

# Exhibit A - Land Use Element Proposed Amendments

# 2

## LAND USE

This element of the General Plan outlines the framework that has guided land use decision-making, provides the General Plan land use classification system, and outlines citywide land use policies. Policies for each of the 14 individual sub-areas that comprise the General Plan Planning Area are in Chapter 3: Planning Sub-Areas.



Looking towards the bay from the western hillside. A wide variety of uses cover the city, from single-family residential neighborhoods in the west side of the city to tall office buildings in the East of 101 area.

Table 2.2-1: Standards for Density and Development Intensity

| Land Use Designation                                | Minimum Required FAR | Residential Density (units/net acre) | Maximum Permitted FAR <sup>1</sup> | Maximum Permitted with Incentives and Bonuses |                       |
|---|----------------------|--------------------------------------|------------------------------------|---|-----------------------|
|   |                      |                                      |                                    | Units/Net Acre                                | FAR (See Table 2.2-2) |
| Residential <sup>2,3</sup>                          |                      |                                      |                                    |   |                       |
| Low Density   | -                    | up to 8.0                            | 0.5                                | 10.0  | -                     |
| Medium Density                                      | -                    | 8.1-18.0                             | 1.0                                | 22.5  | -                     |
| High Density  | -                    | 18.1-30.0                            | -                                  | 37.5  | -                     |
| Downtown  |                      |                                      |                                    |   |                       |
| Downtown Residential                                | -                    |                                      |                                    |   |                       |
| Low Density   | -                    | 5.1-15.0                             | 0.7                                | 15.0  | -                     |
| Medium Density                                      | -                    | 15.1-25.0                            | 1.25                               | 31.3  | -                     |
| High Density  | -                    | 20.1-40.0                            | -                                  | 50.0 <sup>3</sup>                             | -                     |
| Downtown Transit Core                               | 2.0                  | 80.1-100.0                           | 6.0                                | 180.0   | 8.0                   |
| Grand Avenue Core                                   | 1.5                  | 14.1-60.0                            | 3.0                                | 80.0/100.0                                    | 4.0                   |
| Linden Neighborhood Center                          | 2.0                  | 40.1-60.0                            | 3.0                                | 80.0  | -                     |
| Downtown Residential Core                           | -                    | 40.1-80.0                            | 3.0                                | 100.0/125.0 <sup>4</sup>                      | 3.25 <sup>4</sup>     |
| Office  | -                    | -                                    | 1.0                                | -   | 2.5 <sup>5</sup>      |
| Commercial  |                      |                                      |                                    |   |                       |
| Transit Office/R&D Core                             | 1.5                  | -                                    | 1.5-2.5                            | -   | 3.5                   |
| Community Commercial                                | -                    | -                                    | 0.5                                | -   | -                     |
| Business Commercial <sup>6</sup>                    | -                    | -                                    | 0.5                                | -   | 1.0 <sup>5</sup>      |
| Hotel   | -                    | -                                    | 1.2                                | -   | 2.0                   |
| Coastal Commercial <sup>6</sup>                     | -                    | -                                    | -                                  | -   | -                     |
| Retail  | -                    | -                                    | 0.5                                | -   | 1.0                   |
| Office  | -                    | -                                    | 1.0                                | -   | 1.6                   |
| Hotel   | -                    | -                                    | 1.6                                | -   | 2.2                   |
| Mixed Use   |                      |                                      |                                    |   |                       |
| El Camino Real Mixed Use <sup>7</sup>               | 0.6 <sup>8</sup>     | up to 60.0 <sup>9</sup>              | 2.5 <sup>10</sup>                  | up to 80.0 <sup>9</sup>                       | 3.5 <sup>10</sup>     |
| El Camino Real Mixed Use North,<br>High Intensity   | 0.6 <sup>11</sup>    | up to 80                             | 2.0                                | up to 110                                     | up to 3.0             |
| El Camino Real Mixed Use North,<br>Medium Intensity | 0.6 <sup>11</sup>    | up to 40                             | 1.5                                | up to 60                                      | up to 2.5             |
| Industrial  |                      |                                      |                                    |   |                       |
| Business and Technology Park                        | -                    | -                                    | 0.5                                | -   | 1.0 <sup>12</sup>     |
| Mixed Industrial                                    | -                    | -                                    | 0.4                                | -   | 0.6 <sup>13</sup>     |
| Business Commercial <sup>6</sup>                    | -                    | -                                    | 0.5                                | -   | 10.8 <sup>6</sup>     |

- <sup>1</sup> Including garages for residential development, but excluding parking structures for non-residential development, except for El Camino Real Mixed Use.
- <sup>2</sup> 20 percent density bonus is available for development within ¼-mile of a fixed-guideway transit (CalTrain or BART station or City-designated ferry terminal).
- <sup>3</sup> 25 percent bonus is available for projects with affordable housing, housing for elderly residents with specific amenities designed for residents, or housing that meets community design standards that may be specified in the Zoning Ordinance.
- <sup>4</sup> For qualifying affordable senior housing projects.
- <sup>5</sup> Required parking must be structured.
- <sup>6</sup> See Table 2.2-2. The Gateway Business Park Master Plan and the Oyster Point Specific Plan are permitted to develop up to a FAR of 1.25 with a TDM and the Gateway Business Park Master Plan is allowed to develop additional density to the extent such density would otherwise be available on immediately adjacent property that is (a) subject to a FAR limitation of 1.25 or less; (b) part of the same research and development campus; and (c) deed-restricted to preclude development of the transferred FAR.
- <sup>7</sup> Frontage of a site along El Camino Real and other Arterial/Collector streets in the corridor is required to be devoted to active uses. Residential not permitted at ground level along El Camino Real except on the east side of El Camino Real between First Street and West Orange Avenue, subject to conditional use permit approval.
- <sup>8</sup> For sites larger than 20,000 square feet, the minimum FAR for all uses, exclusive of substantially above-grade structured parking, shall be 0.6, of which a minimum 0.3 FAR shall be active uses. The requirement for a minimum 0.3 FAR of active uses does not apply to projects where 30% of the units are restricted and affordable to low- or low-moderate-income households.
- <sup>9</sup> Included within FAR limit.
- <sup>10</sup> Includes residential and substantially above grade parking structures. Excludes surface parking.
- <sup>11</sup> A minimum 0.3 FAR of the required 0.6 shall be active uses. The requirement for a minimum 0.3 FAR of active uses does not apply to projects where 30% of the units are restricted and affordable to low- or low-moderate-income households.
- <sup>12</sup> Permitted for research and development uses with low employment intensity, or other uses providing structured parking.
- <sup>13</sup> Permitted for uses with low employment intensity, such as wholesaling, warehousing, and distribution.
- Amended by Resolution 19-2010, adopted February 10, 2010; Resolution 31, 2010, adopted March 24, 2010; Resolution 47-2011, adopted March 23, 2011; Resolutions \*-2011 and 99-2011, adopted July 27, 2011; Resolution 15-2015, adopted January 11, 2015; Resolution 31-2018, adopted February 28, 2018.

**Table 2.2-2: Standards for Density and Development Intensity**

| Land Use Designation                             | Minimum Floor Area Ratio (FAR) | Base Floor Area Ratio (FAR) | Incentive-based FAR Bonuses Available                                      |   | Total Maximum FAR |
|--|--------------------------------|-----------------------------|--|---|-------------------|
|  |                                |                             | Maximum Attainable FAR with Transportation Demand Management (TDM) Program | Other Specified Design Standards <sup>1</sup> |                   |
| Downtown Transit Core                            | 2.0                            | 6.0                         |  |   | 8.0 <sup>1</sup>  |
| Grand Avenue Core                                | 1.5                            | 3.0                         |  |   | 4.0 <sup>1</sup>  |
| Linden Neighborhood Center                       | 2.0                            | 3.0                         |  |   | -                 |
| Downtown Residential Core                        | -                              | 3.0                         |  |   | 3.25 <sup>8</sup> |
| Office   | -                              | 1.0                         | 1.3  | 0.2   | 2.5               |
| Transit Office/R&D Core                          | 1.5                            | 1.5-2.5                     |  |   | 3.5 <sup>1</sup>  |
| Business Commercial <sup>2</sup>                 | -                              | 0.5                         | 0.4  | 0.1   | 1.0               |
| El Camino Real Mixed Use <sup>3</sup>            | 0.6 <sup>4</sup>               | 2.5 <sup>5</sup>            | 0.5  | 0.5   | 3.5 <sup>5</sup>  |
| El Camino Real Mixed Use North, High Intensity   | 0.6 <sup>6</sup>               | 2.0                         | 0.5  | 0.5   | 3.0               |
| El Camino Real Mixed Use North, Medium Intensity | 0.6 <sup>6</sup>               | 1.5                         | 0.5  | 0.5   | 2.5               |
| Business & Technology Park                       | -                              | 0.5                         | 0.4  | 0.1   | 1.0               |
| Hotels <sup>7</sup>                              | -                              | 1.2                         | 0.6  | 0.2   | 2.0               |
| Costal Commercial <sup>2</sup>                   | -                              |                             |  |   |                   |
| Retail   | -                              | 0.5                         | 0.4  | 0.1   | 1.0               |
| Office   | -                              | 1.0                         | 0.5  | 0.1   | 1.6               |
| Hotel  | -                              | 1.6                         | 0.4  | 0.2   | 2.2               |

<sup>1</sup> Discretionary; based on criteria established in the Zoning Ordinance and upon conditional use permit approval.

<sup>2</sup> The Gateway Business Park Master Plan and the Oyster Point Specific Plan are permitted to develop up to a FAR of 1.25 with a TDM, and the Gateway Business Park Master Plan is allowed to develop additional density to the extent such density would otherwise be available on immediately adjacent property that is (a) subject to a FAR limitation of 1.25 or less; (b) part of the same research and development campus; and (c) deed-restricted to preclude development of the transferred FAR.

<sup>3</sup> Frontage of a site along El Camino Real and other Arterial/Collector streets in the corridor is required to be devoted to active uses. Residential not permitted at ground floor level along El Camino Real, except on the east side of El Camino Real between First Street and West Orange Avenue, subject to conditional use permit approval.

<sup>4</sup> For sites larger than 20,000 square feet, the minimum FAR for all uses, exclusive of substantially above-grade structured parking, shall be 0.6, of which a minimum 0.3 FAR shall be active uses. The requirement for a minimum 0.3 FAR of active uses does not apply to projects where 30% of the units are restricted and affordable to low- or low-moderate-income households.

<sup>5</sup> Includes residential and substantially above-grade parking structures. Excludes surface parking.

<sup>6</sup> A minimum 0.3 FAR of the required 0.6 shall be active uses. The requirement for a minimum 0.3 FAR of active uses does not apply to projects where 30% of the units are restricted and affordable to low- or low-moderate-income households.

<sup>7</sup> The Hotel FAR listed for Base, Maximum Attainable FAR with TDM, Other Specified Design Standards, and Total Maximum FAR is applicable for all hotels located in all General Plan designated areas that permit hotel uses.

<sup>8</sup> For qualifying affordable senior housing projects.

Amended by Resolutions 19-2010, adopted February 10, 2010; Resolution 31, 2010, adopted March 24, 2010; Resolution 47-2011, adopted March 23, 2011; and Resolution 15-2015, adopted January 11, 2015.

bicycle underpass, this area will be well connected to the Downtown, providing an opportunity for a significant number of workers to easily access downtown amenities.

Taller buildings are suitable here in conformance with the FAA height limitations. The area would lend itself to corporate office, hotels, and other major facilities due to its high visibility from US 101 and proximity to San Francisco International Airport, Downtown San Francisco and the various employment centers on the Peninsula. Along the extension of Grand Avenue to the east beyond the rail tracks undercrossing, limited retail and services may be feasible in the long run and to provide amenities for nearby employees. The allowable development intensity in the area would be 1.5 to 2.5 floor area ratio (FAR). A FAR up to 3.5 may be allowed if specific criteria are met.

### ***Community Commercial***

This category includes shopping centers, such as Westborough, and major commercial districts, such as El Camino Real, and regional centers along South Airport Boulevard. Retail and department stores, eating and drinking establishments, commercial recreation, service stations, automobile sales and repair services, financial, business and personal services, motels, educational and social services are permitted. An “R” designation on the General Plan Diagram indicates that the site is reserved for region-serving commercial uses. The maximum Floor Area Ratio is 0.5. Office uses are encouraged on the second and upper floors.

### ***Business Commercial***

This category is intended for business and professional offices, and visitor service establishments, and retail. Permitted uses include for administrative, financial, business, professional, medical and public offices, research and development facilities, and visitor-oriented and regional commercial activities. Regional commercial centers, restaurants and related services are permitted subject to appropriate standards. This category is intended for the emerging commercial and hotel district along South Airport, Gateway, and Oyster Point boulevards, and South Spruce corridor. The maximum Floor Area Ratio is 0.5, but increases may be permitted up to a total FAR of 1.0 for uses such as research and development facilities, or for development meeting specific transportation demand management (TDM), off-site improvement, or specific design standards. The Gateway Business Park Master Plan area, comprising several parcels on 22.6 acres at the southeast corner

of Gateway Boulevard and Oyster Point Boulevard, is permitted to develop up to a FAR of 1.25 and is allowed to develop additional density in limited circumstances as provided in Tables 2.2-1 and 2.2-2. Maximum FAR for hotel developments shall be 1.2, with increases to a maximum total FAR of 2.0 for development meeting specified criteria. The Oyster Point Specific Plan regulates uses and development intensities within the Specific Plan District. (Amended by Resolution 19, 2010 adopted February 10, 2010 and Resolution 47-2011, adopted March 23, 2011)

### ***Coastal Commercial***

Business/professional services, office, convenience sales, restaurants, public marketplace, personal/repair services, limited retail, research and development facilities, hotel/motel with a coastal orientation, recreational facilities, and marinas. Maximum FAR is 0.5 for retail, recreation facilities, research and development facilities, marinas, and eating and drinking establishments, 1.0 for offices, and 1.6 for hotels. All development will be subject to design review by the Planning Commission. Uses and development intensities at Oyster Point will be regulated by the Oyster Point Specific/Master Plan. (Amended by Resolution 47-2011, adopted March 23, 2011)

## **MIXED USE**

### ***El Camino Real Mixed Use***

This designation is intended to accommodate high-intensity active uses and mixed-use development in the South El Camino Real area. Retail and department stores; eating and drinking establishments; hotels; commercial recreation; financial, business, and personal services; residential; educational and social services; and office uses are permitted.

The frontage of a site along El Camino Real and other Arterial/Collector streets in the corridor is required to be devoted to active uses—uses that are accessible to the general public and generate walk-in pedestrian clientele and contribute to a high level of pedestrian activity. Uses that generate pedestrian activity include retail shops, restaurants, bars, theaters and the performing arts, commercial recreation and entertainment, personal and convenience services, hotels, banks, travel agencies, child care services, libraries, museums and galleries.

For sites larger than 20,000 square feet, the minimum FAR for all uses, exclusive of substantially above-grade structured parking, shall be 0.6, of which a minimum 0.3 FAR shall be active uses. The requirement for a minimum 0.3 FAR of active uses