



SAN FRANCISCO PLANNING DEPARTMENT

November 10, 2016

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

**Re: Planning Department Case Number 2012.0726PCA:
Transportation Sustainability Program – Shift Planning Code Amendments
BOS File No: 160925
Draft General Plan and Planning Code Section 101.1 Consistency Findings**

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Dear Ms. Calvillo,

Prior to adoption of the TDM Ordinance, the Board of Supervisors will need to incorporate findings of consistency into the draft Ordinance. Staff suggests the findings for the proposed Planning Code Amendments as written below for the list of General Plan policies and objectives; the eight priority policies (Planning Code Section 101.1); and the public necessity, convenience and general welfare (Planning Code Section 302), for the Board's consideration.

Background. The Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed TDM Ordinance and Planning Commission Standards for the TDM Program (TDM Program Standards) on April 28, 2016 and August 4, 2016. On April 28, 2016 the Commission adopted Resolution No. 19628 to initiate the proposed Ordinance. On August 4, 2016, pursuant to Planning Code Section 302(b), the Commission adopted Resolution No. 19715 recommending approval of the TDM Ordinance to the Board of Supervisors.

The proposed legislation would establish a citywide TDM program for new development; which seeks to promote sustainable travel modes by requiring new development projects to incorporate design features, incentives and tools that support transit, ride-sharing, walking, and bicycle riding for the residents, tenants, employees, and visitors of their projects. The goals of the proposed legislation are to help keep San Francisco moving as the city grows, and to promote better environmental, health and safety outcomes, consistent with state, regional and local policies.

The proposed legislation is consistent with the "Transit First Policy" in the City Charter the City's many plans policies and initiatives that seek to encourage safe travel by active modes of transportation including the San Francisco Bicycle Plan, the Green Connections Plan, the Better Streets Plan, Vision Zero, and others.

The importance of TDM strategies are acknowledged in the Transportation Element of the General Plan, and the San Francisco County Transportation Plan. The following are the draft General Plan consistency findings for consideration by the Board of Supervisors.

Draft General Plan Consistency Findings. The proposal will promote the following relevant objectives and policies of the General Plan:

TRANSPORTATION ELEMENT

OBJECTIVE 1

MEET THE NEEDS OF ALL RESIDENTS AND VISITORS FOR SAFE, CONVENIENT AND INEXPENSIVE TRAVEL WITHIN SAN FRANCISCO AND BETWEEN THE CITY AND OTHER PARTS OF THE REGION WHILE MAINTAINING THE HIGH QUALITY LIVING ENVIRONMENT OF THE BAY AREA.

POLICY 1.3

Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters.

Staff Comment: The proposed Ordinance directly addresses the needs of residents, commuters, and visitors through transportation demand management measures that encourage sustainable transportation options, including on transit.

OBJECTIVE 2

USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

POLICY 2.5

Provide incentives for the use of transit, carpools, vanpools, walking and bicycling and reduce the need for new or expanded automobile and automobile parking facilities.

Staff Comment: The proposed Ordinance includes transportation demand management measures that encourage sustainable transportation options, including transit, carpools, vanpools, walking and bicycling, and measures that support a reduction in auto-ownership and a reduction in new automobile parking facilities.

OBJECTIVE 11

ESTABLISH PUBLIC TRANSIT AS THE PRIMARY MODE OF TRANSPORTATION IN SAN FRANCISCO AND AS A MEANS THROUGH WHICH TO GUIDE FUTURE DEVELOPMENT AND IMPROVE REGIONAL MOBILITY AND AIR QUALITY.

POLICY 11.3

Encourage development that efficiently coordinates land use with transit service, requiring that developers address transit concerns as well as mitigate traffic problems.

Staff Comment: The proposed Ordinance encourages travel by non-auto modes and the provision of parking that is less than the neighborhood parking rate, which is lower in areas that are well served by transit.

HOUSING ELEMENT

OBJECTIVE 1

IDENTIFY AND MAKE AVAILABLE FOR DEVELOPMENT ADEQUATE SITES TO MEET THE CITY'S HOUSING NEEDS, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING.

POLICY 1.10

Support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips.

Staff Comment: The proposed Ordinance makes it easier to rely on non-auto modes of transportation.

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 4.2

Encourage the development and use of urban mass transportation systems in accordance with the objectives and policies of the Transportation Element.

Staff Comment: The proposed Ordinance includes transportation demand management measures for new development that encourage the use of mass transportation.

OBJECTIVE 15

INCREASE THE ENERGY EFFICIENCY OF TRANSPORTATION AND ENCOURAGE LAND USE PATTERNS AND METHODS OF TRANSPORTATION WHICH USE LESS ENERGY.

POLICY 15.1

Increase the use of transportation alternatives to the automobile.

Staff Comment: The proposed Ordinance includes transportation demand management measures for new developments that encourage the use of transit, walking, and biking.

Staff Comment: The proposed Ordinance reduces vehicle miles travel associated with new development through design features, incentives, and tools that encourage travel by sustainable modes, such as transit.

OBJECTIVE 12

DEVELOP AND IMPLEMENT PROGRAMS IN THE PUBLIC AND PRIVATE SECTORS, WHICH WILL SUPPORT CONGESTION MANAGEMENT AND AIR QUALITY OBJECTIVES, MAINTAIN MOBILITY AND ENHANCE BUSINESS VITALITY AT MINIMUM COST.

POLICY 12.1

Develop and implement strategies which provide incentives for individuals to use public transit, ridesharing, bicycling and walking to the best advantage, thereby reducing the number of single occupant auto trips.

POLICY 12.3

Implement private and public sector TDM programs which support each other and explore opportunities for private-public responsibility in program implementation.

Staff Comment: The proposed Ordinance includes transportation demand management measures that encourage sustainable transportation options, including transit, carpools, vanpools, walking and bicycling to reduce the number of trips made in single-occupant automobiles. The proposed Ordinance will also require the implementation of TDM programs for new development.

OBJECTIVE 14

DEVELOP AND IMPLEMENT A PLAN FOR OPERATIONAL CHANGES AND LAND USE POLICIES THAT WILL MAINTAIN MOBILITY AND SAFETY DESPITE A RISE IN TRAVEL DEMAND THAT COULD OTHERWISE RESULT IN SYSTEM CAPACITY DEFICIENCIES.

POLICY 14.8

Implement land use controls that will support a sustainable mode split, and encourage development that limits the intensification of automobile use.

Staff Comment: The proposed Ordinance will require the implementation of TDM programs for new development which will result in development projects that have a reduced reliance on auto use and support a sustainable mode split.

OBJECTIVE 34

RELATE THE AMOUNT OF PARKING IN RESIDENTIAL AREAS AND NEIGHBORHOOD COMMERCIAL DISTRICTS TO THE CAPACITY OF THE CITY'S STREET SYSTEM AND LAND USE PATTERNS.

POLICY 34.1

Regulate off-street parking in new housing so as to guarantee needed spaces without requiring excesses and to encourage low auto ownership in neighborhoods that are well served by transit and are convenient to neighborhood shopping.

AIR QUALITY ELEMENT¹

OBJECTIVE 2

REDUCE MOBILE SOURCES OF AIR POLLUTION THROUGH IMPLEMENTATION OF THE TRANSPORTATION ELEMENT OF THE GENERAL PLAN

OBJECTIVE 3

DECREASE THE AIR QUALITY IMPACTS OF DEVELOPMENT BY COORDINATION OF LAND USE AND TRANSPORTATION DECISIONS.

Staff Comment: The proposed Ordinance promotes the reduction of greenhouse gas emissions through promoting sustainable travel modes.

Draft Planning Code Section 10.11 Consistency 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;

Staff Comment: The proposed Ordinance will not adversely affect neighborhood-serving retail uses, or opportunities for residents to own or be employed by neighborhood-serving retail uses.

2. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods;

Staff Comment: The proposed Ordinance will have no adverse effect on existing housing or neighborhood character.

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

Staff Comment: The proposed Ordinance will have no 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;

Staff Comment: The proposed Ordinance will encourage commuter trips by sustainable modes thus reducing the likelihood that commuter traffic would impede MUNI service or overburden 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;

Staff Comment: The proposed Ordinance will 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;

¹ Note: the policies cited here are located in the Transportation Element.

Staff Comment: The proposed Ordinance will not impact the City's earthquake preparedness.

7. That the landmarks and historic buildings be preserved;

Staff Comment: Landmarks and historic buildings will not be negatively impacted by the proposed Ordinance.

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

Staff Comment: The City's parks and open space and their access to sunlight and vistas will not be affected by the proposed Ordinance.

Planning Code Section 302 Findings. Please note, the Planning Commission did find 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.

Please let me know if you have any questions in regard to this memorandum.

Sincerely,



AnMarie Rodgers

Senior Policy Advisor

cc:

Clerk of Land Use Committee, Alisa Somera
City Attorney, Andrea Ruiz-Esquide
Office of the Clerk of the Board, bos.legislation@sfgov.org