



August 3, 2026

Ms. Angela Calvillo, Clerk
Honorable Supervisor Dorsey
Board of Supervisors
City and County of San Francisco
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Re: **Transmittal of Planning Department Case Number 2026-005790PCA**
Commercial to Residential Adaptive Reuse
Board File No. 260771

Planning Commission Action: Adopted a Recommendation for Approval with Modifications

Dear Ms. Calvillo and Supervisor Dorsey,

On July 30, 2026, the Planning Commission conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Ordinance, introduced by Supervisor Dorsey that would amend the Planning Code to exempt Commercial to Residential Adaptive Reuse Projects from residential parking maximums and accessory parking limitations, off-street loading requirements, street frontage requirements, FAR limits and Car Share requirement. At the hearing the Planning Commission adopted a recommendation for approval with modifications.

The Commission's proposed modifications were as follows:

- Modify the language to waive the bike parking requirement only where a project does not provide accessory off-street auto parking. For these projects provide flexibility on how the bike parking requirement is met with respect to type and location.
- Modify the language to waive the street frontage requirements for any project providing ground floor accessory off-street parking.
- Add Sec. 150 (c) off-street loading requirements to subsection 210.5 (d)(11) along with Sec. 152 and 152.1.
- Under 210.5 (d) **Off-Street Parking and Loading in C-3 Districts**. The off-street parking and loading requirements in Section 155 (s) shall not apply to any existing **off-Street Parking and Loading** that

is retained to serve new Residential uses so long as the parking is within or on the same lot as the existing structure containing the new Residential use.

The proposed amendments are not defined as a project under CEQA Guidelines Section 15060(c) and 15378 because they do not result in a physical change in the environment.

Supervisor, please advise the City Attorney at your earliest convenience if you wish to incorporate the changes recommended by the Commission.

Please find attached documents relating to the actions of the Commission. If you have any questions or require further information please do not hesitate to contact me.

Sincerely,

Veronica Flores, Acting Manager of Legislative Affairs

cc: Austin Yang, Deputy City Attorney
Madison Tam, Aide to Supervisor Dorsey
John Carroll, Office of the Clerk of the Board

ATTACHMENTS :

Planning Commission Resolution
Planning Department Executive Summary



PLANNING COMMISSION RESOLUTION NO. 21943

HEARING DATE: July 30, 2026

Project Name: Commercial to Residential Adaptive Reuse
Case Number: 2026-005790PCA [Board File No. 260771]
Initiated by: Supervisor Dorsey / Introduced June 30, 2026
Staff Contact: Lily Langlois, Community Planning
Lily.Langlois@sfgov.org, 628-652-7472

RESOLUTION ADOPTING A RECOMMENDATION FOR APPROVAL OF A PROPOSED ORDINANCE THAT WOULD AMEND THE PLANNING CODE TO EXEMPT COMMERCIAL TO RESIDENTIAL ADAPTIVE REUSE PROJECTS FROM CERTAIN PARKING LIMITS, CAR SHARE OBLIGATIONS, LOADING REQUIREMENTS, AND OTHER DEVELOPMENT CONTROLS; AFFIRMING THE PLANNING DEPARTMENT'S DETERMINATION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT; MAKING FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN, AND THE EIGHT PRIORITY POLICIES OF PLANNING CODE, SECTION 101.1; AND MAKING FINDINGS OF PUBLIC NECESSITY, CONVENIENCE, AND WELFARE UNDER PLANNING CODE, SECTION 302.

WHEREAS, on June 30, 2026 Supervisor Dorsey introduced a proposed Ordinance under Board of Supervisors (hereinafter "Board") File Number 26-0771, which would amend Sections 151.1, 166, 204.5, and 210.5 of the Planning Code to exempt Commercial to Residential Adaptive Reuse Projects from certain parking limits, car share obligations, loading requirements, and other development controls;

WHEREAS, the Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Ordinance on July 30, 2026; and,

WHEREAS, the proposed Ordinance has been determined to be categorically exempt from environmental review under the California Environmental Quality Act Section 15378 and 15060(c); and

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

WHEREAS, all pertinent documents may be found in the files of the Department, as the Custodian of Records, at 49 South Van Ness Avenue, Suite 1400, San Francisco; and

WHEREAS, the Planning Commission has reviewed the proposed Ordinance; and

WHEREAS, the Planning Commission finds from the facts presented that the public necessity, convenience, and general welfare require the proposed amendment; and

MOVED, that the Planning Commission hereby adopts a **recommendation for approval** of the proposed Ordinance. The Commission's proposed recommendation(s) is/are as follows:

Findings

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

The proposed Ordinance will remove barriers to converting commercial buildings into residential uses, advancing the City's goals of supporting Downtown revitalization and encouraging new housing production.

General Plan Compliance

The proposed Ordinance is consistent with the following Objectives and Policies of the General Plan:

COMMERCE AND INDUSTRY ELEMENT

OBJECTIVE 1

MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.

Policy 1.1

Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development which has substantial undesirable consequences that cannot be mitigated.

The proposed Ordinance will facilitate the establishment of new residential uses. Any potential undesirable consequences may be addressed through existing regulatory controls.

OBJECTIVE 2

MAINTAIN AND ENHANCE A SOUND AND DIVERSE ECONOMIC BASE AND FISCAL STRUCTURE FOR THE CITY.

Policy 2.1

Seek to retain existing commercial and industrial activity and to attract new such activity to the city.

Policy 2.3

Maintain a favorable social and cultural climate in the city in order to enhance its attractiveness as a firm location.

The proposed Ordinance will enable vacant office space to be used for housing. Additional housing will help maintain a favorable social and cultural climate in San Francisco as it brings new residents to Downtown, helping to bring new life to Downtown and support its social and cultural establishments.

HOUSING ELEMENT

OBJECTIVE 7

EXPANDING HOUSING CHOICES

Policy 7.3.4

Study feasibility challenges and support proposals for adaptive re-use of vacant and under-utilized commercial office buildings to potentially increase housing and affordable housing opportunities, especially if building types work well for groups that would benefit from their proximity to transit, services, or institutions, such as seniors, teachers, or students.

The proposed Ordinance will help to facilitate adaptive reuse of commercial buildings and could help to create more housing units in an area of the City that is well-connected to jobs of various skill levels, and numerous public transit options.

OBJECTIVE 9

HEALTHY, CONNECTED, AND RESILIENT HOUSING AND NEIGHBORHOODS

Policy 9.3.8

Adopt requirements that encourage trips using priority modes in new housing and reduce transportation impacts from new housing. Such requirements for some new housing may include additional transportation demand management measures and driveway and loading operations plans; protecting pedestrian, cycling, and transit-oriented street frontages from driveways; and reducing vehicular parking.

The proposed Ordinance will reduce the need for private vehicle use by enabling more residents to live Downtown, an area well-served by transit and jobs. While the proposed Ordinance does not reduce vehicular parking, only allows eligible adaptive reuse projects to keep existing parking.

ENVIRONMENTAL PROTECTION ELEMENT

OBJECTIVE 4

ASSURE THAT THE AMBIENT AIR OF SAN FRANCISCO AND THE BAY REGION IS CLEAN, PROVIDES MAXIMUM VISIBILITY, AND MEETS AIR QUALITY STANDARDS.

Policy 4.3

Encourage greater use of mass transit in the downtown area and restrict the use of motor vehicles where such use would impair air quality.

The proposed Ordinance will reduce the need for commuters to drive into Downtown by enabling the production of more housing close to jobs.

DOWNTOWN PLAN

OBJECTIVE 7

EXPAND THE SUPPLY OF HOUSING IN AND ADJACENT TO DOWNTOWN.

Policy 7.1

Promote the inclusion of housing in downtown commercial developments.

Policy 7.2

Facilitate conversion of underused industrial and commercial areas to residential use.

The proposed Ordinance will help facilitate adaptive reuse of commercial buildings to housing by waiving certain Planning Code requirements for existing buildings.

OBJECTIVE 21

IMPROVE FACILITIES FOR FREIGHT DELIVERIES AND BUSINESS SERVICES.

Policy 21.1

Provide off-street facilities for freight loading and service vehicles on the site of new buildings sufficient to meet the demands generated by the intended uses. Seek opportunities to create new existing buildings.

The proposed Ordinance will exempt adaptive reuse projects from off-street loading requirements. Because these projects would convert commercial space to residential, the exemption reflects the lower loading demand generated by residential use.

Planning Code Section 101 Findings

The proposed amendments to the Planning Code are consistent with the eight Priority Policies set forth in Section 101.1(b) of the Planning Code in that:

1. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses enhanced;

The proposed Ordinance would not have a negative effect on neighborhood serving retail uses and will not have a negative effect on opportunities for resident employment in and ownership of neighborhood-serving retail.

2. That existing housing and neighborhood character be conserved and protected in order to preserve

the cultural and economic diversity of our neighborhoods;

The proposed Ordinance would not have a negative effect on housing or neighborhood character.

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

The proposed Ordinance would not have an adverse effect on the City's supply of affordable housing.

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

The proposed Ordinance would not result in commuter traffic impeding MUNI transit service or overburdening the streets or neighborhood parking.

5. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced;

The proposed Ordinance would not cause displacement of the industrial or service sectors due to office development, and future opportunities for resident employment or ownership in these sectors would not be impaired.

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

The proposed Ordinance would not have an adverse effect on City's preparedness against injury and loss of life in an earthquake.

7. That the landmarks and historic buildings be preserved;

The proposed Ordinance would not have an adverse effect on the City's Landmarks and historic buildings.

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

The proposed Ordinance would not have an adverse effect on the City's parks and open space and their access to sunlight and vistas.

Planning Code Section 302 Findings.

The Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require the proposed amendments to the Planning Code as set forth in Section 302.

NOW THEREFORE BE IT RESOLVED that the Commission hereby ADOPTS A RECOMMENDATION FOR APPROVAL WITH MODIFICATIONS of the proposed Ordinance with the following recommendations:

- Modify the language to waive the bike parking requirement only where a project does not provide accessory off-street auto parking. For these projects provide flexibility on how the bike parking requirement is met with respect to type and location.
- Modify the language to waive the street frontage requirements for any project providing ground floor accessory off-street parking.
- Add Sec. 150 (c) off-street loading requirements to subsection 210.5 (d)(11) along with Sec. 152 and 152.1.
- Under 210.5 (d) Off-Street Parking and Loading in C-3 Districts. The off-street parking and loading requirements in Section 155 (s) shall not apply to any existing off-Street Parking and Loading that is retained to serve new Residential uses so long as the parking is within or on the same lot as the existing structure containing the new Residential use.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on July 30, 2026.



Jonas P. Ionin
Commission Secretary

AYES: Chen, Koppel, Macdonald, McGarry, So, Campbell

NOES: None

ABSENT: None

ADOPTED: July 30, 2026



EXECUTIVE SUMMARY

PLANNING CODE AMENDMENT

HEARING DATE: July 30, 2026

90-Day Deadline: September 28, 2026

Project Name: Commercial to Residential Adaptive Reuse
Case Number: [Record No. 2026-005790PCA] [Board File No. 260771]
Initiated by: Supervisor Dorsey / Introduced June 30, 2026
Staff Contact: Lily.Langlois@sfgov.org, 628-652-7472
Environmental Review: Not a Project Under CEQA

RECOMMENDATION: Adopt of Recommendation for Approval with Modifications

Planning Code Amendment

The proposed Ordinance would amend the Planning Code to exempt Commercial to Residential Adaptive Reuse Projects from residential parking maximums and accessory parking limitations, off-street loading requirements, street frontage requirements, FAR limits and Car Share requirements.

	The Way It Is Now	The Way It Would Be
Parking Maximums	Accessory parking cannot exceed applicable parking maximums.	Parking maximums would not apply to any existing off-street parking that serves new residential uses under the Commercial to Residential Adaptive Reuse Program, as long as the parking is within or on the same lot as the existing structure.
Accessory Use	Accessory parking is principally permitted up to an indicated amount. Existing off-street parking that exceeds this amount but does not exceed the maximum amount may be conditionally permitted. Any parking that exceeds the maximum	Existing off-street parking for new residential uses under the Commercial to Residential Adaptive Reuse Program would be classified as a principally permitted accessory use and would not

	amount is classified as a separate use and may be principally or conditionally permitted by the Planning Commission.	require a conditional use authorization.
Off-Street Loading	Off-street loading minimums apply to Commercial to Residential Adaptive Reuse Projects.	These minimums would not apply to Commercial to Residential Adaptive Reuse Projects.
Street Frontage	Buildings in certain districts are subject to applicable street frontage requirements, including restrictions on off-street parking dimensions, active uses of the ground floor, transparency, and building design elements relative to the street.	These requirements would not apply to Commercial to Residential Adaptive Reuse Projects.
Floor Area Ratio (FAR)	Buildings are required to comply with FAR limits applicable to their district.	These limits would not apply to Commercial to Residential Adaptive Reuse Projects.
Car Share	Newly constructed buildings containing residential uses and existing buildings being converted to residential uses are required to provide car-share parking spaces if parking is provided.	These requirements would not apply to Commercial to Residential Adaptive Reuse Projects.

Background

The Proposed Ordinance would make adjustments to the City's existing Commercial to Residential Adaptive Reuse Program to address Planning Code barriers to conversion projects.

Issues and Considerations

Commercial to Residential Adaptive Reuse Program

In 2023, the City passed an Ordinance amending the Planning Code and Building Code to facilitate the adaptive reuse of commercial buildings into residential uses (Board File No. 23-0732). The Ordinance aimed to address the City's need to produce additional affordable and market rate housing and help economically revitalize Downtown by allowing flexibility for more uses as well as streamlining permitting and review of project applications. The staff report for that ordinance is under case number **2023-005431PCA**.

To date, the City has received four applications for commercial to residential adaptive projects under this program, and a fifth proposal is upcoming:

- **785 Market Street:** January 2024 proposal to convert the Humboldt Bank office building into 124 housing units using the adaptive reuse program. The conversion was expected to cost \$70 million¹. The

¹ 2024-000503PRJ Planning Approval with Exhibits <https://citypln-m-extnl.sfgov.org/External/link.ashx?Action=Download&ObjectVersion=-1&vault={A4A7DACD-B0DC-4322-BD29-F6F07103C6E0}&objectGUID={ED9B9119-0541-4D1C-BF7B-C725D113BEB6}&fileGUID={14B3C6CA-3813-456A-8732->

project was suspended in 2025 due to financing issues²

- **988 Market Street:** December 2022 proposal to convert a portion of office space in 988 Market Street into 40 housing units. After the 2023 Ordinance was adopted, the project was approved under the Commercial to Residential Adaptive Reuse Program. The project was cancelled by February 2025, and the building has since been converted into a cultural space.³
- **2300 Stockton Street:** December 2025 proposal to convert a commercial building into multi-family residential condominiums using the adaptive reuse program. The project plans to create 70 housing units and reduce the amount of parking from 91 spots to 44 spots.⁴
- **901 Market Street:** June 2026 proposal to convert 901 Market Street from retail/commercial use to retail/residential use. The project plans to create 136 market-rate housing units.⁵ The project has no existing parking and does not plan to create any parking.⁶

Parking Maximums

Under the Planning Code, any existing off-street parking that exceeds established parking maximums is classified as a separate use, rather than an accessory to residential use. While excess parking may be principally or conditionally permitted as a separate use, the process of obtaining conditional use authorization or converting the excess parking into another use risks adding uncertainty, delays, and costs to conversion projects.

For residential uses in C-3 Districts, parking is principally permitted for up to 0.375 parking spaces per housing unit and may be conditionally permitted between 0.375 and 0.75 parking spaces per unit. Above 0.75 parking spaces per unit, parking is not permitted. In contrast, for non-residential uses in C-3 Districts, parking is limited to 7% of Occupied Floor Area and 3.5% in the C-3-O (SD) District. These limits are subject to conditional use or large project authorization if applicable.

This Proposed Ordinance would enable eligible projects to retain existing parking spaces, eliminating renovation costs that might otherwise be required under the Planning Code. Because this Ordinance would not allow projects to add parking to adaptive reuse projects, it would align with the City's parking goals.

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² <https://therealdeal.com/san-francisco/2025/08/26/seligman-reverses-course-on-san-francisco-office-conversion/>

³ <https://sfyimby.com/2025/02/plans-shift-for-warfield-building-conversion-in-san-francisco.html>

⁴ <https://citypln-m-extnl.sfgov.org/External/link.ashx?Action=Download&ObjectVersion=-1&vault={A4A7DACD-B0DC-4322-BD29-F6F07103C6E0}&objectGUID={C0936C9F-D64D-4FE5-90E0-67568782E54B}&fileGUID={A5F51E30-D3C6-452A-93B6-DCB44FC296AA}>

⁵ <https://citypln-m-extnl.sfgov.org/External/link.ashx?Action=Download&ObjectVersion=-1&vault={A4A7DACD-B0DC-4322-BD29-F6F07103C6E0}&objectGUID={920DFBE3-97A6-4056-9FAF-57F8AF0681E1}&fileGUID={7897138A-50EF-436E-9F94-D62197133F75}>

⁶ <https://citypln-m-extnl.sfgov.org/External/link.ashx?Action=Download&ObjectVersion=-1&vault={A4A7DACD-B0DC-4322-BD29-F6F07103C6E0}&objectGUID={1DB65ABF-F8C6-41D9-9C77-D5D2E09FA991}&fileGUID={9538E77F-57FB-42D0-B236-B3F22DC332F0}>

Additional Development Controls

Under the Planning Code, commercial to residential adaptive reuse projects must comply with certain development controls. Adaptive reuse projects are currently subject to off-street loading requirements, which may require projects to add off-street loading spaces in the case of a major addition to a structure or use. Adaptive reuse projects are also subject to street frontage requirements, which may require developers to change the way parking, active uses, transparency, and building design elements are configured relative to the street. However, an existing building may already be constructed in a way that makes it challenging to meet this requirement. Floor area ratio (FAR) limits also currently apply, which cap the total floor area a building can contain relative to its lot size. A project may need to purchase TDRs and this could impact timing of project delivery and financial feasibility. Adaptive reuse projects also need to comply with Car Share parking requirements, which require buildings being converted to residential uses to provide car-share spaces at no cost to car-share organizations and that are accessible to non-resident car-share members. Projects may not have a parking garage or street frontage to accommodate a Car Share space. These requirements may place financial and logistical burdens on adaptive reuse projects, making them harder to develop. Waiving these requirements provides additional flexibility for adaptive reuse projects to support the City's goal of diversifying land uses and adding more housing downtown.

Expanding Housing Downtown

The 2023 Ordinance was enacted to incentivize the adaptive reuse of commercial buildings to housing. As of Q1 2026, office vacancy is around 33%.⁷ While it has declined since a peak of 36% in 2025, office vacancy remains well above its pre-COVID rate of under 7%.⁸ By exempting eligible projects from certain Planning Code requirements, the 2023 Ordinance aimed to streamline approvals and review of projects and allow more land use flexibility so that commercial vacancies Downtown could be repurposed to housing.

This legislation furthers the goal of the 2023 Ordinance by allowing existing element of a building to remain in eligible conversion projects. Exempting these projects from parking maximums and accessory parking limitations, street frontage requirements, FAR limits and Car Share requirements would improve the feasibility of adaptive reuse projects, enabling the production of more housing.

To be eligible for the Commercial to Residential Adaptive Reuse program a project must be located in a C-3 zoning district or C-2 zoning district that is east of or fronting Franklin Street/13th Street and north of Townsend Street. Since 2023, project sponsors have expressed interest in potential adaptive reuse projects in neighborhoods across the greater Downtown, including Rincon Hill and East SoMa, that could benefit from Planning Code Section 210.5 waivers and other financial incentives currently in place.

⁷ https://media.api.sf.gov/documents/Status_of_the_San_Francisco_Economy_2026Q1.pdf, p. 10.

⁸ <https://www.sf.gov/data--office-vacancy-rate>

General Plan Compliance and Racial and Social Equity Analysis

San Francisco's 2022 Housing Element is the first General Plan Element to center on racial and social equity. Objective 7 of the Housing Element is to expand housing choices. The Expanding Housing Choices program encourages actions to support additional housing near major transit nodes and jobs centers, such as new housing and conversions of office space Downtown. Specifically, Housing Element Implementation Action 7.3.4 calls for studying feasibility challenges and supporting adaptive reuse of vacant commercial buildings to increase housing opportunities, particularly for groups that benefit from proximity to transit, services, or institutions, such as seniors, teachers, or students. Though the proposed Ordinance does not have a direct racial and social equity benefit, increasing the amount of housing in well-resourced areas that have seen little housing production will assist in creating more housing choices and opportunities for all residents. Requiring conversion projects to reduce or reconfigure existing parking adds cost and complexity that may prevent otherwise viable projects from moving forward. By exempting eligible Commercial to Residential Adaptive Reuse projects from certain Planning Code requirements related to parking, street frontage, and ground floor use, this amendment would improve the feasibility of converting underutilized commercial buildings to housing. Directly supporting the production of more housing Downtown, an area that is well-served by transit and jobs, would expand housing choices for a broader range of residents who will be better able to access employment, services, and opportunity without a vehicle.

Implementation

The Department has determined that this proposed Ordinance will not impact our current implementation procedures.

Recommendation

The Department recommends that the Commission ***approve with modifications*** the proposed Ordinance and adopt the attached Draft Resolution to that effect. The Department's proposed recommendations are as follows:

- Modify the language to waive the bike parking requirement only where a project does not provide accessory off-street auto parking. For these projects provide flexibility on how the bike parking requirement is met with respect to type and location.
- Modify the language to waive the street frontage requirements for any project providing ground floor accessory off-street parking.
- Add Sec. 150 (c) off-street loading requirements to subsection 210.5 (d)(11) along with Sec. 152 and 152.1.

Basis for Recommendation

The Department is recommending approval because these additional exemptions for Commercial to Residential Reuse Projects will make such projects more feasible, advancing the City's goals of supporting Downtown revitalization and encouraging new housing production.

The reduction in office workers since COVID has adversely impacted the City's Downtown and other sectors of the City's economy, including retail and small business, and more broadly has impacted use and activation of public space, transportation, and public safety. This legislation furthers the City's efforts to facilitate adaptive reuse of commercial buildings by exempting eligible conversion projects from additional requirements under the Planning Code. By improving the feasibility of Commercial to Residential Adaptive Reuse Projects, the City can better ensure that more projects will move forward, helping to re-activate the Downtown core, increase the City's housing stock, and establish new housing options Downtown.

Recommendation 1: Modify the language to waive the bike parking requirement only where a project does not provide accessory off-street auto parking. For these projects provide flexibility on how the bike parking requirement is met with respect to type and location. A waiver for bike parking should only apply for projects that do not have existing off-street parking. This is consistent with the Department's policy for granting a variance where a project that has accessory off-street auto parking cannot receive a variance for bike parking.

- Recommended language: Under Planning Code Section 210.5 (d) (5) The Bicycle Parking requirements in Section 155.1 and 155.2 shall not apply, except they shall apply to any project providing accessory off-street auto parking and such projects shall not be subject to the Class 1 bicycle parking location requirements of Planning Code Section 155.1(b)(1).

Recommendation 2: Modify the language to waive the street frontage requirements for any project providing ground floor accessory off-street parking. A waiver of the street frontage requirements for projects that have existing ground floor accessory off-street parking is needed because it may be challenging for an existing building to meet requirements for above-grade parking setback, parking and loading entrances, active use, ground floor ceiling height, street facing ground level spaces and transparency and fenestration.

- Recommended language: (17) Street Frontages. The requirements of Section 145.1(c)(1)-(7) shall not apply to any project providing ground floor accessory off-street auto parking.

Recommendation 3: Add Sec. 150 (c) off-street loading requirements to subsection 210.5 (d)(11) along with Sec. 152 and 152.1. This is not a substantive change, but rather clean up language to ensure waivers related to off-street loading are all in one section.

- Recommended language: 210.5 (d) (11) Off-Street Freight Loading and Service Vehicle Spaces. The requirements of Sections 150 (c), 152 and 152.1 for Off-Street Freight Loading and Service Vehicle Spaces shall not apply.

Required Commission Action

The proposed Ordinance is before the Commission so that it may adopt a recommendation of approval, disapproval, or approval with modifications.

Environmental Review

The proposed amendments are not defined as a project under CEQA Guidelines Section 15060(c)(2) and 15378 because they do not result in a physical change in the environment.

Public Comment

As of the date of this report, the Planning Department has not received any public comment regarding the proposed Ordinance.

Portions of this report were drafted and/or edited with the assistance of Microsoft Copilot, in accordance with the City and County of San Francisco's policy on the use of generative AI tools.