CALIFORNIA COASTAL COMMISSION

NORTH CENTRAL COAST DISTRICT 455 MARKET STREET, SUITE 300 SAN FRANCISCO, CA 94105 PHONE: (415) 904-5260 FAX: (415) 904-5400 WEB: WWW.COASTAL.CA.GOV



Th₁₀a

A-2-SNF-24-0009 (Great Highway Vehicular Restrictions)

May 9, 2024

EXHIBITS

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EXHIBITS

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Exhibit 2 – Site Area Photos

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Exhibit 5 – Appeals of City and County of San Francisco CDP Action

PROJECT LOCATION MAP – GREAT HIGHWAY PARTIAL CLOSURE CITY AND COUNTY OF SAN FRANCISCO



Figure 1: Upper Great Highway and surrounding area, looking south.



Figure 2: Location Map (aerial view). Red line indicates the Upper Great Highway partial closure area. Yellow circles indicate the temporarily barricaded areas, which prevent vehicle access.



Figure 3: Aerial view of traffic calming measures.

SITE AREA PHOTOS – GREAT HIGHWAY PARTIAL CLOSURE CITY AND COUNTY OF SAN FRANCISCO



Figure 1: Pedestrians and cyclists on the Upper Great Highway partial closure.



Figure 2: Cyclists on the Upper Great Highway closure.

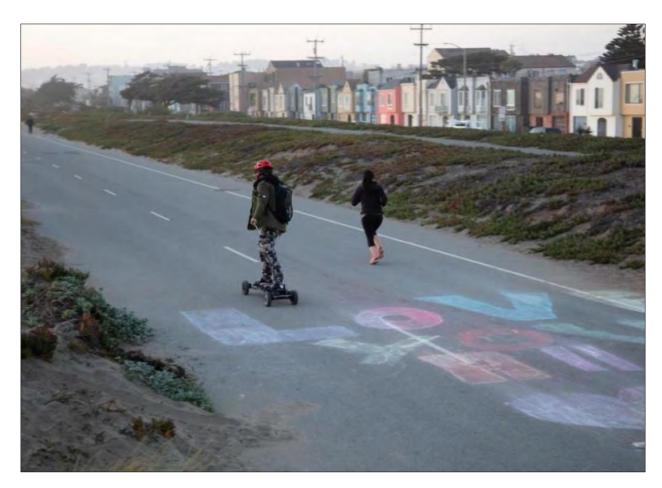


Figure 3: Runner and skateboarder on the Upper Great Highway partial closure.

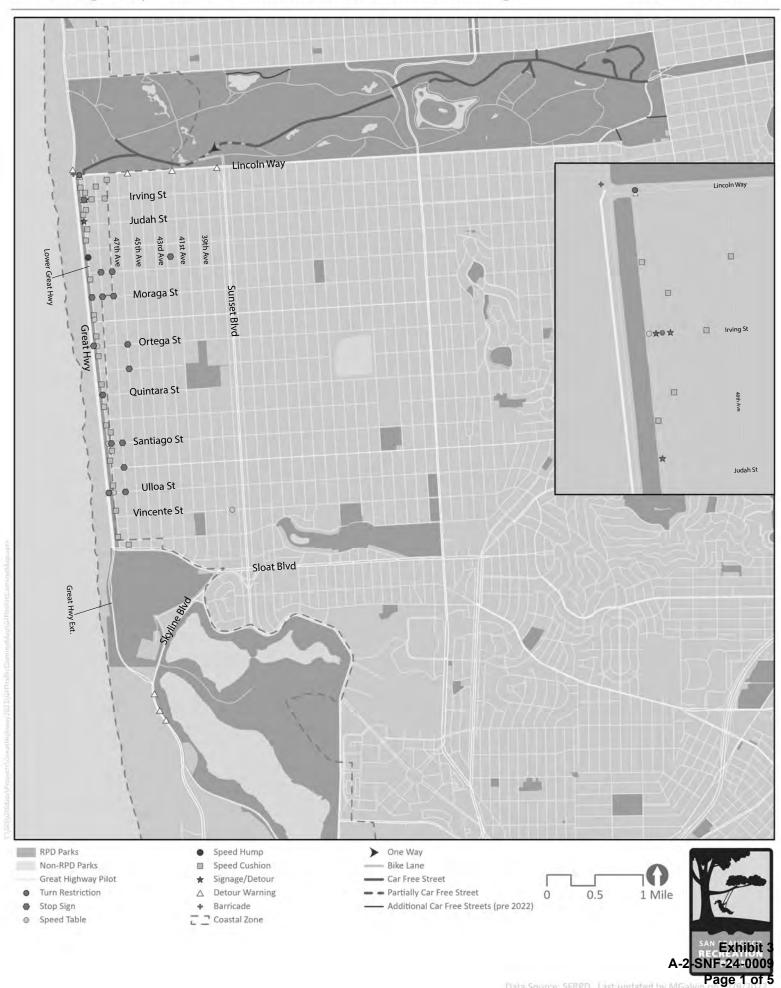


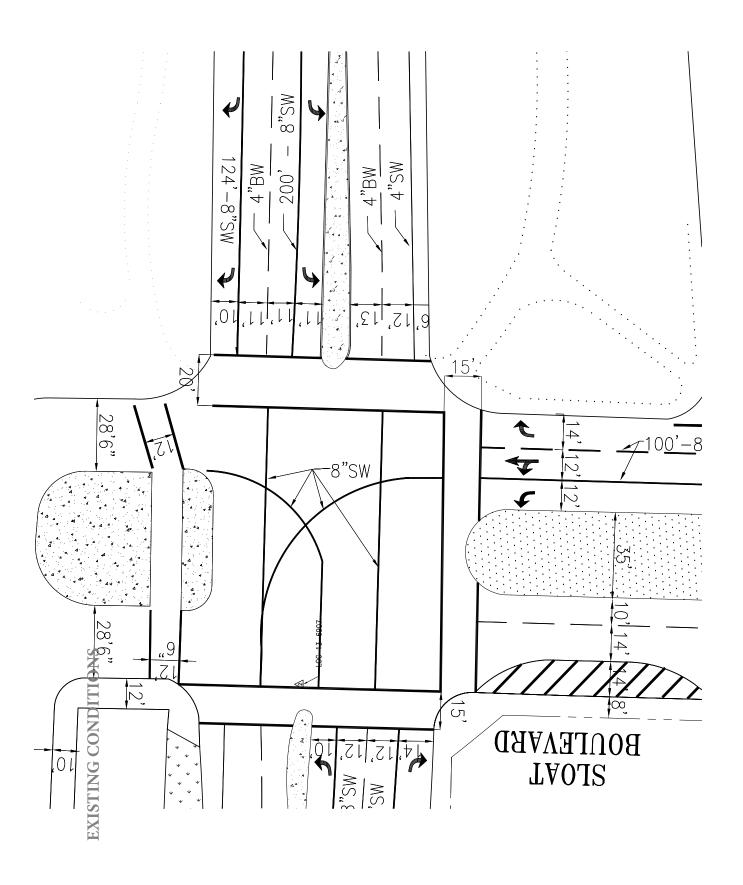
Figure 4: Upper Great Highway closure at Lincoln Way, looking south.



Figure 5: Upper Great Highway closure at Sloat Boulevard, looking north.

Great Highway Pilot and Coastal Zone Traffic Calming





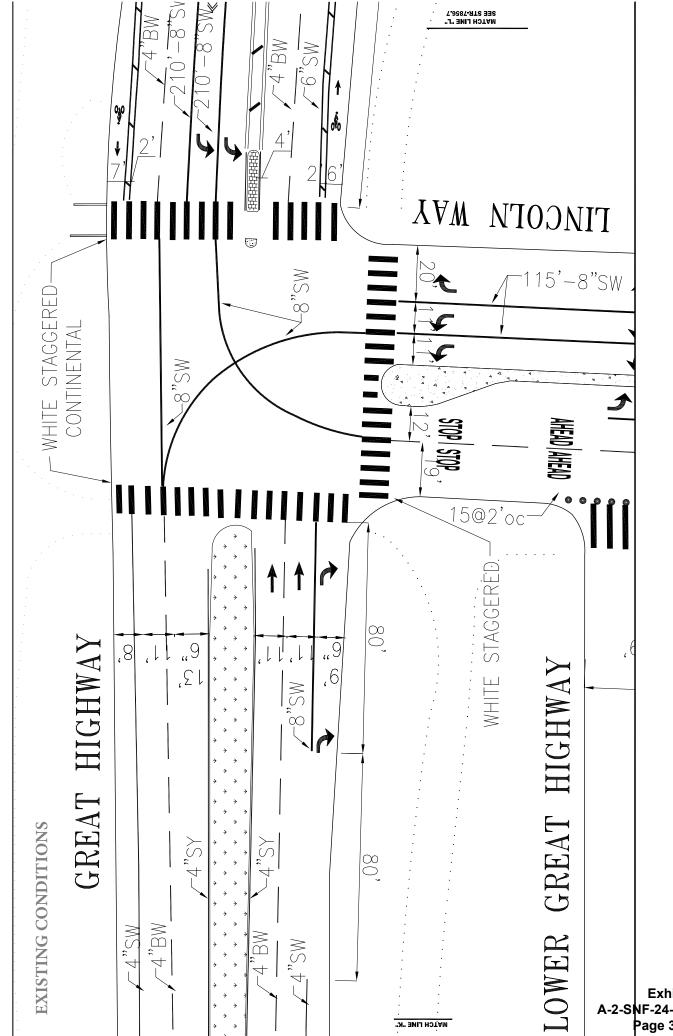
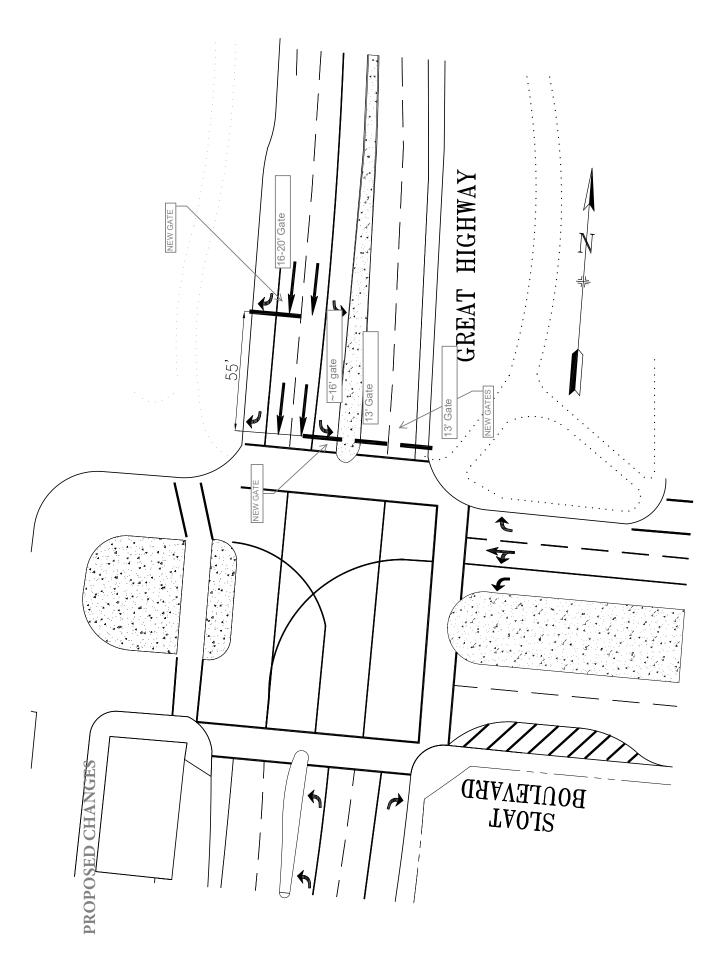
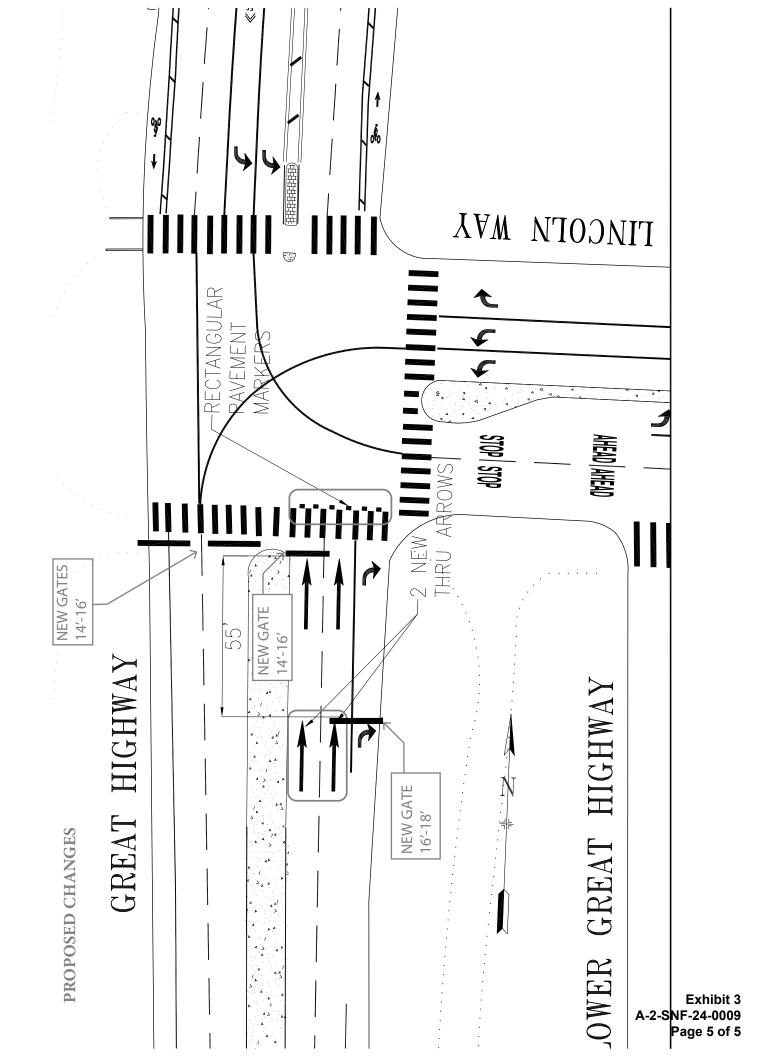


Exhibit 3 A-2-SNF-24-0009 age 3 of 5







49 South Van Ness Avenue, Suite 1400 San Francisco, CA 94103

628.652.7600 www.sfplanning.org

MAR 1 9 2024

March 14, 2024

CALIFORNIA COASTAL COMMISSION

Dear California Coastal Commission

This correspondence serves as the Notice of Final Action of the appeal for Coastal Zone Permit No. 2022-007356CTZ for the Upper Great Highway Pilot Project

The Coastal Zone Permit was approved by the San Francisco Planning Commission on November 9, 2023.

Three appeals were filed on the Coastal Zone Permit, which were heard by the Board of Appeals on February 7, 2024. The appeals were denied.

Three rehearing requests were filed on the Coastal Zone Permit, which were heard by the Board of Appeals on March 13, 2024. The rehearing requests were denied.

Attached please find a copy of the three Board of Appeals Notice of Decisions, as well as the Planning Commission Final Motion with findings, conditions of approval, and procedures for appeal.

Thank you,

Alex Westhoff

Alex Westhoff, AICP, Senior Preservation Planner (he/him) District 4 | Survey & Designation

San Francisco Planning

49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103

Direct: 628.652 7314 | www.sfplanning.org

Attachment 1: Notice of Decision for Appeal No. 23-062 Attachment 2: Notice of Decision for Appeal No. 23-064 Attachment 3: Notice of Decision for Appeal No. 23-065 Attachment 4: Planning Commission Motion No. 21437

City and County of San Francisco



London Breed Mayor

Board of Appeals

Julie Rosenberg
Executive Director

Alec Longaway

AFFIDAVIT OF SERVICE

Sunset Parkside Education and Action Committee (SPEAK), Appellant(s) c/o Eileen Boken and Evan Rosen, Agents for Appellant(s)

I, Alec Longaway, Legal Assistant for the Board of Appeals, hereby certify that on this 14th day of March 2024, I served the attached Notice of Decision for Appeal No. 23-062, Sunset Parkside Education and Action Committee (SPEAK) vs. Planning Commission, subject property at Upper Great Highway between Lincoln Way and Sloat Blvd. plus surrounding streets, on the appellant(s) via email to: aeboken@gmail.com and er@sonic.net

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct. Executed in San Francisco, California.

March 14, 2024 Date

cc: Corey Teague, Zoning Administrator Planning Department corey.teague@sfgov.org

OTHER PARTIES OR CONCERNED CITIZENS:

San Francisco Recreation and Parks Department, Permit Holder(s) c/o Brian Stokle, Agent for Permit Holder(s)
SF Recreation and Parks Department
49 South Van Ness Avenue, Suite 1200
San Francisco, CA 94103
brian.stokle@sfgov.org



BOARD OF APPEALS, CITY & COUNTY OF SAN FRANCISCO

Appeal of SUNSET PARKSIDE EDUCATION AND ACTION COMMITTEE (SPEAK).)	Appeal No. 23-062
Appellant(s)		
VS.)	
PLANNING COMMISSION,)	
Pagnandant		

Respondent

NOTICE OF APPEAL

NOTICE IS HEREBY GIVEN THAT on November 27, 2023, the above named appellant(s) filed an appeal with the Board of Appeals of the City and County of San Francisco from the decision or order of the above named department(s), commission, or officer.

The substance or effect of the decision or order appealed from is the ISSUANCE on November 9, 2023 to San Francisco Recreation and Parks Department, of a Coastal Zone Permit (approval of a Coastal Zone permit pursuant to Planning Code Section 330 to permit temporary restriction of automobile access to the Upper Great Highway for a car-free bicycle and pedestrian promenade on weekends and holidays through December 25, 2025; as well as various traffic calming measures on surrounding streets) at Upper Great Highway between Lincoln Way and Sloat Blvd. plus surrounding streets.

APPLICATION NO. 2022-007356CTZ (Motion No. 21437)

FOR HEARING ON February 7, 2024

Address of Appellant(s):	Address of Other Parties:
Sunset Parkside Education and Action Committee (SPEAK), Appellant(s) c/o Eileen Boken, Agent for Appellant(s)	San Francisco Recreation and Parks Department, Permit Holder(s) c/o Brian Stokle, Agent for Permit Holder(s) SF Recreation and Parks Department 49 South Van Ness Avenue, Suite 1200 San Francisco, CA 94103

NOTICE OF DECISION & ORDER

The hearing on the aforementioned matter came before the Board of Appeals of the City & County of San Francisco on February 7, 2024. The appeal was denied, and the appellant timely requested a rehearing. On March 13, 2024, the Board was unable to muster sufficient votes to grant a rehearing request, therefore the request was denied by operation of law.

PURSUANT TO § 4.106 of the Charter of the City & County of San Francisco and Article 1, §14 of the Business & Tax Regulations Code of the said City & County, and the action above stated, the Board of Appeals hereby **DENIES THE APPEAL AND ORDERS** that the ISSUANCE of the subject permit by the Planning Commission is UPHELD on the basis that the project conforms to the requirements and objectives of the San Francisco Local Coastal Program, and with the adoption of Findings 1-9 found in Planning Code Motion No. 21437 (attached).

THE SUSPENSION OF THE PERMIT SHALL BE LIFTED.

BOARD OF APPEALS CITY & COUNTY OF SAN FRANCISCO

Jose Lopez, President

Last Day to Request Rehearing: February 20, 2024 Rehearing Request: March 13, 2024 (denied)

Rehearing: None.

Notice Released: March 14, 2024

Julie Rosenberg

Julie Rosenberg, Executive Director

If this decision is subject to review under Code of Civil Procedure § 1094.5, then the time within which judicial review Exhibit 4 must be sought is governed by California Code of Civil Procedure, §1094.6.

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City and County of San Francisco



London Breed Mayor

Board of Appeals

Julie Rosenberg
Executive Director

Alec-Longaway

AFFIDAVIT OF SERVICE

Geoffrey Moore, Appellant(s)

I, Alec Longaway, Legal Assistant for the Board of Appeals, hereby certify that on this 14th day of March 2024, I served the attached Notice of Decision for Appeal No. 23-064, Moore vs. Planning Commission, subject property at Upper Great Highway between Lincoln Way and Sloat Blvd. plus surrounding streets, on the appellant(s) via email to: moore geoffrey@yahoo.com

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct. Executed in San Francisco, California.

March 14, 2024 Date

cc: Corey Teague, Zoning Administrator Planning Department corey.teague@sfgov.org

OTHER PARTIES OR CONCERNED CITIZENS:

San Francisco Recreation and Parks Department, Permit Holder(s) c/o Brian Stokle, Agent for Permit Holder(s)
SF Recreation and Parks Department
49 South Van Ness Avenue, Suite 1200
San Francisco, CA 94103
brian.stokle@sfgov.org



BOARD OF APPEALS, CITY & COUNTY OF SAN FRANCISCO

Appeal of GEOFFREY MOORE,	Appeal No. 23-064
Appellant(s)	
vs.	Š
PLANNING COMMISSION,	3
Respondent	

NOTICE OF APPEAL

NOTICE IS HEREBY GIVEN THAT on November 27, 2023, the above named appellant(s) filed an appeal with the Board of Appeals of the City and County of San Francisco from the decision or order of the above named department(s), commission, or officer.

The substance or effect of the decision or order appealed from is the ISSUANCE on November 9, 2023 to San Francisco Recreation and Parks Department, of a Coastal Zone Permit (approval of a Coastal Zone permit pursuant to Planning Code Section 330 to permit temporary restriction of automobile access to the Upper Great Highway for a car-free bicycle and pedestrian promenade on weekends and holidays through December 25, 2025; as well as various traffic calming measures on surrounding streets) at Upper Great Highway between Lincoln Way and Sloat Blvd. plus surrounding streets.

APPLICATION NO. 2022-007356CTZ (Motion No. 21437)

FOR HEARING ON February 7, 2024

Address of Appellant(s):	Address of Other Parties:
Geoffrey Moore, Appellant(s)	San Francisco Recreation and Parks Department, Permit Holder(s) c/o Brian Stokle, Agent for Permit Holder(s) SF Recreation and Parks Department 49 South Van Ness Avenue, Suite 1200 San Francisco, CA 94103

NOTICE OF DECISION & ORDER

The hearing on the aforementioned matter came before the Board of Appeals of the City & County of San Francisco on February 7, 2024. The appeal was denied, and the appellant timely requested a rehearing. On March 13, 2024, the Board was unable to muster sufficient votes to grant a rehearing request, therefore the request was denied by operation of law.

PURSUANT TO § 4.106 of the Charter of the City & County of San Francisco and Article 1, §14 of the Business & Tax Regulations Code of the said City & County, and the action above stated, the Board of Appeals hereby **DENIES THE APPEAL AND ORDERS** that the ISSUANCE of the subject permit by the Planning Commission is UPHELD on the basis that the project conforms to the requirements and objectives of the San Francisco Local Coastal Program, and with the adoption of Findings 1-9 found in Planning Code Motion No. 21437 (attached).

THE SUSPENSION OF THE PERMIT SHALL BE LIFTED.

BOARD OF APPEALS CITY & COUNTY OF SAN FRANCISCO

Jose Lopez, President

Last Day to Request Rehearing: February 20, 2024 Rehearing Request: March 13, 2024 (denied)

Rehearing: None.

Notice Released: March 14, 2024

Julie Rosenberg, Executive Director

If this decision is subject to review under Code of Civil Procedure § 1094.5, then the time within which judicial review Exhibit 4 must be sought is governed by California Code of Civil Procedure, §1094.6.

A-2-SNF-24-0009

City and County of San Francisco



London Breed Mayor

Board of Appeals

Julie Rosenberg Executive Director

Alec Longaway

AFFIDAVIT OF SERVICE

Charles Perkins, Appellant(s)

I, Alec Longaway, Legal Assistant for the Board of Appeals, hereby certify that on this 14th day of March 2024, I served the attached Notice of Decision for Appeal No. 23-065, Perkins vs. Planning Commission, subject property at Upper Great Highway between Lincoln Way and Sloat Blvd. plus surrounding streets, on the appellant(s) via email to: cperkinssf@yahoo.com

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct. Executed in San Francisco, California.

March 14, 2024

cc: Corey Teague, Zoning Administrator Planning Department corey.teague@sfgov.org

OTHER PARTIES OR CONCERNED CITIZENS:

San Francisco Recreation and Parks Department, Permit Holder(s) c/o Brian Stokle, Agent for Permit Holder(s)
SF Recreation and Parks Department
49 South Van Ness Avenue, Suite 1200
San Francisco, CA 94103
brian.stokle@sfgov.org



BOARD OF APPEALS, CITY & COUNTY OF SAN FRANCISCO

Appeal of CHARLES PERKINS,	Appeal No. 23-0
Appellant(s)	
VS.	{
PLANNING COMMISSION,	3
Respondent	

NOTICE OF APPEAL

NOTICE IS HEREBY GIVEN THAT on November 27, 2023, the above named appellant(s) filed an appeal with the Board of Appeals of the City and County of San Francisco from the decision or order of the above named department(s), commission, or officer.

The substance or effect of the decision or order appealed from is the ISSUANCE on November 9, 2023 to San Francisco Recreation and Parks Department, of a Coastal Zone Permit (approval of a Coastal Zone permit pursuant to Planning Code Section 330 to permit temporary restriction of automobile access to the Upper Great Highway for a car-free bicycle and pedestrian promenade on weekends and holidays through December 25, 2025; as well as various traffic calming measures on surrounding streets) at Upper Great Highway between Lincoln Way and Sloat Blvd. plus surrounding streets.

APPLICATION NO. 2022-007356CTZ (Motion No. 21437)

FOR HEARING ON February 7, 2024

Address of Appellant(s):	Address of Other Parties:
Charles Perkins, Appellant(s)	San Francisco Recreation and Parks Department, Permit Holder(s)
	c/o Brian Stokle, Agent for Permit Holder(s) SF Recreation and Parks Department 49 South Van Ness Avenue, Suite 1200
	San Francisco, CA 94103

NOTICE OF DECISION & ORDER

The hearing on the aforementioned matter came before the Board of Appeals of the City & County of San Francisco on February 7, 2024. The appeal was denied, and the appellant timely requested a rehearing. On March 13, 2024, the Board was unable to muster sufficient votes to grant a rehearing request, therefore the request was denied by operation of law.

PURSUANT TO § 4.106 of the Charter of the City & County of San Francisco and Article 1, §14 of the Business & Tax Regulations Code of the said City & County, and the action above stated, the Board of Appeals hereby **DENIES THE APPEAL AND ORDERS** that the ISSUANCE of the subject permit by the Planning Commission is UPHELD on the basis that the project conforms to the requirements and objectives of the San Francisco Local Coastal Program, and with the adoption of Findings 1-9 found in Planning Code Motion No. 21437 (attached).

THE SUSPENSION OF THE PERMIT SHALL BE LIFTED.

BOARD OF APPEALS CITY & COUNTY OF SAN FRANCISCO

Jose Lopez, President

Last Day to Request Rehearing: February 20, 2024 Rehearing Request: March 13, 2024 (denied)

Rehearing: None.

Notice Released: March 14, 2024

Julie Rosenberg, Executive Director

If this decision is subject to review under Code of Civil Procedure § 1094.5, then the time within which judicial review Exhibit 4 must be sought is governed by California Code of Civil Procedure, §1094.6.

A-2-SNF-24-0009



49 South Van Ness Avenue, Suite 1400 San Francisco, CA 94103 628.652.7600 www.sfplanning.org

PLANNING COMMISSION MOTION NO. 21437

HEARING DATE: NOVEMBER 9, 2023

Record No.:

2022-007356CTZ

Project Address: Upper Great Highway between Lincoln Way & Sloat Boulevard; plus surrounding streets

Zoning:

Cultural District: Sunset Chinese Cultural District

Block/Lot:

N/A

Project Sponsor: Brian Stokle

San Francisco Recreation and Parks Department

49 South Van Ness Ave., Suite 1200

San Francisco, CA

Property Owner: City and County of San Francisco

Staff Contact:

Alex Westhoff - (628) 652-7314 alex.westhoff@sfgov.org

ADOPTING FINDINGS RELATING TO THE APPROVAL OF A COASTAL ZONE PERMIT PURSUANT TO PLANNING CODE SECTION 330 TO PERMIT TEMPORARY RESTRICTION OF AUTOMOBILE ACCESS TO THE UPPER GREAT HIGHWAY BETWEEN LINCOLN WAY AND SLOAT BOULEVARD (APPROX. 2.0 MILES) FOR A CAR-FREE BICYCLE AND PEDESTRIAN PROMENADE ON WEEKENDS AND HOLIDAYS THROUGH DECEMBER 31, 2025; AS WELL AS THE IMPLEMENTATION OF VARIOUS TRAFFIC CALMING MEASURES ON SURROUNDING STREETS; IN DISTRICTS INCLUDING THE PUBLIC (P), NEIGHBORHOOD COMMERCIAL SMALL-SCALE (NC-2), RESIDENTIAL-MIXED LOW DENSITY (RM-1), RESIDENTIAL-HOUSE, ONE FAMILY (RH-1), RESIDENTIAL-HOUSE, TWO FAMILY (RH-2), AND RESIDENTIAL-HOUSE, TH REE FAMILY (RH-3) ZONING DISTRICTS AND OS, 40-X, AND 100-A HEIGHT AND BULK DISTRICTS AND AFFIRMING THE PLANNING DEPARTMENT'S EXEMPT DETERMINATION UNDER THE CALIFORNIA ENVIRONMNETAL QUALITY ACT.

PREAMBLE

中文詢問請電

On January 18, 2023, the San Francisco Recreation and Parks Department (hereinafter "Project Sponsor") filed Application No. 2022-007356CTZ (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Coastal Zone Permit for the Great Highway Pilot Project to allow for weekend and holiday closure of the Upper Great Highway to automobile traffic on a temporary basis, and for surrounding traffic calming measures.

Exhibit 4

The Great Highway Pilot Project is statutorily exempt from the California Environmental Quality Act ("CEQA") pursuant to Public Resources Code section 21080.25. The CEQA determination is attached as Exhibit F.

The traffic calming measures are exempt from the California Environmental Quality Act ("CEQA") as a Class 1 categorical exemption. The CEQA determination is attached as Exhibit G.

On November 9, 2023, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Coastal Zone Permit Authorization Application No. 2022-007356CTZ.

The Planning Department Commission Secretary is the Custodian of Records; the File for Record No. 2022-007356CTZ is located at 49 South Van Ness Avenue, Suite 1400, San Francisco, California.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.

MOVED, that the Commission hereby authorizes the Coastal Zone Permit as requested in Application No. 2022-007356CTZ, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

- 1. The above recitals are accurate and constitute findings of this Commission.
- 2. Project Description. The Coastal Zone Permit is required for the Great Highway Pilot Project including related traffic calming measures. In April 2020, the Recreation and Parks Department (RPD) at the recommendation of Supervisor Gordon Mar and in consultation with Mayor London N. Breed, temporarily closed the four-lane Upper Great Highway between Lincoln Way and Sloat Boulevard to automobiles. The closure was a response to the unprecedented COVID-19 pandemic to allow for safe, distanced outdoor recreation. In August 2021, the City modified vehicular restrictions to apply only during weekends, beginning Fridays at noon and ending Monday at 6 a.m., in addition to holidays.

On December 6, 2022, the San Francisco Board of Supervisors (BOS) passed an ordinance (Board File 220875) amending the Park Code to restrict private vehicles on the Upper Great Highway between Lincoln Way and Sloat Boulevard on weekends and holidays until December 31, 2025. The restriction was proposed as a pilot effort, including studies and analysis of the car-free use of the Upper Great Highway to inform a long-term plan for the future of this space. The ordinance specified:

"Upon enactment of this ordinance, the Recreation and Park Department intends to apply to the Planning Department for a permit to ensure compliance with any coastal development requirements. The Planning Commission will review the application at a public hearing to determine whether the permit will be issued, as required by law."



Few physical changes related to the Upper Great Highway weekend closures are proposed. Currently there are two existing fixed swing gates, one at the northbound entry and one at the southbound entry. The existing gates are closed when excessive amounts of sand or flood water accumulate on the road and make it unsafe for car travel, as well as when the road functions as a promenade. Traffic cones and moveable gates are currently being placed on the northeast and southwest exits to serve as traffic barriers during the weekends and holidays. RPD is proposing installation of new swing gates installed in a chicane layout (i.e., staggered and on opposite sides of the roadway) to allow emergency vehicles to access the westernmost lanes of the roadway without needing to stop and open the gates. This design supports the continued recreational use of the beach while also enhancing the safe recreational use of the roadway by pedestrians and bicyclists during private vehicular closure times for promenade use, or during sand/water accumulation events.

Related improvements include traffic calming measures constructed by the San Francisco Municipal Transit Agency (SFMTA), for the safety of pedestrian and cyclists. The measures aimed to reduce traffic volumes and speeds on local streets which saw an increase in automobile traffic resulting from the Upper Great Highway closure. In spring 2020, eight detour and warning signs, a road closure barricade, five turn restrictions, and five speed tables were constructed at the intersections of Great Highway along Lincoln Way and Sloat Boulevard and in the adjacent neighborhood to support the Upper Great Highway closure to private vehicles. In April 2021, additional tools were added, including 24 speed cushions, one speed table, and 12 stop signs. In August 2021, when the Upper Great Highway was reopened to weekday vehicular use, some of the tools were no longer necessary and thus removed. In November 2021, additional stop signs were added to the Lower Great Highway at Ortega and Ulloa streets. Exhibit G documents SFMTA approvals of the traffic calming measures.

- 3. Site Description and Present Use. The Project Site includes a roughly 2-mile stretch of the Upper Great Highway within the Public Zoning District in the Western Shoreline Area plan, bound by Lincoln Way to the North, Sloat Boulevard to the South, Ocean Beach/Pacific Ocean to the West and the Lower Great Highway to the East within the Outer Sunset neighborhood. The Upper Great Highway, developed in 1929, is a four-lane straight highway, divided by a narrow median.
- **4. Surrounding Properties and Neighborhood.** Ocean Beach is a popular recreational hub for surfing and other beach-related activities, and is part of the Golden Gate National Recreation Area, which is administered by the National Park Service. The sloped, vegetated median separating the Upper and Lower Great Highways is managed by the RPD and also includes a 10-foot wide asphalt multi-use recreational pathway.

The traffic calming measures implemented by SFMTA are located throughout the adjacent surrounding neighborhood spanning multiple Zoning Districts including NC-2, RM-1, RH-2, and RH-3. The surrounding neighborhood is predominately residential, characterized by one to two story single- or double- family homes with some larger multi-family apartments.

The Project is also located within the boundaries of the Sunset Chinese Cultural District, which was established in July 2021. The District's mission is to recognize the neighborhood's history, preserve the legacy and traditions uniquely born in the Sunset, recognize and memorialize the Chinese American experience, and preserve and increase the depth and impact of the Chinese American legacy in San



Francisco. Currently, this Cultural District does not include any land use regulations that apply to the Project.

5. Planning Code Compliance. The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

The Project falls within the Coastal Zone Permit Area and is subject to Coastal Zone Permit Review pursuant to Planning Code Section 330. Pursuant to Planning Code Section 330.2, the Local Coastal Program shall be the San Francsico Western Shoreline Plan, a part of the City's General Plan. The project is consistent with objectives and policies of the Western Shoreline Plan as outlined in this motion.

6. General Plan Compliance. The Project is, on balance, consistent with the following Objectives and Policies of the General Plan:

ENVIRONMENTAL PROTECTION ELEMENT

Objectives and Policies

OBJECTIVE 3

MAINTAIN AND IMPROVE THE QUALITY OF THE BAY, OCEAN, AND SHORELINE AREAS.

Policy 3.1

Cooperate with and otherwise support regulatory programs of existing regional, State, and Federal agencies dealing with the Bay, Ocean, and Shorelines.

Policy 3.2

Promote the use and development of shoreline areas consistent with the General Plan and the best interest of San Francisco.

ORIECTIVE 7

ASSURE THAT THE LAND RESOURCES IN SAN FRANCISCO ARE USED IN WAYS THAT BOTH RESPECT AND PRESERVE THE NATURAL VALUES OF THE LAND AND SERVE THE BEST INTERESTS OF ALL THE CITY'S CITIZENS.

Policy 7.1

Preserve and add to public open space in accordance with the objectives and policies of the Recreation and Open Space Element.

OBJECTIVE 9

REDUCE TRANSPORTATION-RELATED NOISE.

Policy 9.2

Impose traffic restrictions to reduce transportation noise.

OBJECTIVE 15

INCREASE THE ENERGY EFFICIENCY OF TRANSPORTATION AND ENCOURAGE LAND USE PATTERNS AND METHODS OF TRANSPORTATION WHICH USE LESS ENERGY.



Policy 15.1

Increase the use of transportation alternatives to the automobile.

RECREATION AND OPEN SPACE ELEMENT

Objectives and Policies

OBJECTIVE 1

ENSURE A WELL-MAINTAINED, HIGHLY UTILIZED, AND INTEGRATED OPEN SPACE SYSTEM.

Policy 1.1

Encourage the dynamic and flexible use of existing open spaces and promote a variety of recreation and open space uses, where appropriate.

Policy 1.4

Prioritize the better utilization of McLaren Park, Ocean Beach, the Southeastern Waterfront and other underutilized significant open spaces.

OBJECTIVE 2

INCREASE RECREATION AND OPEN SPACE TO MEET THE LONG-TEM NEEDS OF THE CITY AND BAY REGION.

Policy 2.2

Provide and promote a balanced recreation system which offers a variety of high quality recreational opportunities for all San Franciscans.

Policy 2.4

Support the development of signature public open spaces along the shoreline.

Policy 2.7

Expand partnerships among open space agencies, transit agencies, private sector and nonprofit institutions to acquire, develop and/or manage existing open spaces.

OBJECTIVE 3

IMPROVE ACCESS AND CONNECTIVITY TO OPEN SPACE.

Policy 3.1

Creatively develop existing publicly owned right-of-ways and streets into open space.

Policy 3.3

Develop and enhance the City's recreational trail system, linking to the regional hiking and biking trail system and considering restoring historic water courses to improve stormwater management.



Policy 3.4

Encourage non-auto modes of transportation – transit, bicycle and pedestrian access—to and from open spaces while reducing automobile traffic and parking in public open spaces.

Policy 3.5

Ensure that, where feasible, recreational facilities and open spaces are physically accessible, especially for those with limited mobility.

SAFETY AND RESILIENCY ELEMENT

Objectives and Policies

OBJECTIVE 2.1

CLIMATE RESILIENCE. PURSUE SYNERGISTIC EFFORTS THAT BOTH ELIMINATE GREENHOUSE GASES (CLIMATE MITIGATION) AND PROTECT PEOPLE, THE BUILT ENVIRONMENT, AND NATURE FROM THE UNAVOIDABLE IMPACTS OF THE CLIMATE CRISIS (CLIMATE ADAPTATION).

Policy 2.1.2

Direct City actions to reduce local contributions towards the climate crisis by mitigating greenhouse gasses and by increasing carbon sequestration.

Policy 2.1.4

Ensure that City projects and private developments provide multi-benefit solutions that mitigate hazard risk and contribute to a zero-emission future.

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 1

MEET THE NEEDS OF ALL RESIDENTS AND VISITORS FOR SAFE, CONVENIENT AND INEXPENSIVE TRAVEL WITHIN SAN FRANCISCO AND BETWEEN THE CITY AND OTHER PARTS OF THE REGION WHILE MAINTAINING THE HIGH QUALITY LIVING ENVIRONMENT OF THE BAY AREA.

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.

OBJECTIVE 2

USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.



Policy 2.2

Reduce pollution, noise and energy consumption.

Policy 2.3

Design and locate facilities to preserve the historic city fabric and the natural landscape, and to protect views.

OBJECTIVE 8

MAINTAIN AND ENHANCE REGIONAL PEDESTRIAN, HIKING AND BIKING ACCESS TO THE COAST, THE BAY AND RIDGE TRAILS.

Policy 8.1

Ensure that the Coast Trail, the Bay Trail and the Ridge Trail remain uninterrupted and unobstructed where they pass through San Francisco.

OBJECTIVE 19

ESTABLISH A STREET HIERARCHY SYSTEM IN WHICH THE FUNCTION AND DESIGN OF EACH STREET ARE CONSISTENT WITH THE CHARACTER AND USE OF ADJACENT LAND.

Policy 19.4

Discourage high-speed through traffic on local streets in residential areas through traffic "calming" measures that are designed not to disrupt transit service or bicycle movement.

Policy 19.5

Mitigate and reduce the impacts of automobile traffic in and around parks and along shoreline recreation areas.

OBTECTIVE 27

EMPLOY A MULTI-DISCIPLINARY APPROACH TO IMPROVING PEDESTRIAN SAFETY

Policy 27.4

Apply best practices in street design and transportation engineering to improve pedestrian safety across the City.

OBJECTIVE 29

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

Policy 29.1

Expand and improve access for bicycles on city streets and develop a well-marked, comprehensive system of bike routes in San Francisco.

Policy 29.8

Encourage biking as a mode of travel through the design of safer streets, education programs and targeted enforcement.



Policy 29.9

Identify and expand recreational bicycling opportunities.

OBJECTIVE 31

CITY GOVERNMENT SHOULD PLAY A LEADERSHIP ROLE IN INCREASING BICYCLE USE.

Policy 31.1

Consider the needs of bicycling and the improvement of bicycle accommodations in all city decisions.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE -

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

Policy 4.1

Protect residential areas from the noise, pollution and physical danger of excessive traffic.

Policy 4.8

Provide convenient access to a variety of recreation opportunities.

Policy 4.9

Maximize the use of recreation areas for recreational purposes.

WESTERN SHORELINE AREA PLAN

Land Use

Objectives and Policies

OBJECTIVE 2

REDESIGN THE GREAT HIGHWAY TO ENHANCE ITS SCENIC QUALITIES AND RECREATIONAL USE.

Policy 2.1

Develop the Great Highway right-of-way as a four lane straight highway with recreational trails for bicycle, pedestrian, landscaping, and parking. Emphasize slow pleasure traffic and safe pedestrian access to beach.

OBIECTIVE 3

ENHANCE THE RECREATIONAL CONNECTION BETWEEN GOLDEN GATE PARK AND THE BEACH FRONTAGE.



Policy 3.1

Strengthen the visual and physical connection between the park and beach. Emphasize the naturalistic landscape qualities of the western end of the park for visitor use. When possible eliminate the Richmond-Sunset sewer treatment facilities.

OBJECTIVE 6

MAINTAIN AND ENHANCE THE RECREATIONAL USE OF SAN FRANCISCO'S OCEAN BEACH SHORELINE.

Policy 6.1

Continue Ocean Beach as a natural beach area for public recreation.

OBJECTIVE 11

PRESERVE THE SCALE OF RESIDENTIAL AND COMMERCIAL DEVELOPMENT ALONG THE COASTAL ZONE AREA.

Policy 11.6

Protect the neighborhood environment of the Richmond and Sunset residential areas from the traffic and visitor impacts from the public using adjacent recreation and open space areas.

The Project offers a myriad of public benefits aligned with various policies of the General Plan and Western Shoreline Area Plan. It improves public access to and along Ocean Beach, opening a new paved path as a safe outdoor recreational corridor for persons of all socioeconomic circumstances and varying physical abilities. The Project helps achieve one of the California Coastal Commission's basic goals and associated policies of public coastal access and recreation as mandated by the California Coastal Act of 1976. Moreover, the Upper Great Highway runs adjacent to the Great Highway Dune Trail, a segment of the California Coastal Trail which is an integrated trail network being developed for over 1,230 miles of California's coastline. Ultimately the Great Highway Pilot Project bolsters the capacity of the area for cyclists and pedestrians; enhancing Ocean Beach's existing recreational qualities as a destination that can be appreciated by both local residents and international tourists alike. The Project encourages non-motorized vehicle traffic, which ultimately results in less carbon emissions than private automobiles, helping to reduce San Francisco's contributions to the climate crisis and thus aligning with the City's Climate Action Plan. The City's Transit-First policy prioritizes safe and accessible biking and walking over private automobiles, which this Project also supports. Given the pilot is only temporary, the Upper Great Highway will ultimately remain a four-lane highway, thus consistent with the Western Shoreline Area Plan which states that the Upper Great Highway should be developed as a four-lane highway. Furthermore, even during the pilot period, the Upper Great Highway will remain a four-lane highway during nearly all weekdays. On balance, the Project is consistent with the Objectives and Policies of the General Plan.

- 7. Planning Code Section 101.1(b) establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the Project complies with said policies in that:
 - A. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses be enhanced.



The Project site does not possess any neighborhood-serving retail uses. However, increased visitors to Ocean Beach resulting from the Project can bolster patronage to nearby businesses including cafes, restaurants, food trucks, shops, and more.

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

The Project includes few physical improvements, thus having virtually no impact on the neighborhood's built form. Reduced automobile usage can help improve the neighborhood's physical and visual connection to Ocean Beach and the Pacific Ocean.

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

The Project does not affect affordable housing.

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

The Project Site is served by nearby public transportation options including the N-Judah, L-Taraval, and 7, 48, and 23 bus lines. To support the pilot Project, RPD and SFMTA are collecting and analyzing data such as visitor usage and traffic conditions. No new parking is provided by the Project. Currently Ocean Beach visitors can park their vehicles in the vicinity and walk to the beach using Upper Great Highway crosswalks.

E. 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 Project does not include commercial office development and does not eliminate any industrial or service uses.

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

The Project does not include any structural or seismic improvements.

G. That landmarks and historic buildings be preserved.

The Project Site does not contain or impact any City Landmarks or historic buildings.

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

The Project fundamentally enhances the City's open space amenities. It does not propose any development that would inhibit the access to sunlight and vistas for existing parks and open space. Reduced automobile usage on the Upper Great Highway can improve visual access to Ocean Beach.



- 8. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
- **9.** The Commission hereby finds that approval of the Coastal Zone Permit would promote the health, safety and welfare of the City.



DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Coastal Zone Permit Application No. 2022-007356CTZ** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated December 9, 2022, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Coastal Zone Permit to the Board of Appeals within fifteen (15) days after the date of this Motion. The effective date of this Motion shall be the date of this Motion if not appealed (after the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals at (628) 652-1150, 49 South Van Ness Ave., Suite 1475, San Francisco, CA 94103.

Additionally, any aggrieved person may appeal this Coastal Zone Permit to the California Coastal Commission within ten (10) working days after the California Coastal Commission receives notice of final action from the Planning Department pursuant to the provisions of Section 330.9. Appeals to the California Coastal Commission are subject to the aggrieved party provisions in Section 330.2(a). An applicant is required to exhaust local appeals before appealing to the California Coastal Commission. For further information about appeals to the California Coastal Commission, including current fees, contact the North Central Coast District Office at (415) 904 - 5260.

Protest of Fee or Exaction: You may protest any fee or exaction subject to Government Code Section 66000 that is imposed as a condition of approval by following the procedures set forth in Government Code Section 66020. The protest must satisfy the requirements of Government Code Section 66020(a) and must be filed within 90 days of the date of the first approval or conditional approval of the development referencing the challenged fee or exaction. For purposes of Government Code Section 66020, the date of imposition of the fee shall be the date of the earliest discretionary approval by the City of the subject development.

If the City has not previously given Notice of an earlier discretionary approval of the Project, the Planning Commission's adoption of this Motion, Resolution, Discretionary Review Action or the Zoning Administrator's Variance Decision Letter constitutes the approval or conditional approval of the development and the City hereby gives **NOTICE** that the 90-day protest period under Government Code Section 66020 has begun. If the City has already given Notice that the 90-day approval period has begun for the subject development, then this document does not re-commence the 90-day approval period.

hereby certify that the Planning Commission ADOPTED the foregoing Motion on November 9, 2023.

Jonas P Ionin Digitally signed by Jonas P Ionin Date: 2023.11.21 15:17:24-08'00'

Commission Secretary

Jonas P. Ionin

AYES: Braun, Ruiz , Diamond, Imperial, Koppel, Moore, Tanner

NAYS: None ABSENT: None

ADOPTED: November 9, 2023



EXHIBIT A

Authorization

This authorization is for a Coastal Zone Permit to allow the temporary restriction of automobile access on weekends and holidays to the Upper Great Highway between Lincoln Way and Sloat Boulevard (approximately 2.0 miles) for a car-free bicycle and pedestrian promenade on weekends and holidays through December 31, 2025 and installation of new swing gates at the north and south ends of the Upper Great Highway; as well as the implementation of various traffic calming measures on surrounding streets subject to conditions of approval reviewed and approved by the Commission on November 9, 2023 under Motion No. 21437. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

Recordation of Conditions Of Approval

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the Project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on November 9, 2023 under Motion No. 21437.

Printing of Conditions of Approval on Plans

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. 21437 shall be reproduced on the Index Sheet of construction plans submitted with the permit application for the Project. The Index Sheet of the construction plans shall reference the Coastal Zone Permit authorization and any subsequent amendments or modifications.

Severability

The Project shall comply with all applicable City codes and requirements. If any clause, sentence, section or any part of these conditions of approval is for any reason held to be invalid, such invalidity shall not affect or impair other remaining clauses, sentences, or sections of these conditions. This decision conveys no right to construct, or to receive a building permit. "Project Sponsor" shall include any subsequent responsible party.

Changes and Modifications

Changes to the approved plans may be approved administratively by the Zoning Administrator. Significant changes and modifications of conditions shall require Planning Commission approval of a new Conditional Use authorization.



CONDITIONS OF APPROVAL, COMPLIANCE, MONITORING, AND REPORTING

Performance

1. Expiration and Renewal. This Coastal Zone Permit shall expire on December 31, 2025. Pursuant to Planning Code Section 330.13(a) a final decision on an application for an appealable Project shall become effective after a 10 working day appeal period to the California Coastal Commission has expired, unless either of the following occur: (1) a valid appeal is filed in accordance with City and State regulations, or (2) local government requirements are not met per Section 330.6(b). When either of the above occur, the California Coastal Commission shall, within five calendar days of receiving notice of that circumstance, notify the local government and the applicant that the local government action has been suspended. The applicant shall cease construction immediately if that occurs.

For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfolanning.org

2. Extension. The Zoning Administrator may extend a Coastal Zone Permit prior to its expiration for up to 12 months from its original date of expiration. Coastal Zone Permit extensions may be granted upon findings that the Project continues to be in conformance with the Local Coastal program.

All time limits in the preceding three paragraphs may be extended at the discretion of the Zoning Administrator where implementation of the Project is delayed by a public agency, an appeal, or a legal challenge and only by the length of time for which such public agency, appeal or challenge has caused delay.

For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfolanning.org

Monitoring - After Entitlement

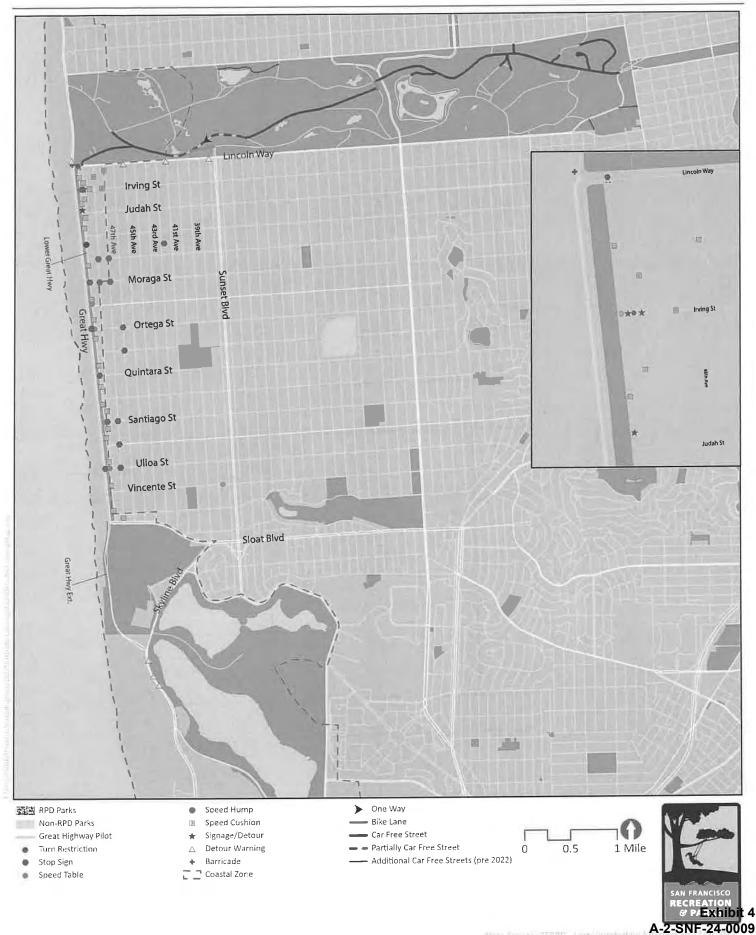
3. Enforcement. Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction.

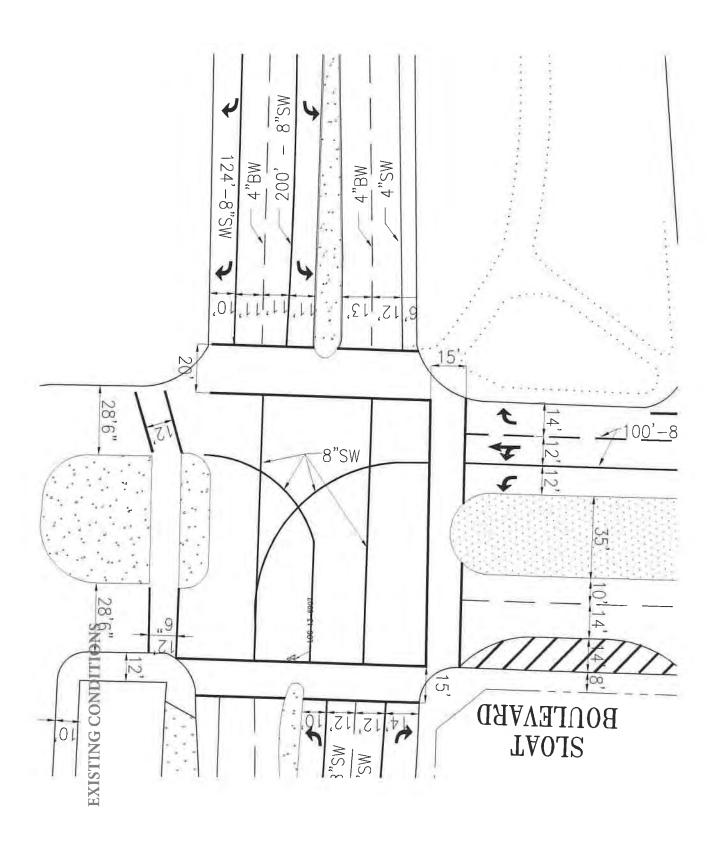
For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

4. Revocation due to Violation of Conditions. Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the specific conditions of approval for the Project as set forth in Exhibit A of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization.

For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfolanning.ora







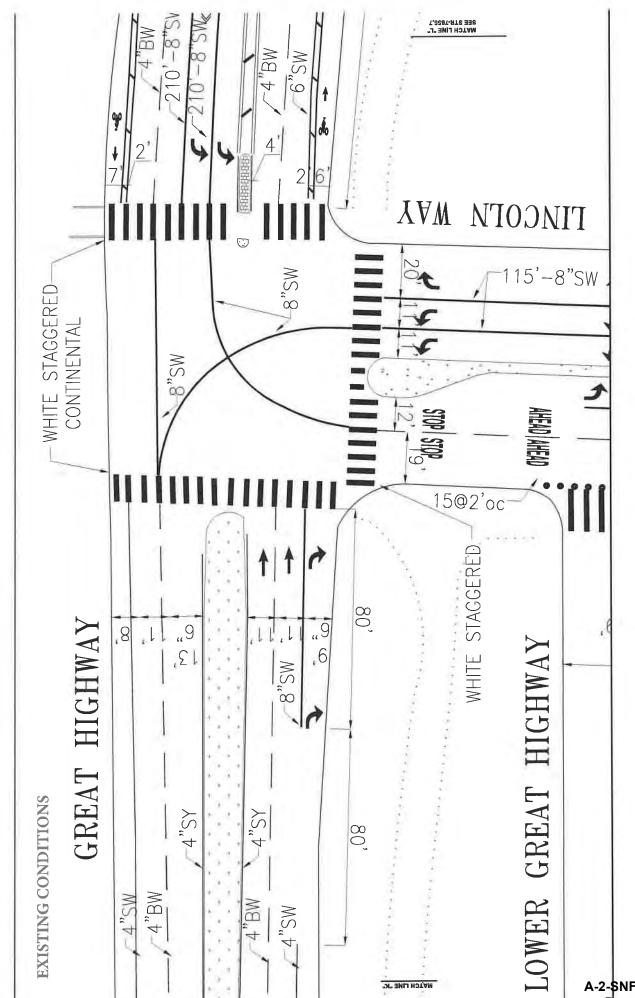
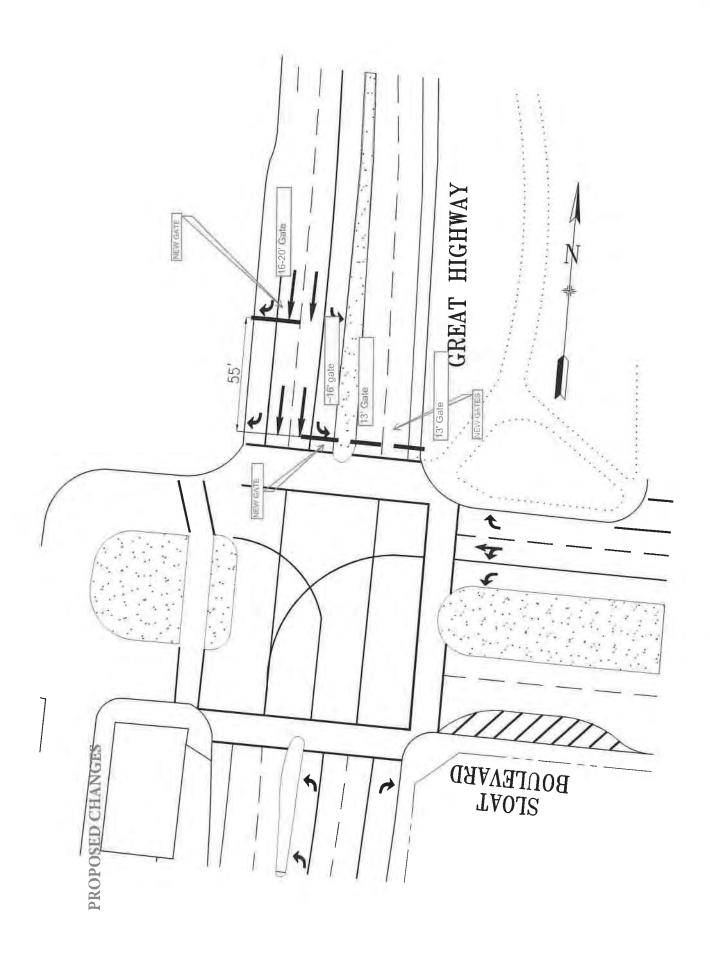


Exhibit 4 A-2-SNF-24-0009 Page 25 of 28



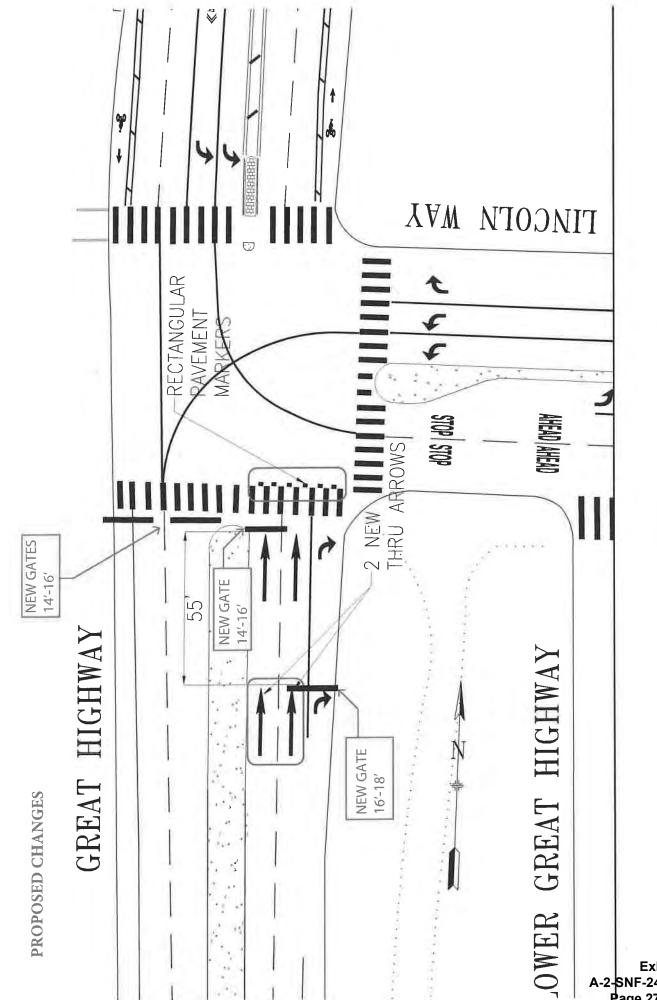


Exhibit 4 A-2-SNF-24-0009 Page 27 of 28

CALIFORNIA COASTAL COMMISSION

Filing Information (STAFF ONLY)

NORTH CENTRAL COAST DISTRICT OFFICE 455 MARKET ST., SUITE 228 SAN FRANCISCO, CA 94105-2420 (415) 904-5260 NORTHCENTRALCOAST@COASTAL.CA.GOV



APPEAL FORM

Appeal of Local Government Coastal Development Permit

District Office: North Central Coast
Appeal Number:
Date Filed:
Appellant Name(s):

APPELLANTS

IMPORTANT. Before you complete and submit this appeal form to appeal a coastal development permit (CDP) decision of a local government with a certified local coastal program (LCP) to the California Coastal Commission, please review the appeal information sheet. The appeal information sheet describes who is eligible to appeal what types of local government CDP decisions, the proper grounds for appeal, and the procedures for submitting such appeals to the Commission. Appellants are responsible for submitting appeals that conform to the Commission law, including regulations. Appeals that do not conform may not be accepted. If you have any questions about any aspect of the appeal process, please contact staff in the Commission district office with jurisdiction over the area in question (see the Commission's contact page at https://coastal.ca.gov/contact/#/).

Note regarding emailed appeals. Please note that emailed appeals are accepted ONLY at the general email address for the Coastal Commission district office with jurisdiction over the local government in question. For the North Central Coast district office, the email address is NorthCentralCoast@coastal.ca.gov. An appeal emailed to some other email address, including a different district's general email address or a staff email address, will be rejected. It is the appellant's responsibility to use the correct email address, and appellants are encouraged to contact Commission staff with any questions. For more information, see the Commission's contact page at <a href="https://coastal.ca.gov/contact/#/).

1. Appella	nt informat	tion ₁			
Name:					
Mailing addr	ess:				
Phone numb	per:				
Email addre	ss:				
How did you	ı participate i	in the local CDP appli	ication ar	nd decision-making prod	cess?
Did not pa	articipate	Submitted commo	ent	Testified at hearing	Other
Describe:	· 				
-					
-					
please ident	tify why you s		appeal ar	nd decision-making pro nyway (e.g., if you did n	
-					
-					
-					
why you sho	ould be allow	ed to appeal (e.g., if t	the local (al processes or otherwis government did not folk e for local appellate CD	ow proper
Describe:					
-					
_					

¹ If there are multiple appellants, each appellant must provide their own contact and participation information. Please attach additional sheets as necessary.

2. Local C	DP decision being appealed:	2	
Local gover	nment name:		
Local gover	nment approval body:		
Local gover	nment CDP application number:		
Local gover	nment CDP decision:	CDP approval	CDP denial ₃
Date of loca	al government CDP decision:		
denied by th	tify the location and description one local government.		was approved or
Describe:			

² Attach additional sheets as necessary to fully describe the local government CDP decision, including a description of the development that was the subject of the CDP application and decision.

³ Very few local CDP denials are appealable, and those that are also require submittal of an appeal fee. Please see the <u>appeal information sheet</u> for more information.

3. Applica	nt information	
Applica	ant name(s):	
Applica	ant Address:	
4. Grounds	s for this appeal4	
approved de provisions. I that the dev Please clea applicable, i much as po	evelopment does not conform to the For appeals of a CDP denial, growelopment conforms to the LCP and rely identify the ways in which the the LCP and Coastal Act provision	appeal are limited to allegations that the the LCP or to Coastal Act public access unds for appeal are limited to allegations and to Coastal Act public access provisions. development meets or doesn't meet, as ans, with citations to specific provisions as d to be concise, and to arrange their ies.

⁴ Attach additional sheets as necessary to fully describe the grounds for appeal.

5. Identification of interested persons

On a separate page, please provide the names and contact information (i.e., mailing and email addresses) of all persons whom you know to be interested in the local CDP decision and/or the approved or denied development (e.g., other persons who participated in the local CDP application and decision making process, etc.), and check this box to acknowledge that you have done so.

Interested persons identified and provided on a separate attached sheet

6. Appellant certification⁵

I attest that to the best of my knowledge, all information and facts in this appeal are correct and complete.

Print name	
Charles C. Perkins	
Signature	
Date of Signature	

7. Representative authorization₆

While not required, you may identify others to represent you in the appeal process. If you do, they must have the power to bind you in all matters concerning the appeal. To do so, please complete the representative authorization form below and check this box to acknowledge that you have done so.

I have authorized a representative, and I have provided authorization for them on the representative authorization form attached.

⁵ If there are multiple appellants, each appellant must provide their own certification. Please attach additional sheets as necessary.

⁶ If there are multiple appellants, each appellant must provide their own representative authorization form to identify others who represent them. Please attach additional sheets as necessary.

CALIFORNIA COASTAL COMMISSION

455 MARKET STREET, SUITE 300 SAN FRANCISCO, CA 94105-2219 VOICE (415) 904-5200 FAX (415) 904-5400



DISCLOSURE OF REPRESENTATIVES

If you intend to have anyone communicate on your behalf to the California Coastal Commission, individual Commissioners, and/or Commission staff regarding your coastal development permit (CDP) application (including if your project has been appealed to the Commission from a local government decision) or your appeal, then you are required to identify the name and contact information for all such persons prior to any such communication occurring (see Public Resources Code, Section 30319). The law provides that failure to comply with this disclosure requirement prior to the time that a communication occurs is a misdemeanor that is punishable by a fine or imprisonment and may lead to denial of an application or rejection of an appeal.

To meet this important disclosure requirement, please list below all representatives who will communicate on your behalf or on the behalf of your business and submit the list to the appropriate Commission office. This list could include a wide variety of people such as attorneys, architects, biologists, engineers, etc. If you identify more than one such representative, please identify a lead representative for ease of coordination and communication. You must submit an updated list anytime your list of representatives changes. You must submit the disclosure list before any communication by your representative to the Commission or staff occurs.

rour Name	
CDP Application or Appeal Number	
Lead Representative	
Name Title	
Street Address.	
City State, Zip	
Email Address Daytime Phone	
/our Signature	-
Date of Signature	

Additional Representatives (as necessary)

Name	
Title	
Street Address.	
City	
State, Zip	
Email Address	
Daytime Phone	
Name Title	
Street Address.	
City	
State, Zip	
Email Address	
Daytime Phone	
Name	
Title	
Street Address.	
City	
State, Zip	
Email Address	
Daytime Phone	
Name	
Street Address.	
City	
State, Zip	
Email Address	
Daytime Phone	
Your Signature	
Date of Signature	

Grounds For Appeal of Coastal Zone Permit Authorizing Upper Great Highway Closure (Appellant Perkins)

During the state of emergency and associated shelter-in-place directives caused by the COVID-19 pandemic, San Franciso's Recreation and Parks Department (RPD) closed a roadway known as the Upper Great Highway (UGH) to drivers to give people an additional area in the City where they could be outside yet maintain social distancing. This closure likely was legal based on the extraordinary emergency powers that were bestowed on government officials at the time. Since the state of emergency lifted, however, the UGH has remained closed, full-time for a period and then part-time. These closures have been illegal as they occurred without RPD having secured a required coastal zone permit (CZP).

Last year, RPD launched an official Project under which the UGH would be closed to drivers for several years between noon on Fridays through 6:00 a.m. on Mondays. RPD argued that that it should not have to study the environmental impacts of this significant Project, and successfully secured a CEQA exemption. It is not contested that the Project required a CZP, however. But rather than opening the UGH to drivers while attempting to secure the necessary CZP, which might or might not ever issue, RPD decided to "do first and ask for forgiveness later." It launched the Project at a substantial expenditure of public time and money, and later applied to the City's Planning Department (Planning) to see if the necessary CZP would issue at all.

On November 9, 2023, Planning granted the CZP application. As will be addressed below, the CZP should not have issued because the Project is entirely inconsistent with the applicable Local Coastal Program (LCP). Three appeals were filed to the San Francisco's Board of Appeals, which the Board denied on February 7, 2024. All three appellants sought rehearing, which request the Board denied on March 13, 2024, with three of five Board members voting in favor of rehearing.¹

Section I of the discussion below addresses the impact and effects of the Project's mandated UGH closures. Section II discusses how these impacts and effects completely undermine the applicable LCP, with the result being that as a matter of law, a CZP should not issue.

I. Background and Policy Issues Related to the Project

The UGH is a two-mile unbroken stretch of road running north-south between Lincoln Way and Sloat Boulevard along the westernmost edge of San Francisco's Sunset District. It is a four-lane divided highway and, being elevated and distanced from the streets to the east, and abutting the coastal sand dunes to the west that span the entire UGH, experiences no cross-traffic. The UGH serves as a major commuter route for residents of the city's westside who work on the peninsula and further south, and for Bay Area residents who live to the south and work at places such as the Veteran's Hospital, and is the most efficient route of direct access for people going to or from the Zoo, Lakeshore Plaza, the Legion of Honor, etc.; parents delivering children to school, youth sporting events, dance classes, and other events taking place on the city's westside; surfers traveling up and down the coast to "check out the waves" and others wanting to access the beach either end; and persons having a need to traverse the two miles

¹ Per Board rules, rehearing required four of the five members to vote in favor of it. Appellant herein provided written and oral comment to Planning opposing the application for the retroactive CZP, and was one of the three appellants who challenged the decision at the Board of Appeals.

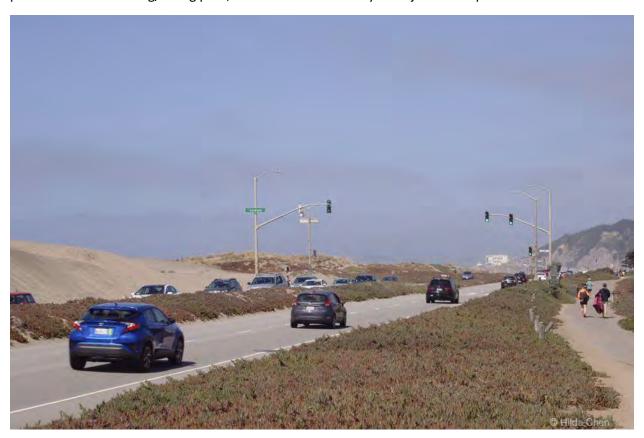
between Lincoln and Sloat for an untold myriad of other purposes, including to access the southern and northern areas of San Francisco's coastal zone.

San Franciso's LCP consists of the Western Shoreline Area Plan (WSAP), which is the land use (policy) component, and several implementation components. Under the WSAP:

The San Francisco Coastal Zone extends approximately 6 miles along the western shoreline from the Fort Funston cliff area in the south to the Point Lobos recreational area in the north. The south end of the Coastal Zone includes the Lake Merced area, the Zoo, the Olympic Country Club, and the seashore and bluff area of Fort Funston. The Coastal Zone spans the Ocean Beach shoreline and includes Golden Gate Park west of Fortieth Avenue, the Great Highway corridor and the adjacent residential blocks in the Sunset and Richmond districts. The north end of the seashore includes the Cliff House and Sutro Baths area, Sutro Heights Park, and Point Lobos recreational area.

(See WSAP, "Introduction," accessible at: Western Shoreline | San Francisco General Plan.) The two-mile long UGH lies nearly in the middle of this six-mile coastal zone, and historically has provided the most direct and efficient access to the northern part of the coastal zone to people coming from the south, and vice versa.

For years, the UGH has been bordered for its entire two-mile stretch on the east side by an adjacent paved multi-use walking/biking path, and on the west side by an adjacent dirt path.



[Stock photo taken at unknown time depicting typical UGH and eastern multi-use path usage]



[Post-UGH closure photo of eastern lanes of UGH and multi-use path running parallel to the UGH on the east side.]



[Stock photo showing adjacent parallel path to UGH on west side.]

A. Each Day the UGH is Closed to Drivers Undeniably Causes an Indefensible, Significant Increase in Greenhouse Gasses and Significant Other Harms to the Coastal Environment

1. Carbon emissions

The concept that climate change is an existential threat to the planet, and that greenhouse gasses must be reduced to the fullest extent possible, goes without saying. It should also go without saying that any discretionary action that functions to increase carbon emissions at this point in history is unacceptable. Government action related to roads should be designed to decrease vehicle miles traveled, not increase them, and government should be focused on getting drivers into electric vehicles, which every reputable study recognizes is the best way to combat climate change.

On November 21, 2020, the San Francisco County Transportation Authority (SFCTA) and then-Supervisor Gordon Mar hosted a "virtual town hall" on the future of the UGH. The presenters noted that SFTCA statistics showed that pre-pandemic, 17,600-19,900 automobiles traversed the UGH every single day on average, the higher end of the range falling on weekends.² The Great Highway is, as name denotes, a highway. There is no parking along it, no shops or restaurants, no bus stops, and no nearby train lines running north-south. It is a highway used by 17,600-19,900 drivers daily (pre-pandemic; hereafter, these numbers will be cited, with the recognition that although still impressively high, they may have changed to some degree in the post-pandemic world, though true measurement has been impossible because the UGH was never fully reopened) who have a need to traverse the two-mile stretch between Lincoln and Sloat for work, errands, child responsibilities, doctors' appointments, leisure purposes, and a myriad of other reasons, including beach and coastal zone access. Each day the UGH is closed, those same 17,600-19,900 daily drivers instead must detour out of their way, either to Sunset Boulevard (0.7 miles east), 19th Avenue (1.7 miles east), or through residential neighborhoods.

The upshot is that 17,600-19,900 daily drivers must spend significantly longer times behind the wheel, putting additional miles on the odometer, leading to massive amounts of additional greenhouse gasses being released into the atmosphere each closure day based on the additional mileage alone. Estimating a metric recognized by the Bay Area Air Quality Control Management District and the California Environmental Protection Agency, a competent and qualified researcher recently analyzed the impact of the UGH closure on daily carbon emissions based simply on the additional mileage, as follows (using an estimate of two additional miles of driving):

20k vehicles driving just a couple of miles . . . generates more than 16 metric tons of greenhouse gases . . .

20,000 vehicle/day * 2 miles = 40,000 Vehicle Miles Traveled (VMT)

pdf. In a November 10, 2020, memo from Supervisor Mar to MTA Director Tumlin and the SFMTA Board of Directors obtained through a public records request, Supervisor Mar stated that "tens of thousands of daily vehicles" drove on the UGH before the closure, and noted that the need to account for all of the diverted traffic will increase as the pandemic wanes. And a March 22, 2021, text message from Supervisor Mar's staff obtained through a records request notes that data shows that the UGH "closure will increase traffic flow to [L]ake Merced [a route many diverted cars now must travel] by 20k cars," although that information was "not yet public."

² See PowerPoint presentation from 11/21/20 meeting, slide #12, found here: https://www.sfcta.org/sites/default/files/2020-11/D4%20Mobility%20Great%20Highway%20Town%20Hall%20Slides%20%28November%202020%29.

40,000 VMT * 411 grams/VMT/1,000,000 = 16.44 metric tons (411 g/vmt is EPA estimate, $2014)^3$

It is certainly possible that the 16.44 metric ton estimate of additional daily greenhouse gasses generated by the UGH closure, which is based on additional miles driven alone, is high, as the average diverted driver may not travel two full additional miles. More likely though, the estimate is low. For one thing, it does not account for the many people who travel by car to the closed UGH from points afar to walk or ride bikes there. But more significantly, the estimate does not account for one highly significant fact: fuel efficiency. Based on virtually every recognized metric, the UGH offers ideal driving conditions for fuel conservation purposes. It is indisputable that maintaining a steady speed of under 50 miles per hour, and avoiding starting and stopping, accelerating and braking, and idling, is the most fuel-efficient way to drive a car.⁴ Again, the UGH has no cross-traffic and historically, the traffic lights positioned every two blocks have been timed such that by maintaining a steady 32-35 miles per hours (the speed limit is 35 mph), a driver can traverse the two miles between Lincoln and Sloat without ever coming to a stop.⁵

Now, however, the 17,600-19,900 daily drivers are forced to divert onto streets having cross-traffic at every block (thus requiring a safe driver to, at minimum, brake at each approach), and a stop sign or stoplight at every or every-other block (thus requiring drivers to brake to a complete stop and then accelerate up again each time). And equally troubling, the UGH closure has led to significant routine congestion and even gridlock where it never existed before, or never existed routinely, which may be the *least efficient* driving condition from a fuel-consumption perspective. With the UGH closed, new congestion/gridlock or new heightened levels of these conditions are seen routinely on the Lower Great Highway (probably the top alternative route used by diverted drivers); residential streets mostly between 45th Avenue and the Lower Great Highway; the Lincoln intersections at the UGH, Lower Great Highway, La Playa, 46th Avenue, 41st Avenue, 36th and 37th Avenues (onto and off of Sunset Boulevard), and even as far east and 19th Avenue; the Sloat intersections at UGH, 48th Avenue, 45th Avenue, 36th and 37th Avenues, and Skyline Boulevard; Chain of Lakes Drive through Golden Gate Park; and Crossover Drive traversing the park between Fulton and Lincoln.⁶

Cars are the top cause of carbon emissions, and closing the UGH to cars indisputably means that most of the 17,600-19,900 daily drivers will spend more time in their vehicles, with their motors running, driving

https://www.sfcta.org/sites/default/files/2021-

03/D4%20Mobility%20Study%20Open%20House%20%28March%202021%29.pdf.)

³ The researcher also noted that, global warming aside, health risks increase dramatically when nearby residents are subjected to additional amounts of these greenhouse gases and toxic clouds containing "large amounts carbon monoxide, nitric oxide, and ultra fine particles," which, according to the World Health Organization, are associated with increased risk of cardiovascular death, respiratory mortality, asthma, low birth weights, childhood cancer, lung cancer and many other adverse health risks.

⁴ To the extent this statement of fact needs substantiating, please see the U.S. Department of Energy Alternative Fuels Data Center (https://afdc.energy.gov/conserve/behavior_techniques.html) and Natural Resources Canada (https://www.nrcan.gc.ca/energy-efficiency/transportation-alternative-fuels/personal-vehicles/fuel-efficient-driving-techniques/21038).

⁵ Indeed, many regular users set their cruise control at such a speed, thereby making make all the lights on green. ⁶ Slide numbers 18, 19, and 22 in an SFCTA PowerPoint presentation from a March 27, 2021, District 4 Mobility Study Open House that it hosted with Supervisor Mar confirm the "major queueing" at most of these newly created traffic congestion areas that the closed UGH creates. (See

further distances in less fuel-efficient driving conditions. Any discretionary action that undeniably causes a significant amount of additional greenhouse gasses to be released into the atmosphere every day is antithetical to just every rationale concept of combatting carbon emissions, including that Vehicle Miles Traveled should be minimized whenever possible.



[Gridlock as drivers unable to enter the UGH at Sloat detour east to 45th Avenue]



[Gridlock on Chain of Lakes when the UGH is closed has become far more routine]



[A new norm: People driving cars to the closed UGH to walk or ride bikes]

2. Significant harm to coastal environment

Immediately west of the UGH, hovering above the sandy beach below, is a two-mile stretch of what the Golden Gate Audubon Society calls a Beach Dune Ecosystem, which it describes as:

one of the most sensitive and declining habitat types on the West Coast. It's home to numerous species of plants and animals, each occupying a precise niche. Human threats to the beachdune ecosystem include . . . litter and pollution, disturbance and habitat loss.

Though on the margins of a world-class metropolis, San Francisco's coastal areas still retain functioning ecosystems with plants and animals that struggle to survive the many urban pressures. Some species like the Snowy Plover, Brown Pelican, and San Francisco Lessingia are on the federal Endangered Species List. Others such as the Long-billed Curlew, Whimbrel, Sanderling, Heermann's Gull and Elegant Tern are also vulnerable and are species of concern.

Beachgoers can unknowingly harm this sensitive ecosystem by disturbing wildlife, contributing to erosion and fostering predators. Through public education, awareness, and good stewardship practices, we can achieve a balance that will accommodate people as well as wildlife.⁷

As to the endangered snowy plover specifically, elsewhere the Golden Gate Audubon Society notes:

Because Snowy Plovers live in areas that are also popular locations for human recreation, there is often the potential for frequent disturbance. Recreational activities such as jogging, dog walking, ball games and kite flying are common sources of disturbance.⁸

San Francisco *should* be a steward our natural resources and seek to safeguard them for present and future generations. Strategies for achieving this goal *should* include protecting wildlands and waterways to provide large and connected habitats in all ecosystems that will withstand climate change, and also provide suitable habitat for the protection and restoration of rare and endangered species. Land use *should* be environmentally sensitive.

There is no question that with the UGH closed, significant numbers of additional people and dogs cause substantial disturbance to the sensitive dune ecosystem. It has always been the case that some people will trollop through the sand dunes, and it is not uncommon to see children playing in and on the dunes and dogs rooting around in these sensitive areas. Though this always has happened throughout the entire two-mile stretch, historically, the abuse to the dunes tended to be concentrated at the intersections with traffic lights, where cuts in the dunes exist providing beach access. When the UGH is closed to drivers, however, and additional people are drawn to the area, there are more people, children, and dogs trampling through the dunes both in the traditional areas of high abuse as well as new locations, where people normally would not concentrate if the UGH were open to traffic. More people out of there vehicles and present immediately adjacent to this sensitive ecosystem necessarily creates more disturbance and abuse of the dunes and the plants and animals that inhabit them.

In fact, a recent report of the San Francisco Estuary Institute confirms:

⁷ See https://goldengateaudubon.org/conservation/snowy-plovers/beach-dune-ecosystem/.

⁸ See https://goldengateaudubon.org/conservation/snowy-plovers/

The recent closures of the Great Highway to car traffic (started in 2020 during the COVID-19 pandemic) have led to less constrained use by pedestrians, and increased trampling of dune vegetation has been observed.⁹

(See page 19, here: Dune Management at North Ocean Beach.pdf, emphasis added.)

Finally, and anecdotally based on observations of many local residents, the level of trash and litter has increased markedly since the UGH has been closed to drivers. But anecdote aside, there is no question that bringing additional persons every month to this highly sensitive ecosystem necessarily increases not only the potential for but actual incidence of additional trash and other pollution.

The sand dunes at Ocean Beach are part of an incredibly important ecosystem that already is "one of the most sensitive and declining habitat types on the West Coast." The UGH lies directly underneath this ecosystem, literally in its shadow. Unnecessarily drawing many additional people to the location each month necessarily creates additional disturbance to these dunes by virtue of the added volume of users alone.



[The Beach Dune Ecosystem post-closure]

⁹ The report throughout describes the importance of dune vegetation and the detrimental impact on people trampling on it.



[More people are drawn to the vicinity of the closed UGH, with a noticeable and significant uptick in litter]



[Middle-beach "parties" in the sand dunes have become more common since the UGH became a place where people can congregate]



[Many more trampled trails through the dunes since the closure]



[Many new footpaths through the dune ecosystem since the UGH closure]

B. Closure of the UGH Causes the Streets of the Sunset District To Be Far More Dangerous to Pedestrians, Bicyclists, and Drivers, Inevitably Leading to Additional Injuries and Deaths Over Time, and also Causes Slowed Emergency Response Times, Putting Everyone on the City's Westside at Greater Risk

1. Forcing 17,600-19,900 daily drivers to detour off the relative safe UGH onto residential streets or other more dangerous routes creates an unacceptable, unnecessary risk to public safety

San Francisco's Vison Zero program seeks to eliminate traffic-related fatalities.¹⁰ When open, the UGH is the safest north-south automobile route through the west side of the City, by far. It is a *divided* highway, with two lanes traveling in each direction. Even more significantly, because the UGH borders the ocean, there is no cross traffic. Intersections are where a large percentage of traffic accidents occur—about 40%—and according to the U.S. Department of Transportation, "more than 50 percent of the combined total of fatal and injury crashes occur at or near intersections."¹¹ The UGH does not have intersections and, indeed, in response to a records request, *the San Francisco Fire Department confirmed that it responded to only a single incident on the UGH involving a an automobile collision of any nature during all of 2017, 2018, 2019, and through the initial closure of the UGH in April 2020.¹² And the Sunset District Blueprint, first prepared by former District 4 Supervisor Katy Tang in 2015 (with subsequent annual updates) in collaboration with virtually every relevant city department and neighborhood group, aptly described what was then a newly repaved and bike lane-striped Great Highway as "a safe and enjoyable north-south bicycle route through the Sunset District."¹³*

When the UGH is open to drivers, it serves its function as a safe and convenient road on which to traverse the western half of the City and access the northern and southern ends of the coastal zone, historically to virtually everyone's satisfaction and with little complaint. In fact, statistics prove it is the safest two-mile stretch of roadway anywhere in San Francisco. When it is closed, however, 17,600 to 19,900 drivers each day must detour out of their way and navigate alternate routes between Sloat and Lincoln. Many of these drivers now make their way through residential streets, with intersections at every block and drivers are making left and right turns, and where kids are playing, other cars are

¹⁰ See https://www.sfcta.org/policies/vision-zero.

¹¹ See https://highways.dot.gov/research/research-programs/safety/intersection-safety. Naturally, at intersections the potential for cross-traffic (cars, bicycles, electric scooters, etc.) entering the intersection simultaneously—often with at least one traveling at high speed—exists. Making intersections even more dangerous, and as emphasized at a recent Vision Zero presentation to the SFCTA, many fatalities occurs when a car turns right or left at an intersection, often across crosswalks where pedestrians have stepped out. See generally PowerPoint from Agenda Item 12 of April 27, 2021, SFCTA meeting (addressing many efforts to make intersections safer, including with regards to turns), found here: PowerPoint Presentation (sfcta.org).

¹² In a possible effort to mask the exceptionally safe nature of the UGH, the SFCTA, at its March 27, 2021, District 4 Mobility Study Open House, lumped the UGH together with two far more dangerous streets, Lower Great Highway and La Playa, and asserted that there were "[a]bout 5-6 collisions per year" on these three streets between 2016 and 2020. (See slide #15 at https://www.sfcta.org/sites/default/files/2021-

^{03/}D4%20Mobility%20Study%20Open%20House%20%28March%202021%29.pdf.)

¹³ See p. 53 (pdf p. 54) at: https://sfbos.org/sites/default/files/FileCenter/Documents/49717-final-sunset-blueprint-compressed.pdf.

¹⁴ As noted, multi-use recreational paths have always existed on both sides of the UGH and all pedestrians, walkers, runners, bicyclists and drivers were able to enjoy and use the westernmost stretch of the City between Sloat and Lincoln to everyone's satisfaction and without complaint.

backing out of driveways, parked cars are opening doors into traffic and pulling off curbs, etc. Others drive up Sloat or Lincoln to Sunset Boulevard, or even as far east as 19th Avenue, both of which have been identified as Vision Zero high injury corridors, with four-way traffic lights at every intersection and on which frequent "bad" traffic collisions occur. Indeed, the Sunset District Blueprint also makes clear that the very streets onto which the closure now forces cars to detour, Lincoln, Sloat, Sunset Boulevard and 19th Avenue, and perhaps most significantly, the Lower Great Highway, are all particularly dangerous streets.¹⁵

There is zero question that routinely closing the UGH will cause (and already has caused), additional traffic accidents, injuries, and deaths; it is not even debatable. For one thing, by forcing drivers to detour out of their way, they necessarily spend more time in their cars and, as any auto insurance underwriter will confirm, more time behind the wheel necessarily means more accidents.

But more directly, forcing 17,600 to 19,900 additional drivers each day of closure off the divided UGH and onto undivided surface streets having far more driving hazards, passing by schools, parks, commercial areas, and houses, also necessarily means more accidents. Some of these drivers will be conscientious, faultless individuals, but an accident will occur nonetheless as, for example, a child runs out from behind a parked car to chase a ball that rolls into the street, or a pedestrian or bicyclist acts carelessly. (The increased number of cars makes it more likely that the timing of the child's pursuit or a pedestrian's negligence, and the car's passing, will coincide.) Many of the re-routed drivers, however, will be distracted because that is an unfortunate, but foreseeable, fact of life. Others will be scofflaws, who speed, run stop signs, etc.; another unfortunate but foreseeable fact. Many will be angry and frustrated by the burdensome detours they are forced to make and will be less attentive and in a greater rush as a result; a bad state of being for any driver but another inevitable result of the UGH closure. To be sure, when the UGH is open to cars, those same drivers who are inattentive, speed, are distracted, etc. will still traverse the westside between Sloat and Lincoln. But from a public safety perspective, it is far preferable that they do so on the divided, intersection-free UGH, where there is far less opportunity for accidents than exists on residential streets.

There also is zero question that traffic "calming" or "mitigation" measures, which to date has been the City's effort to address the necessarily admitted fact that a closed UGH creates unsafe street conditions needing mitigation, while possibly reducing the risks slightly, cannot come close to offsetting the extreme dangers of forcing 17,600-19,900 cars each day off the relatively safe UGH onto far more hazardous streets. Notably, almost immediately following the initial UGH closure, residents, who saw their once-peaceful streets become new thoroughfares to traffic, began complaining. The city responded by spending massive amounts of money on mitigation measures, such as installation of speed bumps and new stop and no-turn signs. Although the cost of those initial 2020 efforts is not currently known, in February 2021, the Board of Supervisors allocated another \$500,000 in Proposition K funds to study the traffic congestion and safety hazards the closed UGH creates and implement additional mitigation measures. *And now, in its coastal permit application, RPD indicates it will spend*

¹⁵ See p. 52 (pdf p. 53) at: https://www.sfcta.org/sites/default/files/2021-03/D4%20Mobility%20Study%20Open%20House%20%28March%202021%29.pdf.

¹⁶ For example, slide #15 referenced in footnote 11, above, notes that although there were one-third fewer automobile accidents overall during the pandemic (clearly due to fewer drivers on the road), the number of accidents on Lower Great Highway and La Playa—two primary detour routes—remained unchanged.

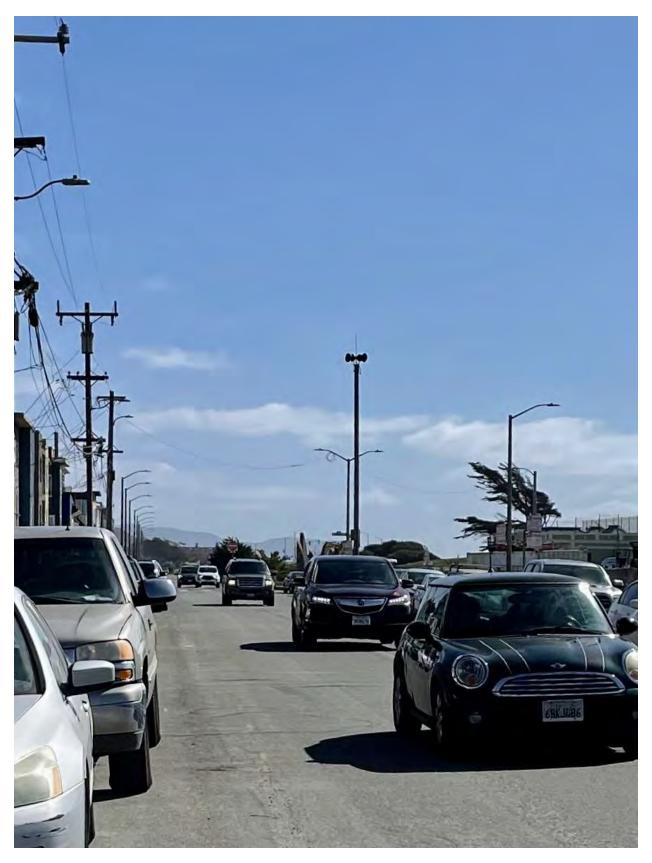
even more money trying to mitigate to some degree the additional risks to public safety that it directly causes by closing the UGH. The very fact that hundreds of millions of taxpayers' dollars are being spent to try to account for the problems caused by the UGH closure proves the point that the closure makes the streets far more dangerous, regardless of mitigation efforts.

Supervisor Mar recognized as much on the record at an April 27, 2021, SFCTA board meeting:

I am concerned over the number of fatalities that have continued this year despite all the Vision Zero actions that have been taken and are currently in motion, and I'm especially concerned about the increased traffic volume on our streets as we continue to reopen our economy, our schools, and our civil life in the coming months. This concern certainly applies to the temporary closure of the Great Highway for recreation during the pandemic, which many commenters have focused on. While the traffic calming and slowing measures installed on the Great Highway in the last few months were very much needing even prior to the pandemic and prior to the repurposing of the Upper Great Highway, they are inadequate to mitigate the increased traffic volume in the coming months. In fact, just this morning, a senior was struck on the corner of 44 and Ulloa. So for me, Vision Zero and safety on our streets in the Outer Sunset and Parkside needs to be a matter of discussion.¹⁷

The UGH is far and away the safest north-south route between Lincoln and Sloat. It cannot be argued with a straight face that diverting 17,600-19,900 cars each day off the UGH and onto more hazardous routes does not completely undermine the pedestrian/bicyclist safety goals of Vision Zero.

¹⁷ A rough transcript of the April 27, 2021, hearing is found here: https://sanfrancisco.granicus.com/TranscriptViewer.php?view_id=24&clip_id=38408



[Typical post-closure parade of cars seen on streets running parallel to UGH]



[Accident between car and motorcycle that occurred on February 19, 2021, on Lincoln and 48th Avenue due to the chaos created by the closed UGH. Here, an eastbound truck crosses the median into the westbound lanes to avoid the body in the road.]



[January 2021 rollover accident in the 1800 block of Lower Great Highway, the same location where on Christmas Eve, 2020, a motorcycle with two riders launched over a newly installed speed bump and crashed]

2. The UGH closure has and will continue to impede emergency response times near the ocean and eliminates the primary designated evacuation route for people on San Francisco's west side

In 2021 San Francisco's Fire Marshal disclosed that the Slow Streets program, of which the UGH closure apparently was a part, hads directly caused emergency response times to increase between 5 and 30 seconds on average. When the UGH is closed, emergency response times are delayed by far greater amounts than 5-30 seconds. While emergency response times may have increased by 5-30 seconds due to slow streets, it is important to keep in mind that these are averages. In most instances, an emergency responder will not be impacted by a closed street and there will be no delay at all. To come up with the average, this means that the delay, when there is one, will exceed the averages in many instances. With regards to the UGH specifically, not being able to traverse the two-mile stretch of unimpeded road having no cross traffic (a two-minute trip for an emergency vehicle with sirens blaring?), but instead having to detour through residential streets or up to Sunset, necessarily adds, conservatively, 3-6 minutes to the response time.

When the UGH is open, it is the preferred route for emergency responders on the west side needing to traverse between Sloat and Lincoln. To the extent there's any question, just ask them. Or simply observe with one's own eyes; when the highway is open, fire trucks, ambulances, etc. use it every time, and never drop down to the Lower Great Highway. When it's closed, however, emergency vehicles routinely use that much slower route. It is possible that all emergency responders in the city have some sort of "skeleton key" that would allow them to open the locked gates that now bar vehicle access on the UGH when it is closed. Even in that case, however, an ambulance, for example, having to stop at the locked gate, with an emergency responder needing to get out and find the right the key to unlock and then open the gate, and then rush back into the vehicle so that the ambulance can be on its way, necessarily loses critical time in an emergency response. But it appears that emergency responders may

not have skeleton keys because as noted above, they routinely use the Lower Great Highway when the UGH is closed (or perhaps they have determined that opening the gate would cause even greater delay).

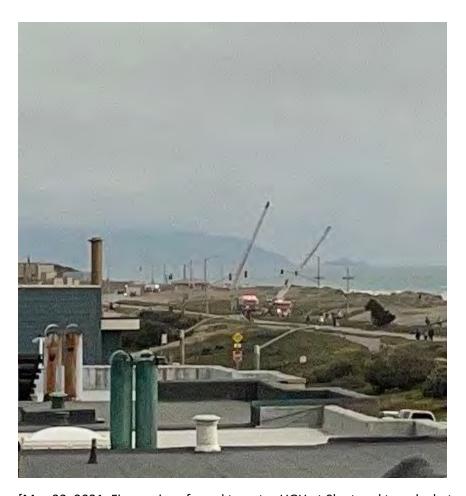
Case in point is the events of Sunday, May 23, 2021. On that date, San Francisco Fire Station 23—which services the beach area in the Outer Sunset—received an alarm call at 4:54 p.m. about two swimmers in distress in the water at Ocean Beach near Taraval. Station 23 is located at 1348 45th Avenue, half a block off Lincoln and 5 blocks from the UGH. Had the gate in the southbound lane of the UGH at Lincoln--the lane closest to the water--not been locked, the emergency responders could have left the fire house, turned left on Lincoln, traveled the five blocks, turned left onto the UGH, and been at the scene in maybe 90 seconds, 2 minutes tops. As shown in the photos below, however, because the UGH was closed, the responders instead had to travel south on the much slower Lower Great Highway to Sloat, at reduced speed to account for the speed bumps that exist the entire route and other hazards, enter the westernmost lanes of the Great Highway at Sloat, and then backtrack north to Taraval going what ordinarily would be against traffic (the gates are locked at each end of the UGH only on the side cars ordinarily would enter). From this, it appears that Station 23 did not have a key to open the locked gate at all (or else it concluded that the detoured route along the Lower Great Highway would still be faster than having to deal with the locked gate).

On a related note, the perimeter of San Francisco County is approximately 75% water. There is an ocean on one side, and bridges on two sides. The residents of the western side of San Franciso, and particularly the Richmond District, are largely boxed in. The recent Maui experience illustrated the horrors of poor evacuation options, and the UGH is designated a primary evacuation route for westside residents fleeing north or south. (See https://sf.gov/sites/default/files/2022-06/838-ESF%201%20-%20Transportation%20Annex.pdf at App. B (pdf. p. 31).) Yet in the event of a non-tsunami emergency (if tsunami, it probably is advisable to avoid the coast), a closed UGH eliminates a major emergency evacuation artery for the people of San Francisco, which is an unacceptable result given the discretionary nature of the closure decision.

The UGH, when open, is a two-mile stretch of road that affords the fastest route for responders to traverse the city's west side. With its discretionary closure, emergency response times necessarily are expanded, significantly. Additionally, persons needing to flee due to an emergency are trapped with the UGH is closed. This is an unacceptable result.



[Station 23 engine responding to a call on the UGH near Taraval forced to detour onto much slower Lower Great Highway on May 23, 2021, and travel all the way to Sloat due to the UGH closure]



[May 23, 2021: Fire engines forced to enter UGH at Sloat and travel what ordinarily would be against traffic in order to reach Taraval]

C. The inequities of a Closed UGH are Manifest, and Many Local Residents are Forced to Endure Unwarranted Health and Safety Risks

In 2021, in connection with an RPD and SFMTA effort to close the UGH, District 1 Supervisor Connie Chan commented publicly that there has been no "equity in outreach efforts to constituents, including language and cultural competent outreach," and that the lack of any "effort for equitable outreach and transparency" has fostered mistrust of government and "pitt[ed westside residents] against one another other." The behind-closed-doors inequitable processes have continued to this day, and a closed UGH continues to upend the peaceful existence of many westside residents and unnecessarily subject them to increased risks to their health and safety. No San Franciscan should be forced to inhale significant amounts of toxic fumes and see their neighborhood become more dangerous and less enjoyable so that others can elect to walk in the middle of a street when safe multi-use paths already exist and Golden Gate Park itself abuts the UGH already.

To be sure, the diversion of 17,600-19,000 cars every day the UGH is closed onto alternative routes, including residential streets, has wreaked havoc on the lives of many westside residents. Immediately upon closure, thousands and thousands of diverted cars flooded onto the Lower Great Highway, which is lined with residential housing, and onto the other nearby parallel residential streets, such as La Playa

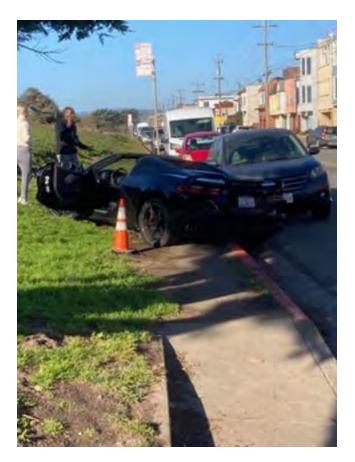
and 48th Avenue.¹⁸ Overnight, local residents saw their once-peaceful (or at least more peaceful) neighborhoods become major thoroughfares to new traffic, making it challenging (and unsafe) for many to back out of their driveways even.

Continuing to this day, the residential streets in the westernmost part of the Sunset District are less peaceful and more dangerous when the UGH is closed to cars, and that will not change as long as it remains closed on any particular day. The Lower Great Highway, La Playa, 48th Avenue, 46th Avenue, and 45th Avenue, most particularly, continue to experience a steady parade of daily cars when the UGH is closed at levels that dwarf the pre-pandemic traffic volumes, despite the expensive mitigation efforts.

In addition to the generalized unpleasantness of all the additional traffic, and the heightened potential for additional pedestrian/child, bicyclist, and automobile accidents it creates, residents are directly harmed in many additional ways. Crossing the street on foot or backing out of one's driveway has become a dangerous challenge to some, and many accidents have occurred already that would not have taken place were the UGH open. For example, one couple that has lived on 48th Avenue near Taraval for 35 years, without ever personally experiencing an accident in front of their house, has had its car struck by other drivers on two different occasions while the UGH has been closed, the facts of both incidents directly related to the parade of diverted cars the closed UGH causes. Similar examples can be cited by many, in addition to numerous observations of third-party collisions and wrecks on the streets to which traffic now diverts.

<u>11/D4%20Mobility%20Great%20Highway%20Town%20Hall%20Slides%20%28November%202020%29.pdf.</u>)

¹⁸ At the virtual town hall hosted by SFCTA and Supervisor Mar on November 21, 2020, SFCTA shared that during a sampled week in October 2020, between 5,000 and 5,600 cars each day traveled along the Lower Great Highway alone. (See slide #13 at: https://www.sfcta.org/sites/default/files/2020-



[Post-UGH closure accident at Lower Great Highway and Quintara]



[A typical day on the Lower Great Highway when the UGH is closed to cars]



[January 2021 accident on Lower Great Highway at Santiago]



[Diverted traffic forced to flood through the congested Lower Great Highway]

It is not simply the increased volume of traffic with all its attendant dangers that is troubling. The exhaust fumes, which before were released on the elevated UGH somewhat away from homes, are now deposited directly on the residents' doorsteps. Also particularly troubling is the added noise pollution. Pre-UGH closure, it was essentially unheard of for large trucks, such as the trucks delivering food to Safeway (located on La Playa in the first block north of Golden Gate Park), to be seen on the Lower Great Highway in the wee hours of the night and early morning. Now, however, these loud trucks traverse that road as a matter of routine, often disturbing residents who are trying to sleep. In addition, car parades, and more disturbingly, packs of motorcycles that previously traversed the UGH, at least somewhat removed from the residents, have shifted to the Lower Great Highway due to the closure. Indeed, it is now a regular occurrence for packs of motorcyclists and other packs of automobile enthusiasts, who used to traverse the UGH en mass on weekend, to parade along the Lower Great Highway instead, rattling windows and shaking nerves as they pass by.



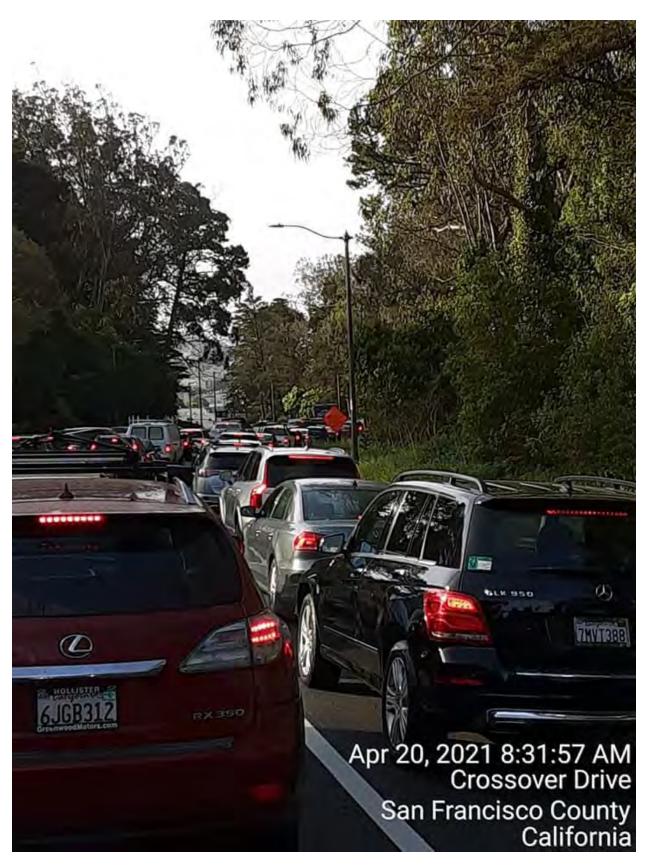
[Many large trucks like this (and airport shuttles) now traverse the Lower Great Highway at all hours of day. The roadway was not designed for large trucks, evidenced by the fact that a Safeway truck just like the one depicted took down a power line at Lower Great Highway and Ortega just a few months ago]



[With the UGH closed, motorcycle and dirt bike packs regular travel the Lower Great Highway]

Finally, as discussed in connection with the added carbon emissions the UGH closure generates, the closed highway forces drivers in the westernmost edges of the city to spend far longer periods of time in their cars, often in frustrating driving conditions. Whether it's families trying to get to and from the zoo, people coming from Pacifica or Daly City to enjoy Ocean Beach below the Cliff House or Golden Gate Park, parents delivering children to lessons, classes or ballfields (such as the Beach Chalet Soccer Fields or South Sunset playground/fields), surfers finishing a session in the water off Sloat and heading back to their homes in the Richmond District, Marin County, or other points north, commuters, or drivers in an untold number of other scenarios, people now are forced to spend significant additional amount of time driving (having to leave their homes earlier in the case of an appointment or school/class/game/etc. with a designated start time), resulting in less opportunity for family time, recreation, sleep, exercise, and other activities. As noted, in addition to having to travel further, and as SFCTA acknowledges, 19 the closed UGH has created significant congestion and even gridlock that residents must endure at various new "pressure points" that the closure has caused (e.g., Chain of Lakes, Lincoln and Great Highway, Sloat and Sunset). With regard to employment, San Francisco residents who commute south on days the UGH is closed (and persons who travel into the westside of the City from the peninsula and other points south) have seen their commute times increase radically. Richmond District residents have reported that the closure adds 25 minutes to their daily roundtrip commute on days the UGH is closed.

¹⁹ See slide #24 from SFCTA PowerPoint presentation from a March 27, 2021, virtual open house, found here: https://www.sfcta.org/sites/default/files/2021-03/D4%20Mobility%20Study%20Open%20House%20%28March%202021%29.pdf.



[Many Richmond District commuters are forced to use the already massively impacted Crossover Drive]



[Cars forced to detour east up Lincoln with UGH closed]

The bottom line here is that in addition to the environmental and the Vision Zero and related safety concerns of the local community, numerous residents of the city's western half have experienced major disruptions to their peaceful existences by having their streets transformed into new thoroughfares, with associated health hazards caused by exhaust, and noise. Many San Francisco and Bay Area residents also must spend more time driving with less time for truly productive endeavors, solely because the UGH is closed to cars on certain days.

II. The Project, which Requires Ongoing, Systematic Closure of the UGH is Antithetical to the LCP and, thus, a CZP Should Not Issue as a Matter of Law

Taking discretionary action that undeniably leads to additional carbon emissions at this point in history, does damage to the beach-dune ecosystem, is detrimental to coastal access, undermines Vision Zero, hinders emergency response times and eliminates an important evacuation route, and causes numerous negative externalities on residents is unjustifiable as a matter of moral principle. But it also runs afoul of the Coastal Act and the LCP, such that no CZP should issue.

A CZP must be denied where it does not conform to the LCP. (SF Plan. Code, § 330.52.) The UGH closure directly violates the WSAP in many ways and does nothing to advance the goals or objectives of the LCP.

A. The LCP specifically mandates that the UGH remain open to drivers, with no exceptions

The LCP *expressly addresses and directs required automobile usage on the UGH.* Policy 2.1 of Objective 2 of the WSAB is:

Develop the Great Highway right-of-way as a four[-]lane straight highway with recreational trails for bicycle, pedestrian, landscaping, and parking. <u>Emphasize</u> slow pleasure traffic and safe pedestrian access to the beach.

(All emphasis added.) This should be the end of the story, with the LCP being denied, as closing the UGH to drivers regularly and systematically is antithetical to the LCP.

"A specific provision relating to a particular subject will govern in respect to that subject, as against a general provision, although the latter, standing alone, would be broad enough to include the subject to which the more particular provision relates." (Rose v. State of California (1942) 19 Cal.2d 713, 723–724.) In ascertaining the legal effect of words, if the language is clear and unambiguous, the inquiry ends and there is no need for further analysis. (See People v. Dyer (2002) 95 Cal.App.4th 448, 453.) The language must simply be applied as written. (See Chambers v. Miller (2006) 140 Cal.App.4th 821, 825.) That the UGH should be used as a four-lane highway for drivers under the LCP could not be more clear on this point.

Other provisions of Objective 2 of the WSAP, i.e., the objective that specifically addresses the UGH, echo that it must remain open for cars. Policy 2.4 addresses methods for pedestrians to safely cross the UGH—because there are cars on it—to access the beach, calling for a pedestrian bridge "over [the] vehicular underpass," or at minimum, improved crossings with signals, walkways, lighting and landscaping. Policy 2.5 calls for increased parking positioned such "that the Great Highway need not be crossed," obviously due to the fact that it handles automobile traffic. Policies 2.7-2.9 similarly call for improved and safer ways for pedestrians to cross the UGH to access the beach. Conversely, not a single provision of Objective 2, "The Great Highway," allows for the systematic closure of the UGH to any extent, let alone almost three days each week.

Here, there is zero ambiguity, with the LCP specifically and expressly mandating that the UGH be developed as a four-lane straight highway, with an emphasis on pleasure traffic. As illustrated previously, the UGH has always had multi-use paths running along both its eastern and western perimeters; paths that allowed harmonic use and access by everyone, and a bike lane that, when maintained, provides "a safe and enjoyable north-south bicycle route through the Sunset District." Under the LCP, it is these recreational trails and bike lanes that should be improved, but any regular and systematic UGH closure is forbidden. The CZP has to be denied.

B. A project that causes the release of massive volumes of additional carbon emission into the coastal environment is antithetical to the LCP and the Coastal Act

Objective 12 of the WSAP is devoted almost entirely to accounting for and addressing the adverse impacts of detrimental climate change, and most notably, rising sea levels. It needs no citation to say

that carbon emissions are the leading cause of climate change, and reduction of such emissions is imperative in any effort to reverse the horrible, escalating impacts of climate change.

As addressed at length in section I(A)(1), each day the UGH is closed, carbon emissions necessarily increase, in highly significant volumes. 17,600-19,900 daily drivers are forced to detour out of their ways, off the most direct route to their destinations, and thereby spend more time in their cars, logging added vehicle miles traveled on their odometers, in far less fuel-efficient driving conditions than exist on the UGH. New congestion points are created throughout the Sunset District.

Notably, the WSAP, in Objective 1, does contain a Transportation component, which the Project does nothing to advance. Instead, the only transportation effect is to cause the release of additional carbon emissions, and the CZP must be denied.

C. A project that causes abuse to the sensitive coastal environment is antithetical to the LCP and the Coastal Act

The LCP is replete with prohibitions on projects that do injury to the sensitive dune ecosystem, and requirements that the dunes be preserved. For example, policy 2.5 requires that any parking developments be designed "to afford maximum protection to the dune ecosystem." Under policy 6.2, the dunes are to be improved and stabilized when necessary, using natural materials. In accounting for rising sea levels, implementation measure (e) to policy 12.2 calls for "[a]daptation measures that preserve, enhance, or restore the sandv beach, dunes, and natural and scenic resources such as beach nourishment [and] dune restoration[.]" Policy 12.4 provides that development and improvements shall "neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area." And policy 12.5 mandates that shoreline protection efforts shall not "displace or destroy environmentally sensitive habitat areas associated with bluffs, dunes, beaches, and intertidal areas."

As demonstrated in section I(A)(2), ante, when the UGH is closed and people are encouraged to congregate in the roadway throughout the entire two-mile stretch, the dunes experience far more tramping and abuse. The San Francisco Estuary Institute report discusses at length the impact trampling has on dune destruction, and confirms that a closed UGH leads "to less constrained use by pedestrians, and increased trampling of dune vegetation[.]" (See page 19, here:

<u>sfei.org/sites/default/files/biblio_files/Growing Resilience - Recommendations for Dune Management at North Ocean Beach.pdf.</u>)

Additionally, the UGH closure has led to the observance of significant additional litter (in the dunes and on the highway), in violation of policy 6.3 of the WSAP ("[k]eep the natural appearance of the beach and maximize its usefulness by maintaining the beach in a state free of litter and debris").

D. A project that causes reduced public access to the beach and coastal zone is antithetical to the LCP and the Coastal Act

The primary parking area at Ocean Beach spans north of Lincoln Avenue, below the Cliff House, and abuts the most heavily used area of the beach. The only other designated beach parking lot is a smaller one at Sloat Boulevard, and the beach there also sees heavy use. As discussed *ante*, the UGH is the fourlane, two-mile long, divided highway that runs along the coast between Lincoln and Sloat.

There is no question that the UGH provides the easiest, quickest, most efficient, and most scenic access to the northern end of Ocean Beach for many people coming from the south (be it from parts of the City like Bayview and the Excelsior, or from Daly City, Pacifica, or further down the Peninsula/South Bay), and for many traveling from the north seeking to access the beach near Sloat. More generally, and as noted, the entire coastal zone spans about six miles. The WSAP recognizes the importance of several key parts of the zone north of Lincoln Avenue (Golden Gate Park [Objective 3], Sutro Heights Park [Objective 7], and Cliff House-Sutro Baths [Objective 8]), and several south of Sloat Boulevard (the Zoo [Objective 4], Lake Merced [Objective 5], Fort Funston [Objective 9], and the Olympic Country Club [Objective 10].) Again, it is not even debatable that the UGH is the easiest, quickest, most efficient, and most scenic route linking the northern and southern ends of the coastal zone.

What also is not subject to debate is that when the UGH is closed to drivers, access to Ocean Beach's primary parking and highest-use beach area north of Lincoln, and to the other northern attractions in the coastal zone, is impaired to many traveling from the south. Similarly, for people traveling from the north, access to the only other designated beach parking lot and high-use beach area at Sloat, as well as the southern coastal zone attractions is impaired. All of these people are deprived of the ability to use the easiest, quickest, most efficient, and most scenic route to access the beach and coastal zone. As discussed at length in section I(A) and (C), they instead must detour out of their way, logging additional miles on their odometer often in congested traffic conditions that do not exist on the UGH, facing fourway intersections at every block requiring stopping or slowing and then accelerating. Access to the beach, undeniably, is impeded.

Conversely, the closed UGH does nothing to advance any access goals of the LCP. (See WSAP, Objective 1].) Beach access would be improved by a new bus line running to the beach. Theortecially, it could be improved through the installation of electric vehicle charging stations that would allow people to come to the beach from great distances in their electric cars without fear of running out of charge, or through a plan to allow parking on the UGH itself.²⁰ But the closed UGH does nothing to improve beach access. Open or closed, people wanting to access the beach between Lincoln and Sloat must park at a lot in one end and walk south or north, or must drop down into the neighborhood streets between Lincoln and Sloat and park there. A closed UGH does not change this. All it does is create an asphalt stretch for people to traverse car-free once they get there, even though there already are existing multiuse parallel paths (see WSAP, policy 2.1 [the recreational trails for bicycles and pedestrians should be developed around the four-lane highway]), and even though the many wonderful recreational areas of the coastal zone literally surround it (e.g., Golden Gate Park, the beach itself, Lake Merced, Fort Funston).

E. A project that causes massive negative externalities in the adjacent residential neighborhood and reduces public safety is antithetical to the LCP and the Coastal Act

Objective 11, policy 11.6 of the WSAB is: "Protect the neighborhood environment of the Richmond and Sunset residential areas from traffic and visitor impacts from the public using adjacent recreation and open space areas." (See also Pub. Res. Code, § 30210 [access and recreation "must be consistent with

²⁰ Without commenting on the merits of the proposal, the Ocean Beach Master Plan proposed parking along the UGH itself, with two lanes at all times open to drivers. (See pp. V-24 to V-27 (pdf. pp. 118-121) accessible here: <u>0_OB-Report-Sec0-Exec Sum_FINAL_DRAFT_crop.indd (spur.org)</u>.)

public safety, natural resource protection, and interests of private property owners"].) Here, as discussed at length in section I(B) and (C), a closed UGH runs roughshod over this objective.

Though some residents in the immediate vicinity of the UGH may enjoy its closure, for many, the impact is a nightmare. When the UGH is closed, a steady parade of daily cars at levels that dwarf the prepandemic traffic volumes flow through the nearby surface streets. Exhaust fumes, which before were released on the elevated UGH somewhat away from homes, are now deposited directly on the residents' doorsteps. The residents are subjected to substantial added noise pollution, not only from the parade of diverted regular cars, but from motorcycles and large delivery trucks (often in the middle of the night). The neighborhood streets a far less safe. A, if not the, primary evacuation route, designated as such in the City's emergency plan, for people in San Francisco's western end is eliminated. Emergency response to incidents at the beach and elsewhere in the coastal zone and the City's west side is impaired.

III. Conclusion

The Coastal Act provides that the "coastal zone is a distinct and valuable natural resource of vital and enduring interest to all the people and exists as a delicately balanced ecosystem," and that "the permanent protection of the state's natural and scenic resources is a paramount concern to present and future residents of the state and nation," and "[t]hat to promote the public safety, health, and welfare, and to protect public and private property, wildlife, marine fisheries, and other ocean resources, and the natural environment, it is necessary to protect the ecological balance of the coastal zone and prevent its deterioration and destruction." (Pub. Res. Code, § 30000.1(a)-(c).) The WSAP embodies these concepts.

Each day the UGH is closed to drivers, however, massive additional amounts of toxic gasses are released into the atmosphere at a time when climate change presents a real and present danger to the future of the planet, a protected and important beach dune ecosystem is subjected to significant additional abuse, the risk of injury or death due to automobile-involved collision rises dramatically, a designated evacuation route is rendered inaccessible and emergency response times are significantly delayed, and residents are forced to endure additional threats to their health and peaceful existence, in complete defiance of the LCP. Conversely, it is difficult to label anything about the closed UGH as being consistent with the LCP. The LCP expressly requires, in fact, that the UGH remain open as a four-lane divided highway for drivers. Therefore, a CZP cannot issue.

CALIFORNIA COASTAL COMMISSION

Filing Information (STAFF ONLY)

NORTH CENTRAL COAST DISTRICT OFFICE 455 MARKET ST., SUITE 228 SAN FRANCISCO, CA 94105-2420 (415) 904-5260 NORTHCENTRALCOAST@COASTAL.CA.GOV



APPEAL FORM

Appeal of Local Government Coastal Development Permit

District Office: North Central Coast	
Appeal Number:	
Date Filed:	
Appellant Name(s):	

APPELLANTS

IMPORTANT. Before you complete and submit this appeal form to appeal a coastal development permit (CDP) decision of a local government with a certified local coastal program (LCP) to the California Coastal Commission, please review the appeal information sheet. The appeal information sheet describes who is eligible to appeal what types of local government CDP decisions, the proper grounds for appeal, and the procedures for submitting such appeals to the Commission. Appellants are responsible for submitting appeals that conform to the Commission law, including regulations. Appeals that do not conform may not be accepted. If you have any questions about any aspect of the appeal process, please contact staff in the Commission district office with jurisdiction over the area in question (see the Commission's contact page at https://coastal.ca.gov/contact/#/).

Note regarding emailed appeals. Please note that emailed appeals are accepted ONLY at the general email address for the Coastal Commission district office with jurisdiction over the local government in question. For the North Central Coast district office, the email address is NorthCentralCoast@coastal.ca.gov. An appeal emailed to some other email address, including a different district's general email address or a staff email address, will be rejected. It is the appellant's responsibility to use the correct email address, and appellants are encouraged to contact Commission staff with any questions. For more information, see the Commission's contact page at <a href="https://coastal.ca.gov/contact/#/).

1. Appell	ant info	ormation ₁			
Name:		Sunset-Parkside Education and Action Committee ("SPEAK")			
Mailing ad	dress:	1329 7th Ave., San Francisco, CA 94122-2507			
Phone nur		415-680-5936			
Email address: How did you partic		aeboken@gmail.com			
How did you Did not put Describe:	participa	ipate in the local CDP application and decision-making process? te Submitted comment Testified at hearing Other llant in local appeal-San Francisco Board of Appeals-			
	Appe	al #23-062. Also filed local Rehearing Request			
	with S	SF Board of Appeals. Also testified and provided			
	writte	en comment at Planning Commission hearing.			
Describe:					
		v you exhausted all LCP CDP appeal processes or otherwise identify allowed to appeal (e.g., if the local government did not follow proper			
	e and he).	earing procedures, or it charges a fee for local appellate CDP			
Describe:	-	appeal #23-062 with San Francisco Board of Appeals.			
		nitted brief and presented testimony at appeal hearing.			
	Filed	Rehearing Request with SF Board of Appeals. Submitted			
	brief a	and presented testimony at hearing on Rehearing Request.			

¹ If there are multiple appellants, each appellant must provide their own contact and participation information. Please attach additional sheets as necessary.

City and County of San Francisco

2.	Local	CDP	decision	being	appeal	led2
-			acciolett	N C 11119	appea	CUL

Local gove	ernment name:	Oity and County of Garri Taricisco	
Local gove	ernment approval body:	Planning Commission	
	ernment CDP application number:	2022-007356CTZ	
Local government CDP decision:		✓ CDP approval CDP denial₃	
Date of local government CDP decision:		November 9, 2023	
	ntify the location and description of the local government.	of the development that was approved or	
Describe:	After-the-fact Coastal Zone	Permit application to close the Upper	
	Great Highway between L	incoln Way and Sloat Boulevard	
	in San Francisco to autom	obiles from noon on Friday until	
	6 a.m. on Monday through	December 31, 2025 and holidays	
	for a 2-mile-long "car free I	oicycle and pedestrian promenade."	
	Also, Implementation of va	arious "traffic calming measures"	
	on surrounding streets in	districts including the public (P),	
	Neighborhood Commercia	al Small-Scale (NC-2),	
	Residential Mixed Use De	nsity (RM-1), Residential	
	House, One, Two and Thr	ee Family (RH-1, RH-2, RH-3)	
	zoning districts and OS 402	X and 100-A height and bulk districts.	
	Existing conditions prior to	the closure and currently	
	include a multi-use aspha	alt pathway within the 85-foot-wide	
	space between the Upper	and Lower Great Highway. This	
	space is used by bicyclists	s and pedestrians. Another	
	pedestrian path exists on the	west side of the Upper Great Highway.	

² Attach additional sheets as necessary to fully describe the local government CDP decision, including a description of the development that was the subject of the CDP application and decision.

³ Very few local CDP denials are appealable, and those that are also require submittal of an appeal fee. Please see the appeal information sheet for more information.

San Francisco Recreation and Parks Department

3. Applicant information

Applicant name(s):

		McLaren Lodge in Golden Gate Park, 501 Stanyan St.
Applic	cant Address:	San Francisco, CA 94117
4. Ground	ds for this appeal4	
approved or or oversions. The devolution of the	development does not conformation. For appeals of a CDP deni- velopment conforms to the arly identify the ways in whith the LCP and Coastal Act p	ds for appeal are limited to allegations that the orm to the LCP or to Coastal Act public access al, grounds for appeal are limited to allegations LCP and to Coastal Act public access provisions. It is development meets or doesn't meet, as provisions, with citations to specific provisions as puraged to be concise, and to arrange their al policies.
Describe:	see attached addend	lum
	d 	
	0	

⁴ Attach additional sheets as necessary to fully describe the grounds for appeal.

5. Identification of interested persons

On a separate page, please provide the names and contact information (i.e., mailing and email addresses) of all persons whom you know to be interested in the local CDP decision and/or the approved or denied development (e.g., other persons who participated in the local CDP application and decision making process, etc.), and check this box to acknowledge that you have done so.

Interested persons identified and provided on a separate attached sheet

6. Appellant certifications

I attest that to the best of my knowledge, all information and facts in this appeal are correct and complete.

Print name Eileen Boken	
Ener Bohn	
Signature	
Date of Signature 4/1/24	

7. Representative authorizations

While not required, you may identify others to represent you in the appeal process. If you do, they must have the power to bind you in all matters concerning the appeal. To do so, please complete the representative authorization form below and check this box to acknowledge that you have done so.

I have authorized a representative, and I have provided authorization for them on the representative authorization form attached.

⁵ If there are multiple appellants, each appellant must provide their own certification. Please attach additional sheets as necessary.

⁶ If there are multiple appellants, each appellant must provide their own representative authorization form to identify others who represent them. Please attach additional sheets as necessary.

CALIFORNIA COASTAL COMMISSION

455 MARKET STREET, SUITE 300 SAN FRANCISCO, CA 94105-2219 VOICE (415) 904-5200 FAX (415) 904-5400



DISCLOSURE OF REPRESENTATIVES

If you intend to have anyone communicate on your behalf to the California Coastal Commission, individual Commissioners, and/or Commission staff regarding your coastal development permit (CDP) application (including if your project has been appealed to the Commission from a local government decision) or your appeal, then you are required to identify the name and contact information for all such persons prior to any such communication occurring (see Public Resources Code, Section 30319). The law provides that failure to comply with this disclosure requirement prior to the time that a communication occurs is a misdemeanor that is punishable by a fine or imprisonment and may lead to denial of an application or rejection of an appeal.

To meet this important disclosure requirement, please list below all representatives who will communicate on your behalf or on the behalf of your business and submit the list to the appropriate Commission office. This list could include a wide variety of people such as attorneys, architects, biologists, engineers, etc. If you identify more than one such representative, please identify a lead representative for ease of coordination and communication. You must submit an updated list anytime your list of representatives changes. You must submit the disclosure list before any communication by your representative to the Commission or staff occurs.

e.,San Francisco, CA 94122-2507	
mail.com	
36	
g	Ave.,San Francisco, CA 94122-2507 gmail.com 936

Additional Representatives (as necessary)

Email Address	22-2507 er@sonic.net
Daytime Phone	
Name Kathy Hirzel	
Title n/a	
Street Address.	c/o SPEAK, 1329 7th Ave., San Francisco, CA 94122-2507
City San Francisco	
State, Zip CA 941	
Email Address	xxkrhxx@hotmail.com
Daytime Phone	
Name	
Title	
Street Address.	-
City	
State, Zip	
Email Address	
Daytime Phone	-
Name	
Title	
Street Address.	,
City	
State, Zip	
Email Address	
Daytime Phone	

California Coastal Commission Appeal Form Question #5 2-SNF-24-0433 of SF Planning 2022-007356CTZ Sunset-Parkside Education and Action Committee (SPEAK), Appellant

IDENTIFICATION OF INTERESTED PERSONS

Renee Lazear redpl@aol.com

Jean Barish jeanbbarish@hotmail.com

Shawna McGrew sunsetfog@aol.com

Judi Gorski judigorski@gmail.com

Stephen Gorski skgorskilaw@gmail.com

Charles Perkins cperkinssf@yahoo.com

Geoffrey Moore Moore geoffrey@yahoo.com

Tanya Peterson tanyap@sfzoo.org

SPEAK SUNSET PARKSIDE EDUCATION AND ACTION COMMITTEE

1329 7th Avenue, San Francisco, CA 94122-2507

California Coastal Commission Appeal Form Question #4: **Grounds for this Appeal** 2-SNF-24-0433 of SF Planning 2022-007356CTZ Sunset-Parkside Education and Action Committee (SPEAK), Appellant

INTRODUCTION

The project/development fails to conform to the San Francisco Local Coastal Program (LCP) and also fails to conform to the public access policies of the Coastal Act which is the standard of review per § 30603 (b) (1) of the Coastal Act (Cal. PRC).

Key evidence of the lack of conformity to multiple objectives and policies of the LCP is the San Francisco Estuary Institute Report and its findings.

[Exhibit A: "Growing Resilience: Recommendations for Dune Management at North Ocean Beach," December, 2023 report by San Francisco Estuary Institute attached hereto and incorporated by reference].

The December, 2023 report is funded by the California State Coastal Conservancy.

The report, which acknowledges the San Francisco Recreation and Parks Department as a partner, links the closure of the Upper Great Highway to increased trampling of dune vegetation. Further, the report states that:

"Ocean Beach faces escalating dune erosion, primarily due to human-induced factors like informal trails causing trampling, leading to blowouts and destabilization of protective vegetation." [Exhibit A, p. 3].

The significance of this report is discussed in greater detail below as it relates to the project's failure to conform with objectives and policies including Policy 12.4 of the San Francisco Local Coastal Program's land use plan (Western Shoreline Area Plan).

Aside from the project's negative impact on dunes, other coastal resources impacted include the Western Snowy Plover, a federally-listed threatened species and the San Francisco Zoo which is in the Coastal Zone.

Below are details of the specific objectives and policies of the LCP that relate to this project/development's failure of conformity followed by reasons supporting a Substantial Issue Determination per California Code of Regulations § 13115 (beginning on page 18).

SAN FRANCISCO'S CERTIFIED LOCAL COASTAL PROGRAM (LCP)

Since the Coastal Commission certified the San Francisco LCP on March 14, 1986, there has been only one certified amendment. On May 10, 2018, the Coastal Commission certified the addition of only Objective 12 and its policies to the LCP land use plan (LUP) known as the Western Shoreline Area Plan. The rest of the current LCP was certified in 1986.

The certified Local Coastal Program consists of four components, three of which are considered the implementation plan (IP). These components are:

- 1) Western Shoreline Area Plan (LUP) [Exhibit B: LCP Land Use Plan-Western Shoreline Area Plan attached hereto and incorporated by reference]
- 2) Coastal Zone Permit Review Procedures (IP)

 [Exhibit C: LCP Coastal Zone Permit Review Procedures component attached hereto and incorporated by reference]
- 3) Neighborhood Commercial Rezoning with zoning sections of Planning Code (IP) [Exhibit D: LCP Neighborhood Commercial Rezoning component attached hereto and incorporated by reference]
- 4) Variances section of Planning Code (IP)

 [Exhibit E: LCP Variances section of Planning Code component attached hereto and incorporated by reference]

PROJECT'S FAILURE TO CONFORM WITH LCP LAND USE PLAN

The project/development fails to conform with the following Objectives and Policies of the LCP Land Use Plan (Western Shoreline Area Plan):

Objective 2:

"Redesign the Great Highway to enhance its scenic qualities and recreational use."

The policies within Objective 2 make it clear that enhancing recreational use of the Great Highway involves access for people who drive on the Great Highway, cycle and walk—not two modes at the exclusion of the third. For many elderly and disabled, enhancing recreational use means the ability to drive on the Great Highway, breathe in fresh air and enjoy the view of the ocean and beach.

Policy 2.1 "Develop the Great Highway right-of-way as a <u>four lane straight highway</u> with recreational trails for bicycle, pedestrian, landscaping, and parking. Emphasize <u>slow</u> pleasure traffic and safe pedestrian access to beach."



The Four-Lane Straight Upper Great Highway and Ocean Beach

Policy 2.1 clearly provides for a "four lane straight highway" emphasizing "slow pleasure traffic" and parking. The Upper Great Highway is the highway, while the Lower Great Highway is a typical city street with stop signs at each intersection. Existing conditions before the project and current conditions include a multi-use asphalt pathway for bicycles and pedestrians in the space between the Upper and Lower Great Highway plus a pedestrian pathway west of the Upper Great Highway adjacent to Ocean Beach.



The Multi-Use Path on the east side of the Upper Great Highway provides recreational access for pedestrians and cyclists. When the Upper Great Highway is closed to traffic, the Multi-Use Path is underutilized.



The designated walkway at the Noriega Street intersection leads to a path on the west side of the Upper Great Highway which provides pedestrian access.

The project closes the Upper Great Highway to vehicles 66 hours a week which is clearly not consistent with Policy 2.1. During these hours, the project prevents "slow pleasure traffic." Also, rather than emphasizing safe access to the beach, the project enables people to trample and slide down the dunes in the habitat of the Western Snowy Plover, a federally-listed threatened species which is not in conformity with Policy 2.1.

Policy 2.5

"Locate parking for users of Ocean beach and other coastal recreational areas so that the Great Highway need not be crossed. Provide limited parking east of the highway for park use. Design parking to afford <u>maximum protection to the dune ecosystem</u>."

Policy 2.5 presupposes vehicle traffic on the Upper Great Highway in that it "need not be crossed." Therefore, closing the Upper Great Highway to vehicles fails to conform with this policy. Further, Policy 2.5 cites affording "maximum protection to the dune ecosystem." The

San Francisco Estuary Institute Report clearly establishes that the project negatively impacts the dune ecosystem. Therefore, the project fails to conform to Policy 2.5 for this reason as well.

Policy 2.9

"Improve public access to Ocean Beach south of Lincoln Way by providing grade crossing with signals and walkways at every other block."

Policy 2.9 calls for the Upper Great Highway to be open to vehicles in that there would otherwise be no need for grade crossing with signals every other block. Accordingly, the project is not consistent with this policy.

In contrast, the project changes pedestrian orientation from crossing the Upper Great Highway at intersections and taking designated walkways to the beach. Instead, the project enables pedestrians to take informal paths through the dunes and remain in the dunes to trample and slide down them rather than access the beach.

Objective 6

"Maintain and Enhance the Recreational Use of San Francisco's Ocean Beach Shoreline"

As in the above discussion regarding the project's lack of conformity with Objective 2, enhancing recreational use of Ocean Beach involves access for people who drive on the Great Highway as well as those who bike and walk. For many elderly and disabled, enhancing recreational use means the ability to drive on the Great Highway, breathe in fresh air and enjoy the view of the ocean and beach. Instead, the project enhances the recreational use of the dunes.

Policy 6.2

"Improve and stabilize the sand dunes where necessary with natural materials to control erosion."

The project is in direct conflict with Policy 6.2. While this policy emphasizes improving and stabilizing sand dunes, the project does the opposite as evidenced by the findings of the San Francisco Estuary Institute Report. The report establishes that closing the Upper Great Highway to vehicles has increased the trampling of dune vegetation. Specifically, the report states:



During weekends when the Upper Great Highway is closed to vehicles, people are more likely to trample the dunes on informal trails. In contrast, when the Upper Great Highway is open to vehicles, pedestrians cross at the intersections and follow the paths to the beach.

"The recent closures of the Great Highway to car traffic (started in 2020 during the COVID-19 pandemic) have led to less constrained use by pedestrians, and <u>increased trampling of dune vegetation has been observed</u>." [see Exhibit A: Report by San Francisco Estuary Institute "Trampling Impacts" section, p. 21]

Further, the San Francisco Estuary Institute Report states that Ocean Beach faces escalating dune erosion primarily due to human-induced factors. Clearly, closing the Upper Great Highway from noon on Friday until 6 a.m. on Monday fails to conform with Policy 6.2.

Objective 11

"Preserve the Scale of Residential and Commercial Development Along the Coastal Zone Area"

The broader objective of the project is to set a precedent for closing the Upper Great Highway to vehicles permanently 24/7. In fact, the San Francisco Recreation and Parks Department has already referred to the Upper Great Highway as "Great Highway Park" in official communications even though there is no such official park.





New seating in the median strip of the Upper Great Highway installed by the San Francisco Recreation and Parks Department in January, 2024.

SF Rec and Park has also begun installing new reclaimed wood seating along the Upper Great Highway (see images on previous page). Aside from safety questions about seating in the median strip raised by the Department of Public Works, the apparent questionable reason for the seating is for SF Rec and Park to stake its claim to the Upper Great Highway as a permanent pedestrian and bicycle thoroughfare.

SF Rec and Park is working closely with SF Planning, some office holders and others to eliminate the highway so that the ocean front will be more desirable and developers can build and sell luxury condominium and apartment towers. Along these lines, the SF Board of Supervisors has recently approved two special use district ordinances that would enable triple lot mergers on and near corners and drastically-increase density in the Coastal Zone without submitting these ordinances to the Coastal Commission as local coastal program amendments. The project herein is the first step in turning Ocean Beach into Miami Beach. Therefore, clearly the project does nothing to preserve the scale of residential development along the Coastal Zone area and therefore fails to conform with Objective 11.

Policy 11.3

"Continue the enforcement of citywide housing policies, ordinances and standards regarding the provision of safe and convenient housing to residents of all income levels, especially low-and moderate-income people."

Several subsidized housing projects for low-income people are located on the Lower Great Highway and adjacent La Playa Street. Also, low-income people live in the Motel 6 at 1234 Great Highway and in RVs along the Lower Great Highway. The project has substantially increased vehicular traffic on the Lower Great Highway, La Playa Street and other adjacent streets when the Upper Great Highway is closed to vehicles. Residents complained during the SF Board of Appeals hearing that many cars re-routed from the closed

highway are driving too fast for these streets and endangering residents, especially children.

The project fails to conform to Policy 11.3 in that the housing for low-and-moderate income people is less safe and less convenient because of the project's increased traffic on adjacent streets.

Policy 11.6

"Protect the neighborhood environment of the Richmond and Sunset residential areas from the traffic and visitor impacts from the public using adjacent recreation and open space areas."

Here again, closing the Upper Great Highway to vehicles and changing the way the public can use this space has forced the re-routing of vehicle traffic to adjacent streets. This has substantially impacted the Sunset district residential areas and is therefore not in conformity with Policy 11.6. During the SF Planning Commission hearing on the Coastal Zone Permit, many neighbors testified about the traffic impacts of the project including:

"Heavy traffic and gridlock from the thousands of vehicles diverted off the highway to the clogged streets during any time it's closed. I speak for my family, my neighbors and a community organization called Concerned Residents of the Sunset." -- Neighbor

[SFGOVTV Planning Commission hearing, November 9, 2023 time stamp 2:57:01 https://sanfrancisco.granicus.com/player/clip/44870?view_id=20&redirect=truetime]

"It will impact negatively on the working class and the residents of D4. I have counted 700 cars per hour on a Friday afternoon passing in front of my house on the Lower Great Highway." --Patricia Arack, Concerned Residents of the Sunset

[SFGOVTV Planning Commission hearing, November 9, 2023 time stamp 3:02:37 https://sanfrancisco.granicus.com/player/clip/44870?view_id=20&redirect=truetime]

Objective 12

Preserve, enhance, and restore the Ocean Beach shoreline while protecting public access, scenic quality, natural resources, critical public infrastructure, and existing development from coastal hazards.

The project fails to conform to Objective 12 in multiple ways. The San Francisco Estuary Institute's findings are clear that the closure of the Upper Great Highway to vehicles has increased trampling of dune vegetation [*Exhibit A*, p. 21]. Therefore, the project does the opposite of "preserve, enhance, and restore the Ocean Beach shoreline" per Objective 12.

The highway is undoubtedly critical public infrastructure. Yet the project fails to protect this critical public infrastructure. This is because the project closes the highway to vehicles multiple days and essentially creates a new coastal hazard. For emergency vehicles to access the highway when closed to vehicular traffic, metal gates must be moved. Also, the Upper Great Highway is a major evacuation route. In the event of a significant disaster requiring emergency evacuation, this critical public infrastructure will be difficult to access.

Also regarding protecting critical public infrastructure from coastal hazards, proponents of closing the Upper Great Highway often argue that sea level rise will ultimately return the highway to the sea, so why not close the highway to vehicles? This is a misleading narrative in that sewage from the Richmond and Sunset districts travels through a network of pipes to the Westside Transport Box, a rectangular tube under both the northbound and southbound lanes of the Upper Great Highway between Lincoln and Sloat. From there, the sewage flows to the Oceanside Treatment Facility. The Westside Transport Box is critical public infrastructure that the San Francisco Pubic Utilities Commission has inferred will not be allowed to wash away into the ocean.

Policy 12.3

Develop and implement a beach nourishment program to sustain Ocean Beach.

The "implementation measure" section of Policy 12.3 states "Sand shall not be removed from stable dunes." The project fails to conform to Policy 12.3, because closing the

Upper Great Highway to vehicles is increasing trampling of dune vegetation, according to the findings of the San Francisco Estuary Institute report [Exhibit A, p. 21].

Policy 12.4

Develop the shoreline in a responsible manner.

Policy 12.4 states:

"Public recreational access facilities (e.g. public parks, restroom facilities, parking, bicycle facilities, trails, and paths), public infrastructure (e.g. public roads, sidewalks, and public utilities), and coastal-dependent development shall be sited and designed in such a way as to limit potential impacts to coastal resources."



Trampling the dunes when the Upper Great Highway is closed. Rather than remaining on the closed Upper Great Highway, pedestrians including children use the dunes as a recreational area.

Rather than limit potential impacts, the project increases impacts to coastal resources.

The project fails to conform with Policy 12.4 in that the findings of the San Francisco Estuary

Institute report indicate there is a direct link between closing the Upper Great Highway to vehicular traffic and the increased trampling of dune vegetation. The report states:

"The recent closures of the Great Highway to car traffic (started in 2020 during the COVID-19 pandemic) have led to less constrained use by pedestrians, and <u>increased trampling of dune vegetation has been observed</u>."

[Exhibit A: Report by SF Estuary Institute "Trampling Impacts" section, p. 21]

Further, the first line of the Executive Summary of the report states:

"Ocean Beach faces escalating dune erosion, primarily due to human-induced factors..." [Exhibit A, p. 3]



Trampling of dunes by pedestrians when the Upper Great Highway is closed leads to blowouts, according to the findings of the San Francisco Estuary Institute Report.

The San Francisco Estuary Institute Report's recommended strategies include:

"Preventing trampling of dune vegetation. Trampling by pedestrians leads to blowouts and migration of sand onto the Great Highway and promenade. "
[Exhibit A, p. 3]

Significantly, the report states that its work builds on the information and vision provided by the Ocean Beach Master Plan [*Exhibit A, p. 7, 2nd paragraph*]. The Ocean Beach Master Plan also gave rise to the LCP amendment certified in 2018 that added Objective 12 and its policies including Policy 12.4. Therefore, the findings of the San Francisco Estuary Institute report are in keeping with Policy 12.4, while the project does not conform to Policy 12.4.

During the March 13, 2024 SF Board of Appeals hearing on appellant's Rehearing Request, zoning administrator Corey Teague of SF Planning testified he had not read the San Francisco Estuary Institute Report. Also, the Planning Department failed to submit a brief on the Rehearing Request. Further, the SF Recreation and Parks Department failed to send a representative to the hearing.

The San Francisco Estuary Institute Report was never provided by SF Rec and Park to either the Planning Commission or the Board of Appeals in that it was completed quietly in the December, 2023/January, 2024 time frame, not easily accessible, bore a cryptic title, and was not available on the SF Rec and Park web site. Incredibly, at the original hearing on appellant's local appeal on February 7, 2024, Brian Stokle of SF Rec & Park revealed the existence of the written report by artfully describing it this way:

"I highly recommend that you look at the San Francisco Estuary Institute report on the dunes. They—we are working with our National Park Service colleagues to look for funding to work on some of the recommendations of that report, so that we can address <u>many of the environmental concerns</u>."

[Board of Appeals Hearing, 2-7-24, SFGOVTV time stamp **3:24:51** https://sanfrancisco.granicus.com/player/clip/45370?view_id=6&redirect=true]

Mr. Stokle failed to mention that the report's primary environmental concern is dune erosion due to human factors and that the findings are that trampling of the dunes has increased "due to the recent closures of the Great Highway to car traffic." [Exhibit A, p. 21]

On this basis alone, this project fails to conform with the San Francisco Local Coastal Program. There is no provision in the LCP allowing significant impacts to coastal resources on a multi-year basis for a "pilot" program while the SF Recreation and Parks Department attempts to determine how to address the substantial environmental issues caused by its own project.

PROJECT'S FAILURE TO CONFORM TO THE LCP IMPLEMENTATION PLAN

Aside from its lack of conformity to the LCP land use plan (Western Shoreline Area Plan), the project also fails to conform to the LCP implementation plan components including the Coastal Zone Permit Review Procedures and the Neighborhood Commercial Rezoning, both certified by the Coastal Commission in 1986.

The Coastal Zone Permit Review Procedures component of the LCP [Exhibit C] sets out the statutory requirements for reviewing Coastal Zone Permit applications.

Specifically, § 330.5.1 requires that the Planning Department review all Coastal Zone Permit applications for consistency with the requirements and objectives of the LCP. Further, § 330.5.2 provides that a Coastal Zone Permit shall be approved only upon findings of fact establishing that the project conforms to the requirements and objectives of the San Francisco Local Coastal Program.

Yet based on this statutory requirement, Finding #5 of the Coastal Zone Permit (SF Planning Commission Motion #21437) renders the permit defective on its face in that the permit erroneously states that "the Local Coastal Program shall be the Western Shoreline Area Plan" thereby limiting the finding of fact to conformity to only the land use component

and not the entire certified Local Coastal Program which also includes three implementation components. [Exhibit F: Coastal Zone Permit attached hereto and incorporated by reference]

The implementation components contain numerous statutory requirements. Allowing a defective permit without a factual finding of consistency with the entire LCP per § 330.5.2 of the Coastal Zone Permit Review Procedures calls into question the relevance of the entire local coastal program provisions of the Coastal Act and would set a precedent with farreaching implications.

The Coastal Zone Permit and its application also fail to conform with the **Neighborhood Commercial Rezoning component** of the LCP *[Exhibit D]*.

Objective 8 of the LCP Neighborhood Commercial Rezoning component states:

"Maintain and strengthen viable neighborhood commercial areas easily accessible to city residents."

The project would make NC-2 Small-Scale Commercial areas within the Coastal Zone far more difficult to access which is not consistent with Objective 8 of the LCP Neighborhood Commercial Rezoning component. The Upper Great Highway is adjacent to NC-2 Small-Scale Neighborhood Commercial zoning within the Coastal Zone. This zoning includes Lincoln to Irving along the lower Great Highway and Sloat Boulevard from 39th Avenue to the lower Great Highway. The close proximity within the Coastal Zone of the Upper Great Highway to NC-2 Small-Scale Neighborhood Commercial means that closing the Upper Great Highway to passenger vehicles from noon Friday until 6 a.m. Monday has a substantial negative impact on accessing neighborhood commercial areas. Since traffic is re-routed onto streets in NC-2 zoned areas, this traffic makes conditions dangerous for pedestrians who will undoubtedly choose to shop elsewhere, especially during Friday evening rush hour.

PROJECT FAILS TO CONFORM TO PUBLIC ACCESS POLICIES OF COASTAL ACT

The project also fails to conform to the public access policies of the Coastal Act. The concept of public access and use dates back at least to the Roman Empire and is also rooted in common law. In the modern era, people access the coast through multiple modes including driving, walking and cycling. Blocking access multiple days per week to those using a particular mode of access is neither in keeping with common law nor the Coastal Act.

Coastal Act (Public Resources Code) § 30210 states:

"In carrying out the requirement of Section 4 of Article X of the California Constitution, <u>maximum access</u>, which shall be conspicuously posted, and recreational opportunities shall be provided for <u>all the people</u> consistent with public safety needs and the need to <u>protect public rights</u>, rights of private property owners, <u>and natural</u> resource areas from overuse."

Coastal Act (Public Resources Code) § 30211 states:

"<u>Development shall not interfere with the public's right of access to the sea where acquired through use</u> or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation."

Many elderly and disabled people are unable to park and walk to Ocean Beach. The only way many access the coast is by driving along the Upper Great Highway to enjoy the view and breathe in the fresh ocean air. This is the totality of access for a cross section of the population. § 30210 provides for maximum access for all the people, not just those who walk and bike. Further, this code section provides for the need to protect natural resource areas from overuse which this project is clearly enabling based on the findings of the San Francisco Estuary Institute report. Further, § 30211 addresses the public's right of access to the sea where acquired through use. People have been accessing the sea by using the Upper Great Highway while driving since the highway opened in 1929. Therefore, the project fails to conform with the public access policies of the Coastal Act.

REASONS SUPPORTING SUBSTANTIAL ISSUE DETERMINATION

This is a discussion of each factor in the California Code of Regulations § 13115 which establishes standards for the Coastal Commission's Substantial Issue Determination. § 13115 (c) states:

When determining whether the appeal raises a substantial issue, the Commission may consider factors, including but not limited to:

(1) the degree of factual and legal support for the local government's decision;

Neither the Coastal Zone Permit (SF Planning Commission Motion #21437) nor the SF

Planning Department's Executive Summary includes any factual or legal discussion or support for how the project conforms with the certified LCP. [See Exhibit F]

The Coastal Zone Permit and the Executive Summary merely include the language of Objective 2, Policy 2.1, Objective 3, Policy 3.1, Objective 6, Policy 6.1, Objective 11, and Policy 11.6 along with a statement that the project "on balance" is consistent with only these policies and objectives of the LCP land use plan (Western Shoreline Area Plan). Notably absent is any mention of consistency with Objective 12 and Policies 12.3 and 12.4 with which the project clearly fails to conform as evidenced by the findings of the San Francisco Estuary Institute Report. Further, the Coastal Zone Permit fails to include a factual finding that the project conforms to the requirements and objectives of the San Francisco Local Coastal Program per § 330.5.2 of the LCP Coastal Zone Permit Review Procedures which renders the permit defective on its face.

(2) the extent and scope of the development as approved or denied by the local government;

The extent and scope of the development is clearly substantial in that the closed section of the Upper Great Highway which runs between Lincoln and Sloat is two miles long. The number of people who would otherwise access the coast by driving along the Upper Great Highway is extensive. The traffic impacts on the Sunset district from noon on Friday until 6 a.m. on Monday effect thousands of homes and residents. Therefore, the development's scope is significant.

(3) the significance of the coastal resources affected by the decision;

The findings of the San Francisco Estuary Institute report demonstrate unequivocally that closing the Upper Great Highway to vehicles has increased trampling of dune vegetation. Further, the report states:

"If action is not taken to reduce further trampling, vegetation will continue to be denuded and blowouts will continue to expand, converting much of the existing vegetated foredune area to barren sand."

[Exhibit A, p. 21, 2nd paragraph]

This also significantly impacts the habitat of the **Western Snowy Plover**, a federally-listed threatened species.



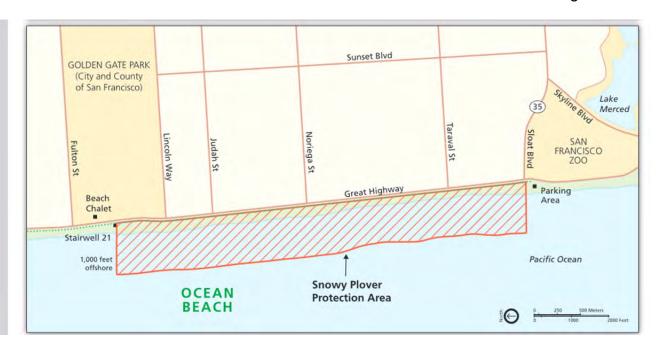
The Western Snowy Plover (*Charadrius nivosus nivosus*), a federally-listed threatened species. The bird's habitat is threatened by recreational use and human-caused disturbance including dune trampling.

The San Francisco Estuary Institute Report states:

"[Snowy Plovers] are typically found in small depressions in the sand just above the high tide line. They do use sparsely vegetated foredunes."

[Exhibit A, p. 30]

According to the National Park Service, intense recreational use and human-caused disturbance are among the factors threatening the Western Snowy Plover and its habitat. The Golden Gate National Recreation Area has designated a Plover Protection Zone from Stairwell 21 (crosswalk from the Beach Chalet soccer fields at Golden Gate Park) south to Sloat Boulevard (See below map). The Plover Protection Zone includes the entire two-mile stretch of the Upper Great Highway from Lincoln to Sloat which is the project area.



The Plover Protection Zone includes the all of the dunes adjacent to the Upper Great Highway from Lincoln Way to Sloat Boulevard. *Source: National Park Service*

Another significant coastal resource substantially impacted by the project is the San Francisco Zoo, an institution of state-wide significance, which is located in the Coastal Zone.

According to an October 4, 2023 letter sent by Zoo CEO Tanya Peterson to the San Francisco Public Utilities Commission:

"Already, the temporary closure of The Great Highway (TGH) has had a negative impact on the Zoo in various ways. Historically, Zoo attendance averages approximately 1 million visitors annually, but with The Great Highway's closure on weekends and holidays, annual visitor numbers have decreased. Moreover, the Zoo visitor experience has been impacted dramatically."

[Exhibit G: Letter from San Francisco Zoo CEO Tanya Peterson to San Francisco Public Utilities Commission attached hereto and incorporated by reference]

Clearly, the coastal resources affected by this decision are significant.

(4) the precedential value of the local government's decision for future interpretations of its local coastal program; and

The SF Recreation and Parks Department is studying closing the Upper Great Highway to vehicular traffic permanently 24/7 and will likely seek to do so. The decision on this project will set a precedent for SF Rec and Park's future Coastal Zone Permit applications and the

other CZP applications in SF Planning's pipeline. The broader objective of SF Planning, the SF Recreation and Parks Department, and some office holders is to enable developers to build luxury condominium and apartment towers on the coast adjacent to an Upper Great Highway that is permanently closed to vehicular traffic 24/7.

(5) whether the appeal raises only local issues as opposed to those of regional or statewide significance.

This appeal raises issues that impact the entire state of California as follows:

- 1) Closing substantial sections of the coastal highway to vehicular traffic for multiple days of the week impacts any Californian who accesses the coast by driving along it. Accessing the coast by driving along the Upper Great Highway is a treasured method of access not just for San Franciscans but for Californians from around the state.
- 2) The findings of the San Francisco Estuary Institute report have implications for the value placed on dunes and coastal resources statewide. Dune erosion along the California coast is an issue of broad significance and must be given substantial weight. Further, the dunes are habitat for the Western Snowy Plover, a federally-listed threatened species, along the coast from the Oregon border to the Mexican border. Impacts on habitat on Ocean Beach effect the Western Snowy Plover more broadly.
- 3) The Coastal Zone Permit is clearly defective on its face in that it fails to include a factual finding that the project conforms to the requirements and objectives of the San Francisco Local Coastal Program per § 330.5.2 of the LCP Coastal Zone Permit Review Procedures. Further, the Coastal Zone Permit and the Planning Department's Executive Summary and other materials claim consistency with only a handful of objectives and policies of the LCP land use plan. Allowing a Coastal Zone Permit with a glaring lack of stated consistency with the LCP implementation plan would call into question the viability of local coastal programs statewide.

CONCLUSION

The Coastal Zone Permit application addendum describes how the project supposedly aligns with various "citywide goals" including "Transit-First Policy," "SFMTA's Strategic Plan," "Vision Zero Action Plan [See Exhibit G, CZP Addendum, p. 4]. The application then states that the project "builds" on the Western Shoreline Area Plan. There is no mention of conformity with the Local Coastal Program nor is there a finding of conformity or consistency with the Local Coastal Program in the permit itself. [Exhibit H: Coastal Zone Permit Application and Addendum attached hereto and incorporated by reference]

The Coastal Zone Permit application addendum concludes with a pitch for the benefits of parks without mentioning that Golden Gate Park is adjacent to the Upper Great Highway at Lincoln Way. Golden Gate Park's more than 1000 acres provide ample recreational opportunities without closing the Upper Great Highway to vehicular traffic, impacting coastal resources and disregarding the objectives and policies of the San Francisco Local Coastal Program certified by the Coastal Commission.

For all of the forgoing reasons in this brief, undoubtedly substantial issues exist.

Accordingly, appellant respectfully requests that the Commission adopt substantial issue findings and ultimately uphold this appeal.

LIST OF EXHIBITS

NOTE: Exhibits are separated by tabs

- **Exhibit A:** San Francisco Estuary Institute Report:
- Exhibit B: LCP Land Use Plan (Western Shoreline Area Plan):
- **Exhibit C**: Coastal Zone Permit Review Procedures component of certified LCP:
- **Exhibit D**: Neighborhood Commercial Rezoning component of certified LCP:
- Exhibit E: Variance section of Planning Code component of certified LCP:
- **Exhibit F**: Coastal Zone Permit (SF Planning Commission Motion #21437):
- Exhibit G: Letter from SF Zoo CEO Tanya Peterson to SFPUC

Exhibit H: Coastal Zone Permit Application and Addendum

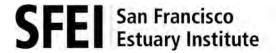
EXHIBIT A



GROWING RESILIENCE

Recommendations for Dune Management at North Ocean Beach

PART OF THE SUNSET NATURAL RESILIENCE PROJECT













Growing Resilience: Recommendations for Dune Management at North Ocean Beach

Prepared by

SFEI In partnership with

Ellen Plane Peter Baye (Coastal Ecologist)
Jeremy Lowe Bob Battalio (ESA)
Kendall Harris

Joe Burg

Funded by

California State Coastal Conservancy



A PRODUCT OF THE SUNSET NATURAL RESILIENCE PROJECT

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Special gratitude to Brian Stokle (Recreation and Parks Department), Marilyn Latta (Coastal Conservancy), and Kristen Ward and Brian Aviles (Golden Gate National Recreation Area) for their impactful comments that improved the final report.

We appreciate the many contributions of additional SFEI and ESA staff—Kelly Iknayan, Cate Jaffe, Ruth Askevold, and Melissa Foley from SFEI, and Meagan Flier, Yashar Rafati, Louis White, Lindsey Sheehan, Wes McCullough from ESA . Finally, thank you to the Coastal Conservancy, especially Erica Johnson, Moira McEnespy, and Marilyn Latta, for funding and guiding this effort.

REPORT AVAILABILITY

Report is available at sfei.org

SUGGESTED CITATION

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APPENDICES (separate document)

A: Plant Palette

B: Active Shore Zone Constraint to Dune Enhancement (ESA)

C: Detailed conceptual model of beach-dune interactions at Ocean Beach (Peter Baye)

D: Detailed Conceptual Design Drawings (Peter Baye)

Glossary

Backdune

The landward side of a dune (the part that faces away from the ocean).

Backshore

The area between the beach face and the front of the dune, cliff base, wrack line, or any coastal protection structure.

Bathymetry

The topography or morphology of the seafloor and coastal areas.

Beach Face

The sloping section of beach where the swash and backwash of waves occurs.

Brush Matting

Flat placement of unanchored, overlapping branches (tree trimmings) to stabilize the sand surface. Brush matting is temporary, breaking down in a few years and then fully degrading into organic matter.

Constructed Dune

Engineered structures reproducing the form of natural dunes.

Cusps

Small, uniformly-spaced U-shaped embayments on a beach, each separated by protruding ridges.

Dune Blowouts

Unvegetated, wind-eroded troughs or bowlshaped depressions in foredunes, with depositional dune lobes downwind.

Dune Field

An area covered by extensive sand dunes.

Dune Lobe

The sand eroded by wind from a blowout is deposited immediately downwind to form depositional lobes.

Embryo Foredune

The earliest stage of dune formation, consisting of pioneer colonies of perennial vegetation.

Fetch

Horizontal distance over which wind blows.

Foredune

Shore-parallel dune landforms formed by the interaction between wind transport of beach sand and sand-trapping, burial-tolerant perennial coastal dune vegetation. Foredunes are the primary topographic feature landward of the backshore.

Lag

Coarser sediment, (e.g. pebbles, shells), that persists on a beach after finer particles have been carried along the shore by waves, winds, and currents. Lag deposits are characterized by their greater resistance to erosion and transport compared to the more mobile sand.

Perched Dune

Dune that forms on top of a cliff, pre-existing dune, or embankment.

Ramp

A seaward-facing slope of sand.

Rip Current

A wave-driven current flowing seaward (away from the beach) through the surf zone.

Runnel

Shore-parallel depression between intertidal sand bars (ridges) that fills with water during high tides.

Sand Backpass

Refers to the procedure of excavating sand from north Ocean Beach and placing it at erosion hotspots at South Ocean Beach (south of Sloat Blvd).

Scarp

A steep slope or cliff adjacent to a flat or gently sloping area.

Slipface

The steep, leeward (away from the wind) side of a sand dune which sand grains slide down due to gravity and wind action.

Slump-block

Cohesive mass of sand that has detached or broken away from the main dune structure due to gravity or erosion.

Swash Zone

The area on a beach where waves rush in before retreating back into the ocean.

Toe

The lower, seaward edge of the dune or berm that is closest to the water's edge.

Wave Refraction

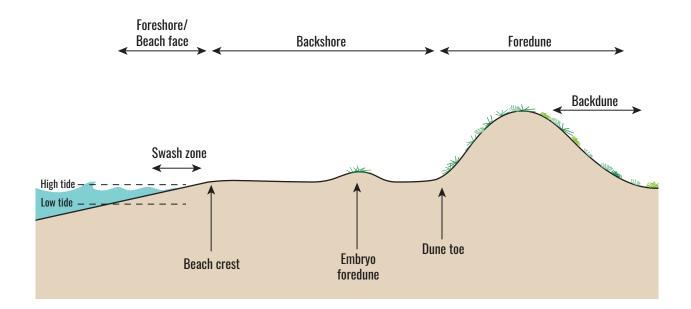
The bending of ocean waves as they approach a coastline, caused by the slowing of the wave as the depth decreases.

Wave Focusing

Concentration of wave energy at certain coastal points, often headlands, due to wave refraction.

Wrack Line

The line or band of debris and organic material, such as seaweed, shells, and driftwood, left behind by the highest tide or wave action.



Executive Summary

Ocean Beach faces escalating dune erosion, primarily due to human-induced factors like informal trails causing trampling, leading to blowouts and destabilization of protective vegetation. Areas affected by blowouts experience wind-driven sand accumulation on the Great Highway, posing safety risks for pedestrians and vehicles and requiring costly maintenance. In addition, rising sea levels pose a significant long-term threat, as increased erosion will only add to management challenges.

This report provides a range of strategies to: (1) help minimize sand deposition on the promenade and Great Highway, (2) reduce maintenance costs and effort, (3) create and enhance native dune habitat, (4) facilitate public access to the beach for recreation, and (5) increase the resilience of the shoreline and dunes to sea-level rise and coastal erosion.

Strategies include:

- Engaging the public in education and outreach efforts to increase understanding among residents and beach-goers about the challenges faced at Ocean Beach and the value of a nature-based adaptation solution like dune revegetation.
- Establishing dune-adapted vegetation. Beach wildrye (*Leymus mollis*) and other native species can trap sand and build up dunes to prevent landward migration of blowing sand. Beach wildrye propagation is a critical path item, and enhancement cannot progress without it. Plantings will need two years to propagate, and one year to establish after out-planting, so starting propagation efforts soon is a key first step.
- Changing future sand removal and placement activities by preventing disturbance in the backshore, which inhibits dune formation, and placing sand in the foreshore, where it can be redistributed by waves. After dune vegetation is established, continuing to place sand seaward of the dunes can nourish the beach and dunes and help slow erosion.
- Preventing trampling of dune vegetation. Trampling by pedestrians leads to blowouts and migration of sand onto the Great Highway and promenade. Examples of strategies for preventing trampling include consolidating trail access locations, placing brush matting (cut branches from trees and shrubs) in revegetation areas, and creating educational signage to encourage beach users to stay on trail.
- Increasing collaboration between local City and County of San Francisco agencies and Golden Gate National Recreation Area (including across jurisdictional boundaries) and with residents and beach-goers to enhance stewardship of the beach and dunes.

The following table provides a summary of the existing conditions, main challenges, proposed conceptual design, and near-term implementation actions at each reach of the beach (reaches shown in Figure 1.1).

Reach	Existing Conditions	Main Challenges	Conceptual Design Summary	Near-term Implementation Ideas
A - North of Lincoln Way	 Wide, flat backshore with no foredunes nor vegetation. Shore accreted 200 feet from 1992-2021, but is unlikely to sustain much additional seaward expansion due to sea-level rise. 	 Current grading practices prevent dune formation. The borrow area for the sand backpass to South Ocean Beach is in the backshore and close to the seawall, preventing dune formation. Need to reconcile any conceptual design with existing recreational uses. 	 Move sand backpass excavation seaward into the runup zone, excavating coarser sand which is better for placement at South Ocean Beach. Allow a new vegetated foredune to form, creating a sheltered recreational area inland in its lee. Place "driftwood" logs to aid foredune development. Create pedestrian access paths to reduce vegetation trampling. 	 Create updated permits/ practices for backpass mining location in Reach A. Halt backshore grading. Allow natural wrack (wood, kelp) to remain on the beach, with the option to also import "driftwood" logs.
B - Lincoln Way to Noriega Street	 Moderately wide beach with high foredunes accreted over constructed sand berms, vegetated primarily with invasive marram grass. Where vegetated dunes are intact, they prevent onshore sand transport. Shore accreted 140 feet from 1992-2021, but unlikely to sustain much additional seaward expansion due to sea-level rise. 	Pedestrian trampling of vegetation initiates blowouts; large unvegetated mobile dunes encroach onto Great Highway. Limited space exists for the further development of embryo foredunes.	 Remove invasive iceplant and marram grass from dunes, regrade blowouts, establish native vegetation with primarily dunestabilizing beach wildrye. Create pedestrian access paths to reduce vegetation trampling and plant a dune scrub buffer along Great Highway to reduce access points. 	 Place sand cleared from Reach B over iceplant flats near Irving. Winter: Transplant native beach wildrye from adjacent stands to create self-regenerating beach wildrye propagation bed in the backdune area near Irving St. Place brush matting in trampling hotspots (e.g. at Judah and Lawton).

Reach	Existing Conditions	Main Challenges	Conceptual Design Summary	Near-term Implementation Ideas
C - Noriega Street to Santiago Street	 Moderate to narrow beach width, relatively stable from 1992-2021. Wave focusing amplifies erosion in some sections of this reach, with wave runup occasionally reaching the Noriega seawall. 	 Wind blows sand onto promenade and Great Highway as sand ramps form against seawall. There is a narrow zone where embryo foredunes can form. Annual maintenance activities prevent vegetation establishment and dune formation. Severe wave events cause erosion and will become more frequent with sea-level rise. 	 Create a new foredune ramp seaward of the seawall and stabilize with beach wildrye and other native species. Place "driftwood" logs in the winter wrack zone to stabilize the dune toe. Create pedestrian access paths to reduce vegetation trampling. 	 Place sand cleared from the Great Highway or promenade in foreshore areas where waves can redistribute it. Allow natural wrack (wood, kelp) to remain on the beach, with the option to also import "driftwood" logs.
D - Santiago Street to Sloat Boulevard	 Narrow erosional shore with minimal foredunes and a high sand berm Progressively eroding, with the high tide shoreline receding 100 feet from 1992-2021; erosion is likely to continue or accelerate with sea-level rise. Iceplant dominates and is ineffective at trapping sand. 	 Ongoing erosion threatens roadway and infrastructure. Limited space for embryo foredunes. Blowouts and sand movement onto the Great Highway occur due to limited vegetation cover. 	 Grade sand over the iceplant-dominated perched dunes and scarp. Vegetate dunes with beach wildrye and stabilize at the toe with logs. Once vegetation is established, place sand in the backshore to nourish the dunes and protect the road and infrastructure from wave overtopping. Consolidate pedestrian access as in other reaches to reduce trampling impacts. 	 Place sand cleared from the Great Highway in foreshore areas where it can be remobilized by waves. Place brush matting in trampling hotspots. Allow natural wrack (wood, kelp) to remain on the beach, with the option to also import "driftwood" logs.

This report outlines an implementation approach in Chapter 9. The first step is the propagation of beach wildrye, followed by the removal of invasive vegetation, grading, and planting. Once vegetation is established, sand can be placed to nourish the beach and dunes. It is crucial that vegetation is established before sand placement to allow natural processes of sand trapping and accretion to proceed. Successful execution depends on consensus and coordination between managing agencies, a robust public engagement strategy, and a clear adaptive management plan. Regular audits of the management and coordination strategy can contribute to the collaborative process, guiding the determination of future steps in this dynamic coastal management initiative.



1. Introduction

The Sunset Natural Resilience Project (SNRP) comprises six distinct yet interconnected projects in western San Francisco that will enhance the ability of human and natural communities to prepare for climate change impacts. Each project aims to further the biodiversity goals of partner organizations while making the city of San Francisco a more livable and enjoyable space. Ocean Beach is one of the six SNRP sites.

This report provides recommendations for sand management and dune restoration at Ocean Beach north of Sloat Boulevard. Recommendations are based on an assessment of the historical evolution of the dunes, existing conditions and management practices, and the anticipated response of the beach and dunes to sea-level rise. This work builds on the information and vision provided by the Ocean Beach Master Plan (OBMP) (SPUR et al., 2012). The conceptual designs proposed here are particularly relevant to the OBMP's Key Move 4: Restore Dunes along the Middle Reach (defined in the plan as the reach from Lincoln Way to Sloat Blvd). The concepts in this report also build on lessons learned from dune vegetation and management conducted as part of San Francisco's Clean Water Program in the 1980s and from projects elsewhere in California and in Oregon (e.g. Surfers Point, Ventura; Pacifica State Beach). Other documents related to past and current sand management practices are described in Section 3, Agency Jurisdictions and Key Agreements.

The study area covers Ocean Beach from its northern terminus at Point Lobos (where the Cliff House is located) to Sloat Boulevard. The study area is divided into four reaches: A (Cliff House to Lincoln), B (Lincoln to Noriega), C (Noriega to Santiago), and D (Santiago to Sloat; Figure 1.1). This area corresponds to the North and Middle Reaches described in the OBMP. The portion of the beach south of Sloat (referred to as South Reach in the OBMP), where erosion issues are most acute, is covered by the ongoing multi-agency Ocean Beach Climate Change Adaptation Project (San Francisco Water Power Sewer, 2023) and is not covered by the Sunset Natural Resilience Project. However, we do consider the mechanical transport of sand from North Ocean Beach to the south of Sloat to address erosion issues in that area.

This report addresses several key management challenges at Ocean Beach:

1. Dune erosion. The existing dunes along Ocean Beach are constructed sand berms capped with naturally deposited dunes, rather than wholly natural coastal dune landforms. They have experienced significant and accelerating erosion in recent years. Erosion has been driven by the creation of informal trails (a.k.a. "social trails" or "use trails") where major streets intersect the Great Highway. The trampling of vegetation destroys protective surface cover and root systems that stabilize the dunes. Wind erosion enlarges bare sand trails over years, forming massive dune blowouts: areas where the wind has removed sand from the dune's surface, creating depressions or openings in the dune. This has led to the growth of large, migrating unvegetated dunes that create a pathway for sand to be blown directly inland from the beach, onto the Great Highway. Trampling, erosion, and blowouts reduce vegetation cover, alter hydrological conditions, and disrupt dune microhabitats which are nesting sites, burrows, food sources, and shelters for a variety of dune organisms. Sand management practices as well as natural processes like erosion, wave focusing and rip currents also contribute to dune erosion.



Figure 1.1. The study area is divided into four reaches: A, B, C, and D. The section of the beach south of Sloat Blvd is outside the study area. The OBMP South Ocean Beach reach is the location of the multi-agency Ocean Beach Climate Change Adaptation Project.

- 2. Wind-blown sand. In portions of the beach without dune features or where there are blowouts, sand is transported inland by the wind and accumulates on the Great Highway and adjacent promenade, interfering with their use by people and cars and causing safety hazards for both. Wind-blown sand on the road also deposits into storm drains, where it causes problems for the city's combined sewer system. After particularly strong wind events, sand can also move further inland, accumulating on nearby neighborhood streets.
- 3. Sea-level rise. Rising sea levels will likely alter wave-driven littoral transport and patterns of beach erosion, resulting in a decrease in the width of the beach seaward of existing hard infrastructure such as seawalls, roadways, and buried utilities. The Ocean Beach Master Plan (SPUR et al., 2012) concluded that the dunes and much of the beach would be eroded by 2070 unless sea-level rise adaptation measures were implemented.

To address these key challenges, it is important to first understand the historical context and the processes driving management decisions and actions at Ocean Beach today. Chapter 2 provides an overview of the historical evolution of beach and dune management at Ocean Beach. Chapter 3 lays out the jurisdictions of each agency and summarizes the key documents and agreements pertinent to future management decisions. Chapter 4 presents general conceptual models explaining the drivers behind today's beach processes, and Chapter 5 goes identifies the main challenges at each of the four reaches identified in Figure 1.1. Chapters 6 and 7 describe management goals, objectives, and strategies in general, and Chapter 8 applies these strategies, describing conceptual designs for each reach of the beach. Finally, Chapter 9 discusses implementation considerations and lays out a possible timeline of actions.

A key management challenge not addressed in this report is the integration of planning for the Great Highway's future with Ocean Beach's future management. Since April 2020, the San Francisco Recreation and Parks Department (RPD)'s Great Highway Pilot Project has closed the Upper Great Highway between Lincoln Way and Sloat Boulevard to car traffic on Friday afternoons, weekends, and holidays, allowing the two-mile segment to transform into a promenade used by pedestrians and bicycles. During weekdays the roadway is open to cars, while pedestrian use is limited to the seaward promenade and the cityside multi-use paved path. This pilot project has been controversial, with strong supporters and opponents in the local community. A separate task of SNRP will examine the future of the Great Highway in terms of enhancing biodiversity planning from Ocean Beach inland to the Sunset District.

2. Historical evolution

PRE-DEVELOPMENT

Before the development of San Francisco by Euro-Americans, Ocean Beach was significantly different from its modern form. The beach's backshore transitioned to dune fields that stretched across much of what is now western San Francisco (Hidden Nature SF; San Francisco Estuary Institute et al., 2023). Historically, there was no defined foredune at Ocean Beach; rather, there was direct transport of sand from the beach to the interior dune field (what is now the Sunset District of San Francisco). Broadleaf native forbs (non-grass herbaceous flowering plants) such as beach-bur (Ambrosia chamissonis), yellow sand-verbena (Abronia latifolia), and silvery beach pea (Lathyrus littoralis) formed scattered dome-shaped vegetated dune mounds (Ramaley, 1918).



LATE 1800s-EARLY 1900s

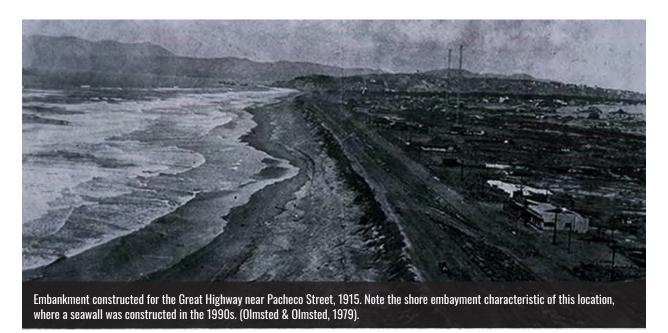
Stabilization of dunes in western San Francisco began in Golden Gate Park and the Presidio during the 1870s. Due to its ability to build high and narrow foredune ridges under high rates of sand accretion, *Ammophila arenaria* (common names marram grass or European beachgrass) was used for stabilization along Ocean Beach in the vicinity of Golden Gate Park (Reach A) as early as 1905.

Foredunes are different from the dune fields that historically existed at Ocean Beach. Foredunes are the first line of vegetated coastal dunes formed at the back of the beach. They develop from the interaction between wind transport of beach sand and sand-trapping perennial dune vegetation, and regeneration of vegetative cover after sand burial year after year. They can restrict wave runup and release sand back to the beach during storms. Where they existed elsewhere along the predevelopment California coast, foredunes stabilized by native vegetation were low, broad domeshaped dunes; steep rounded hummocks (typical of broadleaf forbs); or broad, undulating ridges or coalesced domes (typical of beach wildrye, Leymus mollis).





The width of Ocean Beach has varied along its length over time. From the mid-1800s to mid-1900s, the shore was pushed seaward several hundred feet by the placement of fill, and the Great Highway was constructed on a berm. The O'Shaughnessy Seawall was constructed in the 1920s to prevent the shore from eroding back to its natural position landward of the Great Highway.





GRASS NOMENCLATURE

"Marram" or "marram grass" is the common name for the invasive, non-native Ammophila arenaria. The vernacular Pacific Northwest and California name for marram grass is European Beachgrass. "American dunegrass" is a common name used for native Leymus mollis. Because "beachgrass" and "dunegrass" are similar, habitat-based descriptive names, this report uses "marram grass" to refer to Ammophila arenaria, and the Washington-Alaska-Canadian name "beach wildrye" for native Leymus mollis. This nomenclature also avoids confusion with American beachgrass (Ammophila breviligulata), which is native to the Atlantic coast of the U.S. but is an invasive non-native in Oregon and Washington state.

LATE 1900s

The north end of the beach (Reach A) has accreted substantially from the 1970s to today, likely due to maintenance dredging of the San Francisco Shipping Channel, which is thought to have resulted in increased onshore sand transport to Ocean Beach (B. Battalio, 2014; R. T. Battalio & Trivedi, 1996). Since the 1970s when the dredging practices changed, the north end of the beach has remained wide, unvegetated, and nearly flat with low-relief linear mounds shaped by wind action.

In the 1980s-1990s, San Francisco's combined stormwater and wastewater sewer system was upgraded, which involved realigning the seaward edge of the Great Highway 50 feet landward. Buried rubble was placed at the toe of the embankment supporting the Great Highway. Additionally, a seawall was constructed between Noriega and Santiago cross-streets (Reach C) in response to a natural embayment (area with a recessed shoreline due to wave focusing). Pedestrian access to the beach changed due to this construction; pedestrian tunnels under the Great Highway were closed, and signalized street-level crossings were installed.

As part of the same project, the San Francisco Department of Public Works (DPW) constructed sand berms along Ocean Beach from Lincoln Way to Noriega Street (Reach B). Imported fill material was stabilized by marram grass planted on the seaward face and crest and iceplant (*Carpobrotus edulis*) behind the berms. Both marram grass and iceplant are invasive species. Sand transported from the beach accreted on the seaward face of the berm, although wave runup eroded the dunes, primarily in the southern part of the study area. The dune form created by this project is a steep, narrow, continuous ridge profile that intercepts onshore-blown sand, leading to concentrated deposition in a narrow seaward zone, wih the dune building vertically. Like the marram grass used to stabilize it, this geomorphic form is not native to the California coast.

Many examples of artificial linear marram grass foredune ridges have been created elsewhere in California. Lawson's Landing at the mouth of Tomales Bay, north of Sand Point, is an example of a

marram grass foredune with the same grain size range and orientation to dominant winds as Ocean Beach. Other examples of linear marram foredune ridges in California include Limantour Spit, Point Reyes Beach, Bodega Dunes Beach, Funston Beach, and North Pacifica Beach. True "restoration" of California coastal foredunes would mean re-establishing space to allow landward migration of dunes as opposed to the creation of linear foredune ridges that intercept onshore wind-blown sand to protect landward infrastructure or development.

Where it is still intact, Ocean Beach's vegetated foredune created in the 1980s has continued to limit blowing sand, as indicated by the presence of the original and unburied iceplant on the landward side of the berms between Lincoln Way and Judah Street in Reach B. The current state of these constructed dunes, including trampling and erosion issues, is discussed in later chapters.

2000s-PRESENT

Shore management since 2000 has consisted primarily of mitigating windblown sand deposition and increasing sand supply to eroding beaches. Mitigating windblown sand along the Great Highway and hardscaped pedestrian areas involves grading sand away from seawalls, with sand removed from hardscapes often placed in high erosion areas at South Ocean Beach. Fine sand is more prone to wind erosion than coarse sand, and there has been an increase in the proportion of finer-grain sand at Ocean Beach. This may be due to the mobilization of finer sands by the maintenance dredging of offshore channels.

In 2012, the Ocean Beach Master Plan (OBMP), a collaborative multi-agency long-term adaptation plan for the beach, was completed in response to erosion and flood hazards, especially in the context of sea-level rise. The plan has primarily been implemented in South Ocean Beach in response to acute erosion issues. This report focuses on the OBMP's "North Ocean Beach" and "Middle Ocean Beach" reaches (Reach A to D in this report) (Figure 1.1). The OBMP findings for those reaches are summarized below:

- North Ocean Beach (Reach A): The beach in the north reach is about 800 feet wide due to
 increased sand transport from the south. The OBMP recommended no action in this reach to
 mitigate coastal hazards. Developing vegetated dunes to limit wind-blown sand transport and
 improve ecology was considered worthy of future investigation, with recognition of potential
 recreational and management constraints.
- Middle Ocean Beach (Reach B, C, D): The shore in this reach has a concave alignment at the high wave focus zone, which conflicts with the straight alignment of the seawall and the Great Highway. Approximately 100,000 cubic yards of sand is estimated to have moved on shore to the beach from the offshore dredge disposal area from the 1970s until 2005. Since 2005, dredging practices have changed and the rate of onshore transport is uncertain. Beach loss is expected by 2050 without intervention. The OBMP recommends the placement of 1.5 million cubic yards of sand to widen the beach and dune berm by 50 feet every 10 to 30 years. The plan also recommends setting the road back by reducing the lanes from four to two if needed as part of a long-term adaptation pathway in response to sea-level rise.

3. Agency jurisdictions

From reviewing agency and department websites, conversing with agency staff, and referencing the OBMP, we have gathered that the jurisdictions form a series of parallel bands, roughly consistent in width, running parallel to the Great Highway. Figure 3.1 shows jurisdictions in Reach A for representative location at Golden Gate Park, and Figure 3.2 shows jurisdictions in Reaches B-D at a representative location at Irving St.

Three agencies have jurisdiction over portions of the study area.

- SF Municipal Transportation Agency (MTA) manages citywide traffic including on the Upper Great Highway (divided highway) and Lower Great Highway (surface street). MTA has been responsible for deploying traffic management tools such as signs and traffic diverters to manage traffic and improve safety during the Great Highway Pilot Project.
- SF Recreation and Parks Department (RPD) RPD's jurisdiction along Ocean Beach begins at the west curb of Lower Great Highway to 50 feet west of Upper Great Highway. Within their jurisdiction, RPD manages the multi-use north-south trail between Lower Great Highway and



Figure 3.1. Agency jurisdictions, demonstrated at a section of beach in Reach A near Golden Gate Park.



Figure 3.2. Agency jurisdictions, demonstrated at a section of beach in Reach B at Irving Street. Reach C and D jurisdictions are comparable to Reach B.

Upper Great Highway as well as the east-west trails that allow access from the Upper Great Highway to the beach and public restroom facilities. RPD's jurisdiction also includes Golden Gate Park, which is east of the Great Highway between Fulton Street and Lincoln Way.

National Park Service (NPS) - The Golden Gate National Recreation Area (GGNRA) has jurisdiction over Ocean Beach from the RPD jurisdiction (50 feet west of the western edge of upper Great Highway in Reach B, C, and D, and from the western curb line of the Ocean Beach parking lots in Reach A) to a quarter mile offshore. NPS jurisdiction includes the O'Shaughnessy seawall. The offshore portion of NPS jurisdiction is leased from the CA State Lands Commission.

In addition, two agencies have management responsibilities:

• SF Public Utilities Commission (PUC) - The West Side Transport Box that runs beneath the Upper Great Highway is a key component of the city's combined sewer system and is owned and maintained by PUC. PUC does not have jurisdiction nor management responsibilities on

the surface of Ocean Beach but does have an interest in management outcomes due to the impact of blown sand entering the combined sewer system and the potential for erosion of the beach to impact buried assets. For example, PUC has collaborated with NPS to implement several "sand backpass" operations, moving sand from in front of the O'Shaughnessy Seawall (Reach A) to erosion hotspots at South Ocean Beach to protect the critical Lake Merced Transport Tunnel.

• SF Department of Public Works (DPW) - DPW has jurisdiction over the hardscape of the Lower Great Highway and manages maintenance of the Upper Great Highway roadway, median, and Noriega Seawall Promenade (Reaches B, C, and D) through an Memorandum of Understanding (MOU) with RPD. This maintenance includes keeping the Great Highway and promenade clear of sand. DPW also has a special use permit from NPS to remove and relocate wave and windblown sand from the Great Highway back onto Ocean Beach and to perform annual sand management along the Noriega seawall (see Chapter 5). Timing is coordinated with NPS staff to ensure the work does not disturb western snowy plovers on the beach. This permit has been extended several times.

The US Army Corps of Engineers (USACE) has also been involved with sand management at Ocean Beach. Dredged sediment from San Francisco Bay shipping channels is often placed offshore. If the sediment is primarily sand greater than 0.2mm and is placed on or landward of the south arm of the San Francisco Bar, the sand moves onshore by wave action. This movement results in a wider beach primarily in reaches A and B, and occasionally in reaches C and D. A beneficial use project was recently undertaken to bring dredged sand from the San Francisco Main Ship Channel and place it on GGNRA property on the rapidly eroding South Ocean Beach south of Reach D, as opposed to at an offshore disposal site. This initial effort was completed in 2021. The OBMP also called for placement of dredged sand from the shipping channel in Reaches B and C from Lincoln Way to Sloat Boulevard. Future sand placements are being considered per the OBMP and are being planned under the Ocean Beach Climate Change Adaptation Project at South Ocean Beach (Mazzaferro, 2022).

The California Coastal Commission (CCC) is a state agency with primary regulatory jurisdiction along the California coastline, including within 100 feet of the high tide line along Ocean Beach. The CCC plays a crucial role in regulating and overseeing coastal development and land use along the coastline in California (the "Coastal Zone"), including Ocean Beach. The Coastal Zone is defined by the California Coastal Act, and does not include the area of jurisdiction of the SF Bay Conservation and Development Commission.

4. Conceptual Model

Ocean Beach is subject to powerful waves and strong winds shaping its physical form and vegetation. This chapter provides an overview of key processes affecting the beach within the study area.

NATURAL SAND TRANSPORT AND DUNE FORMATION

Ocean Beach receives natural inputs of wave-driven sand from offshore sandbars, building the beach width during summer months when storms are infrequent. During the winter, storms erode the beach and reduce the beach width. For example, a series of El Niño Southern Oscillation (ENSO)-driven storm events in the 1990s caused significant erosion along Ocean Beach, creating wave-cut scarps in the foredunes.

In higher parts of the beach, dry beach sand is transported inland by dominant winds out of the northwest. In the absence of human intervention (mechanical grading), small foredunes would likely develop and store otherwise mobile sand. These foredunes would be eroded by winter storms, releasing sand back to the beach.

Under existing conditions, sand is transported beyond the beach. It accumulates in ramps in front of the seawalls (where present), allowing additional sand to blow over the wall and accumulate on the Great Highway. Where beach sand is blown onshore into the few remaining well-vegetated foredunes, most sand is trapped in the vegetated slope and crest. Where beach sand is blown onshore into trampled, denuded, patchy vegetation or bare blowouts, large migrating dune lobes, often with steep slopes, encroach onto the Great Highway (Figure 4.1). Key locations where dune lobes have developed include Great Highway intersections at Lincoln Way, Judah Street, and Noriega Street. These locations each coincide with a blowout.

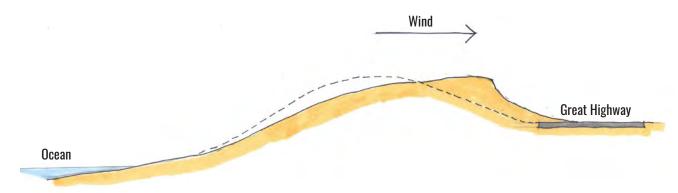


Figure 4.1. Barren dunes migrate landward towards the Great Highway where sand-trapping vegetation cover has been lost from trampling and wind erosion, causing dune blowouts. The dotted line represents an example profile of a vegetated or newly-barren dune, while the shaded dune shows the profile of a barren dune as it migrates landward due to wind erosion.

RIP CURRENTS

Rip currents that form in the nearshore and surf zone affect the width of the beach, erosion patterns, and space available for vegetated foredunes to establish. Rip currents are powerful, localized, and relatively narrow seaward currents that are driven by complex hydrodynamic processes. They typically originate at the shoreline or nearshore regions as a result of wave breaking, changes in seabed topography, and the presence of offshore features such as sandbars and channels. Under certain conditions, rip currents can transport large amounts of sediment offshore when a synergy develops and the rip-wave pattern results in a small embayment where the shoreline erodes.

Wave refraction, starting about 25 miles offshore over the seabed, causes strong wave focus on Ocean Beach. The strongest areas of refraction are in Reaches C and D. Refraction causes a single swell from one direction to cross over itself, which amplifies the wave height, and creates strong seaward rip currents and longshore currents to the north and south. The San Francisco Bar is about three to five miles offshore, about one foot high, and lies below approximately 40-50 feet of water. It is also called the ebb bar, as it is associated with tidal flows out of San Francisco Bay via the Golden Gate. The San Francisco Bar refracts waves and focuses wave energy towards the central area of Ocean Beach. The breaking waves create an onshore flux of water, causing the formation of strong, persistent rip currents that lead to the ephemeral (winter-spring) formation of embayments and a net landward movement of the winter shoreline between the Noriega and Santiago cross-streets (Reach C). The presence of these rip embayments results in a further landward penetration of wave runup and limits the available space for dunes.

VEGETATION STABILIZATION OF SAND

Dune vegetation plays a substantial role in shaping accumulation of beach sand and intercepting its movement inland. Ocean Beach dune vegetation includes one native foredune stabilizer, beach wildrye, and two noxious invasive dune stabilizing species, iceplant and marram grass. These species have unique growth habits based on their biology that shape the surrounding sand:

- Beach wildrye, which has extensively creeping rhizomes, has a wide, creeping habit and creates gently sloped dunes.
- Marram grass, which has short rhizomes, grows in tall bunches, or "tussocks," that tend to form steeper hummocks of sand.
- Iceplant is found landward of the beach on the fill used to create berms, where it was planted for stabilization purposes and cannot typically grow fast or high enough to survive sand burial.

Both beach wildrye and marram grass thrive in a dune environment where they are intermittently buried by accumulating sand. Because of these species' high sand trapping efficiency, they can build foredunes vertically in a confined horizontal space. The sand burial tolerance of beach wildrye is second only to marram grass in this region. Planting invasive marram grass is prohibited on NPS lands today.

Vegetated foredunes enhance sand trapping and erosion resilience by capturing sand blown from the beach (Figure 4.2). In winter, waves erode a scarp in the dune, which cuts off the sand supply to the dunes. Later, the scarp slumps, dragging down foredune vegetation that regenerates in place and later becomes buried by wind-blown sand. This process can naturally restore the foredune when erosion rates

are slow or intermittent. If the scarp retreat rate exceeds the rate at which slumps revegetate and accumulate wind-blown sand, the foredune self-repair process breaks down. Accelerated shoreline retreat due to sea-level rise means that the dynamic system may not be as able to self-maintain as it was historically.

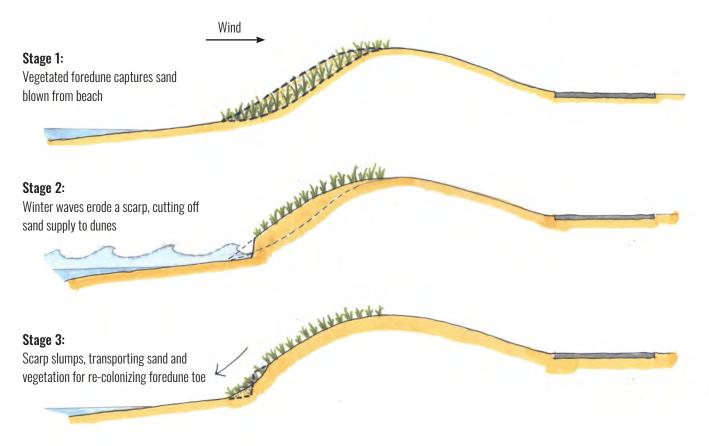


Figure 4.2. Sand trapping and erosion resilience facilitated by a vegetated foredune (slump-block revegetation).



TRAMPLING IMPACTS

Recreation plays a key role in shaping Ocean Beach, primarily through the trampling of vegetation, which leads to erosion of the dunes and increased sand movement. This process is most evident in the evolution of the sand berms that were constructed by DPW in 1985. Following construction, the planted marram grass was protected from disturbance by temporary fencing. However, over time people began crossing the dunes and seeking protection from beach winds, which led to trampled vegetation and the development of informal trails. These trails usually originate from signaled pedestrian crossings on the Great Highway, although smaller trails exist at unsignaled cross streets such as Kirkham Street and Ulloa Street. Most trails seem to provide access over the dunes to the beach, although some are made by pedestrians seeking high points on the dunes to survey the beach and surf. Once established, these trails lead to a fan-shaped area of disturbance seaward of the dunes, as people veer off the trail to either side. This process can be seen in aerial photographs beginning in the late 1990s (Figure 4.3).

The loss of vegetation due to trampling increases the wind transport of sand, transforming fixed dunes into mobile dunes with slipfaces and unvegetated seaward slopes. Sand is blown landward, accumulating in drifts on the promenade and roadway. Continued trampling in the 2000s and 2010s has led to broader gaps in the vegetated dunes and eventually led to permanent blowouts (Figure 4.4). The gaps also gradually oriented to the dominant northwest wind direction, funneling more wind through the gaps and mobilizing more sand, creating a positive feedback loop. Between these blowouts remain the predominantly vegetated foredunes capped with accreting and partially vegetated hummocks. If action is not taken to reduce further trampling, vegetation will continue to be denuded and blowouts will continue to expand, converting much of the existing vegetated foredune area to barren sand.

The beach and foredunes have been subject to wave erosion during this same period, mainly due to El Niño Southern Oscillation events forming wave-cut scarps on the seaward edge of the dunes. However, the co-location of blowouts with pedestrian crossings and the pattern of their evolution indicates that they are primarily caused by trampling. The recent closures of the Great Highway to car traffic (started in 2020 during the COVID-19 pandemic) have led to less constrained use by pedestrians, and increased trampling of dune vegetation has been observed.

SAND MANAGEMENT

Sand is moved within and out of the study area by various agencies to meet recreation, road maintenance, and erosion prevention goals. Dry sand placement on dunes without additional stabilization measures such as re-vegetation or adding a top layer of coarser material can increase sand movement, leading to further dune erosion and loss of vegetation. This compounds the sand inundation problem along the Great Highway. Because management activities are specific to particular reaches of the study area, they are detailed by reach in Chapter 5.





Figure 4.3. Beginning of informal trails through vegetated dunes at Judah Street (1993). Informal trails begin to fan out at Judah Street and a blowout begins to form (2005).

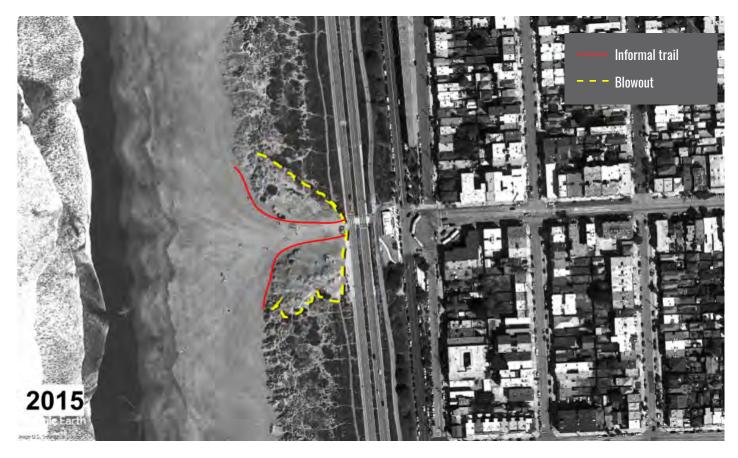




Figure 4.4. Trail mouth widens and blowouts expand at Judah Street (2015), and Judah Street blowout (2021).

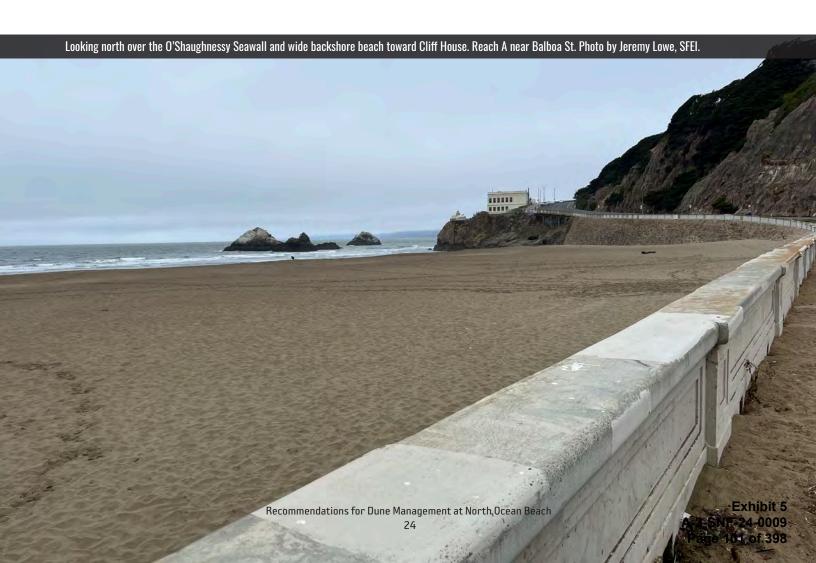
5. Existing conditions and management challenges

We have chosen to summarize the existing conditions, dominant physical processes, and main challenges for each reach of the beach separately due to key differences in coastal processes, dune-beach geometry, and backshore conditions. This chapter draws heavily on the work led by Bob Battalio of ESA and is described in more detail in Appendix B. These findings inform the reach-by-reach conceptual designs described in Chapter 8. The four reaches are identified in Figure 1.1.

REACH A - NORTH OF LINCOLN WAY

Existing conditions

Reach A has a wide backshore beach with relatively minimal grade change and no foredunes nor vegetation (Figure 5.1). The beach extends back to the O'Shaughnessy Seawall (Fig 1.1) and is about 700 feet wide, with a winter minimum of about 450 feet. The beach has a homogenous erosion/accretion pattern with no beach cusps, rip embayments, etc. Scour near the seawall can create low points along the landward portion of the beach. Behind the seawall and elevated above the beach are the pedestrian promenade and Great Highway.



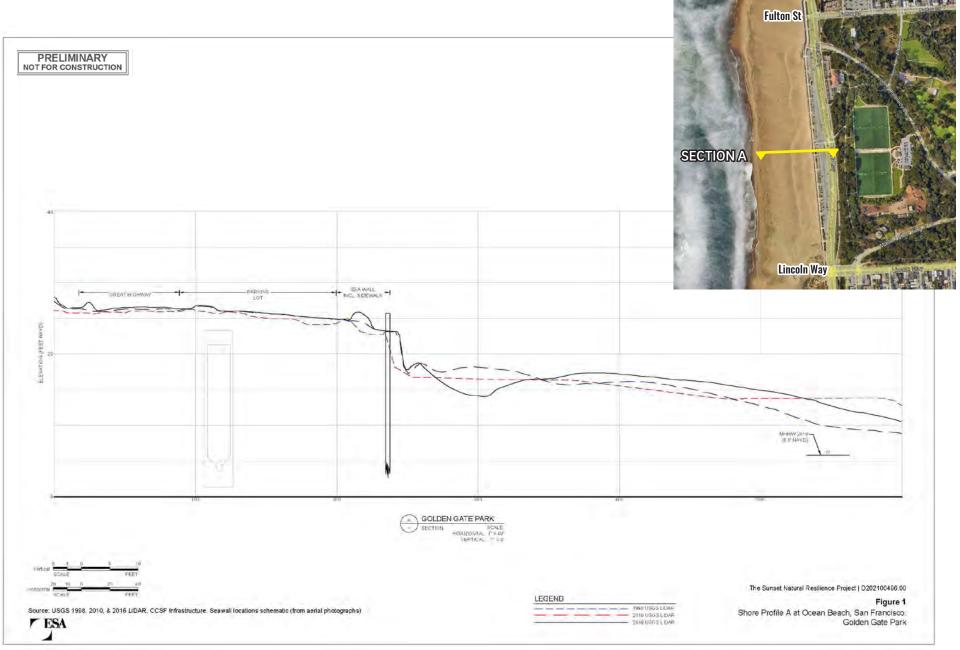


Figure 5.1. Profile of Ocean Beach in Reach A (Golden Gate Park) looking south, showing a wide backshore beach with minimal grade change and no foredunes. The vertical axis has been exaggerated for enhanced readability.

Shoreline change

The shore accreted 200 feet from 1992 to 2021 (an average rate of 6.9 feet per year). It is rare to observe any wave runup at the seawall today due to the increased width of the beach. Our geomorphic interpretation is that the shore accretion is near a maximum due to anticipated sea-level rise (SPUR et al., 2012) and transport to the north past Point Lobos (Battalio, 2014). There is about 400 feet for dunes to persist between the active shore and the seawall.

Current sand management practices

NPS grades sand away from the O'Shaughnessy Seawall annually to prevent sand from blowing onto the promenade and maintain a flat dry beach for recreation. This grading precludes the development of vegetated foredunes in Reach A, although embryo dunes sometimes form in the period between gradings.

Since 2012, sand has been harvested every one to three years from the beach just west of the seawall and transported to South Ocean Beach, south of Sloat Boulevard. This "sand backpass" operation is a collaborative effort between PUC and NPS. The sand from Reach A is placed in an artificial berm to protect the eroding beach scarp south of Sloat Boulevard and the infrastructure behind it. The berm subsequently erodes, releasing sand to the beach and dissipating waves offshore of the fill embankment (where the road and parking exist). Some of this sand moves northward toward North Ocean Beach, resulting in the "backpass" moniker.

Main challenges

We have identified three challenges in Reach A that conceptual designs for dune management can address:

- 1. Current grading practices prevent dune formation.
- 2. The borrow area for the sand backpass (close to the seawall) conflicts with dune formation and the borrowed sand is finer, wind-blown sand.
- 3. Existing recreational uses (e.g., volleyball courts, fire pits) need to be reconciled with dune restoration plans.

REACH B - LINCOLN WAY TO NORIEGA STREET

Existing conditions

Reach B has a moderately wide beach of 300 feet (Figure 5.2). High foredunes have accreted over constructed sand berms and are vegetated primarily with marram grass. This foredune ridge dominates the majority of this reach landward of the beach. The foredunes near Irving Street have been dominated by native beach wildrye since the 1990s (Figure 5.3). Beach wildrye survived with effectively no management for decades; recently, NPS natural resource staff have conducted small-scale removal of marram grass and field-to-field transplants of beach wildrye in Reach B. After well over two decades with only minimal management, the beach wildrye vegetation spread vegetatively, and is performing locally as well as or better than marram grass at preventing sand transport onshore.

The Great Highway segment downwind of the beach wildrye foredune has not been encroached by migrating dunes, as it has around Judah St. Beach wildrye is apparently more resistant to trampling than marram grass (evident due to reduced blowout impacts compared to marram grass-dominated areas). However, both marram- and beach wildrye-covered foredunes are currently subject to substantial trampling damage due to pedestrian access from cross streets. Informal trails have expanded in increasingly large fan-shaped patterns originating at cross streets over the last two decades, eventually resulting in full blowouts transporting sand onto the Great Highway. The largest of these blowouts occurs at Judah Street and extends nearly half a block south to Kirkham Street. Other substantial areas where dunes have mobilized and drift onto the Great Highway occur at Lincoln Way, Lawton Street, and Noriega Street. While the blowouts are mostly caused by expansion of fan-shaped exit points at the main crossings, trampling on informal trails between cross streets also contributes to destabilization of dune vegetation and can increase blowing sand.

The vegetated dune berm in Reach B is approximately 300 feet wide and widening at an average rate of 2.4 feet per year (1992-2021). The berm is wider at the north end of this reach and narrows moving south. The beach accreted about 140 feet from 1992-2021 in the northern part of Reach B, but eroded a comparable amount at the south end of the reach.



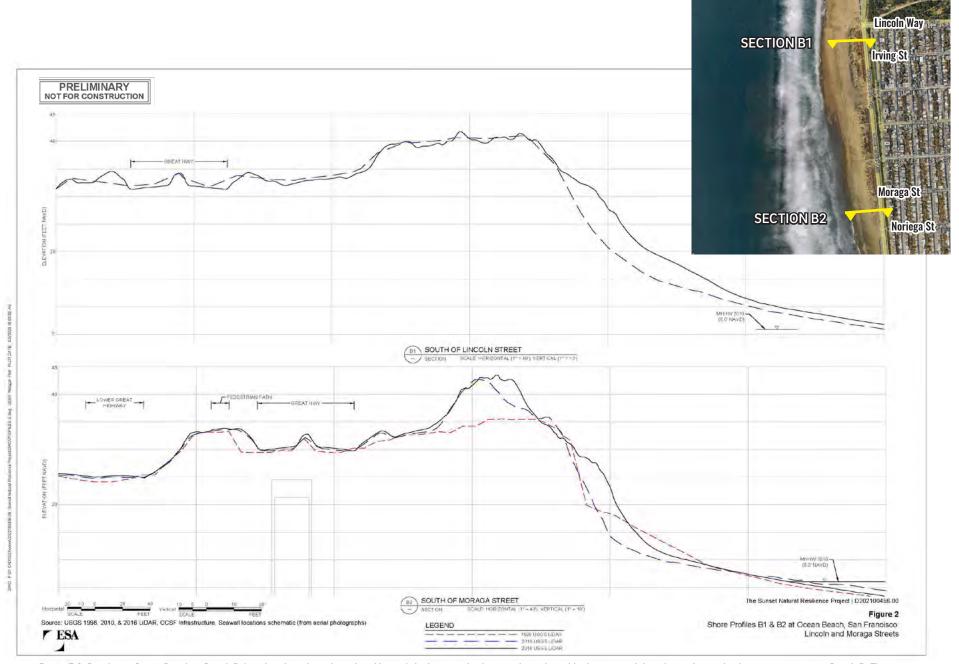


Figure 5.2. Profiles of Ocean Beach in Reach B (south of Lincoln and south of Moraga), looking south, showing the wide and high vegetated dune berm that is the distinctive feature of Reach B. The vertical axes have been exaggerated for enhanced readability.

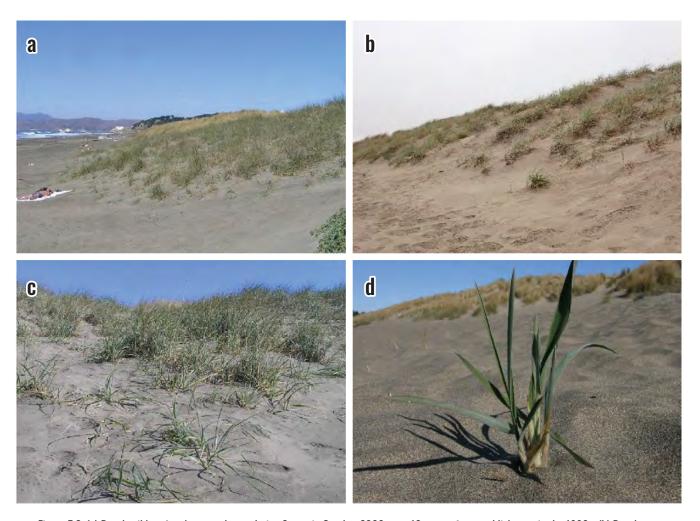


Figure 5.3. (a) Beach wildrye foredune patch near Irving Street in October 2006, over 10 years after establishment in the 1990s. (b) Beach wildrye foredune in July 2022 (matches dimensions and elevations of adjacent marram grass foredunes). (c) Growth habit of beach wildrye widely spaced, spreading shoot clusters. (d) new beach wildrye shoot cluster emerging from a rhizome tip.

Shoreline change

Despite recent accretion in Reach B, it is unlikely this reach will sustain much additional dune growth seaward due to sea-level rise. Wave refraction due to the offshore bathymetry focuses larger waves between the south end of Reach B and Sloat Boulevard, leading to more erosion in this southern area relative to the northern portion of the Reach B.

Current sand management practices

DPW clears sand from the Great Highway and promenade (such as at the Judah Street blowout), under a 1992 Memorandum of Understanding with RPD. A special use permit from NPS allows DPW to place sand removed from the roadway back onto Ocean Beach. RPD manages sand removal in the multi-use trail running north-south between Lower and Upper Great Highway.

Main challenges

We have identified two challenges in Reach B that conceptual designs for dune management can address:

- 1. Pedestrian trampling of vegetation initiates blowouts; large unvegetated mobile dunes encroach onto Great Highway.
- 2. Limited space exists for the further development of embryonic foredunes.

WESTERN SNOWY PLOVER

The western snowy plover has been a federally listed threatened species since 1993. Western snowy plovers are found at Ocean Beach for about ten months of the year (July to May), where they forage to build up energy reserves for mating season. They are typically found in small depressions in the sand just above the high tide line. They do use sparsely vegetated foredunes but generally avoid tall or dense vegetation that can provide cover for predators. Marram grass has a taller and denser form than beach wildrye, which is low and creeping; therefore, removal of marram grass and expansion of beach wildrye is unlikely to be detrimental to plover. GGNRA has designated a Plover Protection Zone from Stairwell 21 (crosswalk from the Beach Chalet soccer fields at Golden Gate Park) south to Sloat Boulevard. In this zone, dogs must be on leash from July to May, though surveys have shown that most dog walkers do not comply with this rule (National Park Service, 2023., 2008, 2020).



Western snowy plover. Photo by USFWS Pacific Southwest, courtesy Creative Commons.

REACH C - NORIEGA STREET TO SANTIAGO STREET

Existing conditions

The beach in Reach C is moderate to narrow in width (Figure 5.4), and beach width decreases moving south. Beach widths are narrow, about 200-300 feet in summer and about 70-100 feet during the winter. The Noriega Seawall, also called the "New" Seawall, was constructed along this reach from 1988 to 1993. The backshore varies in width and has irregular features, including cusps and rip embayments, and has a high frequency of shell/pebble lag and heavy mineral lag, which reduce wind-blown sand accretion and increase winter storm wave impact. There is minimal vegetation to prevent the mobilization of sand. Sand blowing across the beach accumulates against the seawall, forming a ramp that allows sand to blow over the wall and onto the promenade and roadway. When the backshore beach is wide, western snowy plovers establish high tide roost habitats in this reach.

Clearing sand from the promenade on the Noriega Seawall, July 28, 2022. Photo by Ellen Plane, SFEI. Exhibit 5 Recommendations for Dune Management at North Ocean Beach A-2-SNF-24-0009 Page 108 of 398

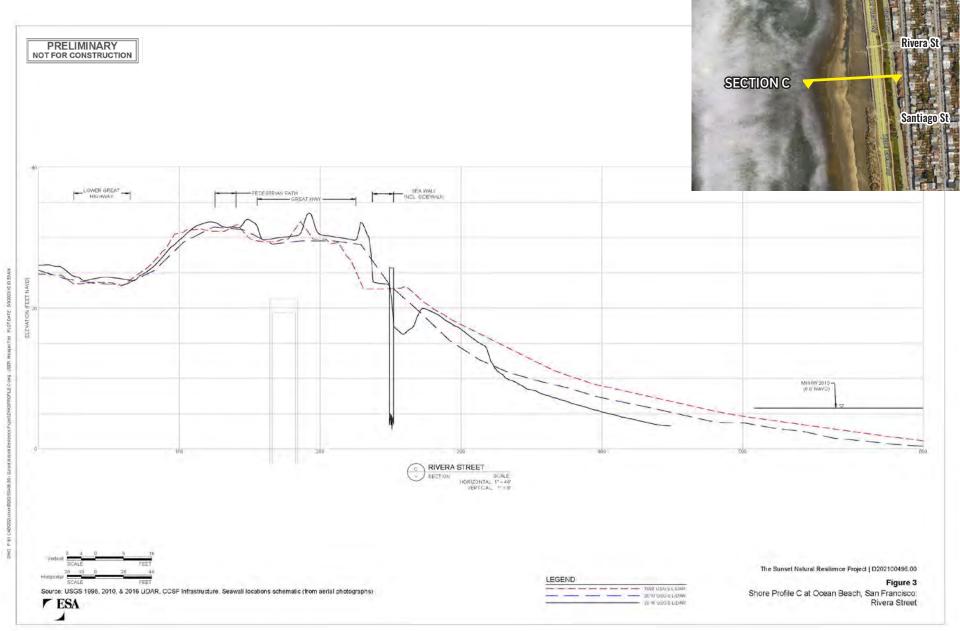


Figure 5.4. Profile of Ocean Beach in Reach C (south of Rivera Street), looking south, showing the lack of foredune and narrower backshore beach than in reaches A and B. The vertical axis has been exaggerated for enhanced readability.

Shoreline change

The average trend in beach width along this reach from 1992-2021 was neutral, with no net accretion nor erosion of the beach. Wave refraction due to the offshore bathymetry results in larger waves roughly from Noriega Street to Sloat Boulevard. Wave focusing causes the high tide shoreline in this area to have a recessed (concave) planform, leading to amplified erosion and the formation of rip embayments during high wave events. During storms, wave runup has reached the seawall; for example, during the storm on January 5, 2023. The artificially wide and unvegetated backshore beach, maintained by sand management as described below, allows for a high rate of wind-blown sand transport from the northwest to the southeast.



Current sand management practices

DPW clears sand from the Great Highway and promenade under a 1992 Memorandum of Understanding (MOU) with RPD and places it back on the beach under a special use permit from NPS. DPW also annually clears a 10-30 foot wide excavation zone west of the Noriega seawall to prevent sand from piling up along the seawall and blowing up and over onto the promenade and Great Highway. Excavated sand is placed in a 10-15 foot wide bench with a sloping seaward edge (Figure 5.5). Annual grading in Reach C unintentionally prevents the establishment of vegetated embryo foredunes that would naturally form seaward of the Noriega Seawall, hindering the ability of the beach and dunes to function as a natural and self-sustaining system.

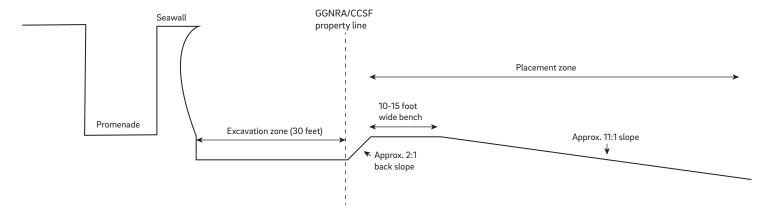


Figure 5.5: Typical Excavation and Placement Diagram in front of the Noriega seawall, as illustrated in NPS Permit # GOGA PLAN_2017_PEPC_66865, Exhibit B.

On a site visit in July 2022, large volumes of non-beach sand were observed by project team members on the beach south of Noriega Street, within the NPS jurisdiction. In conversation with agency staff from NPS and the City and County of San Francisco participating in the Sunset Natural Resilience Project, the origin of the material was not clear.

Main challenges

We have identified four challenges in Reach C that conceptual designs for dune management can address:

- 1. Sand is transported onto the promenade and Great Highway as dune ramps form against the seawall and wind blows sand into suspension.
- 2. There is a narrow zone where embryonic foredunes can form.
- 3. Annual maintenance activities prevent vegetation establishment and dune formation.
- 4. Severe wave events cause erosion and will become more frequent with sea-level rise.

REACH D - SANTIAGO STREET TO SLOAT BOULEVARD

Existing conditions

Reach D is a narrow erosional shore with a high sand berm (Figure 5.6). The majority of this reach has a narrow beach, only 33-80 feet wide, and minimal foredunes, with the foreshore running up to the toe of the berm. Similar to Reach C, there is variable backshore width, with cusps and rip embayments, and heavy mineral lag soils are common. Erosion due to informal trails also occurs in this reach, particularly at Taraval and Vicente Streets, where sand drifts onto the Great Highway. A short section of seawall, called the Taraval Seawall, was constructed in 1941 and runs from Santiago to Taraval Street. The linear sand berm "dunes" constructed in the 1980s-90s have mostly eroded due to foredune trampling and wave runup, leaving a compacted earth berm covered by a wind-blown sand ramp. Trampling and a period of low sand supply have recently reduced marram grass and increased iceplant dominance in this reach, leading to less resilience to erosion events and reduced ability to trap and intercept onshore-blown sand. This has resulted in increased dune encroachment onto the Great Highway during windstorms.

Shoreline change

Reach D is progressively eroding, with the high tide shoreline receding 100 feet from 1992-2021 and the dune toe eroding an average of 66 feet over the same period. In many places and years there is scarp erosion at the toe of the berm. The sand placed in this reach during the 1980s-1990s was mostly eroded by 2016, leaving behind compacted earth and rubble.





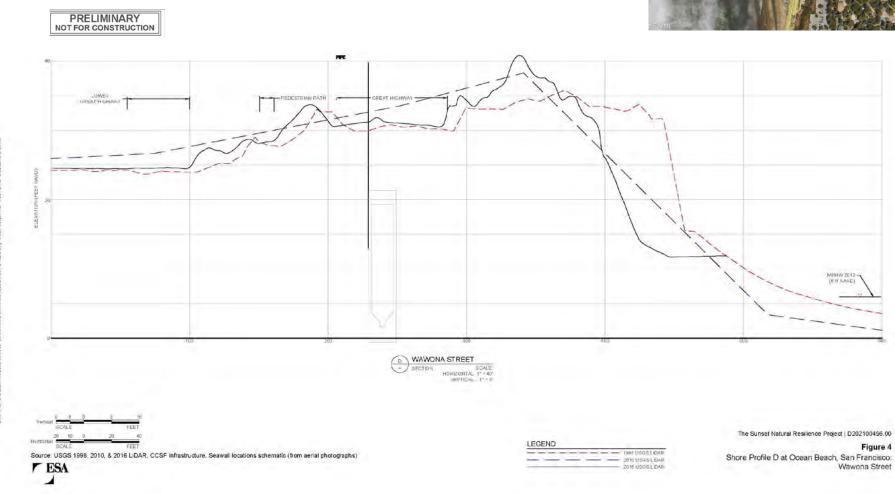


Figure 5.6. Profile of Ocean Beach in Reach D (Wawona St), looking south, showing the foreshore running up to the toe of the high sand berm. The vertical axis has been exaggerated for enhanced readability.

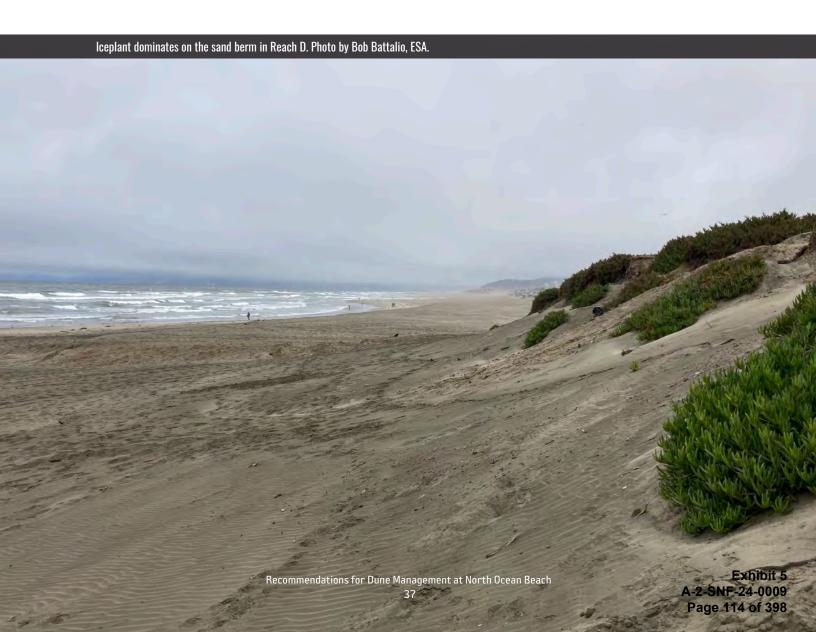
Current sand management practices

DPW clears sand from the Great Highway and promenade under a 1992 Memorandum of Understanding with RPD and places it back on the beach under a special use permit from NPS. RPD manages sand removal from the multi-use trail between Lower and Upper Great Highway.

Main challenges

We have identified four challenges in Reach D that conceptual designs for dune management can address:

- 1) The narrow beach and berm are eroding progressively over time, and erosion is likely to continue or accelerate with sea-level rise.
- 2) There is limited space for embryo foredunes.
- 3) Blowouts and sand movement onto the Great Highway occurs due to limited vegetation cover. Iceplant is dominant in Reach D and ineffective at spreading and trapping sand.
- 4) Rubble and compacted earth fill are exposed at the base of dunes in winter.



6. Management goals & objectives

Based on the existing conditions and current challenges described in the preceding sections and conversations with key agency partners, we have identified the following management goals (in no particular order):

- · Minimize sand deposition on the promenade and Great Highway,
- · Create and enhance native dune habitat to benefit wildlife,
- Facilitate public access to the beach for recreation and guide dune access to designated areas to reduce trampling,
- · Reduce maintenance costs and effort, and
- Increase resilience to sea-level rise, storm surge, and coastal erosion.

To achieve these goals, we propose the following objectives:

- Create additional vegetated dunes seaward of the seawalls to trap wind-blown sand by allowing natural accretion of embryonic foredunes, constructing dunes, or a combination of strategies.
- Protect existing and planned dune vegetation from pedestrian trampling; create defined access points for recreational access to the beach.
- Increase collaboration between agencies (including across jurisdicitional boundaries) and with residents and beach-goers to enhance stewardship of the beach and dunes.

Subsequent sections describe possible management strategies and conceptual designs to achieve these goals and objectives.



7. Management strategies

Many of the problems related to sand at Ocean Beach are the result of current management practices and could be addressed by allowing dynamic natural beach and dune processes to progress. First, public education and outreach efforts are needed to ensure there is good understanding among residents and beach-goers about the challenges at Ocean Beach and the value of a nature-based adaptation solution like dune revegetation. Dune-adapted vegetation must be established early in the process; plants can trap sand, build up dunes, reduce blowing sand, provide habitat benefits for wildlife, and slow wave erosion. Beach wildrye propagation is a critical path item, and enhancement cannot progress without it. Plantings will need two years to propagate, and one year to establish after out-planting, so starting propagation efforts soon is a key first step. There may be an opportunity to establish propagation beds at a nearby site (for example, the backdune area near Irving Street in Reach B) where beach wildrye could be grown and transplanted to Ocean Beach. Unlike a traditional nursery, the beach wildrye would not be grown in pots, but grown in the ground, with propagules periodically removed and transported to planting locations.

While beach wildrye propagation progresses, the current sand backpass can be modified to reduce the impacts of excavation and increase erosion mitigation benefits. One key change will be shifting future sand removal and placement activities to prevent disturbance in the backshore area where dunes can form. Sand for the backpass can be borrowed from areas exposed to periodic wave runup (but above the high tide line), where sand is coarser and hence more resistant to wind transport. This coarser sand would be better for placement at South Ocean Beach. Sand removed from the Great Highway and promenade can be placed on the beach (foreshore) instead of on the backshore to allow dunes to develop naturally without causing unintended blowing sand impacts. This will allow backshore areas to remain undisturbed so vegetation can establish and thrive. Leaving wrack on the beach can also speed up the process of dune formation. Multi-agency coordination will be needed to achieve these changes to the backpass operation, including action by NPS and SFPUC.



Exhibit 5

People are integral to the plan's success. A cultural shift is needed to prevent trampling of dune vegetation by people accessing and recreating at the beach, and volunteers can help with revegetation efforts. Early outreach to residents and beach users is key, as are educational signs to explain the changes at the beach. Many other dune revegetation efforts have employed an educational strategy to encourage users to stay on trail. Local advocacy groups may participate in this effort, and a campaign could be developed to encourage dune stewardship. Sinuous pathways connecting the Great Highway to Ocean Beach and reducing wind-blown sand can be developed using coarse sand and symbolic fencing. Symbolic fencing (usually post and rope or post and cable) does not physically prevent entry, but serves as a visible designation encouraging people to stay out of developing dune areas. Reducing trampling at the top of dunes will allow resilient natural processes like slump-block revegetation to progress. Beach fires, dog walking, and other visitor activities should be accounted for during the outreach and implementation of new management strategies. Public engagement is essential, as changes will impact the visual character and usage of the beach.

These dune revegetation strategies will help achieve the goals outlined in the previous section, including reducing blowing sand and maintenance costs, creating native dune habitat, and increasing resilience to coastal erosion. Pairing dune revegetation with management of pedestrian paths and access points will help revegetation efforts succeed while continuing to allow recreational access to the beach. These strategies will require coordination between federal, state, and city partners. Coordination and identification of funding sources are key next steps.

WILDLIFE SUPPORT

Generally, introducing native plants in urban settings benefits local wildlife, and revegetated foredune areas with reduced occupancy by people and dogs would likely attract and support more wildlife. For example, restoration efforts, combined with restricted recreational use of the dunes at Fort Funston, led to an increase in the diversity of native birds, mammals, reptiles, and amphibians. The dunes may also provide temporary refuge. During winter storms, shorebirds may temporarily take high tide refuge in the sparsely vegetated valleys of the foredune edge. Coyotes may also use vegetated foredunes as cover or corridors. Nevertheless, it is important to be aware of potential complications. Given the plentiful food resources on the beach, the revegetated foredunes could also host nest predators like ravens and gulls. Additionally, urban-adapted mammals such as raccoons, rats, and mice could take advantage of the less disturbed foredunes, possibly dispersing from Golden Gate Park and Sunset.









Above: backshore runnels at Ocean Beach (future borrow area for coarser sand). Photos by Peter Baye and Ellen Plane. Below: post and cable "symbolic" fencing and trail signage at Pillar Point, Half Moon Bay. Photos by Ellen Plane.

8. Conceptual designs

REACH A - NORTH OF LINCOLN WAY

At Reach A, sand backpass excavation is moved shoreward into the runup zone, a new vegetated foredune is allowed to form in line with the current Reach B vegetated berm, a sheltered recreational area is preserved behind the new foredune, and pedestrian access paths are created to prevent vegetation trampling (Figure 8.1). Initially, embryo foredunes in Reach A would likely be less than three feet high and 20-30 feet wide. Initial dune accretion rates would likely be very uneven, up to 4-8 inches per year in the first one to two years after planting, with widely spaced vegetation patches. Annual maximum vertical dune sand accretion rates under fully established dominant beach wildrye stands would probably not significantly exceed one foot per year. Eventually, lateral spread of efficient sand-trapping beach wildrye vegetation may reach 5-6.5 feet per year. For a more detailed drawing of the conceptual design for Reach A, see Appendix D. Further consultation with agency staff including NPS Law Enforcement and Maintenance staff is needed to refine design concepts.

Excavation troughs for sand backpass

Sand for the backpass to South Ocean Beach is currently excavated close to the O'Shaughnessy Seawall where the sand is fine and mobile. Excavating closer to the ocean in the runup zone would provide natural coarser beach sand less prone to wind transport and promote dune formation in the backshore (Figure 8.2). The coarser sand will perform better at the South Ocean Beach placement area because it is less mobile than the finer sands placed there now, meaning that wind-blown transport will be reduced and wave-driven transport will be slowed. Regulatory requirements may be less burdensome for excavation locations above the high tide line, and it is possible to excavate above the high tide line in areas that are still within the wave runup zone where coarse sediment deposits. An additional benefit of excavating just above the high tide line is that excavation troughs may also trap onshore blown sand and reduce local wind fetch. This could reduce the amount of windblown sand migrating across the beach toward the Great Highway. The excavation troughs would emulate natural backshore runnels: elongated pools that form on the beach during particularly high tides. The existing beach access point at Lincoln Way could be used for equipment access to the beach.

New vegetated foredune zone

A new foredune zone is established seaward of the O'Shaughnessy seawall in line with the existing foredune ridge at Reach B (Lincoln Way to Noriega Street) (approximately 150-225' west of the seawall) (Figure 8.3). After public education and outreach efforts, planting and establishing vegetation is the first step; once vegetation is established, then sand will begin to accrete and form the foredune. Beach wildrye can serve as pioneer vegetation, along with additional native San Francisco broadleaf foredune species like beach-bur (Ambrosia chamissonis), yellow sand-verbena (Abronia latifolia), and silvery beach pea (Lathyrus littoralis). These forbs naturally establish embryo foredunes in the beach backshore, starting at the winter wrack line. Winter is the natural time for seedling establishment due to the high moisture in the wet season (see Chapter 9 for more planting information). Once established, the new foredunes will intercept and accrete sand, reducing blown sand and extreme storm wave runup.



Figure 8.1. Concept design summary for Reach A. Elements can be adjusted based on management and recreational priorities; for instance, spacing of excavation troughs is flexible, and the density of pedestrian access paths can be shifted to accommodate more designated dunecrossing trails in areas with higher foot traffic or fewer trails in areas with lower foot traffic.



Figure 8.2 The backpass excavation is moved shoreward from the current location just seaward of the seawall (excavation pits visible in aerial photo) to the runup zone above the high tide line.



Figure 8.3. Diagram of natural sand transport processes along Ocean Beach. Regular beach grading north of Lincoln interrupts these processes and limits the natural development of embryo foredunes.

Pedestrian access

Without careful management of pedestrian access, vegetation trampling will inhibit foredune formation. To reduce trampling, new pedestrian corridors are established perpendicular to the dominant northwest wind direction to prevent blowouts. Coarse sand mined from San Francisco Bay, which is less mobile, would be placed on the paths. While all stairwells would remain open to access the beach area behind the dunes, the number of shore access points through the dunes could be consolidated, for example with one dune-crossing path for approximately every three stairwells. Symbolic fencing and brush matting can be used to prevent dune crossing and trampling outside the designated paths. Brush matting is a temporary material that degrades in place. Brush can be sourced from Golden Gate Park trimmings (e.g. from eucalyptus, acacia, Monterey cypress) that would otherwise be chipped. There is potential that brush matting could be piled as fuel for beach fires, which could pose a management challenge if used near fire pits. Educational signs can be included in high pedestrian traffic areas to explain the purpose of the new pathways and brush matting and encourage beach-goers to be good stewards of the dune revegetation project. Signs could be placed at the parking lot, along the dune revegetation zone, and at both ends of the dunecrossing trails. Where trampling occurs, maintenance will be required to replace brush matting and prevent further damage.

Log placement

Imported "driftwood" can be used as a sand trap to aid foredune development. Driftwood deposits naturally support development of embryo foredunes by allowing shadow dunes to form downwind in their lee. Local treefall (e.g., eucalyptus, Monterey cypress) could emulate the role of driftwood on the beach. When buried with sand, they are unlikely to pose a predation risk to western snowy

plovers, since they would not be high enough above the beach surface to serve as elevated perches for ravens and other predators. Logs can be approximately 1-2 feet in diameter and 15-20 feet in length, with log stakes used to prevent rolling but allowing release during extreme waves or tides. Driftwood logs are a common feature on state beaches with similar public recreational uses ranging from Waddell Beach (Santa Cruz County) to San Gregorio Beach (San Mateo County), and from Mendocino north. Logs can be placed roughly parallel to the shoreline to protect the dune toe. On each path's western entry/exit point, the logs can be placed roughly parallel to the path to prevent fan-shaped informal trails from forming and help prevent northwest winds from blowing sand onto the paths. These logs would be too large to be used as firewood. For detailed drawings regarding log placement, see Appendix D.

Wind-sheltered recreational zone

Behind the new foredune zone, there will be space (over 100 feet in width) on the beach in Reach A for recreational use (Figure 8.4). The bare area behind the dunes will be sheltered from the wind and compatible with recreational uses like volleyball and beach fires. Maintenance of this area is likely similar to existing requirements at Reach A.

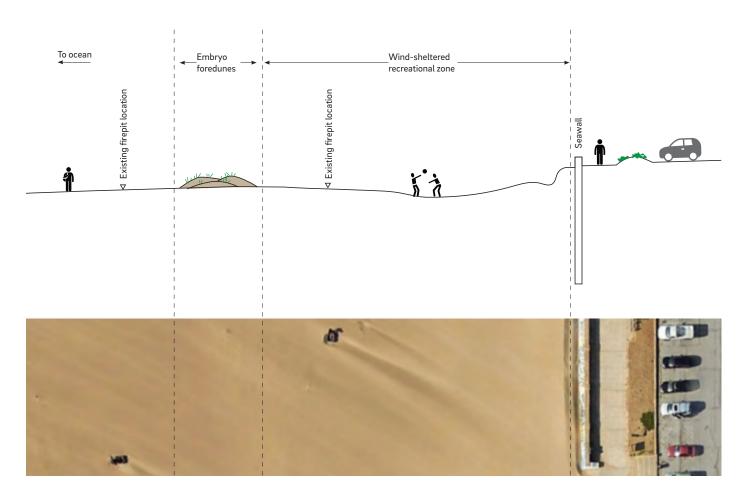


Figure 8.4. The embryo foredune zone would be approximately in line with the existing locations of the fire pits in Reach A, with the wind-sheltered recreational landward.

Timing and implementation

Cultivation of beach wildrye to plant in the new foredune zone is a critical path item; propagation takes two years and another year to establish once planted. Beach wildrye establishes from dormant winter vegetative fragments of shoots with buds. It may be possible to harvest some beach wildrye from Reach B and/or to explore the possibility of applying local California traditional ecological knowledge about sedge harvesting beds to grow self-replenishing supplies of beach wildrye in the backdune area near Irving Street in Reach B or at Golden Gate Park. On-site wildrye propagation beds would be extremely useful for expediting implementation. An on-site growing location must be in the maritime sand and fog zone where beach wildrye thrives. Planting of transplants collected from nearby donor areas must be timed in late fall or early winter to coincide with rains (when soil is already wet). More details on planting are provided in Chapter 9. Each section of the reach that is planted can help provide propagules to plant in other sections or reaches.

Iceplant flats in the backdune area near Irving Street are a potential location to develop on-site beach wildrye propagation beds. Photo by Bob Battalio, ESA.



REACH B - LINCOLN WAY TO NORIEGA STREET

At Reach B, rehabilitation efforts can convert the current degenerated dunes into a vibrant native dune ecosystem (Figure 8.5). Iceplant and marram grass are removed, blowouts regraded, and native vegetation established. Intentional management of pedestrian access and crossings enhance the recreational experience while preventing vegetation trampling and blowing sand impacts. For a more detailed drawing, including a cross-section and a detailed plant palette, see Appendix D.

Foredune rehabilitation (active deposition zone)

To maintain resilience to wave erosion and reduce wind erosion, foredune rehabilitation is needed in Reach B. Beach wildrye and associated broadleaf species (beach-bur, yellow sand-verbena, and silvery beach pea, if approved by NPS), can be planted among brush matting.

Managing trampling damage to vegetation is important throughout this reach, particularly in the higher erosion area south of Lawton Street (see "pedestrian access" section for details). If vegetation is successfully established, it can be resilient to repeated wave erosion events and recolonize through slump-block revegetation after a scarp forms.

Backdune rehabilitation (stabilized zone)

Invasive iceplant and marram grass can be removed by scraping and placing vegetation in pits capped with sand. Pits should be at least 3 feet deep to prevent regrowth. Sand in the backdunes can then be regraded to cover old exposed fill material, smooth out blowouts, and cover unvegetated dune hummocks. The backdune would be graded to create a gentle backslope up to the dune crest, typical of a natural, vegetated foredune. Brush matting can be placed on top of the sand for temporary stabilization and to reduce trampling. This process should be completed during the fall in time for the wet season planting of beach wildrye and associated broadleaf pioneer species. Following planting, it is important to reduce trampling to allow vegetation establishment. When wind-driven blowouts occur, they can be stabilized with brush matting and revegetated. The grading and planting process will occur during a season when snowy plover use the beach; however, the plovers are typically are found on the beach and so the backdune efforts are unlikely to impact them.

Once planted, the backdune area at Reach B near Irving Street could serve as a source population of beach wildrye, allowing propagation for use in planting other reaches. See Chapter 9 (implementation considerations) for more information about this pilot project idea.

Once vegetation is established, additional co-dominant dune species like dune sage (*Ambrosia chamissonis*), clonal grasses like Douglas's dune bluegrass (*Poa douglasii*), and other species can be planted in low-accretion areas of the backdune to provide additional habitat and stabilization benefits. See Appendix A for appropriate plant species.

Dune scrub buffer

To reduce the development of new informal trails and encourage beach access at designated points, a band of thick dune scrub can be planted as a buffer zone between the dunes and the Great Highway. The dune scrub buffer would also create a backstop for the blowing sand. This scrub zone

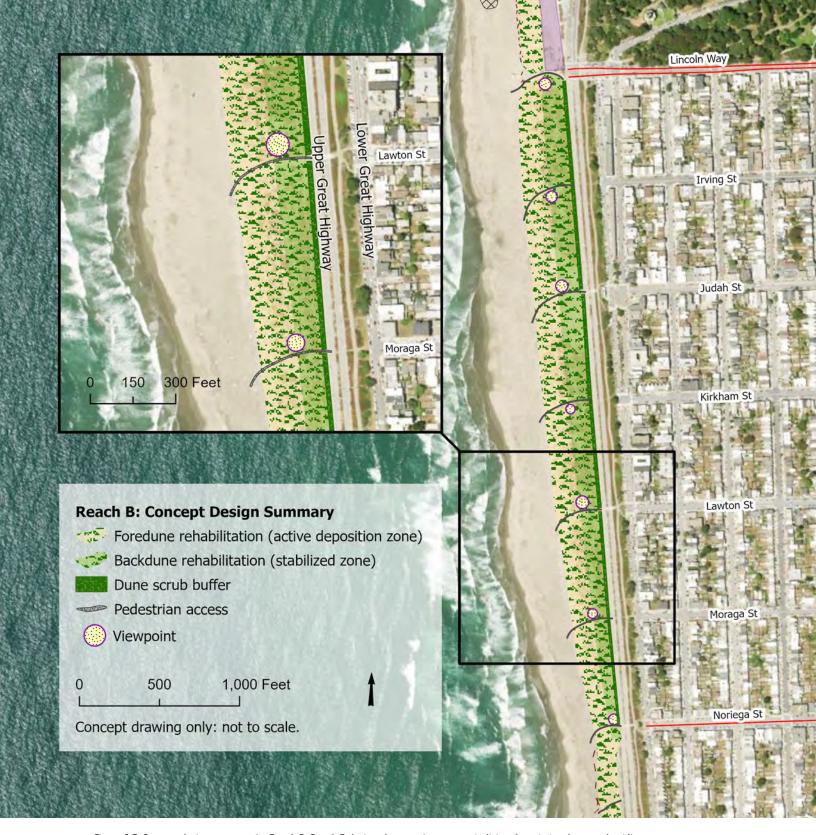


Figure 8.5. Concept design summary for Reach B. Reach B design elements focus on revitalizing the existing dunes and guiding pedestrian access to designated locations to reduce trampling.



can be 10-15 feet wide and include shrubs like silvery Chamisso lupine (*Lupinus chamissonis*), yellow bush lupine (*Lupinus arboreus*), and mock-heather (*Ericameria ericoides*), and annual forbs like wild heliotrope (*Phacelia distans*) (see the cross-section in Appendix D). Chamisso lupine is fast-growing and spreading and will establish a thick, soft scrub. After establishment, the dune scrub buffer would be self-sustaining. Watering is not required and management of the dune scrub buffer would be limited to occasional non-native species removal.

Pedestrian access

As in Reach A, entrance points are consolidated, coarse sand is placed on paths to prevent wind erosion, and paths are oriented perpendicular to the dominant northwest wind. Symbolic fencing, brush matting, and educational signs encourage beach-goers to stay on the designated paths.

Viewpoints

Pedestrians tend to seek out topographic high points in the dunes to get a good view of the beach, scope out surfing locations, or take photos. Designated viewpoints can be established at high points to encourage users to visit specific locations rather than trampling vegetation off-trail to seek out new ones. Coarse sand can be placed at these viewpoints, along with symbolic fencing and signage to designate them as appropriate scenic viewing locations.

Timing and implementation

As in Reach A, propagation of beach wildrye is the critical path item. Timing is important in this reach, with marram grass and iceplant removal in fall followed by planting in winter. Multiple phases over multiple years may be needed, with small pilot sites undertaken in the first years and expanding over time to cover the full reach. Another early action that can be undertaken is placing brush matting and educational signage south of Lawton Street, where erosion rates are higher. This section can also be prioritized for early planting.

REACH C - NORIEGA STREET TO SANTIAGO STREET

In Reach C, major vegetative stabilization work is needed, similar to the Judah St crossing in Reach B. A new foredune ramp can be established seaward of the seawall and vegetatively stabilized with native species, if trampling is prevented by concentrating dune-crossings onto designated paths (Figure 8.6). Reducing active sand management activities in this reach can allow natural processes (accretion by dune vegetation) to perform erosion control instead of mechanical removal and placement. See Appendix D for a more detailed drawing.

New foredune zone

The trough immediately seaward of the seawall can be filled with sand and graded to create a gentle slope up to the seawall. This ramp must then be planted with the key dune species identified for other reaches: beach wildrye and others (see Appendix D). It is essential to allow vegetation to establish and create foredunes without disturbance from grading equipment or pedestrian trampling. The seaward side of the new foredune will trap sand and accrete, then erode in episodic storm events. The landward foredune zone provides a source of post-storm recovery vegetation. After a major storm erosion event, rhizomes will re-spread and accrete sand again. The educational signs in Reach C could explain this dynamic process to explain why the dunes may look different at different times of year. In the meantime, brush matting can be placed after an erosion event to mitigate any blown sand.

Pedestrian access

As in Reaches A and B, entrance points are consolidated, coarse sand is placed on paths to prevent wind erosion, and paths are oriented perpendicular to the dominant northwest wind. Symbolic fencing, brush matting, and educational signs are used to encourage beach-goers to stay on designated paths. Logs can be placed parallel to paths at the beach side outlets to reduce fan-shaped informal trails and sand blowing into the path.

Log placement

As in Reach A, imported "driftwood" logs (e.g., eucalyptus, Monterey cypress treefall from Golden Gate Park and other locations) can be placed in the winter wrack zone to stabilize the dune toe and allow the formation of shadow dunes in the lee of the logs. See Reach A description regarding log dimensions and placement. This action will require multi-agency cooperation, with action by RPD and NPS.

Sand placement option

If a location is needed for sand placement in the near term (for example, after removal from the Great Highway or promenade), the rip embayment in Reach C could be a logical location. Rather than placing fine sand in the backshore where it will disturb revegetation efforts and likely blow back into the road, it can be placed below (or within a short distance above) the high tide line in the swash zone where waves can redistribute it. This is a more dynamic and less error-prone strategy than the present placement locations closer to the highway



Figure 8.6. Concept design summary for Reach C, focusing on vegetative stabilization in a new foredune zone.

Timing and implementation

Revegetation can progress from north to south from the existing beach wildrye population in the vegetated dunes in Reach B. As in the other reaches, propagation of beach wildrye two years ahead of time and planting during the winter are the key timing considerations.

Sand migrating onto the Great Highway at Noriega St, looking south across Reach C. Photo by Ellen Plane, SFEI.

REACH D - SANTIAGO STREET TO SLOAT BOULEVARD

A variety of management strategies are possible at Reach D (Figure 8.7). First, sand can be graded into a ramp and a cap over the iceplant-dominated perched dunes and scarp that exist today. After grading, the dunes can be vegetated with beach wildrye and other native species and stabilized at the toe with imported "driftwood." Once vegetation is established, backshore sand placement can help nourish the dunes and protect the road and infrastructure from wave overtopping.

Vegetated foredune ramp / berm cap

The current iceplant hummocks over the old Great Highway and 1984 berm do not trap sand efficiently. Iceplant can be replaced with more suitable and efficient native sand-trapping vegetation. Iceplant should be removed by scraping, then buried in pits (see Reach B description for more detail). Sand can be graded to form an undulating cap over the existing berm, with a gentle slope at the toe of the berm. Then this cap and ramp can be vegetated with beach wildrye and associated pioneer foredune species. As in other reaches, grading should take place in the fall, along with placement of brush matting for temporary erosion control. Then, planting occurs in the winter rainy season. Vegetation establishment is the key first step at Reach D and must occur before sand backpass placement to maximize trapping and accretion.

Dune scrub buffer

As in the other non-seawall reach (Reach B), a 10-15 foot wide buffer zone of dune scrub (e.g., lupine, mock-heather, and others) is planted along Great Highway to encourage access at designated paths and help prevent blowing sand from reaching the road. These dune-adapted plants grow well in sandy soils. Brush matting can be placed during establishment to prevent trampling impacts before the plants grow to form a more substantial barrier.

Pedestrian access

As in Reaches A, B, and C, entrance points are consolidated, coarse sand is placed on paths to prevent wind erosion, and paths are oriented perpendicular to the dominant northwest wind. Symbolic fencing, brush matting, and educational signs are used to encourage beach-goers to stay on the designated paths. Logs can be placed parallel to paths at the beach-side outlets to reduce fanshaped informal trails and sand blowing into the path.

Log placement

Large wood can be left in place on the beach (if non-creosote) and more fallen wood brought in as artificial "driftwood" to form small log complexes and protect the dune toe as an interim measure while the beach wildrye propagule stock is built up. See Reach A description regarding dimensions and placement for imported logs.

Sand placement

After successful establishment of vegetation, placement of backpassed sand can be extended northward from South Ocean Beach up to Wawona Street. The material mined from the new foreshore location (see Reach A description) will be coarser sand more suitable for dune formation



Figure 8.7. Concept design summary for Reach D. Once vegetation is established, backshore sand placement can help nourish the dunes.

and less prone to blowing. However, this Reach D placement zone could also be appropriate for placement of any blown sand removed from the Great Highway and promenade.

Using the nourishment plan in the Ocean Beach Master Plan as a guide, sand can be placed as a flat-top berm, extending approximately 50 feet out into the surf zone from the beach crest and approximately 50 feet seaward from the dune face. This sand placement is expected to occur less frequently than the existing sand backpass but entail a larger volume of sand, essentially rebuilding and resetting the shore. Sand would migrate out somewhat farther into the surf zone due to wave action. The sand placed here will be trapped by the newly vegetated dunes and help protect the road and infrastructure from erosion.

Windblown sand salvaged from the Great Highway can be accommodated with additional measures to mitigate wind blown transport. Access for sand placement can be via the Sloat-Great Highway intersection. An agreement between the City and County of San Francisco and NPS will be required to accommodate the placement of wind blown sand on the beach at Reach D.

Timing and implementation

Sequencing is key at Reach D. As in other reaches, it is essential to start propagation of beach wildrye and other dune plants as soon as possible. Next, logs can be placed as a temporary stabilization measure. Once beach wildrye is available in sufficient quantities to stabilize graded sand areas, iceplant scraping, sand grading, and planting can commence in fall, ahead of rains. Finally, once vegetation is established, backpassed sand from Reach A can be placed in the backshore. Timing of this sand placement will need to be coordinated with other sand placement activities at South Ocean Beach.



9. Implementation Considerations

A general sequence of events, as described in the preceding chapters, is:

- 1. vegetation propagation
- 2. invasive removal and grading
- 3. planting and vegetation establishment
- 4. sand nourishment (at Reach D).

The actual timing of implementation in the various reaches will depend on management decisions by the various managing agencies. The following section provides a possible implementation timeline.

YEAR 1

» COORDINATION

- Create updated inter-agency coordination strategy. Identify key roles and responsibilities for each agency to execute the plan.
- · Solicit feedback from key user groups to refine management strategies.
- Start coordinated public outreach and education effort to get the word out about dune revegetation efforts.
- Work with local stewardship groups to onboard volunteers for planting and education efforts.

» MANAGEMENT

- Create updated permits/practices for backpass mining location in Reach A. Change backpass mining location to runup zone (if applicable in Year 1) and halt backshore grading.
- Place any sand cleared from roads in rip embayment in Reach C or in other foreshore areas where it can be remobilized by waves, especially in Reach D where dune erosion is severe. Continue in future years.
- Allow natural wrack (untreated wood, kelp) to remain on the beach. Continue in future years.

» REVEGETATION (PILOT PROJECT)

- Fall: Place sand cleared from Reach B over iceplant flats near Irving St (3 ft deep) to smother iceplant and create sand platform for beach wildrye bed.
- Winter: Transplant from adjacent native foredune beach wildrye stands to create self-regenerating beach wildrye propagation bed in the backdune area at Reach B near Irving St (see Propagation and Planting box).
- Any season: Place brush matting preventatively in trampling hotspots (e.g. at Judah and Lawton) before windstorms and dune blowout activity occur.

YEAR 2

» COORDINATION

- Assess and improve inter-agency coordination and adaptive management strategy.
- Expand education and outreach efforts.

» MANAGEMENT

• Reach A: Change backpass mining location to runup zone (if applicable in Year 2). Continue in future years.

» REVEGETATION (PILOT EXPANSION)

- Winter: Expand beach wildrye propagation beds in Reach B.
- Any season: Place brush matting in trampling hotspots (Reaches B and D).
- Any season: Develop paths, symbolic fencing, and viewpoints (Reach B).
- Any season: Import "driftwood" logs (Reaches A, C, and/or D).

YEAR 3

» COORDINATION

 Assess and improve inter-agency coordination and adaptive management strategy.

» REVEGETATION (EXPANDED IMPLEMENTATION)

- Fall: Remove invasive plants and grade sand in Reaches B and D.
- Winter: Plant in Reaches A, B, and D (note that embryo foredune planting, as suggested for Reach A, could occur earlier than Year 3; advance propagation of beach wildrye is not required as only low transplant densities are needed to initiate foredune development).
- Any season: Place brush matting in trampling hotspots (Reaches A, B, and D).
- Any season: Develop paths, symbolic fencing, and viewpoints (Reaches A, B, and D).
- Any season: Import "driftwood" logs (Reaches A, C, and/or D).

YEAR 4

» COORDINATION

 Assess and improve inter-agency coordination and adaptive management strategy.

» REVEGETATION (EXPANDED IMPLEMENTATION)

- Fall: Regrade sand in Reach C.
- Winter: Plant in Reach C (harvest from propagation beds as well as Reaches A and B).

YEAR 5

» COORDINATION

Assess and improve inter-agency coordination and adaptive management strategy

» MANAGEMENT

• Place backpass sand as a flat-top berm in Reach D to widen the beach and dunes.

» REVEGETATION (EXPANDED IMPLEMENTATION)

· Winter: Plant additional native vegetation in all reaches.

Changes to the current management regime may increase the pace and effectiveness of implementation. Key to implementation is agreement and coordination between the managing agencies, with regular engagement and surveys to assess which parts of the collaboration are working and which need improvement. One idea is to create a new coordination position for Ocean Beach to coordinate between the multiple overlapping agency jurisdictions and seek cooperatively funded and implemented projects. Working together on regular audits of the management and coordination strategy can help determine next steps.

PROPAGATION AND PLANTING

Planting a source bed of beach wildrye, plus light thinning of existing stands, would support the expansion of vegetative stabilization projects at Ocean Beach. Existing stands at Reach B are large and could be thinned 1-2% with negligible impact, and thinning could be compensated by light applications of fertilizer. During the winter, beach wildrye tillers (shoots growing from the base of a grass plant) and rhizomes (underground stems running horizontally) can be divided and harvested from a source bed, then transplanted. Transplanting must occur during winter when soils are already wet. Drought would preclude transplant, as survivorship would be inhibited by drought conditions.

Transplants should be buried in the sand about 10 centimeters. Setting each transplant over an organic matter patch with added nitrogen would accelerate establishment. Where outplanted for continuous stabilization plantings, 2-3 foot centers is a reasonable density. Outplantings for embryo foredune development in Reach A can be much more sparse. After transplant, brush matting should be placed for temporary surface stabilization.



Little additional management is needed beyond occasional invasive species management. Marram and iceplant are the main weeds that would require management in newly planted beach wildrye areas. Iceplant is easily weeded at its seedling-juvenile first year stage, and marram spreads slowly (it has not displaced beach wildrye at Irving in thirty years).

This report recommends including broadleaf species in addition to beach wildrye in the vegetative stabilization areas. The quantity of founder plants for the broadleaf species is flexible. Even if plantings are limited in number and spaced widely, they will spread clonally from founder plants. Broadleaf species could be grown by coastal nurseries for planting at Ocean Beach. Spacing would depend on availability of stock.

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EXHIBIT B

Western Shoreline Area Plan

INTRODUCTION

The conservation of the California coast has always been of interest and concern to San Francisco. From the early years of the city's history, the coastal beach and cliff areas have been an important recreational and natural resource to the people of San Francisco and the Bay Area. There has always been an intense interest among the city's citizens in maintaining the area for the use and enjoyment of the public. This position was underscored by the enthusiastic participation of the City in establishing the Golden Gate National Recreation Area and the overwhelming voter support for Proposition 20 in 1972 which led to the passage of the Coastal Act of 1976. Pursuant to that act San Francisco prepared a Local Coastal Program adopted by the City Planning Commission, and the Board of Supervisors, and certified by the California Coastal Commission on April 26, 1984.

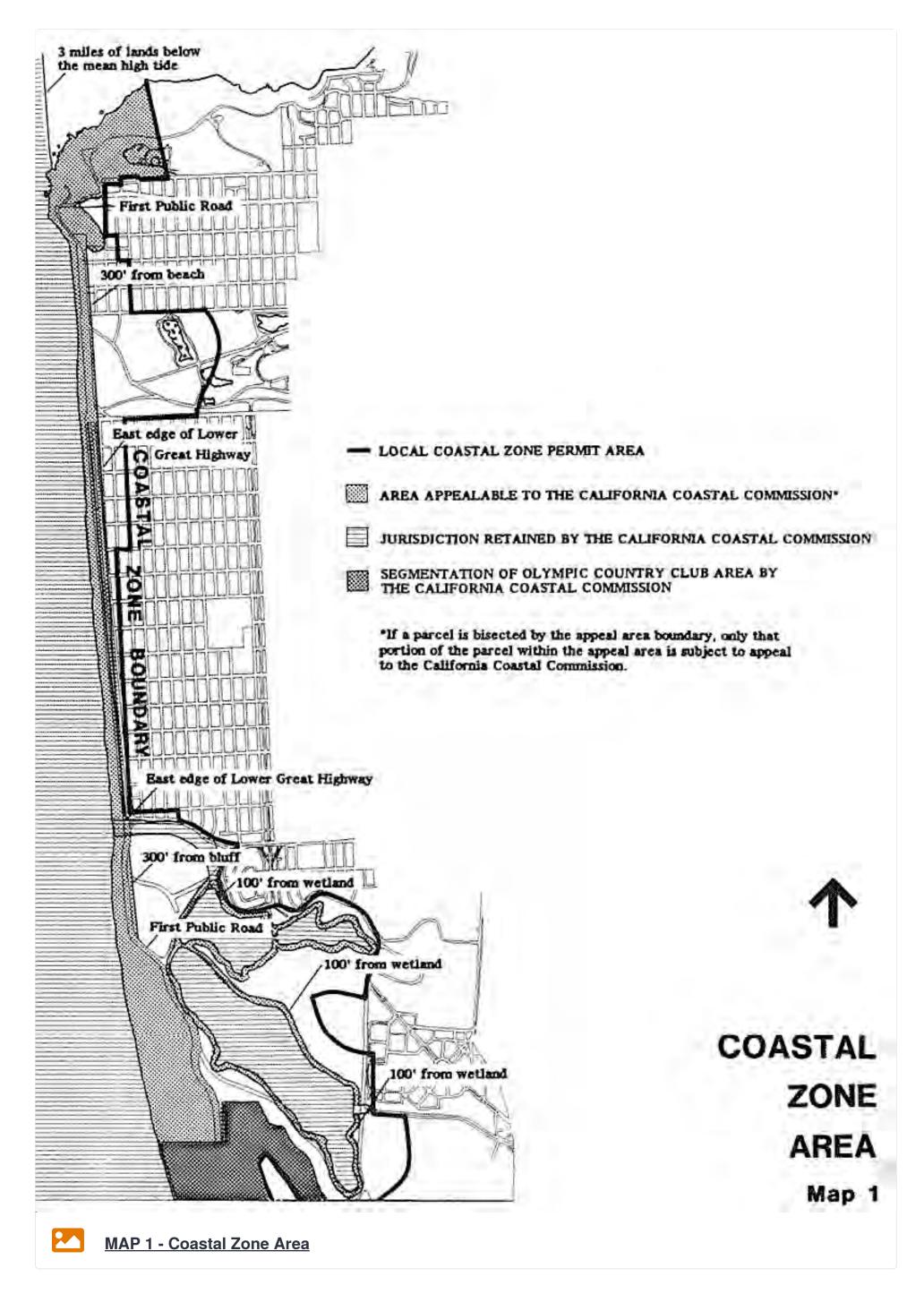
The City Planning Commission is responsible for adopting and maintaining a comprehensive long-term general plan for future development of the City and County of San Francisco known as the Master Plan. The Plan is divided into a number of functional elements, including Urban Design, Residence, Recreation and Open Space, Commerce and Industry, Environmental Protection, Transportation, and a number of subarea plans, including the Civic Center Plan, Northeastern Waterfront Plan and the Central Waterfront Plan.

The policies of the Local Coastal Program, together with the addition of summary objectives to the various section readings to make it compatible with other area plans, are being incorporated in the City's Master Plan, as an area plan under the title Western Shoreline Plan.

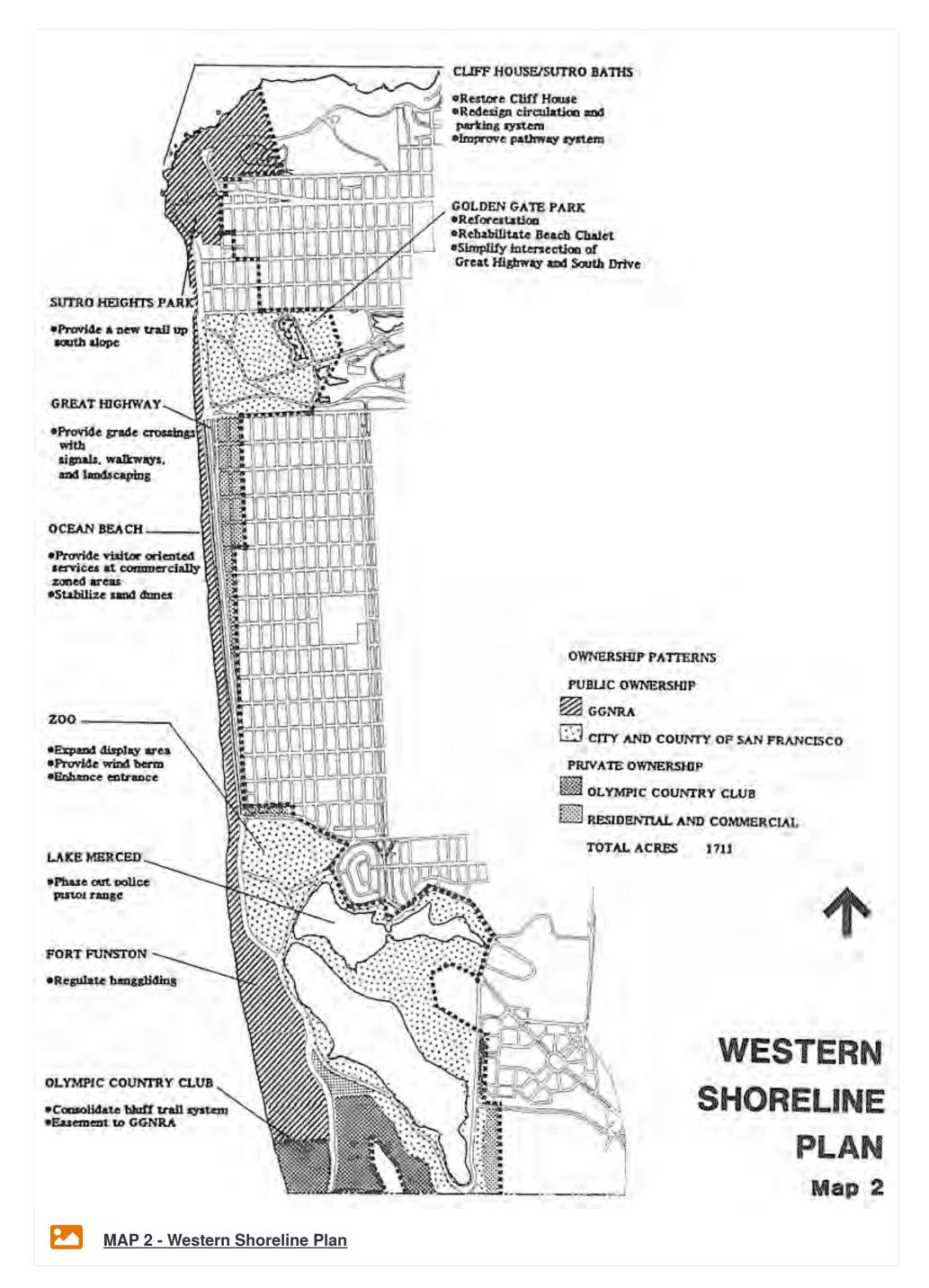
The San Francisco Coastal Zone extends approximately 6 miles along the western shoreline from the Fort Funston cliff area in the south to the Point Lobos recreational area in the north. The south end of the Coastal Zone includes the Lake Merced area, the Zoo, the Olympic Country Club, and the seashore and bluff area of Fort Funston. The Coastal Zone spans the Ocean Beach shoreline and includes Golden Gate Park west of Fortieth Avenue, the Great Highway corridor and the adjacent residential blocks in the Sunset and Richmond districts. The north end of the seashore includes the Cliff House and Sutro Baths area, Sutro Heights Park, and Point Lobos recreational area.

Most of the San Francisco western shoreline is publicly owned. Golden Gate Park, the Zoo, and Lake Merced contain 60% of the 1,771 acres which comprise the Coastal Zone area. Another 25% of the Coastal Zone is within the Golden Gate National Recreation Area (GGNRA). Only 14% of the land is privately owned, and 9% of this land is within the Olympic Country Club area. The remainder 5% is private residential and commercial property which fronts or lies in close proximity to the seashore.

The Coastal Zone is the area shown on Map 1.



The area covered by the Western Shoreline Plan is divided into ten subareas as listed below and shown on Map 2.



- The Great Highway
- Golden Gate Park

- The Zoo
- Lake Merced
- Ocean Beach
- Sutro Heights Park
- Cliff House Sutro Baths
- Fort Funston
- Olympic Country Club
- Richmond and Sunset Residential Neighborhoods

The Plan consists of transportation policies for the entire Coastal Zone and of specific policies relating to the ten subareas.

OBJECTIVES AND POLICIES

Transportation

OBJECTIVE 1

IMPROVE PUBLIC TRANSIT ACCESS TO THE COAST.

POLICY 1.1

Improve crosstown public transit connections to the coastal area, specifically Ocean Beach, the Zoo and the Cliff House.

POLICY 1.2

Provide transit connections amongst the important coastal recreational destinations

POLICY 1.3

Connect local transit routes with regional transit, including BART, Golden Gate Transit, and the Golden Gate National Recreation Transit.

POLICY 1.4

Provide incentives for transit usage.

POLICY 1.5

Consolidate the Municipal Railway turnaround at the former Playland-at-the-Beach site.

POLICY 1.6

Provide transit shelters at the beach for transit patrons.

The Great Highway

OBJECTIVE 2

REDESIGN THE GREAT HIGHWAY TO ENHANCE ITS SCENIC QUALITIES AND RECREATIONAL USE.

POLICY 2.1

Develop the Great Highway right-of-way as a four lane straight highway with recreational trails for bicycle, pedestrian, landscaping, and parking. Emphasize slow pleasure traffic and safe pedestrian access to beach.

POLICY 2.2

Maintain the landscaped recreational corridor adjacent to the development at the former Playland-at-the-Beach site to provide a link between Golden Gate park and Sutro Heights park.

POLICY 2.3

Provide for a continuation of the bicycle trail by an exclusive bicycle lane on public streets between the Great Highway and Point Lobos.

POLICY 2.4

Improve public access to Ocean Beach from Golden Gate Park by providing a landscaped bridge over vehicular underpass, if funds are not available improve public access by providing grade crossings with signals, walkways, lighting and landscaping.

POLICY 2.5

Locate parking for users of Ocean Beach and other coastal recreational areas so that the Great Highway need not be crossed. Provide limited parking east of the highway for park use. Design parking to afford maximum protection to the dune ecosystem.

POLICY 2.6

Provide permanent parking for normal use required by beach users in the Great Highway corridor (taking into account the increased accessibility by transit); provide multiple use areas which could be used for parking at peak times, but could be used for recreational uses when not needed for parking.

POLICY 2.7

improve pedestrian safety by providing clearly marked crossings and installing signalization.

POLICY 2.8

Enhance personal safety by lighting parking areas and pedestrian crossings.

POLICY 2.9

Improve public access to Ocean Beach south of Lincoln Way by providing grade crossing with signals and walkways at every other block.

Golden Gate Park

OBJECTIVE 3

ENHANCE THE RECREATIONAL CONNECTION BETWEEN GOLDEN GATE PARK AND THE BEACH FRONTAGE.

POLICY 3.1

Strengthen the visual and physical connection between the park and beach. Emphasize the naturalistic landscape qualities of the western end of the park for visitor use. When possible eliminate the Richmond-Sunset sewer treatment facilities.

POLICY 3.2

Continue to implement a long-term reforestation program at the western portion of the park.

POLICY 3.3

Develop and periodically revise a Master Plan for Golden Gate Park to include specific policies for the maintenance and improvement of recreational access in the western portion of the park.

POLICY 3.4

Rehabilitate the Beach Chalet for increased visitor use.

The Zoo

OBJECTIVE 4

IMPROVE THE QUALITY OF THE ZOO AND ITS RELATIONSHIP TO THE COASTAL ZONE RECREATIONAL SYSTEM.

POLICY 4.1

Maintain the landscaped park-like atmosphere of the Zoo.

POLICY 4.2

Enhance visitor interest in the Zoo by pursuing a specific Zoo Master Plan for modernization and improvement of Zoo facilities and enhancement of the animal collection.

POLICY 4.3

Allow location of a sewage treatment plant and a pump station to serve the western area of San Francisco on Zoo property. Locate and design the facilities to maximize their joint use by the Zoo.

POLICY 4.4

Expand the existing Zoo area west toward the Great Highway and south toward Skyline Boulevard.

POLICY 4.5

Provide a wind berm along the Great Highway for protection and public viewing of Ocean Beach and the Pacific Ocean.

POLICY 4.6

Enhance the entrance to the Zoo by providing visitor amenities at the northwest corner.

POLICY 4.7

Provide parking near the entrance to the Zoo for those visitors who cannot reasonably use public

transportation.

POLICY 4.8

Provide for the reasonable expansion of the Recreation Center for the Handicapped for recreation purposes. Accommodate that expansion in a way that will not inhibit the development of either the Zoo or the treatment plant.

Lake Merced

OBJECTIVE 5

PRESERVE THE RECREATIONAL AND NATURAL HABITAT OF LAKE MERCED.

POLICY 5.1

Preserve in a safe, attractive and usable condition the recreational facilities, passive activities, playgrounds and vistas of Lake Merced area for the enjoyment of citizens and visitors to the city.

POLICY 5.2

Maintain a recreational pathway around the lake designed for multiple use.

POLICY 5.3

Allow only those activities in Lake Merced area which will not threaten the quality of the water as a standby reservoir for emergency use.

POLICY 5.4

As it becomes obsolete, replace the police pistol range on the southerly side of South Lake with recreational facilities.

Ocean Beach

OBJECTIVE 6

MAINTAIN AND ENHANCE THE RECREATIONAL USE OF SAN FRANCISCO'S OCEAN BEACH SHORELINE.

POLICY 6.1

Continue Ocean Beach as a natural beach area for public recreation.

POLICY 6.2

Improve and stabilize the sand dunes where necessary with natural materials to control erosion.

POLICY 6.3

Keep the natural appearance of the beach and maximize its usefulness by maintaining the beach in a state Exhibit 5

free of litter and debris.

POLICY 6.4

Maintain and improve the physical condition and appearance of the Esplanade between Lincoln Way and the Cliff House.

POLICY 6.5

Enhance the enjoyment of visitors to Ocean Beach by providing convenient visitor-oriented services, including take-out food facilities.

POLICY 6.6

Extend the seawall promenade south to Sloat Boulevard as funds become available.

Sutro Heights Park

OBJECTIVE 7

PRESERVE AND RESTORE SUTRO HEIGHTS PARK.

POLICY 7.1

Continue the use of Sutro Heights Park as a park, preserve its natural features, and retain its quiet neighborhood orientation.

POLICY 7.2

Restore elements of the historic garden and landscaping and include minor interpretive displays and seating areas.

POLICY 7.3

Improve access between Golden Gate Park and Sutro Heights Park by providing a new trail system up the south slope of Sutro Heights Park within the La Playa Street right-of-way for equestrians, pedestrians and joggers.

POLICY 7.4

Protect the natural bluffs below Sutro Heights Park. Keep the hillside undeveloped in order to protect the hilltop landform, and maintain views to and from the park. Acquire the former Playland-at-the-Beach site north of Balboa if funds become available.

Cliff House - Sutro Baths

OBJECTIVE 8

MAINTAIN THE VISITOR ATTRACTIVENESS OF THE CLIFF HOUSE AND SUTRO BATH COMPLEX.

POLICY 8.1

Develop the Cliff House/Sutro Bath area as a nature-oriented shoreline park. Permit limited commercial-recreation uses if public ownership is retained and if development is carefully controlled to preserve the natural characteristics of the site.

POLICY 8.2

Restore the Cliff House to its 1909 appearance or, if financially feasible, to an accurate replica of the original 1890 structure.

POLICY 8.3

Insure hiker safety by providing a clearly marked and well maintained pathway system.

POLICY 8.4

Redesign parking and vehicular circulation in the area to relieve congestion and provide for the safety of pedestrians crossing Point Lobos.

POLICY 8.5

To increase visitor enjoyment, mitigate the noise and air pollution caused by tour buses by relocating bus waiting areas.

Fort Funston

OBJECTIVE 9

CONSERVE THE NATURAL CLIFF ENVIRONMENT ALONG FORT FUNSTON.

POLICY 9.1

Maximize the natural qualities of Fort Funston. Conserve the ecology of entire Fort and develop recreational uses which will have only minimal effect on the natural environment.

POLICY 9.2

Permit hangeliding but regulate it so that it does not significantly conflict with other recreational and more passive uses and does not impact the natural quality of the area.

Olympic Country Club

OBJECTIVE 10

RETAIN THE OPEN SPACE QUALITY OF THE OLYMPIC COUNTRY CLUB AREA.

POLICY 10.1

If the private golf course use is discontinued, acquire the area for public recreation and open space, if

feasible.

POLICY 10.2

Maintain the existing public easement along the beach. Encourage the granting of an additional easement by the Olympic Country Club to the National Park Service for public use and maintenance of the sensitive bluff area west of Skyline Boulevard as part of the Golden Gate National Recreation Area.

POLICY 10.3

Protect the stability of the westerly bluffs by consolidating the informal trails along the bluff area into a formal trail system which would be clearly marked. Coordinate the lateral trail system along the bluff with the San Mateo trail system south of the San Francisco boundary.

Richmond and Sunset Residential Neighborhoods

OBJECTIVE 11

PRESERVE THE SCALE OF RESIDENTIAL AND COMMERCIAL DEVELOPMENT ALONG THE COASTAL ZONE AREA.

POLICY 11.1

Preserve the scale and character of existing residential neighborhoods by setting allowable densities at the density generally prevailing in the area and regulating new development so its appearance is compatible with adjacent buildings.

POLICY 11.2

Develop the former Playland-at-the-Beach site as a moderate density residential apartment development with neighborhood commercial uses to serve the residential community and, to a limited extent, visitors to the Golden Gate National Recreation Area.

POLICY 11.3

Continue the enforcement of citywide housing policies, ordinances and standards regarding the provision of safe and convenient housing to residents of all income levels, especially low- and moderate-income people.

POLICY 11.4

Strive to increase the amount of housing units citywide, especially units for low- and moderate-income people.

POLICY 11.5

Work with federal and state funding agencies to acquire subsidy assistance for private developers for the provision of low- and moderate-income units.

POLICY 11.6

Protect the neighborhood environment of the Richmond and Sunset residential areas from the traffic and visitor impacts from the public using adjacent recreation and open space areas.

Maintain a community business district along Sloat Boulevard within the Coastal Zone to provide goods and services to residents of the outer Sunset and visitors to the Zoo and Ocean Beach.

Coastal Hazards

OBJECTIVE 12

PRESERVE, ENHANCE, AND RESTORE THE OCEAN BEACH SHORELINE WHILE PROTECTING PUBLIC ACCESS, SCENIC QUALITY, NATURAL RESOURCES, CRITICAL PUBLIC INFRASTRUCTURE, AND EXISTING DEVELOPMENT FROM COASTAL HAZARDS.

POLICY 12.1

Adopt Managed Retreat Adaptation Measures Between Sloat Boulevard and Skyline Drive.

Erosion of the bluff and beach south of Sloat Boulevard has resulted in damage to and loss of beach parking and portions of the Great Highway, and threatens existing critical wastewater system infrastructure. Sea level rise will likely exacerbate these hazards in the future. The City shall pursue adaptation measures to preserve, enhance, and restore public access, scenic quality, and natural resources along Ocean Beach south of Sloat Boulevard and to protect existing wastewater and stormwater infrastructure from impacts due to shoreline erosion and sea level rise. Federal projects in the Coastal Zone are not subject to city-issued coastal development permits. Local Coastal Program policies regarding adaptation within Golden Gate National Recreation Area simply provide guidance to both the National Park Service and California Coastal Commission, which review federal projects under the Coastal Zone Management Act. All non-federal development on federal lands is subject to coastal development permit review by the California Coastal Commission.

Implementation Measures:

- (a) As the shoreline retreats due to erosion and sea level rise, incrementally remove shoreline protection devices, rubble that has fallen onto the beach, roadway surfaces, and concrete barriers south of Sloat Boulevard.
- (b) Relocate public beach parking and public restrooms to areas that will not be affected by shoreline erosion or sea level rise for their expected lifespan given current sea level rise projections and mapping. The relocated facilities should not require the construction of shoreline protection devices and should be relocated if they are threatened by coastal hazards in the future.
- (c) Close the Great Highway between Sloat and Skyline boulevards and make circulation and safety improvements along Sloat and Skyline boulevards to better accommodate bicyclists, pedestrians, and vehicles.
- (d) Import sand to restore the beach and construct dunes. Stabilize dunes with vegetation, beach grass straw punch, brushwood fencing, or other non-structural methods.
- (e) Extend the coastal trail to Fort Funston and Lake Merced by constructing a multi-use public access pathway along the shoreline from Sloat Boulevard to Skyline Boulevard.
- (f) Permit shoreline protection devices if necessary to protect coastal water quality and public health by preventing damage to existing wastewater and stormwater infrastructure due to shoreline erosion only when less environmentally damaging alternatives are determined to be infeasible.
- (g) Maintain service vehicle access necessary for the continued operation and maintenance of existing wastewater and stormwater infrastructure systems.

Develop and Implement Sea Level Rise Adaptation Plans for the Western Shoreline.

Sea level rise and erosion threaten San Francisco's coastal resources and their impacts will worsen over time. San Francisco shall use the best available science to support the development of adaptation measures to protect our coastal resources in response to sea level rise and coastal hazards.

Implementation Measures:

- (a) Conduct detailed sea level rise vulnerability assessments and develop adaptation plans to minimize risks to life, property, essential public services, public access and recreation, and scenic and natural resources from shoreline erosion, coastal flooding and sea level rise for the Western Shoreline Area.
- (b) The vulnerability assessments shall be based on sea level rise protections for likely and worst-case mid-century and end-of-century sea level rise in combination with a 100-year storm event, and shall include one or more scenarios that do not rely on existing shoreline protection devices.
- (c) Adaptation measures shall be designed to minimize impacts on shoreline sand supply, scenic and natural resources, public recreation, and coastal access.
- (d) The adaptation plans shall consider a range of alternatives, including protection, elevation, flood proofing, relocation or partial relocation, and reconfiguration.
- (e) Adaptation measures that preserve, enhance, or restore the sandy beach, dunes, and natural and scenic resources such as beach nourishment, dune restoration, and managed retreat shall be preferred over new or expanded shoreline protection devices.
- (f) The adaptation plans shall consider the recommendations contained in the SPUR Ocean Beach Master Plan.
- (g) Create and maintain sea level rise hazard maps to designate areas within the coastal zone that would be exposed to an increased risk of flooding due to sea level rise. The maps shall include likely and worst case mid-century and end-of-century sea level rise projections in combination with a 100-year storm event. The maps shall include a scenario that does not include existing shoreline protection devices. The maps shall be updated when new information warranting significant adjustments to sea level rise projections becomes available.

POLICY 12.3

Develop and Implement a Beach Nourishment Program to Sustain Ocean Beach.

Shoreline erosion has substantially narrowed the sandy beach south of Sloat Boulevard. Sea level rise will likely exacerbate the loss of sandy beach south of Sloat Boulevard and may extend this effect to the north towards the Cliff House. The City shall pursue the development and implementation of a long-term beach nourishment program to maintain a sandy beach along the western shoreline to preserve Ocean Beach as a public recreational resource for future generations and to protect existing public infrastructure and development from coastal hazards.

Implementation Measure:

Work with the U.S. Army Corps of Engineers to develop and implement a beach nourishment program involving the placement of sand dredged from the San Francisco bar navigation channel offshore of the Golden Gate onto Ocean Beach. Other sources of suitable sand for beach nourishment may also be identified and permitted. Sand shall not be removed from stable dunes.

POLICY 12.4

Develop the Shoreline in a Responsible Manner.

Sea level rise and erosion impacts will worsen over time and could put private and public development in the Western Shoreline Area at risk of flooding. Given these future impacts, development in the Coastal Zone should be sited to avoid coastal hazard areas when feasible. If avoidance is infeasible, development shall be designed to minimize impacts to public safety and property from current or future flooding and erosion without reliance on current or future shoreline

protection features.

New development and substantial improvements to existing development located in areas exposed to an increased risk of flooding or erosion due to sea level rise shall be designed and constructed to minimize risks to life and property.

New development and substantial improvements to existing development shall ensure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area.

New development and substantial improvements to existing development shall not require the construction of shoreline protective devices that would substantially alter natural landforms along bluffs and cliffs. If new development becomes imminently threatened in the future, it shall rely on alternative adaptation measures up to and including eventual removal.

Public recreational access facilities (e.g., public parks, restroom facilities, parking, bicycle facilities, trails, and paths), public infrastructure (e.g., public roads, sidewalks. and public utilities), and coastal-dependent development shall be sited and designed in such a way as to limit potential impacts to coastal resources over the structure's lifetime. As appropriate, such development may be allowed within the immediate shoreline area only if it meets all of the following criteria:

- 1. The development is required to serve public recreational access and/or public trust needs and cannot be feasibly sited in an alternative area that avoids current and future hazards.
- 2. The development will not require a new or expanded shoreline protective device and the development shall be sited and designed to be easy to relocated and/or removed, without significant damage to shoreline and/or bluff areas, when it can no longer serve its intended purpose due to coastal hazards.
- 3. The development shall only be allowed when it will not cause, expand, or accelerate instability of a bluff.

POLICY 12.5

Limit Shoreline Protection Devices

Shoreline protection devices such as rock revetments and seawalls can negatively impact coastal resources by disrupting sand transport and fixing the shoreline in a specific location, leading to the eventual narrowing and ultimate loss of sandy beaches. Such structures are expensive to construct and maintain, may be incompatible with recreational uses and the scenic qualities of the shoreline, and may physically displace or destroy environmentally sensitive habitat areas associated with bluffs, dunes, beaches, and intertidal areas. Because of these impacts, shoreline protection devices shall be avoided and only implemented where less environmentally damaging alternatives are not feasible.

Shoreline protection devices such as rock revetments and seawalls shall be permitted only where necessary to protect existing critical infrastructure and existing development from a substantial risk of loss or major damage due to erosion and only where less environmentally damaging alternatives such as beach nourishment, dune restoration and managed retreat are determined to be infeasible. New or expanded shoreline protection devices should not be permitted solely to protect parking, restrooms, or pedestrian or bicycle facilities.

POLICY 12.6

Minimize Impacts of Shoreline Protection Devices.

Shoreline protection devices may be necessary to protect existing critical infrastructure or development. These shoreline protection devices shall be designed to minimize their impacts on coastal resources while providing adequate protection for existing critical infrastructure and existing development.

All shoreline protection devices shall be designed and constructed to avoid, minimize, and mitigate impacts on shoreline sand supply, environmentally sensitive habitat areas, scenic quality, public recreation, and coastal access.

Shoreline protection devices shall be designed to blend visually with the natural shoreline, provide for public recreational access, and include proportional mitigation for unavoidable coastal resource and environmentally sensitive habitat impacts.

Coastal permit applications for reconstruction, expansion, or replacement of existing shoreline protection devices shall include a re-assessment of the need for the device, the need for any repair or maintenance of the device, any additional required mitigation for unavoidable impacts to coastal resources and the potential for removal or relocation based on

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changed conditions. Coastal permits issued for shoreline protection devices shall authorize their use only for the life of the structures they were designed to protect.

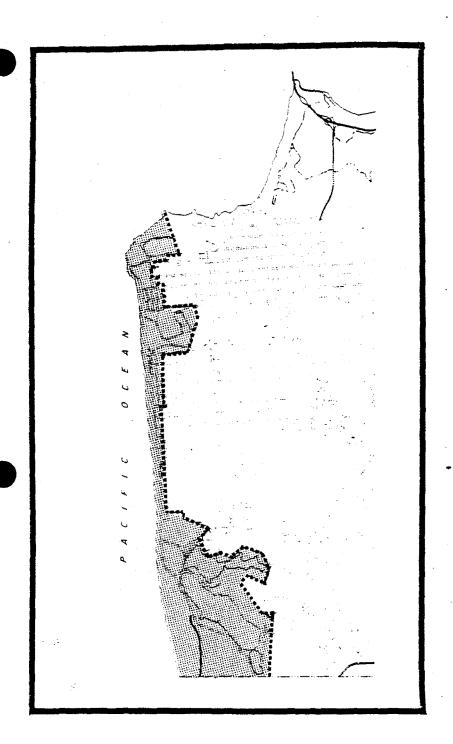
Amendment by Board of Supervisors <u>Ordinance 0009-18</u> Adopted 01/23/2018. Amendment by Board of Supervisors <u>Ordinance 0009-18</u> adopted on 5/10/2018.

San Francisco Planning Department sfplanning.org

Questions or comments on the General Plan? Please email us at pic@sfgov.org.



EXHIBIT C



COASTAL ZONE PERMIT REVIEW PROCEDURES

SAN FRANCISCO CITY PLANNING CODE

CERTIFIED AS LEGALLY ADEQUATE
BY THE CALIFORNIA COASTAL
COMMISSION ON 3/14/86
(A Portion of the Zoning
Ordinance)

SAN FRANCISCO CITY PLANNING CODE

COASTAL ZONE PERMIT PROCEDURES

Sec.	330. 330.1 330.2	Purpose and Coastal Zone Permit Area. Projects Requiring Coastal Zone Permit Review. Definitions.
	330.3	Projects Exempt from Coastal Zone Permit Review.
	330.4	Projects Subject to Coastal Zone Permit Review.
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Jec.	330.7.1	Coastal Commission.
Sec.	330.5	Application for a Coastal Zone Permit.
	330.5.1	Permit Application Review for Consistency with the Local
504.		Coastal Program.
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Sec.	330.7	Public Notice.
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	330.11	Who May Appeal a Coastal Zone Permit.
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	330.13	Effective Date of Approved Projects.
	330.14	Expiration Date and Extensions.
	330.15	Coastal Zone Permit Fees.
Sec.	330.16	Procedural Permit Review Changes.

SEC. 330. PURPOSE AND COASTAL ZONE PERMIT AREA.

- (a) Purpose. The purpose of Section 330 through 330.16 is to implement the process of reviewing projects within the Coastal Zone for consistency with the San Francisco Local Coastal Program as required by the California Coastal Act of 1976 as amended.
- (b) Coastal Zone Permit Area. The following regulations pertain to the San Francisco Coastal Zone Area designated on Section Maps CZ4, CZ5, and CZ13 of the Zoning Map. (Added Ord. 509-85, Approved 11/22/85)

SEC. 330.1. PROJECTS REQUIRING COASTAL ZONE PERMIT REVIEW.

All private projects, except those specifically exempt, shall be required to apply to the San Francisco Department of City Planning for a Coastal Zone Permit for demolition, construction, reconstruction, alterations, change of use, change of occupancy, condominium conversions or any other development on or affecting real property located within the designated boundary of the Coastal Zone.

All public projects, except those specifically exempt, shall be required to apply to the San Francisco Department of City Planning for a Coastal Zone Permit, including any development project or change of use in the coastal zone area of Golden Gate Park, the Zoo, or the Lake Merced area.

A Coastal Zone Permit shall be required in addition to any other permit application which may be required elsewhere by the Planning Code, Building Code, or other Municipal Code.

(Added Ord. 509-85, Approved 11/22/85)

SEC. 330.2. DEFINITIONS.

For the purposes of this Section 330 through 330.16, the following definitions shall apply:

- (a) An "aggrieved person" for the purpose of appeals to the California Coastal Commission shall be any person who appears at a public hearing in connection with a decision or action appealed to the California Coastal Commission, or who by other appropriate means informed in writing the Zoning Administrator, Planning Commission, or Board of Permit Appeals.
- (b) "Emergency" is defined as a sudden unexpected occurrence demanding immediate action to prevent or mitigate loss or damage to life, health, property, or essential public services.

- (b) Enlargement or alteration of any structure other than a single-family residence or a public structure or facility, provided that these improvements do not have an adverse environmental effect, adversely affect public access, or involve a change in use contrary to any policy of the Local Coastal Program.
- (c) Repair or maintenance activities that do not result in an addition to, or enlargement or expansion of a structure or use, provided that it does not fall within the requirement in Sec. 330.4 (e), (h), and (i).
- (d) The replacement of any structure, other than a public structure or facility, destroyed by natural disaster. Such replacement structure shall (1) conform to applicable Building Code, other standards of this Code and zoning requirements, and other applicable Municipal Code, (2) shall be for the same use as the destroyed structure, (3) shall not exceed either the floor area, height, or bulk of the destroyed structure by more than 10 percent, and (4) shall be sited in the same location on the affected property as the destroyed structure.
- (e) The conversion of any existing multiple-unit residential structure to a time-share project, resort club, vacation club, estate, or other short-term use.
- (f) The installation, testing, and placement in service or the replacement of any necessary utility connection between an existing service facility and any development approved pursuant to this Code.
- (g) Recreation and Park tree trimming, reforestation and support services, landscaping improvements, vegetation removal and seasonal planting, replacement planting, maintenance, and other park landscaping and planting improvements, provided that this activity does not involve a change contrary to any policy of the Coastal Program.
- (h) Recreation and Park Department road maintenance, repairs, facilities and street lighting, and road and circulation improvements as proposed in the Golden Gate Park Transportation Management Plan.
- (i) Recreation and Park Department play structures, maintenance, and any other Park and Recreation activity that requires no building permit or is subject to section 330.4 (a) through (h) of this Code.
- (j) Maintenance dredging of existing navigation channels or moving dredged materials from such channels to a disposal area outside the coastal zone, pursuant to a permit from the United States Army Corps of Engineers.

(k) Maintenance, improvements, and any other projects within the United States Federal lands in designated Golden Gate National Recreation Areas.

(Added Ord. 509-85, Approved 11/22/85)

SEC. 330.4. PROJECTS SUBJECT TO COASTAL ZONE PERMIT REVIEW.

A Coastal project as defined in Section 330.2(c).

- (a) Construction of any residential or commercial building, structure, or project as defined in Section 330.2(d).
- (b) Any alteration, enlargement or reconstruction of a structure or building which increases the intensity of use of the structure or building.
- (c) Any alteration, enlargement or reconstruction made pursuant to a conversion of an existing structure from a multiple unit rental use or visitor-serving commercial use to a use involving a fee ownership or long-term leasehold including but not limited to a condominium conversion, stock cooperative conversion, motel/hotel or time-sharing conversion.
- (d) An enlargement or alteration that would result in an increase of 10 percent or more of internal floor area of the existing structure, or increase in height by more than 10 percent of an existing structure on property located between the sea and the first public road paralleling the sea or within 300 feet of the inland extent of any beach or of the mean high tide of the sea where there is no beach, whichever is the greater distance, or in significant scenic resource areas as designated by the California Coastal Commission.
- (e) Any repair or maintenance to facilities, structures or public works located in an environmentally sensitive habitat area, any sand area within 50 feet of the edge of a coastal waters or streams that include the placement or removal, whether temporary or permanent, of rip-rap rocks, sand or other beach materials or any other forms of solid materials.
- (f) Alteration or reconstruction of any structure on a beach, wetland, stream, or lake seaward of the mean high tide line; where the structure or proposed improvement would encroach within 50 feet of the edge of a coastal bluff.
- (g) Any significant alteration of land forms including removal or placement of vegetation, on a beach, wetland or sand dune, or within 100 feet of the edge of a coastal bluff, or stream or in areas of natural vegetation.

- (h) Any method of routine maintenance dredging that involves:
 - 1. The dredging of 100,000 cubic yards or more within a twelve month period.
 - 2. The placement of dredged spoils of any quantity within an environmentally sensitive habitat area, or a sand area, within 50 feet of the edge of a coastal bluff or environmentally sensitive habitat area, or within 20 feet of coastal waters or streams.
 - 3. The removal, sale, or disposal of dredged spoils of any quantity that would be suitable for beach nourishment in an area the California Coastal Commission has declared by resolution to have a critically short sand supply that must be maintained for protection of structures, coastal access or public recreational use.
- (i) Any repair or maintenance of a seawall revetment, bluff retaining wall, breakwater, groin, culvert, outfall, or similar shoreline work that involves:
 - Repair or maintenance involving substantial alteration of the protective work including pilings and other surface or subsurface structures.
 - 2. The placement, whether temporary or permanent, of rip-rap, artificial berms of sand or other beach materials, or any other form of solid materials, on a beach or in coastal waters, streams, wetlands, estuaries and lakes or on a shoreline protective work except for agricultural dikes within enclosed bays or estuaries.
 - 3. The replacement of 20 percent or more of the structural materials of an existing structure with materials of a different kind.

(Added Ord. 509-85, Approved 11/22/85)

SEC. 330.4.1. PROJECTS REQUIRING A COASTAL ZONE PERMIT FROM THE CALIFORNIA COASTAL COMMISSION.

The California Coastal Commission shall retain coastal permit review jurisdiction over all tidelands, submerged lands below the mean high tide, and any other area so designated on Sectional Maps CZ4, CZ5, and CZ13 of the Zoning Map, including the Olympic Country Club, Lake Merced, and the Pacific Ocean shore extending 3 miles out to sea from the mean high tide.

(Added Ord. 509-85, Approved 11/22/85)

SEC. 330.5. APPLICATION FOR A COASTAL ZONE PERMIT.

A Coastal Zone Permit shall be applied for at the Department of City Planning concurrent with other necessary project permit(s).

- (a) An application for a Coastal Zone Permit where a conditional use authorization is required shall be reviewed subject to the procedures for reviewing conditional use applications in Section 303 of the City Planning Code.
- (b) An application for a Coastal Zone Permit where a variance application is required shall be reviewed subject to the procedures for variances in Section 305 of the City Planning Code.
- (c) An application for a Coastal Zone Permit where a building permit authorization is required shall be reviewed subject to the procedures set forth in the Planning Code, Building Code and part III of the Municipal Code.
- (d) City Planning Code amendments and changes to the Zoning Map shall be conducted according to Section 302 of the City Planning Code.
 - Amendments to the Local Coastal Program, include, but are not limited to, any action by the Planning Commission, or Board of Supervisors which authorizes a use of a parcel of land other than that designated in the certified Local Coastal Program as a permitted use of such parcel.
 - 2. Any proposed amendments, set-back proceedings, zoning map changes or interim zoning controls which may alter the Local Coastal Program shall be submitted as a request for an amendment of the Local Coastal Program for review by the California Coastal Commission. No more than three submittals may be made per calendar year. Such amendment shall take effect only after it has been certified by the California Coastal Commission.

(Added Ord. 509-85, Approved 11/22/85)

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SEC. 330.5.1. PERMIT APPLICATION REVIEW FOR CONSISTENCY WITH THE LOCAL COASTAL PROGRAM.

(a) The City Planning Department shall review all Coastal Zone Permit Applications, Building Permit Applications, Conditional Use Applications, Variances, City Planning Code Amendments, and Zoning Map changes within the Coastal Zone for consistency with the requirements and objectives of the San Francisco Local Coastal Program.

(b) The Board of Permit Appeals shall review all appeals of coastal zone permit applications. Any appeals shall be reviewed by the Board of Permit Appeals for consistency with the requirements and objectives of the San Francisco Local Coastal Program.

(Added Ord. 509-85, Approved 11/22/85)

SEC. 330.5.2. FINDINGS.

The Zoning Administrator or the City Planning Commission, or Board of Permit Appeals in reviewing a Coastal Zone Permit Application or an appeal thereof shall adopt factual findings that the project is consistent or not consistent with the Local Coastal Program. A Coastal Zone permit shall be approved only upon findings of fact establishing that the project conforms to the requirements and objectives of the San Francisco Local Coastal Program.

(Added Ord. 509-85, Approved 11/22/85)

SEC. 330.5.3. DETERMINATION OF PERMIT JURISDICTION.

The Zoning Administrator shall determine whether or not a project is exempt or subject to a Coastal Permit Application pursuant to Section 330.2 through 330.4 of the City Planning Code. If the project requires a Coastal Zone Permit . Application, the Zoning Administrator shall determine whether the project may be appealed to the California Coastal Commission, or whether the project can only be appealed locally to the Board of Permit Appeals.

(Added Ord. 509-85, Approved 11/22/85)

SEC. 330.5.4. PLANNING COMMISSION REVIEW OF COASTAL ZONE PERMITS.

The City Planning Commission shall hold a public hearing on any Coastal Zone Permit Application for which the Zoning Administrator has determined from the findings that the project has a significant impact on the Coastal Zone. Any projects which may be appealed to the California Coastal Commission shall be scheduled for review by the Planning Commission. The City Planning Commission may schedule a public hearing on any Coastal Zone Permit Application on its own motion.

(Added Ord. 509-85, Approved 11/22/85)

SEC. 330.6. COASTAL COMMISSION NOTIFICATION.

The Department of City Planning shall notify the California Coastal Commission of each Coastal Zone Permit Application received as follows:

- (a) A written notice to the California Coastal Commission shall be mailed within ten (10) calendar days of filing of a Coastal Zone Permit Application with the Department of City Planning. This notice shall include the application number, address or location, the nature of the project, determination of whether the project is exempt, or appealable to the California Coastal Commission, and schedule for permit review.
- (b) A written notice to the California Coastal Commission shall be mailed within seven (7) calendar days after a final decision has been made by the Zoning Administrator or City Planning Commission. Notice of approval shall include the findings, the action taken by the Zoning Administrator or City Planning Commission, conditions of approval if any, and procedures for appeal.
- (c) The Department of City Planning shall notify in writing the California Coastal Commission of any appeal of a Coastal Zone Permit Application to the Board of Permit Appeals. This notification shall take place within ten (10) calendar days of filing the appeal. A notice of final action on the appeal shall be mailed by the Department of City Planning to the California Coastal Commission within seven (7) calendar days of such action.
- (d) A local decision on a Coastal Zone Permit shall not be deemed complete until (1) the local decision on the application has been made and all required findings have been adopted, including specific factual findings supporting the legal conclusions that the proposed development is or is not consistent with the Local Coastal Program and (2) when all local rights of appeal have been exhausted.

(Added Ord. 509-85, Approved 11/22/85)

SEC. 330.7. PUBLIC NOTICE.

In addition to the notice standards of Section 306 through 306.5 in this Code, and any other notice requirement by the Building Code or any other notice required by the Municipal Code, the Zoning Administrator shall mail notice of a Coastal Zone Permit Application to residents within 100 feet of the subject property, and mail notice to any person or group who specifically requests notice. The notice shall identify the nature of the project, its location within the coastal zone, the time and date of hearing if any, and appeal procedures.

(Added Ord. 509-85, Approved 11/22/85)

SEC. 330.8. EMERGENCY COASTAL ZONE AUTHORIZATION.

In case of an emergency, temporary emergency authorization to proceed may be given by the Director of Planning or his designee until such time as a full Coastal Zone Permit Application shall be filed.

- (a) An applicant may request an Emergency Coastal Zone Authorization by letter to the Director of Planning, in person or by telephone, if time does not allow. The following information shall be included in the request:
 - 1. The nature of the emergency.
 - The cause of the emergency, insofar as this can be established.
 - 3. The location of the emergency.
 - 4. The remedial, protective, or preventive work required to deal with the emergency.
 - 5. The circumstances during the emergency that appeared to justify the cause(s) of action taken, including the probable consequences of failing to take action.
- (b) The Director shall verify the facts, including the existence and the nature of the emergency, insofar as time allows. The Director shall provide public notice of the emergency work, with the extent and type of notice determined on the basis of the nature of emergency. If time does not allow for public notice to be given before the emergency work begins, the Director shall provide public notice of the action taken soon thereafter. The Director may grant emergency authorization upon reasonable terms and conditions, including an expiration date and the necessity for a regular permit application later, if the Director finds that:
 - 1. An emergency exists that requires action more quickly than permitted by the procedures for administrative permits or for regular permits and the work can and will be completed within 30 days unless otherwise specified by the terms of the authorization.
 - 2. Public comment on the proposed emergency action has been reviewed, if time allows.
 - 3. The work proposed would be consistent with the requirements of the Local Coastal Program.

- (c) The Director shall not grant an Emergency Coastal Zone Authorization for any work that falls within an area that the Coastal Commission retains direct permit review authority as designated on Section Maps CZ4, CZ5, and CZ13 of the Zoning Map. In such areas, an applicant may request emergency authorization from the California Coastal Commission.
- (d) The Director shall report, in writing, to the Coastal Commission and to the Planning Commission, at its first scheduled meeting after authorizing the emergency work, the nature of the emergency and the work involved. Copies of this report shall be available at the meeting and shall be mailed to all persons who have requested such notification in writing. The report of the Director shall be informational only; the decision to grant an Emergency Coastal Zone Authorization is at the discretion of the Director of City Planning or his designee.

 (Added Ord. 509-85, Approved 11/22/85)

SEC. 330.9. APPEAL PROCEDURES.

- (a) All Coastal Zone Permits Applications may be appealed to the Board of Permit Appeals as described in Sections 308.2 of this Code. Local appeal of a Coastal Zone Permit is not subject to the aggrieved party provisions in Section 330.2(a) of this Code, but must comply with the appeal review procedures of Section 330.5.1(b) and Section 330.5.2 of this Code.
- (b) Appeal to the California Coastal Commission is available only for approved projects in the appealable area of the Coastal Zone, as designated in Sectional Maps CZ4, CZ5, and CZ13 of the Zoning Map. Disapproved Coastal Zone Permit Applications are not appealable to the California Coastal Commission.
- (c) A Coastal Zone Permit which may be appealed to the California Coastal Commission can be appealed by filing with the California Coastal Commission within 10 working days after the California Coastal Commission receives notice of final action from the Department of City Planning. Appeals to the California Coastal Commission are subject to the aggrieved party provisions in Section 330.2(a).
- (d) An applicant is required to exhaust local appeals before appealing to the California Coastal Commission.
- (e) Major public works and energy facilities within the Coastal Zone may be appealed to the California Coastal Commission whether approved or not by the local government.

 (Added Ord. 509-85, Approved 11/22/85)

SEC. 330.10. APPEALABLE PROJECTS.

The following projects may be appealed to the California Coastal Commission:

- (a) Projects approved between the sea and the first public road paralleling the sea or within 300 feet of the inland extent of any beach or of the mean high tide line of the sea where there is no beach, or as otherwise indicated in Sectional Maps CZ4, CZ5, and CZ13 of the Zoning Map.
- (b) Projects approved and located on tidelands, submerged lands, public trust lands, within 100 feet of any wetland, estuary, stream or within 300 feet of the top of the seaward face of any coastal bluff.
- (c) Any project which constitutes a major public works project or a major energy facility, including the following:
 - All production, storage, transmission, and recovery facilities for water, sewerage, telephone, and other similar utilities owned or operated by any public agency or by any utility subject to the jurisdiction of the Public Utilities Commission, except for energy facilities.
 - 2. All public transportation facilities, including streets, roads, highways, public parking lots and structures, ports, harbors, airports, railroads, and mass transit facilities and stations, bridges, trolley wires, and other related facilities. A railroad whose primary business is the transportation of passengers shall not be considered public works nor a development if at least 90 percent of its routes located within the coastal zone utilize existing rail or highway rights-of-way.
 - 3. All publicly financed recreational facilities, all projects of the State Coastal Conservancy, and any development by a special district.
 - 4. All community college facilities.
 - 5. Major public works or energy facility with an estimated cost of \$100,000 or more.
 - 6. Energy facilities is any public or private processing, producing, generating, storing, transmitting, or recovering facility for electricity, natural gas, petroleum, coal, or other source of energy.

 (Added Ord. 509-85, Approved 11/22/85)

SEC. 330.11. WHO MAY APPEAL A COASTAL ZONE PERMIT TO THE CALIFORNIA COASTAL COMMISSION.

Appeal of a local decision may be filed by: (1) an applicant; (2) any aggrieved person as defined in Section 330.2(a); or (3) any two members of the California Coastal Commission. In the case of appeal by two Coastal Commission members local appeal need not be exhausted.

(Added Ord. 509-85, Approved 11/22/85)

SEC. 330.12. PERMIT APPROVAL BY OPERATION OF LAW.

- (a) If the City Planning Department has failed to act on a Coastal Zone Permit Application within a one year period from the date of which the application has been accepted as complete, the person claiming a right to proceed shall notify in writing the Zoning Administrator of his or her claim that the development has been approved by operation of law. Such notice shall specify the application which is claimed to be approved.
- (b) When an applicant claims that a Coastal Zone Permit Application has been approved by operation of law, a written notice shall be mailed by the Zoning Administrator within seven (7) calendar days of such action to the California Coastal Commission and any person entitled to receive notice that the application has been approved by operation of law. Approval of a Coastal Zone Permit Application by expiration of time limitation may be appealed to the California Coastal Commission.

 (Added Ord. 509-85, Approved 11/22/85)

SEC. 330.13. EFFECTIVE DATE OF APPROVED PROJECTS.

- (a) A final decision on an application for an appealable project shall become effective after a ten (10) working day appeal period to the California Coastal Commission has expired, unless either of the following occur: (1) a valid appeal is filed in accordance with City and State regulations, or (2) local government requirements are not met per section 330.6(b). When either of the above occur, the California Coastal Commission shall, within five (5) calendar days of receiving notice of that circumstance, notify the local government and the applicant that the local government action has been suspended. The applicant shall cease construction immediately if that occurs.
- (b) Coastal Zone Permits for projects not appealable to the California Coastal Commission shall become effective only after other required planning or building permit applications have been issued.

(Added Ord. 509-85, Approved 11/22/85)

SEC. 330.14. EXPIRATION DATE AND EXTENSIONS.

A Coastal Zone Permit shall expire one year from the date of issuance unless otherwise explicitly modified by approval conditions for the project. The Zoning Administrator may extend a Coastal Zone Permit prior to its expiration for up to 12 months from its original date of expiration. Coastal Zone Permit extensions may be granted upon findings that the project continues to be in conformance with the Local Coastal Program.

(Added Ord. 509-85, Approved 11/22/85)

SEC. 330.15. COASTAL ZONE PERMIT FEES.

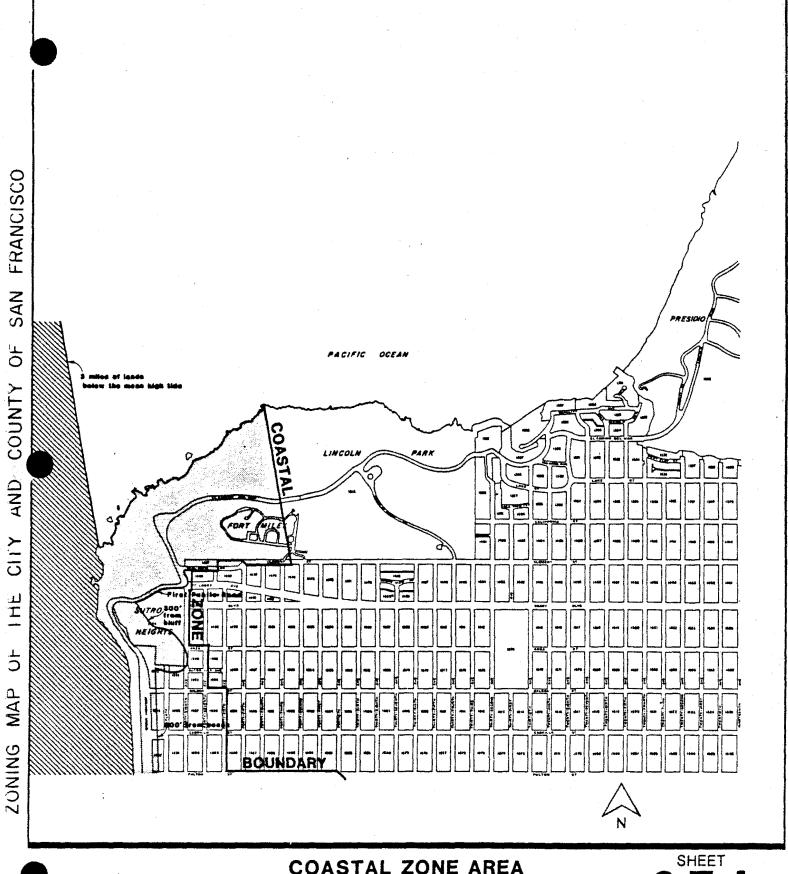
Before accepting any Coastal Zone Permit Application for filing, the Department of City Planning shall charge and collect a fee as set forth in Section 351(d) for processing a Coastal Zone Permit Application. No fees shall be established for appealing any Coastal Zone Permit.

(Added Ord. 509-85, Approved 11/22/85)

SEC. 330.16. PROCEDURAL PERMIT REVIEW CHANGES.

Any proposed changes in the Coastal Zone Permit procedures specified in Sections 330 through 330.16, or any subsequent action by the Board of Supervisors, Planning Commission or Zoning Administrator pertaining to the permit review process of Coastal Zone Permits shall be submitted to the California Coastal Commission for its review prior to final approval. The California Coastal Commission shall take action on any such amendments within a reasonable time period after the submittal of any such proposals.

(Added Ord. 509-85, Approved 11/22/85)



COASTAL ZONE AREA

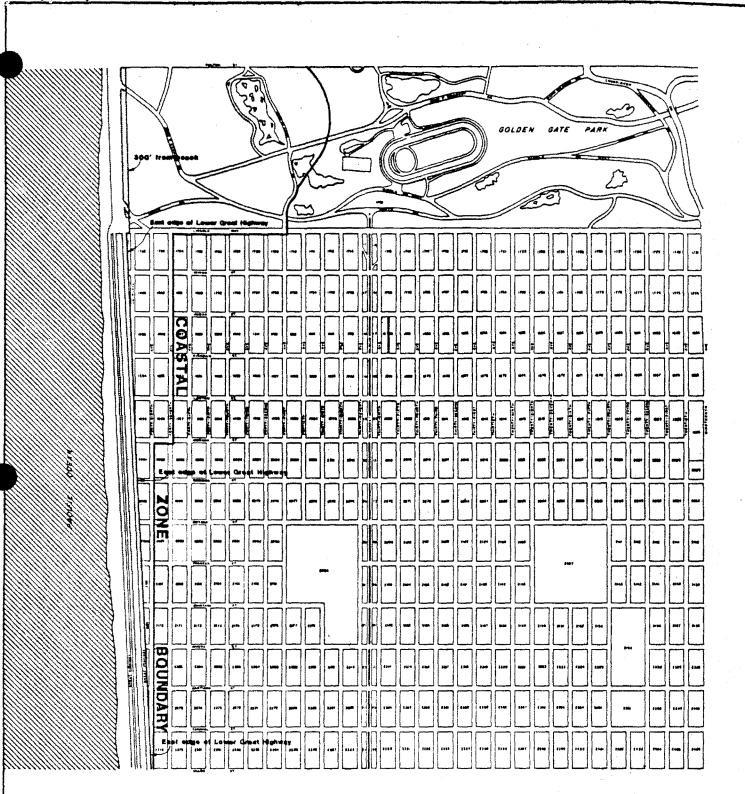
Local Coastal Zone Permit Area

Area appealable to the California Coastal Commission®

Jurisdiction retained by the California Coastal Commission

San Francisco Municipal Code Part II, Chapter II, Section 330 through 330.16, 1985

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COASTAL ZONE AREA

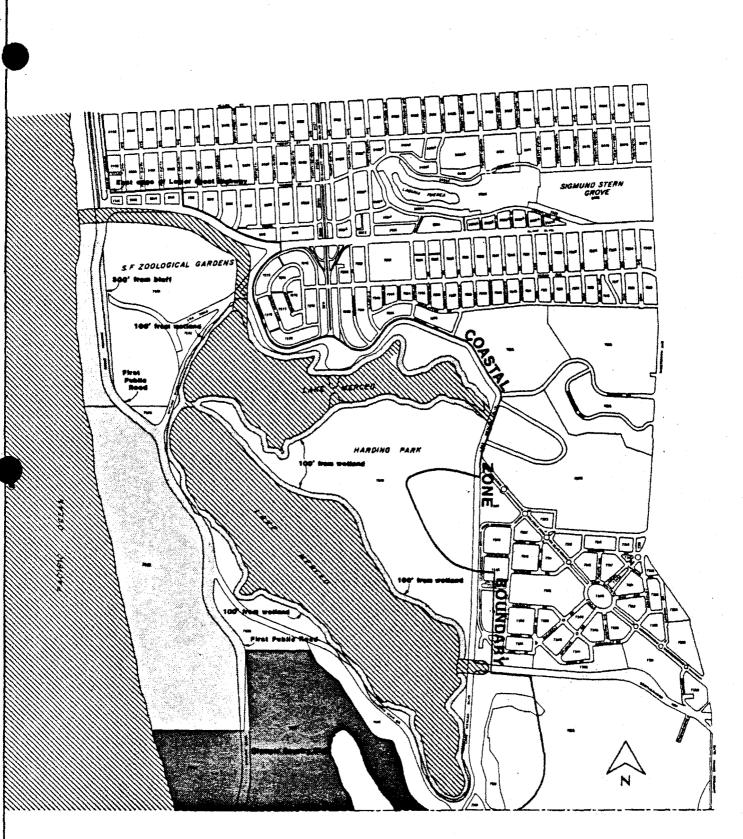
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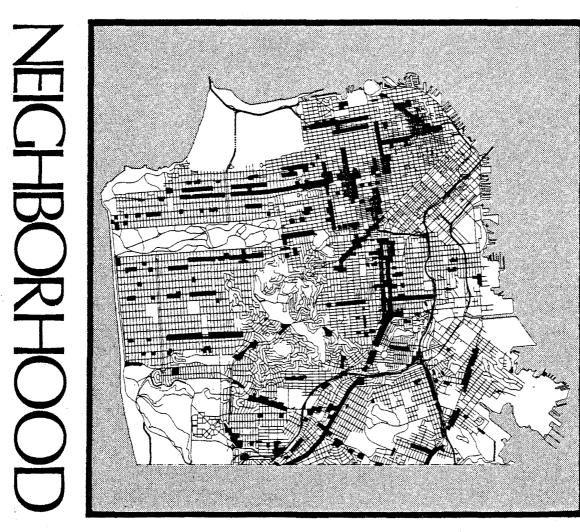
Segmentation of Olympic Country Club Area by the California Coastal Commission

San Francisco Municipal Code Part II, Chapter II, Section 330 through 330,16, 1985 CZI3

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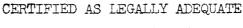
EXHIBIT D

NEIGHBORHOOD



COMMERCIAL

COMMERCIAL



BY THE CALIFORNIA COASTAL

COMMISSION ON 3/14/86

(A Portion of the Zoning Ordinance)

SAN FRANCISCO DEPARTMENT OF CITY PLANNING FEBRUARY 1985



NEIGHBORHOOD COMMERCIAL REZONING

PROPOSAL FOR ADOPTION

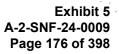
Department of City Planning City and County of San Francisco February 1985

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INTRODUCTION

This volume contains proposed amendments to the Master Plan and the text and maps of the City Planning Code necessary for the comprehensive revision of zoning controls for San Francisco's neighborhood commercial districts.

BACKGROUND

Detailed investigation of neighborhood commercial planning issues began in 1978, based on concerns raised during Department studies leading to adoption of new residential zoning controls and the Commerce and Industry Element of the Master Plan. At the request of neighborhood residents and local merchants, the Board of Supervisors passed a resolution calling for a zoning study and establishing a temporary moratorium on approval of permits for bars, restaurants, take-out foods, and branch banks on Union Street. Recommendations for Special Use District zoning controls on Union Street were adopted by the City Planning Commission in 1979. Further work led to adoption of similar controls for eleven other neighborhood commercial special use districts and moratoria on bars, restaurants, financial institutions and/or other uses for six other streets. These Special Use Districts and moratoria were adopted pending completion of a citywide neighborhood commercial rezoning study. This report completes that study and contains its recommendations for changes in the City's Master Plan and Planning Code, which is the City's zoning ordinance.

SUMMARY OF PROPOSAL

This <u>Proposal for Adoption</u> contains Master Plan amendments, Planning Code text and Zoning Map amendments for approximately 220 neighborhood commercial areas ranging from large active districts, such as North Beach and Polk Street, to small corner clusters of grocery and convenience stores. Existing zoning for most commercial areas currently zoned C-1, C-2, RC-1, RC-2, and RC-3 is proposed to be replaced by the following new districts:

- NC-1 Neighborhood Commercial Cluster (e.g. small corner grocery stores)
- NC-2 Small-Scale Neighborhood Commercial District (e.g. Chestnut Street)
- NC-3 Moderate-Scale Neighborhood Commercial District (e.g. Outer Geary Boulevard, Inner Mission Street)
- NC-S Neighborhood Shopping Center (e.g. Laurel Village, Petrini Plaza)

In addition, separate individual zoning districts are recommended for 15 neighborhood commercial areas which have been the subject of careful evaluation as interim Special Use Districts and moratorium areas. Permanent controls designed to meet unique conditions are proposed for the following districts:

Broadway
Castro Street
Inner Clement Street
Outer Clement Street
Upper Fillmore Street

Haight Street Hayes-Gough Upper Market Street North Beach Polk Street

Sacramento Street Union Street Valencia Street 24th Street-Mission 24th Street-Noe Valley Some main provisions contained in the proposed program are:

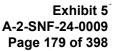
- New controls for eating and drinking establishments in all neighborhood commercial districts including:
 - Prohibition of new eating and drinking establishments in seven districts,
 - Conditional use review of eating and drinking establishments in three districts.
 - Conditional use review of fast-food restaurants and take-out food uses in the remaining districts;
- Review of development on lots which exceed certain size thresholds and review of uses which exceed certain size thresholds:
- Regulation of residential conversions and demolitions by story;
- Controls of entertainment uses:
- Guidelines for location and design of financial services;
- Separate controls of upper-story medical, personal and business services;
- Rear yard requirements by story;
- Exclusion of residential space from the floor area ratio calculation;
- Controls on outdoor activities, drive-up facilities, walk-up facilities, and general treatment of street frontage in new buildings and alterations to existing buildings;
- Limits on hours of operation of commercial uses in most districts;
- Requirements for street trees for new development in all districts;
- Higher maximum residential densities in about 40 district locations;
- Controls on awnings, marquees and canopies, and limits on the size and location of signs.

REPORT CONTENTS

Master Plan amendments necessary to implement the Neighborhood Commercial rezoning proposal include thorough revisions of policies of Objective 8 of the Commerce and Industry Element (with detailed guidelines for land use, conversion and demolition of residential units, and urban design) and minor additions to Objective 2, Policy 4 of the Residence Element.

The main feature of the rezoning proposal is Article 7, a new part of the Planning Code, which establishes a comprehensive, flexible system of neighborhood commercial zoning controls. It contains four general area districts and fifteen individual area districts with controls which embrace the full range of land use issues in each district. A description and purpose statement for each district is accompanied by a chart which displays all applicable zoning controls, either directly or by reference to other sections of the Code. Article 7 also includes sections describing standards, permitted uses, definitions, and references to other Code sections. Two fold-out charts at the end of the report summarize the existing and proposed controls for neighborhood commercial districts.

All other sections of the Code which are to be modified to implement the neighborhood commercial zoning proposal are also presented in the report. These include amendments to Articles 1, 1.2, 1.5, 1.7, 2, 2.5, 3, and 6. This volume also contains maps showing existing and proposed zoning boundaries for neighborhood commercial districts and a complete index of recommended zoning map changes by street name.





MASTER PLAN AMENDMENTS

INTRODUCTION

This chapter presents revisions to the Master Plan necessary to implement the Neighborhood Commercial rezoning proposal. In conjunction with the development of new zoning controls, each element of the Master Plan was thoroughly reviewed for consistency with the new zoning and, if appropriate, updated, revised or expanded. Only those elements which directly address neighborhood commercial districts or require changes are addressed in this report.

The Commerce and Industry Element, dating from 1975, has been updated to reflect current land use patterns and planning goals. Objective 8 is thoroughly revised and now contains seven policies, including guidelines for land use, conversion and demolition of residential units, and urban design for use by the Planning Commission in its review of permit applications.

Other Master Plan elements address various other aspects relating to neighborhood commercial districts, either in general policies applicable citywide or in specific policies pertinent to neighborhood commercial districts. Specific policies in the Transportation and Residence Elements are listed for reference. One policy in the Residence Element is expanded to include reference to the proposed new neighborhood commercial zoning districts.

COMMERCE AND INDUSTRY ELEMENT

OBJECTIVE 8

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

San Francisco is well known as a city with many distinct neighborhoods whose diverse characteristics are expressed on their commercial streets. Many of these neighborhood shopping areas reflect the surrounding neighborhood's ethnic and lifestyle characteristics, building scale and architectural style, topography, and historical development.

Neighborhood commercial districts also constitute an important part of the city's economic base, contributing to the city's fiscal stability through business taxes, and providing employment opportunities for local residents. They create a public domain where individuals can choose from a wide array of activities as well as have opportunities for leisure, cultural activities and entertainment. Many districts maintain an active street life and pedestrian character which enhances the city's stature as a walking city.

The continuing viability of a neighborhood commercial district is dependent primarily on its ability to provide required services and maintain customer patronage. The successful district provides a variety of goods and services in an atmosphere of safety, convenience, and attractiveness.

POLICY 1

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

One of the unique charms and features of San Francisco is the diversity of its neighborhoods and their shopping areas. Neighborhood commercial areas vary widely in function, trade area, form, design and character; but they all serve a common purpose in providing goods and services to meet the needs of City residents. In particular, convenience goods and services, such as groceries, personal toiletries, shoe repair, hair cutting, film processing, laundry and dry cleaning, should be readily available to residents in nearby shopping areas. Residents require easy access to such goods and services in order to satisfy their basic personal and household needs.

While all neighborhood commercial districts provide for the convenience needs of residents in adjacent neighborhoods, many also provide specialty and comparison goods and services to a larger, often citywide trade area. A district may specialize in uses which cater to its surrounding neighborhood's lifestyle. However, as a district becomes more specialized, it may need to draw from a broader geographical market area in order to sustain itself with sufficient customer patronage. The function of a district is also influenced by its proximity to other commercial areas. Some relatively isolated districts may serve nearly all the retail and service needs for a residential neighborhood. Other districts may serve a community in conjunction with other nearby commercial districts, each with varying degrees of specialization.

Neighborhood shopping areas also differ in the size, scale, and configuration of their lots and buildings. They range from a small cluster of lots to linear shopping districts, extending two or more blocks along arterials or thoroughfares. Neighborhood shopping centers and supermarkets with extensive on-site parking are also scattered throughout the city. The differing sizes of lots and blocks, which are determined in part by the neighborhood's topography, influence the configuration of the commercial district and its surrounding lots. The variation in topography, lot size and juxtaposition with surrounding uses, in addition to the district's historic development, all contribute to the variety in size, shape, and architectural style of a district's buildings.

The scale and extent of commercial activity, relative to other uses, also varies among districts. Commercial uses may occupy from one to four stories, in a continuous series or interspersed among residential buildings. In many linear shopping districts, the commercial activity is often concentrated on a primary street or streets, with side streets or alleys containing a mix of commercial and residential uses.

The variation in function and character of commercial districts should be maintained through controls on building form, scale, ground story and upper story commercial and residential uses, and operation which reflect the differences between districts and reinforce the variations in individual land use patterns.

The essential character of neighborhood commercial districts should be maintained by encouraging uses which are compatible in scale or type with the district in which they are to be located. However, districts also should be allowed to evolve over time in response to changes in the neighborhoods they serve and changes in consumer tastes and preferences.

The determination of the appropriateness of various land uses in neighborhood commercial districts should consider the following basic aspects:

- Individual district character;
- Customer orientation of the district;
- Residential community living within and adjacent to the district;
- Necessity and desirability of the use to the community; and
- Environmental impacts of the use.

The following guidelines, in addition to others in this objective for neighborhood commercial districts, should be employed in the development of overall district zoning controls as well as in the review of individual permit applications which require case by case review and City Planning Commission approval. In general, commercial uses should be encouraged which meet the guidelines; conversely, commercial uses should be discouraged which do not.

Guidelines for All Uses

- The use should be consistent with the purpose of the district in which it is located as stated in the Planning Code.
- The use primarily should serve the local community and not attract a major part of
 its clientele from outside the district in which it is located. (This guideline should
 not apply to districts specifically intended to serve a citywide or regional clientele.)
- The use should contribute to the variety of commercial goods and services offered in the district and avoid an undesirable concentration of one type of use in a certain location. In low-intensity districts, a balanced mix of various neighborhood-serving uses, with no concentration of a particular use, is desirable. In higher-intensity districts with a special orientation to one type of use (such as antique stores), clustering of such specialty uses may be appropriate. However, one type of use should not occupy an entire block frontage.
- The size of the use should not be larger than necessary to serve the district's trade area. Individual use sizes may vary depending on the type of merchandise offered. For example, a supermarket may require a larger floor area than a shoe repair shop in order to serve the same trade area.
- The use should not detract from the livability of the district or adjacent residential areas by causing offensive noise, odors, or light, particularly in the late night or very early morning hours. Establishments operating in the late night or early morning hours should be of a type which provide goods and services which it is necessary and desirable to make available to the community at those hours. For example, longer hours of operation may be appropriate for neighborhood-serving convenience stores such as groceries or pharmacies.
- If locating at the ground story, the use should contribute to an active retail frontage. In districts with continuous active retail frontage, individual uses which do not serve the general public during regular business hours, such as churches, are encouraged to share ground story space with more active uses. This guideline may not apply in those districts or parts of a district where retail uses are interspersed with fully residential buildings and institutional facilities. However, in most areas, provisions should be made to allow future conversion of non-commercial ground story space in order to accommodate future commercial growth in the district.
- The use should fully utilize available floor area. Uses which occupy a limited amount
 of ground story frontage, such as limited financial services and hotel lobbies, should
 provide access to remaining space for use by other establishments.
- The use should not significantly increase traffic congestion or parking demand (See
 Auto-Oriented or Drive-Up Facilities section for more specific guidelines on parking).

Guidelines for Specific Uses

In some districts, the balanced mix of commercial activities has been upset by the proliferation of certain uses such as financial services, restaurants and bars, take-out food and quick-stop establishments and entertainment uses. The concerns are not limited to the number and concentration of these uses but also include the related nuisances they create and their impacts on the neighborhood. Other uses, such as automotive repair and principal non-accessory parking, also can create noise and traffic problems. Special controls should be adopted for these uses in districts where they are a particular problem. These uses should adhere to the following guidelines, in addition to those general guidelines noted above.

Financial Services

- Financial offices should not be located near other financial uses. It is preferable that they be at least 300 feet apart. In districts where the number of financial services has seriously upset the balance of commercial uses, the distance may be increased for additional financial services. Also, the distribution pattern of existing financial services and the form of the district may be considered in increasing the distance factor. For example, to provide for the same number of additional financial establishments, a non-linear district with a concentration of financial services might warrant greater distances between existing and proposed uses than a linear district with an even distribution of financial services.
- Financial services should provide retail banking services to serve the business community as well as the residential community.
- The location of new or expanding financial services should, if feasible, avoid the demolition of sound buildings which are compatible in scale and character with other buildings in the district.
- If new construction is necessary, inclusion of other commercial uses and/or residential units is desirable. New structures should have continuous retail frontage along the shopping street or mall except where access to upper-level uses, accessory parking, loading or public open space is necessary. New development should be compatible in scale, design and use with the rest of the district.
- In neighborhood commercial districts where drive-up facilities are not permitted, financial offices should be pedestrian-oriented. In cases where drive-up facilities are permitted or parking is required, interruptions of the continuous retail frontage should be kept to a minimum.

Eating and Drinking Establishments

Eating and drinking establishments include bars, restaurants, fast food restaurants, and take-out food. Guidelines for eating and drinking establishments are needed to achieve the following purposes:

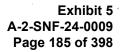
- Regulate the distribution and proliferation of eating and drinking establishments, especially in districts experiencing increased commercial activity;
- Control nuisances associated with their proliferation;
- Preserve storefronts for other types of local-serving businesses; and
- Maintain a balanced mix of commercial goods and services.

The regulation of eating and drinking establishments should consider the following:

- Balance of retail sales and services;
- Current inventory and composition of eating and drinking establishments;
- Total occupied commercial linear frontage, relative to the total district frontage;
- Uses on surrounding properties;
- Available parking facilities, both existing and proposed;
- Existing traffic and parking congestion; and
- Potential impacts on the surrounding community.

In districts where the proliferation of eating and drinking establishments could generate problems, the following guidelines should be employed in the consideration of new establishments:

- The balance of commercial uses may be threatened when eating and drinking establishments occupy more than 20% of the total occupied commercial frontage. Proposals for eating and drinking establishments which would increase the proportion of total occupied commercial frontage above 20% should be reviewed to ensure that they would not reduce the variety of neighborhood-serving uses; nor create substantial noise, traffic, parking problems, or other nuisances in the district or surrounding neighborhood. Those establishments that would do the above should not be permitted. Except in districts primarily designed to accommodate a strong eating and drinking trade, such as North Beach, such establishments should not occupy more than 25% of the total commercially-occupied frontage in a district.
- It is preferable that the proposed new use be at least 100 feet from the nearest eating and drinking establishment. Two or more uses within that distance may be troublesome.
- In most cases, accessory parking should not be provided unless the Planning Code requires parking for the use. Where the district's parking supply cannot adequately accommodate the demand generated by the use and traffic and parking congestion is expected to increase significantly, then the establishment should not be permitted (See Auto-Oriented or Drive-Up Facilities section for more specific guidelines on parking).



Fast Food Restaurants, Take-Out Food, Convenience Stores, and Similar Quick-Stop Establishments

Quick-stop establishments include fast food restaurants and take-out food, convenience stores and other quick-stop establishments which may or may not involve food service. These latter uses may include small or medium-sized grocery stores, film processing stores, video rental outlets, dry cleaners, and other establishments which primarily provide convenience goods and services and generate a high volume of customer trips.

- These uses should be interspersed with other retail businesses and avoid undue concentration of one type of product.
- Fast food restaurants usually include large kitchens, service counter(s), customer queuing areas and other features which are intended to serve more customers than the use can physically accommodate for eating on-site. New or expanding fast food restaurants should be evaluated for their anticipated customer volumes. If high customer volumes are anticipated, the use should be designed to avoid concomitant traffic and other nuisance problems for the surrounding neighborhood.
- The site should provide adequate waiting space for either walk-in or drive-in patrons.
- The site should be equipped with sufficient outdoor trash receptacles to avoid litter problems in the surrounding neighborhood.

Entertainment and Adult Entertainment Uses

Adult entertainment uses are generally inappropriate in most neighborhood commercial districts because:

- Neighborhood commercial districts are located near family-oriented residential areas; since adult entertainment uses may attract criminal activity, their proximity to residential areas, parks, schools, and churches may introduce criminal activity in such neighborhoods, or may tend to reduce property values;
- They appeal to a more specialized clientele, drawing customers from outside the neighborhood who may drive and create or add to parking congestion, and occupy space that could be devoted to uses which serve a broader segment of the immediate neighborhood.
- There is adequate provision of space for these uses in other areas of the city.

Adult entertainment and entertainment uses in other districts may be appropriate in certain districts or parts of districts. The following guidelines should be used in their review:

Except in the Broadway district, entertainment uses should not be open after 2:00 a.m. in order to minimize disruption to residences in and around a district. For uses involving liquor service, potentially loud music, dancing or large patron volumes, earlier closing hours may be necessary.

- Entertainment uses should be sufficiently insulated for noise and operated so as to reasonably protect surrounding residences. Fixed source equipment noise should not exceed the decibel levels specified in the San Francisco Noise Control Ordinance. Ventilation systems should be adequate to permit doors to stay closed during performances.
- Except for movie theaters, entertainment uses should not involve electronic amplification after midnight, in order to minimize disruption to surrounding residences.
- New adult entertainment uses should be at least 1000 feet from the nearest existing adult entertainment use.

Auto Repair Services

- When converting a gas station with minor repair facilities to an auto repair service, adequate building space should be provided for carrying out all repair services inside the building.
- Auto repair facilities should be large enough to accommodate all cars on site and avoid on-street parking of cars before or after repair work is done. If temporary on-site storage of cars must be outside the building, suitable landscaping or screening should be provided.

Auto-Oriented or Drive-Up Facilities

The following guidelines apply to auto-oriented facilities which include those designed primarily for drive-to or drive-through trade, providing service to patrons in automobiles and providing off-street parking, such as gas and service stations, car washes, auto-repair facilities, supermarkets, and principal parking facilities:

- Non-thoroughfare transit-preferential streets, collector, local and recreational streets which are located in residential areas, as designated in the Transportation Element of the Master Plan, are not considered appropriate for auto-oriented facilities. Certain other major and secondary thoroughfares are appropriate for auto-oriented or drive-up facilities.
- Auto-oriented or drive-up facilities should not be located in areas of heavy pedestrian
 concentration. To avoid potential pedestrian-vehicle conflicts where large numbers
 of children are present, the site should not be within 500-foot walking distance of an
 elementary or secondary school.
- Potential traffic demand generated by the use should be evaluated. Sufficient parking to provide for the parking demand should be located on-site or within easy walking distance of the site and should be designed to prevent traffic congestion. Parking should not be provided unless the Planning Code requires parking for the use, or it can be shown that such parking is necessary and will be sufficient to meet all demand generated on site without disrupting retail and pedestrian continuity, or causing circulation congestion, or violating other guidelines in this objective. If parking is required, the number of spaces provided generally should be limited to the amount defined in the Planning Code for accessory parking. If such off-street parking is expected to be insufficient to provide for the anticipated parking demand and could thereby lead to increases in traffic and parking congestion, more parking Exhibit 5

may be necessary. As an alternative to, or in addition to, providing parking on or near the site, other measures such as carpooling for employees or shuttle bus service for patrons to existing or new parking facilities elsewhere in the district may be necessary and appropriate to reduce or provide for the expected parking demand. If no parking is provided or other measures are not taken to address parking or traffic congestion, the location of the use on the subject site should not be permitted.

- To avoid cumulative impacts of auto-oriented facilities and drive-up facilities on the traffic flow, sites should not be within 500-foot walking distance of another auto-oriented establishment, unless specific traffic volumes and patterns could accommodate such facilities.
- Preferable sites are those which are vacant or already devoted to an open use such as a service station or parking lot.
- To avoid underutilization of land, accessory parking should be made available for general public use when not being utilized by the facility.
- The site plan and operating policy of the drive-in use should allow vehicles to enter promptly without having to wait in line on the street or across the sidewalk.
- Ingress or egress for parking should not occur on streets or alleys having predominantly residential use.
- Parking areas, if provided, should not be placed at the commercial street frontage if such placement would disrupt a continuous streetwall with an active retail frontage.
 Parking areas should be well screened or landscaped, and easily monitored so as not to encourage loitering or vandalism.

POLICY 2

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.

Most neighborhood commercial districts contain dwelling units in addition to commercial uses. Flats, apartments, and residential hotels are frequently located above ground-story commercial uses; fully residential buildings are common in some districts. The retention of this mix is desirable. Among other things, it ensures the presence of people on the streets at different times which increases safety and business vitality on evenings and weekends. Residents in commercial areas help to create an active street life, which promotes interaction between people in the neighborhood.

The mixed residential-commercial character of neighborhood commercial districts should be promoted by encouraging new construction of upper-story residential units above commercial development in mixed-use buildings. In order to make feasible such mixed-use projects, higher residential density and/or reductions in required parking may be warranted in districts with a reduced need for auto ownership or where anticipated parking demand can be accommodated off-site.

Existing residential units in neighborhood commercial districts comprise a valuable affordable housing resource which provides for the needs of San Francisco's diverse population. Most of these units are in sound or rehabilitable wood-frame structures and they are among the least expensive rental units in the city.

On the other hand, conversion of this housing is an important means of providing competitive and affordable commercial space. Conversions of ground-story residential units should be permitted in all neighborhood commercial districts without special review. In many neighborhood commercial districts, the physical location and structural aspects of the upper-story housing units make it attractive and feasible to convert them to commercial use. Due to the limited supply of vacant land, some commercial expansion into the residential space may be the only feasible way to adequately meet the commercial needs of the trade area served by the district.

The amount of commercial space necessary and desirable to serve the retail and service function of a district varies depending on the size of the trade area, proximity to other commercial districts, and competition from other land uses.

In neighborhood commercial districts consisting of a small cluster of lots, commercial uses at the ground story only can provide for the convenience needs (such as groceries and laundry) of nearby residents. In these districts no new commercial use should be permitted above the ground story, nor should conversions of existing residential units above the ground story be permitted.

In small-scale neighborhood commercial districts most of the anticipated demand for commercial growth can be accommodated through new construction at the first two stories on vacant or underused parcels without the necessity to convert upper story residential units. However in some of these districts where demand for commercial space is particularly strong, allowing commercial uses above the second story in new construction and allowing some conversion of existing residential units above the ground story may be appropriate as long as the general equilibrium between retail, office, and residential uses is maintained.

In larger, moderate-scale neighborhood commercial districts which are intended to provide a wider range of goods and services to a larger trade area, growth opportunities through new construction at the first two stories on vacant or underused parcels may be insufficient to meet the demand for commercial space. While the retention of mixed use buildings and the construction of new mixed use buildings is desirable in these districts, construction of new, fully commercial structures, and some conversion of existing upper story residential units may be appropriate to meet demand if the increased commercial activity would not adversely affect existing traffic or parking congestion.

Because the appropriateness of residential conversions depends on many factors which vary from district to district, land use controls should be adjusted to reflect the different needs of each district. In most districts certain conversions, such as those at the ground story or third story, can be regulated by permitting or prohibiting them without special review, while those at the second story may need case-by-case review by the City Planning Commission. In other districts, however, proposed conversions at all stories may need case-by-case review. A balance must be struck between the need to retain the housing and the need to provide for commercial expansion. Some upper-story conversions may be appropriate, if based on a review of an individual case, it is found that the need for commercial expansion clearly outweighs the need to preserve affordable housing. In that case-by-case review the following guidelines should be employed:

Guidelines for Residential Conversions

- The need for the proposed commercial use in the district should be clearly established. The need to preserve affordable housing may be presumed in light of the citywide shortage of such housing and established policy in the Residence Element.
- The conversion should be disallowed if commercial space suitable for occupancy by the proposed commercial use is available elsewhere in the district.
- Many small businesses providing personal, medical, professional and business services to neighborhood residents and the general public seek affordable space in the upper stories; they should be accommodated as long as the conversions are not so numerous as to upset the general equilibrium between commercial and residential uses or to constitute a substantial loss of housing. Commercial and institutional uses which do not primarily serve the general public usually are not appropriate in neighborhood commercial areas unless they are minor uses ancillary to those which do serve the general public, such as a small dental labratory or small business accountant.
- Conversions are more appropriate if the units are located in an active commercial district and are isolated from other residential units.
- Along secondary side streets and alleys of linear or areawide districts, conversions
 are inappropriate. The more residential character of the secondary streets should be
 protected to provide a transition between the commercial and surrounding residential
 districts.
- Conversion may be appropriate if the unit(s) is unsuitable for residential occupancy because offensive noise, especially from traffic or late night activity, is generated on the same site or near the unit; or a building adjacent to or near the unit(s) blocks the residents' access to light and air.
- Conversion may be appropriate if the housing unit is declared by the Superintendent of the Bureau of Building Inspection or the Chief of the Bureau of Fire Prevention to be unsafe and/or incapable of being made habitable for residential occupancy. However, if the property owner has shown possible willful neglect or a pattern of negligence in performing ordinary maintenance, thereby resulting in uninhabitable or unsafe units, the conversion should not be permitted, or the property owner should add other replacement rental units to the city's housing supply.
- Conversions should not adversely impact the livability of any remaining units in the building. In buildings where re-conversion back to dwelling units may be desirable, the kitchens should be retained.
- In evaluating proposed conversions, consideration should be given to economic hardships which might result from the denial of the conversion application.
- Tenants should be notified prior to filing the application to convert the unit(s) and for any conversion that is permitted relocation assistance should be made available to displaced tenants, i.e. efforts to identify housing comparable in size, price, and location; and the provision of a relocation allowance, particularly in the case of units occupied by low or moderate income residents.

The same considerations that apply to conversions apply to demolition of housing units. Therefore, demolitions should be reviewed on a case-by-case basis using the same guidelines that are to be used in reviewing conversions. Demolition permits should be reviewed in conjunction with the permits for the replacement structures whenever possible. When this is not possible, conditions applying to future buildings permits may be attached to the demolition permit or the new building permit may require further review. The replacement structure should include housing units, for which there is an exhibited demand, or replacement rental units should be added to the city's housing supply. In order to encourage prompt replacement of demolished structures, permits should not be approved for temporary uses, such as general advertising signs or parking, unless such uses are appropriate permanent uses.

POLICY 3

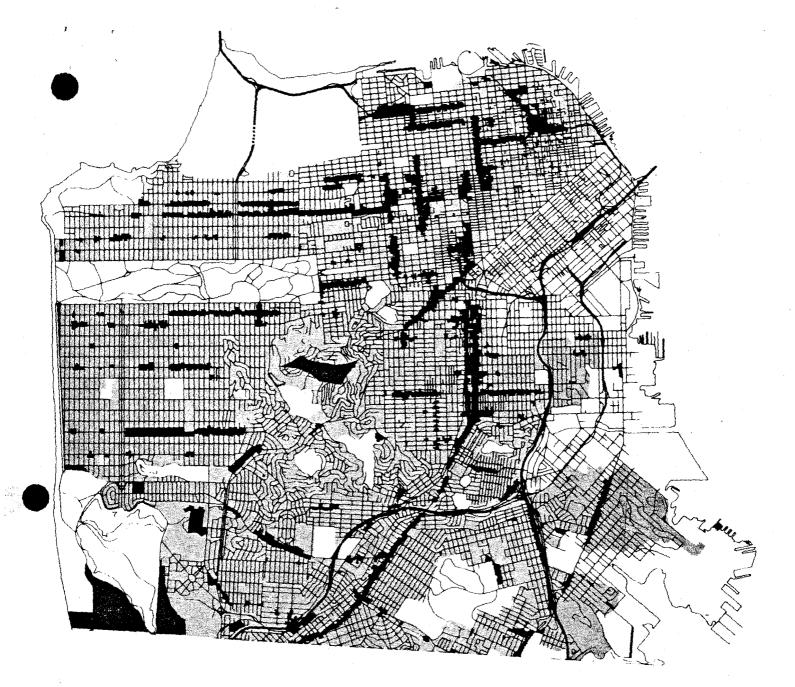
Encourage the location of neighborhood shopping areas throughout the city so that essential retail goods and personal services are accessible to all residents.

Neighborhood shopping districts should be distributed throughout the city so that all residential areas are within a service radius of one-quarter to one-half mile, depending upon the population density and topography of the area served. Most residential areas meet this service area standard, as can be seen on Map 1. Some remaining residential areas which are not served by commercial districts within these distances are served by individual commercial uses located within a quarter of a mile. These individual uses are typically corner grocery stores which are open long hours, providing a range of food and household convenience goods. The few remaining residential areas, which are neither served by neighborhood commercial districts nor by individual commercial uses, are typically of such low density that they cannot economically support nearby commercial activity. It would be appropriate to revise the zoning to allow a smaller convenience commercial use in those areas if a market demand develops, as long as the location meets the criteria of Objective 6, Policy 2 of the Residence Element.

POLICY 4

Discourage the creation of major new commercial areas except in conjunction with new supportive residential development and transportation capacity.

Economic growth exhibited in any given commercial area, when viewed from a citywide or regional perspective may not represent "real" or absolute growth, but rather a relocation of economic activity from another commercial area, contributing to its decline. "Real" growth of retail activity requires an actual increase in expenditures which is directly linked to increases in disposable personal income. Because there are opportunities for business expansion within existing commercial areas, the creation of major new commercial areas should be discouraged unless a significant new market is being created to support the proposed development.



RESIDENTIAL SERVICE AREAS OF NEIGHBORHOOD COMMERCIAL DISTRICTS AND USES

Map ;



NEIGHBORHOOD OR GENERAL COMMERCIAL DISTRICT Service Radius: 1/2 Mile

COMMERCIAL SERVICE AREAS

RESIDENTIAL AREAS OUTSIDE SERVICE BOUNDARIES

POLICY 5

Adopt specific zoning districts which conform to a generalized neighborhood commercial land use plan.

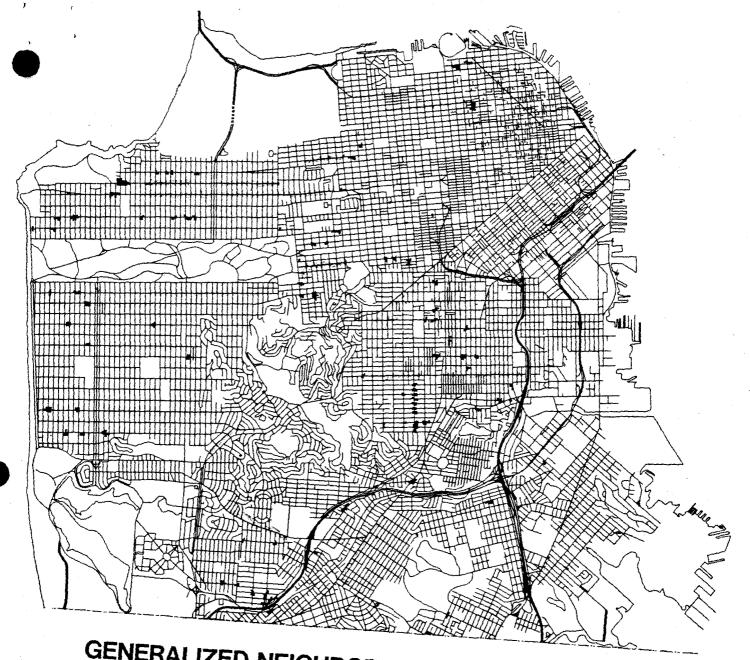
The application of other policies under this "neighborhood commercial" objective results in land use distribution patterns shown on the Generalized Neighborhood Commercial Land Use Plan Maps. Neighborhood Commercial zoning districts should conform to the map, although minor variations consistent with the policies may be appropriate. The Generalized Neighborhood Commercial Land Use Plan provides for the following categories of neighborhood commercial districts:

Neighborhood Commercial Clusters. These districts provide a limited range of convenience retail goods and services to residents in the immediate neighborhood typically during daytime hours. In general, these districts should be limited to no more than one or two blocks and commercial uses should be limited to the ground floor. The upper stories should be generally residential. These districts are intended to be located in neighborhoods which do not have the need for or capacity to handle larger-scale commercial activities.

Small-Scale Neighborhood Commercial Districts. These districts provide convenience goods and services to the local neighborhood as well as limited comparison shopping to a wider market area. The size of these districts may vary from one to three blocks to several blocks in length. Commercial building intensity should be limited to the first two stories with residential development occasionally interspersed. Upper stories should be reserved for residential use. These districts are typically linear and should be located along collector and arterial streets which have transit routes.

Moderate-Scale Neighborhood Commercial Districts. These districts provide a wide range of comparison and specialty goods and services to a population greater than the immediate neighborhood, additionally providing convenience goods and services to local residents. These districts can be quite large in size and scale and may include up to four stories of commercial development, although most districts have less. They may include residential units on the upper stories. Due to the moderately-large scale and levels of activity, these districts should be located along heavily-trafficked thoroughfares which also serve as major transit routes.

Neighborhood Shopping Centers. These districts provide retail goods and services for car-oriented shoppers. Goods and services can range from groceries for local residents to a full range of merchandise for a citywide clientele. Commercial building intensity can approach up to four times the lot area, but is much lower in most cases because a substantial amount of each lot is devoted to automobile parking and building heights generally are limited to prevailing heights in surrounding areas. Residential uses are permitted but are uncommon. Because these districts provide an alternative building format with more parking opportunities than the traditional linear shopping districts, they should be located where their design is compatible with existing neighborhood scale and where they compatibly supplement other traditional commercial districts in serving new or low-density residential areas.



GENERALIZED NEIGHBORHOOD COMMERCIAL LAND USE PLAN

Map 2



COMMERCIAL	INTENSITY
(Storie	

NEIGHBORHOOD CLUSTER	(Storie
SMALL SCALE NEIGHBORHOOD DISTRIC	_
MODERATE SCALE NEIGHBORHOOD DIS	1-2
NEIGHBORHOOD SHOPPING CENTER	1 - 4
INDIVIDUAL NEIGHBORHOOD DISTRICT	1 - 4
POST NICT	1-4

Exhibit 5 A-2-SNF-24-0009 Page 194 of 398 Individual Neighborhood Commercial Districts. These districts are generally small or moderate scale commercial districts generally located in neighborhoods undergoing rapid economic change. Separate zoning controls specific to each district's particular needs and characteristics are needed to deal with the economic growth and land use changes which each area is experiencing. In some districts, eating and drinking uses have proliferated, displacing other types of retail goods and services needed by the neighborhood. Financial institutions, such as banks and svaings and loan associations, have multiplied in certain districts, displacing other types of businesses, tending to concentrate and create nodes of congestion, and sometimes detracting from the visual and design character of the district. In many individual districts, special controls are necessary to protect existing housing from conversion to commercial use and encourage the development of new housing.

POLICY 6

Promote high quality urban design on commercial streets.

Most of San Francisco's neighborhood commercial districts were developed concurrently with residential development and have physical forms which relate to the needs and tastes prevalent during the first half of this century. During this period, commercial units were built along streetcar lines and at major street intersections, often with residential flats on the upper floors, thus creating the familiar "linear" or "strip" commercial districts.

The small lot pattern prevalent at that time also encouraged the development of small buildings and businesses. The resulting scale has come to characterize San Francisco's attractive and active neighborhood commercial districts. The small-scale character should be maintained through the regulation of the size of new buildings and commercial uses.

Continuous commercial frontage at the street level is especially important. It prevents the fragmentation and isolation of fringe areas, improves pedestrian accessibility, and enhances the physical and aesthetic cohesiveness of the district. The design of new buildings should harmonize with the scale and orientation of existing buildings. Additionally, a correspondence of building setbacks, proportions, and texture helps establish visual coherence between new development and existing structures on a commercial street.

The appeal and vitality of a neighborhood commercial district depends largely on the character, amenities, and visual quality of its streets. The main function of neighborhood commercial streets is to provide retail goods and services in a safe, comfortable, and attractive pedestrian environment.

Urban Design Guidelines

The following guidelines for urban design are intended to preserve and promote positive physical attributes of neighborhood commercial districts and facilitate harmony between business and residential functions. The pleasant appearance of an individual building is critical to maintaining the appeal and economic vitality of the businesses located in it, as



well as of the whole neighborhood commercial district. An individual project's building design and site layout should be compatible with the character of surrounding buildings and the existing pattern of development in neighborhood commercial districts.

The physical characteristics of the property and district which should be considered in the design of new development include:

- Overall district scale;
- Individual street character and form;
- Lot development patterns;
- Adjacent property usage;
- Proposed site development and building design;
- Potential environmental impacts; and
- Feasible mitigation measures.

Site Layout

- The site plan of a new building should reflect the arrangement of most other buildings on its block, whether set back from, or built out to its front property lines.
- In cluster and linear districts with continuous street building walls, front set-backs are discouraged, in order to maintain a continuous block facade line. However, outdoor activities such as sidewalk cafes and walk-up windows may be accommodated by recessing the ground story. Front set-back areas of existing buildings may be used for outdoor activities.
- New development should respect open space corridors in the interior of blocks and not significantly impede access of light and air nor block views of adjacent buildings.
- On irregularly shaped lots, through-lots or those adjacent to fully-built lots, open space located elsewhere than at the rear of a property may improve the access of light and air to residential units.
- Outdoor activities associated with an eating and drinking or entertainment establishment which abut residentially-occupied property should be discouraged.

Scale, Height and Bulk

- In most cases, small lots with narrow building fronts should be maintained in districts with this traditional pattern.
- When new buildings are constructed on large lots, the facades should be designed in units which are compatible with the existing scale of the district.

- The height of a proposed development should relate to the individual neighborhood character and the height and scale of adjacent buildings to avoid an overwhelming or dominating appearance of new structures. On a street of varied building heights, transitions between high and low buildings should be provided. While three- and four-story buildings are appropriate in most locations, two-story facades with upper stories set back from the street wall may be preferable in some areas with lower-scale development.
- The height and bulk of new development should be designed to maximize sun access to nearby parks, plazas, and major pedestrian corridors.

Frontage

- Facades of new development should be consistent with design features of adjacent facades that contribute to the visual qualities of the neighborhood commercial district.
- To encourage continuity of "live" retail sales and services, at least one-half of the total width of any new or reconstructed building, parallel to and facing the commercial street, should be devoted to entrances, show windows, or other displays. Where a substantial length of windowless wall is found to be unavoidable, eye-level display, a contrast in wall treatment, offset wall line, outdoor seating and/or landscaping should be used to enhance visual interest and pedestrian vitality.
- Clear, untinted glass should be used at and near the street level to allow maximums
 visual interaction between sidewalk areas and the interior of buildings. Mirrored,
 highly reflective glass or densely-tinted glass should not be used except as an
 architectural or decorative accent.
- Where unsightly walls of adjacent buildings become exposed by new development, they should be cleaned, painted or screened by appropriate landscaping.
- Walk-up facilities should be recessed and provide adequate queuing space to avoid interruption of the pedestrian flow.

Architectural Design

- The essential character of neighborhood commercial districts should be preserved by discouraging alterations and new development which would be incompatible with buildings which are architecturally significant or which contribute to the scale and character of the district as a whole. Specifically, the facades and building lines of existing buildings should be continued, and the details, material, texture or color of existing architecturally significant or distinctive buildings should be complemented by new development.
- Existing structures in sound or rehabilitable condition and of worthwhile architectural character should be reused where feasible to retain the unique character of a given neighborhood commercial district.



• The design of new buildings, building additions and alterations, and facade renovations should reflect the positive aspects of the existing scale and design features of the area. Building forms should complement and improve the overall neighborhood environment.

Materials

• The materials, textures and colors of new or remodeled structures should be visually compatible with the predominant materials of nearby structures. In most neighborhood commercial districts, painted wood or masonry are the most appropriate and traditional exterior facade materials.

Details

- Individual buildings in the city's neighborhood commercial districts are rich in architectural detailing, yet vary considerably from building to building, depending upon the age and style of their construction. Despite their stylistic differences, Victorian, Classical and Art Deco buildings share some design motifs. Vertical lines of columns or piers, and horizontal lines of spandrels or cornices are common to many styles as are mouldings around windows and doors. These elements add richness to a flat facade wall, emphasizing the contrast of shapes and surfaces.
- A new building should relate to the surrounding area by displaying scale and textures derived from existing buildings. Nearby buildings of architectural distinction can serve as primary references. Existing street rhythms should also be continued on the facade of a new building, linking it to the rest of the district. This can be accomplished in part by incorporating prevailing cornice and belt course lines.

Rooftop Mechanical Equipment

 Rooftop mechanical equipment which may create disturbing noises or odors should be located away from areas of residential use and screened and integrated with the design of the building.

Signs

• The character of signs and other features attached to or projecting from buildings is an important part of the visual appeal of a street and the general quality and economic stability of the area. Opportunities exist to relate these signs and projections more effectively to street design and building design. Neighborhood commercial districts are typically mixed-use areas with commercial units on the ground or lower floors and residential uses on upper floors. As much as signs and other advertising devices are essential to a vital commercial district, they should not be allowed to interfere with or diminish the livability of residences within the neighborhood commercial district or in adjacent residential districts. Sign sizes and design should relate and be compatible with the character and scale of the neighborhood commercial district. Unless otherwise allowed in the Planning Code, facades of residentially-occupied stories should not be used for attaching signs nor should the illumination of signs be directed into windows of residential units.

Landscaping and Street Design

- Street trees should be provided in each new development. If a district tree planting program or streetscape plan exists, new development should be landscaped in conformity with such plans. In places where tree planting is not appropriate due to inadequate sidewalk width, interference with utilities, undesirable shading, or other reasons, other means such as window boxes, planter boxes or trellises may be chosen.
- A permanent underground sprinkler system should be installed in landscaped areas
 which will provide sufficient water for plant material used. Automatic timing
 devices may be required. Container plants which cannot adequately be watered by an
 underground sprinkler system should have adequate hose bibs installed to permit
 watering.
- Open uses such as parking lots should be visually screened along the street frontage by low walls, earth berms and/or landscaping. However, the safety of the lots should not be reduced through these measures.
- A landscaped buffer of trees and shrubs should be used along those edges of a parking lot bordering residential properties.
- In addition to landscaping at the periphery of the parking lot, planting islands between parked vehicles should be located within the lot, whenever feasible. Trees and other plantings provide shade and variety to the visual monotony of parked automobiles, especially when the lot is viewed from adjacent residences.

POLICY 7

Promote neighborhood commercial revitalization, including community-based and other economic development efforts where feasible.

While most commercial districts have healthy economies, some districts have declined. The latter areas are underused, and are often characterized by vacant lots and boarded up or deteriorating storefronts. As a consequence, there is inadequate provision of convenience goods and services to nearby residents. The City should participate in a variety of efforts to revitalize these districts.

However, the ultimate success of a neighborhood commercial district depends upon factors which are beyond the scope of the public sector. Almost all successful neighborhood commercial revitalization efforts are initiated by local businessmen with a strong desire and commitment to upgrade their businesses, property, and neighborhoods. Because revitalization of an entire commercial district requires diligence and cooperation of all merchants and property owners sustained over a long period of time, a strong merchants' association is essential. The City should provide businessmen who have exhibited a strong commitment to upgrade their areas with assistance in organizing or strengthening their merchants' association and preparing and carrying out their improvements.



For its part the City should provide the physical improvements and public services necessary to ensure confidence in local investors. These include police and fire protection, adequate maintenance of streets, sidewalks and sanitation services, as well as proper enforcement of zoning, health, and building codes to ensure the health and safety of merchants, residents, and shoppers. Capital improvements should be made as required, including lighting, street furnishings, public spaces, and mini-parks. Traffic circulation, transit, and parking availability should be managed to allow maximum accessibility to the retail corridor with a minimum of congestion and disruption to the neighborhood.

Community development corporations can also assist in revitalization efforts by providing employment and community services to local residents through community-owned local business enterprises. Encouragement and assistance should be given to organizations having the potential of successfully carrying out local economic development projects.

Efforts to upgrade neighborhood commercial districts should occur in conjunction with efforts to improve the quality of the surrounding community, with respect to physical condition of the housing stock, recreation and open space, and delivery of services.

TRANSPORTATION ELEMENT

Objectives and policies of the Transportation Element (as amended by Resolution No. 9434, June 24, 1982, reprinted January 1983) which specifically refer to neighborhood commercial districts are listed below. No amendments are proposed.

		Page
•	General Objectives and Policies	
	Criteria for Priority for Walking, Bicycling, or Short Distance Transit Vehicles, Number 3	13
•	Pedestrian Circulation Plan, Policy 4	32
•	Bicycle Plan, Objective 2, Policy 1	. 36
•	Citywide Parking Plan Objective I, Policy I, Criterion 14	49
	Objective 4. Policy 1	52

RESIDENCE ELEMENT

Objectives and policies of the Residence Element (as amended by Resolution 10045, June 28, 1984) which specifically refer to neighborhood commercial districts are listed below. No amendments to these policies are proposed.

		Page
•	Objective 1, Policy 4, 3rd bullet	2.2
•	Objective 2, Policy 2, 2nd paragraph	2.4
•	Objective 3, Policies 1 and 2	2.8
•	Objective 6, Policy 2	2.16
•	Objective 8, Policy 1	2.25

In addition, the residential density table and Map B in Objective 2, Policy 4 should be amended as shown below.

Policy 4

Adopt Specific Zoning Districts Which Conform to a Generalized Residential Land Use Plan.

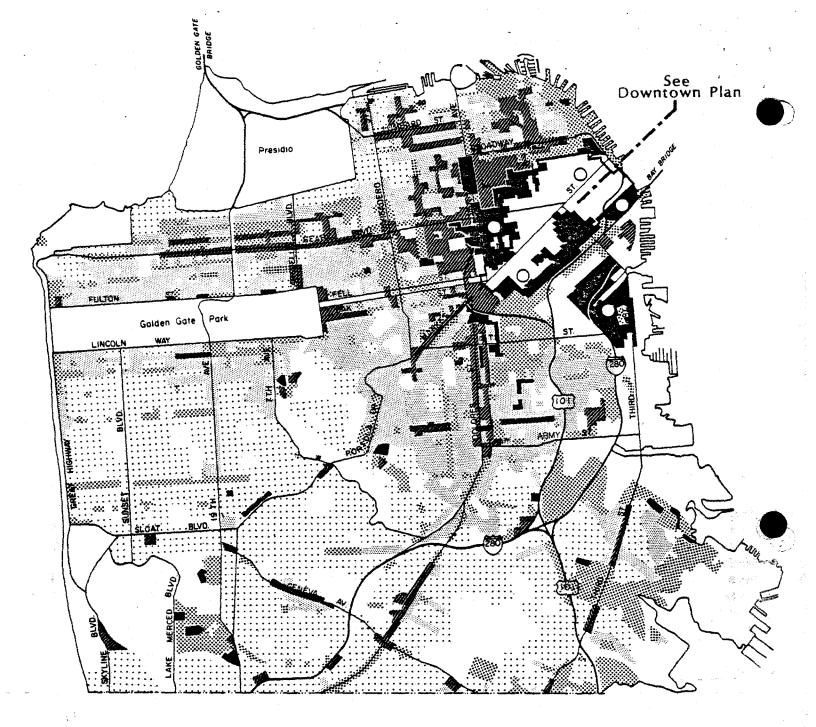
Applying policies under this Objective 2 results in density patterns shown on the accompanying Generalized Residential Land Use Plan Map. Specific zoning districts should conform generally to this map, although minor variations consistent with the general density policies may be appropriate.

The Generalized Residential Land Use Plan provides for five density categories:

Potential Residential and Population Density By Zoning Districts

Classification	Zoning Districts	Average Units Per Acre	Average Persons Per Acre*	General Location
Low Density	RH-I	14	24-31	Appropriate in areas for single families, located predominantly in the southern and western parts of the city.
Moderately- Low Density	RH-2 RH-3	36	64-94	Appropriate in the central hills areas, along Diamond Heights, Twin Peaks, and Potrero Hill, around Golden Gate Park in the Richmond, and northern part of the Sunset districts and in the Marina district.
Medium Density .	RM-1, RC-1 C-1, C-2 M-1, M-2, NC-1, NC-2, Sacramento, Street	54	118	Appropriate for some low- intensity neighborhood commer- cial districts and mixed-use ((non-))residential-commercial and industrial districts, and certain areas adjacent to the commercial zones.
Moderately- High Density	RM-2, RM-3, RC-2, RC-3, NC-3, NC-3, NC-S, Broadway, Castro Street Inner Clemer Outer Clemer Upper Fillmon Haight Street Hayes-Gough Upper Market North Beach Polk Street Nurion Street Valencia Street Valencia Street-124th Street-18	t, nt Street, nt Street, re Street, t, t Street, NCD, NCD, NCD, et, Mission,	160-240	Appropriate for the more intensely developed north-eastern part of the city, certain neighborhood commercial districts with moderately high existing residential development and good transit accessibility, for major transit corridors such as Van Ness Avenue, in major redevelopment areas such as the Western Addition and the Golden Gateway areas, and in Nob Hill, Chinatown and North Beach.
High Density	RM-4, RC-4 C-3, C-M	283	475-760	Appropriate for certain areas in the northeastern part of the city, including downtown districts as well as heavy-commercial districts.

^{*} Based on city-wide average household size of 2.19. See map on following page for average household size by Census Tract.



RESIDENCE ELEMENT MAP B : RESIDENTIAL DENSITY

NCRS Map 3

LOW DENSITY

..... Average 12 units per acre

MODERATELY LOW DENSITY Average 36 units per acre

MEDIUM DENSITY
Average 54 units per acre

MODERATELY HIGH DENSITY
Average 91 units per acre

HIGH DENSITY
Average 283 units per acre

PUBLIC AND
HEAVY INDUSTRIAL AREAS

AREAS PROPOSED FOR REZONING
 See Map A (Appropriate densities will be determined in the rezoning studies)

Exhibit 5 A-2-SNF-24-0009 Page 203 of 398



PLANNING CODE TEXT AMENDMENTS

INTRODUCTION

This chapter presents language to establish Article 7, a new part of the City Planning Code, which establishes a comprehensive, flexible system of neighborhood commercial zoning controls. It contains four general area districts and fifteen individual area districts with controls which embrace the full range of land use issues in each district. A description and purpose statement for each district is accompanied by a chart which displays all applicable zoning controls, either directly or by reference to other sections of the Code. Article 7 also includes sections describing standards, permitted uses, definitions, and references to other Code sections.

All other sections of the Code to be modified are also presented in this chapter. These include all amendments to Articles 1, 1.2, 1.5, 1.7, 2, 2.5, 3, and 6, including minor references to neighborhood commercial (NC) districts and amendments which restructure or repeat provisions which already apply to the affected lots. These sections are presented in ordinance form appropriate for legislative action by the Board of Supervisors; code sections are included in their entirety, regardless of the extent of amendment to the section. Additions are indicated by <u>underlined text</u>. Deletions are indicated by ((double parentheses)) and in the case of large portions of text, by lines crossed through the deleted portions. Amendments which are in effect on an interim basis for the Downtown (C-3) districts are also indicated for the sections presented.

ARTICLE 7

NEIGHBORHOOD COMMERCIAL DISTRICTS

SEC. 701	NEIGHBORHOOD COMMERCIAL DISTRICT PROVISIONS
SEC. 702	CLASSES OF NEIGHBORHOOD COMMERCIAL DISTRICTS
SEC. 703	NEIGHBORHOOD COMMERCIAL DISTRICT REQUIREMENTS
SEC. 709	GUIDE TO UNDERSTANDING THE NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROLS
SEC. 710	NC-1—NEIGHBORHOOD COMMERCIAL CLUSTER DISTRICT
SEC. 711	NC-2-SMALL-SCALE NEIGHBORHOOD COMMERCIAL DISTRICT
SEC. 712	NC-3—MODERATE-SCALE NEIGHBORHOOD COMMERCIAL DISTRICT
SEC. 713	NC-S-NEIGHBORHOOD COMMERCIAL SHOPPING CENTER DISTRICT
SEC. 714	BROADWAY NEIGHBORHOOD COMMERCIAL DISTRICT
SEC. 715	CASTRO STREET NEIGHBORHOOD COMMERCIAL DISTRICT
SEC. 716	INNER CLEMENT STREET NEIGHBORHOOD COMMERCIAL DISTRICT
SEC. 717	OUTER CLEMENT STREET NEIGHBORHOOD COMMERCIAL DISTRICT
SEC. 718	UPPER FILLMORE STREET NEIGHBORHOOD COMMERCIAL DISTRICT
SEC. 719	HAIGHT STREET NEIGHBORHOOD COMMERCIAL DISTRICT
SEC. 720	HAYES-GOUGH NEIGHBORHOOD COMMERCIAL DISTRICT
SEC. 721	UPPER MARKET STREET NEIGHBORHOOD COMMERCIAL DISTRICT
SEC. 722	NORTH BEACH NEIGHBORHOOD COMMERCIAL DISTRICT
SEC. 723	POLK STREET NEIGHBORHOOD COMMERCIAL DISTRICT
SEC. 724	SACRAMENTO STREET NEIGHBORHOOD COMMERCIAL DISTRICT
SEC. 725	UNION STREET NEIGHBORHOOD COMMERCIAL DISTRICT
SEC. 726	VALENCIA STREET NEIGHBORHOOD COMMERCIAL DISTRICT
SEC. 727	24TH STREET-MISSION NEIGHBORHOOD COMMERCIAL DISTRICT
SEC. 728	24TH STREET-NOE VALLEY NEIGHBORHOOD COMMERCIAL DISTRICT
SEC. 790	DEFINITIONS FOR NEIGHBORHOOD COMMERCIAL DISTRICTS
SEC. 799	REFERENCES TO OTHER SECTIONS OF THE CITY PLANNING CODE

ARTICLE 7

NEIGHBORHOOD COMMERCIAL DISTRICTS

SEC. 701 NEIGHBORHOOD COMMERCIAL DISTRICT PROVISIONS.

This Article is adopted specifically for Neighborhood Commercial districts, as shown on the Zoning Map of the City and County of San Francisco. The provisions set forth or referenced in Article 7 shall apply to any use, property, structure, or development which is located in a Neighborhood Commercial district, unless otherwise provided for within this Code. In the event of conflict between provisions of Article 7 and other provisions of this Code, the provisions of Article 7 shall prevail.

- SEC. 701.1 Purpose of Article 7. This Article is intended to provide a comprehensive and flexible zoning system for Neighborhood Commercial districts which is consistent with the objectives and policies set forth in the San Francisco Master Plan. More specifically, the purposes of this Article are:
 - (a) To provide in one article a complete listing of or cross-reference to all of the zoning categories, definitions, control provisions, and review procedures which are applicable to properties or uses in Neighborhood Commercial districts.
 - (b) To establish a zoning system which will accommodate all classes of Neighborhood Commercial districts including general districts for citywide area groupings and individual districts which are tailored to the unique characteristics of specific areas.
 - (c) To provide zoning control categories which embrace the full range of land use issues in all Neighborhood Commercial districts, in order that controls can be applied individually to each district class to address particular land use concerns in that district.

SEC. 702 CLASSES OF NEIGHBORHOOD COMMERCIAL DISTRICTS.

SEC. 702.1 Neighborhood Commercial Use Districts. The following districts are established for the purpose of implementing the Commerce and Industry element and other elements of the Master Plan, according to the objective and policies stated therein. Description and Purpose Statements outline the main functions of each Neighborhood Commercial (NC) district in the Zoning Plan for San Francisco, supplementing the statements of purpose contained in Section 101 of this Code.

The description and purpose statements and land use controls applicable to each of the general and individual area districts are set forth in Sections 710 through 728 for each district class. The boundaries of the various Neighborhood Commercial districts are shown on the Zoning Map referred to in Section 105, subject to the provisions of Section 105.

General Area Districts	Section Number
NC-1—Neighborhood Commercial Cluster District	§ 710
NC-2—Small-Scale Neighborhood Commercial District	§ 711
NC-3-Moderate-Scale Neighborhood Commercial Distric	t § 712
NC-S—Neighborhood Commercial Shopping Center District	

Individual Area Districts	Section Number
Broadway Neighborhood Commercial District	§ 714
Castro Street Neighborhood Commercial District	§ 715
Inner Clement Street Neighborhood Commercial District	§ 716
Outer Clement Street Neighborhood Commercial District	§ 717
Upper Fillmore Street Neighborhood Commercial District	§ 718
Haight Street Neighborhood Commercial District	§ 719
Hayes-Gough Neighborhood Commercial District	§ 720
Upper Market Street Neighborhood Commercial District	§ 721
North Beach Neighborhood Commercial District	§ 722
Polk Street Neighborhood Commercial District	§ 723
Sacramento Street Neighborhood Commercial District	§ 724
Union Street Neighborhood Commercial District	§ 725
Valencia Street Neighborhood Commercial District	§ 726
24th Street-Mission Neighborhood Commercial District	§ 727
24th Street-Noe Valley Neighborhood Commercial Distric	t § 728

SEC. 702.2 Special Use Districts. In addition to the Neighborhood Commercial use districts established by Section 702.1 of this Code, certain special use districts established in Sections 236 through 245 are located within certain Neighborhood Commercial district boundaries. The designations, locations, and boundaries of the special use districts are as provided below.

	Section Number
Garment Shop Special Use District	§ 236
Northern Waterfront Special Use District	§ 240
Ocean Avenue Affordable Housing Special Use District	§ 243
Monterey Boulevard Affordable Housing Special Use Distr	ict § 244

SEC. 703 NEIGHBORHOOD COMMERCIAL DISTRICT REQUIREMENTS.

The Neighborhood Commercial district zoning control categories consist of building standards listed in Section 703.1 and permitted uses listed in Section 703.2. The controls are either stated, or summarized and cross-referenced to the Sections in other Articles of this Code containing the requirements, in Sections 710 through 728, for each of the district classes listed in Section 702.1.

SEC. 703.1 Building Standards. Building standards are controls which regulate the general size, shape, character, and design of development in Neighborhood Commercial districts. They are set forth or summarized and cross-referenced in the zoning control categories as listed in paragraph (a) below in Sections 710 through 728 for each district class.



(a) Building Standard Categories. The building categories which govern Neighborhood Commercial districts are listed below by zoning control category and number and cross-referenced to the Code Section containing the standard and the definition.

No.	Zoning Control Categories for Building Standards	Section Number of Standard	Section Number of Definition
.10	Height and Bulk	Zoning Map	§ 102.11
.11	Lot Size [Per Development]	§ 121.5	§ 790 . 56
.12	Rear Yard	§ 134(a)(e)	§ 134
.13	Street Frontage	§ 145.1	
.14	Awning	§ 136.1(a)	§ 790 . 20
.15	Canopy	§ 136.1(b)	§ 790 . 26
.16	Marquee	§ 136.1(c)	§ 790 . 58
.17	Street Trees	§ 143	
.20	Floor Area Ratio	§§ 123-124	§ 102.810
.21	Use Size [Non-Residential]	§ 121.7	§ 790 . 130
.22	Off-Street Parking, Com-		
	mercial and Institutional	§ 151	§ 150
.23	Off-Street Freight Loading	§ 152	§ 150
.30	General Advertising Sign	§ 607.1(c)	§ 602.7
.31	Business Sign	§ 607.1(d)	§ 602.3
.91	Residential Density,		
	Dwelling Units	§ 207.2	§ 207
.92	Residential Density, Other	§ 208	§ 208
.93	Usable Open Space	§ 135(d)	§ 135
.94	Off-Street Parking,		
	Residential	§ 151	§ 150

- SEC. 703.2 Uses Permitted in Neighborhood Commercial Districts. A use is the specific purpose for which a property or building is used, occupied, maintained, or leased. Whether or not a use is permitted in a specific district is set forth or summarized and cross-referenced in the zoning control categories as listed in paragraph (a) below in Sections 710 through 728 for each district class.
 - (a) Use Categories. The uses, functions, or activities, which are permitted in each Neighborhood Commercial district class are listed below by zoning control category and number and cross-referenced to the Code Section containing the definition.

No.	Zoning Control Categories for Uses	Section Number of Use Definition
.24	Outdoor Activity Area	§ 790 . 70
.25	Drive-Up Facility	§ 790 . 30
.26	Walk-Up Facility	§ 790 . 140
.27	Hours of Operation	§ 790 . 48
.38	Residential Conversion	§ 790 . 84
.39	Residential Demolition	§ 790 . 86
.40	Other Retail Sales and Services	§ 790 . 102
.41	Bar	§ 790 . 22

.42	Full-Service Restaurant	§ 790.92
.43	Fast Food Restaurant	§ 790.90
.44	Take-Out Food	§ 790.122
.45	Movie Theater	§ 790.64
.46	Adult Entertainment	§ 790.36
.47	Other Entertainment	§ 790.38
.48	Amusement Game Arcade	§ 790.4
.49	Financial Service	§ 790.110
.50	Limited Financial Service	§ 790.112
.51	Medical Service	§ 790.114
.52	Personal Service	§ 790.116
.53	Business or Professional Service	§ 790.108
.54	Massage Establishment	§ 790 . 60
.55	Tourist Hotel	§ 790 . 46
.56	Automobile Parking	§ 790 . 8
.57	Automotive Gas Station	§ 790 . 14
-58	Automotive Service Station	§ 790 . 17
.59	Automotive Repair	§ 790.15
.60	Automotive Wash	§ 790 . 18
.61	Automobile Sale or Rental	§ 790.12
-62	Animal Hospital	§ 790.6
.63	Ambulance Service	§ 790 . 2
.64	Mortuary	§ 790 . 62
.65	Trade Shop	§ 790 . 124
.70	Administrative Service	§ 790 . 106
.71	Light Manufacturing or Wholesale Sales	§ 790 . 54
.80	Hospital of Medical Center	§ 790 . 44
.81	Other Institutions	§ 790 . 50
.82	Public Use	§ 790 . 80
.90	Residential Use	§ 790.88
.95	Community Residential Parking	§ 790 . 10

- (b) Use Limitations. The uses set forth in Paragraph (a) above, are permitted in Neighborhood Commercial districts as either principal, conditional, accessory, or temporary uses as stated in this Section, and as set forth or summarized and cross-referenced in the zoning control categories as listed in Paragraph (a) below in Sections 710 through 728 for each district class.
 - Permitted Uses. All permitted uses shall be conducted within an enclosed building in Neighborhood Commercial districts, unless otherwise specifically allowed in this Code.

If there are two or more uses in a structure and none is classified below under Section 703.2(b)1.(C) as accessory, then each of these uses will be considered separately as independent principal or conditional uses.

- (A) Principal Uses. Principal uses are permitted as of right in a Neighborhood Commercial district, when so indicated in Sections 710 through 728 for each district class.
- (B) Conditional Uses. Conditional uses are permitted in a Neighborhood Commercial district when authorized by the City Planning Commission; whether a use is

conditional in a given district is indicated in Sections 710 through 728. Conditional uses are subject to the provisions set forth in Section 315.

(C) Accessory Uses. Subject to the limitations set forth below and in Sections 204.1 (Accessory Uses for Residential Uses) and 204.5 (Parking and Loading as Accessory), a related minor use which is either necessary to the operation or enjoyment of a lawful principal use or conditional use, or is appropriate, incidental and subordinate to any such use, shall be permitted as an accessory use when located on the same lot.

No use will be considered accessory to a permitted principal or conditional use which involves or requires any of the following:

- (i) Any restaurant, take-out food, other entertainment, or other retail establishment which establishment serves liquor for consumption on-site, as defined in Section 790.22.
- (ii) Any deli counter operating as a fast food restaurant or take-out food service within a retail grocery or specialty food store when such store occupies less than 3500 square feet of gross floor area.
- (iii) The wholesaling, manufacturing or processing of foods, goods, or commodities on the premises of an establishment which does not also operate as a retail storefront that is open during normal business hours to the general public.
- (D) Temporary Uses. Temporary uses are permitted uses, subject to the provisions set forth in Section 205 of this Code.

2. Not Permitted Uses.

- (A) Uses which are not specifically listed in this Article are not permitted unless determined by the Zoning Administrator to be permitted uses in accordance with Section 307(a) of this Code.
- (B) No use, even though listed as a permitted use, shall be permitted in a Neighborhood Commercial District which, by reason of its nature or manner of operation, creates conditions that are hazardous, noxious, or offensive through the emission of odor, fumes, smoke, cinders, dust, gas, vibration, glare, refuse, water-carried waste, or excessive noise.

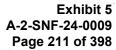
SEC. 709 GUIDE TO UNDERSTANDING THE NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROLS.

Neighborhood Commercial district controls are set forth in the Zoning Control Tables in Sections 710 through 728 of this Code.

- (a) The first column in the Zoning Control Table, titled "No." provides a category number for each zoning control category.
- (b) The second column in the table, titled "Zoning Control Category," lists each zoning control category which is regulated in Article 7.
- (c) The third column, titled "§ References," contains numbers of other sections in the Planning Code and other City codes, in which additional control provisions, including definitions, are contained.
- (d) In the fourth column, the controls applicable to the various Neighborhood Commercial districts are indicated either directly or by reference to other Code sections which contain the controls.

The following symbols are used in this table:

- P Permitted as a principal use.
- Permitted as a conditional use, subject to the provisions set forth in Section 315.
 - A blank space on the table indicates that the use or feature is not permitted. Unless a use or feature is specifically listed as permitted or required, such use or feature is prohibited.
- # See specific provisions listed by Section and Zoning Category number at the end of the table.
- lst lst story and below
- 2nd 2nd story
- 3rd 3rd story and above



SEC. 710.1 NC-1—Neighborhood Commercial Cluster District.

NC-I districts are intended to serve as local neighborhood shopping clusters, providing convenience retail goods and services for the immediately surrounding neighborhoods primarily during daytime hours.

These NC-I districts are characterized by their location in residential neighborhoods, often in outlying areas of the city. These districts have the lowest intensity commercial development in the city, generally consisting of less than one or two blocks and in most cases having less than 600 feet of commercial frontage. The NC-I districts include small clusters with three or more commercial establishments, commonly grouped around a corner; and in some cases short linear commercial strips with low-scale, interspersed mixed-use (residential-commercial) development.

Building controls for the NC-I district promote low intensity development which is compatible with the existing scale and character of these neighborhood areas within the predominant 40-foot height district. Commercial development is limited to one story. Rear yard requirements at all levels preserve existing backyard space.

NC-I commercial use provisions encourage the full range of neighborhood commercial convenience retail sales and services at the first story provided that the use size is limited to 2,500 square feet. However, commercial uses and features which could impact residential livability are prohibited, such as auto uses, financial services, general advertising signs, drive-up facilities, hotels, and late night activity; eating and drinking establishments are restricted, depending upon the intensity of such uses in nearby commercial districts.

Housing development in new buildings is encouraged above the ground story. Existing residential units are protected by prohibitions of conversions above the ground story and limitations on demolitions.

SEC. 710 NEIGHBORHOOD COMMERCIAL CLUSTER DISTRICT NC-1 ZONING CONTROL TABLE

		,		
			SEC. 710	
		· •	NC-1	
No.	Zoning Category	§ References	Controls	
BUILD	ING STANDARDS			
.10	Height and Bulk	§§ 102.11,105, 106,250-252,260 270,271	40-X See Zoning Map	
.11	Lot Size [Per Development]	§§ 790.56,121	P up to 5000 sq.ft., C 5001 sq.ft. & above § 121.5	
.12	Rear Yard	§§ 130,134,136	Required at grade level and above § 134(a)(e)	د چينهو د
.13	Street Frontage		Required § 145.1	9
.14	Awning	§ 790.20	p § 136.1(a)	- ~ ~ *
.15	Canopy	§ 790.26		. 2w.
.16	Marquee	§ 790.58		
.17	Street Trees		Required § 143	
COMMER	CIAL AND INSTITUTIONAL ST	ANDARDS AND USES		
.20	Floor Area Ratio	§§ 102.8,102.10, 123	1.8 to 1 § 124(a)(b)	
.21	Use Size [Non-Residential]	§ 790.130	P up to 2500 sq.ft., C 2501 sq.ft. & above § 121.7	
.22	Off-Street Parking, Commercial and Institutional	§§ 150,153-157, 159-160,204.5	Generally, none required if occupied floor area is less than 5000 sq.ft. §§ 151,161(g) Exhi	

			SEC. 710
			NC-1
No.	Zoning Category	§ References	Controls
.23	Off-Street Freight Loading	§§ 150,153-155 204.5	Generally, none required if gross floor area is less than 10,000 sq.ft. §§ 152,161(b)
.24	Outdoor Activity Area	§ 790.70	P in front; C elsewhere
.25	Drive-Up Facility	§ 790.30	
.26	Walk-Up Facility	§ 790.140	P if recessed 3 ft. C otherwise
.27	Hours of Operation	§ 790.48	P: 6 a.m 11 p.m. C: 11 p.m 2 a.m.
.30	General Advertising Sign	§§ 602-604,608.1 608.2,608.58	
.31	Business Sign	§§ 602-604,608.1 608.2,608.58	P § 607.1(d)

				Controls by Story			
			§ 790.118	lst	2nd	3rd +	
T	.38	Residential Conversion	§ 790.84	Р			
1	.39	Residential Demolition	§ 790.86	C	С	С	

Retail Sales and Services

	.40	Other Retail Sales and Services [Not Listed Below]	§ 790 . 102	Р			
T	.41	Bar	§ 790.22	Р#			П
T	.42	Full-Service Restaurant	§ 790.92	Р#			П
T	.43	Fast Food Restaurant	§ 790.90	C#		·	\prod
I	.44	Take-Out Food	§ 790.122	C#	·		

		•	-		SEC. 710	l	
			. '		NC-1		
				Cont	rols by	Story	
I	No.	Zoning Category	§ References	lst	2nd	3rd +	\prod
1	.45	Movie Theater	§ 790.64				
	.46	Adult Entertainment	§ 790.36				T
	.47	Other Entertainment	§ 790 . 38	С			\prod
	.48	Amusement Game Arcade	§ 790.4 § 1036 Police Code			1.00	
	.49	Financial Service	§ 790.110		,		
	.50	Limited Financial Service	§ 790.112	Р			टर्ग सम्बद्धाः स्थान
	.51	Medical Service	§ 790.114	Р			eres and execution
	.52	Personal Service	§ 790.116	Р		e van de la companya	
	.53	Business or Professional Service	§ 790.108	Р		1 (44) H	TO Part Mary and Co.
	.54	Massage Establishment	§ 790.60 § 2700 Police Code				
I	.55	Tourist Hotel	§ 790 . 46				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
\int	.56	Automobile Parking	§§ 790.8,156,160	С			
	.57	Automotive Gas Station	§ 790.14				
Ī	.58	Automotive Service Station	§ 790.17		Company of the compan		t.
\mathbb{I}	.59	Automotive Repair	§ 790.15				
	.60	Automotive Wash	§ 790.18				
	.61	Automobile Sale or Rental	§ 790 . 12				
Ţ	.62	Animal Hospital	§ 790.6				
	.63	Ambulance Service	§ 790.2				
I	.64	Mortuary	§ 790.62			A-2-SN	Exhibit 5
			42		.•		215 of 398

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	*		•		SEC. 710		Π	
			• •		NC-1		\parallel	
			•	Cont	rols by	Story	\parallel	
	No.	Zoning Category	§ References	lst	2nd	3rd +	$\ $	
11	.65	Trade Shop	. § 790.124	Р			Ħ	
	lon-Re	etail Sales and Services					 -	
	.70	Administrative Service	§ 790.106				\prod	
7	.71	Light Manufacturing or Wholesale Sales	§ 790 . 54					
1	nstit	utions						
	.80	Hospital or Medical Center	§ 790.44					
Ī	.81	Other Institutions	§ 790.50	С	С		\prod	
]	.82	Public Use	§ 790.80	С	. C	С	\prod	
R	ESIDE	NTIAL STANDARDS AND USES						
	.90	Residential Use	§ 790 . 88	р	Р	Р	\llbracket	
	.91	Residential Density, Dwelling Units	§§ 207,207.1, 790.88(a)		lly, l u .ft. lot § 207.2			
	.92	Residential Density, Group Housing	§§ 207.1,208, 790.88(b)		11y, 1 b sq.ft. § 208	edroom lot area		
	.93	Usable Open Space [Per Residential Unit]	§§ 135,136	sq.ft. 133 sq	Generally, either 100 sq.ft. if private, or 133 sq.ft. if common § 135(d)			
	.94	Off-Street Parking, Residential	§§ 150,153-157, 159-160,204.5	1	Generally, 1 space per unit §§ 151,161(a)(g)			
	.95	Community Residential Parking	§ 790.10	c c c				

SPECIFIC PROVISIONS FOR NC-1 DISTRICTS

Section	Zoning Controls
710.41	P if located more than one-quarter mile from any district with more
710.42	restrictive controls; otherwise, same as more restrictive control
710.43	C if located more than one-quarter mile from any district with more
710.44	restrictive controls; otherwise, same as more restrictive control

SEC. 711.1 NC-2—Small-Scale Neighborhood Commercial District.

The NC-2 district is intended to serve as the city's small-scale neighborhood commercial district. These districts are linear shopping streets which provide convenience goods and services to the surrounding neighborhoods as well as limited comparison shopping goods for a wider market. The range of comparison goods and services offered is varied and often includes specialty retail stores, restaurants, and neighborhood-serving offices. NC-2 districts are commonly located along both collector and arterial streets which have transit routes.

These districts range in size from two or three blocks to many blocks, although the commercial development in longer districts may be interspersed with housing or other land uses. Buildings typically range in height from two to four stories with occasional one-story commercial buildings.

The small-scale district controls provide for mixed-use buildings which approximate or slightly exceed the standard development pattern. Rear yard requirements above the ground story and at residential levels preserve open space corridors of interior blocks.

Most new commercial development is permitted at the ground and second stories. Eating and drinking, entertainment, and financial service uses, however, are confined to the ground story. The second story may be used by some retail stores, personal services, and medical, business and professional offices. Parking and hotels are monitored at the first and second stories. Limits on late-night activity, drive-up facilities, and other automobile uses protect the livability within and around the district, and promote continuous retail frontage.

Housing development in new buildings is encouraged above the ground story. Existing residential units are protected by limitations on demolition and upper-story conversions.

SEC. 711 SMALL-SCALE NEIGHBORHOOD COMMERCIAL DISTRICT NC-2 ZONING CONTROL TABLE

		•	SEC. 711	T
			NC-2	†
No.	Zoning Category	§ References	Controls	†
BUILD	ING STANDARDS			
.10	Height and Bulk	§§ 102.11,105, 106,250-252,260 270,271	Generally, 40-X See Zoning Map	
.11	Lot Size [Per Development]	§§ 790.56,121	P up to 10,000 sq.ft., C 10,001 sq.ft. & above § 121.5	+
.12	Rear Yard	§§ 130,134,136	Required at the second story and above and at all residential levels § 134(a)(e)	
.13	Street Frontage		Required § 145.1	
.14	Awning	§ 790.20	P § 136.1(a)	
.15	Canopy	§ 790.26	P § 136.1(b)	
.16	Marquee	§ 790.58	p § 136.1(c)	A company and a group of the company
.17	Street Trees		Required § 143	
COMMER	RCIAL AND INSTITUTIONAL ST	TANDARDS AND USES		.06.
.20	Floor Area Ratio	§§ 102.8,102.10, 123	3.6 to 1 § 124(a)(b)	
.21	Use Size [Non-Residential]	§ 790.130	P up to 3500 sq.ft., C 3501 sq.ft. & above § 121.7	
.22	Off-Street Parking, Commercial and Institutional	§§ 150,153-157, 159-160,204.5	Generally, none required if occupied floor area is less than 5000 sq.ft. §§ 151,161(g)	×hibit !
<u> </u>	A. L. Carrier and		A-2-SNF- Page 21	

			SEC. 711
			NC-2
No.	Zoning Category	§ References	Controls
.23	Off-Street Freight Loading	§§ 150,153-155 204.5	Generally, none required if gross floor area is less than 10,000 sq.ft. §§ 152,161(b)
.24	Outdoor Activity Area	§ 790.70	P in front; C elsewhere
.25	Drive-Up Facility	§ 790.30	
.26	Walk-Up Facility	§ 790.140	P if recessed 3 ft. C otherwise
.27	Hours of Operation	§ 790.48	P: 6 a.m 2 a.m. C: 2 a.m 6 a.m.
.30	General Advertising Sign	§§ 602-604,608.1 608.2,608.57	p § 607.1(c)
.31	Business Sign	§§ 602-604,608.1 608.2,608.57	P § 607.1(d)

				Contr	ols by	Story
			§ 790.118	lst	2nd	3rd +
•]	.38	Residential Conversion	§ 790.84	Р	С	
1	.39	Residential Demolition	§ 790.86	C	С	С

Retail Sales and Services

	.40	Other Retail Sales and Services [Not Listed Below]	§ 790.102	p	Р	
I	.41	Bar	§ 790.22	Р		T
T	.42	Full-Service Restaurant	§ 790.92	Р		T
	.43	Fast Food Restaurant	§ 790.90	C		T
T	.44	Take-Out Food	§ 790.122	С		T

		•		SEC. 711	•	
		• • • • • • • • • • • • • • • • • • •		NC-2		
		•	Cont	rols by	Story	
No.	Zoning Category	§ References	lst	2nd	3rd +	
.45	Movie Theater	§ 790.64	Р			Ħ
.46	Adult Entertainment	§ 790.36				
.47	Other Entertainment	§ 790.38	Р			
.48	Amusement Game Arcade	§ 790.4 § 1036 Police Code				
.49	Financial Service	§ 790 . 110	Р			
.50	Limited Financial Service	§ 790.112	Р			eg Mainstain
.51	Medical Service	§ 790.114	Р	Р	A CAN DE LA CANADA	
.52	Personal Service	§ 790.116	P	Р	The first parties and disparent for 1 and 4 and 4 and 5 and	
.53	Business or Professional Service	§ 790.108	Р	P		
.54	Massage Establishment	§ 790.60 § 2700 Police Code	Р	Р		The second secon
.55	Tourist Hotel	§ 790 . 46	С	С	The state of the s	A THE PROPERTY OF THE CASE OF THE PROPERTY OF THE CASE
.56	Automobile Parking	§§ 790.8,156,160	C	С	The second secon	The second secon
.57	Automotive Gas Station	§ 790.14		an year tage transmiser ages destallables of the an	e e garganismo (e e e e e e e e e e e e e e e e e e e	Carl Contract Assistance Contract Contr
.58	Automotive Service Station	§ 790.17				The state of the s
.59	Automotive Repair	§ 790.15	er en	- W. Change		eren (Semente ago Some Children) - 1 + 2/14M milijan ago
. 60	Automotive Wash	§ 790.18	Company (March Company)	P. J.		Total Control of the
.61	Automobile Sale or Rental	§ 790 . 12				
.62	Animal Hospital	§ 790.6	C	and in the second of the secon	- Paragard Minister (Minister) (M	
.63	Ambulance Service	§ 790.2				
.64	Mortuary	§ 790.62		The state of the s	A 2 CN	Exhibit 5 = 24-0009
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					SEC. 711		П
					NC-2		\prod
				Cont	rols by	Story	П
\prod	No.	Zoning Category	§ References	lst	2nd	3rd +	\prod
	.65	Trade Shop	§ 790.124	P	С		
Non-Retail Sales and Services							
	.70	Administrative Service	§ 790.106	С	С		
	.71	Light Manufacturing or Wholesale Sales	§ 790.54	C#	#		
Institutions							
	.80	Hospital or Medical Center	§ 790.44				
	.81	Other Institutions	§ 790.50	С	С		
	.82	Public Use	§ 790.80	С	С	С	
RE	SIDE	NTIAL STANDARDS AND USES					
	.90	Residential Use	§ 790.88	Р	Р	Р	\prod
	.91	Residential Density, Dwelling Units	§§ 207,207.1, 790.88(a)	Genera 800 sq	lly, l u .ft. lot § 207.2	nit per area #	
	.92	Residential Density, Group Housing	§§ 207.1,208, 790.88(b)		11y, 1 b sq.ft. § 208	edroom lot area	
	.93	Usable Open Space [Per Residential Unit]	§§ 135,136	sq.ft. 133 sq	Generally, either 100 sq.ft. if private, or 133 sq.ft. if common § 135(d)		
	.94	Off-Street Parking, Residential	§§ 150,153-157, 159-160,204.5	11	Generally, 1 space per unit §§ 151,161(a)(g)		
	.95	Community Residential Parking	§ 790.10	С	С	С	

SPECIFIC PROVISIONS FOR NC-2 DISTRICTS

Section	Zoning Controls		
§ 711.71	§ 236 <i>-</i>	Garment Shop Special Use District Applicable only for portions of the Pacific Avenue NC-2 District as mapped on Sectional Map No. 1 SUa P for garment shops on the 1st and 2nd story	
§ 711.91	§ 244 -	Monterey Boulevard Affordable Housing Special Use District Applicable only for portions of the Monterey Boulevard NC-2 District as mapped on Sectional Map 12 SU I unit per 600 sq.ft. lot area by Conditional Use	

SEC. 790 DEFINITIONS FOR NEIGHBORHOOD COMMERCIAL DISTRICTS.

This Section provides the definitions for Neighborhood Commercial districts. In case of conflict between the following definitions and those set forth in Section 102, the following definitions shall prevail for Neighborhood Commercial districts.

SEC. 790.2 Ambulance Service. A retail use which provides medically-related transportation services.

SEC. 790.4 Amusement Game Arcade. (Mechanical Amusement Devices) A retail use which provides amusement games such as video games, pinball machines, pool tables, or other such similar mechanical and electronic amusement devices, as regulated in Section 1036 of the Police Code.

SEC. 790.6 Animal Hospital. A retail use which provides medical care and accessory boarding services for animals, not including a commercial kennel as specified in Section 224(c) of this Code.

SEC. 790.8 Automobile Parking. A use which provides temporary parking accommodations for private vehicles whether conducted within a garage or on an open lot, excluding community residential parking, as defined in Section 790.10. Provisions regulating automobile parking are set forth in Sections 155, 156, 157 and other provisions of Article 1.5 of this Code.

SEC. 790.10 Automobile Parking, Community Residential. A use which provides parking accommodations, including a garage or lot for the overnight storage of private passenger automobiles for residents of the vicinity or meeting the requirements of Section 159 and other sections in Article 1.5 of this Code.

SEC. 790.12 Automobile Sale or Rental. A retail use which provides vehicle sales or rentals whether conducted within a building or on an open lot.

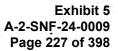
SEC. 790.14 Automotive Gas Station. A retail automotive service use which provides motor fuels, lubricating oils, air, and water directly into motor vehicles and without providing automotive repair services, including self-service operations which sell motor fuel only.

SEC. 790.15 Automotive Repair. A retail automotive service use which provides any of the following automotive repair services when conducted within an enclosed building having no openings, other than fixed windows or exits required by law, located within 50 feet of any R district: minor auto repair, engine repair, rebuilding, or installation of power train components, reconditioning of badly worn or damaged motor vehicles, collision service, or full body paint spraying.

- SEC. 790.16 Automotive Service. A retail use which provides services for motor vehicles including automotive gas station, automotive service station, automotive repair, and automotive wash.
- SEC. 790.17 Automotive Service Station. A retail automotive service use which provides motor fuels and lubricating oils directly into motor vehicles and minor auto repairs (excluding engine repair, rebuilding, or installation of power train components, reconditioning of badly worn or damaged motor vehicles, collision service, or full body paint spraying) which remain accessory to the principal sale of motor fuel. Repairs shall be conducted within no more than three enclosed service bays in buildings having no openings, other than fixed windows or exits required by law, located within 50 feet of any R district.
- SEC. 790.18 Automotive Wash. A retail automotive service use which provides cleaning and polishing of motor vehicles, including self-service operations, when such cleaning and polishing are conducted within an enclosed building having no openings, other than fixed windows or exits required by law, and which has an off-street waiting and storage area outside the building which accommodates at least one-fourth the hourly capacity in vehicles of the enclosed operations.
- SEC. 790.20 Awning. A light roof-like structure, supported entirely by the exterior wall of a building; consisting of a fixed or moveable frame covered with cloth, plastic or metal; extending over doors, windows, and show windows; with the purpose of providing protection from sun and rain and/or embellishment of the facade; as further regulated in Sections 4506 and 5211 of the Building Code.
- SEC. 790.22 Bar. A retail use which provides on-site alcoholic beverage sales for drinking on the premises, serving beer, wine and/or liquor to the customer, including bars where no person under 21 years is admitted (with Alcoholic Beverage Control [ABC] licenses 42, 48, or 61) and drinking establishments (with ABC licenses 47 or 60) in conjunction with other uses which admit minors, such as restaurants, movie theaters, and other entertainment.
- SEC. 790.26 Canopy. A light roof-like structure, supported by the exterior wall of a building and on columns or wholly on columns, consisting of a fixed or moveable frame covered with approved cloth, plastic or metal, extending over entrance doorways only, with the purpose of providing protection from sun and rain and embellishment of the facade, as further regulated in Sections 4505, 4506, 4508, and 5213 of the Building Code.
- SEC. 790.30 Drive-Up Facility. A structure designed primarily for drive-to or drive-through trade which provides service to patrons while in private motor vehicles; excluding gas stations, service stations, and auto repair garages, as defined in Sections 790.14, 790.15, and 790.17.

- SEC. 790.34 Eating and Drinking Use. A retail use which provides food and spirits for either on- or off-site food consumption including bars, full-service restaurants, fast food restaurants, and take out food.
- SEC. 790.36 Entertainment, Adult. A retail use which includes the following: adult bookstore, as defined by Section 791 of the Police Code; adult theater, as defined by Section 791 of the Police Code; and encounter studio, as defined by Section 1072.1 of the Police Code. Such use shall be located no less than 1,000 feet from another adult entertainment use.
- SEC. 790.38 Entertainment, Other. A retail use which provides live entertainment, including dramatic and musical performances, and dance halls which provide amplified taped music for dancing on the premises, including but not limited to those defined in Section 1060 of the Police Code.
- SEC. 790.44 Hospital or Medical Center. A public or private institutional use which provides medical facilities for in-patient care, including medical offices, clinics, and laboratories. It shall also include employee or student dormitories adjacent to medical facilities when the dormitories are operated by and affiliated with a medical institution.
- SEC. 790.46 Hotel, Tourist. A retail use which provides tourist services including guest rooms or suites. A tourist guest room is intended or designed to be used, rented, or hired out to guests (transient visitors) intending to occupy the room for less than 32 consecutive days. A hotel does not include a tourist motel, which provides tourist services, including guest rooms or suites which are independently accessible from the outside, with garage or parking space located on the lot, and designed for, or occupied by, automobile-traveling transient visitors. Hotels are further regulated by the Residential Hotel Conversion and Demolition Ordinance, Chapter 41 of the San Francisco Administrative Code.
- SEC. 790.48 Hours of Operation. The permitted hours during which any commercial establishment, not including automated teller machines, may be open for business. Other restrictions on the hours of operation of movie theaters, adult entertainment, and other entertainment uses, as defined in Sections 790.64, 790.36., and 790.38, respectively, shall apply pursuant to provisions in Section 303(c)4, when such uses are permitted as conditional uses.
- SEC. 790.50 Institutions, Other. A public or private, commercial or non-commercial use which provides services to the community excluding hospitals and medical centers and including but not limited to the following:
 - (a) Assembly and Social Service. A use which provides social, fraternal, counseling or recreational gathering services to the community. It includes a private non-commercial club house, lodge, meeting hall,

- recreation building, or community facility not publicly owned. It also includes an unenclosed recreation area or non-commercial horticulture area not publicly owned.
- (b) Child Care. A use which provides less than 24-hour care for children by licensed personnel and which meets the requirements of the State of California and other authorities.
- (c) Educational Service. A use certified by the State Educational Agency which provides educational services. It may include, on the same premises, employee or student dormitories and other housing operated by and affiliated with the institution.
- (d) Religious Facility. A use which provides religious services to the community. It may include on the same lot, the housing of persons who engage in supportive activity for the institution.
- (e) Residential Care. A medical use which provides lodging, board, and care 24 hours or more to persons in need of specialized aid by personnel licensed by the State of California and which provides no outpatient services; including but not limited to, a board and care home, rest home, or home for the treatment of the addictive, contagious, or other diseases or physiological disorders.
- SEC. 790.54 Light Manufacturing, Wholesale Sales. Non-retail sales and services use, including light manufacturing or wholesale sales, as defined in subsections (a) and (b) below.
 - (a) Light Manufacturing. A non-retail use which provides for the fabrication or production of goods, by hand or machinery, primarily involving the assembly, packaging, repairing, or processing of previously prepared materials, when conducted in an enclosed building having no openings other than fixed windows or exits required by law located within 50 feet of any R district. Light manufacturing uses include production and custom activities where items are made to order, usually involving individual or special design, or handiwork, such as the following fabrication or production activities defined by the Standard Industrial Classification Code Manual as light manufacturing uses:
 - Food processing
 - 2. Apparel and other garment products
 - 3. Furniture and fixtures
 - 4. Printing
 - 5. Leather products
 - 6. Pottery
 - 7. Glass blowing
 - 8. Measuring, analyzing, and controlling instruments; photographic, medical and optical goods; watches and clocks.



- (b) Wholesale Sales. A non-retail use which provides merchant middleman services, providing goods or commodities for resale or business use, not including a non-accessory storage warehouse.
- SEC. 790.56 Lot Size [Per development]. The permitted gross lot area for new construction or expansion of existing development. Lot is defined in Section 102.12.
- SEC. 790.58 Marquee. A permanent roofed structure attached to and supported entirely by a building; including any object or decoration attached to or part of said marquee; no part of which shall be used for occupancy or storage; with the purpose of providing protection from sun and rain or embellishment of the facade; as further regulated in Sections 414 and 4506 of the Building Code.
- Massage Establishment. A retail use as defined in Section 2700 of the Police Code provided that the use is located no less than 1000 feet from the premises of any other massage establishment; except that this requirement shall not apply where massage services are incidental to the institutional uses permitted in Sections 217(a)-(c) or to the use by an individual member of the facilities of a health club, gymnasium, or other facility with a regular membership which health club, gymnasium or other facility is used primarily for instruction and training in body building, exercising, reducing, sports, dancing, or other similar physical activities.
- SEC. 790.62 Mortuary. A retail use which provides funeral services, funeral preparation, or burial arrangements.
- SEC. 790.64 Movie Theater. A retail use which displays motion pictures, slides, or closed circuit television pictures.
- SEC. 790.70 Outdoor Activity Area. An area, not including primary circulation space or any public street, located outside of a building or in a courtyard which is provided for the use or convenience of patrons of a commercial establishment including, but not limited to, sitting, eating, drinking, dancing, and food service activities.
- Public Use. A publicly- or privately-owned use which provides public services to the community and which has operating requirements which necessitate location within the district, including civic structures, public libraries, police stations, transportation facilities, utility installations (excluding service yards, machine shops, garages, and incinerators), and wireless transmission facilities.
- SEC. 790.84 Residential Conversion. The change in occupancy (as defined and regulated by the Building Code) of any residential use to a non-residential use.

SEC. 790.86 Residential Demolition. The demolition (as defined by the Building Code) of any building or structure or portion thereof containing a residential use.



- SEC. 790.88 Residential Use. A use which provides housing for San Francisco residents, rather than visitors, including a dwelling unit, group housing, or residential hotel as defined in Subsections (a) and (b) below.
 - (a) Dwelling Unit. A residential use which consists of a suite of two or more rooms and includes sleeping, bathing, cooking, and eating facilities, but has only one kitchen.
 - (b) Group Housing. A residential use which provides lodging or both meals and lodging without individual cooking facilities for a week or more at a time in a space not defined as a dwelling unit. Group housing includes, but is not limited to, a rooming house, boarding house, guest house, lodging house, residence club, commune, fraternity and sorority house, monastery, nunnery, convent, and ashram. It also includes group housing operated by a medical or educational institution when not located on the same lot as such institution.
- SEC. 790.90 Restaurant, Fast Food. A retail eating or eating and drinking use with tables and chairs which provides ready-to-eat cooked foods generally served in disposable wrappers or containers, for consumption on or off the premises.

This use provides a public service area, including counter and queuing areas designed specifically for the sale and distribution of foods and beverages.

This definition is applicable to most franchise fast food restaurants and to independent businesses such as delis, taquerias, and bagelries.

This use may provide on-site beer and/or wine sales for drinking on the premises (with ABC licenses 40, 41 or 60). If the use serves liquor for drinking on the premises (with ABC licenses 42, 47, 48, or 61), or does not admit minors, then the use shall also be considered a bar, as defined in Section 790.20.

SEC. 790.92 Restaurant, Full Service. A retail eating or eating and drinking use with tables and chairs which provides customers with table service for the consumption of prepared, ready-to-eat cooked foods on the premises.

This use provides suitable kitchen facilities necessary for the preparing, cooking and serving of meals to restaurant guests.

This use may provide on-site beer and/or wine sales for drinking on the premises (with ABC licenses 40, 41 or 60). If the use serves liquor for



drinking on the premises (with ABC licenses 42, 47, 48, or 61), or does not admit minors, then the use shall also be considered a bar, as defined in Section 790.20.

- SEC. 790.100 Sales and Services, Non-Retail. A commercial use which provides sales or services to the business community rather than to the general public, including light manufacturing, wholesale sales, and administrative services, as defined in Sections 790.54 and 790.106, respectively.
- SEC. 790.102 Sales and Services, Other Retail. A retail use which provides goods and services but is not listed as a separate zoning category in subsections .41 through .63 of Sections 710 through 728, including but not limited to sale or provision of the following goods and services:
 - General groceries;
 - Specialty groceries such as cheese, coffee, meat, produce;
 - Pharmaceutical drugs and personal toiletries;
 - Personal items such as tobacco and magazines;
 - Self-service laundromats and dry cleaning;
 - Household goods and services (including hardware); and
 - Variety merchandise.
- SEC. 790.104 Sales and Services, Retail. A commercial use which sells goods or provides services directly to the consumer and is accessible to the general public during business hours.
- SEC. 790.106 Service, Administrative. A non-retail use, as defined in Section 790.100, which provides organizational services to the business community and is not available to the general public.
- SEC. 790.108 Service, Business or Professional. A retail use which provides general business or professional services including, but not limited to, architects, accountants, attorneys, consultants, realtors, and travel agents.
- SEC. 790.110 Service, Financial. A retail use which provides banking services and products to the public, such as banks, savings and loans, and credit unions, when occupying less than 15 feet of linear frontage or 200 square feet of gross floor area.
- SEC. 790.112 Service, Limited Financial. A retail use which provides banking services, when not occupying more than 15 feet of linear frontage or 200 square feet of floor area. Automated teller machines, if installed within such a facility or on an exterior wall as a walk-up facility, are included in this category; however, these machines are not subject to the hours of operation, as defined in Section 790.48 and set forth in zoning category number .27 of Sections 710 through 728 for each district.

SEC. 790.114 Service, Medical. A retail use which provides health services to the individual by physicians, surgeons, dentists, podiatrists, psychologists, psychiatrists, acupuncturists, chiropractors, or any other health-care professionals when licensed by a State-sanctioned Board overseeing the provision of medically-oriented services.



SEC. 790.116 Service, Personal. A retail use which provides grooming services to the individual, including salons, cosmetic services, tatoo parlors, and health spas, or instructional services not certified by the State Educational Agency, such as art, dance, exercise, martial arts, and music classes.

SEC. 790.118 Story. That portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except that the topmost story shall be that portion of a building included between the upper surface of the topmost floor and the ceiling or roof above.

For purposes of this definition, grade is the point of elevation of the finished surface of the ground, paving or sidewalk within the area between the building and the property line or, when the property line is more than 5 feet from the building, between the building and a line 5 feet from the building. Provisions in Section 102.11 of this Code shall apply in defining the point of measurement at grade.

(a) Story, First. For structures existing at the effective date of Ordinance No. (this ordinance), the lowest story of a building which qualifies as a story, as defined herein, except that a story in a building having only one floor level shall be classified as a first story, provided such floor level is not more than 4 feet below grade for more than 50 percent of the total perimeter, or more than 8 feet below grade at any point. If the finished floor level directly above a basement or unused under-floor space is more than 6 feet above grade for more than 50 percent of the total perimeter or is more than 12 feet above grade at any point, such basement or unused under-floor space shall be considered as a story.

For new structures or alterations which involve changing the elevation of any story, the floor level of the first story shall be within I foot of grade at the primary retail frontage.

- (b) Story, Second. The story above the first story.
- (c) Story, Third and Above. The story or stories of a building above the second story and below the ceiling of the topmost story of a building.
- SEC. 790.122 Take-Out Food. A retail use which without tables and chairs primarily sells prepared, ready-to-eat foods in disposable wrappers for immediate consumption on or off the premises.

This use may provide off-site beer, wine, and/or liquor sales for consumption off the premises (with ABC licenses 20, 21, or 40).



This definition is applicable to bakeries, cookie and candy stores, as well as carry out sandwich and deli counters without seating on the premises. This definition is not applicable to general grocery stores or specialty grocery stores, subject to accessory use provisions in Section 703.2(b)1.(C)ii.

- SEC. 790.124 Trade Shop. A retail use which provides custom crafted goods and services for sale directly to the consumer, reserving some storefront space for display and retail service; if conducted within an enclosed building having no openings other than fixed windows or exits required by law located within 50 feet of any R district. A trade shop includes, but is not limited to, repair and upholstery services, carpentry, printing, blueprinting, tailoring and other artisan craft uses.
- SEC. 790.130 Use Size [Non-Residential]. The permitted gross floor area allowed each individual non-residential use. Gross floor area is defined in Section 102.8 of this Code.
- SEC. 790.140 Walk-Up Facility. A structure designed for provision of pedestrian-oriented services when located on an exterior building wall, including window service, self-service operations, and automated bank teller machines (ATMs).

SEC. 799 OTHER APPLICABLE SECTIONS OF THE CITY PLANNING CODE.

Reference should be made to other sections which also apply to neighborhood commercial districts. These sections and their titles are listed below.

General Provisions

Section 101 Purposes Section 109 Severability

Definitions

Section 102 Definitions

Zoning Map

Section 104 Zoning Map
Section 106 Zoning Map Incorporated Herein

Building Standards

Section 122 Height and Bulk Section 250 Height and Bulk Districts Established Section 251 Height and Bulk Districts - Purpose Section 252 Classes of Height and Bulk Districts Section 260 Height Limits - Method of Measurement Section 262 Additional Height Limits - Applicable to Signs Section 270 Bulk limits - Measurement Section 271 Bulk Limits - Special Exceptions Section 121 Minimum Lot Width Section 130 Yard and Setback Requirements Section 131 Legislated Setback Line Section 136 Obstructions over Street and Alleys Section 140 All Dwelling Units to Face and Open Area Section 141 Screening of Rooftop Features Section 142 Screening of Parking Areas

Parking

Section 153
Section 154
Rules for Calculation of Required Spaces
Minimum Dimensions for Required Off-Street Parking & Loading Spaces
Section 155
General Standards as to Location & Arrangement of Off-Street Parking and Loading Spaces
Section 156
Parking Lots
Section 157
Conditional Use Applications for Parking Exceeding Accessory Amounts

Signs

Section 602 Definitions
Section 603 Exemption
Section 604 Permits and Conformity
Section 607 Commercial and Industrial Districts
Section 608 Special Sign Districts
Section 609 Amortization Period

Uses	
Section 203 Section 204 Section 204.4 Section 204.5 Section 205 Section 236 Section 240 Section 243 Section 244	Effect on Certain Public Services Accessory Uses General Dwelling Units Accessory to Other Uses Parking and Loading as Accessory Uses Temporary Uses Garment Shop Special Use District Northern Waterfront Special Use Districts Ocean Avenue Affordable Housing Special Use District Monterey Boulevard Affordable Housing Special Use District
Landmarks	
Article 10	Preservation of Historical, Architectural and Aesthetic Landmarks (Inclusive)
Procedures	
Section 301 Section 302 Section 303 Section 304.5 Section 305	General Description Amendments Conditional Uses Institutional Master Plans Variances
Compliance	
Section 170 Section 171 Section 172	Applicability of Requirements Compliance of Uses Required Compliance of Structures, Open Spaces, and Off-Street Parking and Loading
Section 173	Compliance of Lots Required
Section 174	Compliance of Conditions
Section 175 Section 176	Approval of Permits Enforcement Against Violations
Section 179	Automatic Conditional Uses
Section 180	Nonconforming Uses, Noncomplying Structures, and
Section 181	Substandard Lots Nonconforming Uses: Enlargements, Alterations, or Reconstruction
Section 182	Nonconforming Uses: Changes of Use
Section 183	Nonconforming Uses: Discontinuance and Abandonment
Section 184 Section 186	Short-Term Continuance of Certain Nonconforming Uses Exemption of Limited Commercial Nonconforming Uses
Section 187	Garment Shops and Garment Factories as
a	Nonconforming Uses
Section 188	Noncomplying Structures: Enlargements, Alterations and Reconstruction

ARTICLE 1

GENERAL ZONING PROVISIONS

[Section 101 is unchanged.]

SEC. 102 DEFINITIONS.

For the purposes of this Code, certain words and terms used herein are defined as set forth in this and the following sections. Additional definitions applicable only to Article 7, Neighborhood Commercial Districts, are set forth in Section 790. All words used in the present tense shall include the future. All words in the plural number shall include the singular number and all words in the singular number shall include the plural number, unless the natural construction of the wording indicates otherwise. The word "shall" is mandatory and not directory. Whenever any of the following terms is used it shall mean the corresponding officer, department, board or commission of the City and County of San Francisco, State of California herein referred to as the City: Assessor, Board of Supervisors, Department of City Planning, Department of Public Works, Director of Planning, City Planning Commission, Zoning Administrator. In each case the term shall be deemed to include an employee of any such officer or department of the City who is lawfully authorized to perform any duty or exercise any power as a representative or agent of that officer or department.

[Sections 102.1 through 102.3 are unchanged.]

SEC. 102.4

District. A portion of the territory of the city, as shown on the Zoning Map, within which certain regulations and requirements or various combinations thereof apply under the provisions of this Code. The term "district" shall include any use, special use, height and bulk, or special sign district. The term "R district" shall mean any RH-I(D), RH-1, RH-I(S), RH-2, RH-3, RM-1, RM-2, RM-3, RM-4, RC-1, RC-2, RC-3, or RC-4 district. The term "C district" shall mean any C-1, C-2, C-3, or C-M district. The term "M district" shall mean any M-1 or M-2 district. The term "RH district" shall mean any RH-I(D), RH-1, RH-I(S), RH-2, or RH-3 district. The term "RM district" shall mean any RM-1, RM-2, RM-3, or RM-4 district. The term "RC district" shall mean any RC-1, RC-2, RC-3, or RC-4 district. The term "C-3 district" shall mean any C-3-O, C-3-R, C-3-G, or C-3-S district. The term "NC district" shall mean any NC-1, NC-2, NC-3, NC-S, and any neighborhood commercial district identified by street name in Section 702.1.

[Sections 102.5 through 109 are unchanged.]

ARTICLE 1.2

DIMENSIONS, AREAS AND OPEN SPACES

[Section 121 is unchanged.]

SEC. 121.5 Development on Large Lots, Neighborhood Commercial Districts.

In order to promote, protect, and maintain a scale of development which is appropriate to each district and compatible with adjacent buildings, new construction or enlargement of existing buildings on lots larger than the square footage stated in the table below shall be permitted as conditional uses subject to the provisions set forth in Section 315.

District

NC-1, Broadway,

Castro Street,
Inner Clement Street,
Outer Clement Street,

Upper Fillmore Street,
Haight Street, North Beach,
Sacramento Street, Union Street,
24th Street-Mission,
24th Street-Noe Valley

NC-2, NC-3, Hayes-Gough, Upper Market Street, Polk Street, Valencia Street 10,000 sq.ft.

NC-S

Not Applicable

In addition to the criteria of Section 303(c) the City Planning Commission shall find that the following criteria are met:

- 1. The mass and facade of the proposed structure are compatible with the existing scale of the district.
- 2. The facade of the proposed structure is consistent with design features of adjacent facades that contribute to the positive visual quality of the district.
- The site plan of the proposed structure reflects the arrangement of most other buildings on its block. In cluster and linear districts with continuous street building walls, the proposed structure maintains a continuous block facade line.

SEC. 121.7 Use Size Limits (Non-Residential), Neighborhood Commercial Districts.

In order to protect and maintain a scale of development appropriate to each district, non-residential uses which exceed the square footage stated in the table below may be permitted only as conditional uses subject to the provisions set forth in Section 315. The use area shall be measured as the gross floor area for each individual non-residential use.

District	Use Size Limits	
NC-1, Castro Street,	2500 sq.ft.	
Inner Clement Street,		
Outer Clement Street,		
Upper Fillmore Street,		
Haight Street, North Beach,		
Sacramento Street, Union Street,		
24th Street-Mission,		
24th Street-Noe Valley		
Broadway, Hayes-Gough,	3000 sq.ft.	
Upper Market Street, Polk Street,		
Valencia Street		
NC-2	3500 sq.ft.	
NC-3, NC-S	5000 sq.ft.	

In addition to the criteria of Section 303(c), the Commission shall find that the following criteria are met:

- The intensity of activity in the district is not such that allowing the larger use will be likely to foreclose the location of other needed neighborhood-serving uses in the area.
- 2. The proposed use will serve the neighborhood, in whole or in significant part, and the nature of the use requires a larger size in order to function.
- 3. The building in which the use is to be located is designed in discrete elements which respect the scale of development in the district.

[Sections 122 and 123 are unchanged.]

SEC. 124 BASIC FLOOR AREA RATIO.

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

TABLE I
Basic Floor Area Ratio Limits

	District	Basic Floor Area Ratio Limits	
	RH-1(D), RH-1, RH-1(S), RH-2, RH-3, RM-1, RM-2,	1.8 to 1	
	RM-3	3.6 to 1	
	RM-4	4.8 to 1	
	RC-1, RC-2	1.8 to 1	
	RC-3	3.6 to 1	
	RC-4	4.8 to 1	•
	<u>NC-1</u>	1.8 to 1	
•	NC-2, NC-3, NC-S, Broadway,	3.6 to 1	
	Castro Street, Inner Clement Street Outer Clement Street, Upper Fillmore Street, Haight Street, Hayes-Gough, Upper Market Street, North Beach, Polk Street, Sacramento Street, Union Street, Valencia Street, 24th Street-Mission, 24th Street-Noe Valley		
	C-1, C-2	3.6 to 1	
	NOTE: To implement the Downtown is proposed. It is currently e		
	C-3-O	10.0 to 1	
	C-3-R, C-3-G, C-3-O (SD)	6.0 to 1	
	C-3-S	5.0 to 1	
	C-M	9.0 to 1	×

M-1, M-2

- (b) In R and NC districts, the above floor area ratio limits shall not apply to dwellings.
- (c) In a C-2 district, the basic floor area ratio limit shall be 4.8 to 1 for a lot which is nearer to an RM-4 or RC-4 district than to any other R district, and 10.0 to 1 for a lot which is nearer to a C-3 district than to any R district. The distance to the nearest R district or C-3 district shall be measured from the midpoint of the front line, or from a point directly across the street therefrom, whichever gives the greatest ratio.
- (d) In the Automotive Special Use District, as described in Section 237 of this Code, the basic floor area ratio limit shall be 10.0 to 1.
- (e) In the Northern Waterfront Special Use Districts, as described in Sections 240 through 240.3 of this Code, the basic floor area ratio limit in any C district shall be 5.0 to 1.

NOTE: To implement the Downtown Plan, the following amendment is proposed. It is currently effective as an interim control.

- (f) In C-3-G and C-3-S districts, additional square footage above that permitted by the base floor area ratio limits set forth above may be approved for dwellings, in accordance with the conditional use procedures and criteria as provided in Section 303 of this Code.
- (g) In the mid-South of Market Special Use District, as described in Section 249.1 of this Code, the basic floor area ratio limit for office uses shall be 2.0 to 1.
- (h) The allowable gross floor area on a lot which is the site of an unlawfully demolished building that is governed by the provisions of Article 11 shall be the gross floor area of the demolished building for the period of time set forth in, and in accordance with the provisions of, Section 1114 of this Code, but not to exceed the basic floor area permitted by this Section.

NOTE: To implement the Downtown Plan, the following amendment is proposed. It is currently not effective as an interim control.

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

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

SEC. 125 FLOOR AREA PREMIUMS, DISTRICTS OTHER THAN C-3 AND NC.

In any district other than a C-3 or NC district in which a floor area ratio limit applies, the following premiums, where applicable, may be added to the basic floor area ratio limit to determine the maximum floor area ratio for a building or development.

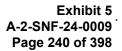
- (a) Corner Lot. For a lot or portion thereof which is defined by this Code as a corner lot, a floor area premium may be added by increasing the area of the lot or portion, for purposes of floor area computation, by 25 percent.
- (b) Interior Lot. For a lot or portion thereof which is defined by this Code as an interior lot, and which abuts along its rear lot line upon a street or alley, a floor area premium may be added by increasing the depth of the lot or portion along such street or alley, for purposes of floor area ratio computation, by one-half the width of such street or alley or 10 feet, whichever is the lesser.

[Sections 126 through 133 are unchanged.]

SEC. 134 REAR YARDS, R, NC, C AND M DISTRICTS.

The following requirements for rear yards shall apply to every building in an R, NC-1, or NC-2 district and to every dwelling in a(n) NC-2, NC-3, Individual Neighborhood Commercial District where noted in Subsection (a), C or M district. Rear yards shall not be required in NC-5 districts. These requirements are intended to assure the protection and continuation of established mid-block, landscape open spaces, and maintenance of a scale of development appropriate to each district, consistent with the location of adjacent buildings.

- (a) Basic requirements. The basic rear yard requirements shall be as follows for the districts indicated. ((Such rear yards shall be provided at grade level and at each succeeding level or story of the building; except that in RC-2, RC-3, RC-4, C and M districts such rear yards shall be provided at the lowest story occupied as a dwelling at the rear of the building, and at each succeeding story of the building.))
 - 1. RH-I(D), RH-I, RH-I(S), RM-3, RM-4, RC-1, RC-2, RC-3, RC-4, NC, C and M districts. The minimum rear yard depth shall be equal to 25 per cent of the total depth of the lot on which the building is situated, but in no case less than 15 feet.



- (A) RH-1(D), RH-1, RH-1(S), RM-3, RM-4, RC-1, NC-1,
 Outer Clement Street, Haight Street, Sacramento Street,
 24th Street-Noe Valley districts. Rear yards shall be
 provided at grade level and at each succeeding level or
 story of the building.
- (B) NC-2, Castro Street, Inner Clement Street, Upper Fillmore Street, North Beach, Union Street, Valencia Street, 24th Street-Mission districts. Rear yards shall be provided at the second story, and at each succeeding story of the building, and at the first story if it contains a dwelling unit.
- (C) RC-2, RC-3, RC-4, NC-3, Broadway, Hayes-Gough, Upper Market Street, Polk Street, C and M districts. Rear yards shall be provided at the lowest story containing a dwelling unit, and at each succeeding story of the building.
- 2. RH-2, RH-1 and RM-2 districts. The minimum rear yard depth shall be equal to 45 per cent of the total depth of the lot on which the building is situated, except to the extent that a reduction in this requirement is permitted by Subsection (c) below. Rear yards shall be provided at grade level and at each succeeding level or story of the building.
- (b) Permitted obstructions. Only those obstructions specified in Section 136 of this Code shall be permitted in a required rear yard, and no other obstruction shall be constructed, placed or maintained within any such yard. No motor vehicle, trailer, boat or other vehicle shall be parked or stored within any such yard, except as specified in Section 136.
- (c) Reduction of requirements in RH-2, RH-3, RM-1 and RM-2 districts. The rear yard requirement in RH-2, RH-3, RM-1 and RM-2 districts, as stated in Paragraph (a)2 above, shall be reduced in specific situations as described in this Subsection (c), based upon conditions on adjacent lots. Under no circumstances, however, shall the minimum rear yard be thus reduced to less than a depth equal to 25 per cent of the total depth of the lot on which the building is situated, or to less than 15 feet, whichever is greater.
 - 1. General rule. In such districts, the forward edge of the required rear yard shall be reduced to a line on the subject lot, parallel to the rear lot line of such lot, which is an average between the depths of the rear building walls of the two adjacent buildings. Provided, that in any case in which a rear yard requirement is thus reduced, the last 10 feet of building depth thus permitted on the subject lot shall be limited to a height of 30 feet, measured as prescribed by Section 260 of this Code, or to such lesser height as may be established by Section 261 of this Code.

- Paragraph (c)! above, a reduction in the required rear yard is permitted, the reduction may alternatively be averaged in an irregular manner; provided that the area of the resulting reduction shall be no more than the product of the width of the subject lot along the line established by Paragraph (c)! above times the reduction in depth of rear yard permitted by Paragraph (c)!; and provided further that all portions of the open area on the part of the lot to which the rear yard reduction applies shall be directly exposed laterally to the open area behind the adjacent building having the lesser depth of its rear building wall.
- Method of measurement. For purposes of this Subsection (c), an adjacent building shall mean a building on a lot adjoining the subject lot along a side lot line. In all cases the location of the rear building wall of an adjacent building shall be taken as the line of greatest depth of any portion of the adjacent building which occupies at least 1/2 the width between the side lot lines of the lot on which such adjacent building is located, and which has a height of at least 20 feet above grade, or two stories, whichever is less; excluding all permitted obstructions listed for rear yards in Section 136 of this Code. Where a lot adjoining the subject lot is vacant, or contains no dwelling or group housing structure, or is located in an RH-I(D), RH-I, RH-I(S), RM-3, RM-4, RC, NC, C, M or P district, such adjoining lot shall, for purposes of the calculations in this Subsection (c), be considered to have an adjacent building upon it whose rear building wall is at a depth equal to 75 percent of the total depth of the subject lot.
- 4. Applicability to special lot situations. In the following special lot situations, the general rule stated in Paragraph (c) I above shall be applied as provided in this Paragraph (c)4, and the required rear yard shall be reduced if conditions on the adjacent lot or lots so indicate and if all other requirements of this Section 134 are met.
 - (A) Corner lots and lots at alley intersections. On a corner lot as defined by this Code, or a lot at the intersection of a street and an alley or two alleys, the forward edge of the required rear yard shall be reduced to a line on the subject lot which is at the depth of the rear building wall of the one adjacent building.
 - (B) Lots abutting properties with buildings that front on another street or alley. In the case of any lot that abuts along one of its side lot lines upon a lot with a building that fronts on another street or alley, the lot on which it so abuts shall be disregarded, and the forward edge of the required rear yard shall be reduced to a line

on the subject lot which is at the depth of the rear building wall of the one adjacent building fronting on the same street or alley. In the case of any lot that abuts along both its side lot lines upon lots with buildings that front on another street or alley, both lots on which it so abuts shall be disregarded, and the minimum rear yard depth for the subject lot shall be equal to 25 percent of the total depth of the subject lot, or 15 feet, whichever is greater.

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

NOTE: To implement the Downtown Plan, the following amendment is proposed. It is currently effective as an interim control.

- (d) Reduction of requirements in C-3 districts. In C-3 districts, an exception to the rear yard requirements of this section may be allowed, in accordance with the provisions of Section 309, provided that the building location and configuration assure adequate light and air to windows within the residential units and to the usable open space provided.
- (e) Reduction of Requirements in NC districts. The rear yard requirement may be modified or waived by the Zoning Administrator if all of the following criteria are met:

- Dwelling units are included in the new or expanding development and a comparable amount of usable open space is provided elsewhere on the lot or within the development where it is more accessible to the residents; and
- 2. The proposed new or expanding structure will not significantly impede the access of light and air to and views from abutting properties; and
- The proposed new or expanding structure will not adversely affect the interior block open space formed by the rear yards of abutting properties.

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

SEC. 135 USABLE OPEN SPACE, R, NC, C AND M DISTRICTS.

Except as provided in Section 172 and 188 of this Code, usable open space shall be provided for each dwelling and each group housing structure in R, NC, C and M districts according to the standards set forth in this section.

- (a) Character of space provided. Usable open space shall be composed of an outdoor area or areas designed for outdoor living, recreation or landscaping, including such areas on the ground and on decks, balconies, porches and roofs, which are safe and suitably surfaced and screened, and which conform to the other requirements of this section. Such area or areas shall be on the same lot as the dwelling units (or bedrooms in group housing) they serve, and shall be designed and oriented in a manner that will make the best practical use of available sun and other climatic advantages. "Private usable open space" shall mean an area or areas private to and designed for use by only one dwelling unit (or bedroom in group housing). "Common usable open space" shall mean an area or areas designed for use jointly by two or more dwelling units (or bedrooms in group housing).
- (b) Access. Usable open space shall be as close as is practical to the dwelling unit (or bedroom in group housing) for which it is required, and shall be accessible from such dwelling unit or bedroom as follows:
 - Private usable open space shall be directly and immediately accessible from such dwelling unit or bedroom; and shall be either on the same floor level as such dwelling unit or bedroom, with no more than one story above or below such floor level with convenient private access.
 - Common usable open space shall be easily and independently
 accessible from such dwelling unit or bedroom, or from another
 common area of the building or lot.

- (c) Permitted obstructions. In the calculation of either private or common usable open space, those obstructions listed in Section 136 of this Code for usable open space shall be permitted.
- (d) Amount required. Usable open space shall be provided for each building in the amounts specified herein and in the following table for the district in which the building is located.
 - 1. For dwellings, except as provided in Paragraph (d)3 below, the minimum amount of usable open space to be provided for use by each dwelling unit shall be as specified in the second column of the table if such usable open space is all private. Where common usable open space is used to satisfy all or part of the requirement for a dwelling unit, such common usable open space shall be provided in an amount equal to 1.33 square feet for each one square foot of private usable open space specified in the second column of the table. In such cases, the balance of the required usable open space may be provided as private usable open space, with full credit for each square foot of private usable open space so provided.
 - 2. For group housing structures, the minimum amount of usable open space provided for use by each bedroom shall be 1/3 the amount required for a dwelling unit as specified in Paragraph (d)1 above. For purposes of these calculations, the number of bedrooms on a lot shall in no case be considered to be less than one bedroom for each two beds. Where the actual number of beds exceeds an average of two beds for each bedroom, each two beds shall be considered equivalent to one bedroom.
 - 3. For dwellings specifically designed for and occupied by senior citizens or physically handicapped persons, as defined and regulated by Section 209.1(m) of this Code, the minimum amount of usable open space to be provided for use by each dwelling unit shall be 1/2 the amount required for each dwelling unit as specified in Paragraph (d)1 above.
- (e) Slope. The slope of any area credited as either private or common usable open space shall not exceed five percent.
- (f) Private usable open space: additional standards.
 - 1. Minimum dimensions and minimum area. Any space credited as private usable open space shall have a minimum horizontal dimension of six feet and a minimum area of 36 square feet if located on a deck, balcony, porch or roof, and shall have a minimum horizontal dimension of 10 feet and a minimum area of 100 square feet if located on open ground, a terrace or the surface of an inner or outer court.
 - 2. Exposure. In order to be credited as private usable open space, an area must be kept open in the following manner:

Table 3
Minimum Usable Open Space

District	Square Feet Of Usable Open Space Required For Each Dwelling Unit If All Private	Ratio of Common Usable Open Space That May Be Substituted for Private
RH-1(D), RH-1	300	1.33
RH-1(S)	300 for first unit; 100 for minor second unit	1.33
RH-2	125	1.33
RH-3	100	1.33
RM-1, RC-1	100	1.33
RM-2, RC-2	80	1.33
RM-3, RC-3	60	1.33
RM-4, RC-4	36	1.33
Sacramento	100	1.33
Castro Street, Inner Clement Street, Outer Clement Street, Upper Fillmore Street Haight Street, Union Street, Valencia Street, 24th Street-Mission, 24th Street-Noe Valle		
Upper Market Street, North Beach, Polk Street	<u>sh, 60</u>	1.33
C-3, C-M, M-1, M-2	36	1.33
NC-1, NC-2, NC-3, NC-5, C-1, C-2	ratio for the NO	R district dwelling unit density C-1, NC-2, NC-3, -2 district property

-;.

- (A) For decks, balconies, porches and roofs, at least 30 percent of the perimeter must be unobstructed except for necessary railings.
- (B) In addition, the area credited on a deck, balcony, porch or roof must either face a street, face or be within a rear yard, or face or be within some other space which at the level of the private usable open space meets the minimum dimension and area requirements for common usable open space as specified in Paragraph 135(g)1 below.
- (C) Areas within inner and outer courts, as defined by this Code, must either conform to the standards of Subparagraph (f)2(B) above or be so arranged that the height of the walls and projections above the court on at least three sides (or 75 percent of the perimeter, whichever is greater) is such that no point on any such wall or projection is higher than one foot for each foot that such point is horizontally distant from the opposite side of the clear space in the court, regardless of the permitted obstruction referred to in Subsection 135(c) above.
- 3. Fire escapes as usable open space. Normal fire escape grating shall not be considered suitable surfacing for usable open space. The steps of a fire escape stairway or ladder, and any space less than six feet deep between such steps and a wall of the building, shall not be credited as usable open space. But the mere potential use of a balcony area for an emergency fire exit by occupants of other dwelling units (or bedrooms in group housing) shall not prevent it from being credited as usable open space on grounds of lack of privacy or usability.

NOTE: To implement the Downtown Plan, the following amendment is proposed. It is currently effective as an interim control.

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

- (g) Common usable open space: additional standards.
 - 1. Minimum dimensions and minimum area. Any space credited as common usable open space shall be at least 15 feet in every horizontal dimension and shall have a minimum area of 300 square feet.

- 2. Use of inner courts. The area of an inner court, as defined by this Code, may be credited as common usable open space, if the enclosed space is not less than 20 feet in every horizontal dimension and 400 square feet in area; and if (regardless of the permitted obstructions referred to in Subsection 135(c) above) the height of the walls and projections above the court on at least three sides (or 75 percent of the perimeter, whichever is greater) is such that no point on any such wall or projection is higher than one foot for each foot that such point is horizontally distant from the opposite side of the clear space in the court.
- 3. Use of solariums. The area of a totally or partially enclosed solarium may be credited as common usable open space if the space is not less than 15 feet in every horizontal dimension and 300 square feet in area; and if such area is exposed to the sun through openings or clear glazing on not less than 30 percent of its perimeter and 30 percent of its overhead area.

SEC. 136 OBSTRUCTIONS OVER STREETS AND ALLEYS AND IN REQUIRED SETBACKS, YARDS AND USABLE OPEN SPACE.

- (a) The following obstructions shall be permitted, in the manner specified, as indicated by the symbol "X" in the columns at the left, within the required open areas listed herein:
 - Projections from a building or structure extending over a street or alley as defined by this Code. Every portion of such projections over a street or alley shall provide a minimum of 7-1/2 feet of vertical clearance from the sidewalk or other surface above which it is situated, or such greater vertical clearance as may be required by the San Francisco Building Code, unless the contrary is stated below. The permit under which any such projection over a street or alley is erected over public property shall not be construed to create any perpetual right but is a revocable license.
 - 2. Obstructions within legislated set-back lines and front set-back areas, as required by Sections 131 and 132 of this Code.
 - 3. Obstructions within side yards and rear yards, as required by Sections 133 and 134 of this Code.
 - 4. Obstructions within usable open space, as required by Section 135 of this Code.
- (b) No obstruction shall be constructed, placed or maintained in any such required open area except as specified in this section.

and	5		Open	(c) Th	ne pern	nitted obstructions shall be as follows:
Streets and Alleys	Setbacks	Yards	Usable (Space	1.	head such	rhead hortizontal projections (leaving at least 7-1/2 feet of froom) of a purely architectural or decorative character as cornices, eaves, sills and belt courses, with a vertical
×	×	×	×		the :	ension of no more than two feet six inches, not increasing floor area or the volume of space enclosed by the building, not projecting more than:
			errete, eksperior i eksperior de propriet en propriet en statue en service en service en service en service en		(A)	At roof level, three feet over streets and alleys and into set-backs, or to a perimeter in such required open areas parallel to and one foot outside the surfaces of bay windows immediately below such features, whichever is the greater projection;
					(B)	At every other level, one foot over streets and alleys and into set-backs; and
					(C)	Three feet into yards and usable open space, or 1/6 of the required minimum dimensions (when specified) of such open areas, whichever is less.
×	×	×	×	2.	for process for space space usab Para	(Projecting) windows, balconies (other than balconies used orimary access to two or more dwelling units or two or e bedrooms in group housing), and similar features that ease either the floor area of the building or the volume of e enclosed by the building above grade, when limited as ified herein. With respect to obstructions within yards and le open space, the bay windows and balconies specified in agraph (c)3 below shall be permitted as an alternative to e specified in this Paragraph (c)2.
					(A)	The minimum headroom shall be 7-1/2 feet.
		Andrews in the control of the contro	redit of passing for a paid on a state of the analysis of the state of		(B)	Projection into the required open area shall be limited to three feet; provided that projection over streets and alleys shall be further limited to two feet where the sidewalk width is nine feet or less, and the projection shall in no case be closer than eight feet to the center line of any alley.
					(C)	The glass areas of each bay window, and the open portions of each balcony, shall be not less than 50 per cent of the sum of the areas of the vertical surfaces of such bay window or balcony above the required open area. At least 1/3 of such required glass area of such bay window, and open portions of such balcony, shall be on one or more vertical surfaces situated at an angle of not less than 30 degrees to the line establishing the required open area. In addition, at least 1/3 of such required glass area or open portions shall be on the vertical surface parallel to, or most nearly parallel to, the line establishing each open area over which the bay window or balcony projects.

×	Yards
X .	Usable Open Space

- (D) The maximum length of each bay window or balcony shall be 15 feet at the line establishing the required open area, and shall be reduced in proportion to the distance from such line by means of 45 degree angles drawn inward from the ends of such 15-foot dimension, reaching a maximum of nine feet along a line parallel to and at a distance of three feet from the line establishing the required open area.
- (E) Where a bay window and a balcony are located immediately adjacent to one another, and the floor of such balcony in its entirety has a minimum horizontal dimension of six feet, the limitations of Subparagraph (c)2(D) above shall be increased to a maximum length of 18 feet at the line establishing the required open area, and a maximum of 12 feet along a line parallel to and at a distance of three feet from the line establishing the required open area.
- (F) The minimum horizontal separation between bay windows, between balconies, and between bay windows and balconies (except where a bay window and a balcony are located immediately adjacent to one another, as provided for in Subparagraph (c)2(E) above), shall be two feet at the line establishing the required open area, and shall be increased in proportion to the distance from such line by means of 135 degree angles drawn outward from the ends of such two-foot dimension, reaching a minimum of eight feet along a line parallel to and at a distance of three feet from the line establishing the required open area.
- (G) Each bay window or balcony over a street or alley, set-back or rear yard shall also be horizontally separated from interior lot lines (except where the wall of a building on the adjoining lot is flush to the interior lot line immediately adjacent to the projecting portions of such bay window or balcony) by not less than one foot at the line establishing the required open area, with such separation increased in proportion to the distance from such line by means of a 135 degree angle drawn outward from such one-foot dimension, reaching a minimum of four feet along a line parallel to and at a distance of three feet from the line establishing the required open area.
- 3. Bay (projecting) windows, balconies (other than balconies used for primary access to two or more dwelling units or two or more bedrooms in group housing), and similar features that increase either the floor area of the building or the volume of space enclosed by the building above grade, when limited as specified herein. With respect to obstructions within yards and

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	×	Streets and Alleys
	×	Setbacks
×	×	Yards
	×	Usable Open Space

usable open space, the bay windows and balconies specified in Paragraph (c)2 above shall be permitted as an alternative to those specified in this Paragraph (c)3.

- (A) The minimum headroom shall be 7-1/2 feet.
- (B) Projection into the required open area shall be limited to three feet, or 1/6 of the required minimum dimension (when specified) of the open area, whichever is less.
- (C) In the case of bay windows, the maximum length of each bay window shall be 10 feet, and the minimum horizontal separation between bay windows shall be five feet, above all parts of the required open area.
- (D) The aggregate length of all bay windows and balconies projecting into the required open area shall be no more than 2/3 the buildable width of the lot along a rear building wall, 2/3 the buildable length of a street side building wall, or 1/3 the length of all open areas along the buildable length of an interior side lot line; in the case of yards, these limits on aggregate length shall apply to the aggregate of all bay windows, balconies, fire escapes and chimneys.
- 4. Fire escapes, leaving at least 7-1/2 feet of headroom exclusive of drop ladders to grade, and not projecting more than necessary for safety or in any case more than four feet six inches into the required open area. In the case of yards, the aggregate length of all bay windows, balconies, fire escapes and chimneys that extend into the required open area shall be no more than 2/3 the buildable width of the lot along a rear building wall, 2/3 the buildable length of a street side building wall, or 1/3 the buildable length of an interior side lot line.
- Overhead horizontal projections other than those listed in Paragraphs (c)1, 2, 3 and 4 above, leaving at least 7-1/2 feet of headroom, where the depth of any such projection is no greater than the headroom it leaves, and in no case is greater than 10 feet; and provided that, in the case of common usable open space at ground level, the open space under the projection directly adjoins uncovered usable open space that is at least 10 feet in depth and 15 feet in width.
- 6. Chimneys not extending more than three feet into the required open area or 1/6 of the required minimum dimension (when specified) of the open area, whichever is less; provided, that the aggregate length of all bay windows, balconies, fire escapes and chimneys that extend into the required open area is no more than 2/3 the buildable width of the lot along a rear building wall, 2/3 the buildable length of a street side building wall, or 1/3 the buildable length of an interior side lot line.

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- 7. Temporary occupancy of street and alley areas during construction and alteration of buildings and structures, as regulated by the Building Code and other portions of the Municipal Code.
- 8. Space below grade, as regulated by the Building Code and other portions of the Municipal Code.
- 9. Building curbs and buffer blocks at ground level, not exceeding a height of nine inches above grade or extending more than nine inches into the required open area.
- 10. Signs as regulated by Article 6 of this Code, at locations and to the extent permitted therein.
- 11. Flag poles for projecting flags permitted by Article 6 of this Code.
- 12. Marquees, awnings and canopies in P, NC, C, and M districts, as regulated by the Building Code and as further limited by this Code.
- 13. Retaining walls that are necessary to maintain approximately the grade existing at the time of construction of a building. Other retaining walls and the grade maintained by them shall be subject to the same regulations as decks (see Paragraphs (c)24 and (c)25 below).
- 14. Steps of any type not more than three feet above grade; and uncovered stairways and landings not extending higher than the floor level of the adjacent first floor of occupancy above the ground story, and, in the case of yards and usable open space, extending no more than six feet into the required open area for any portion that is more than three feet above grade, provided that all such stairways and landings shall occupy no more than 2/3 the buildable width of the lot along a front or rear building wall, 2/3 the buildable length of a street side building wall, or 1/3 the length of all open areas along the buildable length of an interior side lot line.
- 15. Railings no more than three feet six inches in height above any permitted step, stairway, landing, fire escape, deck, porch or balcony, or above the surface of any other structure permitted in the required open area.
- 16. Decorative railings and decorative grille work, other than wire mesh, at least 75 percent open to perpendicular view and no more than six feet in height above grade.
- 17. Fences no more than three feet in height above grade.
- 18. Fences and wind screens no more than six feet in height above grade.

Usable Open Space	×	×	×								
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- 19. Fences and wind screens no more than 10 feet in height above grade.
- 20. Normal outdoor recreational and household features such as play equipment and drying lines.
- 21. Landscaping and garden furniture.
- 22. Garden structures enclosed by walls on no more than 50 percent of their perimeter, such as gazebos and sunshades, if no more than eight feet in height above grade and covering no more than 60 square feet of land.
- 23. Other structures commonly used in gardening activities, such as greenhouses and sheds for storage of garden tools, if no more than eight feet in height above grade and covering no more than 100 square feet of land.
- 24. Decks, whether attached to a building or not, at or below the adjacent first floor of occupancy, if developed as usable open space and meeting the following requirements:
 - (A) Slope of 15 percent or less. The floor of the deck shall not exceed a height of three feet above grade at any point in the required open area, nor shall such floor penetrate a plane made by a vertical angle 45 degrees above horizontal with its vertex three feet above grade at any lot line bordering the required open area.
 - (B) Slope of more than 15 percent and no more than 70 percent. The floor of the deck shall not exceed a height of three feet above grade at any point along any lot line bordering the required open area, nor shall such floor penetrate a plane made by a vertical angle 45 degrees above horizontal with its vertex three feet above grade at any lot line bordering the required open area, except that when two or more lots are developed with adjacent decks whose floor levels differ by not more than three feet, whether or not the lots will remain in the same ownership, each deck may come all the way to the lot line adjacent to the other deck. In addition, the vertical distance measured up from grade to the floor of the deck shall not exceed seven feet at any point in the required open area.
 - (C) Slope of more than 70 percent. Because in these cases the normal usability of the required open area is seriously impaired by the slope, a deck covering not more than 1/3 the area of the required open area may be built exceeding the heights specified above, provided that the light, air, view, and privacy of adjacent lots are not seriously affected. Each such case shall be considered on its individual merits. However, the following points shall be considered guidelines in these cases:

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- (i) The deck shall be designed to provide the minimum obstruction to light, air, view and privacy.
- (ii) The deck shall be at least two feet inside all side lot lines.
- (iii) On downhill slopes, a horizontal angle of 30 degrees drawn inward from each side lot line at each corner of the rear building line shall be maintained clear and the deck shall be kept at least 10 feet inside the rear lot line.
- 25. Except in required side yards, decks, and enclosed and unenclosed extensions of buildings, when limited as specified herein.
 - (A) The structure shall extend no more than 12 feet into the required open area; and shall not occupy any space within the rear 25 percent of the total depth of the lot, or within the rear 15 feet of the depth of the lot, or within the rear 15 feet of the depth of the lot, whichever is greater.
 - (B) Within all parts of the required open area, the structure shall be limited in height to either:
 - (i) 10 feet above grade; or
 - (ii) A height not exceeding the floor level of the second floor of occupancy, excluding the ground story, at the rear of the building on the subject property, in which case the structure shall be no closer than five feet to any interior side lot line.
 - (C) Any fence or wind screen extending above the height specified in Subparagraph (C)25(B) shall be limited to six feet above such height; shall be no closer to any interior side lot line than one foot for each foot above such height; and shall have not less than 80 percent of its surfaces above such height composed of transparent or translucent materials.
- 26. Garages which are under ground, or under decks conforming to the requirements of Paragraph (c)24 or (c)25 above, if their top surfaces are developed as usable open space, provided that no such garage shall occupy any area within the rear 15 feet of the depth of the lot.
- 27. Garages, where the average slope of the required open area ascends from the street lot line to the line of the set-back and exceeds 50 percent, provided the height of the garage is limited to 10 feet above grade, or the floor level of the adjacent first floor of occupancy on the subject property, whichever height is less.

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×	×	Yards
		Usable Open Space

- 28. Garages, where both adjoining lots (or the one adjoining lot where the subject property is a corner lot) contain a garage structure within the required set-back line or front set-back area on the same street or alley frontage, provided the garage on the subject property does not exceed the average of the two adjacent garage structures (or the one adjacent garage structure where the subject property is a corner lot) in either height above grade or extension into the required set-back.
- 29. Garages, where the subject property is a through lot having both its front and its rear lot line along streets, alleys, or a street and an alley, and both adjoining lots (or the one adjoining lot where the subject property is also a corner lot) contain a garage structure adjacent to the required rear yard on the subject property, provided the garage on the subject property does not exceed the average of the two adjacent garage structures (or the one adjacent garage structure where the subject property is a corner lot) in either height above grade or encroachment upon the required rear yard.
- 30. Driveways, for use only to provide necessary access to required or permitted parking that is located on the subject property other than in a required open area, and where such driveway has only the minimum width needed for such access.

NOTE: To implement the Downtown Plan, the following amendment is proposed. It is currently effective as an interim control.

- (d) Notwithstanding the limitations of subsection (c) of this section, the following provisions shall apply in C-3 districts.
 - 1. Decorative Architectural Features. Decorative architectural features not increasing the interior floor area or volume of the space enclosed by the building are permitted over streets and alleys and into setbacks within the maximum vertical and horizontal dimensions described as follows:
 - (A) At roof level, decorative features such as cornices, eaves, and brackets may project four feet with a maximum vertical dimension no greater than 6 feet.
 - (B) At all levels above the area of minimum vertical clearance required in subsection (a) I above, decorative features, such as belt courses, entabulatures, and bosses, may project 2 feet with a maximum vertical dimension of 4 feet.
 - (C) At all levels above the area of minimum vertical clearance required by subsection (a) I above, vertical

decorative features, such as pilasters, columns, and window frames (including pediment and sills), with a cross-sectional area of not more than 3 square feet at midpoint, may project I foot horizontally.

2. Bay Windows. Notwithstanding the provisions of subsections (c)2, (D) and (F) of this section, bay windows on non-residential floors of a structure are permitted only if the width of the bay is at least two times its depth, the total width of all bays on a facade plane does not exceed one-half of the width of the facade plane, and the maximum horizontal (plan) dimensions of the bay fit within the dimensions set forth in the diagram below.

SEC. 136-1 Obstructions over Streets and Alleys and in Required Set-Backs, Yards, and Usable Open Space in NC Districts.

In addition to the limitations of Section 136, especially Paragraph 136(c)12, the following provisions shall apply in NC districts.

- Awnings. All portions of any permitted awning shall be not less than 8 feet above the finished grade, excluding any valance which shall not be less than 7 feet above the finished grade. No portion of any awning shall be higher than the window-sill level of the lowest story (if any) that has a window or windows on the building facade to which the awning is attached, exclusive of the ground story and mezzanine, provided that no such awning shall in any case exceed a height of 16 feet or the roofline of the building to which it is attached, whichever is lower.
 - NC-1 districts. The horizontal projection of any awning shall not exceed 4 feet from the face of a building. The vertical distance from the top to the bottom of any awning shall not exceed 4 feet, including any valance.
 - All other NC districts. When the width of all awnings is less than 10 feet along the direction of the street, the horizontal projection of such awnings shall not exceed 6 feet from the face of any supporting building and the vertical distance from the top to the bottom of such awnings shall not exceed 6 feet, including any valance. When the width of all awnings exceeds 10 feet measured along the direction of the street, the horizontal projection of such awnings shall not exceed 4 feet from the face of the supporting building and the vertical distance from the top to the bottom of such awnings shall not exceed 4 feet, including any valance.

(b) Canopies.

1. NC-1 Districts. No canopy shall be permitted in any NC-1 district.

2. All other NC districts. The maximum width of any canopy shall be 10 feet. The horizontal projection of any canopy may extend to a point 2 feet from the curb. The outer column support shall be located in the outer one-third of the sidewalk. The vertical distance from the top to the bottom of the canopy shall not exceed 2 feet, including any valance. All portions of any canopy, excluding the column supports and excluding any valance which may be not less than 7 feet above the finished grade, shall be not less than 8 feet above the finished grade. Canopies shall not be spaced closer than 20 feet from each other, measured from center line to center line.

(c) Marquees.

- NC-1 Districts. No marquee shall be permitted in any NC-1 district.
- 2. All other NC districts. The vertical distance from the top to the bottom of any marquee shall not exceed 3 feet and the horizontal projection shall not extend beyond a point 2 feet from the curb.
 - A. A marquee projecting more than two-thirds of the distance from the property line to the curb line shall not exceed 10 feet or 50 percent of the length of the building, along the direction of the street, whichever is less. All portions of such marquee shall be not less than 12 feet nor more than 16 feet in height above the finished grade, nor higher than the window-sill level or windows on the building facade on which the marquee is placed, exclusive of the ground story and mezzanine. Each building frontage shall be considered separately.
 - A marquee projecting less than two-thirds of the distance from the property line to the curb line shall not exceed 25 feet or 50 percent of the length of the building along the direction of the street, whichever is less. All portions of such marquee shall be not less than 10 feet nor more than 16 feet above the finished grade, nor higher than the window-sill level or windows on the building facade on which the marquee is placed, exclusive of the ground story and mezzanine. Each building frontage shall be considered separately.

SEC. 140 ALL DWELLING UNITS TO FACE ON OPEN AREA, R, C, NC, AND M DISTRICTS.

(a) In each dwelling unit in an R, C, NC, or M district, the required windows (as defined by Section 501.4 of the San Francisco Housing Code) of at least one room that meets the 120-square foot minimum superficial floor area requirement of Section 501.1 of the Housing Code shall face directly on an open area of one of the following types:

- 1. A public street, public alley at least 25 feet in width, side yard at least 25 feet in width, or rear yard meeting the requirements of this Code; provided that if such windows are on an outer court whose width is less than 25 feet the depth of such court shall be no greater than its width; or
- 2. An open area (whether an inner court or a space between separate buildings on the same lot) which is unobstructed (except for fire escapes not projecting more than necessary for safety and in no case more than 4 feet 6 inches, chimneys, and those obstructions permitted in Sections 136(c)14, 15, 16, 19, 20 and 29 of this Code) and is no less than 25 feet in every horizontal dimension for the floor at which the dwelling unit in question is located and the floor immediately above it, with an increase of five feet in every horizontal dimension at each subsequent floor.

SEC. 141 SCREENING OF ROOFTOP FEATURES R, C, NC, AND M DISTRICTS.

- (a) In R, C, NC, and M districts, rooftop mechanical equipment and appurtenances to be used in the operation or maintenance of a building shall be arranged so as not to be visible from any point at or below the roof level of the subject building. This requirement shall apply in construction of new buildings, and in any alteration of mechanical systems of existing buildings that results in significant changes in such rooftop equipment and appurtenances. The features so regulated shall in all cases be either enclosed by outer building walls or parapets, or grouped and screened in a suitable manner, or designed in themselves so that they are balanced and integrated with respect to the design of the building. Minor features not exceeding one foot in height shall be exempted from this regulation.
- NOTE: To implement the Downtown Plan, the following amendment is proposed. It is currently effective as an interim control.
- (b) In C-3 districts, whenever the enclosure of mechanical equipment and appurtenances will become a prominent feature on the sklyine, modifications may, in accordance with provisions of Section 309, be required in order to insure that:
 - 1. The enclosure is designed as a logical extension of the building form and an integral part of the overall building design;
 - 2. Its cladding and detailing is comparable in quality to that of the rest of the building:
 - 3. If screened by additional volume, as authorized by Section 260(b), the rooftop form is appropriate to the nature and proportions of the building, and is designed to obscure the rooftop equipment and appurtenances and to provide a more balanced and graceful silhouette for the top of the building or structure; and

4. The additional building volume is not distributed in a manner which simply extends vertically the walls of the building.

SEC. 142 SCREENING OF PARKING AREAS, R DISTRICTS AND ALL NC DISTRICTS EXCEPT NC-3 AND NC-S DISTRICTS.

Off-street parking areas in R districts, and all NC except NC-3 and NC-S districts, shall be screened as provided in this section.

- (a) Every off-street parking space within a building, where not enclosed by solid building walls, shall be screened from view from all streets and alleys through use of garage doors or by some other means.
- (b) Along rear yard areas and other interior open spaces, all off-street parking spaces, driveways and maneuvering areas within buildings shall be screened from view and confined by solid building walls.
- (c) Off-street parking spaces in parking lots shall meet the requirements of Section 156 and other applicable provisions of Article 1.5 of this Code. Such parking areas shall be screened from view as provided in Section 156(d) of this Code.

SEC. 143 STREET TREES, R, NC, AND C-3 DISTRICTS.

(a) In any R, NC, or C-3 District, street trees shall be

installed by the owner or developer in the case of construction of a new building, relocation of a building, or addition of floor area equal to 20 per cent or more of an existing building.

- (b) The street trees installed shall be a minimum of one tree of 15 gallon size for each 20 feet of frontage of the property along each street or alley, with any remaining fraction of 10 feet or more of frontage requiring an additional tree. Such trees shall be located within a set-back area on the lot or within the public right-of-way along such lot.
- (c) The species of trees selected shall be suitable for the site, and in the case of trees installed in the public right-of-way, the species and locations shall be subject to approval by the Department of Public Works. Procedures and other requirements for the installation, maintenance, and protection of trees in the public right-of-way shall be as set forth in Article 16 of the Public Works Code.

- (d) In any case in which the Department of Public Works cannot grant approval for installation of a tree in the public right-of-way, on the basis of inadequate sidewalk width, interference with utilities, or other reasons regarding the public welfare, and where installation of such tree on a lot itself is also impractical, the requirements of this Section 143 may be modified or waived by the Zoning Administrator to the extent necessary.
- NOTE: To implement the Downtown Plan, the following amendment is proposed. It is currently effective as an interim control.
- (e) In C-3 districts, the Zoning Administrator may allow the installation of planter boxes or tubs or similar landscaping in place of trees when that is determined to be more desirable in order to make the landscaping compatible with the character of the surrounding area, or may waive the requirement where landscaping is considered to be inappropriate because it conflicts with policies of the Downtown Plan, a component of the Master Plan, such as the policy favoring unobstructed pedestrian passage.

[Sections 144 and 145 are unchanged.]

SEC. 145.1 Street Frontages, Neighborhood Commercial Districts.

In order to preserve, enhance and promote attractive, clearly defined street frontages which are appropriate and compatible with the buildings and uses in Neighborhood Commercial districts and adjacent districts, the following requirements shall apply to new structures or alterations to existing structures involving a change in the level of the first story or a change in the facade at the street frontage, where such structure is located along any block frontage that is entirely within an NC district.

- In all NC districts other than NC-S districts, the width of such new or altered structure, parallel to and facing such street, shall abut the front property line or legislated set-back, as regulated in Section 131, except for entrance doors, outdoor activity areas as defined in Section 790.70, or walk-up facilities as defined in Section 790.140, which may be indented.
- (b) In all NC districts other than NC-5 districts, no more than one-third the width of such new or altered structure, parallel to and facing such street, shall be devoted to ingresses to parking.
- (c) The floor level of the ground story shall be within one foot of grade, as defined in Section 790.118, for a horizontal distance of 10 feet from the front building wall at the retail frontage.

If such structures contain at the ground story any of the permitted uses in the Sections listed below, at least one-half the total width of such new or altered structures, parallel to and facing such street, shall be devoted to the ground story to entrances, windows or display space at the pedestrian eye-level. Such windows shall use clear, untinted glass, except for decorative or architectural accent. Any decorative railings or decorative grille work, other than wire mesh, which is placed in front of or behind such windows, shall be at least 75 per cent open to perpendicular view and no more than six feet in height above grade.

§ 703.40	Other Retail Sales and Services
§ 703.41	Bar
§ 703.42	Full-Service Restaurant
§ 703.43	Fast-Food Restaurant
§ 703.44	Take Out Food
§ 703.45	Movie Theater
§ 703.48	Amusement Game Arcade
§ 703.49	Financial Service
§ 703.50	Limited Financial Service
§ 703.51	Medical Service
§ 703.52	Personal Service
§ 703.53	Business or Professional Service
§ 703.55	Tourist Hotel
§ 703.61	Automobile Sale or Rental
§ 703.62	Animal Hospital
§ 703.65	Trade Shop
§ 703.70	Administrative Service

ARTICLE 1.5

OFF-STREET PARKING AND LOADING

[Sections 150 through 155 are unchanged.]

SEC. 156 PARKING LOTS.

- (a) A parking lot is hereby defined as an off-street open area or portion thereof solely for the parking of passenger automobiles. Such an area or portion shall be considered a parking lot whether or not on the same lot as another use, whether or not required by this Code for any structure or use, and whether classified as an accessory, principal or conditional use.
- (b) Where parking lots are specified in Article 2 of this Code as a use for which conditional use approval is required in a certain district, such conditional use approval shall be required only for such parking lots in such district as are not qualified as accessory uses under Section 204.5 of this Code. The provisions of this Section 156 shall, however, apply to all parking lots whether classified as accessory, principal or conditional uses.
- (c) In considering any application for a conditional use for a parking lot for a specific use or uses, where the amount of parking provided exceeds the amount classified as accessory parking in Section 204.5 of this Code, the City Planning Commission shall consider the criteria set forth in Section 157.
- (d) Any parking lot for the parking of two or more automobiles which adjoins a lot in any R district, or which faces a lot in any R district across a street or alley, shall be screened from view therefrom, except at driveways necessary for ingress and egress, by a solid fence, a solid wall, or a compact evergreen hedge, not less than four feet in height.
- (e) Any parking lot for the parking of 10 or more automobiles within the C-3-0, C-3-R, C-3-S, or C-3-G district shall be screened from view from every street, except at driveways necessary for ingress and egress, by a solid fence, a solid wall, or a compact evergreen hedge, not less than four feet in height.
- (f) All artificial lighting used to illuminate a parking lot for any number of automobiles in any R ((district)), NC, or C district shall be so arranged that all direct rays from such lighting fall entirely within such parking lot.

(g) No parking lot for any number of automobiles shall have conducted upon it any dead storage or dismantling of vehicles, or any repair or servicing of vehicles other than of an emergency nature.

NOTE: To implement the Downtown Plan, the following amendment is proposed. It is currently effective as an interim control.

(h) No permanent parking lot shall be permitted in C-3-O, C-3-R, and C-3-G Districts; temporary parking lots may be approved as conditional uses pursuant to the provisions of Section 303 for a period not to exceed two years; permanent parking lots in C-3-S Districts shall be permitted only as a conditional use.

[Sections 157 through 161 are unchanged.]

ARTICLE 1.7

COMPLIANCE

[Sections 170 through 176 are unchanged.]

SEC. 178 CONDITIONAL USES.

The following provisions shall apply to conditional uses:

- (a) Definition. For the purposes of this Section, a permitted conditional use shall refer to:
 - Any use or feature authorized as a conditional use pursuant to Article 3 of this Code, provided that such use or feature was established within a reasonable time from the date or authorization; or
 - 2. Any use or feature which is classified as a conditional use in the district in which it is located and which lawfully existed either on the effective date of this Code, or on the effective date of any amendment imposing new conditional use requirements upon such use or feature; or
 - 3. Any use deemed to be a permitted conditional use pursuant to Section 179 of this Code.
- (b) Continuation. Except as provided for temporary uses in Section 205 of this Code, and except where time limits are otherwise specified as a condition of authorization, any permitted conditional use may continue in the form in which it was authorized, or in the form in which it lawfully existed either on the effective date of this Code or the effective date of any amendment imposing new conditional use requirements upon such use or feature, unless otherwise provided in this Section or in Article 2 of this Code.
- be significantly altered, enlarged, or intensified, except upon approval of a new conditional use application pursuant to the provisions of Article 3 of this Code.
- Abandonment. A permitted conditional use which is discontinued for a period of three years, or otherwise abandoned, shall not be restored, except upon approval of a new conditional use application pursuant to the provisions of Article 3 of this Code.
- (e) Changes in Use. A permitted conditional use shall not be changed to another use or feature that is classified as a conditional use in the district in which it is located, except upon approval of a new conditional use application pursuant to the provisions of Article 3 of this Code.

SEC. 179 USES LOCATED IN NEIGHBORHOOD COMMERCIAL DISTRICTS.

The following provisions shall govern with respect to uses and features located in Neighborhood Commercial districts to the extent that there is a conflict between the provisions of this section and other sections contained in this Article 1.7.

- Any use or feature which lawfully existed on the effective date of Ordinance No. (this ordinance) which is classified as a conditional use by the enactment of Ordinance No. (this ordinance), shall be subject to the provisions of Section 178 of this Code.
- Any use or feature which lawfully existed on the effective date of Ordinance No. (this ordinance) which use or feature is not permitted by the enactment of Ordinance No. (this ordinance) is hereby deemed to be a permitted conditional use subject to the provisions of Section 178. In addition, a conditional use authorization may be sought, pursuant to the provisions of Article 3, for any change in use described below:
 - 1. Any use described in zoning categories .41, .42, .43, or .44, as defined in Sections 790.22, 790.92, 790.90, and 790.122, respectively, may change to another use described in zoning categories .41, .42, .43, or .44 even though such other use is not permitted in that Neighborhood Commercial district,
 - Any use described in zoning categories .51, .52, or .53, as defined in Sections 790.114, 790.116, and 790.108, respectively, may change to another use described in zoning categories .51, .52, or .53, even though such other use is not permitted in that Neighborhood Commercial district,
 - Any use described in zoning categories .57, .58, and .59, as defined in Sections 790.14, 790.17, and 790.15, respectively, may change to another use described in zoning categories .57, .58, and .59, even though such other use is not permitted in that Neighborhood Commercial district.
- Any use located on the second story or above, in a structure located within a Neighborhood Commercial district, which use existed on the effective date of Ordinance No. (this ordinance) and was permitted as a conditional use prior to the adoption of Ordinance No. (this ordinance), but for which the required permits and conditional use authorization had not been obtained, and which use is not permitted by operation of Ordinance No. (this ordinance), will be deemed to be a permitted conditional use if:
 - 1. Within two years of the effective date of Ordinance No. (this ordinance) an application for conditional use authorization is filed pursuant to the provisions of Article 3 of this Code, and if an application is filed for all other permits necessary to bring the use into compliance with applicable Codes; and

- 2. The conditional use is authorized and all other necessary permits are granted; and
- 3. Within one year of final administrative action on the granting of the necessary permits, or within such alternate period which the City Planning Commission deems reasonable and necessary, all work which is required for code compliance under all applicable codes is substantially completed.
- (d) Any use located on the second story or above, in a structure located within a Neighborhood Commercial District, which use existed on the effective date of Ordinance No. (this ordinance) and was permitted as a principal use prior to the adoption of Ordinance No. (this ordinance), but for which the required permits had not been obtained, and which use is either not permitted or permitted only with conditional use authorization by operation of Ordinance No. (this ordinance) will be deemed to be a permitted conditional use if:
 - 1. Within two years of the effective date of Ordinance No. (this ordinance) an application is filed for all other permits necessary to bring the use into compliance with applicable Codes; and
 - 2. Within one year of final administrative action on the granting of the necessary permits, all work which is required for code compliance under all applicable codes is substantially completed.

[Sections 180 through 183 are unchanged.]

SEC. 184 SHORT-TERM CONTINUANCE OF CERTAIN NONCONFORMING USES.

The period of time during which the following nonconforming uses may continue or remain shall be limited to five years from the effective date of this Code (May 2, 1960), or of the amendment thereto which caused the use to be nonconforming. Every such nonconforming use shall be completely eliminated within 90 days after the expiration of such period.

(a) Any nonconforming commercial or industrial use of land where no enclosed building is involved in such use

NOTE: To implement the Downtown Plan, the following amendment is proposed. It is currently effective as an interim control.

, except for permanent off-street parking lots in the C-3-0, C-3-R and C-3-G districts existing on the effective date of Ordinance No.__, provided that such lots are screened in the manner required by Section 156(e).

- (b) Any use of a type first permitted as a principal or conditional use in an NC, C or M district or in a Residential Commercial Combined district, when occupying a building in an R district other than a Residential Commercial Combined district that has an assessed valuation not in excess of \$500 on the effective date of this Code or such later date as the use becomes nonconforming, with the following exceptions:
 - 1. Any lawful use in this category in a building having an assessed valuation of \$250 or more on the effective date of this Code, or such later date as the use becomes nonconforming, shall have a period of permitted continuance of 10 years from the date at which the property was placed in a Residential zoning classification, if such a period of continuance produces an expiration date which is later than the expiration date stated above; or
 - 2. Any lawful use in this category which is of a type first permitted in a C-I district; or of a type first permitted in any other district and supplying commodities at retail, or offering personal services, primarily to residents of the immediate vicinity; shall have a period of permitted continuance of 10 years from the effective date of this Code, or of the amendment thereto which caused the use to be nonconforming. After five years of such period have elapsed, any use as described in this Paragraph (b)2 shall, upon application, be qualified for consideration by the City Planning Commission as a conditional use as regulated in Section 303 of this Code.

SEC. 185 CONTINUANCE OF OTHER NONCONFORMING USES.

The purpose of this section is to provide for the gradual elimination or conversion, after a reasonable allowance of time for the amortization of investments therein, of certain classes of nonconforming uses in buildings, in order to encourage and promote the orderly and beneficial development of the land and buildings with conforming uses. The section is intended to apply to obsolescent buildings whose use is widely at variance with the regulations of this Code, and is safeguarded against unnecessary hardship in application by provision for a minimum period of continuance of 20 years, by procedures for extension and exceptions, and by the requirement of repeated notice as the buildings approach an age indicative of obsolescence. It is further declared that the requirement of eventual removal, or conversion to conforming use of such buildings, subject to the exceptions set forth, is in the public interest and is intended to promote the general welfare.

(a) This section shall apply only to nonconforming uses occupying buildings in R districts, other than Residential-Commercial Combined districts, when such uses would first be permitted as a principal or conditional use in an NC, C or M district or in a Residential-Commercial Combined district. It shall not apply to exempt limited commercial uses meeting the requirements of Section 186, or to any nonconforming use of land or a building whose continuance is more strictly limited by the provisions of Section 184.

- (b) Every such building to which this section applies may be continued in such use for at least 20 years from the effective date of this Code (May 2, 1960), or of the amendment thereto which causes it to be nonconforming, and may be continued for a longer period if it has not yet reached the age hereinafter specified, computed from the date the building was erected. For buildings of Type 1 or Type 2, as defined in the Building Code of the City, the specified age shall be 50 years; for Type 3 buildings it shall be 40 years; and for Type 4 and Type 5 buildings it shall be 30 years.
- (c) Upon the expiration of the period specified for each such building, it shall be completely removed or altered and converted to a conforming use, except as hereinafter provided.
- (d) Where special circumstances apply to any such building and use, which do not apply generally to others affected hereby, extension of time may be granted under the variance procedure as regulated in Section 305, but no such extension shall be for a period in excess of one year. Successive extensions, subject to the same limitations, may be granted upon new application.
- (e) Any unconforming use affected by this section shall be qualified for consideration by the City Planning Commission as a conditional use as regulated in Section 303, upon application filed at any time during the period of permitted continuance specified above. In the event that a conditional use is authorized by the City Planning Commission for any such use, the provisions of Sections 180 through 183 shall continue to apply to such use except as specifically provided in the action of the Commission, and no enlargement, intensification or extension of the nonconforming use shall be permitted by the Commission.
- (f) The Zoning Administrator shall give notice by mail of the date of expiration of the periods of permitted continuance specified herein to each owner of record within four years of the effective date of this Code, or of the date of the amendment which caused the use to become noncomforming, and shall repeat such notice at approximate intervals of four years thereafter. A final notice shall be given one year before said date of expiration in each instance. The notices shall set forth all pertinent provisions of this section, including the declared purposes thereof. Failure to send notice by mail to any such owner where the address of such owner is not a matter of public record, or where no Permit of Occupancy for a nonconforming use covered by this section has been issued as provided in Section 171 of this Code, shall not invalidate any proceedings under this section.

SEC. 186 EXEMPTION OF LIMITED COMMERCIAL NON-CONFORMING USES.

The purposes of this section is to provide for the further continuance in R districts of nonconforming uses of a limited commercial character, as herein described, which are beneficial to, or can be accommodated within, the residential areas in which they are located. It is hereby found and

declared that, despite the general incompatibility of non-conforming uses with the purposes of this Code, and with other nearby uses, these limited commercial uses may be tolerated in residential areas, and tend to provide convenience goods and services on a retail basis to meet the frequent and recurring needs of neighborhood residents within a short distance of their homes. These uses tend to be small in scale, to serve primarily a walk-in trade, and to cause a minimum of interference with nearby streets and properties. Accordingly, this section recognizes the public advantages of these uses and establishes conditions for their continued operation.

- (a) The following nonconforming uses in R districts shall be exempt from the termination provisions of Section 185, provided such uses comply with all the conditions specified in Subsection (b) below:
 - ((In all RH districts and RM-I districts, any use that would be permitted as a principal or conditional use in an RC-I district.))

Basic Requirement. Nonconforming uses located in Residential districts are subject to the NC-I District provisions, as set forth in Section 710. These NC-I provisions are intended to provide for retail sales and services of a limited commercial character which will benefit the immediate community and will be compatible with the Residential district in which the nonconforming use is located.

2. ((In all other RM districts: any use that would be permitted as a principal or conditional use in an RC-2 district.))

Additional Requirements. Any nonconforming use which is not more than one-quarter mile from an Individual Area Neighborhood Commercial district, set forth in Sections 714 through 728, shall be regulated by the controls applicable in that Individual Area Neighborhood Commercial district if those controls are more restrictive than the NC-1 district controls.

- (b) The limited commercial nonconforming uses described above shall meet the following conditions:
 - The building shall be maintained in a sound and attractive condition, consistent with the general appearance of the neighborhood;
 - 2. Any signs on the property shall be made to comply with the requirements of Article 6 of this Code applying to nonconforming uses;
 - 3. The hours during which the use is open to the public shall be limited to the period between 6:00 a.m. and 10:00 p.m.;
 - 4. No public sidewalk space shall be occupied in connection with the use;

- Truck loading shall be limited in such a way as to avoid undue 'interference with sidewalks, or with crosswalks, bus stops, hydrants and other public features;
- 6. Noise, odors and other nuisance factors shall be adequately controlled; and
- 7. All other applicable provisions of this Code shall be complied with.
- (c) Any use affected by this section which does not comply with all of the conditions herein specified shall be subject to termination in accordance with Section 185 at the expiration of the period specified in that section, but shall be qualified for consideration as a conditional use under Section 185(e). Any such use which is in compliance with such conditions at the expiration of such period but fails to comply therewith at any later date shall be subject to termination when it ceases to comply with any of such conditions.
- (d) The provisions for nonconforming uses contained in Section 180 through 183 shall continue to apply to all uses affected by this Section 186, except that the cost limit for structural alterations contained in Section 181(b)4 shall not be applicable thereto.

SEC. 187 GARMENT SHOPS AND GARMENT FACTORIES AS NONCON-FORMING USES.

- (a) A garment shop or a garment factory (as defined in the Building Code), existing on January 1, 1960, and located either in a commercial district or in a building having legal nonconforming commercial status under provisions of the City Planning Code in force on that date, shall be regarded as a legal nonconforming use under provisions of the City Planning Code becoming effective on May 2, 1960, if such shop or factory was brought into compliance with all applicable codes and ordinances prior to January 1, 1961. Permits of Occupancy must have been obtained prior to January 1961, by such shop or factory, and any shop or factory which failed to comply with all applicable codes and ordinances prior to that date shall have closed and discontinued all operations.
- (b) Garment shops and garment factories located in an R district, except those having legal nonconforming status, shall have closed and ceased all operations by January 1, 1961.
- (c) Garment shops and garment factories having legal nonconforming status in R districts, NC, and C districts shall be subject to the provisions of Sections 180 through 185 of this Code as nonconforming uses. No such use shall be intensified by installation of additional machines.

[Sections 188 and 189 are unchanged.]

ARTICLE 2

USE DISTRICTS

NC Districts are located in Article 7 of this Code.

SEC. 201

CLASSES OF USE DISTRICTS. In order to carry out the purposes and provisions of this Code, the city is hereby divided into the following classes of use districts:

Р	Public Use Districts
RH-1(D)	Residential, House Districts, One-Family (Detached Dwellings)
RH-I	Residential, House Districts, One-Family
RH-I(S)	Residential, House Districts, One-Family with Minor Second Unit
RH-2	Residential, House Districts, Two-Family
RH-3	Residential, House Districts, Three-Family
RM-I	Residential Mixed Districts, Low Density
RM-2	Residential Mixed Districts, Moderate Density
RM-3	Residential, Mixed Districts, Medium Density
RM-4	Residential, Mixed Districts, High Density
RC-I	Residential-Commercial Combined Districts, Low Density
RC-2	Residential-Commercial Combined Districts, Moderate Density
RC-3	Residential-Commercial Combined Districts, Medium Density
RC-4	Residential-Commercial Combined Districts, High Density

NEIGHBORHOOD COMMERCIAL DISTRICTS (Also see Article 7)

General Area Districts

NC-I	Neighborhood Commercial Cluster District
NC-2	Small-Scale Neighborhood Commercial District
NC-3	Moderate-Scale Neighborhood Commercial District
NC-S	Neighborhood Commercial Shopping Center District

Individual Area Districts

Broadway Neighborhood Commercial District
Castro Street Neighborhood Commercial District
Inner Clement Street Neighborhood Commercial District
Outer Clement Street Neighborhood Commercial District
Upper Fillmore Street Neighborhood Commercial District
Haight Street Neighborhood Commercial District
Hayes-Gough Neighborhood Commercial District
Upper Market Street Neighborhood Commercial District
Upper Market Street Neighborhood Commercial District
North Beach Neighborhood Commercial District
Polk Street Neighborhood Commercial District
Sacramento Street Neighborhood Commercial District
Union Street Neighborhood Commercial District
Valencia Street Neighborhood Commercial District
24th Street-Mission Neighborhood Commercial District
24th Street-Noe Valley Neighborhood Commercial District

C-1	Neighborhood Shopping Districts
C-2	Community Business Districts
C-M	Heavy Commercial Districts

C-3-0	Downtown Office District
C-3-R	Downtown Retail District
C-3-G	Downtown General Commercial District
C-3-S	Downtown Support District
M-1	Light Industrial Districts
M-2	Heavy Industrial Districts

SEC. 202 USES PERMITTED BY THIS CODE.

- (a) The use limitations of this Code shall be set forth in this Article 2 for the use districts of the city, as established by Section 201 of this Code and as shown on the Zoning Map referred to in Section 105 of this Code, subject to the provisions of Section 105. The uses permitted under this Code shall consist of the following:
 - 1. Principal uses, permitted as of right in each established district where listed for that class of districts in this Article 2, as regulated herein and elsewhere in this Code.
 - 2. Conditional uses, permitted in each established district when authorized by the City Planning Commission under Section 303 of this Code, where listed for that class of districts in this Article 2 and as regulated herein and elsewhere in this Code.
 - 3. Accessory uses for such permitted principal and conditional uses, as defined and regulated in Sections 204 through 204.5 of this Code. Any use not qualified under such sections as an accessory use shall be classified as a principal or conditional use.
 - ((4. Special uses, permitted in Neighborhood Commercial Special Use Districts, when authorized by the Zoning Administrator or the City Planning Commission, where listed for that class of districts in this Article 2 and as regulated herein and elsewhere in this Code.))
- (b) Permitted uses shall include in each established district such uses not specifically listed in this Article 2 as are from time to time determined by the Zoning Administrator to be permitted uses in accordance with Section 307(a) of this Code.
- (c) No use shall be permitted in any R district, C district or M-1 district which by reason of its nature or manner of operation creates conditions that are hazardous, noxious or offensive through emission of odor, fumes, smoke, cinders, dust, gas, vibration, glare, refuse, water-carried waste, or excessive noise.
- (d) Except as specifically provided herein to the contrary, the provisions of this Article 2 shall apply to all uses, properties and developments, both public and private, including those of the City and County of San Francisco.

[Sections 203 through 207.1 are unchanged.]

DENSITY OF DWELLING UNITS IN NEIGHBORHOOD COMMERCIAL SEC. 207.2 DISTRICTS.

The density of dwelling units in Neighborhood Commercial districts shall be as stated in the following Subsections. The rules for calculation of dwelling unit densities set forth in Section 207.1 of this Code shall apply in Neighborhood Commercial districts, except that any remaining fraction of one-half or more of the minimum amount of lot area per dwelling unit shall be adjusted upward to the next higher whole number of dwelling units.

(a) Dwelling Unit Density, General Area Districts.

The dwelling unit density in Neighborhood Commercial General Area Districts shall be at a density ratio not exceeding the number of dwelling units permitted in the nearest Residential district, provided that the maximum density ratio shall in no case be less than the amount set forth in the following table. The distance to each Residential district shall be measured from the midpoint of the front lot line or from a point directly across the street therefrom, whichever permits the greater density.

Residential Density Limits General Area District

NC-1, NC-2 One dwelling unit for each

800 sq.ft. of lot area.

One dwelling unit for each NC-3, NC-S 600 sq.ft. of lot area.

(b) Dwelling Unit Density, Individual Area Districts.

The dwelling unit density in Individual Area Neighborhood Commercial districts shall be at a density ratio not exceeding the amounts set forth in the following table.

Individual Area District Residential Density Limits

One dwelling unit for each Sacramento Street

800 sq.ft. of lot area.

Castro Street, One dwelling unit for each Inner Clement Street, 600 sq.ft. of lot area.

Outer Clement Street, Upper Fillmore Street, Haight Street, Union Street, Valencia Street,

24th Street-Mission, 24th Street-Noe Valley

Broadway, Hayes-Gough One dwelling unit for each Upper Market Street 400 sq.ft. of lot area. North Beach, Polk Street

SEC. 208 DENSITY LIMITATIONS FOR GROUP HOUSING.

The density limitations for group housing as described in Sections 209.2(a), (b), and (c) of this Code shall be as follows:

(a) The maximum number of bedrooms on each lot shall be as specified in the following table for the district in which the lot is located.

TABLE 5A

Maximum Density for Group Housing

District	Minimum Number of Square Feet of Lot Area for Each Bedroom	
RH-2	415	
RH-3, RM-1, RC-1	275	
RM-2, RC-2	210	
RM-3, RC-3	140	Sec. 1885
RM-4, RC-4	70	- 77 - 60 - 70 - 70 - 70 - 70 - 70 - 70 - 70 - 7
NC-1, NC-2, Sacramento Street	275	
NC-3, NC-S, Castro Street, Inner Clement Street, Outer Clement Street, Upper Fillmore Street, Haight Street, Union Street, Valencia Street, 24th Street-Mission 24th Street-Noe Valley	210	
Broadway, Hayes-Gough Upper Market Street, North Beach Polk Street	140	

- (b) For purposes of calculating the maximum density for group-housing as set forth herein, the number of bedrooms on a lot shall in no case be considered to be less than one bedroom for each two beds. Where the actual number of beds exceeds an average of two beds for each bedroom, each two beds shall be considered equivalent to one bedroom.
- (c) The rules for calculation of dwelling unit densities as set forth in Section 207.1 shall also apply in calculation of the density limitations for group housing, except that in NC districts, any remaining fraction of one-half or more of the maximum amount of lot area per bedroom shall be adjusted upward to the next higher whole number of bedrooms.

ARTICLE 3

PROCEDURES

[Sections 301 through 302 are unchanged.]

SEC. 303 CONDITIONAL USES.

- (a) General. The City Planning Commission shall hear and make determinations regarding applications for the authorization of conditional uses in the specific situations in which such authorization is provided for elsewhere in this Code. The procedures for conditional uses shall be as specified in this section and in Sections 306 through 306.((5))6, except that Planned Unit Developments shall in addition be subject to Section 304, ((and)) medical institutions and post-secondary educational institutions shall in addition be subject to the institutional master plan requirements of Section 304.5, and conditional use applications filed pursuant to Article 7, or otherwise required by this Code for uses in Neighborhood Commercial districts shall be subject to the provisions set forth in Section 315, in lieu of those provided for in Sections 306.2 and 306.3, with respect to scheduling and notice of hearings.
- (b) Initiation. A conditional use action may be initiated by application of the owner, or authorized agent for the owner, of the property for which the conditional use is sought.
- (c) Determination. After its hearing on the application, or upon the recommendation of the Zoning Administrator if the application is filed pursuant to Section 315 and no hearing is required, the City Planning Commission ((may)) shall approve the application and authorize a conditional use if the facts presented are such to establish:
 - 1. That the proposed use or feature, at the size and intensity contemplated and at the proposed location, will provide a development that is necessary or desirable for, and compatible with, the neighborhood or the community; and
 - 2. That such use or feature as proposed will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity, or injurious to property, improvements or potential development in the vicinity, with respect to aspects including but not limited to the following:
 - (A) The nature of the proposed site, including its size and shape, and the proposed size, shape and arrangement of structures:

- (B) The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading;
- (C) The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor;
- (D) Treatment given, as appropriate, to such aspects as landscaping, screening, open spaces, parking and loading areas, service areas, lighting and signs; and
- 3. That such use of feature as proposed will comply with the applicable provisions of this Code and will not adversely affect the Master Plan; and
- With respect to applications filed pursuant to Article 7 of this Code; that such use or feature as proposed will provide development that is in conformity with the stated purpose of the applicable Neighborhood Commercial district, as set forth in Sections 710.1 through 728.1, and
- 5. (A) With respect to applications filed pursuant to Article 7, Section 703.2(a), use categories .45, .46, and .47, in lieu of the criteria set forth above in Section 303(c)1-4, that such use or feature will:
 - Not be located within 1000 feet of another such use, if the proposed use or feature is included in use category .46 as defined by Section 790.36; and/or
 - (ii) Not be open between 12 midnight and 6 a.m. except in the Broadway Neighborhood Commercial District, as regulated in Section 714, where such uses shall not be open between 2 and 6 a.m.; and
 - (iii) Not use electronic amplification between 10 p.m. and 6 a.m.; and
 - (iv) Be sufficiently insulated for noise and operated so that fixed source equipment noise shall not exceed the decibel levels specified in the San Francisco Noise Control Ordinance.
 - (B) Notwithstanding the above, the City Planning Commission may authorize a conditional use which does not satisfy the criteria set forth in 5(A)ii and/or 5(A)iii above, if facts presented are such to establish that the use will be operated in such a way as to minimize disruption to residences in and around the district with respect to noise and crowd control.

- (d) Conditions. When authorizing a conditional use as provided herein the City Planning Commission, or the Board of Supervisors on appeal, shall prescribe such additional conditions, beyond those specified in this Code, as are in its opinion necessary to secure the objectives of the Code. Once any portion of the conditional use authorization is utilized, all such conditions pertaining to such authorization shall become immediately operative. The violation of any condition so imposed shall constitute a violation of this Code and may constitute grounds for revocation of the conditional use authorization. Such conditions may include time limits for exercise of the conditional use authorization; otherwise, any exercise of such authorization must commence within a reasonable time.
- (e) Modification of Conditions. Authorization of a change in any condition previously imposed in the authorization of a conditional use shall be subject to the same procedures as a new conditional use. Such procedures shall also apply to applications for modification or waiver of conditions set forth in prior stipulations and covenants relative thereto continued in effect by the provisions of Section 174 of this Code.

(f) (Continuation.

- I. Except as provided for temporary uses in Section 205 of this Code; and except where time limits are otherwise specified as a condition of authorization, any conditional use that has been established as authorized by the City Planning Commission may continue as authorized so long as it is not charged to another use or feature, or discontinued for a continuous period of three years, or otherwise abandoned.
- 2. A conditional use shall not be restored when so abandoned, or changed to another use or feature that is classified as a conditional use in the district in which it is located, or significantly altered or intensified, except upon approval of a new conditional use application by the City Planning Commission.
- 3. Where a use or feature classified as a conditional use in the district in which it is located lawfully exists at the effective date of this Code, or at the effective date of any amendment imposing new conditional use requirements upon such use or feature in such district, such use or feature shall be deemed to see a permitted conditional use in the form in which it exists on such date, without further authorization except as provided in this subsection or in Section 205 of Article 2 of this Code.
- Delegation of Hearing. The City Planning Commission may delegate to a committee of one or more of its members, or to the Zoning Administrator, the holding of the hearing required by this Code for a conditional use action. The delegate or delegates shall submit to the City Planning Commission a record of the hearing, together with a report of findings and recommendations relative thereto, for the consideration of the Commission in reaching its decision in the case.

SEC. 304

PLANNED UNIT DEVELOPMENTS.

NOTE: To implement the Downtown Plan, the following amendment is proposed. It is currently effective as an interim control.

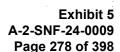
In districts other than

NC and

C-3,

the City Planning Commission may authorize as conditional uses, in accordance with the provisions of Section 303, Planned Unit Developments subject to the further requirements and procedures of this section. After review of any proposed development, the City Planning Commission may authorize such development as submitted or may modify, alter, adjust or amend the plan before authorization, and in authorizing it may prescribe other conditions as provided in Section 303(d). The development as authorized shall be subject to all conditions so imposed and shall be excepted from other provisions of this Code only to the extent specified in the authorization.

- (a) Objectives. The procedures for Planned Unit Developments are intended for projects on sites of considerable size, developed as integrated units and designed to produce an environment of stable and desirable character which will benefit the occupants, the neighborhood and the city as a whole. In cases of outstanding over-all design, complementary to the design and values of the surrounding area, such a project may merit a well reasoned modification of certain of the provisions contained elsewhere in this Code.
- (b) Nature of site. The tract or parcel of land involved must be either in one ownership, or the subject of an application filed jointly by the owners of all the property included or by the Redevelopment Agency of the City. It must constitute all or part of a Redevelopment Project Area, or if not must include an area of not less than 1/2 acre, exclusive of streets, alleys and other public property that will remain undeveloped.
- (c) Application and plans. The application must describe the proposed development in detail, and must be accompanied by an over-all development plan showing, among other things, the use or uses, dimensions and locations of structures, parking spaces, and areas, if any, to be reserved for streets, open spaces and other public purposes. The application must include such pertinent information as may be necessary to a determination that the objectives of this section are met, and that the proposed development warrants the modification of provisions otherwise applicable under this Code.
- (d) Criteria and limitations. The proposed development must meet the criteria applicable to conditional uses as stated in Section 303(c) and elsewhere in this Code. In addition, it shall:
 - Affirmatively promote applicable objectives and policies of the Master Plan;



- 2. Provide off-street parking adequate for the occupancy proposed;
- 3. Provide open space usable by the occupants and, where appropriate, by the general public, at least equal to the open spaces required by this Code;
- 4. Be limited in dwelling unit density to less than the density that would be allowed by Article 2 of this Code for a district permitting a greater density, so that the Planned Unit Development will not be substantially equivalent to a reclassification of property;
- 5. In R districts, include commercial uses only to the extent that such uses are necessary to serve residents of the immediate vicinity, subject to the limitations for RC districts under this Code; and
- 6. Under no circumstances be excepted from any height limit established by Article 2.5 of this Code, unless such exception is explicitly authorized by the terms of this Code. In the absence of such an explicit authorization, exceptions from the provisions of this Code with respect to height shall be confined to minor deviations from the provisions for measurement of height in Sections 260 and 261 of this Code, and no such deviation shall depart from the purposes or intent of those sections.

[Sections 304.5 through 306.1 are unchanged.]

SEC. 306.2 Scheduling of Hearings.

When an action for an amendment, conditional use or variance has been initiated by application or otherwise, the Zoning Administrator shall set a time and place for a hearing thereon within a reasonable period. In the case of an application for a variance, such period shall not exceed 30 days from the date upon which the application is accepted for filing. The procedures for scheduling of hearings on conditional use applications where such authorization is required pursuant to zoning categories .10, .11, .21, .24 through .27, .38 through .90, and .95 of Sections 710 through 728 for each Neighborhood Commercial district, are set forth in Section 315.

SEC. 306.3 Notice of Hearings.

(a) Except as indicated in Subsection (b) below, and except as provided in Section 315 for conditional use applications where such authorization is required pursuant to Zoning Categories .10, .11, .21, .24 through .27, .38 through .90 and .95 of Sections 710 through 728 for each Neighborhood Commercial district, notice of the time, place and purpose of the hearing on an action for an amendment, conditional use or variance shall be given by the Zoning Administrator as follows:

- By mail to the applicant or other person or agency initiating the action.
- 2. By mail, except in the case of proposed amendments to change the text of the Code, not less than 10 days prior to the date of the hearing to the owners of all real property within the area that is the subject of the action and within 300 feet of all exterior boundaries of such area, using for this purpose the names and addresses of the owners as shown on the latest city-wide assessment roll in the office of the Tax Collector. Failure to send notice by mail to any such property owner where the address of such owner is not shown on such assessment roll shall not invalidate any proceedings in connection with such action.
- 3. By publication, except in variance cases, at least once in a newspaper of general circulation in the city not less than 20 days prior to the date of the hearing.
- 4. Such other notice as the Zoning Administrator shall deem appropriate.
- (b) In the following situations, notice of hearings shall be given as indicated:
 - I. In the case of variance applications involving a less than 10 per cent deviation as described in Section 305(c), the Zoning Administrator need given only such notice as the Zoning Administrator deems appropriate in cases in which a hearing is actually held.
 - 2. In the case of amendments to reclassify land on the basis of general zoning studies for one or more zoning districts, which studies either are city-wide in scope or cover a major sub-area of the city as determined by the City Planning Commission, and where the total area of land so proposed for reclassification, excluding the area of public streets and alleys, is 30 acres or more, the notice given shall be as described in Subsection (a) above, except that:
 - A. The newspaper notice shall be published as an advertisement in all editions of such newspaper, and need contain only the time and place of the hearing and a description of the generl nature of the proposed amendment together with a map of the area proposed for reclassification.
 - B. The notice by mail need contain only the time and place of the hearing and a general description of the boundaries of the area proposed for reclassification.

[Section 306.4 is unchanged.]

SEC. 306.5 Reconsideration.

- (a) Whenever any application for an amendment, ((conditional use)) or variance, or any part thereof, has been disapproved by the City Planning Commission or Zoning Administrator, or by the Board of Supervisors or the Board of Permit Appeals on appeal as described in Section 308, no application proposing an amendment, ((conditional use)) or variance, the same or substantially the same as that which was disapproved, shall be resubmitted to or reconsidered by the City Planning Commission or Zoning Administrator within a period of one year from the effective date of final action upon the earlier application.
- (b) Whenever any application for a conditional use, or any part thereof, has been disapproved by the City Planning Commission, or by the Board of Supevisors on appeal as described in Section 308, no application proposing a conditional use, the same or substantially the same as that which was disapproved, shall be resubmitted to or reconsidered by the City Planning Commission within a period of eighteen months from the effective date of final action upon the earlier application.

[Sections 306.6 through 310 are unchanged.]

((SEC. 312 SEECIAL USES.

- (a) General. The Zoning Administrator and the City Planning Commission shall make determinations regarding applications for authorization of special uses in the specific situations which such authorization is provided for elsewhere in this Code: The procedures for special uses shall be as specified in this section.
- (b) Purpose. The special use authorization procedure is intended to facilitate the orderly processing of applications for alteration and enlargement of existing uses and for establishment of uses in Neighborhood Commercial Special Use Districts through a procedure which allows for efficient and thorough review of applications using criteria and requirements as set forth in this Code and guidelines as adopted from time to time by the City Planning Commission so as to insure fairness to each applicant and adequate and reasonable regulation of commercial development. Except as provided in Subdivision (a) no special se authorization may be approved pursuant to this Chapter which is not consistent with the policies and objectives of the Comprehensive Plan of San Francisco, the purposes of this Code, the general purposes of Neighborhood Commercial Special Use Districts (Section 242(3)), and the purposes of the particillar special use district. In considering such authorizations, the Zoning Administrator and the Planning Commission shall also consider the needs of the owners of property, operators of businesses, residents of surrounding areas, users of the areas and the community in general.))

SEC. 315 PROCEDURES FOR CONDITIONAL USE AUTHORIZATION IN NEIGHBORHOOD COMMERCIAL DISTRICTS.

In addition to the provisions of Section 306.1 and 306.4, the following procedures shall govern applications for conditional use authorization where this authorization is required pursuant to zoning categories .10, .11, .21, .24 through .27, .38 through .90, and .95 of Sections 710 through 728 for each Neighborhood Commercial district. The criteria for determinations on such applications are set forth in Section 303(c). Additional criteria for determinations on applications pursuant to zoning categories .10, .11, and .21 are set forth in the Section containing the control.

SEC. 315.1 Applications and Filing Fees.

The provisions set forth in Section 306.1 shall govern with respect to applications and filing fees.

SEC. 315.2 Zoning Administrator Review, Scheduling of Hearing, and Recommendation.

The Zoning Administrator will review and schedule applications for conditional use authorization for City Planning Commission determination; either on Consent Calendar, with a recommendation regarding action on the application; or at a public hearing, without a recommendation.

- (a) Scheduling of Determination. After an application for conditional use is filed at the Department, the Zoning Administrator will review the application, make a recommendation for determination, and set a time and place for determination of that application within a reasonable period.
- (b) Consent Calendar with Recommendation. After reviewing an application, the Zoning Administrator shall determine if the facts presented establish that the proposed use or feature is in conformity with the criteria set forth in Section 303(c), as applicable, and in Sections 253.1, 121.5, and 121.7 for zoning categories .10, .11, and .21, respectively, and may recommend approval or approval with conditions, placing that recommendation on Consent Calendar.
- Administrator may determine that the public interest would best be served by a City Planning Commission review of the application and shall in that event schedule the application for a public hearing.
- (d) Report and Recommendation. In all actions involving a Consent Calendar or public hearing, the Zoning Administrator will make necessary investigations and studies and submit proposed findings to the Director of the Department of City Planning. The report and any recommendation will be submitted at the Consent Calendar or public hearing.

SEC. 315.3 Notice of Recommendation and Determination.

After review of an application subject to these procedures and scheduling of the matter for Planning Commission determination the Zoning Administrator shall provide notice of any recommendation to be placed on the Consent Calendar and of the date and time that the matter will be considered by the Commission; or, in the event of a public hearing, shall provide notice of the time, place, and purpose of the hearing, as follows:

- (a) By mail to the applicant or other person or agency initiating the action; and
- (b) By posting on the subject property; and
- (c) By publication at least once in a newspaper of general circulation in the city not less than 20 days prior to the scheduled date of the appearance of the item on the City Planning Commission Consent Calendar or of the public hearing; and
- (d) By mail at least 20 days prior to the date that the matter is scheduled for determination by the City Planning Commission to property owners within 300 feet of the property that is the subject of the action as well as groups or individuals requesting such notice in writing; and
- (e) Such other notice as the Zoning Administrator shall deem appropriate.

SEC. 315.4 Request for Reconsideration of Consent Calendar Items at a Public Hearing.

- (a) Requests. Any application which is the subject of a consent calendar recommendation will be scheduled for a full public hearing if a request is made in writing prior to the date that the matter is scheduled for determination by the City Planning Commission or at the Commission meeting by any of of the following:
 - 1. The applicant; or
 - 2. Ten or more property owners or tenants of the residential or commercial property within 300 feet of the exterior boundaries of the subject property; or
 - 3. Any City Planning Commissioner.
- (b) Rescheduling. An item for which a request for public hearing has been made pursuant to subsection (a), above, will be rescheduled for City Planning Commission review and determination at a public hearing. Notice of the time, place and purpose of the public hearing shall be provided as follows:

- 1. By mail to the applicant or other person or agency initiating the action; and
- By posting on the subject property; and
- By publication at least once in a newspaper of general circulation in the city not less than 10 days prior to the scheduled date of the public hearing; and
- By mail at least 10 days prior to the scheduled date of the public hearing to all persons requesting such notice in writing; and
- 5. Such other notice as the Zoning Administrator shall deem appropriate.

SEC. 315.5 Conduct of Consent Calendar and Determination.

On applications placed on the Consent Calendar, the City Planning Commission will make determinations regarding the authorization of conditional uses, as follows.

The City Planning Commission will consider the Zoning Administrator's recommendation, as shown on Consent Calendar, and make a determination regarding authorization of the conditional use.

- (a) Determination. After considering the Zoning Administrator's recommendation regarding the application, the City Planning Commission may concur with that recommendation, as shown on consent calendar, without public testimony unless there is request for public hearing or the item is called off calendar as provided for in Section 315.4.
- (b) Decision. Such action taken by the City Planning Commission to approve or approve with conditions, as shown on the Consent Calendar, shall be final except upon filing of an appeal as provided for in Section 315.8.

SEC. 315.6 Conduct of Public Hearings and Determination.

The provisions set forth in Section 306.4 with respect to conduct of hearings shall govern whenever a full public hearing is required pursuant to Section 315.2 or 315.4.

SEC. 315.7 Reconsideration.

Whenever an application for a conditional use is authorized by the City Planning Commission, or by the Board of Supervisors pursuant to Section 308.1, no application which proposes a further intensification of that use or feature, or change to another related use, will be considered by the City Planning Commission within a period of eighteen months from the effective date of final action on the earlier application, if such intensification or change in use was specifically restricted in the action on the earlier application.

Whenever an application for a conditional use is denied by the City Planning Commission or by the Board of Supervisors pursuant to Section 308.1, no application which proposes a conditional use which is the same authorization or essentially the same as that which was denied will be considered by the City Planning Commission within a period of eighteen months from the effective date of final action on the earlier application.

SEC. 315.8 Appeal.

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A final determination by the City Planning Commission on an application for conditional use authorization may be appealed to the Board of Supervisors pursuant to the provisions of Section 308.1.

ARTICLE 3.5

FEES

SEC. 350 FEES, GENERAL.

In order to compensate the Department of City Planning for a part of the cost of processing permit applications for the establishment, abolition or modification of a set-back line, for reclassification of property, for conditional use authorization, for a variance, ((or for a special use authorization,)) and in order to compensate the Department of City Planning for a part of the cost of reviewing permit applications filed in and issued by other City departments, fees shall be charged and collected as indicated for each class of application or permit listed in Sections 351 through 353 below.

SEC. 351

FEES FOR APPLICATIONS TO ESTABLISH, ABOLISH OR MODIFY A SETBACK LINE, TO RECLASSIFY PROPERTY, TO AUTHORIZE A CONDITIONAL USE, TO CONSIDER A VARIANCE ((OR TO AUTHORIZE A SPECIAL USE)).

Before accepting any application for filing, the Department of City Planning shall charge and collect a fee as follows:

- (a) For each application to establish, abolish or modify a set-back line, the fee shall be \$300 for each block frontage, or portion thereof, affected by the proposed application.
- (b) For each application to reclassify property, the fee shall be:

Assessor's Block	Assessor's Block		
or Portion Thereof	Fee	or Portion Thereof	Fee
1	\$ 500	21	\$3600
2	750	22	3650
3	1000	23	3700
4	1250	24	3750
5	1400	25	3800
6	1 <i>55</i> 0	26	38 <i>5</i> 0
7	1700	27	3900
8	1850	28	3950
9	2000	29	4000
10	2150	30	4050
11	2300	31	4100
. 12	2450	32	4150
13	2600	33	4200
14	2750	34	4250
15	2900	35	4300
16	3050	36	4350
17	3200	47	4400
18	3350	38	4450
19	3500	39	4500
20	3550	40	4550

Assessor's Block or Portion Thereof	Fee	Assessor's Block or Portion Thereof	Fee
41	\$3600	47	\$4900
42	3650	48	4950
43	3700	49	5000
44	37 <i>5</i> 0	50	5020
45	3800	51 add	1 \$20 per block
46	3850		portion thereof

- (c) For each application to authorize a conditional use, including planned unit development, the fee shall be,
 - 1. Where the total estimated construction cost as defined by the San Francisco Building Code is less than \$50,000, \$200;
 - Where said total estimated construction cost is \$50,000 or more, but less than \$200,000, \$300;
 - 3. Where said total estimated construction cost is \$200,000 or more, but less than \$1,000,000, \$300 plus one tenth of one percent of the cost over \$200,000;
 - Where said total estimated construction cost is \$1,000,000 or more, but less than \$10,000,000, \$2,200 plus one hundred seventy-five thousandths of one per cent of the cost over \$1,000,000;
 - 5. Where said total estimated construction cost is \$10,000,000 or more, but less than \$20,000,000, \$17,950 plus one tenth of one per cent of the cost over \$10,000,000;
 - 6. Where said total estimated construction cost is \$20,000,000 or more, but less than \$30,000,000, \$27,950 plus five hundredths of one per cent of the cost over \$20,000,000;
 - 7. Where said total estimated construction cost is \$30,000,000 or more, but less than \$100,000,000, \$32,950 plus twenty-five thousandths of one per cent of the cost over \$30,000,000;
 - 8. Where said total estimated construction cost is \$100,000,000 or more, \$50,250.
- (d) For each application to consider a variance, the fee shall be:
 - 1. Where the total estimated construction cost as defined by the San Francisco Building Code is less than \$10,000, \$100;
 - Where said total estimated construction cost is \$10,000 or more, but less than \$50,000, \$200 plus one tenth of one per cent of the cost over \$10,000;

- 3. Where said total estimated construction cost is \$50,000 or more, but less than \$200,000, \$250 plus one tenth of one per cent of the cost over \$50,000;
- 4. Where said total estimated construction cost is \$200,000 or more, but less than \$1,000,000, \$500 plus one tenth of one per cent of the cost over \$200,000;
- 5. Where said total estimated construction cost is \$1,000,000 or more, but less than \$10,000,000, \$2,180 plus two tenths of one per cent of the cost over \$1,000,000;
- 6. Where said total estimated construction cost is \$10,000,000 or more, but less than \$30,000,000, \$20,180 plus one tenth of one percent of the cost over \$10,000,000;
- 7. Where said total estimated construction cost is more than \$30,000,000, \$40,180 plus five hundreths of one per cent of the cost over \$30,000,000;
- (((e) For each application for authorization of a special use pursuant to Sections 242 et seq. of this Code, the fee shall be \$200 for those applications which can be approved by the Zoning Administrator and \$350 for those applications which require review by the Planning Commission.))
 - Exemption. Any fraternal, charitable, benevolent or any other non-profit organization having a regular membership associated primarily for civic welfare, with revenue accruing therefrom to be used exclusively for the non-profit purposes of said organization, and which organization is exempt from taxation under the Internal Revenue laws of the United States as a bonafide fraternal, charitable, benevolent or other non-profit organization, shall be exempt from paying the fees specified in paragraphs (a) through (e) inclusive of this section.

[Sections 352 and 353 are unchanged.]

ARTICLE 6

SIGNS

[Sections 601 and 602 are unchanged.]

SEC. 602.1 Area (Of a Sign).

- (a) The entire area within a single continuous perimeter enclosing the extreme limits of writing, representation, emblem, or any figure or similar character, together with any frame or other material or color forming an integral part of the display or used to differentiate such sign from the background against which it is placed; excluding the necessary supports or uprights on which such sign is placed but including any sign tower. Where a sign has two or more faces, the area of all faces shall be included in determining the area of the sign, except that where two such faces are placed back to back and are at no point more than two feet from one another, the area of the sign shall be taken as the area of one face if the two faces are of equal area, or as the area of the larger face if the two faces are of unequal area.
- On windows. The area of any sign painted directly on a window shall be the area within a rectangular perimeter formed by extending lines around the extreme limits of writing, representation, or any figure of similar character depicted on the surface of the window.

 The area of any sign placed on or behind the window glass shall be as described above in paragraph (a).
- On awnings, canopies or marquees. The area of any sign on an awning, canopy or marquee shall be the total of all signage on all faces of the structure. All sign copy on each face shall be computed within one rectangular perimeter formed by extending lines around the extreme limits of writing, representation, or any figure of similar character depicted on the surface of the face of the awning, canopy or marquee.

[Sections 602.2 through 602.8 are unchanged.]

SEC. 602.9 Identifying Sign. A sign for a use listed in Article 2 of this Code as either a principal or a conditional use permitted in an R district, regardless of the district in which the use itself may be located, which sign serves to tell only the name, address and lawful use of the premises upon which the sign is located, or to which it is affixed. A bulletin board of a public, charitable or religious institution, used to display announcements relative to meetings to be held on the premises, shall be deemed an identifying sign.

With respect to shopping malls containing five or more stores or establishments in NC districts, and shopping centers containing five of more stores or establishments in NC-S districts, identifying signs shall include signs which tell the name of and/or describe aspects of the operation of the mall or center. Shopping malls, as that term is used in this section, are characterized by a common pedestrian passageway which provides access to the businesses located therein.

[Sections 602.10 through 602.20 are unchanged.]

SEC. 602.21

Wall Sign. A sign placed flat against a building wall with its copy parallel to the wall to which it is attached and not protruding more than the thickness of the sign cabinet.

SEC. ((602.21))

SEC. 602.22

Wind Sign. Any sign composed of two or more banners, flags, or other objects, mounted serially and fastened in such a manner as to move upon being subjected to pressure by wind or breeze.

SEC. 602.23

Window Sign. A sign painted directly on the surface of a window glass or placed behind the surface of the glass inside the building.

[Section 603 is unchanged.]

SEC. 604

PERMITS AND CONFORMITY REQUIRED.

(a) Any application for a permit for a sign that conforms to the provisions of this Code shall be approved by the Department of City Planning without modification or disapproval by the Department of City Planning or the City Planning Commission, pursuant to the authority vested in them by Section 26, Part III, of the San Francisco Municipal Code or any other provision of said Municipal Code

NOTE: To implement the Downtown Plan, the following amendment is proposed. It is not currently effective as an interim control.

; provided, however, that signs subject to the regulations set forth in ((with the exception of)) Article 10 of the City Planning Code, Preservation of Historical, Architectural and Aesthetic Landmarks and Article 11, Preservation of Buildings and Districts of Architectural, Historical and Aesthetic Importance in the C-3 Districts shall be governed by the relevant provisions thereof.

No sign, other than those signs exempted by Section 603 of this Code, shall be erected, placed, replaced, reconstructed or relocated on any property, intensified in illumination or other aspect, or expanded in area or in any dimension except in conformity with the provisions of this Code. No such erection, placement, replacement, reconstruction, relocation, intensification, or expansion shall be undertaken without a permit having been duly issued therefor, except as specifically provided otherwise in this Section 604.

- (b) The provisions of this Section 604 shall apply to work of the above types on all signs unless specifically exempted by this Code, whether or not a permit for such sign is required under the San Francisco Building Code. In cases in which permits are not required under the Building Code, applications for permits shall be filed with the Central Permit Bureau of the Department of Public Works on forms prescribed by the Department of City Planning, together with a permit fee of \$5 for each sign, and the permit number shall appear on the completed sign in the same manner as required by the Building Code.
- (c) No permit shall be required under this Code for a sign

NOTE: To implement the Downtown Plan, the following amendments are proposed. It is currently effective as an interim control.

- (i) painted or repainted directly on a door or window in a C or M district, or
- (ii) painted or repainted directly on a wall of a building or structure in a C

district (except for Significant and Contributory buildings and buildings in conservation districts subject to the provisions of Article 11)

or M district and not exceeding 100 square feet in area. Permits shall be required for all other painted signs in C and M districts, and for all painted signs in P and R districts. Repainting of any painted sign shall be deemed to be a replacement of the sign, except as provided in Subsection (f) below.

- (d) Except as provided in Subsection (c) above, no permit shall be required under this Code for ordinary maintenance and minor repairs which do not involve replacement, alteration, reconstruction, relocation, intensification or expansion of the sign.
- (e) No permit shall be required under this Code for temporary sale or lease signs, temporary signs of persons and firms connected with work on buildings under actual construction or alteration, and temporary business signs, to the extent that such signs are permitted by this Code.

- (f) A mere change of copy on a sign the customary use of which involves frequent and periodic changes of copy shall not be subject to the provisions of this Section 604, except that a change from general advertising to non-general advertising sign copy or from non-general advertising to general advertising sign copy shall in itself constitute a new sign subject to the provisions of this Section 604. In the case of signs the customary use of which does not involve frequent and periodic changes of copy, a change of copy shall in itself constitute a new sign subject to the provisions of this Section 604 if the new copy concerns a different person, firm, group, organization, place, commodity, product, service, business, profession, enterprise or industry.
- (g) Each application for a permit for a sign shall be accompanied by a scaled drawing of the sign, including the location of the sign on the building or other structure or on the lot, and including (except in the case of a sign the customary use of which involves frequent and periodic changes of copy) such designation of the copy as is needed to determine that the location, area and other provisions of this Code are met.
- (h) Unless otherwise provided in this Code or in other Codes or regulations, a lawfully existing sign which fails to conform to the provisions of this Article 6 may remain until the end of its normal life. Such sign may not, however, be replaced, altered, reconstructed, relocated, intensified or expanded in area or in any dimension except in conformity with the provisions of this Codee. Ordinary maintenance and minor repairs shall be permitted, but such maintenance and repairs shall not include replacement, alteration, reconstruction, relocation, intensification or expansion of the sign. A sign which is damaged or destroyed by fire or other calamity shall be governed by the provisions of Sections 181(c) and 188(b) of this Code. A sign which is voluntarily destroyed or removed by its owner or which is required by law to be removed may be restored only in fully conformity with the provisions of this Code.
- (i) Nothing in this Article 6 shall be deemed to permit any use of property that is otherwise prohibited by this Code, or to permit any sign that is prohibited by the regulations of any special sign district or the standards or procedures of any Redevelopment Plan or any other Code or legal restriction.

[Sections 605 through 606 are unchanged.]

SEC. 607 COMMERCIAL AND INDUSTRIAL DISTRICTS.

Signs in C and M districts, other than those signs exempted by Section 603 of this Code, shall conform to the following provisions:

(a) General advertising signs. No general advertising sign shall be permitted in any C-1 district.

- (b) Roof signs. No roof sign shall be permitted in any C-1 district. In all other C and M districts no roof sign shall be permitted; except that a roof sign may be erected in such other C and M districts if:
 - 1. The sign does not extend more than 25 feet above the roof line of the building on or over which the sign is placed; and
 - 2. All parts of the sign are within 25 feet of, and the sign is mounted at not more than a 45 degree angle from, a wall of a building the roof line of which is at least as high as the top of the sign; and
 - Such wall forms a complete backdrop for the sign, as the sign is viewed from all points from which the sign is legible from a public street or alley.

The limitations upon roof signs in this Subsection 607(b) shall not apply to signs located within 200 feet of the park known as Union Square and facing said park.

- (c) Wind signs. No wind sign shall be permitted in any C or M district.
- (d) Moving parts. No sign shall have or consist of any moving, rotating, or otherwise physically animated part (as distinguished from lights that give the appearance of animation by flashing, blinking or fluctuating), except as follows:
 - 1. Moving or rotating or otherwise physically animated parts may be used for the rotation of barber poles and the indication of time of day and temperature.
 - 2. In the case of a general advertising sign in C-2, C-3, C-M, M-1 and M-2 districts, except signs located so as to be primarily viewed by persons traveling on any portion of a freeway, moving or rotating or otherwise physically animated parts may be used if such parts do not exceed a velocity of one complete cycle in a four-second period where such parts constitute less than 30 percent of the area of the sign or if, where such parts constitute a greater area of the sign, they do not exceed a velocity of one complete cycle in a four-second period and are stationary at least half of each eight-second period.
- (e) Illumination. Any sign may be non-illuminated or indirectly or directly illuminated. Signs in C-3, C-M, M-1 and M-2 districts shall not be limited in any manner as to type of illumination, but no sign in a C-1 or C-2 district shall have or consist of any flashing, blinking, fluctuating or otherwise animated light except in each of the following special districts, all as specifically designated as "Special Districts for Sign Illumination" on Sectional Map SSD of the Zoning Map of the City and County of San Francisco, described in Section 608 of this Code:

- ((I. Along the main commercial frontage in the C-2 areas on Mission Street from Seventeenth Street to Randall Street, Geary Boulevard from Masonic Avenue to Twenty-eighth Avenue, and Lombard Street from Van Ness Avenue to Broderick Street.))
- ((2.))
 - In the C-2 area consisting of five blocks in the vicinity of Fisherman's Wharf.
- ((3.))
 - 2. In the C-2 area in the vicinity of Van Ness Avenue from Golden Gate Avenue and Eddy Street to Sacramento Street, and Polk Street from Eddy Street to Geary Street, also known as the Automotive Special Use District.
- ((4.))
 - In the C-2 area in the vicinity of Stockton, Washington and Kearny Streets and Broadway, also known as Washington-Broadway Special Use District Number 1.
- (f) Projection. No sign shall project more than 75 percent of the horizontal distance from the street property line to the curb line and in no case shall a sign project more than 10 feet beyond the street property line or building set-back line in C-1 districts, or 12 feet beyond the street property line or building set-back line in any other C or M district.
- (g) Height and extension above roof line.
 - Signs attached to buildings. No sign attached to a building shall extend or be located above the roof line of the building to which it is attached; except that up to one-half the area of a business sign attached to the street wall of a building may extend above the roof line, up to the maximum height permitted for free standing signs in the same district or 10 feet above the roof line, whichever is the lesser. In addition, no sign attached to a building shall under any circumstances exceed the following maximum heights:

in C-l: 40 feet;

in C-3: 100 feet;

In all other C and M districts: 60 feet.

The 100-foot height limitation stated herein shall not apply to signs located within 200 feet of the park known as Union Square and facing said park.



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 Free standing signs. The maximum height for free standing signs shall be as follows:

In C-1: 24 feet;

In C-2: 36 feet:

In all other C and M districts: 40 feet.

- (h) Special standards for automobile service stations. For automobile service stations, only the following signs are permitted, subject to the standards in this Subsection (h) and to all other standards in this Section 607.
 - 1. A maximum of two oil company signs, which shall not extend more than 10 feet above the roof line if attached to a building, or exceed the maximum height permitted for free standing signs in the same district if free standing. The area of any such sign shall not exceed 180 square feet, and along each street frontage all parts of such a sign or signs that are within 10 feet of the street property line shall not exceed 80 square feet in area. No such sign shall project more than five feet beyond any street property line or building set-back line. The areas of other permanent and temporary signs as covered in Paragraph 607(h)2 below shall not be included in the calculation of the areas specified in this paragraph.
 - Other permanent and temporary business signs, not to exceed 30 square feet in area for each such sign or a total of 180 square feet for all such signs on the premises. No such sign shall extend above the roof line if attached to a building, or in any case project beyond any street property line or building set-back line.
 - General advertising signs meeting the provisions of this Section 607.

SEC. 607.1 Neighborhood Commercial Districts.

Signs located in Neighborhood Commercial districts shall be regulated as provided herein, except for those signs which are exempted by Section 603. Signs not specifically regulated in this Section 607.1 shall be prohibited. In the event of conflict between the provisions of Section 607.1 and other provisions of Article 6, the provisions of Section 607.1 shall prevail in Neighborhood Commercial districts, provided that with respect to properties also located in the Upper Market Special Sign District the provisions of Section 608.10 shall prevail.

- Purposes and Findings. In addition to the purposes stated in Section 101 and 601 of this Code, the following purposes apply to Neighborhood Commercial districts. These purposes constitute findings that form a basis for regulations and provide guidance for their application.
 - 1. As Neighborhood Commercial districts change, they need to maintain their attractiveness to customers and potential new businesses alike. Physical amenities and a pleasant appearance will profit both existing and new enterprises.
 - The character of signs and other features projecting from buildings is an important part of the visual appeal of a street and the general quality and economic stability of the area.

 Opportunities exist to relate these signs and projections more effectively to street design and building design. These regulations establish a framework that will contribute toward a coherent appearance of Neighborhood Commercial districts.
 - Neighborhood Commercial districts are typically mixed-use areas with commercial units on the ground or lower stories and residential uses on upper stories. Although signs and other advertising devices are essential to a vital commercial district, they should not be allowed to interfere with or diminish the livability of residential units within a Neighborhood Commercial district or in adjacent residential districts.
 - The scale of most Neighborhood Commercial districts as characterized by building height, bulk, and appearance, and the width of streets and sidewalks differs from that of other commercial and industrial districts. Sign sizes should relate and be compatible with the surrounding district scale.
- (b) Identifying Signs. Identifying signs, as defined in Section 602.9, shall be permitted in all Neighborhood Commercial Districts subject to the limits set forth below.
 - One sign per lot shall be permitted and such sign shall not exceed 20 square feet in area. The sign may be a freestanding sign, if the building is recessed from the street property line, or may be a wall sign or a projecting sign. The existence of a freestanding identifying sign shall preclude the erection of a freestanding business sign on the same lot. A wall or projecting

- sign shall be mounted on the first story level; a freestanding sign shall not exceed 15 feet in height. Such sign may be non-illuminated, indirectly illuminated, or directly illuminated.
- 2. One sign identifying a shopping center or shopping mall shall be permitted subject to the conditions in Paragraph 1, but shall not exceed 30 square feet in area. Any sign identifying a permitted use listed in Sections 603.40 through 703.71 in an NC district shall be considered a business sign and subject to Section 607.1(d) of this Code. Such signs may be non-illuminated, indirectly illuminated, or directly illuminated during the hours of operation of the businesses in the shopping center or shopping mall.
- General Advertising Signs. General advertising signs, as defined in Section 602.7, shall be permitted in Neighborhood Commercial districts as provided for below. In NC districts where such signs are permitted, general advertising signs may be either a wall sign or freestanding, provided that the surface of any freestanding sign shall be parallel to and within 3 feet of an adjacent building wall. In either case, the building wall shall form a complete backdrop for the sign, as the sign is viewed from all points from a street or alley from which it is legible.
 - 1. NC-2 Districts. No more than one general advertising sign shall be permitted per lot. Such sign shall not exceed 50 square feet in area nor exceed 12 feet in height. Such sign may be either non-illuminated or indirectly illuminated.
 - 2. NC-3, NC-S and Broadway Districts. No more than two general advertising signs shall be permitted per lot, or in NC-S districts, per district. The area of any such sign shall not exceed 100 square feet, and the total area of all such signs on the lot shall not exceed 200 square feet. The height of any such sign shall not exceed 24 feet, or the height of the wall to which it is attached, or the height of the lowest of any residential window sills on the wall to which it is attached if a wall sign, or the adjacent wall or the top of the adjacent wall if a freestanding sign, whichever is lower.
 - (A) NC-3 and NC-S Districts. Signs may be either non-illuminated or indirectly illuminated.
 - (B) Broadway Neighborhood Commercial District. Signs may be either non-illuminated, indirectly or directly illuminated.
- (d) Business Signs. Business signs, as defined in Section 602.3 shall be permitted in all Neighborhood Commercial districts subject to the limits set forth below.
 - 1. NC-1 Districts.
 - (A) Window Signs. The total area of all window signs, as defined in Section 602.1(a), shall not exceed one-third the area of the window on or in which the signs are located.

Such signs may be non-illuminated, indirectly illuminated, or directly illuminated.

- (B) Wall Signs. The area of all wall signs shall not exceed 2 square feet per foot of street frontage occupied by the business measured along the wall to which the signs are attached, or 100 square feet, whichever is less. The height of any wall sign shall not exceed 15 feet or the height of the wall to which it is attached. Such signs may be non-illuminated or indirectly illuminated; or during business hours, may be directly illuminated.
- (C) Projecting Signs. The number of projecting signs shall not exceed one per business. The area of such sign, as defined in Section 602.1(a), shall not exceed 20 square feet. The height of such sign shall not exceed 15 feet or the height of the wall to which it is attached. No part of the sign shall project more than 75 percent of the horizontal distance from the street property line to the curb line, or 6 feet, whichever is less. The sign may be non-illuminated or indirectly illuminated, or during business hours, may be directly illuminated.
- (D) Signs on Awnings. Sign copy may be located on permitted awnings in lieu of wall signs and projecting signs. The area of such sign copy as defined in Section 602.1(c) shall not exceed 20 square feet. Such sign copy may be non-illuminated or indirectly illuminated.
- NC-2, Castro Street, Inner Clement Street, Outer Clement Street, Upper Fillmore Street, Haight Street, Hayes-Gough, Upper Market Street, North Beach, Polk Street, Sacramento Street, Union Street, Valencia Street, 24th Street-Mission, and 24th Street-Noe Valley Neighborhood Commercial Districts.
 - (A) Window Signs. The total area of all window signs, as defined in Section 602.1(a), shall not exceed one-third the area of the window on or in which the signs are located. Such signs may be non-illuminated, indirectly illuminated, or directly illuminated.
 - (B) Wall Signs. The area of all wall signs shall not exceed 2 square feet per foot of street frontage occupied by the use measured along the wall to which the signs are attached, or 100 square feet, whichever is less. The height of any wall sign shall not exceed 24 feet, or the height of the wall to which it is attached, or the height of the lowest of any residential window sill on the wall to which the sign is attached, whichever is lower. Such signs may be non-illuminated, indirectly, or directly illuminated.

- (C) Projecting Signs. The number of projecting signs shall not exceed one per business. The area of such sign, as defined in Section 602.1(a), shall not exceed 20 square feet. The height of such sign shall not exceed 24 feet, or the height of the wall to which it is attached, or the height of the lowest of any residential window sill on the wall to which the sign is attached, whichever is lower. No part of the sign shall project more than 75 percent of the horizontal distance from the street property line to the curb line, or 6 feet, whichever is less. Such signs may be non-illuminated or indirectly illuminated; or during business hours, may be directly illuminated.
- (D) Signs on Awnings and Marquees. Sign copy may be located on permitted awnings or marquees in lieu of projecting signs. The area of such sign copy as defined in Section 602.1(c) shall not exceed 30 square feet. Such sign copy may be non-illuminated or indirectly illuminated; except that sign copy on marquees for movie theatres or places of entertainment may be directly illuminated during business hours.
- (E) Freestanding Signs and Sign Towers. One freestanding sign or sign tower per lot shall be permitted in lieu of a projecting sign, if the building or buildings are recessed from the street property line. The existence of a freestanding business sign shall preclude the erection of a freestanding identifying sign on the same lot. The area of such freestanding sign or sign tower, as defined in Section 602.1(a), shall not exceed 20 square feet nor shall the height of the sign exceed 24 feet. No part of the sign shall project more than 75 percent of the horizontal distance from the street property line to the curb line, or 6 feet, whichever is less. Such signs may be non-illuminated or indirectly illuminated; or during business hours, may be directly illuminated.

4. NC-3, NC-S, Broadway Neighborhood Commercial Districts.

- (A) Window Signs. The total area of all window signs, as defined in Section 602.1(a), shall not exceed one-third the area of the window on or in which the signs are located. Such signs may be non-illuminated, indirectly illuminated, or directly illuminated.
- Wall Signs. The area of all wall signs shall not exceed 3 square feet per foot of street frontage occupied by the use measured along the wall to which the signs are attached, or 150 square feet, whichever is less. The height of any wall sign shall not exceed 24 feet, or the height of the wall to which it is attached, or the height of the lowest of any residential window sill on the wall to which the sign is attached, whichever is lower. Such signs may be non-illuminated, indirectly, or directly illuminated.

- Projecting Signs. The number of projecting signs shall not exceed one per business. The area of such sign, as defined in Section 602.1(a), shall not exceed 30 square feet. The height of the sign shall not exceed 24 feet, or the height of the wall to which it is attached, or the height of the lowest of any residential window sill on the wall to which the sign is attached, whichever is lower. No part of the sign shall project more than 75 percent of the horizontal distance from the street property line to the curb line, or 6 feet, whichever is less. Such signs may be non-illuminated, indirectly, or directly illuminated.
- (D) Sign Copy on Awnings and Marquees. Sign copy may be located on permitted awnings or marquees in lieu of projecting signs. The area of such sign copy, as defined in Section 602.1(c), shall not exceed 40 square feet. Such sign copy may be non-illuminated or indirectly illuminated; except that sign copy on marquees for movie theatres or places of entertainment may be directly illuminated during business hours.
- sign or sign tower per lot shall be permitted in lieu of a projecting sign if the building or buildings are recessed from the street property line. The existence of a freestanding business sign shall preclude the erection of a freestanding identifying sign on the same lot. The area of such freestanding sign or sign tower, as defined in Section 602.1(a), shall not exceed 30 square feet nor shall the height of the sign exceed 24 feet. No part of the sign shall project more than 75 percent of the horizontal distance from the street property line to the curb line, or 6 feet, whichever is less. Such signs may be non-illuminated or indirectly illuminated.
- 5. Special Standards for Automotive Gas and Service Stations.

 For automotive gas service stations in Neighborhood

 Commercial districts, only the following signs are permitted, subject to the standards in this Paragraph (d)(5) and to all other standards in this Section 607.1.
 - (A) A maximum of two oil company signs, which shall not extend more than 10 feet above the roof line if attached to a building, or exceed the maximum height permitted for free standing signs in the same district if free standing. The area of any such sign shall not exceed 180 square feet, and along each street frontage, all parts of such a sign or signs that are within 10 feet of the street property line shall not exceed 80 square feet in area. No such sign shall project more than five feet beyond any street property line. The areas of other permanent and temporary signs as covered in sub-paragraph (B) below shall not be included in the calculation of the areas specified in this sub-paragraph.

- (B) Other permanent and temporary business signs, not to exceed 30 square feet in area for each such sign or a total of 180 square feet for all such signs on the premises. No such sign shall extend above the roof line if attached to a building, or in any case project beyond any street property line or building set-back line.
- (e) Special Sign Districts. Additional controls apply to certain Neighborhood Commercial districts that are designated as Special Sign Districts. The designations, locations, and boundaries of these Special Sign Districts are provided on Sectional Map SSD of the Zoning Map of the City and County of San Francisco, and are described within Sections 608.1 through 608.10. of this Code.
- (f) Special Districts for Sign Illumination. Signs in Neighborhood Commercial districts shall not have nor consist of any flashing, blinking, fluctuating or otherwise animated light except in the following special districts, all specifically designated as "Special Districts for Sign Illumination" on Sectional Map SSD of the Zoning Map of the City and County of San Francisco, and described in Section 607(e) of this Code.
 - 1. Broadway Neighborhood Commercial District. Along the main commercial frontage of Broadway between Wayne and Osgood.
 - 2. NC-3. NC-3 district along Lombard Street from Van Ness Avenue to Broderick Street.
- (g) Other Sign Requirements. Within Neighborhood Commercial districts, the following additional requirements shall apply:
 - Public Areas. No sign shall be placed upon any public street, alley, or public plaza, or in any portion of a transit system, except such signs, structures, and features as are specifically approved by the appropriate public authorities under applicable laws and regulations not inconsistent with this Code and under such conditions as may be imposed by such authorities.
 - 2. Temporary Signs. Temporary signs such as sale or lease signs as defined in Section 602.17 and regulated in Sections 606(b)3 and 608.8(f)2, and construction signs as regulated in Section 606(b)4 are permitted in Neighborhood Commercial districts.
 - Maintenance. Every sign pertaining to an active establishment shall be adequately maintained in its appearance, or else removed or obscured. When the space occupied by any establishment has been vacated, all signs pertaining to such establishment shall be removed within 180 days following the date of vacation.

[Section 608 is unchanged.]

SEC. 608.1

Near R Districts. No general advertising sign, and no other sign exceeding 100 square feet in area, shall be located in an NC, C or M district within 100 feet of any R district in such a manner as to be primarily viewed from residentially-zoned property or from any street or alley within an R district; any sign of which the face is located parallel to a street property line and lies for its entire width opposite an NC, C or M district shall be deemed prima facie not to be primarily so viewed. No sign of any size within 100 feet of any R district shall project beyond the street property line or building set-back line of any street or alley leading off the main commercial frontage into the R district.

[Sections 608.2 through 609.12 are unchanged.]



PLANNING CODE MAP AMENDMENTS

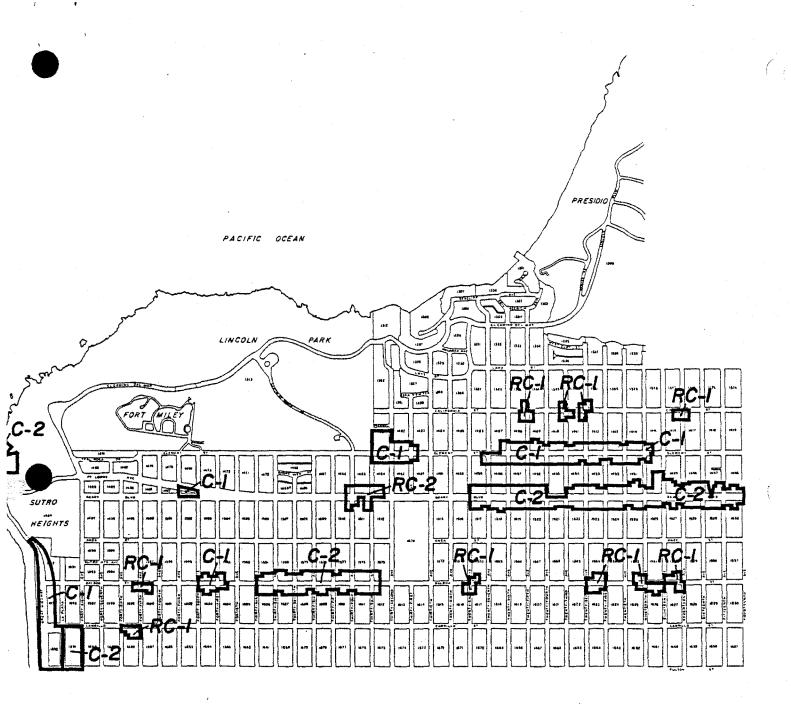
INTRODUCTION

This chapter presents zoning map amendments proposed to establish four new general area neighborhood commercial use districts, fifteen new individual area neighborhood commercial use districts, including minor amendments to abutting residential use districts, to amend or delete certain Special Use and Special Sign District boundaries, and to establish a new 65-A-I height and bulk district in the North Beach and Broadway Neighborhood Commercial districts.

Detailed maps showing block and lot changes are included for the fifteen individual area use districts and the North Beach and Broadway 65-A-I height and bulk district. Similarly detailed maps for all affected districts are on file at the Department of City Planning, 450 McAllister Street, Room 405, 558-2104.

Existing zoning use district boundaries are also presented for all areas to be maintained as C-2, RC-3, RC-4, and CM.

An index of all proposed district changes presented alphabetically by street name follows this chapter.



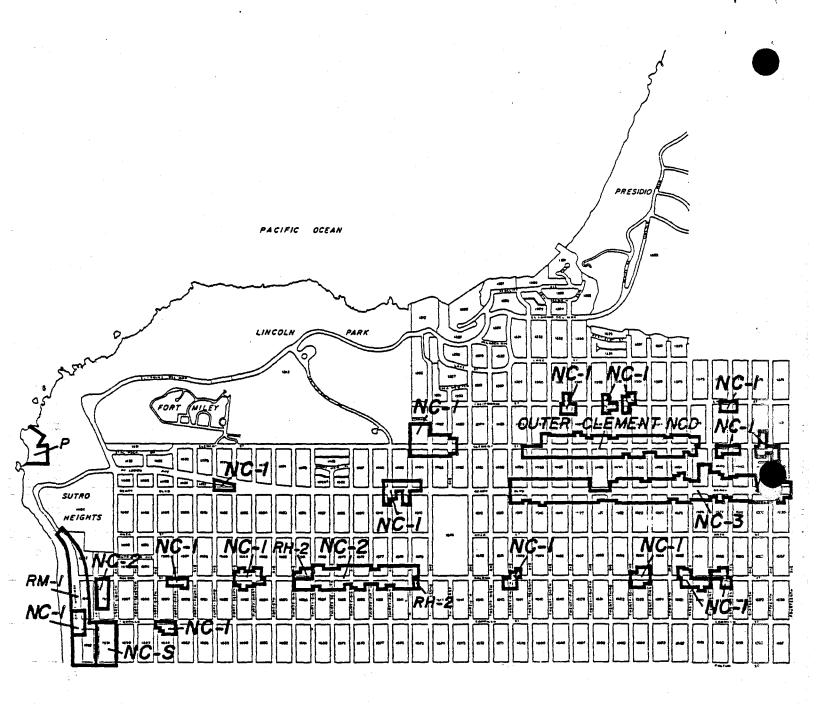


EXISTING ZONING (Schematic Boundary Only)

C-1 C-2 C-M
Commercial Districts
RC-1 RC-2 RC-3 RC-4
Residential-Commercial Combined Districts

Map 10







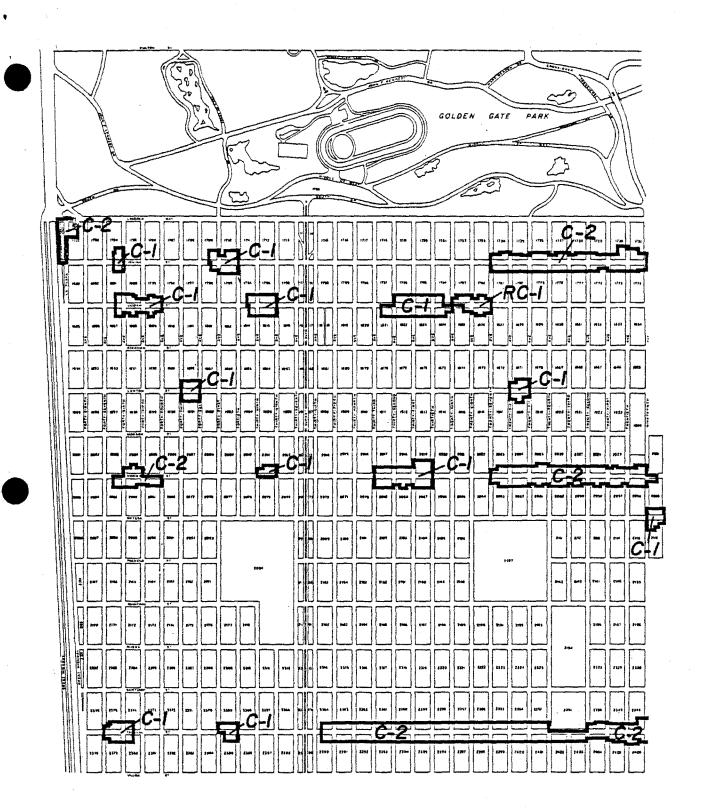
PROPOSED ZONING (Schematic Boundary Only)

NC-1 NC-2 NC-3 NC-S NCD
Neighborhood Commercial Districts
C-2 C-M
Commercial Districts
RC-3 RC-4
Residential-Commercial Districts
RH-1 RH-2 RH-3 RM-1 RM-2 RM-3 F
Residential And Public Districts

Map 11



Exhibit 4



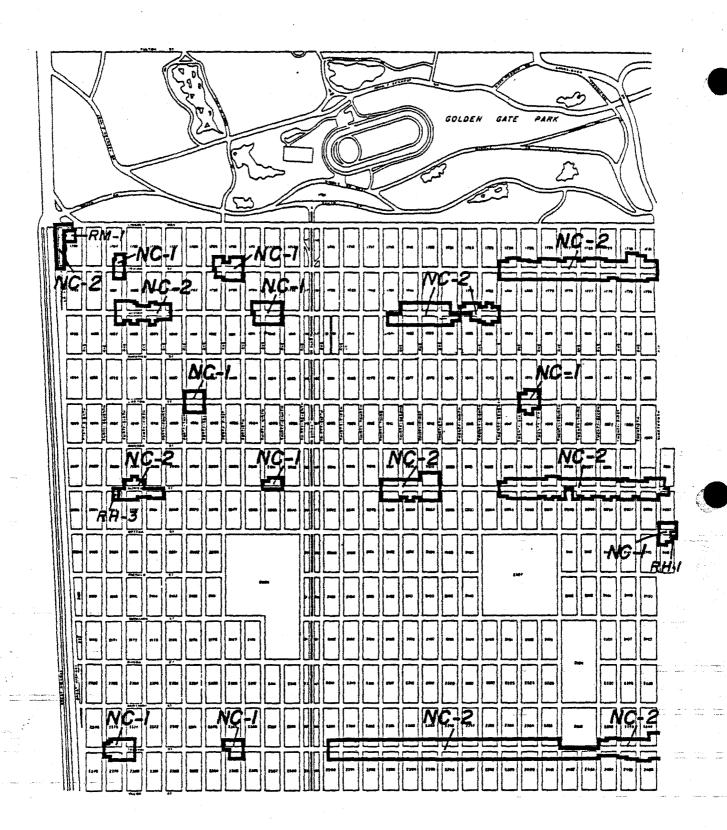


EXISTING ZONING (Schematic Boundary Only)

C-1 C-2 C-M
Commercial Districts
RC-1 RC-2 RC-3 RC-4
Residential-Commercial Combined Districts

Map 12





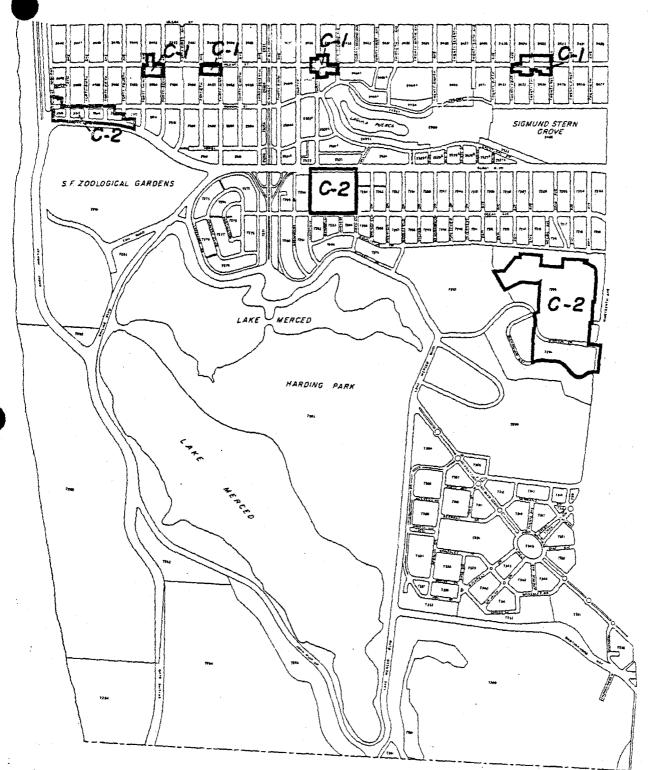


PROPOSED ZONING (Schematic Boundary Only)

NC-1 NC-2 NC-3 NC-5 NCD Neighborhood Commercial Districts C-2 C-M Commercial Districts RC-3 RC-4
Residential-Commercial Districts RH-1 RH-2 RH-3 RM-1 RM-2 RM-3 Residential Districts Map 13



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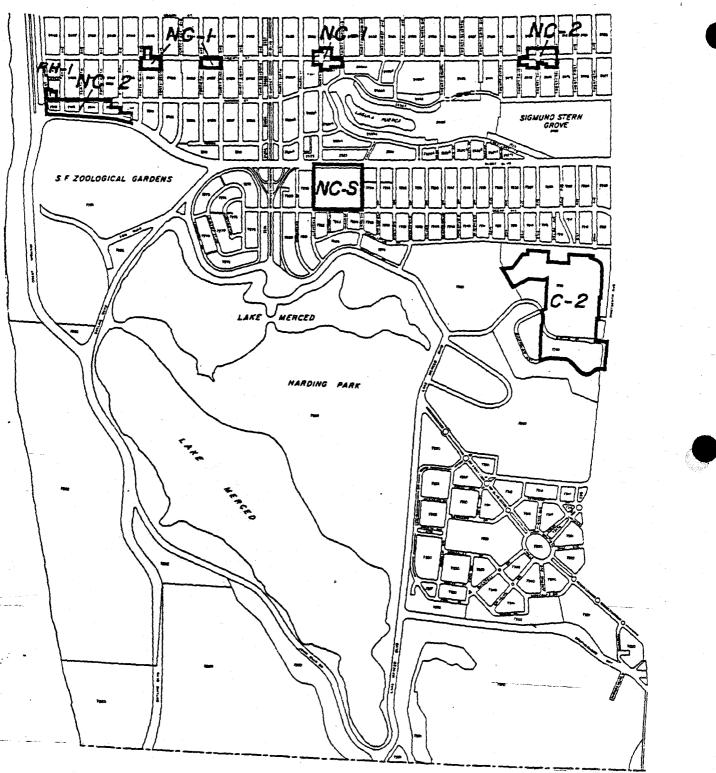


EXISTING ZONING (Schematic Boundary Only)

C-1 C-2 C-M
Commercial Districts
RC-1 RC-2 RC-3 RC-4
Residential-Commercial Combined Districts

Map 26







PROPOSED ZONING (Schematic Boundary Only)

NC-1 NC-2 NC-3 NC-S NCD Neighborhood Commercial Districts C-2 C-M Commercial Districts RC-3 RC-4 Residential-Commercial Districts RH-1 RH-2 RH-3 RM-1 RM-2 RM-3 Residential Districts

Map 27



Exhibit 12

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INDEX OF RECOMMENDED ZONING MAP CHANGES BY STREET NAME

Street or Area	Generalized District Boundaries	Existing Zoning	Proposed Zoning	
Alemany Blvd.	U.S. 101 to Putnam St.	C-M	NC-S	
	Putnam to Banks Sts.	C-2	NC-S	
	Banks to Ellsworth Sts.	C-2	RM-I	
	at Ocean Ave.	C-2	NC-3	
	Whipple to Lawrence Aves.	C-2	NC-S	
	Lawrence to Sickles Aves.	C-2	RH-2	
	at Sickles Ave.	C-2	NC-I	
	at Sickles Ave.	C-1	NC-I	
	at San Jose Ave.	C-1	NC-I	
	Worcester to St. Charles Aves.	C-2	NC-S	
Alemany Plaza	Shopping Center	C-2	NC-S	
Arguello Bivd.	at McAllister St.	C-1	NC-I	
Army St.	at Hampshire St.	C-2	NC-1	
	at Bryant St.	C-I	NC-I	
	Shotwell to Valencia Sts.	C-2	NC-3	
	Bartlett to Guerrero Sts.	C-2	Valencia	
Balboa St.	3rd to 7th Aves.	C-1	NC-2	•
	17th to 20th Aves.	RC-I	NC-I	
	21st to 22nd Aves.	RC-I	NC-I	
	at 28th Ave.	RC-I	NC-I	
	33rd to 39th Aves.	C - 2	NC-2	
	41st to 42nd Aves.	C-1	NC-I	
	at 45th Ave.	RC-I	NC-I	
Banks St.	Crescent Ave. to Alemany Blvd.	C-2	RH-1	
Bayshore Blvd.	at Silver Ave.	C-1	NC-I	
	at Thornton Ave.	C-1	NC-I	
	at Hester Ave.	C-I	C-2	
:	at Blanken Ave.	C-1	NC-I	
	Arleta to Visitacion Aves.	C-2	NC-2	
	Visitacion Ave. to County Line	C-2	NC-3	
Brazil Ave.	at Paris St.	RC-I	NC-I	
	Paris to Edinburgh Sts.	RC-I	RM-I	
Broadway	Sansome to Powell Sts.	C-2	Broadway	
Buchanan St.	Post to Bush Sts.	C-2	NC-2	
	Bay to Beach Sts.	C-2	NC-2	
	North Point St. to Marina Blvd.	C-2	NC-S	

Street or Area	Generalized District Boundaries	Existing Zoning	Proposed Zoning
Bush St.	Larkin to Polk Sts. Fillmore to Steiner Sts. [south side] Scott to Broderick Sts. [south side]	C-2 C-2 C-2	Polk NC-2 NC-3
Cabrillo St.	at 7th Ave. at 10th Ave. 45th to 46th Aves.	C-I RC-I RC-I	NC-I NC-I NC-I
California St.	Hyde to Polk Sts. Fillmore to Steiner Sts. Divisadero to Broderick Sts. Lyon St. to Presidio Ave. at Presidio Ave. Laurel St. to Parker Ave. 4th to 6th Aves. 6th to 7th Aves. at 17th Ave. at 22nd Ave. at 23rd Ave. at 25th Ave.	RC-3 C-2 C-2 C-2 RM-1 C-2 C-1 RC-1 RC-1 RC-1 RC-1	Polk Upper Fillmore NC-2 NC-2 NC-2 NC-5 NC-2 NC-2 NC-1 NC-1 NC-1 NC-1
Cambon Dr.	at Castelo Ave.	(C-1,	NC-S
Capitol Ave.	at Broad St.	RC-I	NC-I
Carroll Ave.	Thornton Ave. to Quint St.	C-1	NC-I
Castro St.	17th to 19th Sts. 24th to 25th Sts.	C-2 RC-1	Castro 24th-Noe Valley
Chestnut St.	Powell to Mason Sts. Mason to Jones Sts. Fillmore to Divisadero Sts. Divisadero to Broderick Sts.	RC-3 C-2 C-2 C-2	North Beach North Beach NC-2 RH-3
Church St.	Hermann to Market Sts. Duboce Ave. to 15th Sts. at 25th St. at Clipper St. at 26th St. at Army St. at 27th St. at Duncan St. at 28th St. Valley to 30th Sts.	C-2 C-2 RC-1 RC-1 RC-1 RC-1 RC-1 RC-1 C-1	NC-3 Upper Market NC-1 NC-1 NC-1 NC-1 NC-1 NC-1 NC-1 NC-1
Clement St.	Arguello Blvd. to Funston Ave. 14th to 16th Aves. 17th to 18th Aves. 19th to 27th Aves. 31st to 33rd Aves.	C-2 RM-1 RH-3 C-1 C-1	Inner Clement NC-1 NC-1 Outer Clement NC-1

Street or Area	Generalized District Boundaries	Existing Zoning	Proposed Zoning
Cole St.	Carl St. to Parnassus Ave.	RC-1	NC-1
Columbus Ave.	Pacific Ave. to Broadway Broadway to Francisco St.	C-2 C-2	Broadway North Beach
Cortland St.	Bonview to Folsom Sts.	C - 2	NC-2
Dewey Blvd.	at Laguna Honda Blvd.	C-1	NC-1
Diamond St.	Chenery to Bosworth Sts.	C-2	NC-2
Diamond Heights	Shopping Center	C-1	NC-S
Diamond Heights Blvd.	Duncan St. to Gold Mine Dr.	C-1	NC-S
Divisadero St.	Haight St. to Golden Gate Ave. Golden Gate Ave. to Turk St. Turk to Eddy Sts. Eddy to O'Farrell Sts. O'Farrell to Bush Sts. Bush to Sacramento Sts.	C-2 C-2 C-2 C-2 C-2 C-2	NC-2 RM-1 RM-3 NC-2 NC-3 NC-2
Duboce Ave.	Guerrero to Church Sts.	C-2	NC-3
Eddy St.	Gough to Laguna Sts. at Buchanan St. at Pierce St.	C-1 C-1 RC-2	NC-S NC-S NC-1
Farmer's Market	Area	C-M/C-2	NC-S
Fillmore St.	Germania to Haight Sts. McAllister to Bush Sts. Bush to Jackson Sts. Union to Moulton Sts.	RC-1 C-2 C-2 C-2	NC-1 NC-3 Upper Fillmore Union
Fitzgerald Ave.	at Ingalls St.	C-1	NC-I
Francisco St.	Powell to Mason Sts. [north side] Powell to Mason Sts. [south side] Mason to Jones Sts.	RC-4 RC-3 C-2	North Beach North Beach North Beach
Franklin St.	Market to Oak Sts. Hickory to Ivy Sts. Ivy to Turk Sts. Myrtle to California Sts.	C-M C-2 C-2 C-2	NC-3 Hayes-Gough NC-3 NC-3
Frederick St.	at Stanyan St. [NW corner] at Stanyan St. [NE,SW,SE corners]	C-2 RC-1	NC-I NC-I

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Street or Area	Generalized District Boundaries	Existing Zoning	Proposed Zoning
Fulton St.	Franklin to Gough Sts.	C-2	NC-3
	Gough to Octavia Sts.	C-M	NC-3
	Octavia to Laguna Sts.	C-M	RM-2
	at Fillmore St.	R C-4	NC-1
			NC-I
	Central to Masonic Aves. [south side]		
	Central to Masonic Aves. [north side]		NC-S
	at Masonic Ave. [SW corner]	RH-3	NC-I
	at 8th Ave.	C-1	RM-3
Geary Blvd.	Franklin to Gough Sts.	C-2	NC-3
	Laguna to Fillmore Sts.	C-2	NC-S
	Fillmore to Steiner Sts.	C-2	NC-3
	Scott St. to Funston Ave.	C-2	NC-3
	Lyon St. to Presidio Ave.	RC-3	NC-3
	14nd to 28th Aves.	C-2	NC-3
	33rd to 34th Aves.	RC-2	NC-1
Geneva Ave.	at San Jose Ave.	RC-I	NC-I
Geneva Ave.			
	Alemany Blvd. to Paris St.	C-2	NC-3
	Paris to Edinburgh Sts.	RC-I	RH-I
	Edinburgh to Vienna Sts.	C-2	NC-2
	at Prague St.	C-1	NC-1
•	at Walbridge Ave.	C-2	NC-S
	Carrizal to Pasadena Sts.	C-1	NC-I
G.E.T.	Shopping Center	C-2	NC-S
Gilman Ave.	Griffith to Fitch Sts.	C-1	NC-I
Glen Park	Area	C-2	NC-2
Gough St.	Market to Lily Sts.	C-M	NC-3
	Lily to Grove Sts.	C-2	Hayes-Gough
	Ivy to Turk Sts.	C-2	NC-3
	Geary to Fern Sts.	C-2	NC-3
Grant Ave.	Broadway to Filbert St.	C-2	North Beach
Great Hwy.	Balboa to Fulton Sts.	C-1	RM-1
• • • • • • • • • • • • • • • • • • •	at Cabrillo St.	C-l	NC-I
	Lincoln Wy. to Irving St.	C-2	NC-2
Green St.	Grant Ave. to Powell St.	C-2	North Beach
Grove St.	Franklin to Octavia Sts.	C-2	NC-3
Guerrero St.	Market St. to Duboce Ave.	C-2	NC-3
	at 14th St.	RC-I	NC-I
	at 17th St.	RC-I	NC-I
	at 18th St.	RC-I	NC-I
	at 22nd St.	RC-I	NC-I
•	at 22114 St.	1.0-1	110-1

Street or Area	Generalized District Boundaries	Existing Zoning	Proposed Zoning
Haight St.	Webster to Steiner Sts.	C-2	NC-2
	at Pierce St.	RC-I	NC-I
	at Scott St.	RC-I	NC-I
	Central Ave. to Stanyan St.	C -2	Haight
Hayes-Gough	Area	C-2/C-M	Hayes-Gough
Hayes St.	Frankin to Laguna Sts.	C-2	Hayes-Gough
	at Ashbury St.	C-1	NC-I
	at Cole St.	RC-I	NC-I
Holloway Ave.	at Brighton Ave.	RC-I	NC-1
	at Ashton Ave.	RC-I	NC-1
Hunters Point Blvd.	Hudson to Innes Aves.	C-1	C-M
Hyde St.	Jackson St. to Pacific Ave.	RC-2	NC-2
	Green to Union Sts.	RM-I	NC-I
	at Union St.	C-1	NC-I
Irving St.	5th to 6th Aves.	RH-2	NC-2
0	6th to 27th Aves.	C-2	NC-2
	40th to 41st Aves.	C-1	NC-1
	at 46th Ave.	C-1	NC-I
Japan Center	Shopping Center	C-2	NC-S
Judah St.	8th to 10th Aves.	C-2	NC-2
	27th to 29th Aves.	RC-I	NC-2
	29th to 33rd Aves.	C-1	NC-2
	38th to 39th Aves.	C-1	NC-I
	44th to 46th Ayes.	C-1	NC-2
La Playa	Balboa to Cabrillo Sts.	RM-1	NC-2
	Cabrillo to Fulton Sts.	C-2	NC-S
:	Lincoln Wy. to Irving St.	C-2	NC-2
Laurel Village	Shopping Center	C-2	NC-S
Lawton St.	25th to 26th Aves.	C-1	NC-I
	42nd to 43rd Aves.	C-1	NC-I
Leland Ave.	Bayshore Blvd. to Cora St.	C-2	NC-2
Lombard St.	Van Ness to Richardson Aves.	C-2	NC-3
	Richardson Ave. to Baker St.	C-2	RH-3
•	Baker to Lyon Sts.	C-2	NC-2
Lyon St.	Greenwich to Lombard Sts.	RC-1	NC-2

Street or Area	Generalized District Boundaries	Existing Zoning	Proposed Zoning
Mansfield Ave.	Avalon Ave. to Ina Ct.	C-1	NC-1
Marina Blvd.	Laguna to Buchanan Sts.	C-2	NC-S
Market St.	Franklin to Octavia Sts. Octavia to Church Sts. Church to Castro Sts.	C-M C-2 C-2	NC-3 NC-3 Upper Market
Mason St.	Washington St. to Pacific Ave. Chestnut to Pacific Aves.	RC-3 RC-3	NC-2 North Beach
Masonic Ave.	Wood to O'Farrell Sts. at Fulton St.	C-2 C-1	NC-3 NC-S
McAllister St.	Gough and Laguna Sts. at Buchanan St.	RC - 2 RC - 2	RM-2 NC-1
Mendell St.	Fairfax to Hudson Aves.	C-M	P
Miraloma Park	Shopping Center	C-1	NC-S
Mission St.	14th to 17th Sts. 17th to 24th Sts. at 24th St. 24th St. to Precita Ave. Precita Ave. to Randall St. Highland to College Aves. at Bosworth St. Alemany Blvd. to Silver Ave. Silver to Niagara Aves. Niagara Ave. to County Line	C-M C-2 C-2 C-2 C-2 C-2 C-2 C-2 C-2	NC-3 NC-3 24th-Mission NC-3 NC-2 NC-1 NC-2 NC-2 NC-3 NC-2
Monterey Blvd.	at Joost Ave. Edna St. to Ridgewood Ave.	C-1 C-1.	NC-2 NC-2
Naples St.	Geneva Ave. to Rolph St.	C-2	NC-2
Nihonmachi	Shopping Center	C-2	NC-2
Noriega St.	19th to 27th Aves. 30th to 33rd Aves. 38th to 39th Aves. 44th to 46th Aves.	C-2 C-1 C-1 C-2	NC-2 NC-2 NC-1 NC-2
North Beach	Area	C-2	North Beach
North Point St.	Leavenworth to Hyde Sts. at Hyde St. Larkin to Polk Sts.	C-2 RC-1 RC-1	RH-3 NC-1 NC-1
			77 A

Street or Area	Generalized District Boundaries	Existing Zoning	Proposed Zoning
Ocean Ave.	Mission St. to Cayuga Ave.	C-2	NC-3
	Otsego to San Jose Aves.	C-2	NC-2
	Phelan Ave. to Manor Dr.	C-2	NC-3
	Paloma Ave. to Junipero Serra Blvd.	C-2	NC-2
	Junipero Serra Blvd. to 19th Ave.	C-2	NC-3
	Everglade to Clearfield Drs.	C-2	NC-S
Ogden Ave.	Putnam to Bradford Sts.	C-M	NC-S
Ortega St.	18th to 19th Aves.	C-1	NC-I
Pacific Ave.	Powell to Taylor Sts.	RC-3	NC-2
	Taylor to Polk Sts.	RC-2	NC-2
Page St.	Franklin to Gough Sts.	C-M	NC-3
Palou Ave.	at Crisp Rd.	C-1	NC-I
Parkmerced	Shopping Center	C-1	NC-S
Parkside	Shopping Center	C-2	NC-S
Peralta Ave.	Jarboe to Tompkins Aves.	C - 2	NC-S
Petrini Plaza	Shopping Center	C-1	NC-5
Pierce St.	at Post St.	C-2	RH-3
Pine St.	Larkin to Polk Sts. Fillmore to Steiner Sts.	C-2 C-2	Polk Upper Fillmore
Plymouth Ave.	San Jose Ave. to Farallones St. Sagamore to Broad Sts. [east side]	C-1 C-1	NC-1 RH-2
Point Lobos Ave.	42nd to 43rd Ave. at El Camino del Mar	C-1 C-2	NC-I P
Polk St.	Post to Filbert Sts.	C-2	Polk
Portola Dr.	O'Shaughnessy Blvd to Evelyn Wy.	C-1	NC-S
Post St.	Larkin to Polk Sts. [north side] Van Ness Ave. to Gough St. Laguna to Webster Sts. [north side] Laguna to Fillmore Sts. [south side] Fillmore to Pierce Sts. Scott to Broderick Sts.	C-2 C-2 C-2 C-2 C-2 C-2	Polk NC-3 NC-2 NC-S RM-3 NC-3
Potrero Ave.	at 25th St.	C-2	NC-I

Street or Area	Generalized District Boundaries	Existing Zoning	Proposed Zoning
Powell St.	Broadway to Greenwich St. Chestnut to Francisco Sts.	C-2 C-2	North Beach North Beach
Precita Ave.	Folsom to Treat Sts. at Hampshire St.	C-1 C-2	NC-1 NC-1
Randolph St.	at Orizaba St. Victoria to Ramsell Sts.	RC-1 C-1	NC-I NC-I
Sacramento St.	at Baker St. Lyon to Spruce Sts.	RC-1 C-2	NC-I Sacramento
San Bruno Ave.	Hale to Woolsey Sts. Dwight to Olmstead Sts. at Wilde Ave.	C-2 C-2 C-1	NC-2 NC-2 NC-1
San Jose Ave.	Standish to Nantucket Aves.	C-1	NC-1
Sanchez St.	at 26th St.	RC-I	NC-1
Scott St.	Geary Blvd. to Bush St.	C-2	NC-3
Silver Ave.	Holyoke to Goettingen Sts.	C-I	NC-I
Sloat Blvd.	Everglade to Clearfield Drs. 44th Ave. to Great Hwy.	C-2 C-2	NC-S NC-2
South Van Ness Ave.	at 19th St. 23rd to 24th Sts.	C-2 C-2	NC-I NC-I
Stanyan St.	at Page St. Page to Waller Sts. Waller to Beulah Sts. at Frederick St. at Parnassus Ave.	RC-2 C-2 RC-1 RC-1 C-1	NC-1 Haight Haight NC-1 NC-1
Steiner St.	Golden Gate Ave. to O'Farrell St. Geary Blvd. to Bush St.	C-2 C-2	RM-3 RM-3
Stockton St.	Broadway to Greenwich St.	C-2	North Beach
Sunnydale Ave.	at Hahn St.	C-1	NC-I
Sutter St.	Larkin to Polk Sts. Van Ness Ave. to Gough St. Steiner to Pierce Sts. Scott to Broderick Sts.	C-2 C-2 C-2 C-2	Polk NC-3 NC-2 NC-3
Taraval St.	12th to 36th Aves. 40th to 41st Aves. 46th to 47th Aves.	C-2 C-1 C-1	NC-2 NC-1 NC-1

Street or Area	Generalized District Boundaries	Existing Zoning	Proposed Zoning
Thornton Ave.	at Bridgeview Dr.	C-1	NC-1
Tunnel Ave.	Bayshore Blvd. to Blanken Ave.	C-1	NC-I
Union St.	Van Ness Ave. to Steiner St.	C-2	U ni on
Valencia St.	14th to 20th Sts. 20th to Army Sts.	C-M C-2	Valencia Valencia
Vallejo St.	Grant Ave. to Powell St. Polk St. to Van Ness Ave.	C-2 C-2	North Beach RH-3
Vandewater St.	Powell to Mason Sts. [south side]	RC-4	North Beach
Vicente St.	22nd to 24th Aves. 34th to 35th Aves. 39th to 40th Aves. 42nd to 43rd Aves.	C-1 C-1 C-1	NC-2 NC-1 NC-1 NC-1
Waller St.	Octavia to Laguna Sts.	C-2	NC-3
Washington St.	at Broderick St.	RC-I	NC-1
Webster St.	Ellis to Post Sts.	C-2	NC-S
West Portal Ave.	Ulloa St. to 15th Ave.	C-2	NC-3
Williams Ave.	Newhall to Phelps Sts.	C-2	NC-S
3rd St.	22nd to 23rd Sts. Innes to La Salle Aves. La Salle to Yosemite Aves. Gilman to Key Aves. Key to Meade Aves.	RC-2 C-M C-2 C-2 C-2	NC-2 NC-3 NC-3 NC-3 RH-1
7th Ave.	Cabrillo to Fulton Sts.	C-1	NC-I
9th Ave.	Lincoln Wy. to Judah St.	C-2	NC-2
14th St.	Dolores to Church Sts. Church to Belcher Sts.	C-2 C-2	NC-3 Upper Market
15th St.	Natoma to Julian Sts. Church to Sanchez Sts.	C-M C-2	NC-3 Upper Market
16th St.	Capp to Valencia Sts. Valencia to Dolores Sts. Sanchez to Noe Sts.	C-M C-2 C-2	NC-3 Valencia Upper Market

Street or Area	Generalized District Boundaries	Existing Zoning	Proposed Zoning
17th St.	Capp to Valencia Sts.	C-M	NC-3
.,	Hartford to Castro Sts. [north side]	C-2	Upper Market
	Hartford to Castro Sts. [south side]	C-2	Castro
18th St.	Texas to Connecticut Sts.	C-2	NC-2
	Capp to San Carlos Sts.	C-2	NC-3
	Guerrero to Oakwood Sts.	RC-I	NC-I
• •	at Dolores St.	RC-1	NC-I
	Noe to Hartford Sts.	RC-I	Castro
	Hartford to Diamond Sts.	C-2	Castro
19th Ave.	Junipero Serra Blvd. to Randolph St.	C-2	NC-2
19th St.	Capp to San Carlos Sts.	C-2	NC-3
20th St.	Missouri to Arkansas Sts.	C-2	NC-2
	Treat St. to South Van Ness Ave.	C-2	NC-2
	Capp to San Carlos Sts.	C-2	NC-3
	San Carlos to Lexington Sts.	RC-1	NC-I
21st St.	Capp to Valencia Sts.	C-2	NC-3
22nd St.	3rd to Minnesota Sts.	RC-2	NC-2
	at Folsom St.	RC-I	NC-I
b	South Van Ness Ave. to Capp St.	RC-I	NC-I
	Capp to Bartlett Sts.	C-2	NC-3
23rd St.	Arkansas to Wisconsin Sts.	RC-I	NC-I
	Capp to Bartlett Sts.	C-2	NC-3
24th St.	Vermont St. to San Bruno Ave.	C-2	RH-2
	San Bruno Ave. to Bartlett St.	C-2	24th-Mission
	Chattanooga to Diamond Sts.	RC-I	24th-Noe Valley
	at Douglass St.	RC-I	NC-1.
26th St.	Shotwell to Bartlett Sts.	C-2	NC-3
29th St.	Mission St. to San Jose Ave.	C-2	NC-2
	at Dolores St.	RC-I	NC-I
; [₹]	at Sanchez St.	RC-I	NC-I

EXHIBIT E

pursuant to Sections 1513, 1523 and 1604 of Public Law 93-641 or Sections 437 and 438 of the California Health and Safety Code, if such approval is found by the reviewing agencies to be required under those Sections.

- (g) Permit Applications. Commencing on January 1, 1977, the Department of City Planning shall not approve any building permit application for any construction pertaining to any development of any institution subject to this Section, with the exception of minor alterations necessary to correct immediate hazards to health or safety, unless that institution has complied with all the applicable requirements of Subsections (b) and (c) above with regard to its filing of an institutional master plan or revisions thereto. (Amended Ord. 443-78, App. 10/6/78)
- SEC. 305. VARIANCES. (a) General. The Zoning Administrator shall hear and make determinations regarding applications for variances from the strict application of quantitative standards in this Code. He shall have power to grant only such variances as may be in harmony with the general purpose and intent of this Code and in accordance with the general and specific rules contained herein, and he shall have power to grant such variances only to the extent necessary to overcome such practical difficulty or unnecessary hardship as may be established in accordance with the provisions of this Section. No variance shall be granted in whole or in part which would have an effect substantially equivalent to a reclassification of property; or which would permit any use, any height or bulk of a building or structure, or any type of sign not expressly permitted by the provisions of this Code for the district or districts in which the property in question is located; or which would grant a privilege for which a conditional use procedure is provided by this Code; or which would change a definition in this Code. The procedures for variances shall be as specified in this Section and in Sections 306 through 306.5.

(b) Initiation. A variance action may be initiated by application of the owner, or authorized agent for the owner, of the property for which the variance is sought.

(c) **Determination.** The Zoning Administrator shall hold a hearing on the application, provided, however, that if the variance requested involves a deviation of less than 10 percent from the Code requirement, the Zoning Administrator may at his option either hold or not hold such a hearing. No variance shall be granted in whole or in part unless there exist, and the Zoning Administrator specifies in his findings as part of a written decision, facts sufficient to establish:

(1) That there are exceptional or extraordinary circumstances applying to the property involved or to the intended use of the property that do not apply generally to other property or uses in the same class of district;

- (2) That owing to such exceptional or extraordinary circumstances the literal enforcement of specified provisions of this Code would result in practical difficulty or unnecessary hardship not created by or attributable to the applicant or the owner of the property;
- (3) That such variance is necessary for the preservation and enjoyment of a substantial property right of the subject property, possessed by other property in the same class of district;
- (4) That the granting of such variance will not be materially detrimental to the public welfare or materially injurious to the property or improvements in the vicinity; and

(5) That the granting of such variance will be in harmony with the gen purpose and intent of this Code and will not adversely affect the Master Plan.

Upon issuing his written decision either granting or denying the variance whole or in part, the Zoning Administrator shall forthwith transmit a copy the to the applicant. The action of the Zoning Administrator shall be final and s become effective 10 days after the date of his written decision except upon the first of a valid appeal to the Board of Permit Appeals as provided in Section 308.2

- (d) Conditions. In granting any variance as provided herein, the Zon Administrator, or the Board of Permit Appeals on appeal, shall specify the chacter and extent thereof, and shall also prescribe such conditions as are necessar secure the objectives of this Code. Once any portion of the granted variance utilized, all such specifications and conditions pertaining to such authorizate shall become immediately operative. The violation of any specification or contion so imposed shall constitute a violation of this Code and may constitute grounds for revocation of the variance. Such conditions may include time limits exercise of the granted variance; otherwise, any exercise of such variance mecommence within a reasonable time. (Amended Ord. 234-72, App. 8/18/72)
- SEC. 306. APPLICATIONS AND HEARINGS. In case of an amement, interim control, conditional use or variance action described in Sections through 305 and 306.7 of this Code, the procedures for applications and hear shall be as described in Sections 306 through 306.7. In addition, the Zor Administrator and the City Planning Commission may from time to time estab policies, rules and regulations which further define these procedures. (Amen Ord. 210-84, App. 5/4/84)
- SEC. 306.1. APPLICATIONS AND FILING FEES. (a) Who May In ate. The persons and agencies that may file or otherwise initiate actions amendments, conditional uses and variances are indicated in Sections 302 thro 305.

(b) Where To File. Applications shall be filed in the office of the Departm of City Planning.

- (c) Content of Applications. The content of applications shall be in acce ance with the policies, rules and regulations of the Zoning Administrator and City Planning Commission. All applications shall be upon forms prescribed th for, and shall contain or be accompanied by all information required to assure presentation of pertinent facts for proper consideration of the case and for permanent record. The applicant may be required to file with his application information needed for the preparation and mailing of notices as specified Section 306.3.
- (d) Verification. Each application filed by or on behalf of one or memory owners shall be verified by at least one such owner or his authorized at attesting to the truth and correctness of all facts, statements and information presented.
- (e) Fees. Before accepting any application for filing, the Department of or Planning shall charge and collect a fee as specified in Article 3.5 of this Contamended Ord. 259-81, App. 5/15/81)

 Exhibit 5

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EXHIBIT F



PLANNING COMMISSION MOTION NO. 21437

HEARING DATE: NOVEMBER 9, 2023

Record No.: 2022-007356CTZ

Project Address: Upper Great Highway between Lincoln Way & Sloat Boulevard; plus surrounding streets

Zoning: Various

Cultural District: Sunset Chinese Cultural District

Block/Lot: N/A

Project Sponsor: Brian Stokle

San Francisco Recreation and Parks Department

49 South Van Ness Ave., Suite 1200

San Francisco, CA

Property Owner: City and County of San Francisco Staff Contact: Alex Westhoff - (628) 652-7314

alex.westhoff@sfgov.org

ADOPTING FINDINGS RELATING TO THE APPROVAL OF A COASTAL ZONE PERMIT PURSUANT TO PLANNING CODE SECTION 330 TO PERMIT TEMPORARY RESTRICTION OF AUTOMOBILE ACCESS TO THE UPPER GREAT HIGHWAY BETWEEN LINCOLN WAY AND SLOAT BOULEVARD (APPROX. 2.0 MILES) FOR A CAR-FREE BICYCLE AND PEDESTRIAN PROMENADE ON WEEKENDS AND HOLIDAYS THROUGH DECEMBER 31, 2025; AS WELL AS THE IMPLEMENTATION OF VARIOUS TRAFFIC CALMING MEASURES ON SURROUNDING STREETS; IN DISTRICTS INCLUDING THE PUBLIC (P), NEIGHBORHOOD COMMERCIAL SMALL-SCALE (NC-2), RESIDENTIAL-MIXED LOW DENSITY (RM-1), RESIDENTIAL-HOUSE, ONE FAMILY (RH-1), RESIDENTIAL-HOUSE, TWO FAMILY (RH-2), AND RESIDENTIAL-HOUSE, THREE FAMILY (RH-3) ZONING DISTRICTS AND OS, 40-X, AND 100-A HEIGHT AND BULK DISTRICTS AND AFFIRMING THE PLANNING DEPARTMENT'S EXEMPT DETERMINATION UNDER THE CALIFORNIA ENVIRONMNETAL QUALITY ACT.

PREAMBLE

On January 18, 2023, the San Francisco Recreation and Parks Department (hereinafter "Project Sponsor") filed Application No. 2022-007356CTZ (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Coastal Zone Permit for the Great Highway Pilot Project to allow for weekend and holiday closure of the Upper Great Highway to automobile traffic on a temporary basis, and for surrounding traffic calming measures.

The Great Highway Pilot Project is statutorily exempt from the California Environmental Quality Act ("CEQA") pursuant to Public Resources Code section 21080.25. The CEQA determination is attached as Exhibit F.

The traffic calming measures are exempt from the California Environmental Quality Act ("CEQA") as a Class 1 categorical exemption. The CEQA determination is attached as Exhibit G.

On November 9, 2023, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Coastal Zone Permit Authorization Application No. 2022-007356CTZ.

The Planning Department Commission Secretary is the Custodian of Records; the File for Record No. 2022 007356CTZ is located at 49 South Van Ness Avenue, Suite 1400, San Francisco, California.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.

MOVED, that the Commission hereby authorizes the Coastal Zone Permit as requested in Application No. 2022–007356CTZ, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

- 1. The above recitals are accurate and constitute findings of this Commission.
- 2. Project Description. The Coastal Zone Permit is required for the Great Highway Pilot Project including related traffic calming measures. In April 2020, the Recreation and Parks Department (RPD) at the recommendation of Supervisor Gordon Mar and in consultation with Mayor London N. Breed, temporarily closed the four-lane Upper Great Highway between Lincoln Way and Sloat Boulevard to automobiles. The closure was a response to the unprecedented COVID-19 pandemic to allow for safe, distanced outdoor recreation. In August 2021, the City modified vehicular restrictions to apply only during weekends, beginning Fridays at noon and ending Monday at 6 a.m., in addition to holidays.

On December 6, 2022, the San Francisco Board of Supervisors (BOS) passed an ordinance (Board File 220875) amending the Park Code to restrict private vehicles on the Upper Great Highway between Lincoln Way and Sloat Boulevard on weekends and holidays until December 31, 2025. The restriction was proposed as a pilot effort, including studies and analysis of the car-free use of the Upper Great Highway to inform a long-term plan for the future of this space. The ordinance specified:

"Upon enactment of this ordinance, the Recreation and Park Department intends to apply to the Planning Department for a permit to ensure compliance with any coastal development requirements. The Planning Commission will review the application at a public hearing to determine whether the permit will be issued, as required by law."



Few physical changes related to the Upper Great Highway weekend closures are proposed. Currently there are two existing fixed swing gates, one at the northbound entry and one at the southbound entry. The existing gates are closed when excessive amounts of sand or flood water accumulate on the road and make it unsafe for car travel, as well as when the road functions as a promenade. Traffic cones and moveable gates are currently being placed on the northeast and southwest exits to serve as traffic barriers during the weekends and holidays. RPD is proposing installation of new swing gates installed in a chicane layout (i.e., staggered and on opposite sides of the roadway) to allow emergency vehicles to access the westernmost lanes of the roadway without needing to stop and open the gates. This design supports the continued recreational use of the beach while also enhancing the safe recreational use of the roadway by pedestrians and bicyclists during private vehicular closure times for promenade use, or during sand/water accumulation events.

Related improvements include traffic calming measures constructed by the San Francisco Municipal Transit Agency (SFMTA), for the safety of pedestrian and cyclists. The measures aimed to reduce traffic volumes and speeds on local streets which saw an increase in automobile traffic resulting from the Upper Great Highway closure. In spring 2020, eight detour and warning signs, a road closure barricade, five turn restrictions, and five speed tables were constructed at the intersections of Great Highway along Lincoln Way and Sloat Boulevard and in the adjacent neighborhood to support the Upper Great Highway closure to private vehicles. In April 2021, additional tools were added, including 24 speed cushions, one speed table, and 12 stop signs. In August 2021, when the Upper Great Highway was reopened to weekday vehicular use, some of the tools were no longer necessary and thus removed. In November 2021, additional stop signs were added to the Lower Great Highway at Ortega and Ulloa streets. Exhibit G documents SFMTA approvals of the traffic calming measures.

- 3. Site Description and Present Use. The Project Site includes a roughly 2-mile stretch of the Upper Great Highway within the Public Zoning District in the Western Shoreline Area plan, bound by Lincoln Way to the North, Sloat Boulevard to the South, Ocean Beach/Pacific Ocean to the West and the Lower Great Highway to the East within the Outer Sunset neighborhood. The Upper Great Highway, developed in 1929, is a four-lane straight highway, divided by a narrow median.
- 4. Surrounding Properties and Neighborhood. Ocean Beach is a popular recreational hub for surfing and other beach-related activities, and is part of the Golden Gate National Recreation Area, which is administered by the National Park Service. The sloped, vegetated median separating the Upper and Lower Great Highways is managed by the RPD and also includes a 10-foot wide asphalt multi-use recreational pathway.

The traffic calming measures implemented by SFMTA are located throughout the adjacent surrounding neighborhood spanning multiple Zoning Districts including NC-2, RM-1, RH-2, and RH-3. The surrounding neighborhood is predominately residential, characterized by one to two story single- or double-family homes with some larger multi-family apartments.

The Project is also located within the boundaries of the Sunset Chinese Cultural District, which was established in July 2021. The District's mission is to recognize the neighborhood's history, preserve the legacy and traditions uniquely born in the Sunset, recognize and memorialize the Chinese American experience, and preserve and increase the depth and impact of the Chinese American legacy in San



Francisco. Currently, this Cultural District does not include any land use regulations that apply to the Project.

5. Planning Code Compliance. The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

The Project falls within the Coastal Zone Permit Area and is subject to Coastal Zone Permit Review pursuant to Planning Code Section 330. Pursuant to Planning Code Section 330.2, the Local Coastal Program shall be the San Francsico Western Shoreline Plan, a part of the City's General Plan. The project is consistent with objectives and policies of the Western Shoreline Plan as outlined in this motion.

6. General Plan Compliance. The Project is, on balance, consistent with the following Objectives and Policies of the General Plan:

ENVIRONMENTAL PROTECTION ELEMENT

Objectives and Policies

OBJECTIVE 3

MAINTAIN AND IMPROVE THE QUALITY OF THE BAY, OCEAN, AND SHORELINE AREAS.

Policy 3.1

Cooperate with and otherwise support regulatory programs of existing regional, State, and Federal agencies dealing with the Bay, Ocean, and Shorelines.

Policy 3.2

Promote the use and development of shoreline areas consistent with the General Plan and the best interest of San Francisco.

OBJECTIVE 7

ASSURE THAT THE LAND RESOURCES IN SAN FRANCISCO ARE USED IN WAYS THAT BOTH RESPECT AND PRESERVE THE NATURAL VALUES OF THE LAND AND SERVE THE BEST INTERESTS OF ALL THE CITY'S CITIZENS.

Policy 7.1

Preserve and add to public open space in accordance with the objectives and policies of the Recreation and Open Space Element.

OBJECTIVE 9

REDUCE TRANSPORTATION-RELATED NOISE.

Policy 9.2

Impose traffic restrictions to reduce transportation noise.

OBJECTIVE 15

INCREASE THE ENERGY EFFICIENCY OF TRANSPORTATION AND ENCOURAGE LAND USE PATTERNS AND METHODS OF TRANSPORTATION WHICH USE LESS ENERGY.



Policy 15.1

Increase the use of transportation alternatives to the automobile.

RECREATION AND OPEN SPACE ELEMENT

Objectives and Policies

OBJECTIVE 1

ENSURE A WELL-MAINTAINED, HIGHLY UTILIZED, AND INTEGRATED OPEN SPACE SYSTEM.

Policy 1.1

Encourage the dynamic and flexible use of existing open spaces and promote a variety of recreation and open space uses, where appropriate.

Policy 1.4

Prioritize the better utilization of McLaren Park, Ocean Beach, the Southeastern Waterfront and other underutilized significant open spaces.

OBJECTIVE 2

INCREASE RECREATION AND OPEN SPACE TO MEET THE LONG-TEM NEEDS OF THE CITY AND BAY REGION.

Policy 2.2

Provide and promote a balanced recreation system which offers a variety of high quality recreational opportunities for all San Franciscans.

Policy 2.4

Support the development of signature public open spaces along the shoreline.

Policy 2.7

Expand partnerships among open space agencies, transit agencies, private sector and nonprofit institutions to acquire, develop and/or manage existing open spaces.

OBJECTIVE 3

IMPROVE ACCESS AND CONNECTIVITY TO OPEN SPACE.

Policy 3.1

Creatively develop existing publicly owned right-of-ways and streets into open space.

Policy 3.3

Develop and enhance the City's recreational trail system, linking to the regional hiking and biking trail system and considering restoring historic water courses to improve stormwater management.



Policy 3.4

Encourage non-auto modes of transportation - transit, bicycle and pedestrian access—to and from open spaces while reducing automobile traffic and parking in public open spaces.

Policy 3.5

Ensure that, where feasible, recreational facilities and open spaces are physically accessible, especially for those with limited mobility.

SAFETY AND RESILIENCY ELEMENT

Objectives and Policies

OBJECTIVE 2.1

CLIMATE RESILIENCE. PURSUE SYNERGISTIC EFFORTS THAT BOTH ELIMINATE GREENHOUSE GASES (CLIMATE MITIGATION) AND PROTECT PEOPLE, THE BUILT ENVIRONMENT, AND NATURE FROM THE UNAVOIDABLE IMPACTS OF THE CLIMATE CRISIS (CLIMATE ADAPTATION).

Policy 2.1.2

Direct City actions to reduce local contributions towards the climate crisis by mitigating greenhouse gasses and by increasing carbon sequestration.

Policy 2.1.4

Ensure that City projects and private developments provide multi-benefit solutions that mitigate hazard risk and contribute to a zero-emission future.

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 1

MEET THE NEEDS OF ALL RESIDENTS AND VISITORS FOR SAFE, CONVENIENT AND INEXPENSIVE TRAVEL WITHIN SAN FRANCISCO AND BETWEEN THE CITY AND OTHER PARTS OF THE REGION WHILE MAINTAINING THE HIGH QUALITY LIVING ENVIRONMENT OF THE BAY AREA.

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.

OBJECTIVE 2

USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.



Policy 2.2

Reduce pollution, noise and energy consumption.

Policy 2.3

Design and locate facilities to preserve the historic city fabric and the natural landscape, and to protect views.

OBJECTIVE 8.

MAINTAIN AND ENHANCE REGIONAL PEDESTRIAN, HIKING AND BIKING ACCESS TO THE COAST, THE BAY AND RIDGE TRAILS.

Policy 8.1

Ensure that the Coast Trail, the Bay Trail and the Ridge Trail remain uninterrupted and unobstructed where they pass through San Francisco.

OBJECTIVE 19

ESTABLISH A STREET HIERARCHY SYSTEM IN WHICH THE FUNCTION AND DESIGN OF EACH STREET ARE CONSISTENT WITH THE CHARACTER AND USE OF ADJACENT LAND.

Policy 19.4

Discourage high-speed through traffic on local streets in residential areas through traffic "calming" measures that are designed not to disrupt transit service or bicycle movement.

Policy 19.5

Mitigate and reduce the impacts of automobile traffic in and around parks and along shoreline recreation areas.

OBJECTIVE 27

EMPLOY A MULTI-DISCIPLINARY APPROACH TO IMPROVING PEDESTRIAN SAFETY

Policy 27.4

Apply best practices in street design and transportation engineering to improve pedestrian safety across the City.

OBJECTIVE 29

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

Policy 29.1

Expand and improve access for bicycles on city streets and develop a well-marked, comprehensive system of bike routes in San Francisco.

Policy 29.8

Encourage biking as a mode of travel through the design of safer streets, education programs and targeted enforcement.



Policy 29.9

Identify and expand recreational bicycling opportunities.

OBJECTIVE 31

CITY GOVERNMENT SHOULD PLAY A LEADERSHIP ROLE IN INCREASING BICYCLE USE.

Policy 31.1

Consider the needs of bicycling and the improvement of bicycle accommodations in all city decisions.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 4

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

Policy 4.1

Protect residential areas from the noise, pollution and physical danger of excessive traffic.

Policy 4.8

Provide convenient access to a variety of recreation opportunities.

Policy 4.9

Maximize the use of recreation areas for recreational purposes.

WESTERN SHORELINE AREA PLAN

Land Use

Objectives and Policies

OBJECTIVE 2

REDESIGN THE GREAT HIGHWAY TO ENHANCE ITS SCENIC QUALITIES AND RECREATIONAL USE.

Policy 2.1

Develop the Great Highway right-of-way as a four lane straight highway with recreational trails for bicycle, pedestrian, landscaping, and parking. Emphasize slow pleasure traffic and safe pedestrian access to beach.

OBJECTIVE 3

ENHANCE THE RECREATIONAL CONNECTION BETWEEN GOLDEN GATE PARK AND THE BEACH FRONTAGE.



Policy 3.1

Strengthen the visual and physical connection between the park and beach. Emphasize the naturalistic landscape qualities of the western end of the park for visitor use. When possible eliminate the Richmond-Sunset sewer treatment facilities.

OBJECTIVE 6

MAINTAIN AND ENHANCE THE RECREATIONAL USE OF SAN FRANCISCO'S OCEAN BEACH SHORELINE.

Policy 6.1

Continue Ocean Beach as a natural beach area for public recreation.

OBJECTIVE 11

PRESERVE THE SCALE OF RESIDENTIAL AND COMMERCIAL DEVELOPMENT ALONG THE COASTAL ZONE AREA.

Policy 11.6

Protect the neighborhood environment of the Richmond and Sunset residential areas from the traffic and visitor impacts from the public using adjacent recreation and open space areas.

The Project offers a myriad of public benefits aligned with various policies of the General Plan and Western Shoreline Area Plan. It improves public access to and along Ocean Beach, opening a new paved path as a safe outdoor recreational corridor for persons of all socioeconomic circumstances and varying physical abilities. The Project helps achieve one of the California Coastal Commission's basic goals and associated policies of public coastal access and recreation as mandated by the California Coastal Act of 1976. Moreover, the Upper Great Highway runs adjacent to the Great Highway Dune Trail, a segment of the California Coastal Trail which is an integrated trail network being developed for over 1,230 miles of California's coastline. Ultimately the Great Highway Pilot Project bolsters the capacity of the area for cyclists and pedestrians; enhancing Ocean Beach's existing recreational qualities as a destination that can be appreciated by both local residents and international tourists alike. The Project encourages non-motorized vehicle traffic, which ultimately results in less carbon emissions than private automobiles, helping to reduce San Francisco's contributions to the climate crisis and thus aligning with the City's Climate Action Plan. The City's Transit-First policy prioritizes safe and accessible biking and walking over private automobiles, which this Project also supports. Given the pilot is only temporary, the Upper Great Highway will ultimately remain a four-lane highway, thus consistent with the Western Shoreline Area Plan which states that the Upper Great Highway should be developed as a four-lane highway. Furthermore, even during the pilot period, the Upper Great Highway will remain a four-lane highway during nearly all weekdays. On balance, the Project is consistent with the Objectives and Policies of the General Plan.

- 7. Planning Code Section 101.1(b) establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the Project complies with said policies in that:
 - A. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses be enhanced.



The Project site does not possess any neighborhood-serving retail uses. However, increased visitors to Ocean Beach resulting from the Project can bolster patronage to nearby businesses including cafes, restaurants, food trucks, shops, and more.

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

The Project includes few physical improvements, thus having virtually no impact on the neighborhood's built form. Reduced automobile usage can help improve the neighborhood's physical and visual connection to Ocean Beach and the Pacific Ocean.

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

The Project does not affect affordable housing.

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

The Project Site is served by nearby public transportation options including the N-Judah, L-Taraval, and 7, 48, and 23 bus lines. To support the pilot Project, RPD and SFMTA are collecting and analyzing data such as visitor usage and traffic conditions. No new parking is provided by the Project. Currently Ocean Beach visitors can park their vehicles in the vicinity and walk to the beach using Upper Great Highway crosswalks.

E. 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 Project does not include commercial office development and does not eliminate any industrial or service uses.

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

The Project does not include any structural or seismic improvements.

G. That landmarks and historic buildings be preserved.

The Project Site does not contain or impact any City Landmarks or historic buildings.

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

The Project fundamentally enhances the City's open space amenities. It does not propose any development that would inhibit the access to sunlight and vistas for existing parks and open space. Reduced automobile usage on the Upper Great Highway can improve visual access to Ocean Beach.



- 8. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
- The Commission hereby finds that approval of the Coastal Zone Permit would promote the health, safety and welfare of the City.



DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Coastal Zone Permit Application No. 2022-007356CTZ** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated December 9, 2022, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Coastal Zone Permit to the Board of Appeals within fifteen (15) days after the date of this Motion. The effective date of this Motion shall be the date of this Motion if not appealed (after the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals at (628) 652-1150, 49 South Van Ness Ave., Suite 1475, San Francisco, CA 94103.

Additionally, any aggrieved person may appeal this Coastal Zone Permit to the California Coastal Commission within ten (10) working days after the California Coastal Commission receives notice of final action from the Planning Department pursuant to the provisions of Section 330.9. Appeals to the California Coastal Commission are subject to the aggrieved party provisions in Section 330.2(a). An applicant is required to exhaust local appeals before appealing to the California Coastal Commission. For further information about appeals to the California Coastal Commission, including current fees, contact the North Central Coast District Office at (415) 904 - 5260.

Protest of Fee or Exaction: You may protest any fee or exaction subject to Government Code Section 66000 that is imposed as a condition of approval by following the procedures set forth in Government Code Section 66020. The protest must satisfy the requirements of Government Code Section 66020(a) and must be filed within 90 days of the date of the first approval or conditional approval of the development referencing the challenged fee or exaction. For purposes of Government Code Section 66020, the date of imposition of the fee shall be the date of the earliest discretionary approval by the City of the subject development.

If the City has not previously given Notice of an earlier discretionary approval of the Project, the Planning Commission's adoption of this Motion, Resolution, Discretionary Review Action or the Zoning Administrator's Variance Decision Letter constitutes the approval or conditional approval of the development and the City hereby gives **NOTICE** that the 90-day protest period under Government Code Section 66020 has begun. If the City has already given Notice that the 90-day approval period has begun for the subject development, then this document does not re-commence the 90-day approval period.

Ther by certify that the Planning Commission ADOPTED the foregoing Motion on November 9, 2023.

Jonas P Ionin Digitally signed by Jonas P Ionin Date: 2023.11.21 15:17:24 -08:00'

Jonas P. Ionin Commission Secretary

AYES: Braun, Ruiz , Diamond, Imperial, Koppel, Moore, Tanner

NAYS: None

ABSENT: None

ADOPTED: November 9, 2023



EXHIBIT A

Authorization

This authorization is for a Coastal Zone Permit to allow the temporary restriction of automobile access on weekends and holidays to the Upper Great Highway between Lincoln Way and Sloat Boulevard (approximately 2.0 miles) for a car-free bicycle and pedestrian promenade on weekends and holidays through December 31, 2025 and installation of new swing gates at the north and south ends of the Upper Great Highway; as well as the implementation of various traffic calming measures on surrounding streets subject to conditions of approval reviewed and approved by the Commission on November 9, 2023 under Motion No. 21437. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

Recordation of Conditions Of Approval

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the Project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on **No vember 9, 2023** under Motion No. **21437**.

Printing of Conditions of Approval on Plans

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. **21437** shall be reproduced on the Index Sheet of construction plans submitted with the permit application for the Project. The Index Sheet of the construction plans shall reference the Coastal Zone Permit authorization and any subsequent amendments or modifications.

Severability

The Project shall comply with all applicable City codes and requirements. If any clause, sentence, section or any part of these conditions of approval is for any reason held to be invalid, such invalidity shall not affect or impair other remaining clauses, sentences, or sections of these conditions. This decision conveys no right to construct, or to receive a building permit. "Project Sponsor" shall include any subsequent responsible party.

Changes and Modifications

Changes to the approved plans may be approved administratively by the Zoning Administrator. Significant changes and modifications of conditions shall require Planning Commission approval of a new Conditional Use authorization.



CONDITIONS OF APPROVAL, COMPLIANCE, MONITORING, AND REPORTING

Performance

1. Expiration and Renewal. This Coastal Zone Permit shall expire on December 31, 2025. Pursuant to Planning Code Section 330.13(a) a final decision on an application for an appealable Project shall become effective after a 10 working day appeal period to the California Coastal Commission has expired, unless either of the following occur: (1) a valid appeal is filed in accordance with City and State regulations, or (2) local government requirements are not met per Section 330.6(b). When either of the above occur, the California Coastal Commission shall, within five calendar days of receiving notice of that circumstance, notify the local government and the applicant that the local government action has been suspended. The applicant shall cease construction immediately if that occurs.

For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

2. Extension. The Zoning Administrator may extend a Coastal Zone Permit prior to its expiration for up to 12 months from its original date of expiration. Coastal Zone Permit extensions may be granted upon findings that the Project continues to be in conformance with the Local Coastal program.

All time limits in the preceding three paragraphs may be extended at the discretion of the Zoning Administrator where implementation of the Project is delayed by a public agency, an appeal, or a legal challenge and only by the length of time for which such public agency, appeal or challenge has caused delay.

For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

Monitoring - After Entitlement

3. Enforcement. Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction.

For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.siplanning.org

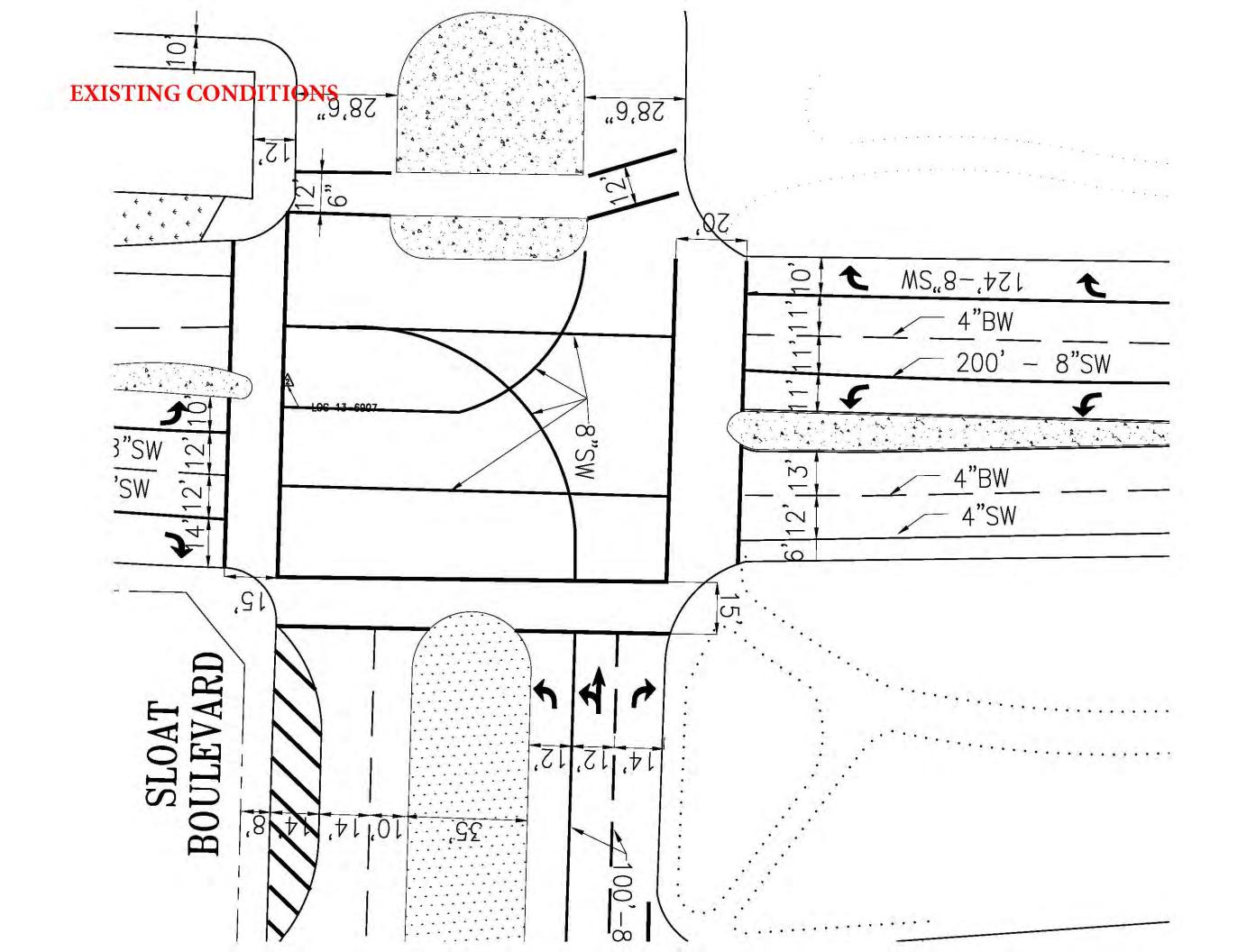
4. Revocation due to Violation of Conditions. Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the specific conditions of approval for the Project as set forth in Exhibit A of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization.

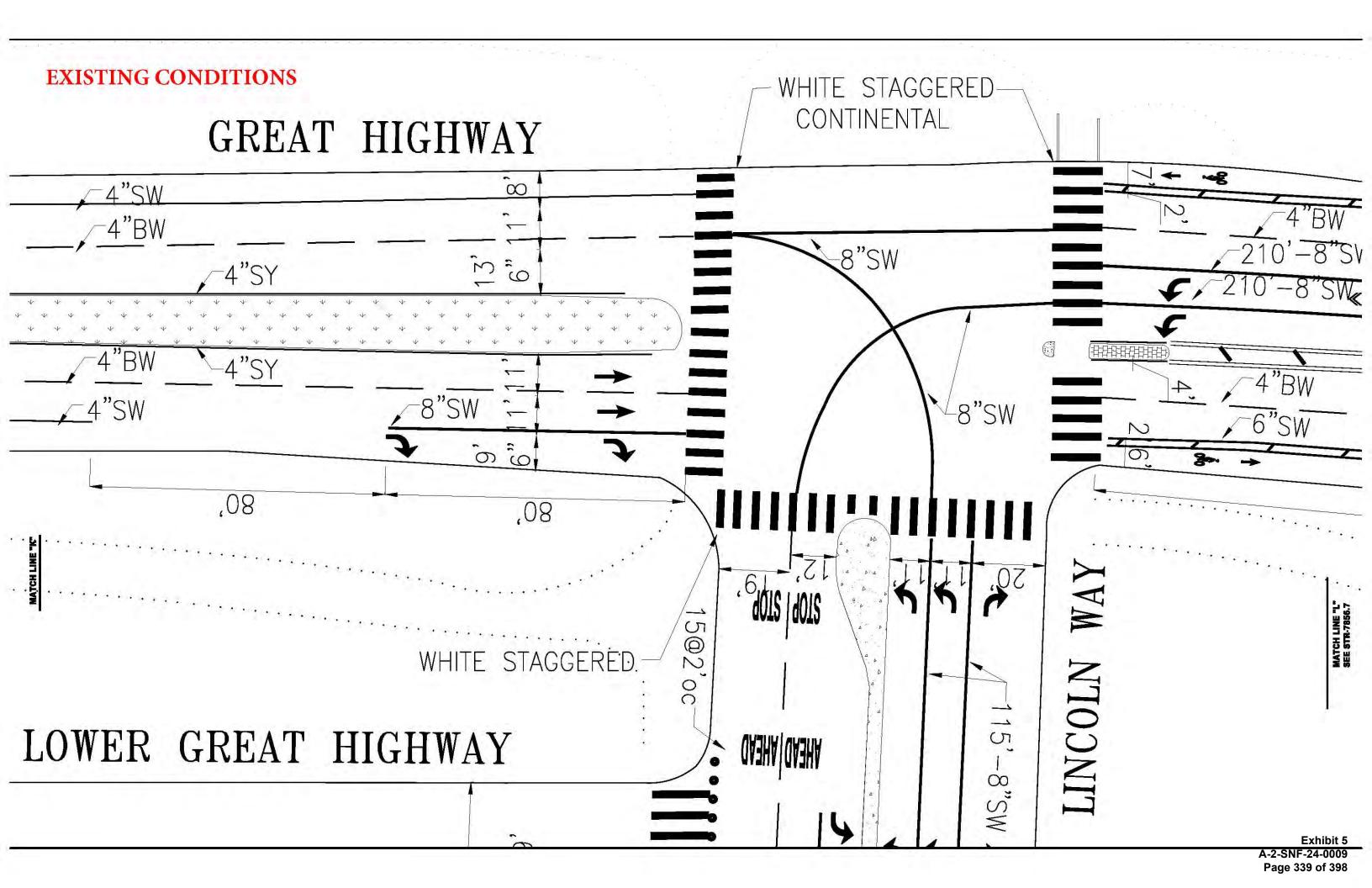
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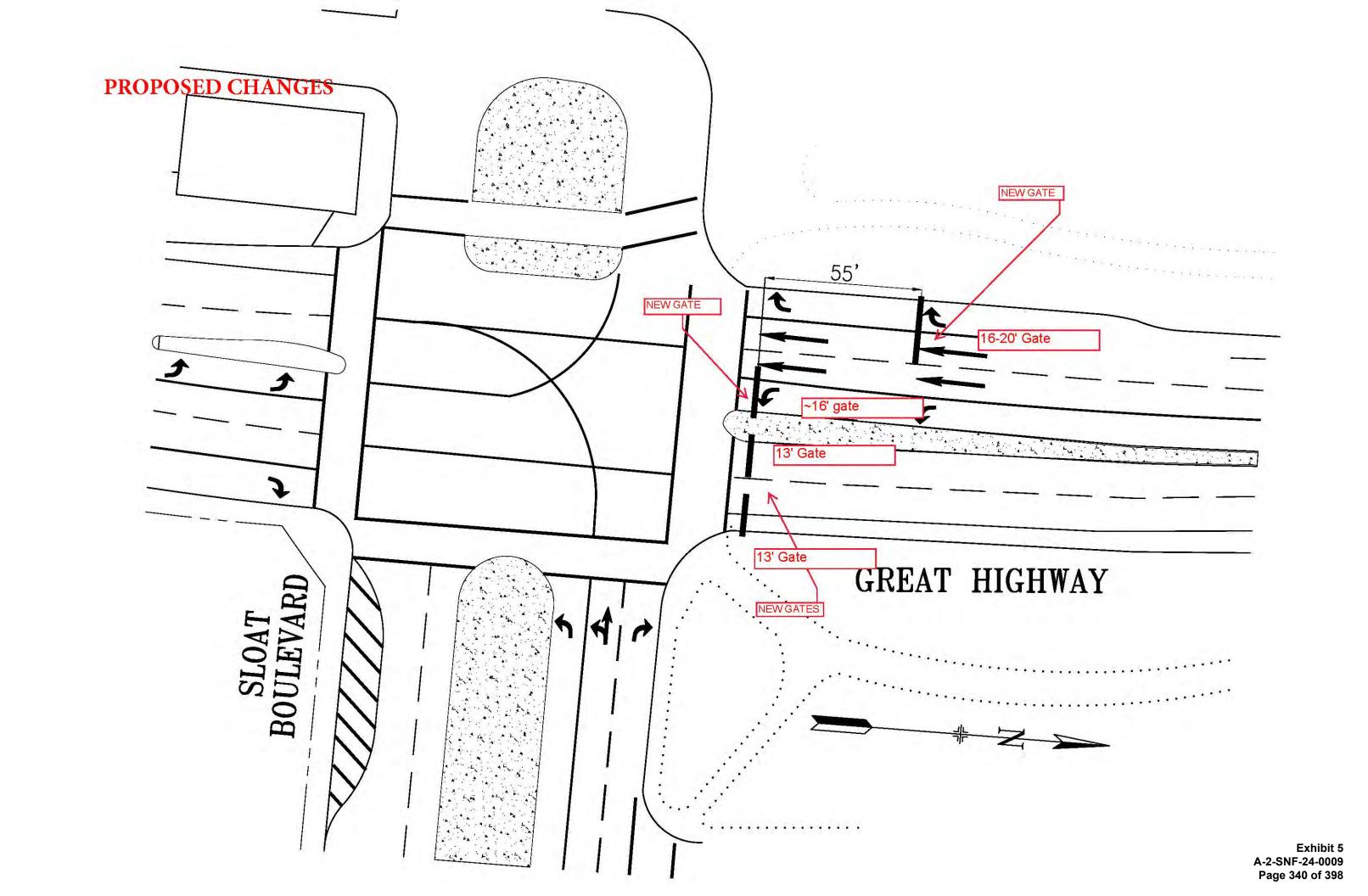


Great Highway Pilot and Coastal Zone Traffic Calming









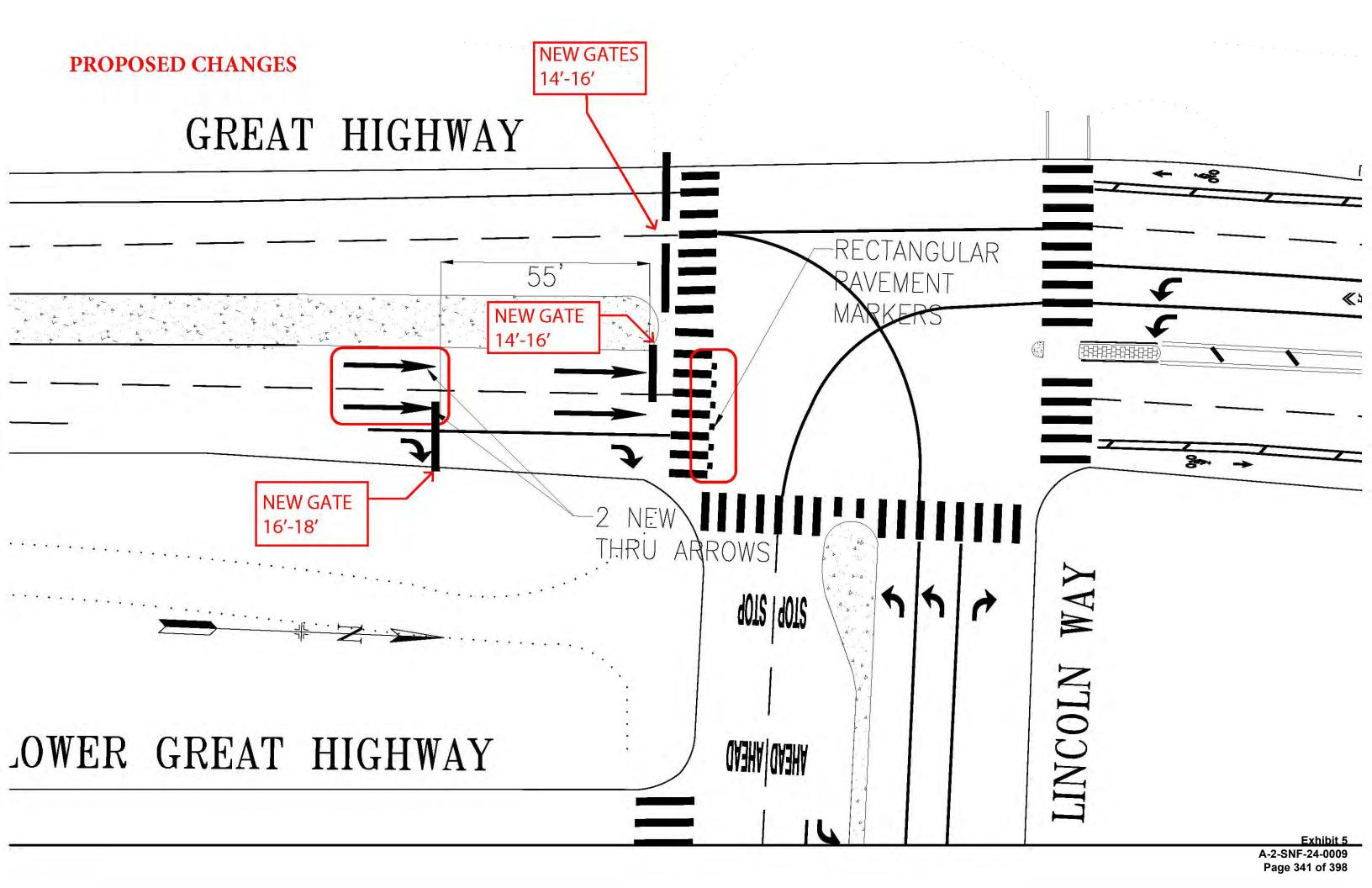


EXHIBIT G



October 4, 2023

To the Honorable Members of the Public Utilities Commission:

RE: Closure of The Great Highway and its impact on San Francisco Zoo & Gardens

The San Francisco Zoological Society ("SFZS") is the non-profit organization that manages, operates and funds the 100-acre San Francisco Zoo & Gardens ("Zoo") in a unique partnership agreement with the City of San Francisco. SFZS is professionally accredited by the Association of Zoos & Aquariums (AZA) and regulated by the United States Department of Agriculture (USDA). As an award-winning institution for its conservation, education and youth programs, the Zoo plays a vital role in the community as a recreational and educational destination for school groups, non-profit youth groups, and families of multi-generations and has been named a top Bay Area favorite place to visit several years running. SFZS offers free and discounted admissions to San Francisco residents, with free admissions just under 9% of total attendance annually.

Because of the Zoo's proximity to the PUC's waste management facilities near The Great Highway, SFZS has endeavored to act as a "good neighbor" of the PUC, from participating in "gray water" trials and allowing storage of storm bags to, more recently, providing access to construction and other vehicles of the PUC. In that vein, SFZS attempted to work with the PUC regarding the potential closure of the Great Highway while PUC staff assured SFZS that the Zoo would not suffer, but ultimately, would be enhanced by the highway's closure. Thus, SFZS undertook certain actions and commitments it would not have made otherwise, namely entering into a short-term lease of its "overflow" parking area that is used during events, holidays, weekends and other peak times.

Already, the temporary closure of The Great Highway (TGH) has had a negative impact on the Zoo in various ways. Historically, Zoo attendance averages approximately 1 million visitors annually, but with The Great Highway's closure on weekends and holidays, annual visitor numbers have decreased.

Moreover, the Zoo visitor experience has been impacted dramatically. (See, for example, attached letter to SF Chronicle editor: "Traffic at the Zoo" at Attachment A.) Other impacts of the current closure of the Great Highway include but are not limited to:

- The primary way to enter the SF Zoo's parking lot entry/exit at TGH is closed not only during weekends and holidays but is now closed at noon on Fridays and until noon on Mondays, coinciding with peak commuter traffic. During that time, Zoo visitors are limited to a very narrow entry/exit off of Sloat Boulevard, resulting in a very congested parking lot with slow egress, a potential concern during an emergency. (See, for example, attached photos at B/C.)
- Current closures of TGH have resulted in a lack of traffic clarity on how to access both the Zoo and its neighbor, the Pomeroy Center, resulting in significant congestion.

- Construction trucks from the north further confuse Zoo visitors' U-turns from west bound traffic on Sloat to access the Zoo parking lot.

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In addition, the SFZS believes animal welfare has been and will continue to be impacted by the construction on the Great Highway. Already, the construction noise and vibration at and near the Zoo's borders have and will continue to impact those animals closest to the construction sites. Also, construction generate air pollutants that potentially impact those animals closest to the construction sites, not to mention that visitors and staff are subjected to the construction generated air pollutants.

While SFZS appreciates the efforts of agency staff to assist with traffic congestion, suggestions that require Zoo visitors to either make a U-turn from Sloat Boulevard West to Sloat Boulevard East are not only cumbersome but result in visitors make a dangerous "left" (or diagonal turn), as there is no direct left turn into the Zoo parking lot from Sloat Boulevard. Moreover, plans submitted from other agencies show the reduction of at least 80 on-street parking spaces for Zoo members and families.

San Francisco Zoological Society's goal with regard to the planned closure of the Great Highway is to provide a new and safe entry and egress for the thousands of visitors who visit San Francisco Zoo & Gardens each week. Thus, the SFZS requests: (1) permanent return of its "overflow" parking area to alleviate the congestion now being experienced within the Zoo's lot; (2) short-term, construction mitigations to ameliorate conditions described above; and (3) consistent with prior overtures of the agency, a new ingress and egress suitable for a significant cultural institution of San Francisco, which invites, not deters, visitors and others.

Respectfully,

Tanya M. Peterson

CEO & Executive Director

San Francisco Zoological Society

Enclosures

Art B. Wong, San Francisco

A dangerous game

I followed with interest your "local fellow makes good" stories about Najee Harris. He sounds like a very fine person.

But at the very end of the most recent piece, Harris is quoted as saying: "I black out a lot of times. I see someone is going to hit me, then it just goes dark and then I wake up." Like that is just an expected aspect of the job! The Chron is overdue on an expose of this industry that fails to optimally protect its players from life-altering injury.

Louise Kimball, Berkeley

Traffic is a zoo

There is a very good reason why the Great Highway needs to be open every day: the SF Zoo. I recently visited on a holiday and the only way to get there is over Sloat. With so many people visiting, there was a big traffic jam both coming and going — a serious and unnecessary bottleneck.

If someone thinks taking a bus would be easier, the zoo is also one of the most difficult places in the city to access via public transportation.

Chad Krimmel, San Francisco

Saving a gem

I was heartened by your article regarding the Fox Theatre. It was astounding to me that they even dismantled it in 1963. I went to a concert there about 2006 and it was just an empty shell. Disturbing.

To know that many of the "pieces" have been located and can possibly be reassembled lifted my spirits. I would be one of the first to go to the "Movies on Market Street" again. Fingers crossed they can pull this off.

Cynthia Cerletti, Benicia

Submit your letter at SFChronicle.com/letters

MORE FROM Opinion

B. Photos of cars trying to exit SF Zoo Parking Lot on typical Sunday afternoon (March 13, 2022) with one available exit lane.





C. Cars trying to merge from SF Zoo's exit onto Great Highway (May 22, 2023).

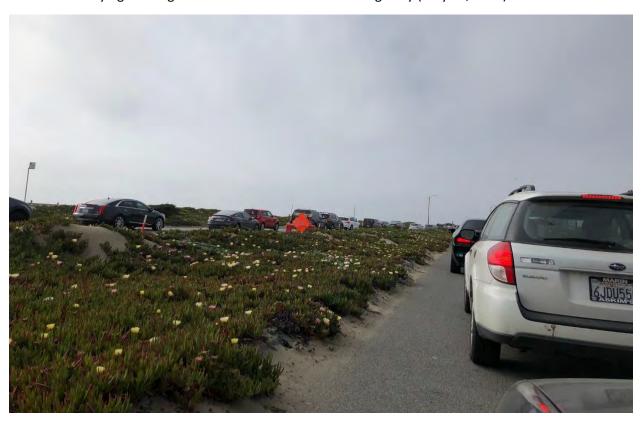




EXHIBIT H



COASTAL ZONE PERMIT (CTZ)

INFORMATIONAL AND SUPPLEMENTAL APPLICATION PACKET

ATTENTION: A Project Application must be completed and/or attached prior to submitting this Supplemental Application. See the <u>Project Application</u> for instructions.

Pursuant to Planning Code Section 330, all projects within San Francisco's Coastal Zone Area may be required to apply for a Coastal Zone Permit for projects involving demolition, new construction, reconstruction, alteration, change of use, change of occupancy, condominium conversion, and public improvement.

For questions, you can call the Planning counter at 628.652.7300 or email <u>pic@sfgov.org</u> where planners are able to assist you.

Español: Si desea ayuda sobre cómo llenar esta solicitud en español, por favor llame al 628.652.7550. Tenga en cuenta que el Departamento de Planificación requerirá al menos un día hábil para responder.

中文:如果您希望獲得使用中文填寫這份申請表的幫助,請致電628.652.7550。請注意,規劃部門需要至少一個工作日來回應。

Filipino: Kung gusto mo ng tulong sa pagkumpleto ng application na ito sa Filipino, paki tawagan ang 628.652.7550. Paki tandaan na mangangailangan ang Planning Department ng hindi kukulangin sa isang araw na pantrabaho para makasagot.

WHAT IS A COSTAL ZONE PERMIT?

The Califonia Coastal Commission, in partnership with coastal cities and counties, plans and regulates the use of land and water in the designated coastal zone. Certain development activities, defined by the California Coastal Act of 1976, generally require a Coastal Zone Permit from either the California Coastal Commission or the local government. These include, but are not limited to: new construction, demolition, or alterations of structures, divisions of land, activities that change the intensity of use of land or public access to coastal waters, rip-rap repair, dredging, repair or maintenance to structures located in an environmentally sensitive habitat area, and alterations of land forms including removal or placement of vegetation, on a beach, wetland or sand dune, or within 100 feet of the edge of a coastal bluff, or stream or in areas of natural vegetation. See Planning Code Section 330 for additional information.

Projects that require a Coastal Zone Permit from the Planning Department shall be reviewed for consistency with the City's Western Shoreline Plan, within the San Francisco General Plan. A public hearing is not required unless the proposed project is within the California Coastal Commission appealable subarea or if the Zoning Administrator determines that the project has a significant impact on the Coastal Zone. The applicant shall be notified as to whether the application requires a public hearing. For more information about the Coastal Commission, please visit the following website: http://www.coastal.ca.gov.

WHEN IS A COASTAL ZONE PERMIT NECESSARY?

San Francisco's Coastal Zone Area is shown in Section Maps CZ4, CZ5, and CZ13 of the Zoning Map and in the City Zoning Block Books. Projects within the following City Assessor's blocks may be required to apply for a Coastal Permit Application. Blocks: 1481*, 1483*, 1590, 1591, 1592, 1593, 1595, 1596, 1597, 1598, 1689, 1690, 1691, 1692, 1700*, 1701, 1702, 1703, 1802, 1803, 1804, 1805, 1806, 1893, 1894, 1895, 1896, 2001, 2085, 2086, 2168, 2169, 2301, 2314, 2377, 2513, 2515, 2516, 7281, 7283, 7309*, 7309A*, 7333*, 7334*, 7337*, 7380*, 7384*.

*Only a portion of these blocks are within the Coastal Zone. Consult the City Zoning Block Books to determine whether your property is within the Coastal Zone.

Applicants of projects over tidelands, Lake Merced, the Olympic Country Club, and the Pacific Ocean shore extending 3 miles out to sea are required to apply to the California Coastal Commission for a Coastal Zone Permit.

FEES

Please refer to the <u>Planning Department Fee Schedule</u> available at **www.sfplanning.org**. For questions related to the Fee Schedule, you can call the Planning counter at 628.652.7300 or email <u>pic@sfgov.org</u> where planners are able to assist you.

Fees will be determined based on the estimated construction costs. Should the cost of staff time exceed the initial fee paid, an additional fee for time and materials may be billed upon completion of the hearing process or permit approval. Additional fees may also be collected for preparation and recordation of any documents with the San Francisco Assessor-Recorder's office and for monitoring compliance with any conditions of approval.



COASTAL ZONE PERMIT (CTZ)

SUPPLEMENTAL APPLICATION

	Property Information					
	Project Address: Block/Lot(s):					
A	APPLICANT'S AFFIDAVIT					
Un	der penalty of perjury the fol	llowing declarations are made:				
a)	The undersigned is the owner or authorized agent of the owner of this property.					
b)	The information presented is true and correct to the best of my knowledge.					
c)	Other information or applications may be required.					
d) I hereby authorize City and County of San Francisco Planning staff to conduct a site visit of this property as part of the			ing staff to conduct a site visit of this property as part of the City's			
	review of this application, r	making all portions of the interi	or and exterior accessible through completion of construction and			
	in response to the monitoring of any condition of approval.					
e)	I attest that personally iden	ocial security numbers, driver's license numbers, bank accounts -				
have not been provided as part of this application. Furthermore, where supplemental information is required by this application, PII has been redacted prior to submittal to the Planning Department. I understand that any information prov						
					to the Planning Departmen	t becomes part of the public rec
	posted to Department webs	sites.				
Signature			Name (Printed)			
Dat	te					
	ationship to Project Owner, Architect, etc.)	Phone	Email			
	For Department Use Only Application received by Pl	lanning Department:				
		9 - oparational				
	Ву:		Date:			

Coastal Zone Permit (CTZ) Application: Great Highway Pilot, and Outer Sunset Traffic Management Tools

Project Narrative

On December 6, 2022, the San Francisco Board of Supervisors (BOS) approved the Great Highway Pilot legislation, creating a protected bicycle and pedestrian facility on weekends and holidays for a three-year pilot period, ending December 31, 2025. The purpose of the pilot study is to analyze the car-free use of the Upper Great Highway and establish a long-term plan for the future of this space. During the pilot, the San Francisco Recreation and Parks Department (RPD) and the San Francisco Municipal Transportation Agency (SFMTA) will collect and analyze data such as visitor usage and traffic conditions, while also gathering feedback from the public.

The Great Highway Pilot is located within the coastal zone in the Western Shoreline Area Plan, San Francisco's Local Coastal Program. A coastal zone permit (CTZ) is required for change of use of the roadway. Additional changes separate but related to the Great Highway Pilot have been made to roadways within the coastal zone, which also require a coastal zone permit. These changes are described below under *Project Description*.

Project Description

The RPD and MTA propose the following changes to use of roadways within the coastal zone in the Western Shoreline Area Plan:

- 1. **Great Highway Pilot**: The Great Highway project would implement a pilot program to create a car-free bicycle and pedestrian promenade on weekends that begins on Friday at noon and ends on Monday at 6.a.m. Vehicle restrictions also occur on holidays. During that time private vehicles are restricted from accessing Upper Great Highway between Lincoln Way and Sloat Boulevard (2.0 miles). When closed to private vehicles, the roadway would become a separated right-of-way promenade for the exclusive use of pedestrians, bicyclists, emergency vehicles, and other permitted vehicles. The roadway would continue to operate as a four-lane vehicular roadway on weekdays from Monday at 6 a.m. to the Friday closure time.
- 2. Traffic calming tools: In response to San Francisco's COVID-19 shelter-in-place order, the SFMTA constructed traffic calming measures in 2020 and 2021 to reduce traffic volumes and speeds on local streets that encountered changes in traffic after the Upper Great Highway was repurposed as a car-free corridor and public open space. To preserve and protect quieter neighborhood streets, the measures divert traffic to larger capacity roadways such as Sunset Boulevard, Lincoln Way, 19th Avenue, and Sloat Boulevard. The measures include detour and warning signs, turn restrictions, speed tables, speed cushions, and stop signs. Some of these traffic calming measures are located within the coastal zone.

The RPD and SFMTA seek after-the-fact approvals for these two changes to roadway use. Below under *Background* is an explanation of the timing of implementation of the two roadway use changes.

Exhibit 1. *Great Highway Pilot and Coastal Zone Traffic Calming*, illustrates the location of these two project elements.

Background

Upper Great Highway. In April 2020, the Upper Great Highway was closed to private vehicles by the RPD General Manager (GM) under an emergency ordinance. This was in response to the COVID-19-related

Coastal Zone Permit (CTZ) Application: Great Highway Pilot, and Outer Sunset Traffic Management Tools

shelter-in-place order to provide people more space to recreate outdoors while social distancing. In Augst 2021, the GM issued a directive reopening the Upper Great Highway to private vehicles weekdays starting Monday at 6:00am through Friday at 12:00pm.

The Upper Great Highway is a four-lane vehicular roadway. Existing swing gates are located at Sloat Boulevard to block entry to the northbound lanes and at Lincoln Way to block entry to the south bound lanes. The existing gates are closed when excessive amounts of sand blown onto the road make it unsafe for car travel. An existing multi-use asphalt pathway located within the median between the Upper and Lower Great Highways is used by pedestrians and bicyclists. An existing primarily dirt pathway is located approximately 20 to 30 feet west of the Upper Great Highway along the shoreline.

Traffic Calming Tools. In spring 2020, the Phase 1 Great Highway Traffic Management tools were constructed at the intersections of Great Highway along Lincoln Way and Sloat Boulevard and in the adjacent neighborhood to support the Upper Great Highway closure to private vehicles. These included eight detour and warning signs, a road closure barricade, five turn restrictions, and five speed tables. In April 2021, additional tools were added, including 24 speed cushions, one speed table, and 12 stop signs. In August 2021, the Upper Great Highway was reopened to weekday vehicular use, which resulted in the removal of some of the tools. In November 2021, additional stop signs were added to the Lower Great Highway at Ortega and Ulloa streets. Exhibit 1 includes the Great Highway Traffic Management tools in place as of December 2022 and the coastal zone boundary.

Impact Analysis

Traffic. The SFMTA conducted traffic counts in the Outer Sunset during the following time periods:

- (1) Prior to the COVID-19 pandemic.
- (2) During the period the Upper Great Highway was fully closed to private vehicles (April 2020 to August 2021).
- (3) During the period when the roadway was closed to vehicles only on weekends (August 2021 to present).

The objective was to study how vehicle travel patterns have changed because of the car-free Great Highway. The SFMTA analyzed vehicle volume changes from pre-COVID to Winter 2021. Overall, vehicle volumes decreased on almost all roads studied. In a 2022 SFMTA traffic study during the promenade configuration on Fridays, vehicle traffic on Lower Great Highway and Sunset Boulevard are still below pre-pandemic levels, indicating that diversion from the Upper Great Highway is not significantly impacting these roadways on Fridays.

As discussed above, the SFMTA provided a comprehensive traffic-calming strategy that included seven key intersections adjacent to the Great Highway. This was done to address anticipated safety concerns with the closure of Upper Great Highway, evenly disperse traffic that would have used the Upper Great Highway, maintain safety and access along adjacent local streets, and preserve the neighborhood character of the Outer Sunset. All seven intersections saw a decrease in traffic volume between January and June 2021. These findings indicate that the traffic calming measures were successful in helping to reduce both traffic speed and volume throughout the Outer Sunset.

Coastal Zone Permit (CTZ) Application: Great Highway Pilot, and Outer Sunset Traffic Management Tools

Beach Access. No change to access to the beach would result from the project. Currently, there is no parking on the Upper Great Highway. Visitors can park their vehicles in the vicinity and walk to the beach using the crosswalks that cross Upper Great Highway. During the promenade periods, beach access will be facilitated by easier roadway crossings.

The Pilot will facilitate greater access to outdoor recreation space along the coast. Compared to the visit experienced by a private vehicle on the Upper Great Highway, which lasts approximately five minutes, the visit experienced by a walker or cyclist would last 15 to 45 minutes. The increase in time spent along the coast by promenade visitors results in increased access to a coastal recreation area.

Emergency response access. The proposed project includes swing gates installed in a chicane layout (i.e., staggered and on opposite sides of the roadway). This would allow emergency vehicles to access the western-most lanes of the roadway without needing to stop and open the gates. Emergency vehicles will be able to respond to calls from Ocean Beach more quickly compared to gates that are not staggered. This design supports the continued safe recreational use of Ocean Beach while enhancing the safe recreational use of the roadway by pedestrians and bicyclists during private vehicular closure times.

Litter. The Upper Great Highway vicinity experienced increased litter resulting from increased visitation to the promenade when the highway was closed to vehicles in April 2020. The existing trash cans were overflowing, which led to complaints to RPD. In response, RPD and Recology added waste receptacles within the median at each of the intersections with a crosswalk to the beach. Recology also increased the frequency of collection service to further address the increased volume of waste. Since adding the bins and increased collection, the RPD Zero Waste Coordinator has not received additional complaints regarding trash accumulation at over-full trash cans. RPD's Zero Waste Coordinator and the Park Service Area staff communicate with Recology staff to resolve 311 complaints regarding garbage and to advise of increased service during and after warm weekends for all RPD parks. This communication process will continue with the Great Highway Pilot and RPD believes this will be adequate to address the increase in garbage brought by weekend promenade visitors. In addition, the RPD volunteers' division will explore scheduling periodic beautification along the Great Highway.

Dune and sand management. Over the last several years, the dunes located between the Upper Great Highway and the beach have experienced reduced plant cover and erosion, which over time and in combination with the natural forces of wind and high tides, has led to sand blowing into the roadway. The San Francisco Public Works Department (DPW) annually reduces the size of the dunes to move sand away from the roadway and towards the ocean. The most recent sand relocation project occurred in June 2022.¹ Sporadic closures of the Great Highway due to the buildup of windblown sand on the roadway occur every year during the winter and spring months. The city spends \$300,000 annually to remove sand for an average of 27 closures per year. Since December 2021, the Great Highway has shut 30 times due to sand and other events. Over the past 10 years, the city has spent a total of \$2.6 million. The Great Highway Pilot project will not interfere with this existing sand management program, however, sand on the roadway may be an inconvenience for promenade visitors. As part of the Great Highway Pilot, the DPW will develop a sand management plan.

The Sunset Natural Resiliency Project, led by the SF Estuary Institute and funded by the Coastal Conservancy, is working with a team of public agencies to develop long-term strategies for dune

¹ https://www.sfpublicworks.org/calendar/annual-ocean-beach-sand-relocation-project-starts-week

Coastal Zone Permit (CTZ) Application: Great Highway Pilot, and Outer Sunset Traffic Management Tools

management. The goal of this project is to identify best management practices for stabilizing the dune vegetation. SFRPD is a partner within the project and will purse implementation of the measures developed by the project. In the meantime, the department employs low post and rope fencing along the inland side of the dunes that discourage visitors from creating social paths on the dunes. The department will repair deteriorated post and rope fencing and add signage along the existing pathways encouraging walkers to use the official beach entrances where there are crosswalks on the Upper Great Highway.

Exhibit 2. Ocean Beach Dune Retreat at Judah, 2002-2022, shows how over time wind and high tides have led to dune erosion.

Achieving our Citywide Goals

There are many public benefits in using the Upper Great Highway as an open space, which aligns with shared city goals and adopted policies. These include:

- The **Transit-First Policy**, which prioritizes public transit and promotes access and safety for transit, bicycling, walking, and other alternatives to individual vehicles, and is built upon in **SFMTA's Strategic Plan** and the **Vision Zero Action Plan**.
- Ongoing work to update the **Climate Action Plan**, which charts a pathway to achieve net zero greenhouse gas (GHG) emissions by 2050 by shifting trips from vehicles to walking, biking, and other active transportation modes to promote access and safety.
- Builds on the Western Shoreline Area Plan and supports numerous policy goals outlined in the General Plan, particularly the Recreation and Open Space Element and strategies in RPD's Strategic Plan to increase access to open space.

The department has reviewed consistency of these roadway changes with the applicable sections of the Western Shoreline Area Plan and the Coastal Act. Analysis of project consistency with relevant policies is attached.

Conclusion

Whether it is a playground, promenade or open green field, **parks and open spaces are a respite**, people value them as an extension of their community. A recent survey by the National Recreation and Park Association found that 83% of American adults agree that visiting their local parks, trails, and open spaces are essential for their mental and physical well-being. The benefits of parks are long-lasting and planning for better days ahead will ensure that our open spaces are resilient.

The Great Highway Pilot will provide a more consistent experience for park visitors and allow more robust data collection on the Great Highway's usage as a roadway and promenade.

Coastal Zone Permit (CTZ) Application: Great Highway Pilot, and Outer Sunset Traffic Management Tools

Exhibits

- 1. Great Highway Pilot and Coastal Zone Traffic Calming
- 2. Ocean Beach Dune Retreat at Judah, 2002-2022

Attachments

- A. Great Highway Pilot: project description, map, pictures, and plans
- B. Consistency with the Western Shoreline Area Plan and Coastal Act Policies
- C. CEQA Exemption Determination for the Great Highway Pilot, Case No. 2022-007356ENV
- D. General Plan Referral for the Great Highway Pilot, Case No: 2022-008878GPR
- E. GM directive for Upper Great Highway, August 15, 2021
- F. CEQA Exemption Determination for GM directive, weekday reopening, August 15, 2021

Great Highway Pilot and Coastal Zone Traffic Calming



EXHIBIT 2
Ocean Beach Dune Retreat: 2002-2022 @ Judah St





Attachment A: Great Highway Pilot Project Information

Pilot Project Summary

The Great Highway project would implement a pilot program to create a car-free bicycle and pedestrian promenade on weekends, holidays, and a portion of Fridays by restricting private vehicle access to the Upper Great Highway between Lincoln Way and Sloat Boulevard (2.0 miles). When closed to private vehicles, the roadway would become a separated right-of-way promenade for the exclusive use of pedestrians, bicyclists, emergency vehicles, and other permitted vehicles¹. The roadway would continue to operate as a four-lane vehicular roadway on weekdays from Monday to the Friday closure time.

- Promenade: Friday at 12 noon to Monday at 6:00am, plus holidays
- Vehicular Roadway: Monday 6:00am to Friday 12 noon, excluding holidays

At the time the roadway is closed to private motor vehicles, the roadway would become a bicycle and pedestrian promenade, used for active transportation modes, including bicycles, walkers, runners, scooter riders, skateboarders, and motorized wheelchairs, etc.

The location of the project is shown in Map 1.

Approval Action and Pilot Period

The San Francisco Board of Supervisors approval of legislation for the pilot (board file number 220875) constituted the Approval Action for the project for the purposes of CEQA, pursuant to San Francisco Administrative Code section 31.04(h). The pilot began upon such legislative approval, approved by the Board of Supervisors on December 13, 2022, and would end on December 31, 2025, unless extended by ordinance. The project would include data collection during this pilot period, as described below.

Project Background

The Great Highway has been under the jurisdiction of the Recreation and Park Commission since the 1870s. The Upper Great Highway is a four-lane vehicular roadway. There are existing swing gates located at the intersection of Sloat Boulevard and Upper Great Highway to block the northbound lanes and at the intersection of Lincoln Way and Upper Great Highway to block the southbound lanes. The gates are closed when excessive amounts of sand blown onto the road make it unsafe for car travel. An existing multi-use pathway located within the median between the Upper and Lower Great Highway is used by walkers and cyclists. An existing dirt pathway located west of the Upper Great Highway along Ocean Beach is used by walkers.

In April 2020, the roadway was closed to private vehicles by the Recreation and Park Department (RPD) General Manager under an emergency ordinance. This was in response to the COVID-19-related shelter-in-place order to provide people more space outdoors while social distancing. In August 2021, the

¹ Examples of permitted vehicles include official City, State, or federal vehicles being used to perform official City, State, or federal business (e.g., sand removal), intra-park shuttle busses, paratransit vans, and others as defined by the legislation.

General Manager issued a directive reopening the Upper Great Highway to private vehicles weekdays starting Monday at 6:00am through Friday at 12:00pm (noon), excluding holidays.

The Great Highway extension south of Sloat Boulevard is currently open to vehicular traffic; however, this stretch is planned to be permanently closed to vehicular traffic in 2024 as part of the Ocean Beach Climate Change Adaptation Project (Planning Department case number 2019-020115ENV).

The San Francisco County Transportation Authority conducted a "Great Highway Concepts Evaluation Report" (September 2022) for the long-term future of the Upper Great Highway. This pilot would be an extension of that report and would support pedestrian and bicyclist usage based on an evaluation in the report.²

Pilot Physical Changes:

To create a protected bicycle and pedestrian facility on weekends and holidays, and to prevent vehicles from entering the roadway during sand closures, flooding and promenade days, the project would install new swing gates with road closure signage on Upper Great Highway to restrict private vehicle access. The existing swing gates may be modified for reuse with this project or removed and replaced.

At the intersection with Sloat Boulevard and Upper Great Highway, the project would install swing gates at the entry of the northbound lanes. The new swing gates would be arranged in a chicane layout (i.e., staggered and on opposite sides of the roadway) at the exit of the south-bound lanes.

At the intersection with Lincoln Way and Upper Great Highway, there would be a similar "chicane" design. See Existing and Proposed illustrations of the two intersections, attached.

The chicane layouts would allow emergency vehicles and other permitted vehicles to access the Upper Great Highway without needing to stop and open the gates. This would allow emergency vehicles to better respond to calls from Ocean Beach and would support the continued safe recreational use of Ocean Beach while enhancing the safe recreational use of the roadway by pedestrians and bicyclists during private vehicular closure times.

The project would maintain vehicle access on the Great Highway north of Lincoln Way, along the Lower Great Highway, and other areas (e.g., throughout the Sunset District). The project would not change the existing multi-use pathway within the median between the Upper and Lower Great Highway or the dirt path west of Upper Great Highway along Ocean Beach.

² For example, section 2.2 of the report evaluates the bicycle and pedestrian usage of five different concepts for the Great Highway. The section identifies a four-lane roadway for vehicles projected to have the lowest bicycle and pedestrian usage of the concepts (which is pre-COVID-19 conditions), and a timed promenade (which is this pilot) having a medium amount of bicycle and pedestrian usage, or more bicycle and pedestrian usage than a four-lane roadway. https://www.sfcta.org/sites/default/files/2022-09/SFCTA_Great-Highway-Evaluation-Report_2021-07-13_FINAL_a.pdf.

Pilot Data Collection

Throughout the duration of the pilot program, RPD and San Francisco Municipal Transportation Agency (SFMTA) staff would collect and publicly report data on pedestrian and cyclist usage and vehicular traffic on the Upper Great Highway and surrounding streets at regular intervals. The pilot does not propose any changes to traffic management (e.g., changing traffic signal timings) or parking. The pilot would collect data on promenade users (detailed list below), conduct public outreach, and conduct network analysis of the broader circulation system to inform recommendations for the future use of the Upper Great Highway, including consideration of data collected because of permanent closure of vehicular traffic on the Great Highway extension south as part of the Ocean Beach Climate Change Adaptation Project (anticipated in 2024). Data collection would include:

- Vehicular traffic counts, speeds, travel times, and turning movements using tube counts, video counts, and/or disaggregated cellular data along the Great Highway and nearby intersections and side streets.
- 2. Bicycle counts using tube counts, video counts, infrared counters, and/or disaggregated cellular data along the Great Highway and nearby intersections and side streets.
- 3. Pedestrian and other mode counts using video counts, infrared counters, observation, and/or disaggregated cellular data along the Great Highway and nearby intersections.
- 4. Length of stay by all modes using cellular data, intercept surveys, and/or public life study methodology.
- 5. Design efficacy and safety assessing whether vehicles are yielding to pedestrians and pedestrians and bicyclists are complying with traffic signals using video data and/or observation.
- 6. Surveys of non-motorized users and drivers; solicit suggestions from all users; solicit user demographics.

RPD and SFMTA would determine exact locations for data collection after the San Francisco Board of Supervisors approval of the pilot.

Map 1: Great Highway Project Location

OUTER RIGHMOND

GOLDEN

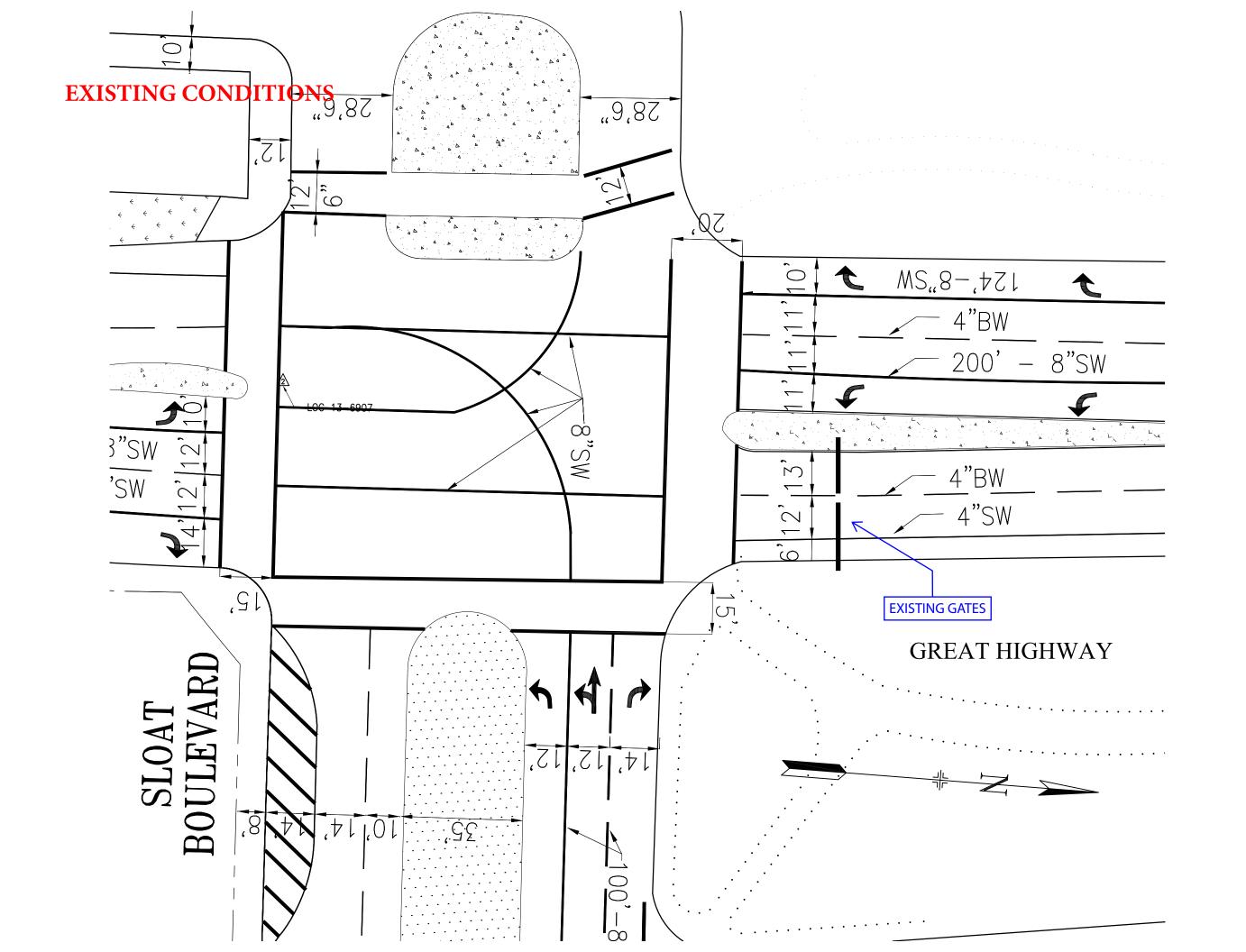
LAKESHORE

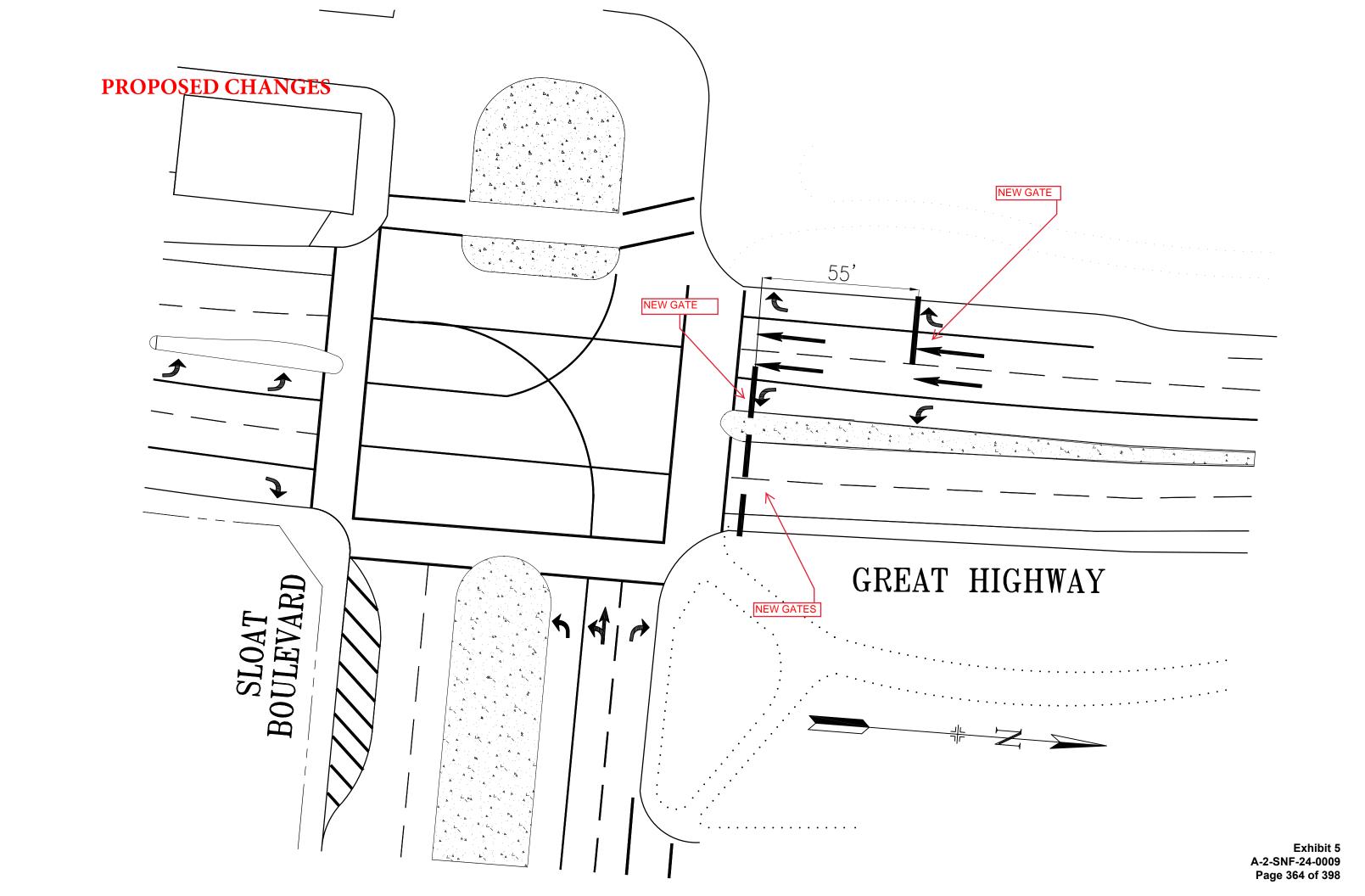
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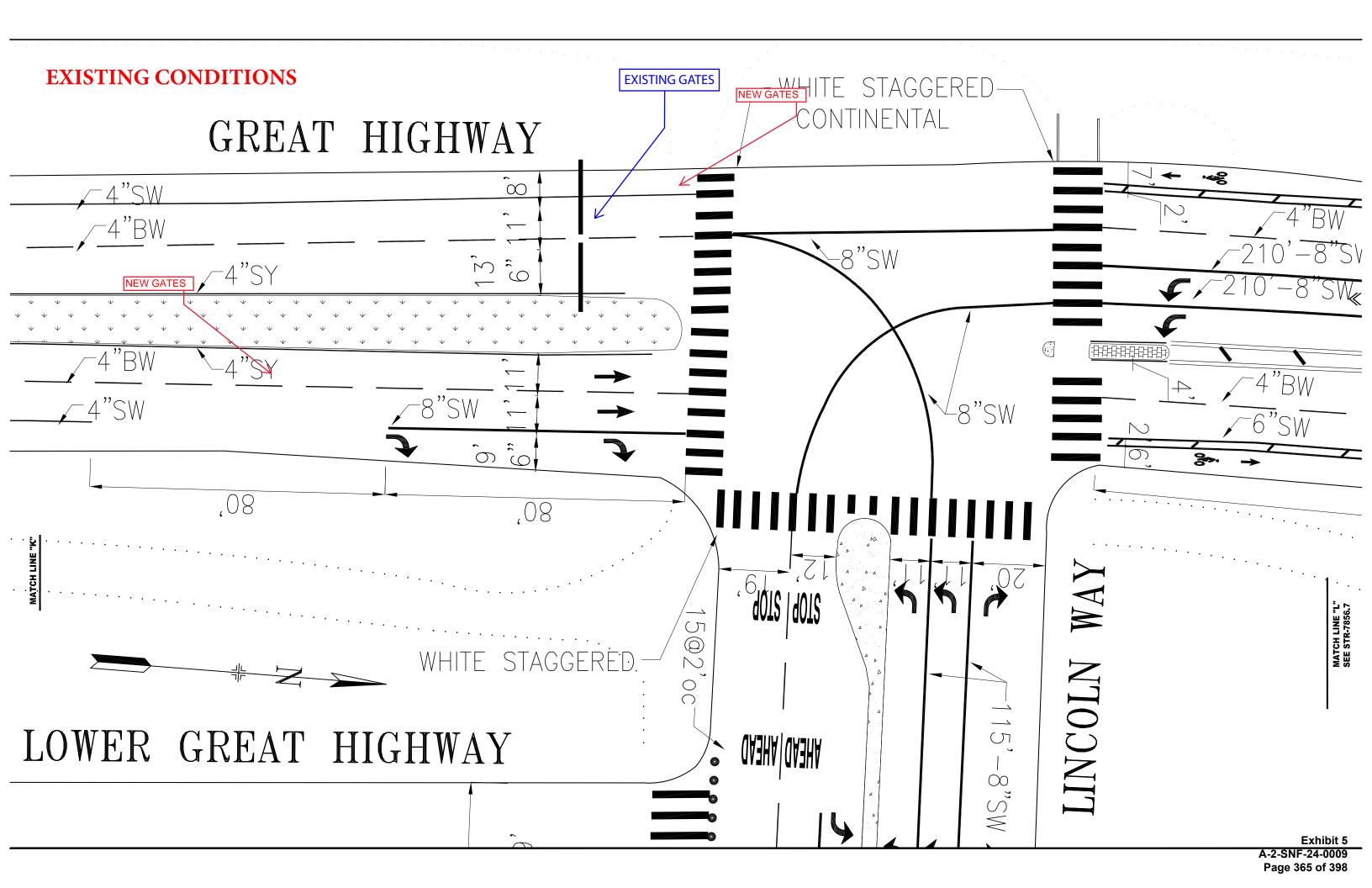
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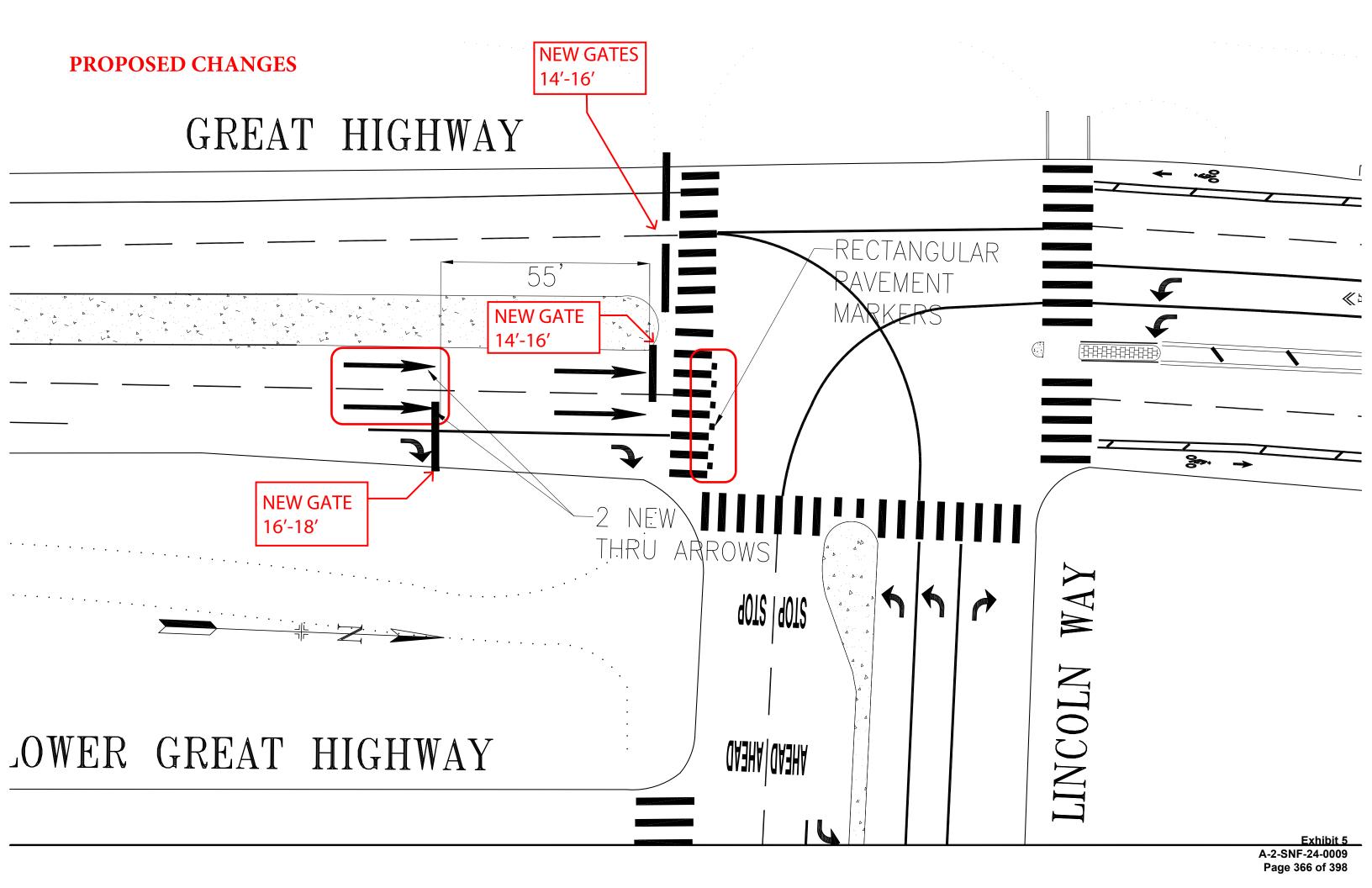
MOUNT DAVID

PINE LAKE PARK

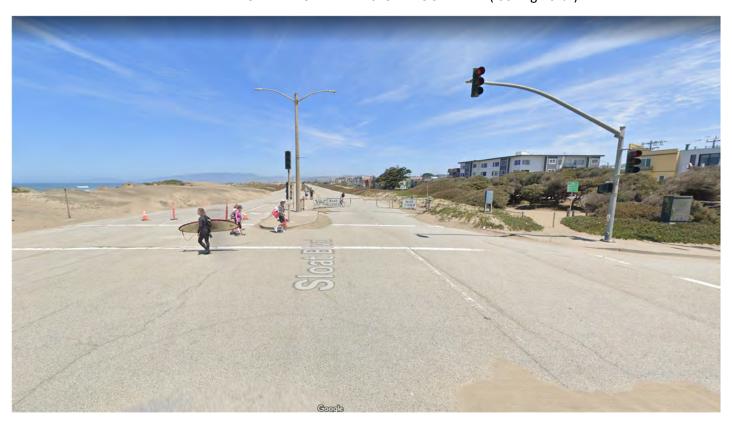








GREAT HIGHWAY AT SLOAT BOULEVARD (looking north)



GREAT HIGHWAY AT LINCOLN WAY (looking south)



Western Shoreline Area Plan

Objective 2

REDESIGN THE GREAT HIGHWAY TO ENHANCE ITS SCENIC QUALITIES AND RECREATIONAL USE.

POLICY 2.1

Develop the Great Highway right-of-way as a four lane straight highway with recreational trails for bicycle, pedestrian, landscaping, and parking. Emphasize slow pleasure traffic and safe pedestrian access to beach.

Discussion.

The proposed project is partially consistent with this policy. The proposed change of use of the Upper Great Highway from exclusive vehicles use seven days a week to allowing only pedestrians, bicycles and other non-automobile recreational use on the weekends would increase the public's access to outdoor recreation space within the coastal zone, consistent with the policy goal of providing recreational trails for bicycles and pedestrians. The policy emphasis on slow pleasure traffic indicates the policy does not intend the roadway for through traffic. Existing vehicular traffic on the Upper Great Highway is primarily regular or through traffic, which is not supported by policies in the Western Shoreline Area Plan.

This policy proposes multiple recreational "trails." Closure of the Great Highway to vehicular traffic on weekends would enhance the existing capacity of the area for bicycles and pedestrians. The current 10-foot multi-use trail on the median between the upper and lower Great Highway is not adequate for both bicycles and pedestrians. The shoulders on the Great Highway do not provide for comfortable bicycle travel due to the vehicular speeds facilitated by a straight four-lane highway. This pilot project would significantly enhance Great Highway's scenic quality and recreational use, improve safe pedestrian access to the beach, and make no changes to public vehicular parking access.

Objective 6

MAINTAIN AND ENHANCE THE RECREATIONAL USE OF SAN FRANCISCO'S OCEAN BEACH SHORELINE.

POLICY 6.1

Continue Ocean Beach as a natural beach area for public recreation.

POLICY 6.2

Improve and stabilize the sand dunes where necessary with natural materials to control erosion.

POLICY 6.3

Keep the natural appearance of the beach and maximize its usefulness by maintaining the beach in a state free of litter and debris.

Discussion.

The proposed project would enhance the recreational use of the Ocean Beach shoreline by opening a new paved path for bicycles, pedestrians, and other recreational users on weekends. The Ocean Beach area will remain a natural beach area; the project will allow more people to enjoy outdoor recreation within the coastal zone adjacent to the beach. The project does not propose any changes to the sand

dunes. The department is participating in the Sunset Natural Resiliency Project, led by the SF Estuary Institute, and funded by the Coastal Conservancy. The project is working with a team of public agencies to develop long-term strategies for dune management. The goal of this project is to identify best management practices for stabilizing the dune vegetation. SFRPD is a partner within the project and will purse implementation of the measures developed by the project. Additionally, the department employs low post and rope fencing along the inland side of the dunes that discourage visitors from creating social paths on the dunes. The department will repair deteriorated post and rope fencing and add signage along the existing pathways encouraging walkers to use the official beach entrances where there are crosswalks on the Upper Great Highway.

The project would not result in changes to the natural appearance of the beach; physical changes include replacement of two existing and installation of two new access-control gates on the Upper Great Highway. The project will allow more park visitors to enjoy views of the beach during the weekend promenade. Regarding litter and debris, RPD and Recology added waste receptacles within the median at each of the intersections of the Great Highway with a crosswalk to the beach. Recology also increased the frequency of collection service to address the increased volume of waste from promenade visitors.

Objective 11

PRESERVE THE SCALE OF RESIDENTIAL AND COMMERCIAL DEVELOPMENT ALONG THE COASTAL ZONE AREA.

POLICY 11.6

Protect the neighborhood environment of the Richmond and Sunset residential areas from the traffic and visitor impacts from the public using adjacent recreation and open space areas.

Discussion.

As part of the project, the SFMTA provided a comprehensive traffic-calming strategy that included seven key intersections adjacent to the Great Highway. This was done to address anticipated safety concerns with the closure of Upper Great Highway, evenly disperse traffic that would have used the Upper Great Highway, maintain safety and access along adjacent local streets, and preserve the neighborhood character of the Outer Sunset. All seven intersections saw a decrease in traffic volume between January and June 2021. These findings indicate that the traffic calming measures were successful in helping to reduce both traffic speed and volume in the Outer Sunset, thereby maintaining the neighborhood environment. The traffic calming measures include detour and warning signs, a road closure barricade, turn restrictions, speed tables, speed cushions, and stop signs. As discussed above, as part of this project RPD and Recology added waste receptacles and increased the frequency of collection service to address the increased volume of waste from promenade visitors.

Coastal Act Policies

Article 2. Public Access

Policy 30210

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse

Policy 30214

- (a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:
 - (1) Topographic and geologic site characteristics.
 - (2) The capacity of the site to sustain use and at what level of intensity.
 - (3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.
 - (4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.
- (b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in this section or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution.
- (c) In carrying out the public access policies of this article, the commission and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs.

Discussion.

The proposed change of use of the Upper Great Highway roadway from exclusive vehicles use to allowing pedestrians, bicycles and other non-automobile recreation use on the weekends would increase the public's access to outdoor recreation space within the coastal zone, consistent with these Public Access policies.

Article 5. Land Resources

Policy 30240.

(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

Discussion.

The proposed change of use of the Upper Great Highway roadway from exclusive vehicles use to allowing pedestrians, bicycles and other recreation use on the weekends would not result in a disruption of environmentally sensitive habitat. The area of change of use, Upper Great Highway roadway, is not a sensitive habitat. Adjacent to the Upper Great Highway are sand dune and coastline habitat of the coastal zone. Outdoor recreation is an appropriate use adjacent to this coastal habitat and existing recreation area.

Article 6. Development

Policy 30251.

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

Discussion.

The proposed project, a change of use on the Upper Great Highway to allow pedestrians, bicycles and other recreational uses on the weekends, would not result in the construction of new buildings or structures or alteration of land forms. Existing vehicle access control gates on the roadway would be replaced, and two new gates would be installed. These physical changes would not result in impacts to views of the ocean and would not change the existing visual quality of the area.

Policy 30252.

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non-automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development

Discussion.

The proposed project, a change of use on the Upper Great Highway to allow pedestrians, bicycles and other recreational uses on the weekends, would not result in the construction of new buildings or structures. The project would enhance public access to the coast by increasing non-automobile outdoor recreation in the coastal area. The increase recreational area will serve both existing and new residents.

Policy 30253.

New development shall do all of the following:

- (a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.
- (b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.
- (c) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development.
- (d) Minimize energy consumption and vehicle miles traveled.
- (e) Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.

Discussion.

The proposed change of use to weekend non-automobile recreation access and construction of vehicle access control gates, would not introduce risks to life or property, create nor contribute significantly to erosion or geologic instability, destroy the site or surrounding area, or require construction of coastal protective devices. The project would not result in any air quality impacts because it does not introduce new emission sources. The project does not increase energy consumption or vehicle miles traveled as the project promotes non-motorized recreation and transportation. The project would enhance the recreational value of the area by creating a new, safe space for pedestrians and bicyclists to experience the coastal area on weekends. The project installed a comprehensive traffic calming strategy including stop signs, speed cushions, and speed tables within Outer Sunset in Spring 2021. These traffic calming measures preserve safety and divert traffic to higher capacity streets such as Lincoln Way and Sunset Boulevard, thereby maintaining the neighborhood quality of smaller roadways.

Policy 30255.

Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.

Discussion.

The project does not propose development per-se, but the proposed change of use to allow recreational activities on the Upper Great Highway on weekends is dependent on the proximity of the existing roadway to the shoreline. The location of the roadway within a coastal area provides a desirable location for outdoor recreation. The project would not affect any wetlands.



49 South Van Ness Avenue, Suite 1400 San Francisco, CA 94103 628.652.7600 www.sfplanning.org

CEQA Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address			Block/Lot(s)
The Great Highway Project		ect	
Case No.			Permit No.
2022-007356ENV			
_	ldition/	Demolition (requires HRE for	New
Alt	teration	Category B Building)	Construction
Project description for Planning Department approval. The San Francisco Recreation and Parks Department (RPD) proposes the Great Highway Project, which would implement a pilot program to create a car-free bicycle and pedestrian promenade on weekends, holidays, and a portion of Fridays by restricting private vehicle access to the Upper Great Highway between Lincoln Way and Sloat Boulevard (2.0 miles). When closed to private vehicles, the roadway would become a separated right-of-way promenade for the exclusive use of pedestrians, bicyclists, emergency vehicles, and other permitted vehicles. The roadway would continue to operate as a four-lane vehicular roadway on weekdays from Monday to the Friday closure time.			
	See attachments for a full project description and project plans. Attachment A, project description and project plans, omitted to reduce redundancy in CZT application		
	1: EXEMPTION Toroject has been d	YPE etermined to be exempt under the California En	vironmental Quality Act (CEQA).
	Class 1 - Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.		
	Class 3 - New Construction. Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.		
	Class 32 - In-Fill Development. New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below: (a) The project is consistent with the applicable general plan designation and all applicable general plan		
	policies as well as with applicable zoning designation and regulations. (b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.		
	 (c) The project site has no value as habitat for endangered rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services. 		
	FOR ENVIRONM	MENTAL PLANNING USE ONLY	
	Statutory Exemption per Public Resources Code section 21080.25 as demonstrated in the attached Senate Bill 288 Eligibility Checklist		
		Exemption (CEQA Guidelines section 15061(b)	

STEP 2: ENVIRONMENTAL SCREENING ASSESSMENT TO BE COMPLETED BY PROJECT PLANNER

	Air Quality: Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g. use of diesel construction equipment, backup diesel generators, heavy industry, diesel trucks, etc.)? (refer to The Environmental Information tab on the San Francisco Property Information Map)
	Hazardous Materials: If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential? Note that a categorical exemption shall not be issued for a project located on the Cortese List if box is checked, note below whether the applicant has enrolled in or received a waiver from the San Francisco Department of Public Health (DPH) Maher program, or if Environmental Planning staff has determined that hazardous material effects would be less than significant. (refer to The Environmental Information tab on the San Francisco Property Information Map)
	Transportation: Does the project involve a child care facility or school with 30 or more students, or a location 1,500 sq. ft. or greater? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?
	Archeological Resources: Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non-archeological sensitive area? If yes, archeology review is required.
	Subdivision/Lot Line Adjustment: Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? (refer to The Environmental Information tab on the San Francisco Property Information Map) If box is checked, Environmental Planning must issue the exemption.
	Average Slope of Parcel = or > 25%, or site is in Edgehill Slope Protection Area or Northwest Mt. Sutro Slope Protection Area: Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, or (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area? (refer to The Environmental Planning tab on the San Francisco Property Information Map) If box is checked, a geotechnical report is likely required and Environmental Planning must issue the exemption.
	Seismic Hazard: Landslide or Liquefaction Hazard Zone: Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area, or (4) grading performed at a site in the landslide hazard zone? (refer to The Environmental tab on the San Francisco Property Information Map) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.
Com	ments and Planner Signature (optional):

	P 3: PROPERTY STATUS - HISTORIC RESOURCE BE COMPLETED BY PROJECT PLANNER		
	PERTY IS ONE OF THE FOLLOWING: (refer to Property Information Map)		
	Category A: Known Historical Resource. GO TO STEP 5.		
	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4. NOT APPLICABLE		
	Category C: Not a Historical Resource or Not Age Eligible (under 45 years of age). GO TO STEP 6.		
STEP	P 4: PROPOSED WORK CHECKLIST		
_	BE COMPLETED BY PROJECT PLANNER		
Check	k all that apply to the project.		
	Change of use and new construction. Tenant improvements not included.		
	2. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.		
	3. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.		
	4. Garage work. A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.		
	5. Deck , terrace construction , or fences not visible from any immediately adjacent public right-of-way.		
	6. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.		
	7. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .		
	8. Addition(s) that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features.		
Note: I	Project Planner must check box below before proceeding.		
	Project is not listed. GO TO STEP 5.		
	Project does not conform to the scopes of work. GO TO STEP 5.		
	Project involves four or more work descriptions. GO TO STEP 5.		
	Project involves less than four work descriptions. GO TO STEP 6.		
	EP 5: ADVANCED HISTORICAL REVIEW BE COMPLETED BY PRESERVATION PLANNER		
	ck all that apply to the project.		
	Reclassification of property status. (Attach HRER Part I)		
	☐ Reclassify to Category A ☐ Reclassify to Category C		
	a. Per HRER (No further historic review)		
	b. Other (specify):		
	2. Project involves a known historical resource (CEQA Category A) as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.		
	Interior alterations to publicly accessible spaces that do not remove, alter, or obscure character defining features.		
	4. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.		
	5. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.	Exhibit	

	6. Raising the building in a manner that does not remove, alter, features.	or obscure character-defining	
	7. Restoration based upon documented evidence of a building's photographs, plans, physical evidence, or similar buildings.	historic condition, such as historic	
	8. Work consistent with the Secretary of the Interior Standards for (Analysis required):	or the Treatment of Historic Properties	
	9. Work compatible with a historic district (Analysis required):		
	10. Work that would not materially impair a historic resource (Attach HRER Part II).		
	Note: If ANY box in STEP 5 above is checked, a Prese	rvation Planner MUST sign below.	
	Project can proceed with exemption review. The project has been reviewed by the Preservation Planner and can proceed with exemption review. GO TO STEP 6.		
Comm	ents (optional):		
Preser	vation Planner Signature:		
	EP 6: EXEMPTION DETERMINATION BE COMPLETED BY PROJECT PLANNER		
	No further environmental review is required. The project is exe	empt under CEQA.	
	Project Approval Action:	Signature:	
	Approval via majority YES Vote of Board of Supervisors	Ryan Shum	
	·	09/28/2022	
	Once signed or stamped and dated, this document constitutes an exemption pursuant to CEQA Guidelines and Chapter 31of the Administrative Code. In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination to the Board of Supervisors can only be filed within 30 days of the project receiving the approval action.		

STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

TO BE COMPLETED BY PROJECT PLANNER

In accordance with Chapter 31 of the San Francisco Administrative Code, when a California Environmental Quality Act (CEQA) exempt project changes after the Approval Action and requires a subsequent approval, the Environmental Review Officer (or his or her designee) must determine whether the proposed change constitutes a substantial modification of that project. This checklist shall be used to determine whether the proposed changes to the approved project would constitute a "substantial modification" and, therefore, be subject to additional environmental review pursuant to CEQA.

MODIFIED PROJECT DESCRIPTION

Modi	fied Project Description:			
DE	FERMINATION IF PROJECT (CONSTITUTES SUBSTANTIAL MODIFICATION		
	pared to the approved project, w			
	Result in expansion of the buil	ding envelope, as defined in the Planning Code;		
	Result in the change of use that would require public notice under Planning Code Sections 311 or 312;			
	Result in demolition as defined	d under Planning Code Section 317 or 19005(f)?		
	Is any information being presented that was not known and could not have been known at the time of the original determination, that shows the originally approved project may no longer qualify for the exemption?			
If at I	If at least one of the above boxes is checked, further environmental review is required			
DET	ERMINATION OF NO SUBSTA	NTIAL MODIFICATION		
	The proposed modification would not result in any of the above changes.			
If this box is checked, the proposed modifications are exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice. In accordance with Chapter 31, Sec 31.08j of the San Francisco Administrative Code, an appeal of this determination can be filed to the Environmental Review Officer within 10 days of posting of this determination.				
Plan	Planner Name: Date:			



Eligibility Checklist: Senate Bill 288 (SB288) and Public Resources Code Section 21080.25

Date of Preparation: September 28, 2022

Record No.: 2022-007356ENV, The Great Highway Project

Project Sponsor: Jordan Harrison, San Francisco Recreation and Parks Department

Staff Contact: Ryan Shum, ryan.shum@sfgov.org, (628) 652-7542

PROJECT DESCRIPTION

The Great Highway project would implement a pilot program to create a car-free bicycle and pedestrian promenade on weekends, holidays, and a portion of Fridays by restricting private vehicle access to the Upper Great Highway between Lincoln Way and Sloat Boulevard (2.0 miles). When closed to private vehicles, the roadway would become a separated right-of-way promenade for the exclusive use of pedestrians, bicyclists, emergency vehicles, and other permitted vehicles. The roadway would continue to operate as a four-lane vehicular roadway on weekdays from Monday to the Friday closure time.

The full project description and additional project information is attached to this checklist as Attachment A. Project plans are included as Attachment B.

		Attachment A,
Constructed by:	Contracted through:	project descriptior
☐ Public Works	☐ Public Works	and project plans,
☐ SFMTA	☐ SFMTA	omitted to reduce
X RPD	⊠ RPD	redundancy in
		CZT application

SB288 ELIGIBILITY CHECKLIST

This project, as proposed, would be eligible for a Statutory Exemption per Public Resources Code section 21080.25 as demonstrated below.

	Table 1: Project Type Checklist – Public Resources Code Section 21080.25(b) The project must meet at least one project type to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms.			
\boxtimes	(1) Pedestrian and bicycle facilities, including new facilities. For purposes of this paragraph, "bicycle facilities" include, but are not limited to, bicycle parking, bicycle sharing facilities, and bikeways as defined in Section 890.4 of the Streets and Highways Code.			
	(2) Projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians.			
	(3) Transit prioritization projects.			
	(4) On highways with existing public transit service or that will be implementing public transit service within six months of the conversion, a project for the designation and conversion of general purpose lanes or highway shoulders to bus-only lanes, for use either during peak congestion hours or all day.			
	(5) A project for the institution or increase of new bus rapid transit, bus, or light rail service, including the construction of stations, on existing public rights-of-way or existing highway rights-of-way, whether or not the right-of-way is in use for public mass transit.			
	(6) A project to construct or maintain infrastructure to charge or refuel zero-emission transit buses, provided the project is carried out by a public transit agency that is subject to, and in compliance with, the State Air Resources Board's Innovative Clean Transit regulations (Article 4.3 (commencing with Section 2023) of Chapter 1 of Division 3 of Title 13 of the California Code of Regulations) and the project is located on property owned by the transit agency or within an existing public right-of-way.			
	(7) The maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with a project identified in items (1) to (6) above, inclusive.			
	(8) A project that consists exclusively of a combination of any of the components of a project identified in items (1) to (7) above, inclusive.			
	(9) A project carried out by a city or county to reduce minimum parking requirements.			

(continued on the following page)



1 belo	Table 2: Other Project Eligibility Criteria – Public Resources Code Section 21080.25(c) roject must meet <u>all</u> the criteria listed below to qualify for this Statutory Exemption. See Attachment ow for definitions of terms. Note: Table 2 does not apply to a project carried out by a city or county to e minimum parking requirements.
\boxtimes	(1) A public agency is carrying out the project and is the lead agency for the project.
X	(2) The project is located in an urbanized area.
\boxtimes	(3) The project is located on or within an existing public right-of-way (or on property owned by the transit agency per Table 1, Item 6 above).
\boxtimes	(4) The project shall not add physical infrastructure that increases new automobile capacity on existing rights-of-way except for minor modifications needed for the efficient and safe movement of transit vehicles, such as extended merging lanes. The project shall not include the addition of any auxiliary lanes.
\boxtimes	(5) The construction of the project shall not require the demolition of affordable housing units.
X	(6) The project would <u>not</u> exceed one hundred million dollars (\$100,000,000) in 2020 United States dollars. ¹
	e project exceeds \$100,000,000, then Section 21080.25(c)(6) imposes additional requirements. Please consult
with th	re Planning Department staff. Table 3: Project Labor Requirements – Public Resources Code Section 21080.25(d)
Statut	dition to meeting the criteria in Table 2, the project must meet labor requirements to qualify for a tory Exemption. See Attachment 1 below for definitions of terms. Note: Table 3 does not apply to a city or county to reduce minimum parking requirements.
	(1) Before granting an exemption under this section, the lead agency shall certify that the project will be completed by a skilled and trained workforce.
	(2) (A) Except as provided in subparagraph (B), for a project that is exempted under this section, the lead agency shall not enter into a construction contract with any entity unless the entity provides to the lead agency an enforceable commitment that the entity and its subcontractors at every tier will use a skilled and trained workforce to perform all work on the project or a contract that falls within an apprenticeship occupation in the building and construction trades in accordance with Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.
	(B) Subparagraph (A) does not apply if any of the following requirements are met:
	(i) The lead agency has entered into a project labor agreement that will bind all contractors and subcontractors performing work on the project or the lead agency has contracted to use a skilled and trained workforce and the entity has agreed to be bound by that project labor agreement.
	(ii) The project or contract is being performed under the extension or renewal of a project labor agreement that was entered into by the lead agency before January 1, 2021.
	(iii) The lead agency has entered into a project labor agreement that will bind the lead agency and all its subcontractors at every tier performing the project or the lead agency has contracted to use a skilled and trained workforce.
	A portion of the project would be constructed by SFMTA and/or Public Works Shops and this portion would not require the use of contractors for labor.
\boxtimes	Not Applicable. The project would be entirely constructed by RPD, SFMTA and/or Public Works Shops and would not require the use of contractors for labor.



ATTACHMENT 1: DEFINITIONS

Definitions for terms 1 through 8 are the same as provided in the text of Senate Bill 288.

- (1) "Affordable housing" means any of the following:
 - (A) Housing that is subject to a recorded covenant, ordinance, or law that restricts rents or sales prices to levels affordable, as defined in Section 50052.5 or 50053 of the Health and Safety Code, to persons and families of moderate, lower, or very low income, as defined in Section 50079.5, 50093, or 50105 of the Health and Safety Code, respectively.
 - (B) Housing that is subject to any form of rent or price control through a public entity's valid exercise of its police power.
 - (C) Housing that had been occupied by tenants within five years from the date of approval of the development agreement by a primary tenant who was low income and did not leave voluntarily.
- (2) "**Highway**" means a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. "Highway" includes a street.
- (3) "New automobile capacity" means any new lane mileage of any kind other than sidewalks or bike lanes.
- (4) "**Project labor agreement**" has the same meaning as defined in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.
- (5) "**Skilled and trained workforce**" has the same meaning as provided in Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.
- (6) "**Transit lanes**" means street design elements that delineate space within the roadbed as exclusive to transit use, either full or part time.
- (7) "**Transit prioritization projects**" means any of the following transit project types on highways:
 - (A) Signal coordination.
 - (B) Signal timing modifications.
 - (C) Signal phasing modifications.
 - (D) The installation of wayside technology and onboard technology.
 - (E) The installation of ramp meters.
 - (F) The installation of dedicated transit or very high occupancy vehicle lanes, and shared turning lanes.
- (8) "Very high occupancy vehicle" means a vehicle with six or more occupants.
- (9) For the purpose of this statutory exemption, **bikeway** is defined the same way as in Section 890.4 of the California Streets and Highways Code. "Bikeway" means all facilities that provide primarily for, and promote, bicycle travel. Bikeways shall be categorized as follows:
 - (a) Bike paths or shared use paths (Class I bikeways) provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows



by motorists minimized.

- (b) Bike lanes (Class II bikeways) provide a restricted right-of-way designated for the exclusive or semi exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.
- (c) Bike routes (Class III bikeways) provide a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists. In San Francisco, many of these routes are marked with shared lane markings referred to as sharrows.
- (d) Cycle tracks or separated bikeways (Class IV bikeways) promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are separated from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.
- (10) Pedestrian Facilities as a term is not defined in Senate Bill 288. The Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) is a national standard approved by the Federal Highway Administrator in accordance with Title 23 of the U.S. Code. In the MUTCD, **Pedestrian Facilities** is "a general term denoting improvements and provisions made to accommodate or encourage walking." This definition will be used by San Francisco Planning Department to determine if a project or project component includes a pedestrian facility and meets the eligibility criteria of SB288.



² U.S. Department of Transportation, Federal Highway Administration. 2009. *Manual on Uniform Traffic Control Devises for Streets and Highways*. See page 17. Online at https://mutcd.fhwa.dot.gov/pdfs/2009r1r2/mutcd2009r1r2edition.pdf. Accessed December 21, 2020



49 South Van Ness Avenue, Suite 1400 San Francisco, CA 94103 628.652,7600 www.sfplanning.org

GENERAL PLAN REFERRAL

September 28, 2022

Case No.: 2022-008878GPR

Block/Lot No.: Upper Great Highway between Lincoln and Sloat

Project Sponsor: City and County of San Francisco, Recreation and Parks Dept

Applicant: Jordan Harrison (628) 652-6614

jordan.harrison@sfgov.org

Staff Contact: Trent Greenan (415) 575-9097

trent.greenan@sfgov.org

Recommended By:

AnMarie Rodgers, Director of Citywide Policy for

Rich Hillis, Director of Planning

Recommendation: Finding the project, on balance, is in conformity with the General Plan

Project Description

The Great Highway Pilot project will transition the current temporary status of "car-free" Great Highway during specified times into a permanent designation. The project would create a car-free bicycle and pedestrian promenade on weekends, holidays, and a portion of Fridays by restricting private vehicle access to the Upper Great Highway between Lincoln Way and Sloat Boulevard (2.0 miles). When closed, the roadway will be available to pedestrians, bicyclists, maintenance vehicles, permitted vehicles, and emergency vehicles. The roadway will continue to operate as a four-lane vehicular roadway on weekdays from Monday to the Friday closure time. This Pilot is proposed as a three-year study to enable more recreational use and data gathering that could inform future actions.

The Great Highway has been under the jurisdiction of the Recreation and Park Commission since the 1870s. In March 2020, the roadway was closed to private vehicles by the RPD General Manager (GM) under an emergency ordinance. This was in response to the COVID-19-related shelter-in-place order to provide people more space to recreate outdoors while social distancing. Ultimately, the road was incorporated into part of the Slow Streets initiative, which continues as a temporary emergency response while San Francisco remains under a State-of-Emergency amidst the ongoing COVID-19 pandemic. In August 2021, the GM issued a directive reopening the

Upper Great Highway to private vehicles weekdays starting Monday at 6:00am through Friday at 12:00pm. This pilot will maintain these hours of closure and will begin upon legislative approval of the private vehicle restrictions by the SF BOS (anticipated Fall 2022) and end on December 31, 2025.

The re-purposing of the Great Highway during the previous closures has resulted in surge in walking and bicycling along the Great Highway, breaking the record for daily visits three times and setting a record at 11,661 people accessing the promenade in a single day.

Please see attachment A for project description narrative.

Attachment A, project description and project plans, omitted to reduce redundancy in CZT application

Environmental Review

On 9/28/2022, the project was determined to be statutorily exempt from the CEQA per Public Resources Code section 21080.25 (Planning Case No. 2022-007356ENV).

General Plan Compliance and Basis for Recommendation

As described below, the temporary closure of the Great Highway between Lincoln and Sloat is consistent with the Eight Priority Policies of Planning Code Section 101.1 and is, on balance, in conformity with the Objectives and Policies of the General Plan.

RECREATION AND OPEN SPACE ELEMENT

OBJECTIVE 1

ENSURE A WELL-MAINTAINED, HIGHLY UTILIZED, AND INTEGRATED OPEN SPACE SYSTEM.

POLICY 1.1

Encourage the dynamic and flexible use of existing open spaces and promote a variety of recreation and open space uses, where appropriate.

The continued closure of the Great Highway maintains the transformation of a high-speed auto thoroughfare (45 mph speed limit) into a dynamic, inviting promenade with an intimate relationship with Ocean Beach that does not otherwise exist. The project maintains car-free usage during peak recreational times and accommodates a large volume of residents and visitors with for a range of recreational opportunities.

POLICY 1.5

Prioritize the better utilization of McLaren Park, Ocean Beach, the Southeastern Waterfront and other underutilized significant open spaces.



Ocean Beach is one of the city's great open spaces but is currently underutilized. Opening the Great Highway to pedestrians and bicycles on a pilot basis improves the physical and experiential link between the city and beach, encouraging more activity and utilization of an immense public amenity.

POLICY 1.10

Ensure that open space is safe and secure for the City's entire population.

Keeping the Great Highway open to pedestrians and cyclists during peak recreational hours will reduce the risk of injury that would otherwise result from walking across four lanes of traffic to reach the beach. Additionally, the large number of visitors that the closure attracts fosters a safer environment by making pedestrians more visible and therefore more anticipated user of the roadway. Emergency vehicles will continue to have access to the roadway while closed to autos.

OBJECTIVE 2

INCREASE RECREATION AND OPEN SPACE TO MEET THE LONG-TERM NEEDS OF THE CITY AND BAY REGION

POLICY 2.2

Provide and promote a balanced recreation system which offers a variety of high quality recreational opportunities for all San Franciscans.

Ocean Beach is the closest major open space for much of the west side of the city. When the Great Highway is dedicated to fast-moving vehicular traffic, a barrier is created between the communities and beach. The project will greatly improve this connection.

POLICY 2.4

Support the development of signature public open spaces along the shoreline.

The permanent closure creates a type of open space that does not currently exist in the city. The project provides a vast, paved promenade enabling a wide range of recreational opportunities and furthers the city's goal of creating continuous open spaces along the ocean.

OBJECTIVE 3

IMPROVE ACCESS AND CONNECTIVITY TO OPEN SPACE.

POLICY 3.1

Creatively develop existing publicly-owned rights-of-way and streets into open space.

The Great Highway closure is a milestone in furthering the city's goals to use city owned streets as open space. The need to create additional open space to accommodate social distancing during the pandemic identified a larger opportunity to capture public roadway as an amenity for residents and visitors. The closure demonstrated a demand beyond the original intent for dynamic new type of open space.

POLICY 3.2



Establish and implement a network of Green Connections that increases access to parks, open spaces, and the waterfront.

The closure provides a crucial pedestrian and cycling linkage between the Golden Gate Park and the extensive coastal open space to the south.

POLICY 3.4

Encourage non-auto modes of transportation – transit, bicycle and pedestrian access—to and from open spaces while reducing automobile traffic and parking in public open spaces.

The opening up of the roadway to pedestrians and cyclists will substantially encourage non-auto modes of transportation. San Francisco has a transit first policy emphasizing the importance of providing and prioritizing transportation via transit, walking, and bicycling for all trips in the City including to parks and open spaces. The Project would open up walking and cycling along one of the city's biggest open spaces. The current Great Highway endangers pedestrians, limits access to open space, and endangers plant and animal life.

TRANSPORTATION ELEMENT

OBJECTIVE 1

MEET THE NEEDS OF ALL RESIDENTS AND VISITORS FOR SAFE, CONVENIENT AND INEXPENSIVE TRAVEL WITHIN SAN FRANCISCO AND BETWEEN THE CITY AND OTHER PARTS OF THE REGION WHILE MAINTAINING THE HIGH QUALITY LIVING ENVIRONMENT OF THE BAY AREA.

POLICY 1.2

Ensure the safety and comfort of pedestrians throughout the city.

The project improves pedestrian safety and comfort by eliminating the need for individuals to cross four lanes of high-speed traffic to reach Ocean Beach during closure hours.

OBJECTIVE 2

USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

POLICY 2.2

Reduce pollution, noise, and energy consumption.

By promoting cycling and walking over auto use during the closure the project will reduce pollution, noise, and energy consumption, however, by maintaining automobile use the peak commute hours the project does not advance this policy as much as a complete transition would.

POLICY 2.4

Organize the transportation system to reinforce community identity, improve linkages among interrelated activities and provide focus for community activities.



OBJECTIVE 10

DEVELOP AND EMPLOY METHODS OF MEASURING THE PERFORMANCE OF THE CITY'S TRANSPORTATION SYSTEM THAT RESPOND TO ITS MULTI-MODAL NATURE.

POLICY 10.1

Assess the performance of the city's transportation system by measuring the movement of people and goods rather than merely the movement of vehicles.

The pilot will examine how the Upper Great Highway between Lincoln Way and Sloat Boulevard is used by pedestrians, bicyclists, vehicles, and other modes during the pilot period. The pilot does not propose any changes to traffic management or parking. The pilot will collect promenade user data, conduct public outreach, and will conduct network analysis of the broader circulation system to inform recommendations for future use of the Upper Great Highway. The pilot is proposed from late 2022 through December 2025 to provide a comparison of the data both before and after the Great Highway Extension is permanently closed as part of the Ocean Beach Climate Change Adaptation Project (estimated in 2024). Data collection will begin in 2023 and continue during the length of the pilot. The schedule and frequency of data collection is to be determined. The data will be used by the supervisor and RPD to develop recommendations for the use of the Upper Great Highway after the pilot is finished, based on a combination of how well used the promenade is and what effects it might have on neighboring streets.

OBJECTIVE 12

DEVELOP AND IMPLEMENT PROGRAMS IN THE PUBLIC AND PRIVATE SECTORS, WHICH WILL SUPPORT CONGESTION MANAGEMENT AND AIR QUALITY OBJECTIVES, MAINTAIN MOBILITY AND ENHANCE BUSINESS VITALITY AT MINIMUM COST.

POLICY 12.1

Develop and implement strategies which provide incentives for individuals to use public transit, ridesharing, bicycling and walking to the best advantage, thereby reducing the number of single occupant auto trips.

The pilot project does not directly advance this policy as it avoids disruptions to automobile traffic during peak commute hours. However, as a pilot project, that includes an assessment phase, information gained from this pilot may be used to inform more transformative designs, policies and outcomes in the future.

OBJECTIVE 18

ACHIEVE STREET SAFETY FOR ALL

POLICY 18.1

Prioritize safety in decision making regarding transportation choices and ensure safe mobility options for all in line with the City's commitment to eliminate traffic fatalities and severe injuries.

San Francisco adopted Vision Zero in 2014, a policy that commits us to ending traffic fatalities. "Vision Zero San Francisco commits city agencies to build better and safer streets, educate the public on traffic safety, enforce traffic laws, and adopt policy changes that save lives". This project supports this goal by separating cyclists and



pedestrians from automobiles, eliminating potential conflicts during closure. Care should be given to ensure that safety is prioritized during during commute hours as well as during hours of closure to vehicular traffic.

OBJECTIVE 19

ESTABLISH A STREET HIERARCHY SYSTEM IN WHICH THE FUNCTION AND DESIGN OF EACH STRET ARE CONSISTENT WITH THE CHARATER AND USE OF ADJACENT LAND.

Table 3, "Guide to the Vehicle Circulation Plan" under Objective 19 describes the design policy for the Great Highway: "The design capacity of this road should be reduced substantially to correspond with its recreational function; emphasis to be on slow pleasure traffic, bicycles and safe pedestrian crossings:" The pilot program will further the goal of enabling the Great Highway to meet its recreational function and test the right-of-way uses and configuration proposed for the pilot period.

POLICY 19.1

Wherever feasible, divert through automobile and commercial traffic from residential neighborhoods onto major and secondary arterials, and limit major arterials to nonresidential streets wherever possible.

While partial closure of the subject segment of the Great Highway represents taking intermittent reductions of a major road facility for vehicles, it intermittently opens the same facility for other non-vehicular users, and thereby providing recreational and other benefits to those users as described throughout this General Plan Referral. Moreover, in addressing the need to limit through traffic on nearby residential streets, the City implemented a series of traffic calming measures in 2020 and 2021 which were delivered to improve safety conditions for all users and to encourage traffic to use other high-capacity arterials, such as Lincoln Way, Sunset Boulevard and Sloat Boulevard.

POLICY 19.5

Mitigate and reduce the impacts of automobile traffic around parks and along shoreline recreation areas.

Closing the segment of the Great Highway between Sloat and Lincoln to vehicular traffic on a pilot basis will reduce the impacts of auto traffic to pedestrians and bicyclists.

OBJECTIVE 29

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

POLICY 29.1

Expand and improve access for bicycles on city streets and develop a well-marked, comprehensive system of bike routes in San Francisco.

The project greatly expands bicycle access on the west side of the city and combined with other routes creates a more comprehensive cycling network.



POLICY 29.9

Identify and expand recreational bicycling opportunities.

The project creates an expansive ocean-front cycling and pedestrian promenade during peak recreational hours that does not exist in the city.

OBJECTIVE 31

CITY GOVERNMENT SHOULD PLAY A LEADERSHIP ROLE IN INCREASING BICYCLE USE.

POLICY 31.1

Consider the needs of bicycling and the improvement of bicycle accommodations in all city decisions.

The proposed three-year pilot study continues the re-use of the roadway as public open space that originated from a need to provide for safe, physically distant exercise during the city emergency that subsequently became part of the Slow Streets Program.

POLICY 31.4

Encourage non-cyclists to become cyclists and encourage cyclists to ride more often.

The Great Highway closure allows for new cyclists or those that may not be comfortable riding on city streets the opportunity to enjoy an extensive ride without the concern for conflict with automobiles. These new riders may subsequently incorporate cycling into their daily routing as part of commuting or recreation. It also encourages existing cyclists to take advantage of closure to ride more often.

WESTERN SHORELINE AREA PLAN

OBJECTIVE 3

ENHANCE THE RECREATIONAL CONNECTION BETWEEN GOLDEN GATE PARK AND THE BEACH FRONTAGE.

POLICY 3.1

Strengthen the visual and physical connection between the park and beach. Emphasize the naturalistic landscape qualities of the western end of the park for visitor use. When possible eliminate the Richmond-Sunset sewer treatment facilities.

The project will add gates or other physical control devices and signage/ paint to direct vehicular, pedestrian and bike traffic at Lincoln Way and Sloat Boulevard, improving the connection between Golden Gate Park and Ocean Beach.

Planning Code Section 101 Findings

Planning Code Section 101.1 establishes Eight Priority Policies and requires review of discretionary approvals and permits for consistency with said policies. The Project is found to be consistent with the Eight Priority Policies as set forth in Planning Code Section 101.1 for the following reasons:

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



The proposed changes would not remove existing retail uses or impact future opportunities for resident employment. Increased bicycle and pedestrian activity as a result of the improvements is expected to increase patronage of local businesses relative to private vehicles passing-through.

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

The proposed changes would not change the existing housing and neighborhood character surrounding the Upper Great Highway because the Project's physical changes are limited in nature and do not substantially change the appearance the roadway.

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

The proposed changes would not affect the supply of affordable housing surrounding the Upper Great Highway or in the City because the Project would not negatively impact, remove, or prevent construction of affordable housing.

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

The proposed changes would not impede Muni transit service as they would not reroute or introduce any obstructions to existing Muni service to the area. The project would not result in the removal of any parking spaces.

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 changes would not affect the industrial or service sectors because there is no proposal for, or inducement of, commercial office development associated with the Project.

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

The proposed changes would not negatively impact the City's preparedness in the event of an earthquake. The Project may create additional safe spaces to reconvene post-earthquake.

7. That the landmarks and historic buildings be preserved;

There are no identified landmark or historic buildings affected by the Project.

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

The Project would not impede access to sunlight or vistas. The Project would increase the opportunity for visitors to gain access to sunlight and vistas in the vicinity by increasing the area available for outdoor



recreation.

Recommendation: Finding the project, on balance, is in conformity with the General Plan





London N. Breed, Mayor Philip A. Ginsburg, General Manager

General Manager Directive 21-002 Motor Vehicles On Great Highway August 15, 2021

To: Mayor's Office, Municipal Transportation Agency, RPD Operations Staff

From: Philip A. Ginsburg, General Manager

In March 2020, at the recommendation of Supervisor Gordon Mar and in consultation with Mayor London N. Breed and the San Francisco Municipal Transportation Agency, and pursuant to Park Code Section 3.03, I approved the closure of the Great Highway (from Lincoln to Sloat) to motor vehicle traffic except as permitted, to allow members of the public an opportunity for safe, socially-distanced recreation due to the COVID-19 emergency. The County Health Officer had imposed a shelter-in-place order that generally required people to stay indoors but allowed people to leave to engage in the essential activity of outdoor recreation. The closure was due to the emergency, in furtherance of the public interest, and necessary for the safety and protection of the many members of the public who sought out recreational opportunities along the Great Highway, to enable them to recreate in a safe and socially distanced manner.

The City has begun to make significant progress in response to the COVID-19 pandemic. Many people are vaccinated, and the City has developed protocols to allow recreational facilities that were initially closed, such as playgrounds and recreation centers, to reopen. In parallel, many businesses that were initially closed have also begun to return to normal operations. And schools are also reopening. These changes indicate that fewer people will be needing to recreate on the Great Highway, which is normally a major transportation artery, during the week. But based on usage patterns from the past year, there is still a clear public interest, and a continuing need in this emergency, to ensure the safety and protection of the many members of the public who will be engaging in recreational uses of the Great Highway on the weekends. Therefore, at the request of Supervisors Mar, Chan and Melgar and Mayor London N. Breed, I direct pursuant to Park Code Section 3.03 that the Great Highway shall be closed to motor vehicle traffic between Friday 12 pm until Monday 6 am, and on holidays, beginning on August 16, 2021 at 6 am, and until further notice.



49 South Van Ness Avenue, Suite 1400 San Francisco, CA 94103 628.652.7600 www.sfplanning.org

CEQA Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Projec	t Address		Block/Lot(s)	
RPD:	Great Highway We	eekday Reopening		
Case No.			Permit No.	
2021-008237ENV				
Add	dition/	Demolition (requires HRE for	New	
_	eration	Category B Building)	Construction	
-		Planning Department approval.		
The Recreation and Parks Department (RPD) General Manager proposes to direct that the Great Highway be closed to motor vehicle traffic between Friday 12 pm until Monday 6 am, and on holidays, until further notice. The General Manager is proposing to take this action pursuant to Park Code Section 3.03. In March 2020, at the recommendation of Supervisor Gordon Mar and in consultation with Mayor London N. Breed and the San Francisco Municipal Transportation Agency, and pursuant to Park Code Section 3.03, the RPD General Manager approved the closure of the Great Highway (from Lincoln Way to Sloat Boulevard) to motor vehicle traffic, except as permitted. He did so to allow members of the public the opportunity to recreate in a safe, socially-distanced manner, in the context of the COVID-19 emergency. The County Health Officer had imposed a shelter-in-place order that generally required people to stay indoors but allowed outdoor recreation as an essential activity. The closure was due to the emergency, in furtherance of the public interest, and necessary for the safety and protection of the many members of the public who sought out recreational opportunities along the Great Highway, to enable them to recreate in a safe and socially-distanced manner. The City has begun to make significant progress in response to the COVID-19 FULL PROJECT DESCRIPTION ATTACHED				
	1: EXEMPTION T	etermined to be exempt under the California Er	vironmental Quality Act (CEQA).	
	Class 1 - Existin	g Facilities. Interior and exterior alterations; additional additional actions.	ions under 10,000 sq. ft.	
	Class 3 - New Construction. Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.			
	Class 32 - In-Fill Development. New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below: (a) The project is consistent with the applicable general plan designation and all applicable general plan			
	policies as well as with applicable zoning designation and regulations. (b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.			
	(c) The project site has no value as habitat for endangered rare or threatened species.(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.			
	(e) The site can	be adequately served by all required utilities and p	public services.	
	Other Section 15269 -	Emergency Projects		
可		Exemption (CEQA Guidelines section 15061(biblity of a significant effect on the environment.		E) A-2-SNF-2

STEP 2: ENVIRONMENTAL SCREENING ASSESSMENT TO BE COMPLETED BY PROJECT PLANNER

	Air Quality: Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g. use of diesel construction equipment, backup diesel generators, heavy industry, diesel trucks, etc.)? (refer to the Environmental
	Hazardous Materials: Maher or Cortese Is the project site located within the Maher area or on a site containing potential subsurface soil or groundwater contamination and would it involve ground disturbance of at least 50 cubic yards or a change of use from an industrial use to a residential or institutional use? Is the project site located on a Cortese site or would the project involve work on a site with an existing or former gas station, parking lot, auto repair, dry cleaners, or heavy manufacturing use, or a site with current or former underground storage tanks? if Maher box is checked, note below whether the applicant has enrolled in or received a waiver from the San Francisco Department of Public Health (DPH) Maher program, or if Environmental Planning staff has determined that hazardous material effects would be less than significant. Note that a categorical exemption shall not be issued for a project located on the Cortese List
	Transportation: Does the project involve a child care facility or school with 30 or more students, or a location 1,500 sq. ft. or greater? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities? Would the project involve the intensification of or a substantial increase in vehicle trips at the project site or elsewhere in the region due to autonomous vehicle or for-hire vehicle fleet maintenance, operations or
	Archeological Resources: Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non-archeological sensitive area? If yes, archeology review is required.
	Subdivision/Lot Line Adjustment: Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? (refer to the Environmental Information tab on https://sfplanninggis.org/PIM/) If box is checked, Environmental Planning must issue the exemption.
	Average Slope of Parcel = or > 25%, or site is in Edgehill Slope Protection Area or Northwest Mt. Sutro Slope Protection Area: Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, or (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area? (refer to the Environmental Information tab on https://sfplanninggis.org/PIM/) If box is checked, a geotechnical report is likely required and Environmental Planning must issue the exemption.
	Seismic Hazard: Landslide or Liquefaction Hazard Zone: Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area, or (4) grading performed at a site in the landslide hazard zone? (refer to the Environmental Information tab on https://sfplanninggis.org/PIM/) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.
Com	ments and Planner Signature (optional): Don Lewis

	9 3: PROPERTY STATUS - HISTORIC RESOURCE BE COMPLETED BY PROJECT PLANNER		
	ERTY IS ONE OF THE FOLLOWING: (refer to Property	Information Map)	
	Category A: Known Historical Resource. GO TO STE	P 5.	
	Category B: Potential Historical Resource (over 45 years)	ears of age). GO TO STEP 4.	
	Category C: Not a Historical Resource or Not Age Eli	gible (under 45 years of age). GO TO STEP 6.	
	P 4: PROPOSED WORK CHECKLIST E COMPLETED BY PROJECT PLANNER		
	all that apply to the project.		
	1. Change of use and new construction. Tenant imp	rovements not included.	
	Regular maintenance or repair to correct or repair	deterioration, decay, or damage to building.	
	Window replacement that meets the Department's storefront window alterations.	Window Replacement Standards. Does not include	
	Garage work. A new opening that meets the <i>Guide</i> replacement of a garage door in an existing opening t		
	5. Deck, terrace construction, or fences not visible f	rom any immediately adjacent public right-of-way.	
	Mechanical equipment installation that is not visib right-of-way.	ole from any immediately adjacent public	
	7. Dormer installation that meets the requirements for Administrator Bulletin No. 3: Dormer Windows.	r exemption from public notification under Zoning	
	8. Addition(s) that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features.		
Note:	Project Planner must check box below before proceed	ding.	
	Project is not listed. GO TO STEP 5.		
	Project does not conform to the scopes of work. GO	TO STEP 5.	
	Project involves four or more work descriptions. GO	TO STEP 5.	
	Project involves less than four work descriptions. GO	TO STEP 6.	
	EP 5: ADVANCED HISTORICAL REVIEW BE COMPLETED BY PRESERVATION PLANNER		_
	k all that apply to the project.		
	1. Reclassification of property status. (Attach HREF	R Part I)	
	Reclassify to Category A	Reclassify to Category C	
	a. Per HRER	(No further historic review)	
	b. Other <i>(specify)</i> :		
	Project involves a known historical resource (CEC conforms entirely to proposed work checklist in Step 4		
	3. Interior alterations to publicly accessible spaces defining features.	that do not remove, alter, or obscure character	
	Window replacement of original/historic windows t existing historic character.	hat are not "in-kind" but are consistent with	
	5. Façade/storefront alterations that do not remove,	alter, or obscure character-defining features.	Exhibit 5
		A-2-01	. 1 - 2 - U U U S

	6. Raising the building in a manner that does not remove, alter, features.	or obscure character-defining	
	7. Restoration based upon documented evidence of a building's photographs, plans, physical evidence, or similar buildings.	historic condition, such as historic	
	8. Work consistent with the Secretary of the Interior Standards for the Treatment of Historic Properties (Analysis required):		
	9. Work compatible with a historic district (Analysis required):		
	10. Work that would not materially impair a historic resource (A	uttach HRER Part II).	
	Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.		
	Project can proceed with exemption review. The project has been reviewed by the Preservation Planner and can proceed with exemption review. GO TO STEP 6.		
Comm	omments (optional):		
Preser	vation Planner Signature:		
	EP 6: EXEMPTION DETERMINATION BE COMPLETED BY PROJECT PLANNER		
	No further environmental review is required. The project is exe	empt under CEQA.	
	Project Approval Action:	Signature:	
	Issuance of RPD General Manager Directive	Don Lewis 08/15/2021	
	Supporting documents are available for review on the San Francisco Property Information Map, which can be accessed at https://sfplanninggis.org/PIM/. Individual files can be viewed by clicking on the Planning Applications link, clicking the "More Details" link under the project's environmental record number (ENV) and then clicking on the "Related Documents" link. Once signed or stamped and dated, this document constitutes an exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code. In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination to the Board of Supervisors can only be filed within 30 days of the project receiving the approval action.		

Full Project Description

The Recreation and Parks Department (RPD) General Manager proposes to direct that the Great Highway be closed to motor vehicle traffic between Friday 12 pm until Monday 6 am, and on holidays, until further notice. The General Manager is proposing to take this action pursuant to Park Code Section 3.03.

In March 2020, at the recommendation of Supervisor Gordon Mar and in consultation with Mayor London N. Breed and the San Francisco Municipal Transportation Agency, and pursuant to Park Code Section 3.03, the RPD General Manager approved the closure of the Great Highway (from Lincoln Way to Sloat Boulevard) to motor vehicle traffic, except as permitted. He did so to allow members of the public the opportunity to recreate in a safe, socially-distanced manner, in the context of the COVID-19 emergency. The County Health Officer had imposed a shelter-in-place order that generally required people to stay indoors but allowed outdoor recreation as an essential activity. The closure was due to the emergency, in furtherance of the public interest, and necessary for the safety and protection of the many members of the public who sought out recreational opportunities along the Great Highway, to enable them to recreate in a safe and socially-distanced manner.

The City has begun to make significant progress in response to the COVID-19 pandemic. Many people are vaccinated, and the City has developed protocols to allow recreational facilities that were initially closed, such as playgrounds and recreation centers, to reopen. In parallel, many businesses that were initially closed have also begun to return to normal operations. And schools are also reopening. These changes indicate that fewer people will be needing to recreate on the Great Highway, which is normally a major transportation artery, during the week. But based on usage patterns from the past year, there is still a clear public interest, and a continuing need in this emergency, to ensure the safety and protection of the many members of the public who will be engaging in recreational uses of the Great Highway on the weekends. Therefore, at the request of Supervisors Mar, Chan and Melgar and Mayor London N. Breed, the RPD General Manager has directed the changes described above, beginning on August 16, 2021, at 6 am.

STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

TO BE COMPLETED BY PROJECT PLANNER

In accordance with Chapter 31 of the San Francisco Administrative Code, when a California Environmental Quality Act (CEQA) exempt project changes after the Approval Action and requires a subsequent approval, the Environmental Review Officer (or his or her designee) must determine whether the proposed change constitutes a substantial modification of that project. This checklist shall be used to determine whether the proposed changes to the approved project would constitute a "substantial modification" and, therefore, be subject to additional

MODIFIED PROJECT DESCRIPTION

Modified Project Description:			
DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION			
Compared to the approved project, would the modified project:			
┞╙	Result in expansion of the building envelope, as defined in the Planning Code;		
	Result in the change of use that would require public notice under Planning Code Sections 311 or 312;		
	Result in demolition as defined under Planning Code Section 317 or 19005(f)?		
	Is any information being presented that was not known and could not have been known		
	at the time of the original determination, that shows the originally approved project may no longer qualify for the exemption?		
If at least one of the above boxes is checked, further environmental review is required			
DETERMINATION OF NO SUBSTANTIAL MODIFICATION			
	The proposed modification would not result in any of the above changes.		
If this box is checked, the proposed modifications are exempt under CEQA, in accordance with prior project			
approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice.			
In accordance with Chapter 31, Sec 31.08j of the San Francisco Administrative Code, an appeal of this determination can			
Planner Name:		Date:	