



## Infill Opportunity Zones

### San Francisco Eligible Areas Analysis

November 2009

State Senate Bill 1636 (Figueroa) allows local jurisdictions to designate Infill Opportunity Zones (IOZs). Within a designated IOZ, the Congestion Management Agency (CMA) must use an alternative to automobile level of service (LOS) standards for CMP purposes.

SB 1636 requires that any IOZ designation(s) be made no later than December 31, 2009. We are advised by the City Attorney's office that this action would be taken by the Board of Supervisors.

#### ELIGIBLE GEOGRAPHIC AREA

Per SB 1636, a location must meet all of the following criteria to be IOZ-eligible:

1. The area must be zoned for compact residential or mixed use development;
2. The area must be located within a specified distance of certain types of transit service;
3. The area must be located in a county with a population of 400,000 or more; and
4. IOZs can only be designated in areas where infill development is consistent with the local jurisdiction's general plan and any applicable specific plan.

San Francisco meets the county-level population requirement. The General Plan (Housing Element) recognizes the role of infill development in addressing the city's housing needs, thus satisfying the fourth requirement.

Based on the first two requirements, however, the entire city is not eligible to be designated as an IOZ.

**Transit Requirement:** SB 1636 requires that IOZs be well served by transit; specifically, IOZ areas must be within:

- 300 feet of a bus rapid transit (BRT) corridor;
- 1/3 mile of a rail transit station;<sup>1</sup>
- 1/3 mile of a ferry terminal served by bus or rail transit; or
- 1/3 mile of an intersection of at least two major bus routes.

The legislation does not define "major bus routes." The recommended IOZ area uses the legislation's definition of qualifying "transit service" to determine "major" bus routes: service must operate with headways less than 15 minutes for at least 5 hours on weekdays. The recommended San Francisco IOZ area includes zones within 1/3 mile radius of these intersections, combined with radial areas applied to BART stations, Caltrain stations, Muni rail stops, and ferry terminals. Finally, the recommended San

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<sup>1</sup> SB 1636 also allows a "future" rail transit station to satisfy this requirement, but such a station must have advanced into the construction phase with programmed operational funding for frequent service.

Francisco IOZ includes a 300-foot buffer along each side of BRT corridors (considered as the Transit Effectiveness Project (TEP) *Rapid Network* bus corridors).<sup>2</sup>

**Zoning Requirement:** SB 1636 requires that IOZs be zoned to allow new “compact” residential or mixed use (including residential) development. San Francisco’s existing high land use densities permit an interpretation that qualifies any area zoned to allow residential use either As-of-Right or as Conditional Use as IOZ-eligible in terms of the zoning requirement.

Most zoning classifications in San Francisco allow residential development as-of-right. Dwelling units are permitted in all residential and residential-commercial districts, and in any districts described by a combined classification (such as RM-2/NC-1, mixed residential and neighborhood commercial). With few exceptions, housing is also permitted throughout South of Market’s mixed-use districts and all of those in Chinatown. Downtown and commercial zoned districts also allow for residential development. In the neighborhood commercial districts, housing is allowed but particularly encouraged above ground floor for new construction projects

Residential development in industrial districts and the South of Market’s Service and Secondary Office (SSO) district requires a Conditional Use Permit. Residential and mixed uses are also conditionally permitted in areas classified as M-1 and M-2, describing light and heavy industrial land uses, respectively.

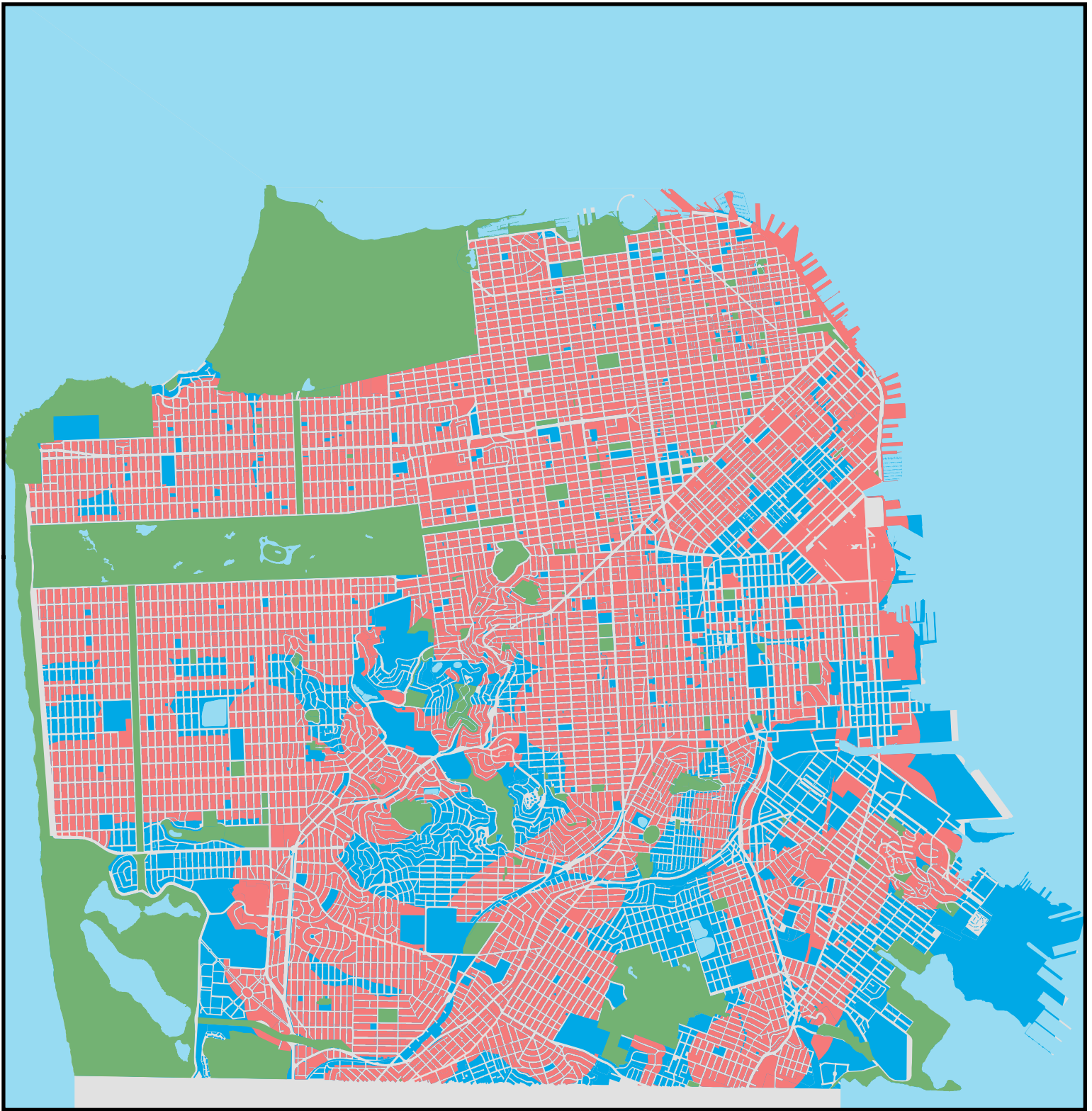
Using Geographic Information Systems (GIS) data reflecting currently-adopted zoning controls and transit network attributes, we determined which portions of San Francisco meet both the zoning and transit requirements. The resulting map, attached, identifies the recommended (i.e., all eligible) IOZ areas in San Francisco. (Treasure Island is omitted because it does not meet the transit requirement.)



SB 1636 also requires that a development project be completed within a designated IOZ within four years of such designation; otherwise, the IOZ terminates.

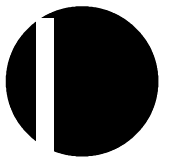
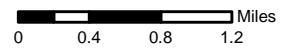
## Attachment – Recommended San Francisco Infill Opportunity Zone

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<sup>2</sup> BRT is defined as bus service that includes at least four of ten attributes specified in the statute.



-  Parks
-  Eligible Infill Opportunity Zone
-  Ineligible Areas



This map is intended for planning purposes only.