

File No. 250887

Committee Item No. 5

Board Item No. 3

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Land Use and Transportation

Date: January 26, 2026

Board of Supervisors Meeting:

Date: February 10, 2026

Cmte Board

<input type="checkbox"/>	<input type="checkbox"/>	Motion
<input type="checkbox"/>	<input type="checkbox"/>	Resolution
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Ordinance - VERSION 2
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Legislative Digest - VERSION 2
<input type="checkbox"/>	<input type="checkbox"/>	Budget and Legislative Analyst Report
<input type="checkbox"/>	<input type="checkbox"/>	Youth Commission Report
<input type="checkbox"/>	<input type="checkbox"/>	Introduction Form
<input type="checkbox"/>	<input type="checkbox"/>	Department/Agency Cover Letter and/or Report
<input type="checkbox"/>	<input type="checkbox"/>	MOU
<input type="checkbox"/>	<input type="checkbox"/>	Grant Information Form
<input type="checkbox"/>	<input type="checkbox"/>	Grant Budget
<input type="checkbox"/>	<input type="checkbox"/>	Subcontract Budget
<input type="checkbox"/>	<input type="checkbox"/>	Contract / DRAFT Mills Act Agreement
<input type="checkbox"/>	<input type="checkbox"/>	Form 126 – Ethics Commission
<input type="checkbox"/>	<input type="checkbox"/>	Award Letter
<input type="checkbox"/>	<input type="checkbox"/>	Application
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Public Correspondence

OTHER

<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<u>Planning Commission Transmittal – October 29, 2025</u>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<u>CEQA Determination – September 29, 2025</u>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<u>Referrals CEQA, PC, and FYI – September 15, 2025</u>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<u>Mayor's Introduction Memo – September 2, 2025</u>
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Prepared by: John Carroll

Date: January 22, 2026

Prepared by: John Carroll

Date: January 29, 2026

Prepared by:

Date:

[Planning Code - Permitting Parking in Driveways]

Ordinance amending the Planning Code to permit parking of up to two operable vehicles, not including boats, trailers, recreational vehicles, mobile homes, or buses, in driveways located in required front setbacks, side yards, or rear yards; 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 pursuant to Planning Code, Section 302.

NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.
Additions to Codes are in *single-underline italics Times New Roman font*.
Deletions to Codes are in ~~*strikethrough italics Times New Roman font*~~.
Board amendment additions are in double-underlined Arial font.
Board amendment deletions are in ~~Arial font~~.
Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

Be it ordained by the People of the City and County of San Francisco:

Section 1. Environmental and Land Use Findings.

(a) The Planning Department has determined that the actions contemplated in this ordinance comply with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.). Said determination is on file with the Clerk of the Board of Supervisors in File No. 250887 and is incorporated herein by reference. The Board affirms this determination.

(b) On October 23, 2025, the Planning Commission, in Resolution No. 21854, adopted findings that the actions contemplated in this ordinance are consistent, on balance, with the City's General Plan and eight priority policies of Planning Code Section 101.1. The Board

adopts these findings as its own. A copy of said Resolution is on file with the Clerk of the Board of Supervisors in File No. 250887, and is incorporated herein by reference.

(c) Pursuant to Planning Code Section 302, the Board of Supervisors finds that this ordinance will serve the public necessity, convenience and welfare for the reasons set forth in Planning Commission Resolution No. 21854.

Section 2. Articles 1.2 and 1.5 of the Planning Code are hereby amended by revising Sections 132, 136, 142, 145.1, and 151.1, and adding Section 152.3, to read as follows:

SEC. 132. FRONT SETBACK AREAS IN RTO, RH, AND RM DISTRICTS AND FOR REQUIRED SETBACKS FOR PLANNED UNIT DEVELOPMENTS.

* * * *

(g) **Landscaping and Permeable Surfaces.** The landscaping and Permeable Surface requirements of this subsection (g) and subsection (h) below shall be met by the permittee in the case of construction of a new building; the addition of a new Dwelling Unit, a garage, or additional parking, except for parking in driveways permitted under Section 152.3; any addition to a structure that would result in an increase of 20% or more of the existing Gross Floor Area; a Residential Merger, as defined in Section 317; or paving or repaving more than 200 square feet of the front setback. All front setback areas required by this Section 132 shall be appropriately landscaped, meet any applicable water use requirements of Administrative Code Chapter 63, and in every case not less than 20% of the required setback area shall be and remain unpaved and devoted to plant material, including the use of climate appropriate plant material as defined in Public Works Code Section 802.1. For the purposes of this Section 132, permitted obstructions as defined by Section 136(c)(6) chimneys, Section 136(c)(14) steps, and Section 136(c)(27) garages in steeply sloping front

setbacks shall be excluded from the front setback area used to calculate the required landscape and Permeable Surface area. If the required setback area is entirely taken up by one or more permitted obstructions, the Zoning Administrator may allow the installation of sidewalk landscaping that is compliant with applicable water use requirements of Chapter 63 of the Administrative Code to satisfy the requirements of this Section 132, subject to permit approval from the Department of Public Works in accordance with Public Works Code Section 810B.

* * * *

SEC. 136. OBSTRUCTIONS OVER STREETS AND ALLEYS AND IN REQUIRED SETBACKS, YARDS, AND USABLE OPEN SPACE.

<i>Streets and Alleys</i>	<i>Set- backs</i>	<i>Yards</i>	<i>Usable Open Space</i>	
x	x	x		<div><p>* * * *</p><p>(c) The permitted obstructions shall be as follows:</p><p>* * * *</p><p>(30) Driveways, for use only to provide necessary access to required or permitted parking that is located in the buildable area of the subject property other than in a required open area, and where such driveway has only the minimum width needed for such access, and to provide parking in the front setback, side yard, or rear yard for operable</p></div>

vehicles, subject to the following limitations: ~~in no case shall parking be allowed in the setback;~~ off-street parking thereon pursuant to Section 152.3;

~~_____ (A) Boats, trailers, recreational vehicles, mobile homes, and buses shall not be parked in the driveway;~~

~~_____ (B) No more than two vehicles per lot may be parked in a driveway, regardless of the lot size or driveway length;~~

~~_____ (C) Vehicles parked in the driveway shall not encroach onto the public right-of-way; and~~

~~_____ (D) Except as specified in this subsection (c)(30), in no case shall parking be allowed in the setback or yard.~~

* * * *

SEC. 142. SCREENING AND GREENING OF PARKING AND VEHICULAR USE AREAS.

Off-street parking and Vehicular Use Areas adjacent to the public right-of-way shall be screened as provided in this Section 142. Where an existing Automotive Use converts to an Electric Vehicle Charging Location, the requirements of this Section shall not apply.

(a) Screening of Parking and Vehicular Use Areas less than 25 Linear Feet Adjacent to a Public Right-of-Way.

(1) Every off-street parking space within a building, where not enclosed by solid building walls, shall be screened from view from all Streets and Alleys through use of garage

1 doors or by some other means.

2 (2) Along rear yard areas and other interior open spaces, all off-street parking
3 spaces, driveways and maneuvering areas within buildings shall be screened from view and
4 confined by solid building walls., ~~except that driveways used for off-street parking as permitted~~
5 ~~in Section 136(c)(30) of this Code are not subject to this subsection (a)(2).~~

6 (3) Off-street parking spaces in Parking Lots shall meet the requirements of
7 Section 156 and other applicable provisions of Article 1.5 of this Code. Such parking areas
8 shall be screened from view as provided in Section 156(c) of this Code.

9 (4) Off-street parking in driveways as permitted in Section 152.3 is not subject
10 to the screening requirements of this Section 142.

11 * * * *

12
13 **SEC. 145.1. STREET FRONTAGES IN NEIGHBORHOOD COMMERCIAL,**
14 **RESIDENTIAL-COMMERCIAL, COMMERCIAL, AND MIXED USE DISTRICTS.**

15 * * * *

16 (b) **Definitions.**

17 (1) **Development Lot.** A "development lot" shall mean:

18 (A) Any lot containing a proposal for new construction; or

19 (B) Building alterations that would increase the gross square footage of a
20 structure by 20 percent or more; or

21 (C) In a building containing parking, a change of more than 50 percent of the
22 building's gross floor area to or from residential uses, excluding residential accessory off-
23 street parking.

24 * * * *

25 (c) **Controls.** The following requirements shall generally apply, except for those

controls listed in subsections (c)(1) Above Grade Parking Setback and (c)(4) Ground Floor Ceiling Height, which only apply to a “development lot” as defined above and except as specified in subsection (d).

* * * *

(1) **Above-Grade Parking Setback.** Off-street parking at street grade on a development lot must be set back at least 25 feet on the ground floor and at least 15 feet on floors above, from any facade facing a street at least 30 feet in width. Parking above the ground level shall be entirely screened from all public rights-of-way in a manner that accentuates ground floor uses, minimizes mechanical features and is in keeping with the overall massing and architectural vocabulary of the building. In C-3 Districts, parking above the ground level, where permitted, shall also be designed to facilitate conversion to other uses by maintaining level floors and a clear ceiling height of nine feet or equal to that of the adjacent street-fronting active uses, whichever is greater. Removable parking ramps and off-street parking in driveways permitted under Section 152.3 136(e)(30) of this Code are excluded from this requirement.

* * * *

SEC. 151.1. SCHEDULE OF PERMITTED OFF-STREET PARKING SPACES IN SPECIFIED DISTRICTS.

* * * *

(b) **Controls.** Off-street accessory parking shall not be required for any use, and the quantities of off-street parking specified in Table 151.1 shall serve as the maximum amount of off-street parking that may be provided as accessory to the uses specified. Variances from accessory off-street parking limits, as described in this Section 151.1, may not be granted. Where off-street parking is provided that exceeds the quantities specified in Table 151.1 or as

explicitly permitted by this Section, such parking shall be classified not as accessory parking but as either a principally permitted or Conditional Use, depending upon the use provisions applicable to the district in which the parking is located. Off-street parking in driveways permitted under Section ~~152.3136(e)(30)~~ of this Code shall not count toward any maximum quantities specified in Table 151.1. In considering an application for a Conditional Use for any such parking due to the amount being provided, the Planning Commission shall consider the criteria set forth in Sections 303(t) or 303(u) of this Code.

* * * *

SEC. 152.3. PERMITTED OFF-STREET ACCESSORY PARKING IN DRIVEWAYS.

(a) Off-street accessory parking for Residential Uses shall be permitted in driveways.

A driveway is defined for purposes of this Section 152.3 to mean a vehicular path that provides access from the public right-of-way to authorized parking located on the subject property, where the vehicular path is limited to the minimum width needed for such access. Operable vehicles may be parked within the confines of such driveways, subject to the following limitations:

(1) Boats, trailers, recreational vehicles, mobile homes, and buses shall not be parked in the driveway;

(2) No more than two vehicles may be parked in a driveway per Lot, regardless of the Lot size, number of driveways, or driveway length; and

(3) Vehicles parked in the driveway shall not encroach onto the public right-of-way.

(b) Accessory Dwelling Unit (ADU) or Junior ADU (JADU) Conversions. Off-street parking shall be permitted in any driveway that existed immediately prior to the conversion of a garage at the property into an ADU or JADU, subject to the limitations set forth in

1 subsections (a) and (c).

2 (c) This Section 152.3 does not authorize the creation of a new curb cut, the
3 restoration of prior existing curb cuts, or the expansion of an existing curb cut.

4
5 Section 3. Effective Date. This ordinance shall become effective 30 days after
6 enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the
7 ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board
8 of Supervisors overrides the Mayor's veto of the ordinance.

9
10 Section 4. Scope of Ordinance. In enacting this ordinance, the Board of Supervisors
11 intends to amend only those words, phrases, paragraphs, subsections, sections, articles,
12 numbers, punctuation marks, charts, diagrams, or any other constituent parts of the Municipal
13 Code that are explicitly shown in this ordinance as additions, deletions, Board amendment
14 additions, and Board amendment deletions in accordance with the "Note" that appears under
15 the official title of the ordinance.

16
17
18 APPROVED AS TO FORM:
19 DAVID CHIU, City Attorney

20 By: /s/ Kathy J. Shin
21 KATHY J. SHIN
22 Deputy City Attorney

23
24
25
4899-1407-6546, v. 1

REVISED LEGISLATIVE DIGEST
(Amended in Committee – January 26, 2026)

[Planning Code - Permitting Parking in Driveways]

Ordinance amending the Planning Code to permit parking of up to two operable vehicles, not including boats, trailers, recreational vehicles, mobile homes, or buses, in driveways located in required front setbacks, side yards, or rear yards; 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 pursuant to Planning Code, Section 302.

Existing Law

Section 132 of the Planning Code requires front setback areas to comply with landscaping and permeable surface requirements when adding parking to a property.

Section 136 of the Planning Code prohibits parking in driveways located in required front setbacks and yards.

Section 142 of the Planning Code requires all off-street parking spaces adjacent to the public right-of-way to be screened from view and confined by solid building walls.

Section 145.1 of the Planning Code requires off-street parking at street grade to be set back at least 25 feet on development lots in various use districts.

Table 151.1 of the Planning Code specifies the maximum amount of off-street parking permitted for residential uses.

Amendments to Current Law

The ordinance amends Sections 132, 136, 142, 145.1, and 151.1 and adds Section 152.3 to the Planning Code to permit off-street accessory parking in residential driveways.

A driveway is defined for purposes Section 152.3 to mean a vehicular path that provides access from the public right-of-way to authorized parking located on the subject property, where this path is limited to the minimum width needed for such access. Operable vehicles may be parked within driveways, and in any driveway that existed immediately prior to the conversion of a garage into an ADU or JADU, subject to the following limitations:

- (1) Boats, trailers, recreational vehicles, mobile homes, and buses shall not be parked in the driveway;
- (2) No more than two vehicles may be parked in a driveway per Lot, regardless of

- the Lot size, number of driveways, or driveway length; and
(3) Vehicles parked in the driveway shall not encroach onto the public right-of-way.

Section 152.3 does not authorize the creation of a new curb cut, the restoration of prior existing curb cuts, or the expansion of an existing curb cut.

The ordinance also provides that off-street parking permitted by new Planning Code Section 152.3 is exempt from the landscaping and permeable surface requirements in Section 132, the restrictions on parking in required setbacks and yards in Section 136(c)(30), the screening requirements in Section 142, the setback requirements in Section 145.1, and further provides that parking permitted under Section 152.3 shall not count toward the maximum parking limits in Table 151.1.

Background Information

Mayor Lurie introduced the ordinance on September 2, 2025, to remove existing restrictions on parking in residential driveways from the Planning Code. At the hearing on October 23, 2025, the Planning Commission recommended approval of the ordinance with the following modifications:

- (1) Specify that parking for up to two vehicles may be allowed on driveways that formerly provided access to enclosed parking;
- (2) Restrict applicability to driveways that provide, or previously provided, access to a screened parking space; and
- (3) State that parking in the front setback is not considered an addition of parking that would trigger compliance with front setback and landscaping and permeability requirements.

On January 27, 2026, the Land Use and Transportation Committee moved to recommend the ordinance with the following amendments, incorporating the Planning Commission's recommended changes, as further clarified by the committee.

First, rather than limit driveway parking to driveways located in required setbacks and yards under Section 136(c)(30), the committee added new Section 152.3, which permits off-street accessory parking in all residential driveways, subject to the restrictions on vehicle type and number, and restrictions on encroaching the public right-of-way contained in the original ordinance. The committee also defined driveway, for purposes of Section 152.3, as the minimum path needed to access authorized parking on the property, while providing that parking will also be permitted in any such driveway that existed immediately prior to the conversion of a garage into an ADU or JADU, consistent with the Planning Commission's first recommendation. Finally, the committee amended the ordinance to expressly state that Section 152.3 does not authorize the creation, restoration, or expansion of any curb cuts.



October 29, 2025

Ms. Angela Calvillo, Clerk
Honorable Mayor Lurie
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 2025-008757PCA:**
Permitting Parking in Driveways
Board File No. 250887

Planning Commission Action: Adopted a Recommendation for Approval

Dear Ms. Calvillo and Mayor Lurie,

On October 23, 2025, the Planning Commission conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Ordinance, introduced by Mayor Lurie. The proposed ordinance would amend the Planning Code to permit parking of up to two operable vehicles, not including boats, trailers, recreational vehicles, mobile homes, or buses, in driveways located in required front setbacks, side yards, or rear yards. At the hearing the Planning Commission adopted a recommendation for approval with modifications.

The Commission's proposed modifications were as follows:

1. Specify that parking for up to two vehicles may be allowed on driveways that formerly provided access to enclosed parking.
2. Restrict applicability to driveways that provide, or previously provided, access to a screened parking space.
3. State that parking in the front setback is not considered an addition of parking that would trigger compliance with front setback and landscaping and permeability requirements.

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.

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,

A handwritten signature in black ink, appearing to read "Aaron D. Starr", with a stylized flourish extending to the right.

Aaron D. Starr
Manager of Legislative Affairs

cc: Kathy Shin, Deputy City Attorney
Adam Thongsavat, Office of Mayor Lurie
John Carroll, Office of the Clerk of the Board

ATTACHMENTS :

Planning Commission Resolution
Planning Department Executive Summary



PLANNING COMMISSION RESOLUTION NO. 21854

HEARING DATE: October 23, 2025

Project Name: Permitting Parking in Driveways
Case Number: 2025-008400PCA [Board File No. 250887]
Initiated by: Mayor Lurie / Introduced September 2, 2025
Staff Contact: Lisa Gluckstein, Legislative Affairs
Lisa.Gluckstein@sfgov.org, 628-652-753475

RESOLUTION ADOPTING A RECOMMENDATION FOR APPROVAL OF A PROPOSED ORDINANCE THAT WOULD AMEND THE PLANNING CODE TO PERMIT PARKING OF UP TO TWO OPERABLE VEHICLES, NOT INCLUDING BOATS, TRAILERS, RECREATIONAL VEHICLES, MOBILE HOMES, OR BUSES, IN DRIVEWAYS LOCATED IN REQUIRED FRONT SETBACKS, SIDE YARDS, OR REAR YARDS; 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 PURSUANT TO PLANNING CODE, SECTION 302.

WHEREAS, on September 2, 2025, Mayor Lurie introduced a proposed Ordinance under Board of Supervisors (hereinafter "Board") File Number 250887, which would amend various existing Planning Code provisions to permit parking of up to two operable vehicles, not including boats, trailers, recreational vehicles, mobile homes, or buses, in driveways located in required front setbacks, side yards, or rear yards; and

WHEREAS, the Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Ordinance on October 23, 2025; 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 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 Commission has reviewed the proposed Ordinance; and

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

MOVED, that the Commission hereby adopts a **recommendation for approval with modifications** of the proposed ordinance. The Commission's proposed recommendations are as follows:

1. Specify that parking for up to two vehicles may be allowed on driveways that formerly provided access to enclosed parking.
2. Restrict applicability to driveways that provide, or previously provided, access to a screened parking space.
3. State that parking in the front setback is not considered an addition of parking that would trigger compliance with front setback and landscaping and permeability requirements.

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 Commission finds that the Ordinance aligns with the City's goals of limiting unnecessary burdens on the residents, supporting small-scale housing density, and avoiding the misallocation of City resources to unnecessary enforcement cases. The Ordinance also addresses issues of inconsistent enforcement and impacts to residents by legalizing a widespread practice, particularly benefiting residents in working-class neighborhoods.

The Commission recommends the above three modifications to clarify the applicability of the ordinance and more narrowly tailor its provisions. Specifying that driveways that formerly provided access to enclosed parking may provide parking under this Ordinance will remove a disincentive to the creation of new housing units. Limiting the applicability of the ordinance to existing driveways or those that formerly provided garage access would discourage the creation of new curb cuts that would eliminate on-street parking and create safety and accessibility challenges on the pedestrian right of way. Stating that parking allowed under this Ordinance would not trigger landscaping and permeability requirements will prevent the creation of new, unintended enforcement consequences.

General Plan Compliance

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

HOUSING ELEMENT

POLICY 25 - Reduce governmental constraints on development in Well-resourced Neighborhoods to enable small and mid-rise multi-family buildings providing improved housing choice and affordability.

Policy 31 - Facilitate small and mid-rise multi-family buildings that private development can deliver to serve middle-income households without deed restriction, including through adding units in lower density areas or by adding Accessory Dwelling Units (ADUs).

By removing disincentives from converting garage or other covered parking space to new housing, this ordinance would incentivize new small-scale multifamily housing, including ADUs.

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 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 as described in this Resolution.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on October 23, 2025.



Jonas P. Ionin
Commission Secretary

Jonas P Ionin

Digitally signed by Jonas P Ionin
Date: 2025.10.24 09:44:04
-07'00'

AYES: Campbell, McGarry, Williams, Braun, Imperial, Moore, So
NOES: None
ABSENT: None
ADOPTED: October 23, 2025



EXECUTIVE SUMMARY

PLANNING CODE TEXT AMENDMENT

HEARING DATE: October 23, 2025

90-Day Deadline: December 1, 2025

Project Name: Permitting Parking in Driveways
Case Number: 2025-008400PCA [Board File No. 250887]
Initiated by: Mayor Lurie / Introduced September 2, 2025
Staff Contact: Lisa Gluckstein, Legislative Affairs
Lisa.Gluckstein@sfgov.org, 628-652-7475
Environmental Review: Not a Project Under CEQA

RECOMMENDATION: Adopt a Recommendation for Approval with Modifications

Planning Code Amendment

The proposed Ordinance would amend the Planning Code to permit parking of up to two operable vehicles, not including boats, trailers, recreational vehicles, mobile homes, or buses, in driveways located in required front setbacks, side yards, or rear yards.

The Way It Is Now:

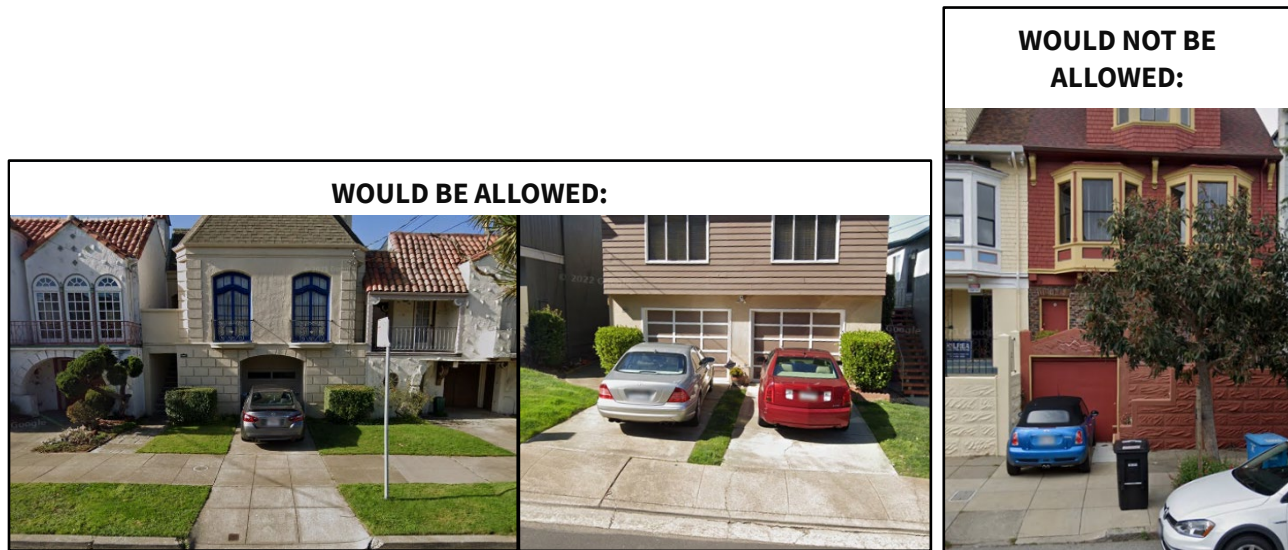
The Planning Code prohibits parking in driveways located in required front setbacks and yards. It requires that all off-street residential parking be screened from view of the public right of way and confined by solid building walls (typically a garage). Additionally, in Neighborhood Commercial (NC), Residential Commercial (RC), Commercial (C), and Mixed Use (MU) districts, off-street parking located at grade must be set back at least 25 feet. In limited circumstances, parking in the front setback in residential zones is permitted as a legal nonconforming use if established prior to 1979.

The Way It Would Be:

Parking of operable vehicles in the front setback of a property would be permitted in driveways located in front setbacks, side yards, or rear yards, subject to the following limitations:

- The parking of any boat, trailer, RV, mobile home, or bus is not allowed;
- No more than two vehicles may park in the driveway; and
- Vehicles may not encroach on the public right of way.

Such driveway parking would also be exempt from screening requirements and would not count towards maximum parking limits.



The proposed ordinance intends to allow up to two operable vehicles to park in their driveway(s) (left and center) but would not allow parking in the public right of way even if within a driveway (right).

Background

Adoption of Parking Limitations in 1979 Downzoning

The original prohibition on parking in driveways in front of homes was passed in 1979 in the same “downzoning” ordinance that also restricted multifamily housing development in residential zoning districts across San Francisco. This ordinance was intended to “protect the character and stability of residential, commercial, and industrial areas within the city, and to promote the orderly and beneficial development of such areas” and to “prevent overcrowding the land and undue congestion of population.” In other words, the ordinance regulated parking in one’s driveway as largely an issue of aesthetics and “order.” This proposal reflects the shift in the City’s policy priorities relating to these aesthetic considerations.

Issues and Considerations

Enforcement Cases

The department has received many complaints relating to parking in the front setback in front of homes in recent years. However, this practice – though currently in violation of the Planning Code – is widespread in residential neighborhoods across the city, particularly in neighborhoods where the prevalent development

pattern creates enough space for cars to fit wholly within a front setback without obstructing the right of way. If Planning receives a public complaint and opens an enforcement case, the property owner is asked to remove the parking use to resolve the violation. However, in such cases, neighboring property owners may be parking in the same manner without triggering a public complaint. This results in inconsistency in whom is subject to parking enforcement actions.

SFMTA Enforcement of the Public Right of Way

The Planning Department's parking controls regulate the use of privately owned property, and the San Francisco Municipal Transit Agency (SFMTA) and the Police Department regulate vehicular use of the public right of way (i.e., the sidewalk or roadway). State Law prevents vehicles from obstructing any portion of a sidewalk, and these requirements would not change under the proposed Ordinance. In instances where a vehicle is obstructing the right of way, enforcement is carried out by MTA, not the Planning Department. These requirements would not change under the proposed ordinance, and the City will continue to enforce parking that obstructs the public right of way.

State law prevents vehicles from obstructing any portion of a sidewalk, and these requirements would not change under the proposed ordinance.

Parking as a Legal Nonconforming Use

If a front driveway or parking pad has been used as a parking spot since before 1979, when the parking and screening limitations went into effect, then that use is permitted as a legal nonconforming use. For example, the Department received a complaint for 618 28th St (pictured) relating to parking in the front setback and opened an enforcement action. However, the property owner was able to demonstrate that the parking pad in front of their property had been in use since at least the 1950s. Because this use predates the 1979 parking and screening controls, this use is allowed as a legal nonconforming use. Properties that can similarly show a long-standing parking use are legal nonconforming uses irrespective of the proposed Ordinance.



Changing Values around “Neighborhood Character”

The parking and screening requirements as originally enacted in 1979 reflect the outdated values of protecting “character and stability” and limiting density in residential neighborhoods. The City has shifted towards allowing greater housing density in residential neighborhoods (e.g., through the Family Zoning Plan) and, through PermitSF, making common-sense changes to the City’s land use controls to remove unnecessary burdens on residents, project applicants, and property owners. This ordinance aligns with this shift in values, removing parking-related disincentives for property owners to convert garages to additional housing and pulling back Planning restrictions on common-sense parking uses of private property.

Encouraging Garage Conversion to New Dwelling Units

The City contains many former garages that have been converted into Accessory Dwelling Units (ADUs) or additional living space within existing dwelling units. Currently, the Department requires the associated driveways and curb cuts to be removed when a garage is converted into habitable space because current zoning only permits parking in enclosed, screened areas such as garages.

Landscaping and Permeability Requirements

Properties in residential districts are subject to front setback landscaping and permeability requirements, which serve the City's stormwater management and environmental goals. The addition of new parking to a property triggers compliance with these requirements.

General Plan Compliance

The Department finds that the proposed Ordinance is consistent with the General Plan. Housing Element Policy 25 is to "Reduce governmental constraints on development in Well-resourced Neighborhoods to enable small and mid-rise multi-family buildings providing improved housing choice and affordability," and Policy 31 is to "Facilitate small and mid-rise multi-family buildings that private development can deliver to serve middle-income households without deed restriction, including through adding units in lower density areas or by adding Accessory Dwelling Units (ADUs)." By encouraging properties to convert buildable space formerly used for parking into habitable space, the Ordinance enables the addition of new residential units to create more small-scale multifamily buildings in San Francisco.

Racial and Social Equity Analysis

Understanding the potential benefits, burdens and the opportunities to advance racial and social equity that the proposed Ordinance provides is part of the Department's Racial and Social Equity Action Plan. This is also consistent with the Mayor's Citywide Strategic Initiatives for equity and accountability, the Planning and Historic Preservation Commissions' 2020 Equity Resolutions, and with the Office of Racial Equity mandates, which requires all Departments to conduct this analysis.

The Ordinance recognizes that many San Franciscans, particularly those in working-class neighborhoods with less robust transit connectivity, rely on their vehicle to commute and move about the city. By legalizing parking in the front setback, a de facto use that is prevalent across the city, the Ordinance will reduce unnecessary enforcement actions and fines for these residents. The Ordinance would also encourage property owners to convert garage space to dwelling space, in service of the City's missing middle housing goals.

Implementation

The Department has determined that this ordinance will impact our current implementation procedures in the following ways:

Recommendation

The Department recommends that the Commission ***adopt a recommendation for approval with modifications*** of the proposed Ordinance and adopt the attached Draft Resolution to that effect. The Department recommends that the Ordinance be amended to:

1. Specify that parking for up to two vehicles may be allowed on driveways that formerly provided access to enclosed parking.
2. Restrict applicability to driveways that provide, or previously provided, access to a screened parking space.
3. State that parking in the front setback is not considered an addition of parking that would trigger compliance with front setback and landscaping and permeability requirements.

Basis for Recommendation

The Department recommends the Commission adopt a recommendation for approval with modifications of the proposed Ordinance. This recommendation is based on the Ordinance's alignment with the City's goal of limiting unnecessary burdens on the residents, supporting small-scale housing density, and avoiding the misallocation of City resources to unnecessary enforcement cases. The Ordinance also addresses issues of inconsistent enforcement and impacts to residents by legalizing a widespread practice, particularly benefiting residents in working-class neighborhoods.

Recommendation 1: Specify that parking for up to two vehicles may be allowed on driveways that formerly provided access to enclosed parking. To encourage the creation of new housing units, the Department recommends changing this practice to allow parking in driveways that formerly provided access to a garage, carport, or parking screening area that has since been converted to living area. The Department recommends making clarifying amendments to specify that driveways that formerly provided enclosed parking access may provide parking for up to two vehicles.

Recommendation 2: Restrict applicability to driveways that provide, or previously provided, access to a screened parking space. The intent of the proposed Ordinance is to legalize parking in existing driveways. It is not intended to encourage the creation of new curb cuts or new parking pads on residential properties. To ensure that the proposed Ordinance does not encourage the creation of new curb cuts leading to newly established parking pads, the Department recommends amending the ordinance to limit its applicability to driveways that provide access to a screened parking space or that have provided such access in the past (e.g., following the creation of an ADU). This would not allow for the creation of new parking pads and curb cuts under this Ordinance. New curb cuts both decrease available on-street parking and creates more vehicular crossings on the pedestrian right of way, each of which runs against the City's goals of avoiding the privatization of the public roadway and protecting pedestrian accessibility and safety.

Recommendation 3: State that parking in the front setback is not considered an addition of parking that would trigger compliance with front setback and landscaping and permeability requirements. To ensure that the legalization of parking in the front setback proposed by this ordinance is not considered the

“addition of parking” that would trigger parcels to immediately come into compliance with these landscaping and permeability requirements, the Department recommends amending the proposed Ordinance to state that parking in the front setback is not considered an addition of parking.

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.

ATTACHMENTS:

Exhibit A: Draft Planning Commission Resolution
Exhibit B: Board of Supervisors File No. 250887

BOARD of SUPERVISORS



City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102-4689
Tel. No. (415) 554-5184
Fax No. (415) 554-5163
TDD/TTY No. (415) 554-5227

MEMORANDUM

Date: September 15, 2025
To: Planning Department/Planning Commission
From: John Carroll, Assistant Clerk, Land Use and Transportation Committee
Subject: Board of Supervisors Legislation Referral - File No. 250887
Planning Code - Permitting Parking in Driveways

-
- ☒ California Environmental Quality Act (CEQA) Determination
(*California Public Resources Code, Sections 21000 et seq.*)
☒ Ordinance / Resolution
☐ Ballot Measure
- Not defined as a project under CEQA Guidelines Sections 15378 and 15060(c)(2) because it would not result in a direct or indirect physical change in the environment.
9/29/2025 *Joy Navarrete*
- ☒ Amendment to the Planning Code, including the following Findings:
(*Planning Code, Section 302(b): 90 days for Planning Commission review*)
☒ General Plan ☒ Planning Code, Section 101.1 ☒ Planning Code, Section 302
- ☐ Amendment to the Administrative Code, involving Land Use/Planning
(*Board Rule 3.23: 30 days for possible Planning Department review*)
- ☐ General Plan Referral for Non-Planning Code Amendments
(*Charter, Section 4.105, and Administrative Code, Section 2A.53*)
(Required for legislation concerning the acquisition, vacation, sale, or change in use of City property; subdivision of land; construction, improvement, extension, widening, narrowing, removal, or relocation of public ways, transportation routes, ground, open space, buildings, or structures; plans for public housing and publicly-assisted private housing; redevelopment plans; development agreements; the annual capital expenditure plan and six-year capital improvement program; and any capital improvement project or long-term financing proposal such as general obligation or revenue bonds.)
- ☐ Historic Preservation Commission
☐ Landmark (*Planning Code, Section 1004.3*)
☐ Cultural Districts (*Charter, Section 4.135 & Board Rule 3.23*)
☐ Mills Act Contract (*Government Code, Section 50280*)
☐ Designation for Significant/Contributory Buildings (*Planning Code, Article 11*)

Please send the Planning Department/Commission recommendation/determination to John Carroll at john.carroll@sfgov.org.

BOARD of SUPERVISORS



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1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102-4689
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Fax No. (415) 554-5163
TDD/TTY No. (415) 554-5227

MEMORANDUM

TO: Julie Kirschbaum, Director of Transportation,
San Francisco Municipal Transportation Agency

FROM: John Carroll, Assistant Clerk, Land Use and Transportation Committee

DATE: September 15, 2025

SUBJECT: LEGISLATION INTRODUCED

The Board of Supervisors' Land Use and Transportation Committee has received the following proposed legislation, introduced by Mayor Lurie on September 2, 2025.

File No. 250887

Ordinance amending the Planning Code to permit parking of up to two operable vehicles, not including boats, trailers, recreational vehicles, mobile homes, or buses, in driveways located in required front setbacks, side yards, or rear yards; 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 pursuant to Planning Code, Section 302.

If you have comments or reports to be included with the file, please forward them to me at the Board of Supervisors, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102 or by email at: john.carroll@sfgov.org.

cc:

Offices of Chair Melgar and Mayor Lurie
Janet Martinsen, San Francisco Municipal Transportation Agency
Joel Ramos, San Francisco Municipal Transportation Agency
Ricardo Olea, San Francisco Municipal Transportation Agency
Viktoriya Wise, San Francisco Municipal Transportation Agency

BOARD of SUPERVISORS



City Hall
Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102-4689
Tel. No. (415) 554-5184
Fax No. (415) 554-5163
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MEMORANDUM

LAND USE AND TRANSPORTATION COMMITTEE

SAN FRANCISCO BOARD OF SUPERVISORS

TO: Supervisor Myrna Melgar, Chair
Land Use and Transportation Committee

FROM: John Carroll, Assistant Clerk

DATE: December 16, 2025

SUBJECT **NO COMMITTEE REPORT, BOARD MEETING**
Tuesday, December 16, 2025

The following file—prepared to be presented as a COMMITTEE REPORT during the Board meeting on Tuesday, December 16, 2025—was not sent. This ordinance was heard during the Land Use and Transportation Committee meeting on Monday, December 15, 2025, at 1:30 p.m., but was not sent as a committee report.

BOS Item No. 35

File No. 250887

[Planning Code - Permitting Parking in Driveways]

Ordinance amending the Planning Code to permit parking of up to two operable vehicles, not including boats, trailers, recreational vehicles, mobile homes, or buses, in driveways located in required front setbacks, side yards, or rear yards; 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 pursuant to Planning Code, Section 302.

CONTINUED TO THE JANUARY 12, 2026 LUT MEETING

Vote: Supervisor Myrna Melgar – Aye
Supervisor Chyanne Chen – Aye
Supervisor Bilal Mahmood – Aye

Cc: Board of Supervisors
Angela Calvillo, Clerk of the Board
Alisa Somera, Legislative Deputy
Brad Russi, Deputy City Attorney



MYRNA MELGAR

DATE: December 10, 2025

TO: Angela Calvillo
Clerk of the Board of Supervisors

FROM: Supervisor Myrna Melgar, Chair, Land Use and Transportation Committee

RE: Land Use and Transportation Committee
COMMITTEE REPORTS

Pursuant to Board Rule 4.20, as Chair of the Land Use and Transportation Committee, I have deemed the following matters are of an urgent nature and request them be considered by the full Board on Tuesday, December 16, 2025.

File No. 250385

Planning Code - Reproductive Health Clinics

Sponsors: Mayor; Melgar, Chan and Mandelman

File No. 250887

Planning Code - Permitting Parking in Driveways

Sponsors: Mayor; Chen and Melgar

File No. 250926

Planning, Administrative Codes - Tenant Protections Related to Residential Demolitions and Renovations

Sponsors: Chen; Fielder, Walton, Chan, Dorsey, Sauter, Sherrill, Melgar, Mahmood and Mandelman

File No. 251116

Interim Zoning Controls - Conditional Use Authorization for Laboratory Uses in PDR-1-G

Sponsors: Fielder; Walton

These matters will be heard in the Land Use and Transportation Committee at a Regular Meeting on Monday, December 15, 2025.

From: [Carroll, John \(BOS\)](#)
To: [Claire Amable](#); [Melgar, Myrna \(BOS\)](#); [Low, Jen \(BOS\)](#); [Chen, Chyanne \(BOS\)](#); [Sciammas, Charlie \(BOS\)](#); [Mahmood, Bilal \(BOS\)](#); [Cooper, Raynell \(BOS\)](#)
Subject: RE: Letter of opposition to item 1: Parking in driveways ordinance - BOS File No. 250887
Date: Friday, January 9, 2026 4:56:00 PM
Attachments: [2026-01-09 Mayor"s driveway ordinance \(2\).pdf](#)
[image001.png](#)

Thank you for your comment letter.

I am forwarding your comments to the members of the Land Use and Transportation committee, and I will include your comments in the file for this ordinance matter.

I invite you to review the entire matter on our [Legislative Research Center](#) by following the link below:

-

[Board of Supervisors File No. 250887](#)

John Carroll
Assistant Clerk

Board of Supervisors
San Francisco City Hall, Room 244
San Francisco, CA 94102
(415)554-4445



Click [here](#) to complete a Board of Supervisors Customer Service Satisfaction form.

The [Legislative Research Center](#) provides 24-hour access to Board of Supervisors legislation and archived matters since August 1998.

***Disclosures:** Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors website or in other public documents that members of the public may inspect or copy.*

From: Claire Amable <camable@sfbike.org>
Sent: Friday, January 9, 2026 10:35 AM
To: Carroll, John (BOS) <john.carroll@sfgov.org>
Subject: Letter of opposition to item 1: Parking in driveways ordinance

This message is from outside the City email system. Do not open links or attachments from untrusted

sources.

Hi John,

Please find SFBike's letter of opposition to item 1 attached below. Thank you in advance.

- Claire

--

Claire Amable

Director of Advocacy

415-289-9349 | claire@sfbike.org

Pronouns: she/they

[San Francisco Bicycle Coalition](#)

Promoting the Bicycle for Everyday Transportation

[1720 Market St.](#)

[San Francisco, CA 94102](#)

[Join or renew as an SFBike member today!](#)

Follow us on social media

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San Francisco Bicycle Coalition
1720 Market Street
San Francisco, CA 94102

T 415.431.BIKE
F 415.431.2468

sfbike.org

PROMOTING THE BICYCLE FOR EVERYDAY TRANSPORTATION

January 9, 2026

Board of Supervisors
Land Use and Transportation Committee
Chair Melgar and Vice Chen
1 Dr Carlton B Goodlett Place, Room 250
San Francisco, CA 94102

Dear Chair Melgar and Vice Chair Chen,

For over 50 years, the San Francisco Bicycle Coalition has advocated to transform City streets to safe, just, and livable places by promoting the bicycle for everyday transportation for future generations. Our organization has strong concerns about the unintended impact this ordinance has on future bicycle projects that exist on corridors with active driveways and on our City's climate goals.

We understand the purpose of this ordinance is to legalize parking in driveways and that in many districts across San Francisco, people are already doing this in a way that doesn't impact the public right of way. While the goal this ordinance is hoping to achieve is clear, the impact of creating more parking has on the environment and our sustainable transportation goals is less clear.

At the October 23, 2025 Planning Commission hearing, Commissioner Campell expressed concerns about the ordinance encouraging more people to drive and incentivizing car ownership because more parking will be available. The impacts this ordinance will have on air pollution and our climate goals should be studied by an environmental impact report.

Most concerning to us are the potential impacts this ordinance will have on future bike projects. Active driveways and curb cuts are not only hazardous to pedestrians, seniors, and people with disabilities but they also make it difficult to upgrade unprotected bicycle facilities to protected facilities. Under this ordinance, garage to ADU conversions would keep curb cuts active and remove one of our few tools to remove driveways. For corridors like Alemany Boulevard in District 11 that have remained on the City's High-Injury Network for years and have a surplus of curb cuts, this ordinance potentially hinders our ability to improve safety for pedestrians and active transportation users.

The SF Bicycle Coalition strongly encourages committee members to ask these clarifying questions and request these concerns be studied to clearly understand what the environmental impacts are before adopting the ordinance.

Sincerely,

A handwritten signature in black ink that reads "Claire Amable".

Claire Amable
Director of Advocacy

OFFICE OF THE MAYOR
SAN FRANCISCO



DANIEL LURIE
MAYOR

TO: Angela Calvillo, Clerk of the Board of Supervisors
FROM: Adam Thongsavat, Liaison to the Board of Supervisors
RE: Planning Code - Permitting Parking in Driveways
DATE: September 2, 2025

Ordinance amending the Planning Code to permit parking of up to two operable vehicles, not including boats, trailers, recreational vehicles, mobile homes, or buses, in driveways located in required front setbacks, side yards, or rear yards; 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 pursuant to Planning Code, Section 302.

Should you have any questions, please contact Adam Thongsavat at adam.thongsavat@sfgov.org