FILE NO. 100530

LEGISLATIVE DIGEST

[Zoning – Delivery Service for Large Retail Uses Within the Ocean NCT District.]

Ordinance amending the San Francisco Planning Code by amending Section 151.1 to exclude large retail uses within the Ocean Avenue Neighborhood Commercial Transit District (Ocean NCT) from the requirement to provide delivery or shuttle services when such uses receive Conditional Use Authorization to provide a greater number of off-street parking spaces.

Existing Law

Planning Code Section 151.1 currently requires retail uses, including but not limited to grocery, hardware, furniture, consumer electronics, greenhouse or nursery, and appliance stores, which sell merchandise that is bulky or difficult to carry by hand or by public transit, shall offer, at minimal or no charge to its customers, door-to-door delivery service and/or shuttle service. This is encouraged, but not required, for retail uses less than 20,000 square feet.

Amendments to Current Law

This ordinance would amend Planning Code Section 151.1 to exempt retail uses in the Ocean Avenue NCT from the requirement to provide door-to-door delivery service or shuttle service. The ordinance encourages but does not require retail uses in the Ocean Avenue Commercial Transit District to provide such delivery or shuttle service.

Background Information

The remaining land surrounding the Ocean Avenue NCT is primarily zoned P (Public) and occupied by City College. By virtue of City College's operations, there is limited residential use of the land and little demand for delivery services from nearby retail stores. While there is a small cluster of RH-2 zoned land to the immediate southeast of the Ocean Avenue Commercial Transit District, this isolated two-family district is surrounded by single family districts and is not of a scale to impact the overall low-density character of the greater neighborhood. A delivery service or shuttle bus service for large retail uses within the Ocean Avenue Commercial Transit District designed to serve the surrounding low-density neighborhood would not be feasible, nor does it appear that it would be in demand.