000 sf.)	P	P	P	P
Nighttime Entertainment, medium (3,000-5,000 sf.)	C	C	C	C
Nighttime Entertainment, large (>5,000 sf.)	NP	NP	NP	NP
Small office (<5,000 sqft)	P	P	P	P
Large office (>5,000 sf.)	NP (P in SoMa, NC-T 2nd St.)	NP	NP	NP
Community Facilities/Arts Establishment/ Religious Institution	P	P	P	P
Medical and Educational Institutions	P	C	C	C
RESIDENTIAL STANDARDS AND USES				
Residential	P	P	P, required when project has over 15,000 sf. of commercial space	P
Dwelling unit density	No maximum; a minimum of 1 unit per 600 sf. of lot area	No maximum	No maximum; if provided, a minimum of 1 unit per 1,000 sf of lot area	No maximum
Off-street parking	Generally: no minimum; P from 0.25 to 0.75 spc. per unit; C up to 1:1 max.	No minimum; P up to maximum of 1:1	Generally: no minimum; P from 0.25 to 0.75 spc. per unit; C up to 1:1 max.	No minimum; P up to maximum of 1:1
Use by floor	NA	P, all floors	NA	P, second floor and above

Section Two :: Zoning Designations and Options :: Zoning Designations

P: Permitted C: Conditional Use NP: Not Permitted NA: Not Applicable	PDR Mixed with Commercial			
	Core PDR	PDR/Large Commercial	PDR/Medium Commercial	Light PDR
Height and Bulk	REFERENCE HEIGHT MAPS			
Lot Size	No limit	No limit	No limit	No limit
PRODUCTION, DISTRIBUTION, AND REPAIR STANDARDS AND USES				
Use Size (Total)	No limit	No limit	No limit	No limit
Use by floor	NA	NA	NA	NA
Maritime/Heavy Industrial	NP	NP	NP	NP
Core PDR	P	P	NP	NP
Medium PDR	P	P	P	P
Light PDR	P	P	P	P
COMMERCIAL STANDARDS AND USES				
Use Size (Total)	P up to 5,000 sf.; greater if accessory use	P up to 40,000 sf.; C above	Minimum of 2,000 sf. required; P up to 5,000 sf.; greater if accessory	P up to 5,000 sf.; greater if accessory use
Off-street accessory parking	Generally: No minimum; P up to current requirement per existing code; C up to 150% of existing requirement	Generally: No minimum; P up to current requirement per existing code; C up to 150% of existing requirement	Generally: No minimum; P up to current requirement per existing code; C up to 150% of existing requirement	Generally: No minimum; P up to current requirement per existing code; C up to 150% of existing requirement
Use by floor	NA	NA	Required at ground level on street front	NA
Small retail (<5,000 sf.)	P	P	P	P
Medium retail (5,000 - 20,000 sf.)	NP	P	NP	NP
Large retail (>20,000 sf.)	NP	P (C over 40,000 sf.)	NP	NP
Bar/Nighttime Entertainment, small (<3,000 sf.)	P	P	P	P
Nighttime Entertainment, medium (3,000-5,000 sf.)	P	P	P	P
Nighttime Entertainment, large (>5,000 sf.)	C	C	C	C
Small office (<5,000 sqft)	P	P	P	P
Large office (>5,000 sf.)	NP	NP	NP	NP
Community Facilities/Arts Establishment/ Religious Institution	P	P	P	P
Medical and Educational Institutions	NP	NP	C	NP
RESIDENTIAL STANDARDS AND USES				
Residential	NP	NP	NP	NP
Dwelling unit density	NA	NA	NA	NA
Off-street parking	NA	NA	NA	NA
Use by floor	NA	NA	NA	NA