



APPLICATION FOR LAND USE CONSISTENCY DETERMINATION
San Mateo County Airport Land Use Commission
C/CAG ALUC

APPLICANT INFORMATION

Agency: City of South San Francisco

Project Name: General Plan Update, Housing Element Update, Zoning Code Amendments, Climate Action Plan Update and associated CEQA

Address: 315 S Maple Ave

APN: Citywide

City: South San Francisco

State: CA

ZIP Code: 94080

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PROJECT DESCRIPTION

The City of South San Francisco has been working on a comprehensive General Plan Update process, including a Housing Element Update, Zoning Code Update and Climate Action Plan update. A Draft Program EIR has been prepared to evaluate the General Plan Update, Zoning Code Amendments and Climate Action Plan. The General Plan Update anticipates approximately 14,312 net new housing units and approximately 42,297 net new employment opportunities by 2040. Public Drafts of all of the documents have been released.

REQUIRED PROJECT INFORMATION

For General Plan, Specific Plan or Zoning Amendments and Development Projects:

A copy of the relevant amended sections, maps, etc., together with a detailed description of the proposed changes, sufficient to provide the following:

1. Adequate information to establish the relationship of the project to the three areas of Airport Land Use compatibility concern (ex. a summary of the planning documents and/or project development materials describing how ALUCP compatibility issues are addressed):
 - a) Noise: Location of project/plan area in relation to the noise contours identified in the applicable ALUCP.
 - Identify any relevant citations/discussion included in the project/plan addressing compliance with ALUCP noise policies.
 - b) Safety: Location of project/plan area in relation to the safety zones identified in the applicable ALUCP.
 - Include any relevant citations/discussion included in the project/plan addressing compliance with ALUCP safety policies.
 - c) Airspace Protection:
 - Include relevant citations/discussion of allowable heights in relation to the protected airspace/proximity to airport, as well as addressment of any land uses or design features that may cause visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards.

- If applicable, identify how property owners are advised of the need to submit Form 7460-1, *Notice of Proposed /Construction or Alteration* with the FAA.

2. Real Estate Disclosure requirements related to airport proximity
3. Any related environmental documentation (electronic copy preferred)
4. Other documentation as may be required (ex. related staff reports, etc.)

Additional information For Development Projects:

1. 25 sets of scaled plans, no larger than 11" x 17"
2. Latitude and longitude of development site
3. Building heights relative to mean sea level (MSL)

ALUCP Plans can be accessed at <http://ccag.ca.gov/plansreportslibrary/airport-land-use/>

Please contact C/CAG staff at 650 599-1467 with any questions.

<i>For C/CAG Staff Use Only</i>
<i>Date Application Received</i>
<i>Date Application Deemed Complete</i>
<i>Tentative Hearing Dates:</i>
- <i>Airport Land Use Committee</i>
- <i>C/CAG ALUC</i>

C/CAG Application for Land Use Consistency Determination – Supplemental Information

AGENCY NAME: City of South San Francisco

PROJECT NAME: South San Francisco General Plan, Housing Element & Zoning Ordinance Update

PROJECT DESCRIPTION

The [General Plan Update](#) anticipates approximately 14,312 net new housing units and approximately 42,297 net new employment opportunities by 2040. The Proposed Land Use Map (*see Figure 1 – Proposed Land Use Map*) designates the general location, distribution, and extent of land uses within the Planning Area and identifies proposed land use designations for each parcel within the City of South San Francisco and within the City’s Sphere of Influence. The City’s primary approach to accommodating growth is to locate new housing and jobs in the East of 101, Lindenville, Downtown, and El Camino planning sub-areas (*see Figure 2 – Changes from Existing Land Use Map and Figure 3 – Planning Sub-Areas*) which are well served by Caltrain, BART, or SamTrans service and have good access to opportunity (such as jobs, neighborhood amenities, and health care facilities).

The total amount and rate of growth differs by planning sub-area. The total amounts and differing rates of growth expected among South San Francisco’s planning sub-areas reflect multiple policy goals, such as creating transit-oriented communities near Caltrain and BART, reinforcing Downtown as the heart of the community, and producing workforce and affordable housing to meet the City’s Regional Housing Needs Allocation (RHNA) allocation. The East of 101 and Lindenville sub-areas are expected to have the most significant housing and employment growth.

The East of 101 and Lindenville sub-areas also provide significant opportunities for linking housing growth with job access. The higher rates of reinvestment and growth could accommodate more of the City’s expected long-term growth without increasing residential displacement risk. While the East of 101 and Lindenville sub-areas accommodate the majority of future housing and employment growth, the Downtown and El Camino planning sub-areas have moderate rates of growth. The City’s residential neighborhoods will continue to experience incremental accessory dwelling unit (ADU) growth consistent with County and regional trends.

The [Housing Element Update](#) is a parallel effort to the General Plan Update. South San Francisco has a Regional Housing Needs Allocation (RHNA) of 3,956 units for the period of 2023-2031, and the Housing Element identifies Housing Opportunity Sites to meet the RHNA requirement (*see Figure 4 – HE Proposed Housing Opportunity Sites*).

The proposed project includes [Zoning Code Amendments](#) necessary to implement the General Plan Update. The Zoning Code Amendments also incorporate a number of major policies from documents that were previously adopted.

The updated 2022 [Climate Action Plan](#) (CAP) includes a community-wide inventory of greenhouse gas (GHG) emissions and identifies strategies and measures to reduce GHG emissions generated by existing and future uses in the City.

A [Draft Program Environmental Impact Report](#) (EIR) has been prepared to evaluate the potential environmental impacts associated with the implementation of the proposed General Plan Update, Zoning Code Amendments, and Climate Action Plan, in accordance with CEQA and the CEQA Guidelines.

To more easily see the approximate location of all ALUCP compatibility zones and noise contours in conjunction with the proposed Housing Element opportunity sites and Proposed Land Use Designations, please see ***Figure 5 - Compatibility Zones, Noise Contours and Housing Opportunity Sites on GPU Proposed Land Use Map.***

The remainder of this Supplemental Information document indicates how the General Plan, Housing Element & Zoning Ordinance Updates reference the ALUCP requirements in the following categories:

- General Consistency
- Noise Compatibility
- Safety Compatibility
- Airspace Protection Compatibility

Text shown in ~~red~~ underline below indicates revisions that will be made to the text of the original public draft version of each respective document included in the above links. An attached Errata shows the indicated proposed amendments in full.

GENERAL CONSISTENCY REFERENCES

General Plan Update – General Consistency

The General Plan Update will include the following general actions related to consistency with the ALUCP.

Action CR-1.3.4: Review consistency with San Francisco International Airport Land Use Compatibility Plan. ~~Update review the San Francisco International Airport Land Use Compatibility Plan (ALUCP) and as needed, update~~ the City of South San Francisco’s General Plan to be in conformance with noise, safety and airspace protection compatibility standards in the most recently adopted version of the ALUCP.

Action CR-1.3.5: Airport Land Use Commission Review. Ensure that all applicable long-range plans and associated amendments and ordinances are reviewed by the City/County Association of Governments Board of Directors, acting as San Mateo County’s Airport Land Use Commission,

for a determination of consistency with the most recently adopted version of the ALUCP, as required by State law.

General Plan Update - Real Estate Disclosure

The General Plan Update will include the following action related to requiring real estate disclosures, including those related to airport noise.

Action CR-1.3.3: Require multi-hazard real estate disclosure. Enact an ordinance to require real estate disclosures of all hazards identified in the Hazard Mitigation Plan, including hazards associated with anticipatory sea level rise and flooding, geologic hazards, groundwater inundation, airport noise and related issues, or wildfire for commercial and residential properties, including ownership and rental.

Zoning Ordinance Update – General Consistency

The Zoning Ordinance will be modified to include a stand-alone section specific to the ALUCP requirements. Division V: Chapter 20.300 Lot and Development Standards contains regulations that apply citywide. Chapter 20.300.003 “Airport Land Use Compatibility Plan Consistency” will be created to incorporate all standards related to the ALUCP, per the following language:

20.300.003: Airport Land Use Compatibility Plan Consistency

This section establishes standards and requirements related to consistency with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (ALUCP). The following requirements and criteria shall be incorporated into all applicable projects.

- A. **Airport Real Estate Disclosure Notices.** All new development is required to comply with the real estate disclosure requirements of state law (California Business and Professions Code Section 11010(b)(13)). The following statement must be included in the notice of intention to offer the property for sale or lease:

“Notice of Airport in Vicinity. This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.”

- B. **Airport Noise Evaluation and Mitigation.** Project applicants shall be required to evaluate potential airport noise impacts if the project is located within the 65 CNEL contour line of San Francisco International Airport (as mapped in the ALUCP). All projects so located shall be required to mitigate impacts to comply with the interior (CNEL 45 dB or lower, unless otherwise stated) and exterior noise standards established by the ALUCP or South San Francisco General Plan, whichever is more restrictive.
- C. **Avigation Easement.** Any action that would either permit or result in the development or construction of a land use considered to be conditionally compatible with aircraft noise of CNEL 65 dB or greater (as mapped in the ALUCP) shall include the grant of an avigation easement to the City and County of San Francisco prior to issuance of a building permit(s) for any proposed buildings or structures, consistent with ALUCP Policy NP-3 Grant of Avigation Easement.
- D. **Safety Compatibility Evaluation.** All uses must comply with Safety Compatibility Policies of the ALUCP. Projects located within any of the Safety Compatibility Zones established in ALUCP Policy SP-1 and depicted in Exhibit IV-8 of the ALUCP shall be reviewed to determine if the proposed land use is compatible with the Safety Compatibility Land Use Criteria as noted in ALUCP Policy SP-2 and listed in Table IV-2 of the ALUCP.
- E. **Airspace Protection Evaluation.** All projects shall comply with Airspace Protection Policies of the ALUCP.
1. **Notice of Proposed Construction or Alteration.** Project applicants shall be required to file Form 7460-1, Notice of Proposed Construction or Alteration, with the Federal Aviation Administration (FAA) for any proposed new structure and/or alterations to existing structures (including ancillary antennae, mechanical equipment, and other appurtenances) that would exceed the FAA notification heights as depicted in ALUCP Exhibit IV-11. Any project that would exceed the FAA notification heights shall submit a copy of the findings of the FAA's aeronautical study, or evidence demonstrating exemption from having to file FAA Form 7460-1, as part of the development permit application.
 2. **Maximum Compatible Building Height.** Building heights east of Highway 101 and within the Business Professional Office and Business Technology Park - High zoning districts are allowed the maximum height limits permissible under Federal Aviation Regulations Part 77 and San Francisco International Airport ALUCP Critical Aeronautical Surfaces requirements.
 3. **Other Flight Hazards.** Within Airport Influence Area (AIA) B, certain land use characteristics are recognized as hazards to air navigation and, per ALUCP Policy AP-4,

need to be evaluated to ensure compatibility with FAA rules and regulations. These characteristics include the following:

- a. Sources of glare, such as highly reflective buildings, building features, or blight lights including search lights, or laser displays, which would interfere with the vision of pilots in command of an aircraft in flight.
- b. Distracting lights that could be mistaken for airport identification lightings, runway edge lighting, runway end identification lighting, or runway approach lighting.
- c. Sources of dust, smoke, water vapor, or steam that may impair the visibility of a pilot in command of and aircraft in flight.
- d. Sources of electrical/electronic interference with aircraft communications/navigation equipment.
- e. Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations, including but not limited to FAA Order 5200.5A, Waste Disposal Site On or Near Airports and FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports and any successor or replacement orders or advisory circulars.

NOISE COMPATIBILITY REFERENCES

General Plan Update – Noise

The General Plan Update includes the following discussion related to airport noise, as well as the following relevant policies and actions that assist in reducing or avoiding impacts related to noise and vibration. The indicated revisions are intended to make the references clearer.

General Plan Chapter 16: Noise (page 369)

“The City of South San Francisco experiences air traffic noise impacts due to its close proximity to SFO. Aircraft noise in South San Francisco results from aircraft departing from Runway 28 and, to a lesser degree, southbound flights departing from Runway 1. According to the SFO Airport Master Plan Draft Environmental Impact Report (EIR), Runways 28 and 1 accommodate approximately 95 percent of departures from the airport. Flights departing from Runway 28 climb directly over noise sensitive land uses at altitudes between several hundred feet and 2,000 feet, resulting in high pass by noise levels in residential areas, including areas outside the contours that define noise impacted areas.

International flights bound for Pacific Rim destinations use Runway 28 exclusively, using large aircraft such as B-747s, which are heavily laden and climb slowly over the noise sensitive uses located below its flight path. A primary determinant of aircraft noise level is the aircraft classification.

The SFO Airport Master Plan established projected increases in aircraft operations as well as predicted noise contours. The SFO Airport noise contours encompass the following sub-areas: Lindenville, Orange Park, Avalon-Brentwood, El Camino, Winston Serra, and Westborough. As aircraft operations increase over time, the areas of the city that lie within the 65 dBA CNEL noise contours of the SFO Airport are expected to expand. As such, the City will need to ensure future residents and employees in these areas are not substantially impacted by noise generated by aircraft operations. The SFO Airport's most recently adopted noise contours are shown on Figure 52 (*see Figure 6 – San Francisco International Airport ALUCP Noise Contours, Exhibit IV-6*).

The Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (ALUCP) specifies how land near airports is to be used, based on safety and noise compatibility considerations, develops height restrictions for new development to protect airspace in the vicinity of the airport, and establishes construction standards for new buildings near airports, including sound insulation requirements. Local plans, policy actions, or development activities that affect areas within that boundary (Airport Influence Area B) must receive ALUC approval or have a finding of overriding considerations there must be action taken to overrule the determination [pursuant to CA PUC Section 21675.1(d)] prior to local permit issuance.”

General Plan Chapter 16: Noise (page 373)

Goal NOI-1: Residents and employees of South San Francisco are exposed to acceptable noise levels.

Policy NOI-1-1: Ensure new development complies with Noise Compatibility guidelines. Ensure that all new development within the city complies with the Land Use/Noise Compatibility guidelines shown in Table 11. New development within the 65 db CNEL contour must conform with the applicable standards of the most recently adopted ALUCP.

**Table 11:
Land Use/Noise Compatibility Matrix to Guide New Development**

Land Use Categories		CNEL	
Categories	Compatible Uses	Interior ¹	Exterior ²
Residential	Single-Family, Duplex, Multiple-Family, Mobile Homes, Residence Care	45 ³	65 ⁴
Commercial	Hotel, Motel, Transient Lodging	45 ³	65
	Commercial, Retail, Bank, Restaurant, Health Clubs	55	--
	Office Buildings, Research and Development, Professional Offices	50	--
	Amphitheater, Concert Hall, Auditorium, Meeting Hall, Movie Theater	50	--
	Manufacturing, Warehousing, Wholesale, Utilities	65	--
Open Space	Parks, Neighborhood Parks, Playgrounds	--	65
Institutional/ Public Facility	Hospital, Schools, Classrooms	45 ³	65
	Churches, Libraries	45 ³	--
Interpretation: 1. Interior environment excludes bathrooms, toilets, closets, and corridors. 2. Outdoor environment limited to private yard of single-family residential; multifamily residential and mobile home park outdoor common space area; hospital patio; park picnic area; school playground; and hotel and motel recreation area. 3. Noise level requirement with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided pursuant to UBC requirements. 4. Multifamily developments with private balconies that would not meet the 65 dB CNEL standard are required to provide occupancy disclosure notices to all future tenants regarding potential noise impacts.			

General Plan Chapter 16: Noise (page 375)

Action NOI-1.1.3: Require noise study in applicable areas. Require a noise study to be performed and appropriate noise attenuation to be incorporated to reduce interior noise levels to 45 dB CNEL or less prior to approving any multifamily or mixed-use residential development in an area with a CNEL of 65 dB or greater.

General Plan Chapter 6: Sub-Areas Element (pages 111 and 129)

Sub-Areas Element – El Camino Real Sub-Area

Policy SA-12.6: Encourage residential development within 65 db noise contour. Encourage residential development in the South Spruce area that are within the 65 db CNEL contour, provided the interior of a structure meets the standard indoor 45 db CNEL noise requirement, and where applicable per the ALUCP, an avigation easement is granted to the City and County of San Francisco.

Action SA-12.6.1 Review consistency with San Francisco International Airport Land Use Compatibility Plan (ALUCP). Review the San Francisco International Airport ALUCP with regards to land use compatibility standards. In the event that updates to the ALUCP allow residential land uses on suitable sites on the El Camino Real corridor where residential is not currently permitted, update the General Plan to allow Urban Residential uses.

Zoning Ordinance Update – Noise

Division V: Chapter 20.300 “Lot and Development Standards” contains regulations that apply to all zoning districts, except where specifically stated. Sub-chapter 20.300.009 “Performance Standards” includes a subsection specific to noise, which will include a reference back to Chapter 20.300.003 “Airport Land Use Plan Consistency”, and its relevant noise regulations.

Chapter 20.300.009: Performance Standards (language related to ALUCP has been underlined)

D.2. Noise.

- a. *Noise Limits.* No use or activity shall create ambient noise levels that exceed the standards established in Chapter 8.32 (“Noise Regulation”) of the South San Francisco Municipal Code.
- b. *Noise Exposure – Land Use Requirements and Limitations.* Table 20.300.010 below describes the requirements and limitations of various land uses within the listed Community Noise Equivalent Level (CNEL) ranges as measured in decibels (dB).

Table 20.300.009 Noise Exposure – Land Use Requirements and Limitations		
Land Use	CNEL Range (dB)	Requirements and Limitations
Residential and other noise sensitive uses (e.g. schools, hospitals, and churches)	Less than 65	Satisfactory
	65 to 70	Acoustic study and noise attenuation measures required
	Over 70	Not allowed, with the exception of projects deemed appropriate by the City Council, and to the extent necessary, approved through the Local Agency Override process, consistent with Public Utilities Code Ordinance Section 21670 et seq.
Commercial	Less than 70	Satisfactory
	70 to 80	Acoustic study and noise attenuation measures required
	Over 80	Airport-related development only; noise attenuation measures required
Industrial	Less than 75	Satisfactory
	75 to 85	Acoustic study and noise attenuation measures required
	Over 85	Airport-related development only; noise attenuation measures required
Open Spaces	Less than 75	Satisfactory
	Over 75	Avoid uses involving concentrations of people or animals

- c. *Noise Attenuation Measures.* Noise attenuation measures identified in an acoustic study shall be incorporated into the project to reduce noise impacts to satisfactory levels.
- d. *Maximum Acceptable Interior Noise Levels.* New noise-sensitive uses (e.g. schools, hospitals, churches, and residences) shall incorporate noise attenuation measures to achieve and maintain an interior noise level of CNEL 45 dB.
- e. *Residential Interior Noise Level Reduction.* New dwellings exposed to CNEL above 65 dB shall incorporate the following noise reduction design measures unless alternative designs that achieve and maintain an interior noise level of CNEL 45 dB are incorporated and verified by a Board Certified Acoustical Engineer.
 - i. All façades must be constructed with substantial weight and insulation;
 - ii. Sound-rated windows providing noise reduction performance similar to that of the façade must be included for habitable rooms;
 - iii. Sound-rated doors or storm doors providing noise reduction performance similar to that of the façade must be included for all exterior entries;
 - iv. Acoustic baffling of vents is required for chimneys, fans, and gable ends;
 - v. Installation of a mechanical ventilation system affording comfort under closed-window conditions; and
 - vi. Double-stud construction, double doors, and heavy roofs with ceilings of two layers of gypsum board on resilient channels.
- f. *[Airport Noise Evaluation. See Chapter 20.300.003 \(“Airport Land Use Compatibility Plan Consistency”\) for airport noise evaluation and mitigation requirements based on the San Francisco International Airport Land Use Compatibility Plan.](#)*

Housing Element – Noise

All of the Housing Element opportunity sites are located outside of the airport’s noise affected 70 dB noise contours, as indicated on the attached *Figure 5*.

Draft Program EIR – Noise

The Draft Program EIR Chapter 3.11 Noise and Vibration discusses potential impacts from noise, and includes Mitigation Measure NOI-3: Airport Noise Impact Reduction Plan. Following is the specific reference from the document:

Draft Program EIR: Chapter 3.11 Noise and Vibration (page 3.11-34)

Mitigation Measure NOI-3 Airport Noise Impact Reduction Plan

Prior to issuance of building permits, the project applicant or sponsor of proposed development projects shall implement the following measures to limit airport activity noise source impacts:

- Any proposed residential development project or any hotel, motel, or transient lodging land use development project, that would be located within the San Francisco International Airport (SFO) 65 A-weighted decibel (dBA) Community Noise Equivalent

Level (CNEL) noise contours, shall demonstrate compliance with Policies NOI-1.1 and NOI-1.2 of the City's Noise Element by submitting a final acoustical report prepared to the satisfaction of the Planning Division that identifies design measures to adequately minimize airport activity noise levels to meet the interior noise level standards shown in Table 11 of the Noise Element. Outdoor active use space must also comply with the exterior noise standards of Table 11 of the Noise Element or must be excluded from such projects. The report must be approved by the Planning Division prior to issuance of building permits.

- Any proposed commercial development project that would be located within the SFO 70 dBA CNEL noise contours shall demonstrate compliance with Policies NOI-1.1 and NOI-1.2 of the City's Noise Element by submitting a final acoustical report prepared to the satisfaction of the Planning Division that identifies design measures to adequately minimize airport activity noise levels to meet the interior noise level standards shown in Table 11 of the Noise Element. The report must be approved by the Planning Division prior to issuance of building permits.
- Any proposed institutional or public facility development project that would be located within the SFO 65 dBA CNEL noise contours shall demonstrate compliance with Policies NOI-1.1 and NOI-1.2 of the City's Noise Element by submitting a final acoustical report prepared to the satisfaction of the Planning Division that identifies design measures to adequately minimize airport activity noise levels to meet the interior noise level standards shown in Table 11 of the Noise Element. Outdoor active use space must also comply with the exterior noise standards of Table 11 of the Noise Element or must be excluded from such projects. The report must be approved by the Planning Division prior to issuance of building permits.

SAFETY REFERENCES

General Plan Update - Safety

The General Plan Update includes the following discussion related to airport safety.

General Plan Chapter 13: Community Resilience (page 298)

“South San Francisco falls within the San Francisco International Airport (SFO) compatibility zones. Portions of the city are subject to frequent overflight from aircraft departures on Runway 28 and less frequent overflight from arrivals on Runway 10. Aircraft accidents pose a risk to persons and property in the city, as well as the occupants of an aircraft involved in an accident that occurs beyond the runway environment. The SFO Airport Land Use Compatibility is shown below in Figure 46.” (see ***Figure 7 –Airport Land Use Compatibility***)

Zoning Ordinance Update – Safety

For specific uses that are regulated by the ALUCP in Safety Zones, the respective Use Regulations Table would reference Chapter 20.300.003 Airport Land Use Plan Consistency, discussed above in the General Consistency section. Relevant language has been underlined in the tables below.

Table 20.070.002: Use Regulations – Residential Zoning Districts						
Use Classification	RL-2.2	RL-8	RM-22	RH-37.5 and RH-50	RH-180	Additional Regulations
<i>"P" = Permitted; "M" = Minor Use Permit; "C" = Conditional Use Permit; "—" = Use Not Allowed</i>						
Residential Uses						
Dwelling, Single-Unit						
<i>Detached</i>	P	P	P	P	P	See Chapter 20.300, Airport Land Use Plan Consistency
<i>Semi-Attached</i>	P	P	P	P	P	
<i>Attached</i>	P	P	P	P	P	
SB9 Unit	P	P	—	—	—	See Chapter 20.300, Airport Land Use Plan Consistency
Dwelling, Multiple-Unit						
<i>Duplex</i>	—	—	P	—	—	See Chapter 20.300, Airport Land Use Plan Consistency
<i>Multiple-Unit</i>	—	—	P	P	P	
<i>Senior Citizen Residential</i>	C	C	C	P	P	
Public and Semi-Public Uses						
Community Assembly						
<i>Community Assembly, Small</i>	—	M	M	M	P	See Chapter 20.300, Airport Land Use Plan Consistency and Chapter 20.350, Community Assembly, Small and Large
<i>Community Assembly, Large</i>	—	C	C	C	C	
Day Care Center	—	P	P	P	P	See Chapter 20.300, Airport Land Use Plan Consistency and Chapter 20.350, Day Care Centers
Elderly and Long-Term Care	—	C	C	C	C	See Chapter 20.300, Airport Land Use Plan Consistency
Schools, Public or Private	—	C	C	C	C	See Chapter 20.300, Airport Land Use Plan Consistency
Transportation and Utilities Uses						
Utilities, Major	C	C	C	C	C	See Chapter 20.300, Airport Land Use Plan Consistency

Table 20.100.002: Use Regulations – Non-Residential Zoning Districts

Use Classification	CC	BPO	BTP-M & GMP	BTP-H & OPSP	MIM	MIH	Additional Regulations
<i>"P" = Permitted; "M" = Minor Use Permit; "C" = Conditional Use Permit; "—" = Use Not Allowed</i>							
Public and Semi-Public Uses							
Community Assembly							
<i>Community Assembly, Large</i>	C	—	C	C	—	—	See Chapter 20.300, Airport Land Use Plan Consistency and Chapter 20.350, Community Assembly, Small and Large
Day Care Center	P	—	P	P	M	M	See Chapter 20.300, Airport Land Use Plan Consistency and Chapter 20.350, Day Care Centers
Hospitals and Clinics							
<i>Hospitals</i>	C		M ²	M ²	—	—	See Chapter 20.300, Airport Land Use Plan Consistency
Schools, Public or Private	C		M	M	—	—	See Chapter 20.300, Airport Land Use Plan Consistency
Commercial Uses							
Commercial Entertainment and Recreation							
<i>Indoor Entertainment</i>	C	C	C	C	C ⁵	C ⁵	See Chapter 20.300, Airport Land Use Plan Consistency
<i>Indoor Sports and Recreation</i>	C	C	C	C	C ⁵	C ⁵	
<i>Outdoor Entertainment</i>	C	C	C	C	C	C	
<i>Outdoor Sports and Recreation</i>	C	C	P	C	C	C	
Lodging							
<i>Bed and Breakfast</i>	M	—	—	—	—	—	See Chapter 20.300, Airport Land Use Plan Consistency and Chapter 20.350, Bed and Breakfast Lodging
<i>Hotels and Motels</i>	M	C	P	P	—	—	See Chapter 20.300, Airport Land Use Plan Consistency and Chapter 20.350, Hotels and Motels
Industrial/R&D Uses							
Research and Development, General	—	P	P	P	C ⁹	C ⁹	See Chapter 20.300, Airport Land Use Plan Consistency
Warehousing, Storage and Distribution							
<i>Chemical, Mineral and Explosives Storage</i>	—	—	—	—	C	C	See Chapter 20.300, Airport Land Use Plan Consistency

Table 20.100.002: Use Regulations – Non-Residential Zoning Districts							
Use Classification	CC	BPO	BTP-M & GMP	BTP-H & OPSP	MIM	MIH	Additional Regulations
<i>"P" = Permitted; "M" = Minor Use Permit; "C" = Conditional Use Permit; "—" = Use Not Allowed</i>							
Transportation and Utilities Uses							
Utilities, Major	C	C	C	C	C	C	See Chapter 20.300, Airport Land Use Plan Consistency

Table 20.110.002: Use Regulations – Civic Districts					
Use Classification	PQP	S	PR	OS	Additional Regulations
<i>"P" = Permitted; "M" = Minor Use Permit; "C" = Conditional Use Permit; "—" = Use Not Allowed</i>					
Public and Semi-Public Uses					
Day Care Center	M	M	P	M	See Chapter 20.300, Airport Land Use Plan Consistency
Hospitals and Clinics					
<i>Hospitals</i>	C	—	—	—	See Chapter 20.300, Airport Land Use Plan Consistency
Schools, Public or Private	C	C	—	—	See Chapter 20.300, Airport Land Use Plan Consistency
Commercial Uses					
Commercial Entertainment and Recreation					
<i>Outdoor Entertainment</i>	C	—	P	C	See Chapter 20.300, Airport Land Use Plan Consistency
<i>Outdoor Sports and Recreation</i>	C	—	P	C	
Transportation and Utilities Uses					
Utilities, Major	C	C	P	C	See Chapter 20.300, Airport Land Use Plan Consistency

Housing Element – Safety

Per **Figure 5**, portions of the proposed Housing Opportunity sites in the East of 101 Sub-Area are located within Safety Zone 3 – Inner Turning Zone. According to the ALUCP Safety Compatibility Criteria, residential uses are not considered an incompatible use or a use to avoid in Safety Zone 3.

AIRSPACE PROTECTION REFERENCES

General Plan Update - Airspace Protection

The General Plan Update includes the following relevant policies related to airspace protection.

General Plan Chapter 6: Sub-Areas Element (page 116)

Policy SA-21.3: Allow building heights in the East of 101 area to the maximum limits permitted under Federal Aviation Administration Regulations Part 77 and San Francisco International Airport ALUCP Critical Aeronautical Surfaces requirements.

Zoning Ordinance Update – Airspace Protection

For Zoning Districts that allow airport-regulated heights (this applies to all properties East of 101 and to properties zoned Business and Professional Office (BPO) and Business and Technology Park (BTP) that are located west of 101), each respective Development Standard Table will reference Chapter 20.300.003 Airport Land Use Plan Consistency, discussed above in the General Consistency section.

Table 20.070.003: Development Standards – Residential Zoning Districts							
Standards	RL-2.2	RL-8	RM-22	RH-37.5	RH-50	RH-180	Key
Building Height							
<i>Max. Primary Building (ft/stories)</i>	30 ft / 2 stories	28 ft / 2 stories (D)	35 ft / 3 stories (F)	50 ft / 4 stories (D)	50 ft / 4 stories (D)	85 ft (D)	

C. Heights.

1. Increased Height. Allowable height may be increased to a maximum of 35 feet with the approval of a Minor Use Permit subject to the following findings:
 - a. The height of the proposed structure does not exceed the average height of structures on adjoining lots;
 - b. The proposed structure will not substantially interfere with solar access or privacy available to residences to the side, rear, or directly across the street;
 - c. The design includes architectural details, articulation, and other features to minimize the visual impact of the additional bulk created by the increased height; and
 - d. The height, bulk, and mass of the proposed structure is comparable to that of the surrounding neighborhood.
2. Maximum Height. See Chapter 20.300.003 (“Airport Land Use Compatibility Plan Consistency”) for airspace protection evaluation requirements based on the San Francisco International Airport Land Use Compatibility Plan.

Table 20.080.003: Development Standards – Downtown Residential Zoning Districts				
Standard	DRL	DRM	DRH	Key
<i>Max. Main Building (ft/stories)</i>	28 ft / 2 stories (C)	35 ft / 3 stories (C) (D)	50 ft / 4 stories (C)	4

C. Heights.

1. Increased Height. Allowable height may be increased to a maximum of 35 feet with the approval of a Minor Use Permit subject to the following findings:

- a. The height of the proposed structure does not exceed the average height of structures on adjoining lots;
 - b. The proposed structure will not substantially interfere with solar access or privacy available to residences to the side, rear, or directly across the street;
 - c. The design includes architectural details, articulation, and other features to minimize the visual impact of the additional bulk created by the increased height; and
 - d. The height, bulk, and mass of the proposed structure is comparable to that of the surrounding neighborhood.
2. Maximum Height. See Chapter 20.300.003 (“Airport Land Use Compatibility Plan Consistency”) for airspace protection evaluation requirements based on the San Francisco International Airport Land Use Compatibility Plan.

Table 20.090.003: Development Standards – Downtown Station Area Zoning Districts						
Standard	DRC	LNC	GAC	DTC	ETC	Key
Max. Main Building (ft)	65 ft (D)	50 ft (D)	65 ft (D)	85 ft (D)	FAA Allowed N/A (D)	4

D. Heights.

1. *Ground Floor Height.* The minimum ground floor height for buildings with nonresidential uses at the ground level is 15 feet, with a minimum 12-foot clearance from floor to ceiling. For residential buildings, a ground floor garage may be exempt from this requirement, subject to evaluation by the decision-making authority in the review process.
2. *Finished Floor Height for Residential Uses.* The maximum finished floor height for ground floor residential uses is five feet above grade.
3. Airspace Protection Evaluation. See Chapter 20.300.003 (“Airport Land Use Compatibility Plan Consistency”) for airspace protection evaluation requirements based on the San Francisco International Airport Land Use Compatibility Plan.
4. Maximum Height in ETC District. See Chapter 20.300.003 (“Airport Land Use Compatibility Plan Consistency”) for height allowances based on the San Francisco International Airport Land Use Compatibility Plan.

Table 20.100.003(A): Development Standards – Non-Residential Zoning Districts							
Standards	CC	BPO	BTP-M	BTP-H & OPSP	MIM	MIH	Key
Building Height							
Max. Main Building (ft/stories)	50 ft (C)	N/A (C)	N/A (C)	N/A (C)	65 ft (C)	65 ft (C)	

C. Heights

1. Airspace Protection Evaluation. See Chapter 20.300.003 (“Airport Land Use Compatibility Plan Consistency”) for airspace protection evaluation requirements based on the San Francisco International Airport Land Use Compatibility Plan.

2. **Maximum Height.** Building heights east of Highway 101 and within the Business Professional Office [and Business & Technology Park](#) zoning districts [see Chapter 20.300.003 \(“Airport Land Use Compatibility Plan Consistency”\)](#) for height allowances based on the San Francisco International Airport Land Use Compatibility Plan. [are allowed the maximum height limits permissible under Federal Aviation Regulations Part 77 and San Francisco International Airport ALUCP Critical Aeronautical Surfaces requirements](#)

20.135.020.D: T3 Neighborhood Zoning District (T3N)

7. Additional Standards.

[For airspace protection evaluation requirements based on the San Francisco International Airport Land Use Compatibility Plan, see Chapter 20.300.003 \(“Airport Land Use Compatibility Plan Consistency”\).](#)

20.135.020.E: T3 Corridor Zoning District (T3C)

7. Additional Standards.

[For airspace protection evaluation requirements based on the San Francisco International Airport Land Use Compatibility Plan, see Chapter 20.300.003 \(“Airport Land Use Compatibility Plan Consistency”\).](#)

20.135.020.F: T4 Corridor Zoning District (T4C)

7. Additional Standards.

[For airspace protection evaluation requirements based on the San Francisco International Airport Land Use Compatibility Plan, see Chapter 20.300.003 \(“Airport Land Use Compatibility Plan Consistency”\).](#)

20.135.020.G: T4 Maker Zoning District (T4M)

7. Additional Standards.

[For airspace protection evaluation requirements based on the San Francisco International Airport Land Use Compatibility Plan, see Chapter 20.300.003 \(“Airport Land Use Compatibility Plan Consistency”\).](#)

20.135.020.H: T5 Corridor Zoning District (T5C)

7. Additional Standards.

[For airspace protection evaluation requirements based on the San Francisco International Airport Land Use Compatibility Plan, see Chapter 20.300.003 \(“Airport Land Use Compatibility Plan Consistency”\).](#)

20.135.020.I: T6 Urban Core Zoning District (T6UC)

4. Building Height. [See Chapter 20.300.003 \(“Airport Land Use Compatibility Plan Consistency”\) for height allowances and airspace protection evaluation requirements based on the San](#)

[Francisco International Airport Land Use Compatibility Plan](#), unless otherwise limited by Building Type; see Section 20.135.030 (“Building Types”).

20.300.007: Height and Height Exceptions

The structures listed in the following table may exceed the maximum allowed building height for the district in which they are located, subject to the limitations stated in Table 20.300.006 and further provided that no portion of a structure in excess of the building height limit may contain habitable areas or advertising. Additional height, above this limit, may be approved with a Conditional Use Permit. [Under no circumstance shall a height exception exceed the maximum height limits permissible under Federal Aviation Regulations Part 77 and San Francisco International Airport ALUCP Critical Aeronautical Surfaces requirements.](#)

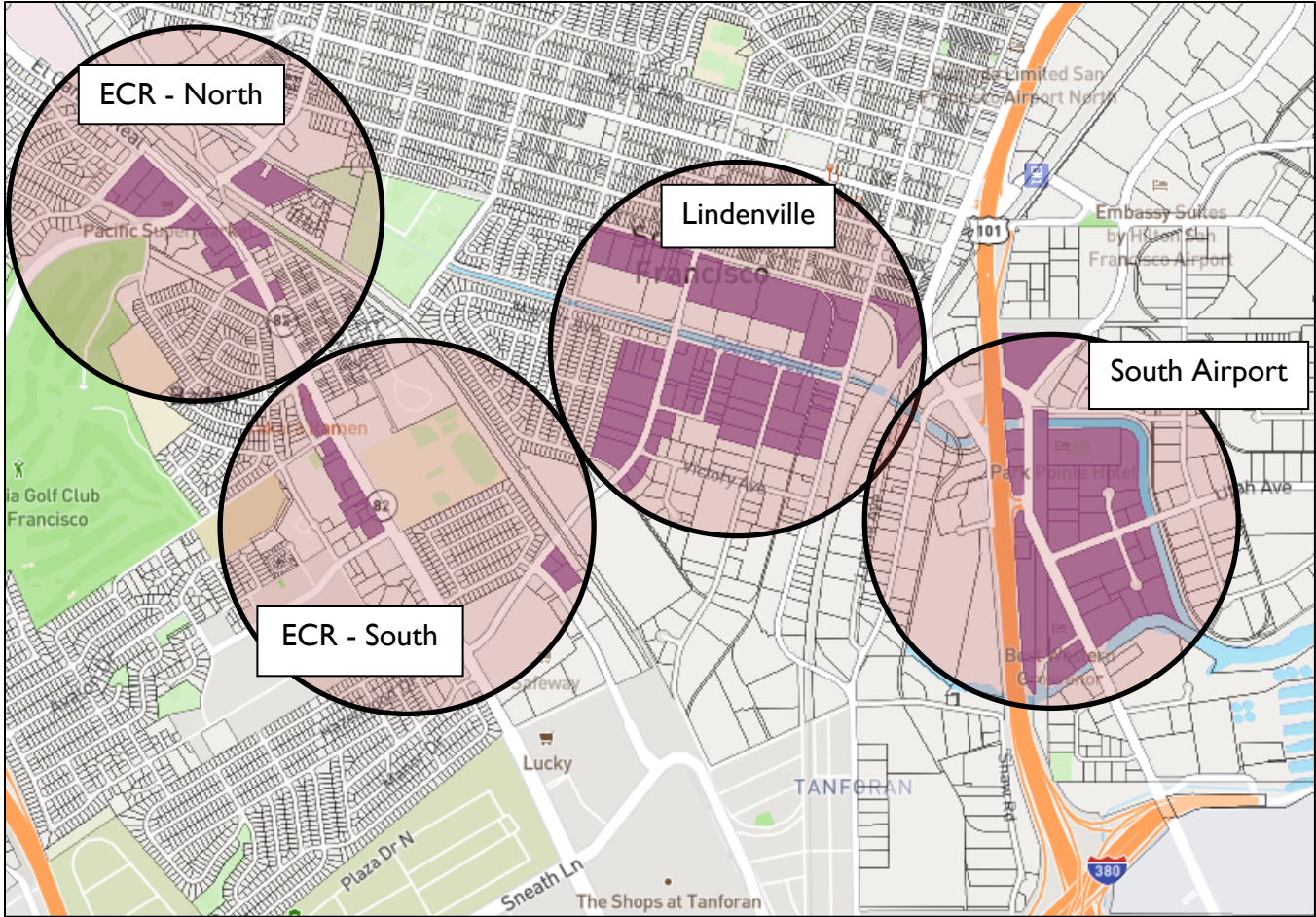


Figure 4
Proposed Housing Opportunity Sites

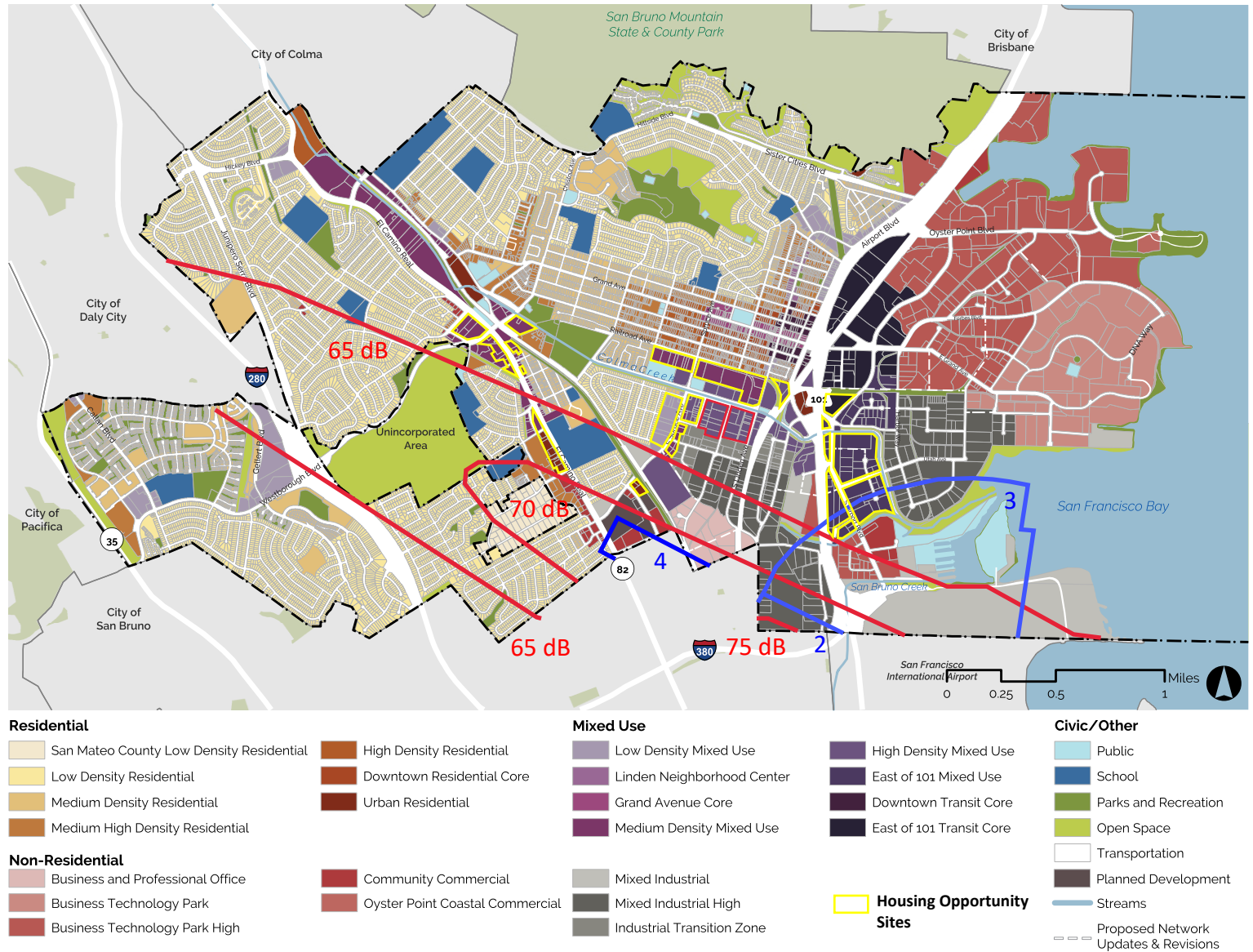


Figure 5
Compatibility Zones, Noise Contours and Housing Opportunity Sites on GPU Proposed Land Use Map

Errata Sheet

To the Final Adoption Draft of the 2040 General Plan Update Document

City of South San Francisco Planning Division Staff recommends the following changes be made to the 2040 General Plan Update Document, as outlined below. The new changes are marked in **double underline** for additions, **~~strikethroughs~~** for deletions. Other sections and texts not being modified by this errata sheet are not included below.

CHAPTER 6 – SUB-AREAS ELEMENT

Revisions to Policy language on page 111

Policy SA-12.6: Encourage residential development within 65 db noise contour. Encourage residential development in the South Spruce area that are within the 65 db CNEL contour, provided the interior of a structure meets the standard indoor 45 db CNEL noise requirement, and where applicable per the ALUCP, an avigation easement is granted to the City and County of San Francisco.

Revisions to Policy language on page 111

Policy SA-21.3: Allow building heights in the East of 101 area to the maximum limits permitted under Federal Aviation Administration Regulations ~~Part 77~~ and San Francisco International Airport ALUCP Critical Aeronautical Surfaces requirements

CHAPTER 13 – COMMUNITY RESILIENCE

Revisions to Implementation Actions on p. 307

Action CR-1.3.3: Require multi-hazard real estate disclosure. Enact an ordinance to require real estate disclosures of all hazards identified in the Hazard Mitigation Plan, including hazards associated with anticipatory sea level rise and flooding, geologic hazards, groundwater inundation, airport noise and related issues, or wildfire for commercial and residential properties, including ownership and rental.

Action CR-1.3.4: Review consistency with San Francisco International Airport Land Use Compatibility Plan. ~~Update review the San Francisco International Airport Land Use Compatibility Plan (ALUCP) and as needed, update~~ the City of South San Francisco's General Plan to be in conformance with noise, safety and airspace protection compatibility standards in the most recently adopted version of the ALUCP.

Action CR-1.3.5: Airport Land Use Commission Review. Ensure that all applicable long-range plans and associated amendments and ordinances are reviewed by the City/County Association of Governments Board of Directors, acting as San Mateo County's Airport Land Use Commission, for a determination of consistency with the most recently adopted version of the ALUCP, as required by State law.

CHAPTER 16 – NOISE

Revisions to general text on p. 369

The City of South San Francisco experiences air traffic noise impacts due to its close proximity to SFO. Aircraft noise in South San Francisco results from aircraft departing from Runway 28 and, to a lesser degree, southbound flights departing from Runway 1. According to the SFO Airport Master Plan Draft Environmental Impact Report (EIR), Runways 28 and 1 accommodate approximately 95 percent of departures from the airport. Flights departing from Runway 28 climb directly over noise sensitive land uses at altitudes between several hundred feet and 2,000 feet, resulting in high pass by noise levels in residential areas, including areas outside the contours that define noise impacted areas.

International flights bound for Pacific Rim destinations use Runway 28 exclusively, using large aircraft such as B-747s, which are heavily laden and climb slowly over the noise sensitive uses located below its flight path. A primary determinant of aircraft noise level is the aircraft classification.

The SFO Airport Master Plan established projected increases in aircraft operations as well as predicted noise contours. The SFO Airport noise contours encompass the following sub-areas: Lindenville, Orange Park, Avalon-Brentwood, El Camino, Winston Serra, and Westborough. As aircraft operations increase over time, the areas of the city that lie within the 65 dBA CNEL noise contours of the SFO Airport are expected to expand. As such, the City will need to ensure future residents and employees in these areas are not substantially impacted by noise generated by aircraft operations. The SFO Airport's most recently adopted noise contours are shown on Figure 52 (*see Figure 6 – San Francisco International Airport ALUCP Noise Contours, Exhibit IV-6*).

The Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (ALUCP) specifies how land near airports is to be used, based on safety and noise compatibility considerations, develops height restrictions for new development to protect airspace in the vicinity of the airport, and establishes construction standards for new buildings near airports, including sound insulation requirements. Local plans, policy actions, or development activities that affect areas within that boundary (Airport Influence Area B) must receive ALUC approval or ~~have a finding of overriding considerations~~ there must be action taken to overrule the determination [pursuant to CA PUC Section 21675.1(d)] prior to local permit issuance.

Revisions to Policy language on p. 373

Goal NOI-1: Residents and employees of South San Francisco are exposed to acceptable noise levels.

Policy NOI-1-1: Ensure new development complies with Noise Compatibility guidelines. Ensure that all new development within the city complies with the Land Use/Noise Compatibility guidelines shown in Table 11. New development within the 65 db CNEL contour must conform with the applicable standards of the most recently adopted ALUCP.

Errata Sheet

To the Final Adoption Draft of the 2040 Zoning Ordinance Update Document

City of South San Francisco Planning Division Staff recommends the following changes be made to the Zoning Ordinance Update Document, as outlined below. The new changes are marked in **double underline** for additions, **~~strikethroughs~~** for deletions. Other sections and texts not being modified by this errata sheet are not included below.

CHAPTER 20.070 RESIDENTIAL ZONING DISTRICTS

20.070.002 Use Regulations

Table 20.070.002: Use Regulations – Residential Zoning Districts, lists the uses permitted in the residential zoning districts and the level of review required. In cases where a specific land use or activity is not defined, the Chief Planner shall assign the land use or activity to a classification that is substantially similar in character. Use classifications and subclassifications that are not included in this table or not found to be substantially similar to the uses below are otherwise prohibited. The table also notes all regulations that apply to various uses.

Table 20.070.002: Use Regulations – Residential Zoning Districts						
Use Classification	RL-2.2	RL-8	RM-22	RH-37.5 and RH-50	RH-180	Additional Regulations
<i>“P” = Permitted; “M” = Minor Use Permit; “C” = Conditional Use Permit; “—” = Use Not Allowed</i>						
Residential Uses						
Dwelling, Single-Unit						
<i>Detached</i>	P	P	P	P	P	See Chapter 20.300, Airport Land Use Plan Consistency
<i>Semi-Attached</i>	P	P	P	P	P	
<i>Attached</i>	P	P	P	P	P	
SB9 Unit	P	P	—	—	—	See Chapter 20.300, Airport Land Use Plan Consistency
Dwelling, Multiple-Unit						
<i>Duplex</i>	—	—	P	—	—	See Chapter 20.300, Airport Land Use Plan Consistency
<i>Multiple-Unit</i>	—	—	P	P	P	
<i>Senior Citizen Residential</i>	C	C	C	P	P	
Domestic Violence Shelter	—	—	P ¹	P ¹	P ¹	See Chapter 20.350, Domestic Violence Shelter
Group Residential	—	—	M	M	M	See Chapter 20.350, Group Residential
Live-Work	—	—	—	—	P	See Chapter 20.350, Live-Work Units
Mobile Home Park	—	—	C	C	—	See Chapter 20.350, Mobile Home Parks
Residential Care Facility						

Table 20.070.002: Use Regulations – Residential Zoning Districts

Use Classification	RL-2.2	RL-8	RM-22	RH-37.5 and RH-50	RH-180	Additional Regulations
<i>“P” = Permitted; “M” = Minor Use Permit; “C” = Conditional Use Permit; “—” = Use Not Allowed</i>						
<i>General</i>	—	—	C	C	C	
<i>Limited</i>	P	P	P	P	P	Subject to State licensing requirements
<i>Senior</i>	—	—	C	M	M	
Public and Semi-Public Uses						
College and Trade School, Public or Private	—	—	C ²	C ²	C ²	
Community Assembly						
<i>Community Assembly, Small</i>	—	M	M	M	P	See Chapter 20.300, Airport Land Use Plan Consistency and Chapter 20.350, Community Assembly, Small and Large
<i>Community Assembly, Large</i>	—	C	C	C	C	
Community Garden	P	P	P	P	P	
Cultural Institution	—	C	C	C	C	
Day Care Center	—	P	P	P	P	See Chapter 20.300, Airport Land Use Plan Consistency and Chapter 20.350, Day Care Centers
Elderly and Long-Term Care	—	C	C	C	C	See Chapter 20.300, Airport Land Use Plan Consistency
Government Offices	—	—	—	C	C	
Park and Recreation Facilities, Public	P	P	P	P	P	
Public Safety Facilities	C	C	C	C	C	
Schools, Public or Private	—	C	C	C	C	See Chapter 20.300, Airport Land Use Plan Consistency
Social Service Facilities	—	—	—	M	M	
Commercial Uses						
Crop Production, Limited	M	M	M	M	M	
Lodging						
<i>Bed and Breakfast</i>	M	M	M	M	M	See Chapter 20.300, Airport Land Use Plan Consistency and Chapter 20.350, Bed and Breakfast Lodging
<i>Short-Term Vacation Rental</i>	P	P	P	P	P	See Chapter 20.350, Short Term Vacation Rentals
Offices						

Table 20.070.002: Use Regulations – Residential Zoning Districts

Use Classification	RL-2.2	RL-8	RM-22	RH-37.5 and RH-50	RH-180	Additional Regulations
<i>“P” = Permitted; “M” = Minor Use Permit; “C” = Conditional Use Permit; “—” = Use Not Allowed</i>						
<i>Business and Professional</i>	—	—	—	C ³	C ³	
<i>Medical and Dental</i>	—	—	—	C ³	C ³	
<i>Walk-In Clientele</i>	—	—	—	C ³	C ³	
Personal Services						
<i>General Personal Services</i>	—	—	—	C ³	C ³	
<i>Instructional Services</i>	—	—	—	C ³	C ³	
Transportation and Utilities Uses						
Communication Facilities						
<i>Antenna and Transmission Towers</i>	See Chapter 20.370, Wireless Communication Facilities					
Utilities, Major	C	C	C	C	C	See Chapter 20.300, Airport Land Use Plan Consistency
Utilities, Minor	P	P	P	P	P	
Accessory Uses - See Section 20.350.004 for Additional Regulations						
Accessory Dwelling Unit	See Section 20.350.04, Accessory Dwelling Units					
Family Day Care Home						
<i>Small</i>	P	P	P	P	P	See Chapter 20.350, Family Day Care Homes
<i>Large</i>	P	P	P	P	P	
Home Occupations	P	P	P	P	P	See Chapter 20.350, Home Occupations
Temporary Uses						
Temporary Use	See Chapter 20.350, Temporary Uses					

Notes:

- Limited to facilities serving a maximum of 10 clients and may not be located within 300 feet of any other domestic violence shelter.
- Only on parcels with access from boulevard or connector streets.
- Limited to sites with a maximum gross site area of 6,500 square feet and located on a boulevard or connector street.

20.070.003 Development Standards

Table 20.070.003, Development Standards – Residential Zoning Districts establishes the development standards for the residential zoning districts. The numbers in the figure below are keyed to corresponding regulations in the table. Letters in parentheses after the standards in the table refer to lettered provisions following the table.

Table 20.070.003: Development Standards – Residential Zoning Districts							
Standard	RL-2.2	RL-8	RM-22	RH-37.5	RH-50	RH-180	Key
Minimum Density	—	—	15 du/ac	25 du/ac	40 du/ac	80 du/ac	

Table 20.070.003: Development Standards – Residential Zoning Districts

Standard	RL-2.2	RL-8	RM-22	RH-37.5	RH-50	RH-180	Key
Maximum Density	2.2 du/ac (A)	8 du/ac (A)	22 du/ac (A)	37.5 du/ac (A)	50 (A)	180 du/ac (A)	
Lot Size							
<i>Min. Lot Area</i>	32,600 sf (B)	5,000 sf (B)	5,000 sf (B)	5,000 sf (B)	5,000 sf (B)	20,000 sf (B)	
<i>Min. Lot Area, Corner</i>	32,600 sf (B)	6,000 sf (B)	6,000 sf (B)	6,000 sf (B)	6,000 sf (B)	No min (B)	
<i>Min. Lot Width</i>	120 ft	50 ft	50 ft	50 ft	50 ft	50 ft	①
<i>Min. Lot Width, Corner</i>	120 ft	60 ft	60 ft	60 ft	60 ft	—	②
<i>Min. Lot Depth</i>	—	80 ft	80 ft	80 ft	80 ft	—	③
<i>Floor Area Ratio (FAR)</i>	0.5 or 2,000 sf, whichever is greater	0.5 or 2,000 sf, whichever is greater	1.0 or 2,000 sf, whichever is greater	—	—	—	
Max. Lot Coverage	40%	50%	50%	65%	65%	85%	④
Building Height							
<i>Max. Primary Building (ft/stories)</i>	30 ft/2 stories	28 ft/2 stories (D)	35 ft/3 stories (F)	50 ft/4 stories (D)	50 ft/4 stories (D)	85 ft (D)	
<i>Max. Accessory Building</i>	12 ft if a floor slab is used; 15 ft if floor joist construction is used						
Setbacks (B)							
<i>Min. Front Setback</i>	20 ft (B) (C)	15 ft (B) (C)	15 ft (B)	15 ft (B)	15 ft (B)	10 ft (B)	⑤
<i>Min. Interior Side Setback</i>	10 ft; 4 ft for SB9 units	5 ft or 10% of lot width, whichever is greater, in no case less than 3 ft; 4 ft for SB9 units	5 ft (F)	5 ft for the first two stories, 10 ft thereafter (E) (G)	5 for the first two stories, 10 ft thereafter (E) (G)	10 ft (E) (G)	⑥
<i>Min. Street Side Setback</i>	10 ft; 4 ft for SB9 units (C)	10 ft; 4 ft for SB9 units (C)	10 ft	10 ft	10 ft	10 ft	⑦
<i>Min. Rear Setback</i>	20 ft (H)	20 ft (H)	20 ft (F) (H)	10 ft (for the first 2 stories); 15 ft thereafter (E) (H)	10 ft (for the first 2 stories); 15 ft thereafter (E) (H)	0 ft (B) (E) (H)	⑧
Landscaping and Open Space							
<i>Min. Private Open Space</i>	—	150 sf/unit	80 sf/unit	80 sf/unit	80 sf/unit	—	

Table 20.070.003: Development Standards – Residential Zoning Districts

Standard	RL-2.2	RL-8	RM-22	RH-37.5	RH-50	RH-180	Key
<i>Min. Private Open Space Dimension</i>	8 ft. when located on the ground level; 6 ft. when located above the ground level						
<i>Min. Common Open Space</i>	—	—	100 sf/unit	100 sf/unit	100 sf/unit	150 sf/unit	
<i>Min. Common Open Space Dimension</i>	20 ft.	20 ft.	20 ft.	20 ft.	20 ft.	20 ft.	9
<i>Min. Landscaping</i>	—	—	10%	10%	10%	10%	

- A. **Density Bonuses.** See Chapter 20.390 (“Bonus Residential Density”) for additional density based on the California State Density Bonus program.
- B. **Hillside Lots.** On lots with an average slope of 15 percent or greater, the minimum lot size and front and rear setbacks may be modified by the standards of Section 20.310 (“General Site and Building Design”).
- C. **Required Daylight Planes in the RL Districts.** No portion of a structure may extend above a daylight plane that is measured from a point 20 feet above average existing grade of the front or street side setback line and extending upward at a 45-degree angle.
- D. **Height.**
 - 1. Increased Height. Allowable height may be increased to a maximum of 35 feet with the approval of a Minor Use Permit subject to the following findings:
 - a. The height of the proposed structure does not exceed the average height of structures on adjoining lots;
 - b. The proposed structure will not substantially interfere with solar access or privacy available to residences to the side, rear, or directly across the street;
 - c. The design includes architectural details, articulation, and other features to minimize the visual impact of the additional bulk created by the increased height; and
 - d. The height, bulk, and mass of the proposed structure is comparable to that of the surrounding neighborhood.
 - 2. Maximum Height. See Chapter 20.300.003 (“Airport Land Use Compatibility Plan Consistency”) for airspace protection evaluation requirements based on the San Francisco International Airport Land Use Compatibility Plan.

CHAPTER 20.080 DOWNTOWN RESIDENTIAL DISTRICTS

20.080.003 Development Standards

Table 20.080.003: Development Standards – Downtown Residential Zoning Districts, establishes the development standards for the Downtown residential zoning districts. The numbers in the figure below are keyed to corresponding regulations in the table that follows. Letters in parentheses after the standards in the table refer to lettered provisions following the table.

Table 20.080.003: Development Standards – Downtown Residential Zoning Districts				
Standard	DRL	DRM	DRH	Key
Minimum Density	15 du/ac	25 du/ac	40 du/ac	
Maximum Density	22 du/ac (A)	37.5 du/ac (A)	50 du/ac (A)	
Lot Size				
<i>Min. Lot Area</i>	2,750 sf (B)	2,500 sf (B)	2,250 sf (B)	
<i>Min. Lot Area, Corner</i>	3,250 sf (B)	3,000 sf (B)	2,750 sf (B)	
<i>Min. Lot Width</i>	40 ft	36 ft	36 ft	1
<i>Min. Lot Width, Corner</i>	50 ft	50 ft	50 ft	2
<i>Min. Lot Depth</i>	60 ft	60 ft	60 ft	3
Max. Floor Area Ratio (FAR)	0.70 or 2,000 sf, whichever is greater (B)	1.25	—	
Max. Lot Coverage	80%	90%	90%	4
Building Height				
<i>Max. Main Building (ft/stories)</i>	28 ft/2 stories (C)	35 ft/3 stories (C)(D)	50 ft/4 stories (C)	
<i>Max. Accessory Building</i>	12 ft if a floor slab is used; 15 ft if floor joist construction is used			
Setbacks				
<i>Front Setback, Street-Facing</i>	Min. 15 ft; Min. 40 ft for above-ground parking (B) (F)	Min. 15 ft; Min. 40 ft for above-ground parking (B) (F)	Min. 15 ft; Min. 40 ft for above-ground parking (B) (F)	6
<i>Front Setback, Lane-Facing</i>	Min. 5 ft; Max. 20 ft	Min. 5 ft; Max. 20 ft	Min. 5 ft; Max. 20 ft	7
<i>Min. Interior Side Setback</i>	5 ft; 10 ft for a minimum 50% of side façade for all upper stories (G)	5 ft; 10 ft for a minimum 50% of side façade for all upper stories (E) (G)	5 ft; 10 ft for a minimum 50% of side façade for all upper stories (E) (G)	8
<i>Min. Street Side Setback</i>	10 ft	10 ft	10 ft	9
<i>Min. Rear Setback</i>	20 ft (B) (H)	20 ft (B) (E) (H)	10 ft for the first two stories; 15 ft thereafter (B) (E) (H)	10
<i>Accessory Structures</i>	See Section 20.300.002 (“Accessory Buildings and Structures”)			
Landscaping and Open Space				
<i>Min. Usable Open Space (may be private, common, or both)</i>	100 sf/unit	100 sf/unit	100 sf/unit	
<i>Min. Dimension for Common Open Space</i>	20 ft	20 ft	20 ft	11

Table 20.080.003: Development Standards – Downtown Residential Zoning Districts

Standard	DRL	DRM	DRH	Key
<i>Min. Dimension for Private Open Space</i>	8 ft. when located on the ground level; 6 ft. when located above the ground level			
<i>Min. Landscaping</i>	20%	10%	10%	

- A. **Density Bonuses.** See Chapter 20.390 (“Bonus Residential Density”) for additional density based on the California State Density Bonus program.
- B. **Hillside Lots.** On lots with an average slope of 15 percent or greater, the minimum lot size and front and rear setbacks may be modified by the standards of Section 20.310 (“General Site and Building Design”).
- C. **Heights.**
 - 1. **Increased Height.** Allowable height may be increased to a maximum of 35 feet with the approval of a Minor Use Permit subject to the following findings:
 - a. The height of the proposed structure does not exceed the average height of structures on adjoining lots;
 - b. The proposed structure will not substantially interfere with solar access or privacy available to residences to the side, rear, or directly across the street;
 - c. The design includes architectural details, articulation, and other features to minimize the visual impact of the additional bulk created by the increased height; and
 - d. The height, bulk, and mass of the proposed structure is comparable to that of the surrounding neighborhood.
 - 2. **Maximum Height.** See Chapter 20.300.003 (“Airport Land Use Compatibility Plan Consistency”) for airspace protection evaluation requirements based on the San Francisco International Airport Land Use Compatibility Plan.

CHAPTER 20.090 DOWNTOWN / CALTRAIN STATION AREA ZONING DISTRICTS

20.090.003 Development Standards

Table 20.090.003, Development Standards–Downtown Station Area Zoning Districts, establishes the development standards for the Downtown Station Area zoning districts. The numbers in the figure below are keyed to corresponding regulations in the table that follows. Letters in parentheses after the standards in the table refer to lettered provisions following the table.

Table 20.090.003: Development Standards – Downtown Station Area Zoning Districts						
Standard	DRC	LNC	GAC	DTC	ETC	Key
Minimum Density	80 du/ac	40 du/ac	60 du/ac	100 du/ac	120 du/ac	
Maximum Density	125 du/ac (A)	80 du/ac (A)	100 du/ac (A)	180 du/ac (A)	200 du/ac (A)	
Lot Size						
<i>Min. Lot Area</i>	5,000 sf	5,000 sf	5,000 sf	5,000 sf	10,000 sf	
<i>Min. Lot Width</i>	50 ft	50 ft	50 ft	50 ft	50 ft	1
<i>Min. Lot Depth</i>	80 ft	—	—	—	—	2
Max. Floor Area Ratio (FAR)	0.5 (B)	3.0 (B)	4.0(B)	8.0(B)	1.0; 8.0 with community benefits (C)	
Max. Lot Coverage	90%	90%	100%	100%	85%	3
Building Height						
<i>Max. Main Building (ft)</i>	65 ft (D)	50 ft (D)	65 ft (D)	85 ft (D)	FAA Allowed <u>N/A</u> (D)	4
<i>Min. Ground Floor Height for Nonresidential Uses</i>	15 ft; 12 ft min. clearance (D)	15 ft; 12 ft min. clearance (D)	15 ft; 12 ft min. clearance (D)	15 ft; 12 ft min. clearance (D)	15 ft; 12 ft min. clearance (D)	5
<i>Max. Finished Floor Height (Residential)</i>	5 ft (D)	5 ft (D)	—	5 ft (D)	5 ft (D)	6
Setbacks						
<i>Street Frontages</i>	At the property line or 10 ft from curb, whichever is greater (E) (G)	At property line or 9 ft from curb, whichever is greater; within the Pedestrian Priority Zone, at property line or 15 ft from curb, whichever is greater (E) (F) (G)	No setbacks allowed (E) (G)	At property line or 10 ft from curb (whichever is greater) (D) (E) (G)	At property line or 10 ft from curb (whichever is greater) (D) (E) (G)	7
<i>Min. Interior Side Setback</i>	0 ft; 10 ft when abutting residential district (E)	0 ft (E)	0 ft (E)	0 ft; 10 ft when abutting residential district (E)	0 ft (E)	8

Table 20.090.003: Development Standards – Downtown Station Area Zoning Districts

Standard	DRC	LNC	GAC	DTC	ETC	Key
<i>Min. Rear Setback</i>	20 ft (E)	0 ft; 10 ft when abutting an R district (E)	0 ft (E)	0 ft; 10 ft when abutting residential district (E)	0 ft (E)	9
Landscaping and Open Space						
<i>Min. Usable Open Space (may be private, common, or both)</i>	100 sf/unit	100 sf/unit	100 sf/unit	100 sf/unit	100 sf/unit	
<i>Min. Dimension for Common Open Space</i>	20 ft	20 ft	20 ft	20 ft	20 ft	10
<i>Min. Dimension for Private Open Space</i>	10 ft	10 ft	10 ft	10 ft	10 ft	
<i>Min. Landscaping</i>	—	10%	—	—	—	

- A. Density Bonuses.** See Chapter 20.390 (“Bonus Residential Density”) for additional density based on the California State Density Bonus program.
- B. Non-Residential FAR.** Minimum residential density must be achieved before non-residential uses are permitted.
- C. Additional FAR.** See Chapter 20.395 (“Community Benefits Program”) for additional FAR based on the Community Benefits Program.
- D. Heights.**
 1. **Ground Floor Height.** The minimum ground floor height for buildings with nonresidential uses at the ground level is 15 feet, with a minimum 12-foot clearance from floor to ceiling. For residential buildings, a ground floor garage may be exempt from this requirement, subject to evaluation by the decision-making authority in the review process.
 2. **Finished Floor Height for Residential Uses.** The maximum finished floor height for ground floor residential uses is five feet above grade.
 3. **Airspace Protection Evaluation.** See Chapter 20.300.003 (“Airport Land Use Compatibility Plan Consistency”) for airspace protection evaluation requirements based on the San Francisco International Airport Land Use Compatibility Plan.
 4. **Maximum Height in ETC District.** See Chapter 20.300.003 (“Airport Land Use Compatibility Plan Consistency”) for height allowances based on the San Francisco International Airport Land Use Compatibility Plan.

CHAPTER 20.100 NON-RESIDENTIAL DISTRICTS

20.100.002 Use Regulations

Table 20.100.002, Use Regulations – Non-Residential Zoning Districts lists the uses permitted in the non-residential zoning districts and the level of review required. In cases where a specific land use or activity is not defined, the Chief Planner shall assign the land use or activity to a classification that is substantially similar in character. Use classifications and subclassifications that are not included in this table or not found to be substantially similar to the uses below are otherwise prohibited. The table also notes all regulations that apply to various uses.

Table 20.100.002: Use Regulations – Non-Residential Zoning Districts							
Use Classification	CC	BPO	BTP-M & GMP	BTP-H & OPSP	MIM	MIH	Additional Regulations
<i>“P” = Permitted; “M” = Minor Use Permit; “C” = Conditional Use Permit; “—” = Use Not Allowed</i>							
Residential Uses							
Caretaker Unit	—	—	—	—	C ¹	C ¹	
Public and Semi-Public Uses							
College and Trade School, Public or Private	M	P	P	P	M	M	
Community Assembly							
<i>Community Assembly, Small</i>	P	P	C	C	—	—	See Chapter 20.300, Airport Land Use Plan Consistency and Chapter 20.350, Community Assembly, Small and Large
<i>Community Assembly, Large</i>	C	—	C	C	—	—	
Community Garden	P	P	—	—	—	—	
Cultural Institution	C	P	P	P	C	C	
Day Care Center	P	—	P	P	M	M	See Chapter 20.300, Airport Land Use Plan Consistency and Chapter 20.350, Day Care Centers
Government Offices	M	P	P	P	P	P	
Hospitals and Clinics							
<i>Hospitals</i>	C		M ²	M ²	—	—	See Chapter 20.300, Airport Land Use Plan Consistency
<i>Clinics</i>	C		M ²	M ²	—	—	
Park and Recreation Facilities, Public	P	P	P	P	M	M	
Public Safety Facilities	P	P	P	P	P	P	
Schools, Public or Private	C		M	M	—	—	See Chapter 20.300, Airport Land Use Plan Consistency
Social Service Facilities	P		—	—	P	P	See Chapter 20.350, Social Service Facilities
Commercial Uses							

Table 20.100.002: Use Regulations – Non-Residential Zoning Districts

Use Classification	CC	BPO	BTP-M & GMP	BTP-H & OPSP	MIM	MIH	Additional Regulations
<i>“P” = Permitted; “M” = Minor Use Permit; “C” = Conditional Use Permit; “—” = Use Not Allowed</i>							
Adult Oriented Business	—	—	—		C ³	C ³	See Chapter 20.350, Adult Oriented Business
Animal Care, Sales, and Services							
<i>Kennel</i>	—	M	—	—	M	M	
<i>Pet Day Care</i>	—	M	—	—	P	P	
<i>Pet Store</i>	P	—	—	—	—	—	See Chapter 20.350, Animal Care, Sales, and Services
<i>Veterinary Services</i>	P	M	M	M	P	P	See Chapter 20.350, Animal Care, Sales, and Services
Artist’s Studios	P	—	P	P	P	P	
Automobile/Vehicle Sales and Services							
<i>Automobile/Vehicle Rental</i>	C	—	C	C	M	M	See Chapter 20.350, Automobile Rental Facilities in Hotels
<i>Automobile/Vehicle Sales and Leasing</i>	M	—	C	C	C	C	See Chapter 20.350, Automobile/Vehicle Sales and Leasing
<i>Automobile/Vehicle Service and Repair, Major</i>	C	—	—	—	P ⁴	P ⁴	See Chapter 20.350, Automobile/Vehicle Service and Repair, Major and Minor
<i>Automobile/ Vehicle Service and Repair, Minor</i>	M	—	—	—	P ⁴	p ⁴	
<i>Automobile/ Vehicle Washing</i>	M	—	—	—	P ⁴	P ⁴	See Chapter 20.350, Automobile/Vehicle Washing and Service Stations
<i>Rental Car Storage</i>	—	—	—	—	C ³	C ³	
<i>Service Station</i>	C	—	C	C	C	C	See Chapter 20.350, Automobile/Vehicle Washing and Service Stations
<i>Towing and Impound</i>	—	—	—	—	C	C	
Banks and Financial Institutions							
<i>Banks and Credit Unions</i>	P	—	P	P	P	P	
<i>Alternative Loan Business</i>	C	—	—	—	—	—	See Chapter 20.350, Alternative Loan Business and Other Financial Services
<i>Pawnbroker</i>	C	—	—	—	C	C	
Building Materials Sales and Services	C	—	—	—	P	P	
Business Services	P	P	P	P	P	P	
Commercial Cannabis Business							

Table 20.100.002: Use Regulations – Non-Residential Zoning Districts

Use Classification	CC	BPO	BTP-M & GMP	BTP-H & OPSP	MIM	MIH	Additional Regulations
<i>“P” = Permitted; “M” = Minor Use Permit; “C” = Conditional Use Permit; “—” = Use Not Allowed</i>							
<i>Cannabis Delivery-Only Operations</i>	—	—	C	—	C	C	See Chapter 20.410, Regulations on Cannabis Activities
<i>Cannabis Distribution</i>	—	—	—	—	C	C	See Chapter 20.410, Regulations on Cannabis Activities
<i>Cannabis Indoor Cultivation</i>	—	—	C	C	C	C	See Chapter 20.410, Regulations on Cannabis Activities
<i>Cannabis Manufacturing</i>	—	—	—	—	C	C	See Chapter 20.410, Regulations on Cannabis Activities
<i>Cannabis Testing</i>	—	—	C	C	C	C	See Chapter 20.410, Regulations on Cannabis Activities
Commercial Entertainment and Recreation							
<i>Indoor Entertainment</i>	C	C	C	C	C ⁵	C ⁵	See Chapter 20.300, Airport Land Use Plan Consistency
<i>Indoor Sports and Recreation</i>	C	C	C	C	C ⁵	C ⁵	
<i>Outdoor Entertainment</i>	C	C	C	C	C	C	
<i>Outdoor Sports and Recreation</i>	C	C	P	C	C	C	
Crop Production, Limited	—	—	—	—	C	C	
Eating and Drinking Establishments							
<i>Bar/Night Club/ Lounge</i>	C	—	—	—	—	—	
<i>Coffee Shop/Cafe</i>	P	P	P	P	P	P	See Chapter 20.350, Outdoor Seating
<i>Hookah bar/Smoking Lounge</i>	—	—	—	—	C	C	
<i>Restaurant, Full Service</i>	P	P	P	P	P	P	See Chapter 20.350, Outdoor Seating
<i>Restaurant, Limited Service</i>	P	P	P	P	P	P	See Chapter 20.350, Outdoor Seating
Food and Beverages Retail Sales							
<i>Convenience Market</i>	P		P	P	P	P	
<i>Grocery Store</i>	P		—	C ¹	C ¹	C ¹	See Chapter 20.350, Convenience Markets
<i>Supermarket</i>	P		—	—	—	—	
Funeral Parlor and Mortuary	C	—	—	—	—	—	
Lodging							
<i>Bed and Breakfast</i>	M	—	—	—	—	—	See Chapter 20.300, Airport Land Use Plan Consistency and Chapter 20.350, Bed and Breakfast Lodging

Table 20.100.002: Use Regulations – Non-Residential Zoning Districts

Use Classification	CC	BPO	BTP-M & GMP	BTP-H & OPSP	MIM	MIH	Additional Regulations
“P” = Permitted; “M” = Minor Use Permit; “C” = Conditional Use Permit; “—” = Use Not Allowed							
<i>Hotel and Motel</i>	M	C	P	P	—	—	See Chapter 20.300, Airport Land Use Plan Consistency and Chapter 20.350, Hotels and Motels
Maintenance and Repair Services	P		P	P	P	P	
Maker’s Space	P ⁶	P ⁶	—	—	P	P	
Massage Business	M		—	—	M	M	See Chapter 20.350, Massage Business
Nursery and Garden Centers	M		C	C	P	P	
Offices							
<i>Business and Professional</i>	P	P	P	P	P	P	
<i>Medical and Dental</i>	P	P	P	P	P	P	
<i>Walk-In Clientele</i>	P	P	P	P	—	—	
Parking Services							
<i>Commercial Parking</i>	—	—	—	—	C	C	
<i>Public Parking</i>	P	P	P	P	P	P	
Personal Services							
<i>General Personal Services</i>	P	P	P	P	P	P	
<i>Instructional Services</i>	P	P	P	P	—	—	
<i>Tattoo or Body Modification Parlor</i>	P		P	P	P	P	See Chapter 20.350, Tattoo or Body Modification Parlor
Retail Sales							
<i>General Sales</i>	P	P	P	P	P	P	
<i>Large Format Retail</i>	C	—	—	—	C	C	See Chapter 20.350, Large Format Retail
<i>Off-Price Merchandise</i>	C	—	—	—	—	—	
<i>Outdoor Market</i>	C	—	—	—	C	C	
<i>Second Hand Store</i>	C	—	—	—	—	—	
Shopping Center							
<i>Community Shopping Center</i>	M	—	—	—	—	—	
<i>Neighborhood Shopping Center</i>	P	—	—	—	—	—	
<i>Regional Shopping Center</i>	M	—	—	—	—	—	
Industrial/R&D Uses							
Clean Technology	—	P	P	P	P	P	
Contractor Shop	M	—	—	—	P	P	
Construction and Material Yard	—	—	—	—	P	P	

Table 20.100.002: Use Regulations – Non-Residential Zoning Districts

Use Classification	CC	BPO	BTP-M & GMP	BTP-H & OPSP	MIM	MIH	Additional Regulations
<i>“P” = Permitted; “M” = Minor Use Permit; “C” = Conditional Use Permit; “—” = Use Not Allowed</i>							
Food Preparation	—		P ⁷	P ⁷	P ⁷	P ⁷	
Handicraft/Custom Manufacturing	—	P	P	P	P	P	
Industry, General	—	—	—	—	P	P	
Industry, Limited	—		P ⁸	P ⁸	P	P	
Recycling Facilities							
<i>Collection Facility</i>	M		M	M	M	M	See Chapter 20.350, Recycling Facilities
<i>Intermediate Processing</i>	—	—	—	—	M	M	
Research and Development, General	—	P	P	P	C ⁹	C ⁹	See Chapter 20.300, Airport Land Use Plan Consistency
Used Farm and Construction Equipment Sales	—	—	—	—	P	P	
Warehousing, Storage, and Distribution							
<i>Chemical, Mineral, and Explosives Storage</i>	—	—	—	—	C	C	See Chapter 20.300, Airport Land Use Plan Consistency
<i>Freight/Truck Terminals and Warehouses</i>	—	—	—	—	C	C	See Chapter 20.350, Freight/Truck Terminals and Warehouses and Parcel Hubs
<i>Indoor Warehousing and Storage</i>	—		P	P	P	P	
<i>Outdoor Storage</i>	—	—	—	—	P	P	See Chapter 20.350, Outdoor Storage
<i>Parcel Hub</i>	—	—	—	—	C	C	See Chapter 20.350, Freight/Truck Terminals and Warehouses and Parcel Hubs
<i>Personal Storage</i>	—	—	—	—	C	C	See Chapter 20.350, Personal Storage
<i>Wholesaling and Distribution</i>	—	—	—	—	P	P	
Transportation and Utilities Uses							
Airports and Heliports	—	—	—	—	C	C	
Communication Facilities							
<i>Antenna and Transmission Towers</i>	See Chapter 20.370, Wireless Communication Facilities						
<i>Facilities within Buildings</i>	—	—	—	—	—	—	
Fleet-Based Services	—		P	P	C	C	
Transportation Passenger Terminals	—		C	C	C	C	
Utilities, Major	C	C	C	C	C	C	See Chapter 20.300, Airport Land Use Plan Consistency

Table 20.100.003(A): Development Standards – Non-Residential Zoning Districts

Standards	CC	BPO	BTP-M	BTP-H & OPSP	MIM	MIH	Key
Max. Floor Area Ratio (FAR)	0.5	1.0; 2.5 w/ community benefits (B)	0.5; 1.0 for Clean Technology, Office and Research & Development w/ community benefits (B)	0.5; 2.0 for Clean Technology, Office and Research & Development w/ community benefits (B)	0.4; 1.0 for all permitted uses except Office and Research & Development w/ community benefits (B)	0.4; 2.0 for all permitted uses except Office and Research & Development w/ community benefits (B)	
Max. Lot Coverage	50%	70%	60%	60%	—	—	2
Building Height							
Max. Main Building (ft/stories)	50 ft (C)	N/A (C)	N/A (C)	N/A (C)	65 ft (C)	65 ft (C)	
Max. Accessory Building	20 ft	—	20 ft	20 ft	20 ft	20 ft	
Setbacks							
Min. Front Setback	10 ft (D)	10 ft (D)	20 ft (D)	20 ft(D)	20 ft (D)	20 ft (D)	3
Min. Interior Side Setback	0 ft, 10 ft when abutting an R district (D)	10 ft	0 ft; 10 ft along R district boundary	0 ft; 10 ft along R district boundary	0 ft; 10 ft when abutting a non-industrial district boundary	0 ft; 10 ft when abutting a non-industrial district boundary	4
Min. Street Side Setback	10 ft	10 ft	10 ft	10 ft	10 ft	10 ft	5
Min. Rear Setback	0 ft, 10 ft when abutting an R district (D)	10 ft	0 ft; 10 ft along R district boundary (D)	0 ft; 10 ft along R district boundary (D)	0 ft; 10 ft when abutting a non-industrial district boundary (D)	0 ft; 10 ft when abutting a non-industrial district boundary (D)	6
Min. from Shoreline	40 ft from high water mark (E)		40 ft from high water mark (E)	40 ft from high water mark (E)	40 ft from high water mark (E)	40 ft from high water mark (E)	
Landscaping and Open Space							
Min. Landscaping	10%	15%	15%	15%; 25% within BWCS area	—	—	

- A. **Hillside Lots.** On lots with an average slope of 15 percent or greater, the minimum lot size and front and rear setbacks may be modified by the standards of Section 20.310 (“General Site and Building Design”).
- B. **Additional FAR.** See Chapter 20.395 (“Community Benefits Program”) for additional FAR based on the Community Benefits Program.
- C. **Heights.**

1. **Airspace Protection Evaluation.** See Chapter 20.300.003 (“Airport Land Use Compatibility Plan Consistency”) for airspace protection evaluation requirements based on the San Francisco International Airport Land Use Compatibility Plan.
2. **Maximum Height.** Building heights east of Highway 101 and within the Business Professional Office and Business & Technology Park zoning districts see Chapter 20.300.003 (“Airport Land Use Compatibility Plan Consistency”) for height allowances based on the San Francisco International Airport Land Use Compatibility Plan. are allowed ~~the maximum height limits permissible under Federal Aviation Regulations Part 77 and San Francisco International Airport ALUCP Critical Aeronautical Surfaces requirements~~

CHAPTER 20.110 CIVIC DISTRICTS

20.110.002 Use Regulations

Table 20.110.002, Use Regulations – Civic Districts lists the uses permitted in the civic zoning districts and the level of review required. In cases where a specific land use or activity is not defined, the Chief Planner shall assign the land use or activity to a classification that is substantially similar in character. Use classifications and subclassifications that are not included in this table or not found to be substantially similar to the uses below are otherwise prohibited. The table also notes all regulations that apply to various uses.

Table 20.110.002: Use Regulations – Civic Districts					
Use Classification	PQP	S	PR	OS	Additional Regulations
<i>“P” = Permitted; “M” = Minor Use Permit; “C” = Conditional Use Permit; “—” = Use Not Allowed</i>					
Residential Uses					
Residential Care Facility					
<i>General</i>	C	—	—	—	
<i>Limited</i>	C	—	—	—	Subject to State licensing requirements
Public and Semi-Public Uses					
College and Trade School, Public or Private	C	C	—	—	
Community Assembly					
<i>Community Assembly, Small</i>	M	M	M	C	See Chapter 20.350, Community Assembly, Small and Large
<i>Community Assembly, Large</i>	C	C	M	—	
Community Garden	P	P	P	P	
Cultural Institution	C	M	P	C	
Day Care Center	M	M	P	M	See Chapter 20.300, Airport Land Use Plan Consistency and Chapter 20.350, Day Care Centers
Government Offices	P	M	—	—	
Hospitals and Clinics					
<i>Hospitals</i>	C	—	—	—	See Chapter 20.300, Airport Land Use Plan Consistency
Park and Recreation Facilities, Public	P	C	—	—	
Public Safety Facilities	P	C	P	—	
Schools, Public or Private	C	C	—	—	See Chapter 20.300, Airport Land Use Plan Consistency
Social Service Facilities	M	C	—	—	See Chapter 20.350, Social Service Facilities
Commercial Uses					

Table 20.110.002: Use Regulations – Civic Districts

Use Classification	PQP	S	PR	OS	Additional Regulations
<i>“P” = Permitted; “M” = Minor Use Permit; “C” = Conditional Use Permit; “—” = Use Not Allowed</i>					
Commercial Entertainment and Recreation					
<i>Indoor Entertainment</i>	—	—	P	—	
<i>Indoor Sports and Recreation</i>	—	—	P	—	
<i>Outdoor Entertainment</i>	C	—	P	C	See Chapter 20.300, Airport Land Use Plan Consistency
<i>Outdoor Sports and Recreation</i>	C	—	P	C	
Crop Production, Limited	—	—	M	C	
Parking Services					
<i>Public Parking</i>	P	—	—	—	
Transportation and Utilities Uses					
Fleet-Based Services	C	—	—	—	
Transportation Passenger Terminals	C	—	C	—	
Utilities, Major	C	C	P	C	See Chapter 20.300, Airport Land Use Plan Consistency
Utilities, Minor	MUP	MUP	P	MUP	
Accessory Uses - See Section 20.350.004 for Additional Regulations					
Temporary Uses					
Temporary Use	See Chapter 20.340, Temporary Uses				

20.135.020.D: T3 Neighborhood Zoning District (T3N)

1. Description

The T3N zoning district is a low-intensity neighborhood mixed-use district. Residential in character, it supports neighborhood-serving commercial uses in a walkable context. The district is generally located in areas central to residential neighborhood areas, including busy neighborhood intersections and local roadways. Buildings reflect the scale of surrounding low-density neighborhoods and frontages are consistent with those of the surrounding neighborhood.

2. Density and Floor Area Ratio

Residential Density (du/ac)	40 min, 60 max.
FAR	1.5 min.; 2.25 max.

3. Building Placement

Build-to Area

Front	10 ft max.; 25 ft min.	A
Building Placement in Front Build-to Area	Primary building must extend across a min. 60% of the width of the build-to area.	B
Street side	10 ft min.; 25 ft max.	C
Building Placement in Street Side Build-to Area	Primary building must extend across a min. 40% of the width of the build-to area.	D

Primary Building Setbacks

Interior side	5 ft min.	E
Rear	10 ft min.; 15 ft min. abutting an R district	F

Lot Coverage	60% max.
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4. Building Height

35 ft max. unless otherwise limited by Building Type; see Section 20.135.030 ("Building Types").

5. Parking Setback

Front	20 ft min.	G
Street Side	5 ft min.	H
Interior Side	5 ft min.	I
Rear	5 ft min.	J
Curb Cut Access	12 ft max. width; max. 1 per street frontage	K

6. Allowed Building Types

Duplex	See Sec. 20.135.030.D
Triplex/Fourplex	See Sec. 20.135.030.E
Flex Low-Rise	See Sec. 20.135.030.I

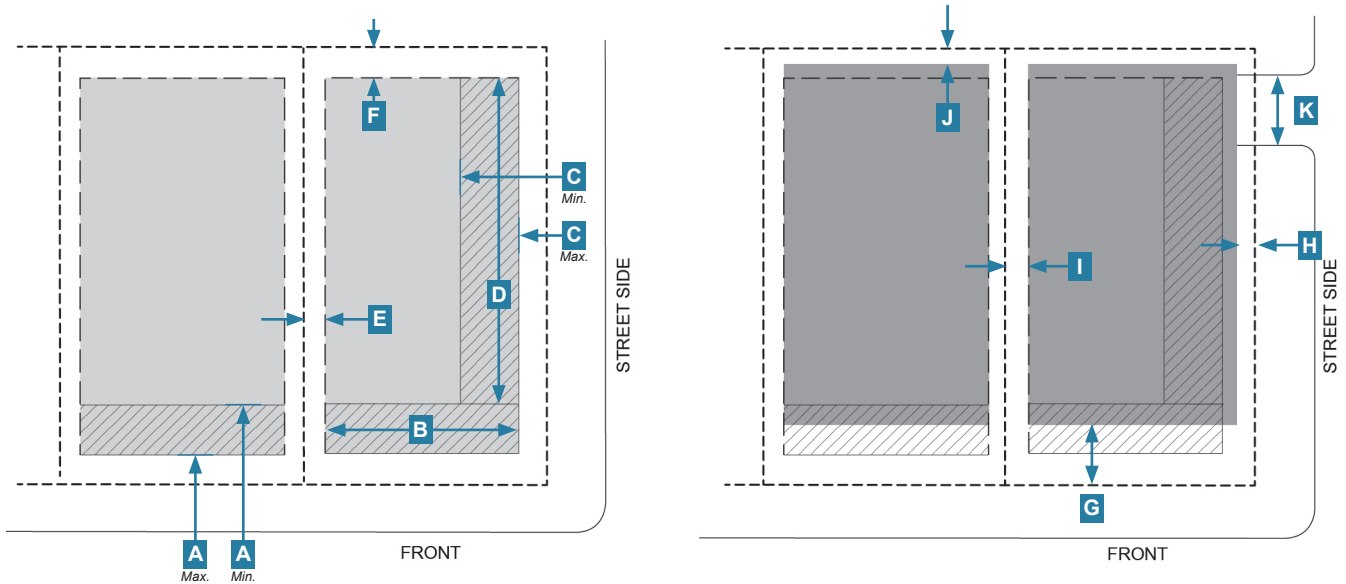
7. Additional Standards

For general site development standards including fences and walls, landscaping, and building projections, see Chapter 20.300 ("Lot and Development Standards").

[For airspace protection evaluation requirements based on the San Francisco International Airport Land Use Compatibility Plan, see Chapter 20.300.003 \("Airport Land Use Compatibility Plan Consistency"\).](#)

For general site and building design standards, see Chapter 20.310 ("Site and Building Design Standards").

For general parking and loading requirements, see Chapter 20.330 ("On-Site Parking and Loading").



KEY

- Lot Line/Development Site
- - - - Building Setback Line
- ▨ Build-to Area
- ▩ Buildable Area
- Surface Parking Area

20.135.020.E: T3 Corridor Zoning District (T3C)

1. Description

The T3C zoning district is a low- and medium-intensity mixed-use district that supports community-serving uses adjacent to established residential neighborhoods. Located on corridors and nodes near existing residential areas, the district supports active, walkable streets and a range of neighborhood and community services. Buildings face the street and provide a transition in scale to surrounding lower-density areas. Diverse frontages engage private development with the public realm.

2. Density and Floor Area Ratio

Residential Density (du/ac.)	40 min, 60 max.
FAR	1.5 min.; 2.25 max.

3. Building Placement

Build-to Area

Front	10 ft min along Spruce Avenue, 0 ft min. along all other frontages; 15 ft max.	A
Building Placement in Front Build-to Area	Primary building must extend across a min. 60% of the width of the build-to area.	B
Street side	0 ft min.; 15 ft max.	C
Building Placement in Street Side Build-to Area	Primary building must extend across a min. 40% of the width of the build-to area.	D

Primary Building Setbacks

Interior side	0 ft min.	E
Rear	0 ft min.	F

Lot Coverage	65% max.
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4. Building Height

50 ft max. unless otherwise limited by Building Type; see Section 20.135.030 ("Building Types").

5. Parking Setback

Front	40 ft min. or 50% of lot depth, whichever is less	G
Street Side	5 ft min.	H
Interior Side	0 ft min.	I
Rear	0 ft min.	J
Curb Cut Access	20 ft max. width; max. 1 per street frontage	K

6. Allowed Building Types

Triplex/Fourplex	See Sec. 20.135.030.E
Rowhouse	See Sec. 20.135.030.F
Flex Low-Rise	See Sec. 20.135.030.I

7. Additional Standards

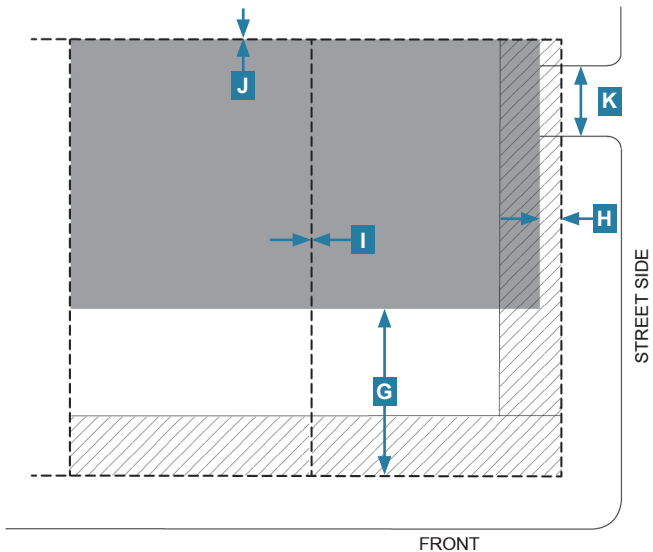
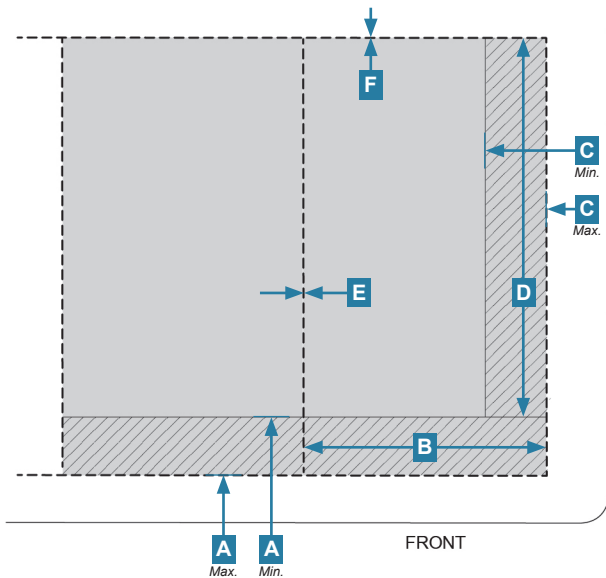
Publicly-accessible civic spaces may be required based on development size. For requirements, see Section 20.135.060 ("Public Open Space Types").

For general site development standards including fences and walls, landscaping, and building projections, see Chapter 20.300 ("Lot and Development Standards").

[For airspace protection evaluation requirements based on the San Francisco International Airport Land Use Compatibility Plan, see Chapter 20.300.003 \("Airport Land Use Compatibility Plan Consistency"\).](#)

For general site and building design standards, see Chapter 20.310 ("Site and Building Design Standards").

For general parking and loading requirements, see Chapter 20.330 ("On-Site Parking and Loading").



KEY

----- Lot Line/Development Site - - - - Building Setback Line ▨ Build-to Area ▩ Buildable Area ▭ Surface Parking Area

20.135.020.F: T4 Corridor Zoning District (T4C)

1. Intent

The T4C zoning district establishes a mixed-use urban corridor along key rights-of-way west of highway 101 and outside of the Downtown. The district supports medium- to high-intensity mixed-use development along active, busy streets, with buildings that transition in scale to surrounding residential neighborhoods. Diverse frontages provide a relationship between private development and the public realm and a consistent frontage along the key rights-of-way.

2. Density and Floor Area Ratio

Residential Density (du/ac.)	80 min., 120 max.
FAR	0.5 min.; 3.5 max. 0.5 max. for non-residential uses

3. Building Placement

Build-to Area

Front	0 ft min., 10 ft max.	A
Building Placement in Front Build-to Area	Primary building must extend across a min. 70% of the width of the build-to area.	B
Street side	0 ft min., 10 ft max.	C
Building Placement in Street Side Build-to Area	Primary building must extend across a min. 30% of the width of the build-to area.	D

Primary Building Setbacks

Interior side	0 ft min.	E
Rear	0 ft min.	F

Lot Coverage	70% max.
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4. Building Height

65 ft max. unless otherwise limited by Building Type; see Section 20.135.030 ("Building Types").

5. Parking Setback

Front	40 ft min.	G
Street Side	5 ft min.	H
Interior Side	0 ft min.	I
Rear	0 ft min.	J
Curb Cut Access	20 ft max. width; max. 1 per street frontage	K

6. Allowed Building Types

Triplex/Fourplex	See Sec. 20.135.030.E
Rowhouse	See Sec. 20.135.030.F
Multiplex	See Sec. 20.135.030.H
Flex Low-Rise	See Sec. 20.135.030.I
Flex Mid-Rise	See Sec. 20.135.030.J

7. Additional Standards

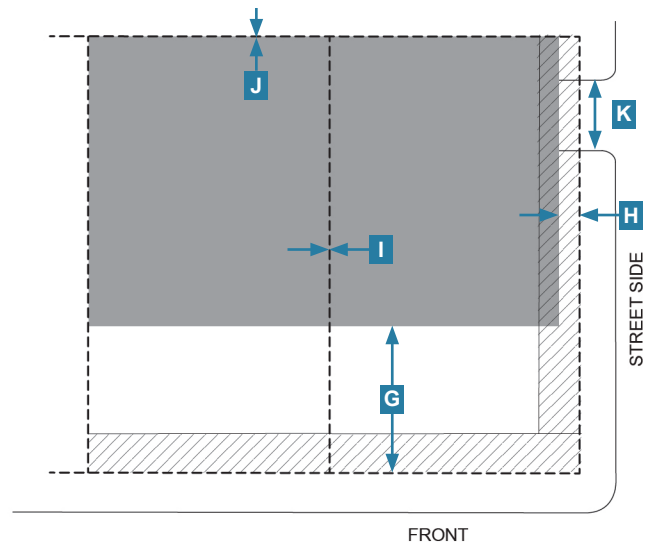
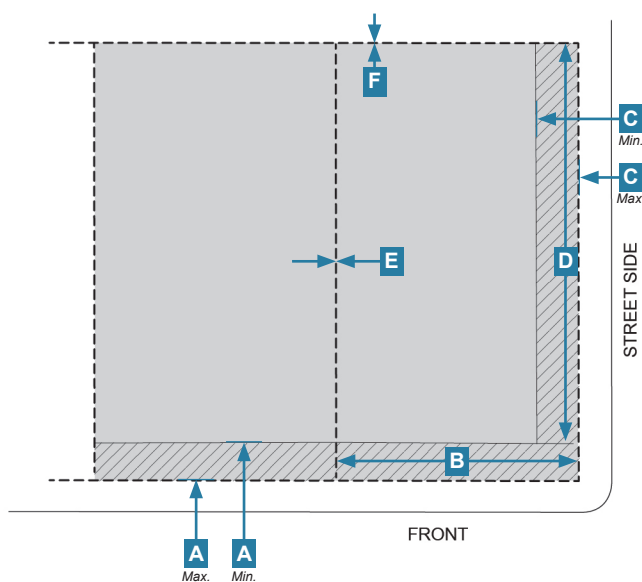
Publicly-accessible civic spaces may be required based on development size. For requirements, see Section 20.135.050 ("Public Open Space Types").

For general site development standards including fences and walls, landscaping, and building projections, see Chapter 20.300 ("Lot and Development Standards").

[For airspace protection evaluation requirements based on the San Francisco International Airport Land Use Compatibility Plan, see Chapter 20.300.003 \("Airport Land Use Compatibility Plan Consistency"\).](#)

For general site and building design standards, see Chapter 20.310 ("Site and Building Design Standards").

For general parking and loading requirements, see Chapter 20.330 ("On-Site Parking and Loading").



KEY

----- Lot Line/Development Site — — Building Setback Line ▨ Build-to Area ▩ Buildable Area ▤ Surface Parking Area

20.135.020.G: T4 Maker Zoning District (T4M)

1. Intent

The T4M zoning district bridges the City's high-density residential areas near Downtown with its older industrial areas. The district supports medium- to high-intensity mixed-use development that reflects the area's historic mixed-industrial character. New development provides space for a mix of residential, maker spaces, and light industrial uses with flexible parking and access and a consistent relationship between private development and the public realm.

2. Density and Floor Area Ratio

Residential Density (du/ac.) 80 min., 120 max.

FAR 0.4 min.; 3.0 max.

3. Building Placement

Build-to Area

Front	0 ft min.; 40 ft max.	A
Building Placement in Front Build-to Area	Primary building must extend across a min. 70% of the width of the build-to area.	B
Street side	0 ft min.; 10 ft max.	C
Building Placement in Street Side Build-to Area	Primary building must extend across a min. 30% of the width of the build-to area.	D

Primary Building Setbacks

Interior side	0 ft min.	E
Rear	0 ft min.	F

Lot Coverage 75% max.

4. Building Height

65 ft max. unless otherwise limited by Building Type; see Section 20.135.030 ("Building Types").

5. Parking Setback

Front	5 ft min	G
Street Side	5 ft min.	H
Interior Side	0 ft min.	I
Rear	0 ft min.	J
Curb Cut Access	20 ft max. width; max. 1 per street frontage	K

6. Allowed Building Types

Live/work	See Sec. 20.135.030.G
Flex Low-Rise	See Sec. 20.135.030.I
Flex Mid-Rise	See Sec. 20.135.030.J

7. Additional Standards

Publicly-accessible civic spaces may be required based on development size. For requirements, see Section 20.135.050 ("Public Open Space Types").

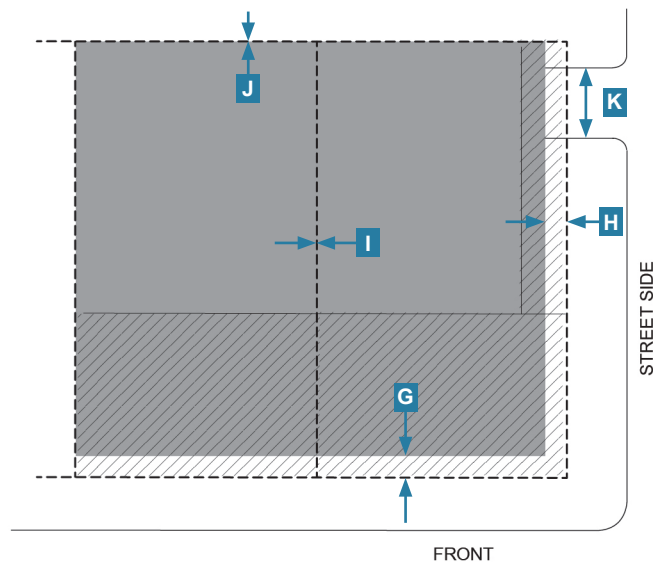
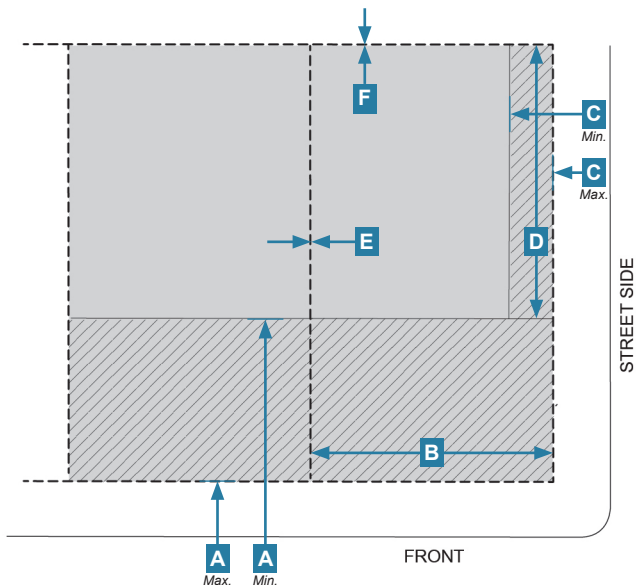
For general site development standards including fences and walls, landscaping, and building projections, see Chapter 20.300 ("Lot and Development Standards").

[For airspace protection evaluation requirements based on the San Francisco International Airport Land Use Compatibility Plan, see Chapter 20.300.003 \("Airport Land Use Compatibility Plan Consistency"\).](#)

For general site and building design standards, see Chapter 20.310 ("Site and Building Design Standards").

For general parking and loading requirements, see Chapter 20.330 ("On-Site Parking and Loading").

Any new commercial or multi-unit buildings or structural alterations or additions to commercial or multi-unit buildings involving more than 25% of the gross floor area shall provide public improvements between the building and the curb in accordance with the standards of the Public Works Department.



KEY

----- Lot Line/Development Site - - - - Building Setback Line ▨ Build-to Area ▩ Buildable Area ■ Surface Parking Area

20.135.020.H T5 Corridor Zoning District (T5C)

1. Intent

The T5C zoning district supports a comfortable and walkable high-intensity urban core. Located west of Highway 101 as well as at major nodes along El Camino Real, the district supports walkable sites and high-intensity forms. As large sites transition into walkable blocks, the district supports vertical mixed-use development with buildings facing the City's corridors as well as internal street networks and publicly-accessible open spaces. Diverse frontages provide space for active ground-floor uses and shape the relationship between private development and the expanded public realm.

2. Density and Floor Area Ratio

Residential Density (du/ac.)	140 max.
FAR	0.5 min.; 5.0 max. Non-residential: 2.0 max. if residential on-site, 0.5 if no residential on-site

3. Building Placement

Build-to Area

Front	0 ft min.; 10 ft max.	A
Building Placement in Front Build-to Area	Primary building must extend across a min. 75% of the width of the build-to area.	B
Street side	0 ft min.; 10 ft max.	C
Building Placement in Street Side Build-to Area	Primary building must extend across a min. 50% of the width of the build-to area.	D

Primary Building Setbacks

Interior side	0 ft min.	E
Rear	0 ft min.; 10 ft min. adjacent to any non-transect zoning district	F

Lot Coverage 80% max.

4. Building Height

85 ft max. unless otherwise limited by Building Type; see Section 20.135.030 ("Building Types").

5. Parking Setback

Front	40 ft min.	G
Street Side	5 ft min.	H
Interior Side	0 ft min.	I
Rear	0 ft min.	J
Curb Cut Access	20 ft max. width; max. 1 per street frontage	K

6. Allowed Building Types

Live/work	See Sec. 20.135.030.G
Multiplex	See Sec. 20.135.030.H
Flex Low-Rise	See Sec. 20.135.030.I
Flex Mid-Rise	See Sec. 20.135.030.J
Flex High-Rise	See Sec. 20.135.030.K

7. Additional Standards

Publicly-accessible civic spaces may be required based on development size. For requirements, see Section 20.135.050 ("Public Open Space Types").

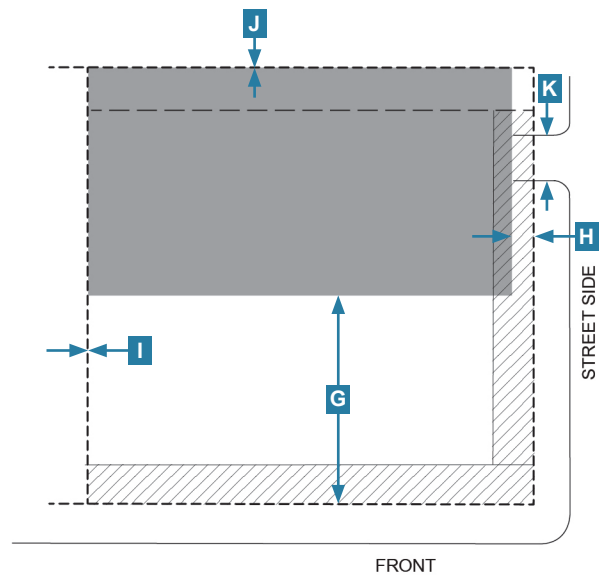
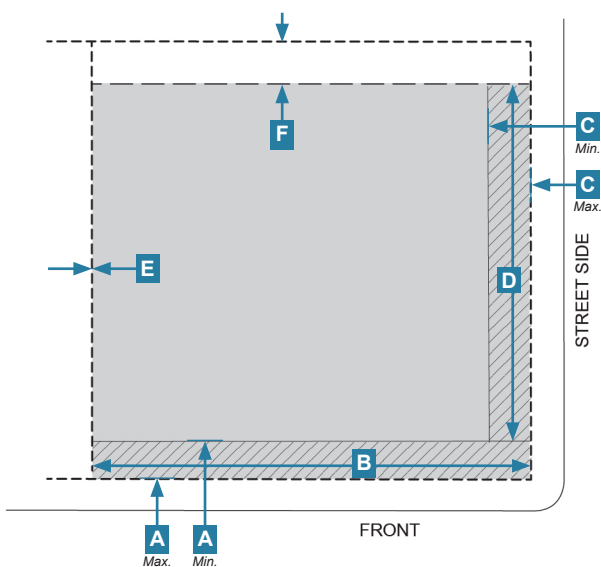
For general site development standards including fences and walls, landscaping, and building projections, see Chapter 20.300 ("Lot and Development Standards").

[For airspace protection evaluation requirements based on the San Francisco International Airport Land Use Compatibility Plan, see Chapter 20.300.003 \("Airport Land Use Compatibility Plan Consistency"\).](#)

For general site and building design standards, see Chapter 20.310 ("Site and Building Design Standards").

For general parking and loading requirements, see Chapter 20.330 ("On-Site Parking and Loading").

Any new commercial or multi-unit buildings or structural alterations or additions to commercial or multi-unit buildings involving more than 25% of the gross floor area shall provide public improvements between the building and the curb in accordance with the standards of the Public Works Department.



KEY

----- Lot Line/Development Site - - - - Building Setback Line ▨ Build-to Area ▩ Buildable Area ▤ Surface Parking Area

20.135.020.I: T6 Urban Core Zoning District (T6UC)

1. Intent

The T6UC zoning district is the City's highest-intensity district. The district supports a transit-oriented vertical mix of uses along transit corridors, publicly-accessible open spaces, and new rights-of-way. Small block sizes, elevated open spaces, connections to the Downtown, amenities for pedestrians and cyclists, and active ground-floor uses and frontages establish a high-intensity core for the City.

2. Density and Floor Area Ratio

Residential Density (du/ac.) 200 max.

FAR 2.0 min.; 8.0 max.

3. Building Placement

Build-to Area

Front	0 ft min.; 10 ft max.	A
Building Placement in Front Build-to Area	Primary building must extend across a min. 85% of the width of the build-to area.	B
Street side	0 ft min.; 10 ft max.	C
Building Placement in Street Side Build-to Area	Primary building must extend across a min. 60% of the width of the build-to area.	D

Primary Building Setbacks

Interior side	0 ft min.	E
Rear	0 ft min.; 10 ft min. adjacent to any non-transect zoning district	F

Lot Coverage 90% max.

4. Building Height

See Chapter 20.300.002 ("Airport Land Use Compatibility Plan Consistency") for height allowances and airspace protection evaluation requirements based on the San Francisco International Airport Land Use Compatibility Plan, unless otherwise limited by Building Type; see Section 20.135.030 ("Building Types").

5. Parking Setback

Front	40 ft min.	G
Street Side	40 ft min.	H
Interior Side	0 ft min.	I
Rear	0 ft min.	J
Curb Cut Width	20 ft max. width; max. 1 per street frontage	K

6. Allowed Building Types

Multiplex	See Sec. 20.135.030.H
Flex Mid-Rise	See Sec. 20.135.030.J
Flex High-Rise	See Sec. 20.135.030.K

7. Additional Standards

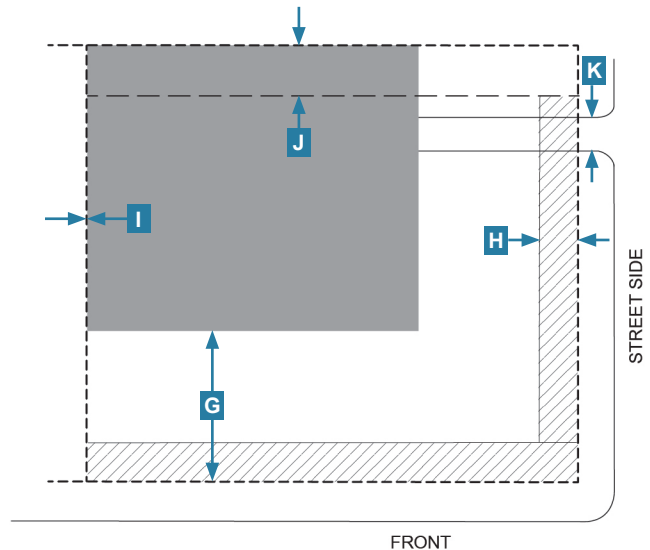
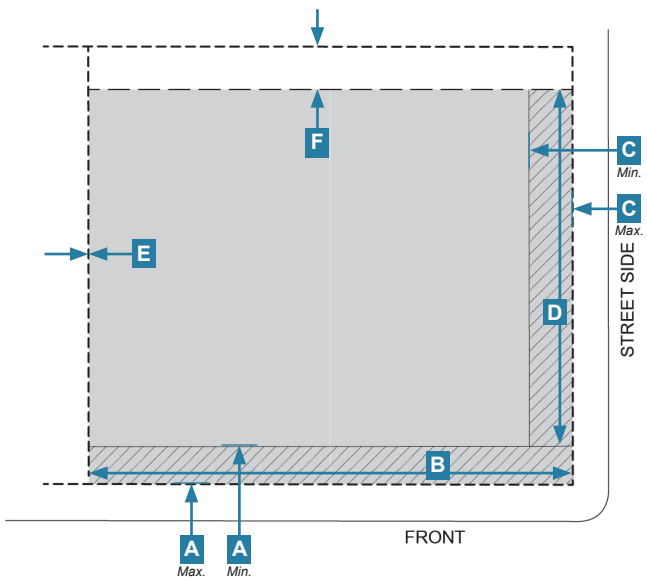
Publicly-accessible civic spaces may be required based on development size. For requirements, see Section 20.135.050 ("Public Open Space Types").

For general site development standards including fences and walls, landscaping, and building projections, see Chapter 20.300 ("Lot and Development Standards").

For general site and building design standards, see Chapter 20.310 ("Site and Building Design Standards").

For general parking and loading requirements, see Chapter 20.330 ("On-Site Parking and Loading").

Any new commercial or multi-unit buildings or structural alterations or additions to commercial or multi-unit buildings involving more than 25% of the gross floor area shall provide public improvements between the building and the curb in accordance with the standards of the Public Works Department.



KEY

----- Lot Line/Development Site - - - Building Setback Line ▨ Build-to Area ▩ Buildable Area ■ Surface Parking Area

CHAPTER 20.300 LOT AND DEVELOPMENT STANDARDS

20.300.003 Airport Land Use Compatibility Plan Consistency

This section establishes standards and requirements related to consistency with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (ALUCP). The following requirements and criteria shall be incorporated into all applicable projects.

- A. **Airport Real Estate Disclosure Notices.** All new development is required to comply with the real estate disclosure requirements of state law (California Business and Professions Code Section 11010(b)(13). The following statement must be included in the notice of intention to offer the property for sale or lease:

“Notice of Airport in Vicinity. This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.”

- B. **Airport Noise Evaluation and Mitigation.** Project applicants shall be required to evaluate potential airport noise impacts if the project is located within the 65 CNEL contour line of San Francisco International Airport (as mapped in the ALUCP). All projects so located shall be required to mitigate impacts to comply with the interior (CNEL 45 dB or lower, unless otherwise stated) and exterior noise standards established by the ALUCP or South San Francisco General Plan, whichever is more restrictive.

- C. **Avigation Easement.** Any action that would either permit or result in the development or construction of a land use considered to be conditionally compatible with aircraft noise of CNEL 65 dB or greater (as mapped in the ALUCP) shall include the grant of an avigation easement to the City and County of San Francisco prior to issuance of a building permit(s) for any proposed buildings or structures, consistent with ALUCP Policy NP-3 Grant of Avigation Easement.

- D. **Safety Compatibility Evaluation.** All uses must comply with Safety Compatibility Policies of the ALUCP. Projects located within any of the Safety Compatibility Zones established in ALUCP Policy SP-1 and depicted in Exhibit IV-8 of the ALUCP shall be reviewed to determine if the proposed land use is compatible with the Safety Compatibility Land Use Criteria as noted in ALUCP Policy SP-2 and listed in Table IV-2 of the ALUCP.

- E. **Airspace Protection Evaluation.** All projects shall comply with Airspace Protection Policies of the ALUCP.

1. **Notice of Proposed Construction or Alteration.** Project applicants shall be required to file Form 7460-1, Notice of Proposed Construction or Alteration, with the Federal Aviation Administration (FAA) for any proposed new structure and/or alterations to existing structures (including ancillary antennae, mechanical equipment, and other appurtenances) that would exceed the FAA notification heights as depicted in ALUCP Exhibit IV-11. Any project that would exceed the FAA notification heights shall submit a copy of the findings of the FAA’s aeronautical study, or evidence demonstrating exemption from having to file FAA Form 7460-1, as part of the development permit application.
2. **Maximum Compatible Building Height.** Building heights east of Highway 101 and within the Business Professional Office and Business Technology Park - High zoning districts are allowed the maximum height limits permissible under FAA regulations and the SFO ALUCP Critical Aeronautical Surfaces requirements. For avoidance of doubt, the

lower of the two heights identified by the ALUCP and the FAA shall be the controlling maximum height.

3. **Other Flight Hazards.** Within Airport Influence Area (AIA) B, certain land use characteristics are recognized as hazards to air navigation and, per ALUCP Policy AP-4, need to be evaluated to ensure compatibility with FAA rules and regulations. These characteristics include the following:
 - a. Sources of glare, such as highly reflective buildings, building features, or blight lights including search lights, or laser displays, which would interfere with the vision of pilots in command of an aircraft in flight.
 - b. Distracting lights that could be mistaken for airport identification lightings, runway edge lighting, runway end identification lighting, or runway approach lighting.
 - c. Sources of dust, smoke, water vapor, or steam that may impair the visibility of a pilot in command of and aircraft in flight.
 - d. Sources of electrical/electronic interference with aircraft communications/navigation equipment.
 - e. Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations, including but not limited to FAA Order 5200.5A, Waste Disposal Site On or Near Airports and FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports and any successor or replacement orders or advisory circulars.

20.300.0067 Heights and Height Exceptions

The structures listed in the following table may exceed the maximum allowed building height for the district in which they are located, subject to the limitations stated in Table 20.300.006 and further provided that no portion of a structure in excess of the building height limit may contain habitable areas or advertising. Additional height, above this limit, may be approved with a Conditional Use Permit. Under no circumstance shall a height exception exceed the maximum height limits of the SFO ALUCP Critical Aeronautical Surfaces, nor shall a height exception be allowed which is determined by the FAA to be a Hazard to Air Navigation. For avoidance of doubt, the lower of the two heights identified by the ALUCP and the FAA shall be the controlling maximum height.

Table 20.300.0067: Allowed Projections Above Height Limits		
Structures Allowed Above the Height Limit	Maximum Coverage, Locational Restrictions	Maximum Vertical Projection Above the Height Limit (ft.)
Skylights	No limitations	One
Chimneys	10% of roof area	10
Rooftop open space features including sunshade and windscreen devices, open trellises, and landscaping (for multiple-unit residential and nonresidential buildings only)		
Flagpoles		

Table 20.300.0092: Allowed Projections Above Height Limits

Structures Allowed Above the Height Limit	Maximum Coverage, Locational Restrictions	Maximum Vertical Projection Above the Height Limit (ft.)
Elevator and stair towers (for multiple-units residential and nonresidential buildings only)	10% of roof area	16
Decorative features including spires, bell towers, domes, cupolas, obelisks, and monuments	10% of roof area	No restriction
Fire escapes, catwalks, and open railings required by law	No restriction	No restriction
Solar panels, and other energy production facilities located on a rooftop		
Distribution and transmission towers, lines, and poles	25% of the area of the lot, or 10% of the roof area of all on-site structures, whichever is less. Must be located at least 25 feet from any lot line.	No restriction
Water tanks		
Windmills		
Radio towers		
Industrial structures where the manufacturing process requires a greater height		
Building-mounted telecommunications facilities, antennas, and microwave equipment.	Subject to the provisions of Chapter 20.370, (“Antennas and Wireless Communication Facilities”).	

20.300.00910 Performance Standards

- A. **Purpose.** The specific purposes of this section are to:
 1. Establish permissible limits and permit objective measurement of nuisances, hazards, and objectionable conditions;
 2. Ensure that all uses will provide necessary control measures to protect the community from nuisances, hazards, and objectionable conditions;
 3. Protect any industry from arbitrary exclusion; and
 4. Protect and sustain the natural environment by promoting conservation of energy and natural resources, improving waste stream management, and reducing emission of greenhouse gases.
- B. **Applicability.** The minimum requirements in this section apply to all land uses in all zoning districts, unless otherwise specified.
- C. **General Standard.** Land or buildings shall not be used or occupied in a manner creating any dangerous, injurious, or noxious fire, explosive or other hazard which would adversely affect the surrounding area.
- D. **Location of Measurement for Determining Compliance.** Measurements necessary for determining compliance with the standards of this chapter shall be taken at the lot line of

the establishment or use that is the source of a potentially objectionable condition, hazard, or nuisance.

1. **Hours of Operation.** Hours of operation are limited to between 6:00 a.m. and midnight seven days a week for all districts except employment. See Chapter 20.490 (Use Permits) and Section 20.490.002 (“Applicability”) for additional restrictions.
2. **Noise.**
 - a. *Noise Limits.* No use or activity shall create ambient noise levels that exceed the standards established in Chapter 8.32 (“Noise Regulation”) of the South San Francisco Municipal Code.
 - b. *Noise Exposure—Land Use Requirements and Limitations.* Table 20.300.010 below describes the requirements and limitations of various land uses within the listed Community Noise Equivalent Level (CNEL) ranges as measured in decibels (dB).

Table 20.300.010 Noise Exposure – Land Use Requirements and Limitations

Land Use	CNEL Range (dB)	Requirements and Limitations
Residential and other noise sensitive uses (e.g., schools, hospitals, and churches)	Less than 65	Satisfactory
	65 to 70	Acoustic study and noise attenuation measures required
	Over 70	Not allowed, with the exception of projects deemed appropriate by the City Council, and to the extent necessary, approved through the Local Agency Override process, consistent with Public Utilities Code Ordinance Section 21670 et seq.
Commercial	Less than 70	Satisfactory
	70 to 80	Acoustic study and noise attenuation measures required
	Over 80	Airport-related development only; noise attenuation measures required
Industrial	Less than 75	Satisfactory
	75 to 85	Acoustic study and noise attenuation measures required
	Over 85	Airport-related development only; noise attenuation measures required
Open Spaces	Less than 75	Satisfactory
	Over 75	Avoid uses involving concentrations of people or animals

- c. *Noise Attenuation Measures.* Noise attenuation measures identified in an acoustic study shall be incorporated into the project to reduce noise impacts to satisfactory levels.
- d. *Maximum Acceptable Interior Noise Levels.* New noise-sensitive uses (e.g. schools, hospitals, churches, and residences) shall incorporate noise attenuation measures to achieve and maintain an interior noise level of CNEL 45 dB.
- e. *Residential Interior Noise Level Reduction.* New dwellings exposed to CNEL above 65 dB shall incorporate the following noise reduction design measures unless alternative designs that achieve and maintain an interior noise level of CNEL 45 dB are incorporated and verified by a Board Certified Acoustical Engineer.
 - i. All façades must be constructed with substantial weight and insulation;
 - ii. Sound-rated windows providing noise reduction performance similar to that of the façade must be included for habitable rooms;
 - iii. Sound-rated doors or storm doors providing noise reduction performance similar to that of the façade must be included for all exterior entries;
 - iv. Acoustic baffling of vents is required for chimneys, fans, and gable ends;
 - v. Installation of a mechanical ventilation system affording comfort under closed-window conditions; and
 - vi. Double-stud construction, double doors, and heavy roofs with ceilings of two layers of gypsum board on resilient channels.
- f. *Airport Noise Evaluation. See Chapter 20.300.003 (“Airport Land Use Compatibility Plan Consistency”) for airport noise evaluation and mitigation requirements based on the San Francisco International Airport Land Use Compatibility Plan.*