File No. 181028 Committee Item No. 5
Board Item No. 15

COMMITTEE/BOARD OF SUPERVISORS

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Completed by: Erica Major **Date** November 19, 2018
Completed by: Erica Major **Date** 11/28/18

[Planning Code - ~~Modifying Better Streets Plan Requirements and Curb Cut Restrictions~~ Off-Street Parking Requirements]

Ordinance amending the Planning Code to ~~add new standard required streetscape improvements under the Better Streets Plan; modifying the triggers that would require project sponsors to construct streetscape improvements in the public right-of-way; clarifying the recommended sidewalk width for street types; expanding curb cut restrictions for off-street parking and loading to nearly all zoning districts and certain designated streets, including those on the Citywide Transit Network and any officially adopted bicycle routes or lanes, and requiring a Conditional Use authorization or a Section 309 or 329 exception for new or expanded curb cuts in the applicable areas; adding criteria for the Planning Commission to consider when granting a Conditional Use authorization or an exception as part of a Downtown C-3-O(SD) (Downtown, Office (Special Development)) or large project authorization in mixed-use districts for such curb cuts; prohibiting new curb cuts in bus stops and on Folsom Street between Essex and Second Street; eliminating~~ eliminate minimum off-street parking requirements City-wide ~~for projects subject to the curb cut restrictions or prohibitions~~; and making findings under the California Environmental Quality Act, findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1, and findings of public necessity, convenience and welfare under 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 ~~strikethrough 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. Findings, Including CEQA Findings and General Plan Consistency Findings.

~~(a) The City adopted the Better Streets Plan (or "Plan") in 2010 to establish requirements for the improvement of the public right-of-way associated with development projects. The Plan's aim is to make the public right-of-way safe, accessible, convenient and attractive to pedestrian use and travel by all modes of transportation, consistent with the Transit First policy of the General Plan and Section 98.1 of the Administrative Code.~~

~~(b) Since adoption of the Plan, the City has continued to develop policies and initiatives to build better and safer streets, such as the "Vision Zero" policy adopted in 2014, which, through education, enforcement, and design, seeks to make sure our streets safe and livable and eliminate traffic fatalities by 2024.~~

~~(c) Consistent with the policy direction enshrined in those initiatives, this Board finds that this ordinance furthers the public welfare by refining the Better Street Plan to better achieve its original goals. Specifically, the Board finds that these amendments adjust the Plan's triggers to more closely reflect the actual impacts of development projects on the public right-of-way, and that they provide additional publicly beneficial streetscape enhancements and more flexibility to City agencies to select the appropriate improvements for each location.~~

~~(d) This Board also finds that this ordinance promotes public safety by expanding and strengthening the current conditional use permit requirement for new curb cuts to areas of the City that are heavily used by pedestrians.~~

~~(e) In regard to the findings in Subsection (c) and (d) above, the Board finds additional support for these requirements in the Planning Department staff report on this legislation, a copy of which is on file with the Clerk of the Board of Supervisors in File No. _____ and is incorporated herein by reference.~~

(a ~~f~~) 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. 181028 and is incorporated herein by reference. The Board affirms this determination.

(b ~~g~~) On October 18, 2018, the Planning Commission, in Resolution No. 20319, 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. 181028, and is incorporated herein by reference.

(c ~~h~~) Pursuant to Planning Code Section 302, this Board finds that this Planning Code amendment will serve the public necessity, convenience, and welfare for the reasons set forth in Planning Commission Resolution No. 20319 and the Board adopts these findings as its own.

(d) In the 1950s, the Planning Code established minimum parking requirements for new buildings. Beginning in 1973, the City has reduced or streamlined minimum parking requirements in various San Francisco zoning districts as a strategy to reduce traffic congestion, encourage the use of sustainable transportation modes (walking, cycling, and transit), and reduce housing and building costs. The recently-enacted Accessory Dwelling Unit, Transportation Demand Management, and HOME-SF ordinances all permit exceptions from minimum parking requirements. Eliminating minimum parking requirements in all zoning districts City-wide will further these goals as well as the policies and objectives of the General Plan's Transportation Element.

Section 2. As introduced, this ordinance proposed revising Planning Code Sections 138.1, 150(a), 155(r), 161(j), 209.4, 303(x) and Zoning Control Tables 714, 720; 721, 722, 727, and 750-764. At its regular meeting on October 22, 2018, the Land Use and Transportation Committee duplicated the file and amended this ordinance to remove the amendments to Sections 138.1, 150(a), 155(r), 161(j), 209.4, 303(x), and Zoning Control Tables 714, 720, 721, 722, 727, and 750-764.

Section 3. The Planning Code is hereby amended by revising Sections 150, 151, 155, 161, 204.5, 209.1, 209.2, 210.1, 210.4, 239, 240.1, 240.2, 240.3, 242, 249.18, 304, 710-713, 715-719, 723-726, 728-734, and 810-812, and deleting Sections 159 and 160, to read as follows:

ARTICLE 1.5:

TRANSPORTATION, OFF-STREET PARKING, AND LOADING

* * * *

SEC. 150. OFF-STREET ~~PARKING AND~~ LOADING REQUIREMENTS.

* * * *

(b) **Spaces Required.** The requirements for ~~O~~off-street ~~parking and~~ loading spaces~~, according to the requirements stated in this Article 1.5, shall be provided~~ for any structure constructed~~,~~ and any use established, whether public or private, after the original effective date of any such requirement applicable to such structure or use shall be as stated in this Article 1.5.

(c) **Additions to Structure and Uses.**

(1) For any structure or use lawfully existing on such effective date, off-street ~~parking and~~ loading spaces need be provided only in the case of a major addition to such structure or use, and only in the quantity required for the major addition itself. Any lawful

deficiency in off-street ~~parking or~~ loading spaces existing on such effective date may be carried forward for the structure or use, apart from such major addition.

(2) For these purposes, a "major addition" is hereby defined as any enlargement, alteration, change of occupancy or increase in intensity of use which would increase ~~the number of off-street parking spaces required for dwelling units by two or more spaces; which would increase the number of off-street parking spaces required for uses other than dwelling units by at least 15 percent or by at least five spaces, whichever is greater; or which would increase~~ the requirement for off-street loading spaces by at least 15% ~~percent~~.

(3) Successive additions made after the effective date of an off-street ~~parking or~~ loading requirement shall be considered cumulative, and at the time such additions become major in their total, off-street ~~parking and~~ loading spaces shall be provided as required for such major addition.

(d) **Spaces to be Retained.** Once any off-street ~~parking or~~ loading space has been provided which wholly ~~*or partially*~~ meets the requirements of this Code, such off-street ~~parking or~~ loading space shall not thereafter be reduced, eliminated or made unusable in any manner. ~~; provided, however, that in the Outer Clement Neighborhood Commercial District a maximum of one off-street parking space may be used for the storage of materials for a commercial use if the commercial use is on a lot contiguous to the lot on which the parking space is located and if access between the commercial use and the storage is available without the use of a public sidewalk or other public right-of-way and if the storage occurred prior to 1985.~~ Any ~~required~~ accessory residential parking space may be leased or rented on a monthly basis as provided under Section 204.5(c ~~b)(1~~) of this Code, and such lease or rental shall not be considered a reduction or elimination of required spaces.

~~(e) **Reduction and Replacement of Off- Street Parking Spaces.** Notwithstanding subsection (d) above, off-street parking spaces may be reduced and replaced by bicycle~~

~~parking spaces based on standards provided in Section 155.1(d), or by a car-share parking space, as allowed by Section 166(e) of this Code. Once bicycle parking spaces replace an automobile parking space, such bicycle parking shall not be reduced or eliminated. Such bicycle parking spaces may be converted back to automobile parking space, provided that the required numbers of bicycle parking spaces subject to Sections 155.2 and 155.3 of this Code are still met after removal of bicycle parking spaces.~~

(e ~~f~~) **Parking in Excess of the Maximum Permitted.** Any off-street parking space or spaces which existed lawfully at the effective date of this Section and which have a total number in excess of the maximum permitted off-street parking spaces permitted under Section 151.1 shall be considered noncomplying features pursuant to Section 180(a)(2) and shall be regulated as set forth in Section 188.

SEC. 151. SCHEDULE OF REQUIRED OFF-STREET PARKING SPACES.

* * * *

Table 151

OFF-STREET PARKING SPACES REQUIRED

Use or Activity	Number of Off-Street Parking Spaces Required
RESIDENTIAL USES	
Dwelling, except as specified below~~, and except in the Bernal Heights Special Use District as provided in Section 242~~	None required. P up to ~~One~~ 1.5 parking spaces for each Dwelling Unit.
Dwelling, in the Telegraph Hill North Beach Residential Special Use District	None required. P up to 0.5 parking spaces for each Dwelling Unit, subject to the controls and procedures of Section 249.49(c) and Section 155(t); NP above preceding ratio.
Dwelling, in the Polk Street Neighborhood Commercial District	None required. P up to 0.5 parking spaces ~~cars~~ for each Dwelling Unit; NP above preceding ratio.

Dwelling, in the Pacific Avenue Neighborhood Commercial District	None required. P up to 0.5 parking spaces ~~cars~~ for each Dwelling Unit; C up to one car for each Dwelling Unit; NP above preceding ratios.
~~Senior Housing, as defined in Section 102 of this Code, or housing for persons with physical disabilities, as defined in the Americans with Disabilities Act~~	~~None in districts other than RH-1 and RH-2. In RH-1 and RH-2 Districts, one-fifth the number of spaces specified above for the district in which the dwelling is located~~.
~~Homeless Shelters~~	~~None required.~~
~~Dwelling, in a project where 100% of the units are Affordable to qualifying households as defined by Section 401 of this Code.~~	~~None in districts other than RH-1 and RH-2~~.
Group Housing of any kind	None ~~in districts other than RH-2. In RH-2 Districts, for each three bedrooms or for each six beds, whichever results in the greater requirement, plus one for the manager's Dwelling Unit if any, with a minimum of two spaces~~ required.
NON-RESIDENTIAL USES	
Agricultural Use Category	
Agricultural Uses*	None required
Greenhouse	None required. Maximum ~~One~~ 1.5 parking spaces for each 4,000 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.
Automotive Use Category	
Automotive Uses	None required.
Entertainment, Arts and Recreation Use Category	
Entertainment, Arts and Recreation Uses*	None required. Maximum ~~One~~ 1.5 parking spaces for each 200 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.
Arts Activities, except theater or auditorium spaces	None required. Maximum ~~One~~ 1.5 parking spaces for each 2,000 square feet of

	Occupied Floor Area, where the Occupied Floor Area exceeds 7,500 square feet.
Sports Stadium	None required. Maximum ~~One~~ 1.5 parking spaces for each 15 seats.
Theater or auditorium	None required. Maximum ~~One~~ 1.5 parking spaces for each 8 seats up to 1,000 seats where the number of seats exceeds 50 seats, plus 1.5 parking spaces ~~one~~ for each 10 seats in excess of 1,000.
Industrial Use Category	
Industrial Uses*	None required. Maximum ~~One~~ 1.5 parking spaces for each 2,000 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 10,000 square feet.
Live/Work Units	None required. Maximum ~~One~~ 1.5 parking spaces for each 2,000 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 7,500 square feet, except in RH or RM Districts, within which the requirement shall be one space for each Live/Work Unit.
~~Homeless Shelters~~	~~None required.~~
Institutional Uses Category	
Institutional Uses*	None required.
Child Care Facility	None required. Maximum ~~One~~ 1.5 parking spaces for each 25 children to be accommodated at any one time, where the number of such children exceeds 24.
Hospital	None required. Maximum ~~One~~ 1.5 parking spaces for each 8 beds excluding bassinets or for each 2,400 square feet of Occupied Floor Area devoted to sleeping rooms, whichever results in the greater requirement, provided that these requirements shall not apply if the calculated number of spaces is no more than two.

Post-Secondary Educational Institution	None required. Maximum ~~One~~ 1.5 parking spaces for each two classrooms.
Religious Institution	None required. Maximum ~~One~~ 1.5 parking spaces for each 20 seats by which the number of seats in the main auditorium exceeds 200.
Residential Care Facility	None required~~in districts other than RH-1 and RH-2~~. Maximum ~~1~~in RH-1 and RH-2 Districts, 1.5 parking spaces ~~one~~ for each 10 beds where the number of beds exceeds nine.
School	None required. Maximum ~~One~~ 1.5 parking spaces for each six classrooms.
Trade School	None required. Maximum ~~One~~ 1.5 parking spaces for each two classrooms.
Sales and Service Category	
Retail Sales and Services*	None required. Maximum ~~One~~ 1.5 parking spaces for each 500 square feet of Occupied Floor Area up to 20,000 where the Occupied Floor Area exceeds 5,000 square feet, plus 1.5 spaces ~~one~~ for each 250 square feet of Occupied Floor Area in excess of 20,000.
Eating and Drinking Uses	None required. Maximum ~~One~~ 1.5 parking spaces for each 200 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.
Health Services	None required. Maximum ~~One~~ 1.5 parking spaces for each 300 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.
Hotel in NC Districts	None required. Maximum 1.2 parking spaces ~~0.8~~ for each guest bedroom.
Hotel in districts other than NC	None required. Maximum ~~One~~ 1.5 parking spaces for each 16 guest bedrooms where the number of guest bedrooms exceeds 23, plus one for the manager's Dwelling Unit, if any.

Mortuary	~~Five~~ Eight
Motel	None required. Maximum ~~One~~ 1.5 parking spaces for each guest unit, plus one for the manager's Dwelling Unit, if any.
Retail space devoted to the handling of bulky merchandise such as motor vehicles, machinery or furniture	None required. Maximum ~~One~~ 1.5 parking spaces for each 1,000 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.
Retail Greenhouse or plant nursery	None required. Maximum ~~One~~ 1.5 parking spaces for each 4,000 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.
Self-Storage	None required. Maximum ~~One~~ 1.5 parking spaces for every three self-storage units.
Non-Retail Sales and Services*	None required. Maximum ~~One~~ 1.5 parking spaces for each 1,000 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.
Commercial Storage or Wholesale Storage	None required. Maximum ~~One~~ 1.5 parking spaces for each 2,000 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 10,000 square feet.
Office	None required. Maximum ~~One~~ 1.5 parking spaces for each 500 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.
Utility and Infrastructure Category	
Utility and infrastructure uses	None required.

* Not listed below

(c) ~~**Maximum Parking Permitted as Accessory.** Except as specified in subsection (b) above, accessory parking principally permitted under this Section 151 shall include only those facilities which do not exceed the following amounts for a structure, lot, or development:~~

~~(1) 150% of the required number of spaces.~~

~~(2)~~ Where no parking is required for a use by this Section 151, the maximum permitted shall be one space per 2,000 square feet of Occupied Floor Area of use, three spaces where the use or activity has zero Occupied Floor Area or the maximum specified elsewhere in this Section.

SEC. 155. GENERAL STANDARDS AS TO LOCATION AND ARRANGEMENT OF OFF-STREET PARKING, FREIGHT LOADING AND SERVICE VEHICLE FACILITIES.

Required off-street parking and freight loading facilities shall meet the following standards as to location and arrangement. ~~In addition, f~~Facilities which are not required but are actually provided shall also meet the following standards unless such standards are stated to be applicable solely to required facilities. In application of the standards of this Code for off-street parking and loading, reference may be made to provisions of other portions of the Municipal Code concerning off-street parking and loading facilities, and to standards of the Better Streets Plan and the Bureau of Engineering of the Department of Public Works. Final authority for the application of such standards under this Code, and for adoption of regulations and interpretations in furtherance of the stated provisions of this Code shall, however, rest with the Planning Department.

(a) **Required Parking and Loading on the Same Lot as the Use Served.** Every required off-street parking or loading space shall be located on the same lot as the use served by it, except as provided in Section~~s 159, 160 and~~ 161 of this Code.

* * * *

(s) **Off-Street Parking and Loading in C-3 Districts.** In C-3 Districts, restrictions on the design and location of off-street parking and loading and access to off-street parking and loading are necessary to reduce their negative impacts on neighborhood quality and the pedestrian environment.

(1) **Ground Floor or Below-Grade Parking and Street Frontages with Active Uses.**

(A) All off-street parking in C-3 Districts (both as ~~a~~Accessory and ~~p~~Principal ~~u~~Uses) shall be built no higher than the ground-level (up to a maximum ceiling height of 20 feet from grade) unless an exception to this requirement is granted in accordance with Section 309 and Subsection 155(s)(2) below.

(B) Parking located at or above ground level shall conform to the street frontage requirements of Section 145.1(c), and shall be lined with active uses, as defined by Section 145.4(d), to a depth of at least 25 feet along all ground-level street frontages, except for space allowed for parking and loading access, building egress, and access to mechanical systems.

(2) **Residential Accessory Parking.** For residential accessory off-street parking in C-3 Districts, two additional floors of above-grade parking beyond the at-grade parking allowed by Section 155(s)(1), to a maximum ceiling height of 35 feet from grade, may be permitted subject to the provisions of Section 309 of this Code provided it can be clearly demonstrated that transportation easements or contaminated soil conditions make it practically infeasible to build parking below-ground. The determination of practical infeasibility shall be made based on an independent, third-party geotechnical assessment conducted by a licensed professional and funded by the project sponsor. The Planning Director shall make a determination as to the objectivity of the study prior to the Planning Commission's consideration of the exception application under Section 309.

(3) **Temporary Parking Lots.** Parking lots permitted in C-3 Districts as temporary uses according to Section 156(f) are not subject to the requirements of subsections (1)(B) above ~~155(s)(1)-(2)~~.

(4) **Parking and Loading Access.**

* * * *

~~SEC. 159. REQUIRED OFF-STREET PARKING NOT ON THE SAME LOT AS THE STRUCTURE OR USE SERVED.~~

~~(a) **One- and Two-Unit Dwellings in RH Districts.** Required off-street parking spaces for one-unit and two-unit dwellings in RH Districts shall be located on the same lot as the dwelling served, or in a Private Automobile Parking Garage as defined in Section 102 of this Code.~~

~~(b) **All Other Dwellings.** Required off-street parking spaces for all other dwellings shall be located on the same lot as the dwelling served, as an accessory use, or within a walking distance of 600 feet, as either a principal or a conditional use, depending upon the use provisions applicable to the district in which such parking is located.~~

~~(c) **All Uses Other Than Dwellings.** Required off-street parking spaces for all uses other than dwellings shall be located on the same lot as the use served, as an accessory use, or within a walking distance of 800 feet, as either a principal or a conditional use, depending upon the use provisions applicable to the district in which such parking is located.~~

~~(d) **Walking Distance Defined.** Walking distance for purposes of Subsections (b) and (c) above shall mean the distance from an outside entrance of a structure or use or part thereof, to each off-street parking space assigned to such structure or use or part thereof, along the shortest, most convenient pedestrian walkway open to the user or users of such off-street parking space.~~

~~(e) **Requirements.** In order to be credited toward the requirements of this Code, any off-street parking space located as above on a lot other than the lot on which the structure or use to be served is located must be available for the actual lifetime of the structure or use to be served. Such availability shall be assured either by ownership of both the lot containing the structure or use to be served and the lot containing the off-street parking space by at least~~

~~one common owner, or by a lease or other instrument providing for the availability of the parking space for not less than the actual lifetime of the structure or use to be served; an attested copy of any such instrument shall be filed with the Planning Department prior to approval by said Department of any building permit application affected by this arrangement for provision of required off-street parking. In addition, in either case, a document in a form approved by the City Attorney shall be executed by the parties concerned, and by the Zoning Administrator, and recorded in the office of the County Recorder, serving as a notice of the restrictions under this Code applying to both the lot containing the structure or use to be served and to the lot containing the off-street parking space, by virtue of this arrangement for provision of required off-street parking.~~

~~(f) **Termination and Modification.** The Zoning Administrator may authorize termination or modification of a requirement for off-street parking, and termination or modification of the corresponding legal instruments described in subsection 159(e) above, if the Zoning Administrator determines that all or a portion of the off-site parking in question is no longer necessary to fulfill a parking requirement of this Code.~~

~~**SEC. 160. COLLECTIVE PROVISION AND JOINT USE OF REQUIRED OFF-STREET PARKING.**~~

~~(a) **Collective Provision of Off-Street Parking.** Collective provision of off-street parking spaces at the same location to meet the requirements of this Code for two or more structures or uses may be permitted, where the total quantity of spaces provided is at least equal to the total of the required spaces for all such structures or uses when computed separately.~~

~~(b) **Joint Use of Off-Street Parking.** Joint use of the same off-street parking spaces to meet the requirements of this Code for two or more structures or uses may be permitted, where the normal hours of operation of such structures or uses are such as to~~

~~assure the feasibility of such joint use of parking, and where the total quantity of spaces provided is at least equal to the total of the required spaces for the structures or uses in operation at any given time.~~

~~(c) **Requirements.** In order to be credited toward the requirements of this Code, any off-street parking space made available for collective or joint use and located on a lot other than the lot on which the structure or use to be served is located must be available for the actual lifetime of the structure or use to be served, and such availability shall be assured in the manner provided for in Section 159(e) of this Code. In addition, in the case of joint use of parking, an attested copy of a contract among all the parties concerned setting forth their agreement to such joint use shall be filed with the Department of City Planning prior to approval by said Department of any building permit application affected by the arrangement for joint use of parking, and in any such case a notice of restrictions upon the affected properties shall be executed and recorded in the manner provided for in Section 159(e), making specific reference to said contract and describing the arrangement for joint use of parking.~~

~~(d) **Termination and Modification.** The Zoning Administrator may authorize termination or modification of collective provision or joint use of off-street parking, and termination or modification of the corresponding legal instruments described in subsection (c) above, if the Zoning Administrator determines that all or a portion of the off-street parking in question is no longer necessary to fulfill a parking requirement of this Code.~~

SEC. 161. EXEMPTIONS AND EXCEPTIONS FROM OFF-STREET PARKING, FREIGHT LOADING AND SERVICE VEHICLE REQUIREMENTS.

The following exemptions shall apply to the requirements for off-street parking and loading spaces set forth in Sections 151 through 155 of this Code. These provisions, as exemptions, shall be narrowly construed. Reductions or waivers by the Zoning Administrator

permitted by this Section 161 shall be conducted pursuant to the procedures of Section 307(h)(2). Where exceptions in this Section require approval by the ~~Planning Commission or~~ Zoning Administrator, the ~~Planning Commission or~~ Zoning Administrator shall consider the criteria of Section 307(i).

* * * *

(c) **Joint Use of Off-Street Parking.** Joint use of the same off-street parking spaces to meet the requirements of this Code for two or more structures or uses may be permitted, where the normal hours of operation of such structures or uses are such as to assure the feasibility of such joint use of parking and where the total quantity of spaces provided is at least equal to the total of the required spaces for the structures or uses in operation at any given time. ~~**Waterfront Special Use Districts.** In recognition of the policies set forth in the Northeastern Waterfront Plan, a part of the General Plan, the unique nature of the area and the difficulty of providing vehicular access thereto, the Zoning Administrator or Planning Commission in specific cases may determine an appropriate reduction in off-street parking requirements in Waterfront Special Use Districts as described in Sections 240.1, 240.2, and 240.3 of this Code, in authorizing any principal or Conditional Use, respectively, under those sections. In considering any such reduction, the Zoning Administrator for principal uses, and the Planning Commission for Conditional Uses, shall consider the criteria set forth in Section 307(i) of this Code.~~

* * * *

(e) **Freight Loading and Service Vehicle Spaces ~~in C-3 Districts.~~** In recognition of the fact that site constraints ~~in C-3 Districts~~ may make provision of required freight loading and service vehicle spaces impractical or undesirable, a reduction in or waiver of the provision of freight loading and service vehicle spaces for uses ~~in C-3 Districts~~ may be permitted by the Zoning Administrator in all districts, or in accordance with the provisions of Section 309 of this

Code in C-3 Districts. In considering any such reduction or waiver, the following criteria shall be considered:

(1) Provision of freight loading and service vehicle spaces cannot be accomplished underground because site constraints will not permit ramps, elevators, turntables and maneuvering areas with reasonable safety;

(2) Provision of the required number of freight loading and service vehicle spaces on-site would result in the use of an unreasonable percentage of ground-floor area, and thereby preclude more desirable use of the ground floor for retail, pedestrian circulation or open space uses;

(3) A jointly used underground facility with access to a number of separate buildings and meeting the collective needs for freight loading and service vehicles for all uses in the buildings involved, cannot be provided; and

(4) Spaces for delivery functions can be provided at the adjacent curb without adverse effect on pedestrian circulation, transit operations or general traffic circulation, and off-street space permanently reserved for service vehicles is provided either on-site or in the immediate vicinity of the building.

~~(f) **RM, NC and C-2 Districts.** The Zoning Administrator may reduce the off-street parking requirements in RM, NC and C-2 Districts pursuant to the procedures and criteria of Sections 307(h)(2) and (i) of this Code.~~

* * * *

SEC. 204.5. PARKING AND LOADING AS ACCESSORY USES.

In order to be classified as an Accessory Use, off-street parking and loading shall meet all of the following conditions:

(a) **Location.** Such parking or loading facilities shall be located on the same lot as the structure or use served by them. (For provisions concerning required parking on a

separate lot as a Principal or Conditional Use, see Sections 156~~, 159, 160,~~ and 161 of this Code.)

(b) **Parking Accessory to Dwellings.** Unless rented on a monthly basis to serve a nearby resident as described in subsection (c) ~~Dwelling Unit pursuant to Section 204.5(b)(1),~~ below, required accessory parking facilities for any Dwelling in any R District shall be limited, further, to storage of private passenger automobiles, private automobile trailers, boats, bicycle parking, scooters, motorcycles, and car-share vehicles as permitted by Section 150 and trucks of a rated capacity not exceeding three-quarters of a ton.

(c) **Lease of Accessory Residential and Live/Work Parking to Neighbors.** Notwithstanding any provision of this Code to the contrary, the following shall be permitted as an Accessory Use:

Lease of lawfully existing off-street residential or live/work parking spaces by the property owner or manager, for a term of no less than one month, is permitted as follows:

(1) for use by any resident of a Dwelling Unit located on a different lot within 1,250 feet of such parking space; or

(2) for use by any resident of a Dwelling Unit located on a different lot within the City and County of San Francisco so long as no more than five spaces are rented to those who live beyond 1,250 feet of such parking space.

(~~c~~ d) **Parking Exceeding Accessory Amounts.** Accessory parking facilities shall include only those facilities that do not exceed the amounts permitted by Section 151(c) or Table 151.1. Off-street parking facilities that exceed the accessory amounts shall be classified as a separate use, and may be principally or conditionally permitted as indicated in the Zoning Control Table for the district in which such facilities are located.

SEC. 209.1. RH (RESIDENTIAL, HOUSE) DISTRICTS.

* * * *

Table 209.1
ZONING CONTROL TABLE FOR RH DISTRICTS

* * * *

Zoning Category	§ References	RH-1(D)	RH-1	RH-1(S)	RH-2	RH-3
* * * *						
RESIDENTIAL STANDARDS AND USES						
Development Standards						
* * * *	* * * *	* * * *	* * * *	* * * *	* * * *	* * * *
Parking Requirements	§§ 151, 161	None required. Maximum permitted per § 151. ~~Generally, a minimum of one space for every Dwelling Unit required. Certain exceptions permitted per § 161.~~				
* * * *	* * * *	* * * *	* * * *	* * * *	* * * *	* * * *
NON-RESIDENTIAL STANDARDS AND USES						
Development Standards						
* * * *	* * * *	* * * *	* * * *	* * * *	* * * *	* * * *
Parking Requirements	§§ 150, 151, 161	None ~~R~~required. Maximum permitted per § 151. ~~Number of spaces determined by use per § 151. Certain exceptions permitted per § 161.~~				
* * * *	* * * *	* * * *	* * * *	* * * *	* * * *	* * * *

SEC. 209.2. RM (RESIDENTIAL, MIXED) DISTRICTS.

* * * *

Table 209.2
ZONING CONTROL TABLE FOR RM DISTRICTS

*

Zoning Category	§ References	RM-1	RM-2	RM-3	RM-4

RESIDENTIAL STANDARDS AND USES					
Development Standards					
* * * *	* * * *	* * * *	* * * *	* * * *	* * * *
Parking Requirements	§§ 151, *155,* 161	None required. Maximum permitted per § 151. ~~Generally one space for every Dwelling Unit minimum. Certain exceptions permitted per § 161.~~			
* * * *					
NON-RESIDENTIAL STANDARDS AND USES					
Development Standards					
* * * *	* * * *	* * * *	* * * *	* * * *	* * * *
Off-Street Parking	§§ 150, 151, *155,* 161	None ~~R~~required. Maximum permitted per § 151. ~~Number of spaces determined by use per § 151. Certain exceptions permitted per § 161.~~			
* * * *	* * * *	* * * *	* * * *	* * * *	* * * *

* * * *

SEC. 210.1. C-2 DISTRICTS: COMMUNITY BUSINESS.

* * * *

Table 210.1
ZONING CONTROL TABLE FOR C-2 DISTRICTS

* * * *

Zoning Category	**§ References**	**C-2**
RESIDENTIAL STANDARDS AND USES		
Development Standards		
Residential Parking Requirements	§ 151, *155,* 161	~~Generally one space per Dwelling Unit. Exceptions permitted per § 161.~~ None required ~~in the Washington-Broadway Special Use District~~. None Required. Maximum permitted per § 151.
* * * *		
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		

Off-Street Parking	§§ 150, 151, *155,* 161	~~As required by § 151. Certain exceptions permitted by §§ 161.~~ None required ~~in the Washington-Broadway Special Use District~~. None Required. Maximum permitted per § 151.
* * * *	* * * *	* * * *

* * * *

SEC. 210.4. M DISTRICTS: INDUSTRIAL.

* * * *

Table 210.4
ZONING CONTROL TABLE FOR M DISTRICTS

* * * *

Zoning Category	§ References	M-1	M-2
RESIDENTIAL STANDARDS AND USES			
Development Standards			
Residential Parking Requirements	§ 151, 166, 167, 204.5 ~~161~~	None required. P up to one space for every two units. C up to three spaces for every four units. NP above.	
* * * *	* * * *	* * * *	
NON-RESIDENTIAL STANDARDS AND USES			
Development Standards			
* * * *	* * * *	* * * *	* * * *
Off-Street Parking	§§ 150, 151*.1*, *167*	None required. Maximums set in Planning Code § 151.1.	~~Minimum parking required per § 151~~
* * * *			

* * * *

SEC. 239. WASHINGTON-BROADWAY SPECIAL USE DISTRICT.

In order to provide for certain areas with special traffic and parking considerations, many existing buildings of small scale and established character that have been and will be retained and converted, and certain wholesaling activities carried on with distinct benefit to the City, there shall be a Washington-Broadway Special Use District, as designated on Sectional Map No. SU01 of the Zoning Map of the City and County of San Francisco. The following provisions shall apply:

(a) ~~**Required Parking.** No parking is required for any use, as provided in Section 161(d) of this Code.~~

~~(b)~~ **Drive-up Facilities.** Drive-up Facilities, as defined in Section 102 of this Code, are not permitted.

(b ~~c~~) **Parking Lots.** A Public Auto Parking Lot, or a Public Auto Parking Garage, shall not be permitted as a permanent use. A Public Auto Parking Lot may be permitted as a temporary use for up to five years only upon approval by the Planning Commission as a conditional use under Section 303 of this Code.

(c ~~d~~) **Parking Pricing.** The parking pricing requirements of Section 155(g) shall apply within the district.

SEC. 240.1. WATERFRONT SPECIAL USE DISTRICT NO. 1.

The following provisions shall apply within Waterfront Special Use District No. 1:

* * * *

(f) ~~Off-street parking requirements may be modified by the Planning Department and Planning Commission, as provided in Section 161(f) of this Code.~~

(f ~~g~~) The basic ~~f~~Floor ~~a~~Area ~~r~~Ratio limit shall be 5.0 to 1 to the extent provided in Section 124(e) of this Code. To calculate the ~~f~~Floor ~~a~~Area ~~r~~Ratio on piers under the jurisdiction of the Port Commission, all building permit applications shall include a map of the

lot or lease area with precise boundaries showing its location on the pier under consideration. The proposed lot shall be reviewed and approved as part of the building permit and be the basis for further alterations or expansions of the structure.

SEC. 240.2. WATERFRONT SPECIAL USE DISTRICT NO. 2.

The following provisions shall apply within Waterfront Special Use District No. 2:

(a) Industrial, commercial and other operations directly related to the conduct of waterborne commerce or navigation shall be permitted as ~~p~~Principal ~~u~~Uses, except in residential zoning districts.

(b) A ~~h~~Hotel or ~~m~~Motel, if otherwise listed in this Code as a permitted use, shall be permitted only upon approval by the Planning Commission as a ~~c~~Conditional ~~u~~Use under Section 303 of this Code.

(c) An ~~automobile~~ Automotive ~~s~~Service ~~s~~Station, if otherwise listed in this Code as a permitted use, shall be permitted only upon approval by the Planning Commission as a ~~c~~Conditional ~~u~~Use under Section 303 of this Code.

(d) Any building or use which provides a greater number of off-street parking spaces than required under Section 151 of this Code shall be permitted only upon approval by the Planning Commission as a conditional use under Section 303 of this Code; provided, however, that this subsection shall not apply in any case where fewer than 10 such spaces are provided. Any building or use which provides 10 or more off-street parking spaces shall be permitted only upon approval by the Planning Commission as a Conditional Use under Section 303 of this Code.

~~(e)~~ Any ~~u~~Use, whether ~~p~~Principal or ~~a~~Accessory, not screened from view from adjacent streets and other public areas, with the exception of accessory off-street parking areas for nine or fewer automobiles, shall be permitted only upon approval by the Planning Commission as a ~~c~~Conditional ~~u~~Use under Section 303 of this Code.

(e f) The basic fFloor aArea rRatio limit shall be 5.0 to 1 to the extent provided in Section 124(e) of this Code.

SEC. 240.3. WATERFRONT SPECIAL USE DISTRICT NO. 3.

The following provisions shall apply within Waterfront Special Use District No. 3:

(a) Industrial, commercial and other operations directly related to the conduct of waterborne commerce or navigation shall be permitted as pPrincipal uUses.

(b) A wholesale establishment conducted entirely within an enclosed building shall be permitted as a pPrincipal uUse.

* * * *

(f) A hHotel or mMotel, if otherwise listed in this Code as a pPermitted uUse, shall be permitted only upon approval by the Planning Commission as a cConditional uUse under Section 303 of this Code.

(g) An automobile Automotive sService sStation, if otherwise listed in this Code as a pPermitted uUse, shall be permitted only upon approval by the Planning Commission as a cConditional uUse under Section 303 of this Code.

(h) Any building or use which provides a greater number of off-street parking spaces than required under Section 151 of this Code shall be permitted only upon approval by the Planning Commission as a conditional use under Section 303 of this Code; provided, however, that this subsection shall not apply (1) in any case where fewer than 10 such spaces are provided, or (2) for property under the jurisdiction of the Port of San Francisco, to the extent such off-street parking spaces existed as of the effective date of this Subsection. Any building or use which provides 10 or more off-street parking spaces shall be permitted only upon approval by the Planning Commission as a Conditional Use under Section 303 of this Code.

(i) Any use, whether ~~p~~Principal or ~~a~~Accessory, not screened from view from adjacent streets and other public areas, with the exception of temporary uses pursuant to Section 205.1, accessory off-street parking areas for nine or fewer automobiles, or off-street parking areas on property under the jurisdiction of the Port of San Francisco in existence as of the effective date of this subsection, shall be permitted only upon approval by the Planning Commission as a ~~c~~Conditional ~~u~~Use under Section 303 of this Code.

(j) The basic ~~f~~Floor ~~a~~Area ~~r~~Ratio limit shall be 5.0 to 1 to the extent provided in Section 124(e) of this Code.

~~(k) Off-street parking requirements may be modified by the Planning Department or Planning Commission, as provided in Section 161(f) of this Code.~~

SEC. 242. BERNAL HEIGHTS SPECIAL USE DISTRICT.

* * * *

(e) **Controls.** All provisions of the Planning Code applicable to an RH-1, RH-1(S), RH-2, and RH-3 District shall apply to applicable portions of the Special Use District except as otherwise provided in this Section.

* * * *

~~(4) **Parking.** The number of off-street parking spaces required for new construction shall be as follows:~~

~~**Usable Floor Area**~~	~~**Parking Spaces**~~
~~0 to 1300~~	~~1~~
~~1301 to 2250~~	~~2~~
~~2251 to 2850~~	~~3~~
~~2851 to 3850~~	~~4~~
~~One additional parking space is required for each additional 1,000 square feet.~~	

~~If more than one parking space is required, the first off-street parking space must have a minimum area of 160 square feet; second and subsequent spaces may be a compact car space and have a minimum area of 127.5 square feet. In the RH-2 and RH-3 District, the parking requirement is the greater of the number of spaces required by the above table, or one parking space per dwelling unit.~~

~~All alterations resulting in an increase in usable floor area shall be considered cumulatively from the effective date of this ordinance.~~

~~No tandem parking spaces are permitted for the first two required parking spaces for new construction. All other required parking spaces for new construction may be tandem parking spaces.~~

~~Tandem parking spaces are permitted for alterations in the RH-1 and RH-1(S) Districts, and are not permitted for alterations in the RH-2 and RH-3 Districts.~~

~~(A) **RH-1 or RH-1(S) District Building Alterations.** The following parking requirements shall apply to alterations of existing structures in an RH-1 or RH-1(S) District:~~

~~(i) If one or more alterations add 400 square feet or less of usable floor area to an existing building, no additional parking space is required to be added to the existing spaces.~~

~~(ii) If one or more alterations add over 400 square feet of usable floor area but do not cause the total usable floor area of the building to exceed 1,650 square feet, no additional parking space is required to be added to the existing spaces.~~

~~(iii) If one or more alterations add over 400 square feet of usable floor area and the total usable floor area of the building is between 1,651 and 2,250 square feet, a total of two parking spaces is required. One or both of these required spaces may be waived by the Zoning Administrator if the Zoning Administrator finds that (1) the off-~~

~~street parking space(s) would result in a new curb cut, or the proposed driveway would result in the loss of one parking space while adding one private space; or (2) the structure has an unaltered historic facade as determined by the Department of Planning and the owner has conveyed a facade easement to the San Francisco Architectural Heritage foundation.~~

~~(iv) If one or more alterations add over 400 square feet of usable floor area and the total usable floor area is over 2,250 square feet, a total of three parking spaces or more is required, as provided by the above table. One additional parking space is required for each additional 1,000 square feet.~~

~~(B) **RH-2 and RH-3 Building Alterations.** The following parking requirements shall apply to alterations of existing structures in an RH-2 or RH-3 District:~~

~~(i) If one or more alterations add 200 square feet or less of usable floor area, no additional parking space is required.~~

~~(ii) If one or more alterations add over 200 square feet of usable floor area, the parking standards for new construction set forth above shall apply to the entire building.~~

(4 ~~5~~) **Curb Cuts and Garage Door Width.** The maximum width of curb cuts allowed for new construction shall be 10 feet; the maximum width of a garage door opening shall be 12 feet.

(5 ~~6~~) **Design.** In addition to meeting applicable standards provided in this Section 242 and elsewhere in this Code, residential development subject to this Section 242 shall be subject to the review and notification procedures provided by ~~Subs~~Section 311(c) of this Code. Requests for Planning Commission review shall be governed by Subsection 311(d) of this Code. In addition to applicable guidelines cited by Section 311, the Elsie Street Plan and the East Slope Building Guidelines shall be used as guidelines to determine

neighborhood compatibility of new construction and alterations in the respective areas covered by those guidelines.

(6 ~~7~~) **Demolition.**

* * * *

SEC. 249.18. NORTHEAST CHINA BASIN SPECIAL USE DISTRICT.

* * * *

(b) **Controls.**

(1) **General.** The provisions of the M-2 use district established by Section 201 of this Code shall prevail except as provided in subsections (b) ~~paragraphs~~ (2) through (4) below.

(2) **Conditional Uses.** An open-air ballpark with a maximum seating capacity of 45,000, Sports Stadium as defined in Section 102 of this Code, with associated parking, and various uses accessory to or related to ballpark and assembly and entertainment uses, including sports clubs, restaurants, and retail shops, shall all be permitted as ~~c~~Conditional ~~u~~Uses.

(3) **Parking.** In recognition of the public transit anticipated to be available to serve a ballpark in the proposed location, in recognition of the large supply of parking in the vicinity, much of which can be made available for ballpark use in the evening and on weekends, and in recognition of the availability of approximately 5,000 off-site parking spaces near the ballpark during the first five years of the ballpark's operation, there shall be no minimum requirement for off-street parking spaces for the ~~u~~Uses permitted in the Northeast China Basin Special Use District. ~~This provision supersedes the parking requirements set forth in Section 151 of this Code applicable to the permitted uses set forth herein.~~

SEC. 304. PLANNED UNIT DEVELOPMENTS.

In districts other than C-3, the Eastern Neighborhoods Mixed Use Districts, the DTR Districts, the North Beach Special Use District, or the South of Market Mixed Use Districts, the Planning Commission may authorize as ~~c~~Conditional ~~u~~Uses, in accordance with the provisions of Section 303, Planned Unit Developments subject to the further requirements and procedures of this Section 304. After review of any proposed development, the Planning Commission may authorize such development as submitted or may modify, alter, adjust or amend the plan before authorization, and in authorizing it may prescribe other conditions as provided in Section 303(d). The development as authorized shall be subject to all conditions so imposed and shall be excepted from other provisions of this Code only to the extent specified in the authorization.

* * * *

(d) **Criteria and Limitations.** The proposed development must meet the criteria applicable to conditional uses as stated in Section 303(c) and elsewhere in this Code. In addition, it shall:

(1) Affirmatively promote applicable objectives and policies of the General Plan;

(2) Provide off-street parking appropriate to ~~adequate for~~ the occupancy proposed and not exceeding principally-permitted maximum amounts;

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SEC. 710. NC-1 – NEIGHBORHOOD COMMERCIAL CLUSTER DISTRICT.

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Table 710. NEIGHBORHOOD COMMERCIAL CLUSTER DISTRICT NC-1 ZONING CONTROL TABLE

* * * *

		NC-1
Zoning Category	**§ References**	**Controls**
RESIDENTIAL STANDARDS AND USES		
Development Standards		
Usable Open Space [Per Dwelling Unit]	§§ 135, 136	100 square feet per unit if private, or 133 square feet per unit if common
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, ~~159 –~~ 161, 166, 204.5	~~A minimum of one~~ No car parking ~~space for every Dwelling Unit~~ required. Maximum permitted per § 151. ~~Certain exceptions permitted per §§ 155 and 161~~. Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
Dwelling Unit Mix	§ 207.6	Not required
* * * *		
NON-RESIDENTIAL STANDARDS		
Development Standards		
Floor Area Ratio	§§ 102 , 123, 124	1.8 to 1
Use Size	§ 102	P up to 2,999 square feet; C 3,000 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, ~~159 –~~ 161, 166, 204.5	No car parking required ~~if Occupied Floor Area is less than 5,000 square feet. See chart in § 151 for uses over 5,000 square feet. See §§ 155 and 161 for car parking waiver~~. Maximum permitted per § 151. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet.

		Exceptions permitted per §§ 155 and 161.

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SEC. 711. NC-2 – SMALL-SCALE NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 711. SMALL-SCALE NEIGHBORHOOD COMMERCIAL DISTRICT NC-2 ZONING CONTROL TABLE

* * * *

		NC-2
Zoning Category	**§ References**	**Controls**
RESIDENTIAL STANDARDS AND USES		
Development Standards		
Usable Open Space [Per Dwelling Unit]	§§ 135, 136	100 square feet per unit if private, or 133 square feet per unit if common
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, ~~159~~—161, 166, 204.5	~~A minimum of one~~ No ~~space for every Dwelling Unit~~ required. Maximum permitted per § 151. ~~Certain exceptions permitted per §§ 155 and 161.~~ Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
Dwelling Unit Mix	§ 207.6	Not required
* * * *		
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	2.5 to 1
Use Size	§§ 102, 121.2	P up to 3,999 square feet; C 4,000 square feet and above

Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, ~~159 –~~ 161, 166, 204.5	No car parking required ~~if Occupied Floor Area is less than 5,000 square feet. See chart in § 151 for uses over 5,000 square feet. See §§ 155 and 161 for car parking waiver.~~ Maximum permitted per § 151. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 712. NC-3 – MODERATE-SCALE NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 712. MODERATE-SCALE NEIGHBORHOOD COMMERCIAL DISTRICT NC-3 ZONING CONTROL TABLE

* * * *

		NC-3
Zoning Category	**§ References**	**Controls**
RESIDENTIAL STANDARDS AND USES		
Development Standards		
Usable Open Space [Per Dwelling Unit]	§§ 135, 136	80 square feet per unit if private, or 100 square feet per unit if common
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, ~~159 –~~ 161, 166, 204.5	~~A minimum of one~~ No car parking ~~space for every Dwelling Unit~~ required. Maximum permitted per § 151. ~~Certain exceptions permitted per §§ 155 and 161.~~ Bike parking required per § 155.2. If car parking is provided, car share spaces are

		required when a project has 50 units or more per § 166.
Dwelling Unit Mix	§ 207.6	Not required
* * * *		
NON-RESIDENTIAL STANDARDS		

Development Standards		
~~Floor~~ Area Ratio	§§ 102, 123, 124	3.6 to 1
Use Size	§§ 102, 121.2	P up to 5,999 square feet; C 6,000 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, ~~159~~– 161, 166, 204.5	No car parking required ~~if Occupied Floor Area is less than 5,000 square feet. See chart in § 151 for uses over 5,000 square feet. See §§ 155 and 161 for car parking waiver~~. Maximum permitted per § 151. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per *§§ 155 and* 161.

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SEC. 713. NC-S – NEIGHBORHOOD COMMERCIAL SHOPPING CENTER DISTRICT.

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Table 713. NEIGHBORHOOD COMMERCIAL SHOPPING CENTER DISTRICT NC-S ZONING CONTROL TABLE

* * * *

		NC-S
Zoning Category	**§ References**	**Controls**
RESIDENTIAL STANDARDS AND USES		

Development Standards		
Usable Open Space [Per Dwelling Unit]	§§ 135, 136	Generally, either 100 square feet if private, or 133 square feet if common.(1)
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, ~~159~~ 161, 166, 204.5	~~A minimum of one automotive space for every Dwelling Unit~~ No car parking required. Maximum permitted per § 151. ~~Certain exceptions permitted per §§ 155 and 161.~~ Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
Dwelling Unit Mix	§ 207.6	Not required
* * * *		

NON-RESIDENTIAL STANDARDS

Development Standards		
Floor Area Ratio	§§ 102, 123, 124	1.8 to 1
Use Size	§ 102, 121.2	P up to 5,999 square feet; C 6,000 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153-156, ~~159~~ 161, 166, 204.5	No car parking required ~~if Occupied Floor Area is less than 5,000 square feet. See chart in § 151 for uses over 5,000 square feet. See §§ 155 and 161 for car parking waiver.~~ Maximum permitted per § 151. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet.

		Exceptions permitted per §§ 155 and 161.

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SEC. 715. CASTRO STREET NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 715. CASTRO STREET NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

		Castro NCD
Zoning Category	**§ References**	**Controls**
RESIDENTIAL STANDARDS AND USES		
Development Standards		
Usable Open Space [Per Dwelling Unit]	§§ 135, 136	80 square feet if private, or 100 square feet if common
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153-156, ~~159~~ 161, 166, 204.5	~~A minimum of one~~ No car parking ~~space for every Dwelling Unit~~ required. Maximum permitted per § 151. ~~Certain exceptions permitted per §§ 155 and 161.~~ Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
Dwelling Unit Mix	§ 207.6	Not required
* * * *		
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	3.0 to 1
Use Size	§§ 102, 121.2	P to 1,999 square feet; C 2,000 square feet to 3,999 square feet;

		NP(1) 4,000 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, ~~159~~ 161, 166, 204.5	No car parking required ~~if Occupied Floor Area is less than 5,000 square feet. See chart in § 151 for uses over 5,000 square feet. See §§ 155 and 161 for car parking waiver~~. Maximum permitted per § 151. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 716. INNER CLEMENT STREET NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 716. INNER CLEMENT STREET NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

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		Inner Clement
Zoning Category	**§ References**	**Controls**
RESIDENTIAL STANDARDS AND USES		
Development Standards		
Usable Open Space [Per Dwelling Unit]	§§ 135, 136	80 square feet if private, or 100 square feet if common
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, ~~159~~ 161, 166, 204.5	~~A minimum of one~~ No car parking ~~space for every Dwelling Unit~~ required. Maximum permitted per § 151. ~~Certain exceptions permitted per §§ 155 and 161.~~ Bike parking required per § 155.2. If car parking is provided, car share

		spaces are required when a project has 50 units or more per § 166.
Dwelling Unit Mix	§ 207.6	Not required
* * * *		
NON-RESIDENTIAL STANDARDS AND USES		

Development Standards		
Floor Area Ratio	§§ 102, 123, 124	1.8 to 1
Use Size	§ 102, 121.2	P up to 2,499 square feet; C 2,500 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, ~~159~~– 161, 166, 204.5	No car parking required ~~if Occupied Floor Area is less than 5,000 square feet. See chart in § 151 for uses over 5,000 square feet. See §§ 155 and 161 for car parking waiver~~. Maximum permitted per § 151. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 717. OUTER CLEMENT STREET NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 717. OUTER CLEMENT STREET NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

* * * *

		Outer Clement
Zoning Category	**§ References**	**Controls**
RESIDENTIAL STANDARDS AND USES		

Development Standards

Usable Open Space [Per Dwelling Unit]	§§ 135, 136	80 square feet per unit if private, or 100 square feet per unit if common
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, ~~159~~ 161, 166, 204.5	~~A minimum of one~~ No car parking ~~space for every Dwelling Unit~~ required. Maximum permitted per § 151. ~~Certain exceptions permitted per §§ 155 and 161.~~ Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
Dwelling Unit Mix	§ 207.6	Not required
* * * *		
NON-RESIDENTIAL STANDARDS AND USES		

Development Standards		
Floor Area Ratio	§§ 102, 123, 124	1.8 to 1
Use Size	§§ 102, 121.2	P up to 2,499 square feet; C 2,500 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, ~~159~~ 161, 166, 204.5	No car parking required ~~if Occupied Floor Area is less than 5,000 square feet. See chart in § 151 for uses over 5,000 square feet. See §§ 155 and 161 for car parking waiver~~. Maximum permitted per § 151. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 718. UPPER FILLMORE STREET NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 718. UPPER FILLMORE STREET NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

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		Upper Fillmore NCD
Zoning Category	**§ References**	**Controls**

RESIDENTIAL STANDARDS AND USES		
Usable Open Space [Per Dwelling Unit]	§§ 135, 136	80 square feet per unit if private, or 100 square feet per unit if common
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, ~~159~~ – 161, 166, 204.5	~~A minimum of one~~ No car parking ~~space for every Dwelling Unit~~ required. Maximum permitted per § 151. ~~Certain exceptions permitted per §§ 155 and 161.~~ Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
Dwelling Unit Mix	§ 207.6	Not required
* * * *		
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	2.5 to 1
Use Size	§§ 102, 121.2	P up to 2,499 square feet; C 2,500 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, ~~159~~ – 161, 166, 204.5	No car parking required ~~if Occupied Floor Area is less than 5,000 square feet. See chart in § 151 for uses over 5,000 square feet. See §§ 155 and 161 for car parking waiver~~. Maximum permitted per § 151. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 719. HAIGHT STREET NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 719. HAIGHT STREET NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

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		Haight Street NCD
Zoning Category	**§ References**	**Controls**
RESIDENTIAL STANDARDS AND USES		
Development Standards		
Usable Open Space [Per Dwelling Unit]	§§ 135, 136	80 square feet per unit if private, or 100 square feet per unit if common
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, ~~159~~ 161, 166, 204.5	~~A minimum of one~~ No car parking ~~space for every Dwelling Unit~~ required. Maximum permitted per § 151. ~~Certain exceptions permitted per §§ 155 and 161.~~ Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
Dwelling Unit Mix	§ 207.6	Not required
* * * *		
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	1.8 to 1
Use Size	§§ 102, 121.2	P up to 2,499 square feet; C 2,500 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, ~~159~~ 161, 166, 204.5	No car parking required ~~if Occupied Floor Area is less than 5,000 sq. ft. See chart in § 151 for uses over 5,000 square feet. See §§ 155 and 161 for car parking waiver~~. Maximum permitted per § 151. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 723. POLK STREET NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 723. POLK STREET NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

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		Polk Street NCD
Zoning Category	**§ References**	**Controls**
NON-RESIDENTIAL STANDARDS AND USES (7)		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	2.5 to 1
Use Size	§§ 102, 121.2	P up to 1,999 square feet; C 2,000 to 3,999 square feet; NP 4,000 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, ~~159~~ 161, 166, 204.5	No car parking required ~~if Occupied Floor Area is less than 5,000 square feet. See chart in § 151 for uses over 5,000 square feet. See §§ 155 and 161 for car parking waiver~~. Maximum permitted per § 151. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 724. SACRAMENTO STREET NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 724. SACRAMENTO STREET NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

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		Sacramento Street NCD
Zoning Category	**§ References**	**Controls**
RESIDENTIAL STANDARDS AND USES		

Development Standards		
Usable Open Space [Per Dwelling Unit]	§§ 135, 136	100 square feet per unit if private, or 133 square feet per unit if common.
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, ~~159~~ – 161, 166, 204.5	~~A minimum of one~~ No car parking ~~space for every Dwelling Unit~~ required. Maximum permitted per § 151. ~~Certain exceptions permitted per §§ 155 and 161.~~ Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
Dwelling Unit Mix	§ 207.6	Not required
* * * *		
NON-RESIDENTIAL STANDARDS AND USES		

Development Standards		
Floor Area Ratio	§§ 102, 123, 124	1.8 to 1
Use Size	§§ 102, 121.2	P up to 2,499 square feet; C 2,500 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, ~~159~~ – 161, 166, 204.5	No car parking required ~~if Occupied Floor Area is less than 5,000 square feet. See chart in § 151 for uses over 5,000 square feet. See §§ 155 and 161 for car parking waiver~~. Maximum permitted per § 151. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.

Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 725. UNION STREET NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 725. UNION STREET NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

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		Union Street NCD
Zoning Category	**§ References**	**Controls**
RESIDENTIAL STANDARDS AND USES		
Development Standards		
Usable Open Space [Per Dwelling Unit]	§§ 135, 136	80 square feet per unit if private, or 100 square feet per unit if common
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, ~~159 -~~ 161, 166, 204.5	~~A minimum of one~~ No car parking ~~space for every Dwelling Unit~~ required. Maximum permitted per § 151. ~~Certain exceptions permitted per §§ 155 and 161. Bike parking required per § 155.2.~~ If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
Dwelling Unit Mix	§ 207.6	Not required
* * * *		
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	3.0 to 1
Use Size	§§ 102, 121.2	P up to 2,499 square feet; C 2,500 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, ~~159 -~~ 161, 166, 204.5	No car parking required ~~if Occupied Floor Area is less than 5,000 square feet.~~ Maximum permitted per § 151. ~~See chart in § 151 for uses over 5,000 square feet. See §§ 155 and 161 for car parking waiver.~~ Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 726. PACIFIC AVENUE NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 726. PACIFIC AVENUE NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

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		Pacific Avenue NCD
Zoning Category	§ References	Controls
NON-RESIDENTIAL STANDARDS AND USES (6)		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	1.5 to 1
Use Size	§ 102, 121.2	P up to 1,999 square feet; C 2,000 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, ~~159~~ – 161, 166, 204.5	No car parking required ~~if Occupied Floor Area is less than 2,000 square feet.~~ Maximum permitted per § 151. ~~See chart in § 151 for uses over 2,000 square feet. See §§ 155 and 161 for car parking waiver.~~ Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 728. 24TH STREET – NOE VALLEY NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 728. 24TH STREET – NOE VALLEY NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

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		24th Street - Noe Valley NCD
Zoning Category	**§ References**	**Controls**
RESIDENTIAL STANDARDS AND USES		
Development Standards		
Usable Open Space [Per Dwelling Unit]	§§ 135, 136	80 square feet if private, or 100 square feet if common
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, ~~159~~– 161, 166, 204.5	~~A minimum of one~~ No car parking ~~space for every Dwelling Unit~~ required. Maximum permitted per § 151. ~~Certain exceptions permitted per §§ 155 and 161. Bike parking required per § 155.2.~~ If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
Dwelling Unit Mix	§ 207.6	Not required
* * * *		
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	1.8 to 1
Use Size	§§ 102, 121.2	P up to 2,499 square feet; C 2,500 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, ~~159~~–161, 166, 204.5	No car parking required ~~if Occupied Floor Area is less than 5,000 square feet. See chart in § 151 for uses over 5,000 square feet. See §§ 155 and 161 for car parking waiver.~~ Maximum permitted per § 151. Bike parking required per Section 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 729. WEST PORTAL AVENUE NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 729. WEST PORTAL AVENUE NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

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		West Portal NCD
Zoning Category	**§ References**	**Controls**
RESIDENTIAL STANDARDS AND USES		
Development Standards		
Usable Open Space [Per Dwelling Unit]	§§ 135, 136	100 square feet if private, or 133 square feet if common
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, ~~159~~ – 161, 166, 204.5	~~A minimum of one~~ No car parking ~~space for every Dwelling Unit~~ required. Maximum permitted per § 151. ~~Certain exceptions permitted per §§ 155 and 161.~~ Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
Dwelling Unit Mix	§ 207.6	Not required
* * * *		
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	1.8 to 1
Use Size	§§ 102, 121.2	P up to 2,499 square feet; C 2,500 to 3,999 square feet; NP 4,000 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, ~~159~~ – 161, 166, 204.5	No car parking required ~~if Occupied Floor Area is less than 5,000 square feet. See chart in § 151 for uses over 5,000 square feet. See §§ 155 and 161 for car parking waiver.~~ Maximum permitted per § 151. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.

Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 730. INNER SUNSET NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 730. INNER SUNSET NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

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		Inner Sunset NCD
Zoning Category	**§ References**	**Controls**
RESIDENTIAL STANDARDS AND USES		
Development Standards		
Usable Open Space [Per Dwelling Unit]	§§ 135, 136	100 square feet per unit if private, or 133 square feet per unit if common
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, ~~159~~– 161, 166, 204.5	~~A minimum of one~~ No car parking ~~space for every Dwelling Unit~~ required. Maximum permitted per § 151. ~~Certain exceptions permitted per §§ 155 and 161.~~ Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
Dwelling Unit Mix	§ 207.6	Not required
* * * *		
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	1.8 to 1
Use Size	§§ 102, 121.2	P up to 2,499 square feet; C 2,500 square feet and above

Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, ~~159~~ – 161, 166, 204.5	No car parking required ~~if Occupied Floor Area is less than 5,000 square feet~~. Maximum permitted per § 151. ~~See chart in § 151 for uses over 5,000 square feet. See §§ 155 and 161 for car parking waiver.~~ Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 731. NORIEGA STREET NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 731. NORIEGA STREET NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

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		Noriega Street NCD
Zoning Category	**§ References**	**Controls**
RESIDENTIAL STANDARDS AND USES		
Development Standards		
Usable Open Space [Per Dwelling Unit]	§§ 135, 136	100 square feet per unit if private, or 133 square feet per unit if common
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, ~~159~~ – 161, 166, 204.5	~~A minimum of one~~ No car parking ~~space for every Dwelling Unit~~ required. Maximum permitted per § 151. ~~Certain exceptions permitted per §§ 155 and 161.~~ Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
Dwelling Unit Mix	§ 207.6	Not required
* * * *		
NON-RESIDENTIAL STANDARDS AND USES		

Development Standards		
Floor Area Ratio	§§ 102, 123, 124	2.5 to 1
Use Size	§§ 102, 121.2	P up to 3,999 square feet; C 4,000 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, ~~159~~ 161, 166, 204.5	No car parking required ~~if Occupied Floor Area is less than 5,000 square feet~~. Maximum permitted per § 151. ~~See chart in § 151 for uses over 5,000 square feet. See §§ 155 and 161 for car parking waiver.~~ Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per *§§ 155 and* 161.

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SEC. 732. IRVING STREET NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 732. IRVING STREET NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

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		Irving Street NCD
Zoning Category	**§ References**	**Controls**
RESIDENTIAL STANDARDS AND USES		

Development Standards		
Usable Open Space [Per Dwelling Unit]	§§ 135, 136	100 square feet per unit if private, or 133 square feet per unit if common
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, ~~159~~ 161, 166, 204.5	~~A minimum of one~~ No car parking ~~space for every Dwelling Unit~~ required. Maximum permitted per § 151. ~~Certain exceptions permitted per §§ 155 and 161.~~ Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.

Dwelling Unit Mix	§ 207.6	Not required
* * * *		
NON-RESIDENTIAL STANDARDS AND USES		

Development Standards		
Floor Area Ratio	§§ 102, 123, 124	2.5 to 1
Use Size	§ 102, 121.2	P up to 3,999 square feet; C 4,000 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, ~~159~~ – 161, 166, 204.5	No car parking required ~~if Occupied Floor Area is less than 5,000 square feet~~. Maximum permitted per § 151. ~~See chart in § 151 for uses over 5,000 square feet. See §§ 155 and 161 for car parking waiver.~~ Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 152, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 733. TARAVAL STREET NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 733. TARAVAL STREET NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

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		Taraval Street NCD
Zoning Category	**§ References**	**Controls**
RESIDENTIAL STANDARDS AND USES		

Development Standards		
Usable Open Space [Per Dwelling Unit]	§§ 135, 136	100 square feet per unit if private, or 133 square feet per unit if common

Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, ~~159~~ - 161, 166, 204.5	~~A minimum of one~~ No car parking ~~space for every Dwelling Unit~~ required. Maximum permitted per § 151. ~~Certain exceptions permitted per §§ 155 and 161.~~ Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
Dwelling Unit Mix	§ 207.6	Not required
* * * *		
NON-RESIDENTIAL STANDARDS AND USES		

Development Standards		
Floor Area Ratio	§§ 102, 123, 124	2.5 to 1
Use Size	§ 102	P up to 3,999 square feet; C 4,000 square feet and above
Off-Street Parking Requirements	§§ 145.1, 150, 151, 153 - 156, ~~159~~ - 161, 166, 204.5	No car parking required ~~if Occupied Floor Area is less than 5,000 square feet~~. Maximum permitted per § 151. ~~See chart in § 151 for uses over 5,000 square feet. See §§ 155 and 161 for car parking waiver.~~ Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 734. JUDAH STREET NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 734. JUDAH STREET NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

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		Judah Street NCD
Zoning Category	**§ References**	**Controls**

RESIDENTIAL STANDARDS AND USES		
Development Standards		
Usable Open Space [Per Dwelling Unit]	§§ 135, 136	100 square feet per unit if private, or 133 square feet per unit if common
Off-Street Parking Requirements	§§ 151, 161, 166	~~A minimum of one~~ No car parking space ~~for every Dwelling Unit~~ required. Maximum permitted per § 151. ~~Certain exceptions permitted per §§ 155 and 161.~~ Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
Dwelling Unit Mix	§ 207.6	Not required
* * * *		
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
Floor Area Ratio	§§ 102, 123, 124	2.5 to 1
Use Size	§§ 102, 121.2	P up to 3,999 square feet; C 4,000 square feet and above
Off-Street Parking Requirements	§§ 150, 151, 161	No car parking required ~~if Occupied Floor Area is less than 5,000 square feet~~. Maximum permitted per § 151. ~~See chart in § 151 for uses over 5,000 square feet. See §§ 155 and 161 for car parking waiver.~~ Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading	§§ 150, 153 - 155, 161, 204.5	None required if gross floor area is less than 10,000 square feet. Exceptions permitted per §§ *155 and* 161.

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SEC. 810. CHINATOWN COMMUNITY BUSINESS DISTRICT.

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Table 810
CHINATOWN COMMUNITY BUSINESS DISTRICT ZONING CONTROL TABLE

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No.	Zoning Category	§ References	Chinatown Community Business Controls
COMMERCIAL AND INSTITUTIONAL STANDARDS AND SERVICES			
.19	Floor Area Ratio	§§ 102.9, 102.11, 123	2.8 to 1 § 124(a) (b)
.20	Use Size [Nonresidential]	§ 890.130	P up to 5,000 sq. ft. C 5,000 sq. ft. & above, except for Restaurants § 121.4
.21	Open Space		1 sq. ft. for every 50 sq. ft. of building over 10,000 sq. ft. § 135.1
.22	Off-Street Parking, Commercial and Institutional	§§ 150, 151.1, 153 - 156, 166, 204.5, 303	None required ~~1~~
.23	Off-Street Freight Loading	§§ 150, 153 - 155, 204.5	Generally, none required if gross floor area is less than 10,000 sq. ft. §§ 152, 161(b). *Exception permitted per § 155.*
.24	Outdoor Activity Area	§ 890.71	P in front C elsewhere
.25	Drive-Up Facility	§ 890.30	
.26	Walk-Up Facility	§ 890.140	P if recessed 3 ft. C otherwise
.27	Hours of Operation	§ 890.48	No limit
.30	General Advertising Sign	§ 607.2	NP
.31	Business Sign	§§ 602 - 604, 608.1, 608.2	P § 607.2(f)

	* * * *				
No.	**Zoning Category**	**§ References**	**Chinatown Community Business Controls by Story**		
			1st	**2nd**	**3rd+**
RESIDENTIAL STANDARDS AND USES					
.90	Residential Use	§ 890.88	P	P	P
.91	Dwelling Unit Density	§§ 207, 207.1, 890.88(a)	Generally, up to 1 unit per 200 sq. ft. lot area # § 207(c)		
.92	Residential Density, Group Housing	§§ 207.1, 208, 890.88(b)	1 bedroom per 140 sq. ft. lot area § 208		
.92b	Residential Density, Homeless Shelters	§§ 102, 207.1, 208, 890.88(d)	Density limits per § 208(a)		
.93	Usable Open Space [Per Residential Unit]	§§ 135, 136	48 sq. ft. § 135 Table 3		
.94	Off-Street Parking, Residential	§§ 150, 151.1, 153 - 156, 166, 167, 204.5, 303	None required. P up to one car for each two Dwelling Units, *but subject to § 155*; C up to .75 cars for each Dwelling Unit, subject to the criteria and procedures of Sections 303 and 151.1(e),1 NP above 0.75 cars for each Dwelling Unit § 303(u) # mandatory discretionary review by the Planning Commission if installing a garage in an existing residential building of four or more units and Section 311 notice for a building of less than four units.		
.95	Automobile Parking Lot, Community Residential	§ 156, 160, 890.7	C	C	C
.96	Automobile Parking Garage, Community Residential	§ 160, 890.8		C	C
.97	Residential Conversion or Demolition, Residential Hotels	Ch. 41 Admin. Code			
.98	Removal of Residential or Unauthorized Units	§ 317	C		

	through Conversion, Demolition, or Merger		

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SEC. 811. CHINATOWN VISITOR RETAIL DISTRICT.

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Table 811
CHINATOWN VISITOR RETAIL DISTRICT ZONING CONTROL TABLE

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No.	Zoning Category	§ References	Chinatown Visitor Retail Controls
COMMERCIAL AND INSTITUTIONAL STANDARDS AND SERVICES			
.19	Floor Area Ratio	§§ 102.9, 102.11, 123	2.0 to 1 § 124(a) (b)
.20	Use Size [Nonresidential]	§ 890.130	P up to 2,500 sq. ft. C 2,501 to 5,000 sq. ft. Except for Restaurants - 5,000 sq. ft. § 121.4
.21	Open Space		1 sq. ft. for every 50 sq. ft. above 10,000 sq. ft. § 135.1
.22	Off-Street Parking, Commercial and Institutional	§§ 150, 151.1, 153 - 156, 166, 204.5, 303	None required
.23	Off-Street Freight Loading	§§ 150, 153 - 155, 204.5	Generally, none required if gross floor area is less than 10,000 sq. ft. §§ 152, 161(b). *Exception*

			permitted per § 155.
.24	Outdoor Activity Area	§ 890.71	P in front C elsewhere
.25	Drive-Up Facility	§ 890.30	
.26	Walk-Up Facility	§ 890.140	P if recessed 3 ft. C otherwise
.27	Hours of Operation	§ 890.48	P 6 a.m. - 11 p.m. C 11 p.m. - 2 a.m.
.30	General Advertising Sign	§ 607.2	NP
.31	Business Sign	§§ 602 - 604, 608.1, 608.2	P § 607.2(f)
	* * * *		

No.	Zoning Category	§ References	Chinatown Visitor Retail Controls by Story		
			1st	2nd	3rd+
RESIDENTIAL STANDARDS AND USES					
.90	Residential Use	§ 890.88	P	P	P
.91	Dwelling Unit Density	§§ 207, 207.1, 890.88(a)	Generally, up to 1 unit per 200 sq. ft. lot area #		
			§ 207(c)		
.92	Residential Density, Group Housing	§§ 207.1, 208, 890.88(b)	1 bedroom per 140 sq. ft. lot area § 208		
.92b	Residential Density, Homeless Shelters	§§ 102, 207.1, 208, 890.88(d)	Density limits per § 208(a)		
.93	Usable Open Space [Per Residential Unit]	§§ 135, 136	48 sq. ft. § 135 Table 3		
.94	Off-Street Parking, Residential	§§ 150, 151.1, 153 - 156, 166, 167, 204.5, 303	None required. P up to one car for each two Dwelling Units, *but subject to § 155*; C up to .75 cars for each Dwelling Unit, subject		

			to the criteria and procedures of Sections 303(u) and 151.1(e), NP above 0.75 cars for each Dwelling Unit		
.95	Automobile Parking Lot, Community Residential	§ 156, 160, 890.7	C	C	C
.96	Automobile Parking Garage, Community Residential	§ 160, 890.8	C	C	C
.97	Residential Conversion or Demolition, Residential Hotels	Ch. 41 Admin. Code			
.98	Removal of Residential or Unauthorized Units through Conversion, Demolition, or Merger	§ 317	C		
OTHER USES					
.99	Wireless Telecommunications Services Facility	§ 102	P	P	P

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SEC. 812. CHINATOWN RESIDENTIAL NEIGHBORHOOD COMMERCIAL DISTRICT.

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Table 812
CHINATOWN RESIDENTIAL NEIGHBORHOOD COMMERCIAL DISTRICT
ZONING CONTROL TABLE

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No.	Zoning Category	§ References	Chinatown Residential Neighborhood Commercial Controls
COMMERCIAL AND INSTITUTIONAL STANDARDS AND SERVICES			
.19	Floor Area Ratio	§§ 102.9, 102.11, 123	1.0 to 1 § 124(a) (b)
.20	Use Size [Nonresidential]	§ 890.130	P up to 2,500 sq. ft. C 2,501 to 4,000 sq. ft. § 121.4
.21	Open Space		1 sq. ft. for every 50 sq. ft. of building over 10,000 sq. ft. § 135.1

.22	Off-Street Parking, Commercial and Institutional		§§ 150, 151.1, 153 - 156, 166, 204.5, 303	None Required
.23	Off-Street Freight Loading		§§ 150, 153 - 155, 204.5	Generally, none required if gross floor area is less than 10,000 sq. ft. §§ 152, 161(b). *Exception permitted per § 155.*
.24	Outdoor Activity Area		§ 890.71	P in front C elsewhere
.25	Drive-Up Facility		§ 890.30	
.26	Walk-Up Facility		§ 890.140	P if recessed 3 ft. C otherwise
.27	Hours of Operation		§ 890.48	P 6 a.m. - 11 p.m. C 11 p.m. - 2 a.m.
.30	General Advertising Sign		§ 607.2	NP
.31	Business Sign		§§ 602 - 604, 608.1, 608.2	P § 607.2(f)
	* * * *			

No.	Zoning Category	§ References	Chinatown Residential Neighborhood Commercial Controls by Story		
			1st	2nd	3rd+
RESIDENTIAL STANDARDS AND USES					
.90	Residential Use	§ 890.88	P	P	P
.91	Dwelling Unit Density	§§ 207, 207.1, 890.88(a)	Generally, up to 1 unit per 200 sq. ft. lot area # § 207(c)		
.92	Residential Density, Group Housing	§§ 207.1, 208, 890.88(b)	1 bedroom per 140 sq. ft. lot area § 208		
.92b	Residential Density, Homeless Shelters	§§ 102, 207.1, 208, 890.88(d)	Density limits per § 208(a)		
.93	Usable Open Space	§§ 135, 136	48 sq. ft. § 135 Table 3		

	[Per Residential Unit]				
.94	Off-Street Parking, Residential	§§ 150, 151.1, 153 - 156, 204.5, 303	None required. P up to one car for each two Dwelling Units, *but subject to § 155*; C up to .75 cars for each Dwelling Unit, subject to the criteria and procedures of Sections 303(u) and 151.1(e), NP above 0.75 cars for each Dwelling Unit		
.95	Automobile Parking Lot, Community Residential	§ 156, 160, 890.7	C	C	C
.96	Automobile Parking Garage, Community Residential	§ 160, 890.8	C	C	C
.97	Residential Conversion or Demolition, Residential Hotels	Ch. 41 Admin. Code			
.98	Residential Conversion, Demolition, or Merger	§ 317	C for Removal of one or more Residential Units or Unauthorized Units.		

* * * *

Section 4. Application. The terms of this ordinance shall not apply to any project sponsor that submitted either an Environmental Evaluation Application or Development Application prior to its effective date.

Section 5. Effective Date. This ordinance shall become effective 30 days after enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the

ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board of Supervisors overrides the Mayor's veto of the ordinance.

Section 6. Scope of Ordinance. In enacting this ordinance, the Board of Supervisors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, punctuation marks, charts, diagrams, or any other constituent parts of the Municipal Code that are explicitly shown in this ordinance as additions, deletions, Board amendment additions, and Board amendment deletions in accordance with the "Note" that appears under the official title of the ordinance.

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: Judith A. Boyajian
JUDITH A. BOYAJIAN
Deputy City Attorney
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Supervisors Kim; Peskin, Brown, Mandelman

FILE NO. 181028

REVISED LEGISLATIVE DIGEST
(Amended in Committee, 11/05/2018)

[Planning Code - Off-Street Parking Requirements]

Ordinance amending the Planning Code to eliminate minimum off-street parking requirements City-wide; and making findings under the California Environmental Quality Act, findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1, and findings of public necessity, convenience and welfare under Planning Code, Section 302.

Existing Law

Article 1.5 establishes off-street parking and loading requirements for all uses in the City. Sections 150, 151, and 155 set forth the parking requirements. Section 161 provides for exemptions and exceptions.

Article 2, among other things, establishes various use districts and their controls.

- Section 204.5 establishes the requirements for parking and loading as Accessory Uses.
- Sections 209.1 and 209.2 contain the Zoning Control Tables for RH (Residential, House) and RM (Residential-Mixed) Districts.
- Sections 210.1 and 210.4 contain the Zoning Control Tables for C-2 (Community Business) and M (Industrial) Districts.
- Sections 240.1, 240.2, and 240.3 are the Waterfront Special Use Districts.
- Section 242 establishes the Bernal Heights Special Use District.
- Section 249.18 establishes the Northeast China Basin Special Use District.

Article 3 establishes zoning procedures. Section 304 relates to Planned United Developments.

Article 7 establishes Neighborhood Commercial Districts and their controls.

Amendments to Current Law

Amendments are proposed to the Planning Code sections listed above that eliminate minimum parking requirements Citywide for all uses.

Background Information

In the 1950s, the Planning Code established minimum parking requirements for new buildings. Beginning in 1973, the City has reduced or streamlined minimum parking requirements in various San Francisco zoning districts as a strategy to reduce traffic

congestion, encourage the use of sustainable transportation modes (walking, cycling, and transit), and reduce housing and building costs. The recently-enacted Accessory Dwelling Unit, Transportation Demand Management, and HOME-SF ordinances all permit exceptions from minimum parking requirements. Eliminating minimum parking requirements in all zoning districts City-wide will further these goals as well as the policies and objectives of the General Plan's Transportation Element.

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BOARD of SUPERVISORS

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Fax No. 554-5163
TDD/TTY No. 554-5227

October 26, 2018

File No. 181028

Lisa Gibson
Environmental Review Officer
Planning Department
1650 Mission Street, Ste. 400
San Francisco, CA 94103

Dear Ms. Gibson:

On October 22, 2018, the Land Use and Transportation Committee HEARD AND DUPLICATED AS AMENDED from the following Board File No. 180914:

File No. 181028

Ordinance amending the Planning Code to add new standard required streetscape improvements under the Better Streets Plan; modifying the triggers that would require project sponsors to construct streetscape improvements in the public right-of-way; clarifying the recommended sidewalk width for street types; expanding curb cut restrictions for off-street parking and loading to nearly all zoning districts and certain designated streets, including those on the Citywide Transit Network and any officially adopted bicycle routes or lanes, and requiring a Conditional Use authorization or a Section 309 or 329 exception for new or expanded curb cuts in the applicable areas; adding criteria for the Planning Commission to consider when granting a Conditional Use authorization or an exception as part of a Downtown C-3-O(SD) (Downtown, Office (Special Development)) or large project authorization in mixed-use districts for such curb cuts; prohibiting new curb cuts in bus stops and on Folsom Street between Essex and Second Street; eliminating minimum off-street parking requirements for projects subject to the curb cut restrictions or prohibitions; and making findings under the California Environmental Quality Act, findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1, and findings of public necessity, convenience and welfare under Planning Code, Section 302.

This duplicate legislation is being transmitted to you for environmental review.

Angela Calvillo, Clerk of the Board

By: Erica Major, Assistant Clerk
Land Use and Transportation Committee

Attachment

c: Joy Navarrete, Environmental Planning
Laura Lynch, Environmental Planning

Not defined as a project under CEQA Guidelines Sections 15378 and 15060(c)(2) because it does not result in a direct or indirect physical change in the environment.

Joy Navarrete Digitally signed by Joy Navarrete DN: cn=Joy Navarrete, o=Planning, ou=Environmental Planning, email=joy.navarrete@sfgov.org, c=US Date: 2018.11.01 16:28:02 -07'00'

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October 19, 2018

Ms. Angela Calvillo, Clerk
Honorable Supervisor Kim
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 2018-008862PCA:
Better Streets Plan and Curb Cut Restrictions
Board File No. 180914
Planning Commission Recommendation: *Approval with Modifications*

Dear Ms. Calvillo and Supervisor Kim,

On October 18, 2018, the Planning Commission conducted duly noticed public hearings at regularly scheduled meetings to consider the proposed Ordinance, introduced by Supervisor Kim that would amend Planning Code Sections 138.1, 155(r), 161, 303(y). At the hearing the Planning Commission recommended approval with modifications.

The Commission's proposed modifications were as follows:

Section 138.1

1. **Relocate the 50,000 GSF Trigger in Section 138.1.** The proposed trigger to 138.1: The project includes more than 50,000 gross square feet of new construction should be relocated from Planning Code Section 138.1(c)(2)(A)(i)(b) to Planning Code Section 138.1(c)(2)(A)(i)(a).
2. **Change Use Size Trigger form 10,000 sq. ft. to 25,000 sq. ft.** Change the threshold in the new proposed trigger for Section 138.1 related to PDR uses. The ordinance proposes that a 10,000 sq. ft. conversion of PDR to non-PDR space would trigger 138.1. The Department recommends the threshold be set at 25,000 sq. ft.

Section 155(r)

3. **Exempt RH and NC-S Districts from 155(r)(3)(A).** Exempt projects sited in RH and NC-S Districts from the requirement that they seek a CUA to establish a new curb cut on the Transit Priority Network or a Class II or Class IV Bike or Neighborhood Commercial Street.
4. **Expand Definition of Protected Streets on Bike Network.** Amend 155(r)(3)(A) to include streets with Class III Bike Facilities protected frontages requiring a CUA on the bike network.
5. Reestablish the last sentence in 155(r)(6) which was proposed to be removed from the code.

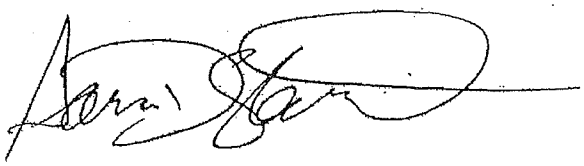
6. Eliminate Minimum Parking Requirements Citywide

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,



Aaron D. Starr
Manager of Legislative Affairs

cc:
John Malamut, Deputy City Attorney
Noelle Duong, Aide to Supervisor Kim
Erica Major, Office of the Clerk of the Board

Attachments:
Planning Commission Resolution
Planning Department Executive Summary

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Planning Commission Resolution No. 20319

HEARING DATE OCTOBER 18, 2018

Project Name:	Amendments Planning Code Sections 138.1 Streetscape and Pedestrian Improvements; and 155: General Standards as to Location and Arrangement of Off-Street Parking, Freight Loading and Service Vehicle Facilities
Case Number:	2018-008862PCA [Board File No. 180914]
Initiated by:	Supervisor Kim / Reintroduced October 22, 2013
Staff Contact:	Paul Chasan, Citywide Policy Planning paul.chasan@sfgov.org, 415-575-9065
Reviewed by:	Aaron Starr, Manager Legislative Affairs aaron.starr@sfgov.org, 415-558-6257

RESOLUTION APPROVING WITH MODIFICATIONS A PROPOSED ORDINANCE THAT WOULD AMEND PLANNING CODE TO ADD NEW ITEMS TO THE LIST OF STANDARD REQUIRED STREETSCAPE IMPROVEMENTS UNDER THE BETTER STREETS PLAN; MODIFYING THE TRIGGERS THAT WOULD REQUIRE PROJECT SPONSORS TO CONSTRUCT STREETSCAPE IMPROVEMENTS IN THE PUBLIC RIGHT-OF-WAY; CLARIFYING THE RECOMMENDED SIDEWALK WIDTH FOR STREET TYPES; EXPANDING CURB CUT RESTRICTIONS FOR OFF-STREET PARKING AND LOADING TO MOST ZONING DISTRICTS AND CERTAIN DESIGNATED STREETS, INCLUDING THOSE ON THE CITYWIDE TRANSIT NETWORK AND ANY OFFICIALLY ADOPTED CLASS II BIKEWAYS (BICYCLE LANES AND BUFFERED BIKE LANES) OR CLASS IV BIKEWAYS (PROTECTED BICYCLE LANES), AND REQUIRING A CONDITIONAL USE AUTHORIZATION OR A SECTION 309 OR 329 EXCEPTION FOR NEW OR EXPANDED CURB CUTS IN THE APPLICABLE AREA; ADDING CRITERIA FOR THE PLANNING COMMISSION TO CONSIDER WHEN GRANTING A CONDITIONAL USE AUTHORIZATION OR AN EXCEPTION AS PART OF A DOWNTOWN C-3-O(SD) (DOWNTOWN, OFFICE (SPECIAL DEVELOPMENT)) OR LARGE PROJECT AUTHORIZATION IN MIXED-USE DISTRICTS FOR SUCH CURB CUTS; PROHIBITING NEW CURB CUTS IN BUS STOPS AND ON FOLSOM STREET BETWEEN ESSEX AND SECOND STREET; ELIMINATING MINIMUM OFF-STREET PARKING REQUIREMENTS FOR PROJECTS SUBJECT TO THE CURB CUT RESTRICTIONS OR PROHIBITIONS; AND MAKING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN. AND THE EIGHT PRIORITY POLICIES OF PLANNING CODE, SECTION 101.1, AND FINDINGS OF PUBLIC NECESSITY, CONVENIENCE AND WELFARE UNDER PLANNING CODE, SECTION 302.

WHEREAS, on September 18, 2018, Supervisors Kim introduced a proposed Ordinance under Board of Supervisors (hereinafter "Board") File Number 180914, which would add new items to the list of standard required streetscape improvements under the Better Streets Plan; modifying the triggers that would require project sponsors to construct streetscape improvements in the public right-of-way; clarifying the recommended sidewalk width for street types; expanding curb cut restrictions for off-street parking and loading to most zoning districts and certain designated streets, including those on the citywide transit network and any officially adopted class ii bikeways (bicycle lanes and buffered bike lanes) or class iv bikeways (protected bicycle lanes), and requiring a Conditional Use Authorization or a Section 309 or 329 exception for new or expanded curb cuts in the applicable area; adding criteria for the Planning Commission to consider when granting a Conditional Use Authorization or an exception as part of a downtown C-3-O(SD) (Downtown, Office (Special Development)) or Large Project Authorization in Mixed-Use Districts for such curb cuts; prohibiting new curb cuts in bus stops and on Folsom Street between Essex and Second Street; eliminating minimum off-street parking requirements for projects subject to the curb cut restrictions or prohibitions;

WHEREAS, The Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Ordinance on October 18, 2018; and,

WHEREAS, the proposed Ordinance has been determined to be categorically exempt from environmental review under the California Environmental Quality Act Section 15060(c) and 15378; 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 1650 Mission Street, Suite 400, San Francisco; and

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

MOVED, that the Planning Commission hereby recommends that the Board of Supervisors **approve with modifications** the proposed ordinance.

Those modifications include:

Section 138.1

1. **Relocate the 50,000 GSF Trigger in Section 138.1.** The proposed trigger to 138.1: The project includes more than 50,000 gross square feet of new construction should be relocated from Planning Code Section 138.1(c)(2)(A)(i)(b) to Planning Code Section 138.1(c)(2)(A)(i)(a).
2. **Change Use Size Trigger form 10,000 sq. ft. to 25,000 sq. ft.** Change the threshold in the new proposed trigger for Section 138.1 related to PDR uses. The ordinance proposes that a 10,000 sq. ft. conversion of PDR to non-PDR space would trigger 138.1. The Department recommends the threshold be set at 25,000 sq. ft.

Section 155(r)

3. **Exempt RH and NC-S Districts from 155(r)(3)(A).** Exempt projects sited in RH and NC-S Districts from the requirement that they seek a CUA to establish a new curb cut on the Transit Priority Network or a Class II or Class IV Bike or Neighborhood Commercial Street.
4. **Expand Definition of Protected Streets on Bike Network.** Amend 155(r)(3)(A) to include streets with Class III Bike Facilities protected frontages requiring a CUA on the bike network.
5. **Reestablish the last sentence in 155(r)(6) which was proposed to be removed from the code.**
6. **Eliminate Minimum Parking Requirements Citywide**

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:

1. The proposed Ordinance will support numerous existing City Policies including the Better Streets Policy, the Vision Zero Policy, the Transit First Policy and the Complete Streets Policy.
2. The ordinance will enable staff to more effectively implement the Better Streets Plan
3. The ordinance will enable staff to more effectively prevent the installation of new curb cuts on key walking, biking and transit corridors, thus increasing the safety and comfort of people walking and biking and using transit.
4. **General Plan Compliance.** The proposed amendments to the Planning Code are not addressed in the General Plan; the Commission finds that the proposed Ordinance is not inconsistent with the Objectives and Policies of the General Plan.

   TRANSPORTATION ELEMENT

   OBJECTIVE 21 – Give first priority to improving transit service throughout the City, providing a convenient and efficient system as a preferable alternative to automobile use.

   POLICY 21.2 – Reduce, relocate or prohibit automobile facility features on transit preferential streets, such as driveways and loading docks, to avoid traffic conflicts and automobile congestion.

   The ordinance will reduce or prohibit automobile facilities features on Transit Preferential Streets by expanding the list of zoning districts where a CUA is required to install new curbs cut on a Transit Preferential Streets and establishing criteria for the Commission to consider when deciding on CUAs for these curb cuts.

   OBJECTIVE 24 – Design every street in San Francisco for safe and convenient walking.

   POLICY 24.1 – Every surface street in San Francisco should be designed consistent with the Better Streets Plan for safe and convenient walking, including sufficient and continuous sidewalks and safe pedestrian crossings at reasonable distances to encourage access and mobility for seniors, people with disabilities and children.

   The ordinance will support staff's efforts to implement the Better Streets Plan (BSP). Planning Code Section 138.1 is staff's primary policy tool for implementing the BSP. The ordinance proposes numerous

amendments to 138.1 that will collectively improve the design review process and ensure streetscape improvements built by project sponsors are better aligned with the intent of the BSP.

OBJECTIVE 29 – Ensure that bicycles can be used safely and conveniently as a primary means of transportation, as well as for recreational purposes.

POLICY 29.1 – Expand and improve access for bicycles on City streets and develop a well-marked, comprehensive system of bike routes in San Francisco.

The ordinance will expand and improve access for bicycles on City Streets. It will result in improved safety for people on bicycles by making it harder to get a curb cut on the bike network in certain zoning districts.

URBAN DESIGN ELEMENT

OBJECTIVE 1 – Emphasis of the characteristic pattern which gives to the city and its neighborhoods an image, a sense of purpose, and a means of orientation.

POLICY 1.10 – Indicate the purposes of streets by adopting and implementing the Better Streets Plan, which identifies a hierarchy of street types and appropriate streetscape elements for each street type.

The ordinance will support staff's efforts to implement the Better Streets Plan (BSP). Planning Code Section 138.1 is staff's primary policy tool for implementing the BSP. The ordinance proposes numerous amendments to 138.1 that will collectively improve the design review process and ensure streetscape improvements built by project sponsors are better aligned with the intent of the BSP.

OBJECTIVE 4 – Improvement of the neighborhood environment to increase personal safety, comfort, pride and opportunity

POLICY 4.4 – Design walkways and parking facilities to minimize danger to pedestrians.

The ordinance will make it harder to get a new curb cut on Neighborhood Commercial Streets which are places where pedestrians are most likely to gather. In doing so, improve the safety of people walking by reducing conflicts between pedestrians and private vehicles in.

POLICY 4.11 – Make use of street space and other unused public areas for recreation, particularly in dense neighborhoods, such as those close to downtown, where land for traditional open spaces is more difficult to assemble.

The ordinance will grant City staff the ability to require projects construct sidewalk features such as extended bulbouts that function as usable open space within the public right-of-way. Much of the development that will construct these streetscape features is taking place in neighborhoods that are already dense or are quickly densifying.

5. **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 impact on neighborhood serving retail uses and will not impact 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 impact 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 impact 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 impact on the City's parks and open space and their access to sunlight and vistas.

6. **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 approves with modifications 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 18, 2018.

Jonas P. Ionin
Commission Secretary

AYES: Hillis, Johnson, Koppel, Melgar, Moore

NOES: None

ABSENT: Fong, Richards

ADOPTED: October 18, 2018

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Executive Summary
Planning Code Text Amendment
HEARING DATE: OCTOBER 18, 2018
EXPIRATION DATE: DECEMBER 25, 2018

Project Name:	**Amendments Planning Code Sections 138.1 Streetscape and Pedestrian Improvements; and 155: General Standards as to Location and Arrangement of Off-Street Parking, Freight Loading and Service Vehicle Facilities**
Case Number:	2018-008862PCA [Board File No. 180914]
Initiated by:	Supervisor Kim / Introduced September 18, 2018
Staff Contact:	Paul Chasan, Citywide Policy Planning paul.chasan@sfgov.org, 415-575-9065
Reviewed by:	Aaron Starr, Manager of Legislative Affairs aaron.starr@sfgov.org, 415-558-6362
Recommendation:	**Recommend Approval with Modifications**

PLANNING CODE AMENDMENT

The proposed Ordinance would amend Planning Code sections 138.1 and 155 and 303.

Section 138.1 would be amended to clarify language regarding required streetscape improvements; modify the triggers requiring project sponsors to construct streetscape improvements in the public right-of-way; modify the recommended sidewalk width for Downtown Commercial street types.

Section 155 would be amended to, eliminate off-street parking requirements for projects who's only viable frontage is on a protected street, prohibit new curb cuts along Folsom Street between 2nd and Essex Streets, prohibit new curb cuts in transit stops, expand the areas where a Conditional Use Authorization is required to install a new curb cut on the bike network and transit priority networks.

Section 303 would be amended to establish criteria the Commission should use to determine if a new curb cut should be allowed on a protected corridor.

The new controls proposed in this ordinance would not apply to any active projects. Projects that submit their first entitlement or environmental application to the Department after the ordinance is approved will be subject to the new ordinance.

SUMMARY OF PROPOSED AMMENDMENTS TO THE PLANNING CODE

Planning Code Section 138.1

Recommended and Required Streetscape Features – 138.1(b)(2) Table 1

Under the Better Streets Plan, the City can require projects to construct "standard streetscape improvements" and request that projects construct "non-standard streetscape improvements."

	The Way It Is Now	The Way It Would Be
1.	The City may *request* a project that triggers Section 138.1 to construct extended bulb-outs, mid-block bulb-outs and raised crosswalks, adjacent to their project.	The City may *require* a project that triggers Section 138.1 to construct extended bulb-outs, mid-block bulb-outs and raised crosswalks adjacent to their project provided any raised crosswalk spans a ROW that is 40 feet or less and is installed at a street corner.
2.	The Planning Code *does not authorize* the City to require projects to remove on-street parking at crosswalks adjacent to their property (also known as "intersection delighting").	The City may *require* a project that triggers Section 138.1 to remove on-street parking at crosswalks adjacent to their property (also known as "intersection daylighting").

Triggers – 138.1(c)(2)(A)

To trigger Section 138.1, projects must meet at least one of three conditions related to site geometry and one or three conditions related to the project's scope.

	The Way It Is Now	The Way It Would Be
3.	Projects that contain *250'* or greater of street frontages on one or more public rights-of-ways meet the geometric triggers for Section 138.1.	Projects that contain *150'* or greater of street frontages on one or more public rights-of-ways meet the geometric triggers for Section 138.1.
4.	*All new construction projects* (including residential projects) meet one of the project scope triggers for Section 138.1.	New construction projects with *residential* components must include *at least 10 or more units of housing* in the project scope to meet one of the project scope triggers for Section 138.1.
5.	*All new construction projects* (including non-residential projects) meet one of the project scope triggers for Section 138.1.	New construction projects with *non-residential* components must include *10,000 gross square feet of non-residential space* to meet one of the project scope triggers for Section 138.1.
6.	All change-of-use projects are currently *exempt* from Section 138.1	*Change-of-use projects involving the conversion of 10,000 gross square feet or greater of PDR use to residential or office use PDR use* would trigger Section 138.1. Other types of change-of-use projects would remain exempt.

Sidewalk Widths 138.1(c)(2)(b)

The Better Streets Plan established a system of street types for all streets in San Francisco. Street types are based on a street segment's contextual zoning. For most street types, the Better Streets Plan establishes a recommended sidewalk width. These widths are codified in Section 138.1.

	The Way It Is Now	The Way It Would Be
7.	In some instances, City policy indicates a preference for a sidewalk width greater than the sidewalk width established in Section 138.1. The Planning code *makes no provisions* for the City to require a project sponsor to build a sidewalk to the wider dimension. Examples of such policies include: • Streetscape plans or community-based plans adopted by the Board of Supervisors which specify sidewalk widths greater than the Sidewalk width established in the Better Streets Plan • Legislated sidewalk widths previously approved by the Board of Supervisors that exceed the recommended sidewalk width in the Better Streets Plan	Section 138.1 would be amended to allow the City to require a project sponsor to widen sidewalks by dimensions that exceed the recommended sidewalk widths in the Better Streets Plan where existing policies justify such a widening. Instances where this provision may apply include: • Streetscape plans or community-based plans adopted by the Board of Supervisors which specify sidewalk widths greater than the Sidewalk width established in the Better Streets Plan • Legislated sidewalk widths previously approved by the Board of Supervisors that exceed the recommended sidewalk width in the Better Streets Plan
8.	Section 138.1, allocates recommended sidewalk widths for all street types except for Downtown Commercial Streets (streets within the C-3, C-2, and CCB zoning districts). The Code defers to the City's Downtown Streetscape Plan to determine sidewalk widths on Downtown Commercial Streets. However, some Downtown Commercial Streets are sited outside of the Downtown Streetscape Plan Area and thus have no recommended sidewalk width.	The proposed legislation amends the code to state that the recommended sidewalk width for Downtown Commercial Streets that are sited outside of the Downtown Streetscape Plan Area is 15 feet.

Review and Approvals 138.1(c)(2)(C)

	The Way It Is Now	The Way It Would Be
9.	Section 138.1 requires project sponsors to submit a required streetscape plan 60 days prior to any	Under the proposed legislation, a project sponsor is required to submit a streetscape plan

	Department or Planning Commission Approval Action.	with the project's first Development Application.
10.	Under the existing code, a project's public realm improvements must be installed prior to the City's issuance of a project's final Certificate of Occupancy or Temporary Certificate of Occupancy unless otherwise extended by the Zoning Administrator.	The proposed Ordinance would allow the Zoning Administrator to extend the timeframe for a completion of required streetscape improvements for change-of-use projects after a project has been constructed.

Planning Code Section 155

Restrictions on new Curb Cuts – 155 (r)

	The Way It Is Now	The Way It Would Be
11.	Project's whose only available frontage is on a street where a cur cut is prohibited or is only allowed via a Conditional Use Authorization are not explicitly exempted from their off-street parking requirements.	Project's whose only available frontage is on a street where a cur cut is prohibited or is only allowed via a Conditional Use Authorization would be exempted from their off-street parking requirements.
12.	Vehicular access to off-street parking is prohibited on Folsom Street between The Embarcadero and Essex Street.	Vehicular access to off-street parking would be prohibited on Folsom Street between The Embarcadero and 2nd Street.
13.	Projects may seek a Conditional Use Authorization to install a curb cut in a bus stop.	Projects would be prohibited from Installing a curb cut in a bus stop.
14.	Projects in C-3, NCT or RTO Districts are required to seek a Conditional Use Authorization to be granted a curb on any Transit Preferential Street, the Citywide Pedestrian Network or Neighborhood Commercial Streets or on a street fronting a bike lane if no other frontage is available.	Projects in all zoning districts except for M, P, PDR, all RH1, RH2, RH3 and SALI Districts are required to seek a Conditional Use Authorization to be granted a curb on any Transit Preferential Street, the or Neighborhood Commercial Streets or on a street fronting a bike lane or protected bikeway if no other frontage is available.

15.	Projects in Neighborhood Commercial Transit Districts have no minimum parking requirement and be required to seek a Conditional Use Authorization to install a new curb cut on a Neighborhood Commercial Street.	Projects in all Neighborhood Commercial Districts Citywide would have no minimum parking requirement and be required to seek a Conditional Use Authorization to install a new curb cut on a Neighborhood Commercial Street.
16.	The Planning Code currently prohibits curb cuts on the Citywide Pedestrian Network as defined in the City's General Plan where other frontages are available.	The Planning Code would no longer reference the Citywide Pedestrian Network, which was recently removed from the City's General Plan.
17.	Projects that trigger both Section 155(r) and either Section 309 or 329 must schedule two separate items at the Planning Commission.	Projects that trigger both Section 155(r) and either Section 309 or 329 would be able to schedule one item at the Planning Commission resulting in more efficient use of staff time.

Planning Code Section 303

Conditional Uses – 303 (x)

	The Way It Is Now	The Way It Would Be
18.	The Planning Code currently includes no additional criteria the Commission should consider when determining whether a CUA for a curb cut on a protected corridor should be granted.	The Planning Code would be amended to include additional criteria for the Commission to Consider when determining whether a CUA for a curb cut on a protected corridor should be granted

Planning Code Section 161 -

Exemptions and Exceptions from Off-street Parking, Freight Loading and Service Vehicle Requirements –

BACKGROUND

The initial impetus for undertaking this legislative effort grew out of the 340 Bryant project. 340 Bryant is a four-story, 61,300 square foot building located adjacent to a freeway onramp in South Beach. In 2015 the Planning Commission approved a change of use to convert the existing industrial space to office space at the site. Because the project did not involve new construction, it did not trigger required streetscape improvements under Section 138.2 of the Planning Code. However, the building is sited adjacent to a

freeway onramp where pedestrian comfort is less than ideal. Community members who were dismayed about the lack of pedestrian improvements contacted Supervisor Kim. She in turn contacted the Planning Department asking how similar situations might be avoided in the future.

The Department responded with a letter dated April 16, 2015 that outlined steps the Department is taking to support Vision Zero and pedestrian safety. The letter suggested partnering with Supervisor Kim's office on a legislative amendment to section 138.1 that would authorize the City to require future PDR to non-PDR change of use projects to install streetscape improvements. This legislative package grew from that process. The ordinance has grown to include proposed recommendations from Walk SF and Livable Cities as well as changes identified by city staff who have had several years of experience implementing Section 138.2.

ISSUES AND CONSIDERATIONS

Street Design Advisory Team (SDAT)

In 2010, the Board of Supervisors adopted the City's Better Streets Plan (BSP), establishing standards for the design of sidewalks and pedestrian amenities in San Francisco. At that time, section 138.1 of the Planning Code was adopted. Section 138.1 authorizes the Planning Department to require projects that meet certain scale and scope thresholds to install pedestrian improvements in the public ROW adjacent to their frontages. In 2014, the Planning Department created the Street Design Advisory Team (SDAT), a staff advisory body that provides guidance to project sponsors on their required streetscape improvements under Section 138.1. SDAT is staffed by the Planning Department and is composed of staff from the Fire Department, the Municipal Transportation Agency, Public Works, and the Public Utilities Commission.

Recommended and Required Streetscape Features

Section 138.1 of the Planning Code defines Standard Improvements and Non-Standard Improvements. While the Department can require projects that trigger Section 138.1 to construct Standard Improvements, it can only request that they construct non-standard streetscape improvements. This ordinance creates one new Standard improvement, intersection daylighting[1], and reclassifies several Non-Standard Improvements as Standard Improvements, raised crosswalks[2], extended bulbouts, and mid-block bulbouts.

These features were chosen because they:

1. Are similar in scale, scope, location and function as standard improvements such as sidewalk widenings and bulbouts.
2. Frequently surface during the Department's internal design review process as streetscape features the City would like project sponsors to build to increase pedestrian safety and enhance the public realm.

[1] *i.e.* removing parking at corners to increase safety by improving sightlines for people walking and driving

[2] *i.e.* extending the crosswalk across the ROW at intersections

3. Do not trigger broader circulation changes within the street right-of-way such as vehicle travel lane removal) which would require project sponsors to undergo extra environmental analysis
4. Can be installed immediately adjacent to the project sponsor's building frontage (as opposed to the frontage of a neighboring property owner) thus limiting liability for the project sponsor.

Triggers for Required Streetscape Improvement Modifications

The existing code defines the following triggers for projects to meet Section 138.1. To meet this section of the code, projects must trigger at least one **scope** factor *and* one **geometric** factor listed below.

Project Scope Factors

The project scope includes:

(a) new construction
(b) or addition of 20% or more of gross floor area to an existing building.

Geometric Factors

The project is on a lot that:

(a) is greater than one-half acre (21780 square feet) in total area,
(b) or contains 250 feet of total lot frontage on one or more publicly-accessible rights-of-way,
(c) or the frontage encompasses the entire block face between the nearest two intersections with any other publicly-accessible rights-of-way,

The legislation would modify several of the triggers listed above to better harmonize required streetscape improvements with the scale of development project. The revised triggers would filter out smaller projects by exempting developments with fewer than 10 housing units or 10,000 sq. ft. of commercial space and capture mid-sized developments by reducing the frontage requirements to 150 feet (from 250'). These larger projects which have the resources to design and fund improvements in the City's public right-of-way do so. Examples of recent and active projects that would trigger the new frontage criteria include:

New Change-of-Use Triggers

The ordinance creates a new trigger for changes of use projects that convert over 10,000 square feet of PDR space to a housing or office use. The intent of this change is to capture sites in former PDR districts where sidewalks are often lacking and compel these projects to build needed pedestrian improvements. The significant increase in property value and rental income that PDR to residential or office conversions generate implies that PDR conversions can afford to shoulder the additional cost and time associated with implementing required streetscape improvements. Moreover, there is a clear nexus between the PDR conversions and increased demands for pedestrian infrastructure. Many PDR districts lack basic pedestrian amenities and, due to their increased density, office and residential uses generate more foot traffic than the PDR uses. Thus, the change from PDR to Residential or Office increases the demand for localized pedestrian improvements.

Extended Timelines for Change-of-Use Projects

Currently, projects triggering Section138.1 must complete any required streetscape improvements prior to the issuance of the certificate of occupancy. Impacts will likely fall disproportionally on PDR to non-

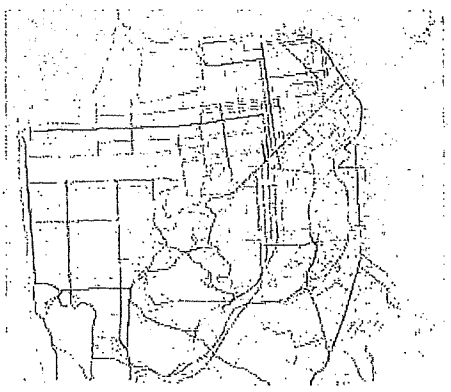
PDR change-of-use projects, due their faster entitlement, permitting and construction timelines compared to projects involving new construction. The compressed permitting and construction timeline for change-of-use projects may not provide enough time for these projects to design, permit and construct required streetscape improvements along their frontages. The legislation recognizes this constraint by granting the Zoning Administrator the power to extend the timeframe for completion of required streetscape improvements after tenants have moved into the building.

Earlier Submission of Required Streetscape Plan

The Code currently states that project sponsors are required to submit streetscape plans at least 60 days before a Planning Department or Planning Commission approval action. The proposed legislation moves this submission earlier in the entitlement process to provide adequate time for interagency coordination (as required under the Planning Code) on streetscape improvements. Requiring a project sponsor to submit streetscape plans with their first entitlement or environmental application will help ensure that streetscape plans approved by the Planning Commission have been adequately vetted by city agencies when the project is entitled and will require fewer modifications post Planning Commission approval. In other words, it will help ensure that the designs presented to the public and approved by the Planning Commission are more likely to be built as shown.

City-Mandated Sidewalk Widths

The San Francisco Better Streets Plan establishes a set of street types for the city's street system. Street types are define by land use context and transportation characteristics. Other special conditions are called out individually. The Better Streets Plan defines characteristics for each for each street type such as sidewalk width. These features are codified in Planning Code Section 138.1.



Street Type Map from the Better Streets Plan

In some instances, policies conflict about the City's preference for a sidewalk width on a given block. These include instances where the Board of Supervisors has previously legislated sidewalk widths that exceed the sidewalk width recommended in the Better Streets Plan, and instances where an adopted area plan or public realm adopted by the Board of Supervisors recommends a sidewalk width more than the width recommended in the Better Streets Plan. In these scenarios where policies conflict, the proposed Ordinance would authorize the City to require projects to build their sidewalks to the wider dimension.

Downtown Commercial Streets

Under the Better Streets Plan, street types are defined by the contextual zoning on a given block. The plan recommends 15-foot sidewalk widths for high-intensity street types like Downtown Residential Streets and Neighborhood Commercial Streets.

However, the Better Streets Plan defaults to the Downtown Streetscape Plan Area (see blue box on adjacent map) to determine recommended sidewalk width for Downtown Commercial Streets (located within C-3 Zoning Districts). Alas, there are some Downtown Commercial streets that are zoned C-3, that fall outside of the Downtown Streetscape Plan area boundary. These orphaned blocks currently have no recommended sidewalk width under the Code and include numerous streets in Mid-Market and The Hub, both areas with active development sites. The legislation proposes to rectify this by establishing a recommended sidewalk width of 15' for Downtown Commercial Streets that fall outside of the Downtown Streetscape Plan Area bringing orphaned Downtown Commercial Street blocks into alignment with similar high-intensity street types within the BSP.

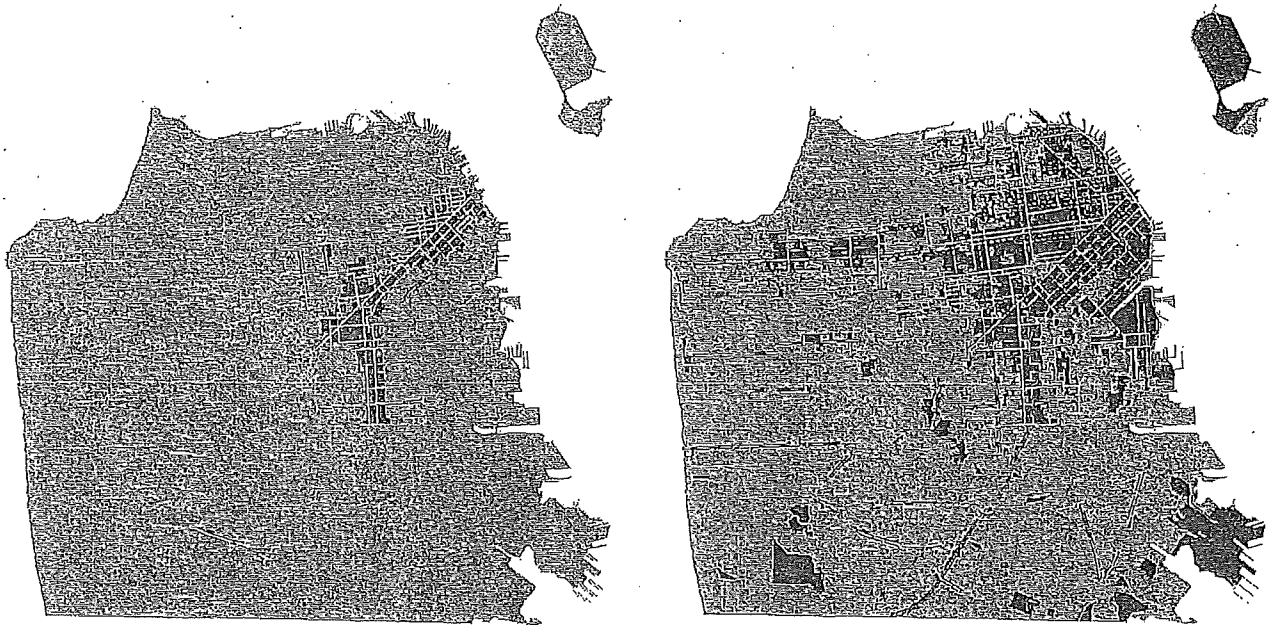
Restrictions on new Curb Cuts

Section 155 of the Planning Code restricts new curb cuts on street frontages where the City has prioritized sustainable transportation modes like walking, biking or transit, but only within the C-3, NCT and RTO zoning districts. On some streets curb cuts are banned outright, whereas on others, applicants need to pursue Conditional Use Authorization (CUA) to obtain a curb cut on protected frontage. These restrictions are in place because siting new curb cuts on the transit priority network, bike network, and pedestrian-oriented street network degrades these networks over time.

The ordinance would expand the list of zoning districts where projects seeking to install a new curb cut fronting the Transit Priority and Bike Networks are required to seek a CUA from three zoning districts (C-3, NCT and RTO) to all zoning districts except for the following districts:

- P Districts – These districts include all publicly owned land that is not public right-of-way (streets and sidewalks). These districts were exempted because they often house essential services where curb cuts are necessary such as fire stations, Muni bus yards and hospitals.
- M, PDR and SALI Districts – The districts are characterized by industrial land uses. They were exempted because off-street loading and freight logistics are essential to their operation.

Zoning districts where the new controls would apply include dense residential districts like RM and RC districts, Mixed-use districts like UMU and MUR Districts and commercial districts like C-2, C-1 and NC Districts. The expanded area where these controls would apply roughly affect the more urbanized, the northeast quadrant of the City, eastern neighborhoods not zoned as PDR or industrial areas and pedestrian-oriented shopping streets in the western half of the City.



The map on the left shows the area where projects are currently required to seek a CUA to install a new curb cut on a protected frontage. The map on the right shows the expanded area, where the ordinance proposes requiring a CUA on protected frontages. Larger versions of both maps are included as attachments at the end of this document.

Removing Off-Street Parking Minimums

None of the three zoning districts currently identified in 155(r) have minimum parking requirements. However, the ordinance proposes adding additional zoning districts some of which, such as Neighborhood Commercial Districts, are required to provide off-street parking. This could hypothetically create a situation where a project that does not wish to provide off-street parking but both fronts a protected street and is sited in a zoning district with minim parking requirements is required to seek a CUA to not build the required parking. Essentially the City would be requiring the project to spend additional time, and expense getting permission to not build parking that neither the sponsor nor the City wants.

To rectify this, the ordinance proposes eliminating off-street parking for any site that fronts a protected street. Projects that don't seek to include parking access along a protected frontage would be rewarded with a faster entitlement process. Projects that wished to include off-street parking would still be able to peruse a CUA should they choose to do so.

Consolidating Commission Actions

Planning Code Section 309 (Downtown Exemptions, also referred to as a DNX) and 329 (Large Project Authorizations also referred to as an LPA) recognize the complexity of large sites in the Downtown and Eastern Neighborhoods warrants a more flexible review process. These code sections, empower the Commission to conduct building design review and grant certain exemptions to Planning Code requirements such as bulk and off-street parking access on restricted streets. Under the current system, projects both seeking a DNX or a LPA *and* a CUA for a new curb cut on a protected frontage need to schedule two separate Commission items. Planning Department staff are thus required to draft two separate case reports one for the DNX or LPA and another for the CUA related to the curb cut on the protected frontage.

The draft legislation proposes to streamline this process by consolidating the Commission calendar items and associated case reports. For projects that are required to seek a CUA for a new curb cut on a protected street that qualify for a DNX or an LPA, the Commission will consider the curb cut during those entitlement hearings for the DNX/LPA. However, the Commission will be required to base its decision on the new the curb cut on the same findings used in the Conditional Use process (described below). This will allow Planning Department staff to draft one case report covering both processes which in turn will result in increased staff productivity and faster approvals for these projects.

New Conditional Use Requirements

Other than the standard CUA findings in Planning Code Section 303, the existing code includes no additional criteria the Commission should consider when determining whether a CUA for a curb cut on a protected corridor should be granted. This leaves the Commission no clear policy guidance on how to make the decision and increasing the likelihood that the CUA will be granted. The legislation proposes to rectify this by establishing new criteria for the commission to consider when deciding on a new curb cut on a protected frontage. These include:

- Criteria 1 is intended to protect emergency services such as hospitals fire stations, etc. which would be able to get a CUA for a new curb cut
- Criteria 2 would allow accessible loading and protect certain land uses – Large grocery stores, PDR uses (including car repair shops), and institutional uses, and allow for disabled parking access when required under the ADA
- Criteria 3: would allow a curb cut to access off-street loading (but not off-street parking) if the environmental analysis shows that not providing off-street loading would cause people to load in the street, thus endangering people on bikes and slowing transit.

GENERAL PLAN COMPLIANCE

TRANSPORTATION ELEMENT

OBJECTIVE 21 – Give first priority to improving transit service throughout the City, providing a convenient and efficient system as a preferable alternative to automobile use.

POLICY 21.2 – Reduce, relocate or prohibit automobile facility features on transit preferential streets, such as driveways and loading docks, to avoid traffic conflicts and automobile congestion.
The ordinance will reduce or prohibit automobile facilities features on Transit Preferential Streets by expanding the list of zoning districts where a CUA is required to install new curbs cut on a Transit Preferential Streets and establishing criteria for the Commission to consider when deciding on CUAs for these curb cuts.

OBJECTIVE 24 – Design every street in San Francisco for safe and convenient walking.

POLICY 24.1 – Every surface street in San Francisco should be designed consistent with the Better Streets Plan for safe and convenient walking, including sufficient and continuous sidewalks and safe pedestrian crossings at reasonable distances to encourage access and mobility for seniors, people with disabilities and children.
The ordinance will support staff's efforts to implement the Better Streets Plan (BSP). Planning Code Section 138.1 is staff's primary policy tool for implementing the BSP. The ordinance proposes numerous amendments to 138.1 that will collectively improve the design review process and ensure streetscape improvements built by project sponsors are better aligned with the intent of the BSP.

OBJECTIVE 29 – Ensure that bicycles can be used safely and conveniently as a primary means of transportation, as well as for recreational purposes.
POLICY 29.1 – Expand and improve access for bicycles on City streets and develop a well-marked, comprehensive system of bike routes in San Francisco.
The ordinance will expand and improve access for bicycles on City Streets. It will result in improved safety for people on bicycles by making it harder to get a curb cut on the bike network in certain zoning districts.

URBAN DESIGN ELEMENT

OBJECTIVE 1 – Emphasis of the characteristic pattern which gives to the city and its neighborhoods an image, a sense of purpose, and a means of orientation.

POLICY 1.10 – Indicate the purposes of streets by adopting and implementing the Better Streets Plan, which identifies a hierarchy of street types and appropriate streetscape elements for each street type.
The ordinance will support staff's efforts to implement the Better Streets Plan (BSP). Planning Code Section 138.1 is staff's primary policy tool for implementing the BSP. The ordinance proposes numerous amendments to 138.1 that will collectively improve the design review process and ensure streetscape improvements built by project sponsors are better aligned with the intent of the BSP.

OBJECTIVE 4 – Improvement of the neighborhood environment to increase personal safety, comfort, pride and opportunity

POLICY 4.4 – Design walkways and parking facilities to minimize danger to pedestrians.
The ordinance will make it harder to get a new curb cut on Neighborhood Commercial Streets which are places where pedestrians are most likely to gather. In doing so, improve the safety of people walking by reducing conflicts between pedestrians and private vehicles in.

POLICY 4.11 – Make use of street space and other unused public areas for recreation, particularly in dense neighborhoods, such as those close to downtown, where land for traditional open spaces is more difficult to assemble.

The ordinance will grant City staff the ability to require projects construct sidewalk features such as extended bulbouts that function as usable open space within the public right-of-way. Much of the development that will construct these streetscape features is taking place in neighborhoods that are already dense or are quickly densifying.

RECOMMENDATION

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

Section 138.1

1. **Change Use Size Trigger form 10,000 sq. ft. to 25,000 sq. ft.** Change the threshold in the new proposed trigger for Section 138.1 related to PDR uses. The ordinance proposes that a 10,000 sq. ft. conversion of PDR to non-PDR space would trigger 138.1. The Department recommends the threshold be set at 25,000 sq. ft.
2. **Relocate the 50,000 GSF Trigger in Section 138.1.** The proposed trigger to 138.1: "The project includes more than 50,000 gross square feet of new construction" should be relocated from Planning Code Section 138.1(c)(2)(A)(i)(b) to Planning Code Section 138.1(c)(2)(A)(i)(a).

Section 155(r)

3. **Exempt RH and NC-S Districts from 155(r)(3)(A).** Exempt projects sited in RH and NC-S Districts from the requirement that they seek a CUA to establish a new curb cut on the Transit Priority Network or a Class II or Class IV Bike or Neighborhood Commercial Street.
4. **Expand Definition of Protected Streets on Bike Network.** Amend 155(r)(3)(A) to include streets with Class III Bike Facilities protected frontages requiring a CUA on the bike network.
5. **Provide Clarity on Minimum Parking Requirements.** Clarify in the code that minimum parking requirements are waived if a project is sited on a protected frontage in places where the Code discusses minimum parking requirements.

BASIS FOR RECOMMENDATION

The Department supports the overall goals of this Ordinance and recommends it be approved with modifications because it supports numerous City Policies including the Better Streets Policy, the Vision Zero Policy, the Transit First Policy and the Complete Streets Policy. The legislation will enable staff to more effectively implement the Better Streets Plan and prevent the installation of new curb cuts on key walking, biking and transit corridors. These efforts will result in the beautification of the City's public realm and increase the safety and comfort of people walking and biking and using transit.

Conversations with Supervisor Kim's Office indicate that, Supervisor Kim supports most of the proposed amendments outlined below. While she does not support *Recommendation 1* (changing use size triggers for PDR conversions from 10,000 to 25,000 sq. ft.), she does support the remaining proposed amendments: *Recommendations 2-5*. We understand that Supervisor Kim will be soon be introducing substitute legislation that will include *Recommendations 2-5* outlined below.

Recommendation 1: Change Use Size Trigger from 10,000 sq. ft. to 25,000 sq. ft. Staff is concerned that the 10,000 sq. ft. trigger proposed in the legislation is too low and would place an undue burden projects that will be unable to finance capital improvements in the ROW should the City require them. Rather staff recommends the threshold be set at 25,000 sq. ft. to ensure projects are more able to finance any required streetscape improvements. The images below of two industrial buildings in the Bayview provide scale and context for an approximately 10,000 sq. ft. and a 25,000 sq. ft. industrial building.

Recommendation 2: Relocate the 50,000 GSF Trigger. This recommendation is intended to fix a drafting error. The intent of the 50,000 GSF trigger was to capture very large buildings on small sites The way it's currently worded would make it ineffectual.

Recommendation 3: Exempt RH and NC-S Districts from 155(r)(3)(A). Staff recommends exempting low-density residential uses from being required to seek a CUA if they are sited on a key protected street identified along the City's transit network, bike network or along a Neighborhood Commercial corridor. The Supervisor's Office and the Planning Department initially intended these zoning districts to be exempted while the legislation was being drafted, but they were accidently stricken from the code during the legislative review process with the City Attorney's office. Because these districts are solely composed of one, two or three-unit dwellings, they few off-street parking spaces and thus pose a negligible impact to these transportation networks.

Staff also recommends exempting NC-S Districts from the from the CU requirement that they seek a CUA to establish a new curb cut on the Transit Priority Network or a Class II or Class IV Bike or Neighborhood Commercial Street. These districts are essentially large-scale big box retail. (think Home Depot, or Best Buy). The off-street parking is essential to their commercial viability and operations.

Recommendation 4: Expand Definition of Protected Streets on Bike Network. Staff recommends expanding the definition of protected streets on the bike network from any Class II or Class IV facility approved by the Municipal Transportation Agency Board (MTAB). To any Class II, Class III or Class IV Facility approved by the Municipal Transportation Agency Board (MTAB). Class III Facilities are bike routes typically marked with street stencils and signage instead of bike lanes or protected bike lanes. Including requiring new curb cuts on Class III Facilities in certain zoning districts will better protect people biking on these facilities from vehicular traffic. Moreover, SFMTA regularly seeks to upgrade

Class III Facilities to Class II or Class IV Facilities. Reducing curb cuts on Class III Facilities today will help preserve the integrity of these corridors over time.

Recommendation 5: Provide Clarity on Minimum Parking Requirements. Staff recommends the ordnance be amended to clarify that minimum parking requirements are waived for projects sited along protected frontages identified in Section 155(r). While proposed language at the top of 155(r) clearly states that that any lot whose sole feasible vehicular access is via a protected street frontage is exempted from any off-street parking or loading requirement found elsewhere in the Planning Code, the Code makes no reference to the potential waiver of off-street parking requirements in affected zoning districts. Staff is concerned that this could lead to confusion among the public and recommends the following amendments:

1. Planning Code Section 151 (Schedule of Permitted Off-Street Parking Spaces in Specified Districts) summarizes all the zones where minimum parking requirements apply. Staff recommends adding a small note the top section 155 stating that off-street parking requirements are waived for project's whose sole frontage is on a protected block identified in Section 155(r).

2. Neighborhood Commercial Zoning Districts and Residential Mixed Zoning Districts are currently subject to minimum parking requirements, which, if this ordinance is approved, may be waived for projects under protected frontages. Staff recommends either:
    a. Adding notes in the summary tables of these zoning districts explaining that minimum parking requirements do not apply if the project's only available frontage is on a protected street, or

    b. Eliminate minimum off-street parking requirements in NC and RM Districts altogether. There is ample literature documenting that minimum off-street parking requirements lead to excess off-street parking supply. Eliminating off-street parking requirements in urban areas is considered a best practice within the Planning Profession. Furthermore Section 150(e) of the Planning Code already allows any project subject to minimum parking requirements elsewhere in the code to replace required off-street parking with bicycle parking. Since the Code already allows projects to waive off-street parking requirements, we may as well make it explicit.

REQUIRED COMMISSION ACTION

The proposed Ordinance is before the Commission so that it may recommend adoption, rejection, or adoption with modifications to the Board of Supervisors.

IMPLEMENTATION

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

ENVIRONMENTAL REVIEW

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.

PUBLIC COMMENT

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

RECOMMENDATION: Recommendation of Approval with Modifications

Attachments:

Exhibit A:	Draft Planning Commission Resolution
Exhibit B:	Maps Articulating Existing and Proposed Restrictions on New Curb Cuts
Exhibit C:	Board of Supervisors File No. 180914

Remove Parking Minimum Legislation

November 21, 2018

Outreach Summary

Per the request by the Land Use Committee, Supervisor Kim's Office and The Planning Department hosted three community workshops where members of the public could learn about, provide public comment and ask questions about pending legislation to eliminate minimum parking requirements Citywide (Board File Number 181028).

Workshops were held at City Hall. Planning staff gave a short presentation summarizing the ordinance content which was followed by a community discussion which was documented in real time by a note taker. Translation services were made available to at each workshop, but nobody in attendance requested translation.

Overall, attendance was higher than expected, especially given the poor air throughout the week. Some participants represented community organizations and neighborhood groups.

Meeting 1

- **Date:** 11/14/18,
- **Time:** 9:00 am
- **Location:** City Hall Room 278
- **Attendance:** 17 People attended
- **Pro/Con Breakdown:** Four were opposed to the legislation, 13 supported it.

Meeting 2 11/15/18 –

- **Date:** 11/14/18,
- **Time:** 12:00 pm
- **Location:** City Hall Room 278
- **Attendance:** 4 People attended
- **Pro/Con Breakdown:** One person was opposed to the legislation, Three supported it

Meeting 3 11/19/18 –

- **Date:** 11/14/18,
- **Time:** 9:00 am
- **Location:** City Hall Room 278
- **Attendance:** 14 People attended
- **Pro/Con Breakdown:** Two person was opposed to the legislation, 12 people either supported it or were neutral.

Planning has received 30 letters of support from community members and three letters of support from community organizations (Transform, Livable City and the Bike Coalition).

The following summarizes the conversation at each meeting.

Discussion Notes from 11/14/2018

Q: The city needs to provide alternatives if we reduce parking? The City needs better public transit.

A: Developers will still be able to provide parking. Most will. City is investing in improved transit, but there is room for improving in some areas.

Q: When will projects begin receiving the code approval?

A: If the legislation moves out of committee and is passed by the full Board, the code will take effect in a couple of months. That said, since the City has effectively already removed parking minimums from the code, we already see projects moving forward with reduced parking or without any parking and don't anticipate seeing a big change in the volume of projects built without parking.

Q: Does data support that reducing off-street parking reduces car ownership/car trips?

A: Yes. There is ample data to back support this statement.

Comment: People are moving around differently. Car sharing services and ride share companies have made it much easier for people to live without a car. The City needs to improve public transit.

Q: Are other cities removing minimum parking requirements?

A: Numerous of cities have removed minimum parking requirements. In North America, Mexico City and Hartford Connecticut are the only American cities that have fully removed minimum parking requirements. If this legislation passes, San Francisco would be the first major U.S. City to remove minimum parking requirements. Strong Towns maintains an online list of cities that have removed or partially removed minimum parking requirements.

Q: Would this legislation apply to Special Use Districts (SUDs) like the Bernal Heights SUD?

A: Yes, legislation would apply to SUDs like the Bernal Heights SUD. However, the City has already effectively removed minimum parking from SUDs that require it because people can replace required off-street car parking with bike parking. So, in practice this legislation won't make much of a difference.

Q: This legislation will act as a disincentive for people to drive. Does the city have ways to incentivize people not to use cars?

A: Yes! The primary tool the City uses to require developments to incentivize people to choose walking/biking/transit is the Transportation Demand Management Program, the primary purpose of which is to reduce vehicle miles travel generated by new development. he Program is designed to work with developers to provide more on-site amenities that will encourage smarter travel options, so people can get around more easily without a car. These choices are better for the environment, help reduce the amount of congestion that new projects contribute to, help to reduce risks to pedestrians and cyclists,

and improve the overall efficiency of our transportation network. Details here. https://sf-planning.org/transportation-demand-management-program

Q: Will this prohibit accessible parking spaces?

A: This legislation will not prohibit ADA parking spaces. Under section 155(i) of the Planning code any project that includes 25 or more parking spaces must provide accessible parking. Projects that include less than 25 spaces are not required to install accessible parking. Since 155(i) is not being amended, this rule will still apply. Moreover, section 305.1 of the Planning Code allows any project to install accessible parking if needed. Planning Code section 305.1 overrides all other code sections.

Q: Do you know how many current projects utilize parking minimums?

A: We don't have exact statistics on this. Few projects are built with no parking. Most that are built without parking are affordable housing projects. We are seeing a trend where an increasing number of large projects that are required to meet the City's Transportation Demand Management ordinance are built with less parking than is permitted under code.

Q: Is there a policy conversation around overdevelopment? *I.e.* is San Francisco full?

A: There is no current policy conversation around stopping development in San Francisco. The current policy conversation, which is fueled by the housing crisis revolves around increasing housing in San Francisco. While San Francisco is relatively dense by North American standards, it is not a very dense city by international standards. Typical European and Asian cities are much denser. This implies that San Francisco can add people without sacrificing our quality of life.

Q: I understand the City's desire not to force a one-size fits all policy on parking. In the spirit of flexibility, is the City considering loosening or removing minimum parking maximum as well as parking minimums. This would allow the City to address unique circumstances and neighborhood opposition that might arise for specific projects.

A: The City is not currently contemplating loosening or removing parking maximums in any zoning districts. Doing so would go against the spirit of several existing city policies and program such as: The Vison Zero Policy, the Transit First Policy, the Better Streets Policy, the Urban Design Guidelines and the Transportation Demand Management Program.

Discussion Notes from 11/15/2018

Q: Would the City consider allowing someone to do an alteration that removes the garage, but keep the curb cut? That way they can retain an on-street parking space in front of their house.

A: The City would not support this concept because it would effectively privatize the public right-of-way.

Q: Would this legislation apply citywide?

A: Yes, this legislation would apply citywide. If this legislation passes, minimum parking requirements would be stripped from all remining San Francisco zoning districts where they still apply. No development in the City would be required to build off-street parking.

Comment: I really like this policy promoting non-car transit. I am stoked about this.

Comment: I support this policy because it gives people a choice.

Q: Do you have data about which neighborhoods have higher demand for more on-street parking?

A: We don't have hard numbers on this. Typically, in denser areas of the City, areas that are well-served by transit and areas close to the Downtown demand for on-street parking is lower. In areas that are less dense, poorly served by transit and far from Downtown, demand for on-street parking is higher.

Discussion Notes from 11/19/2018

Q: Please clarify what is proposed changed and what will remain the same if the legislation passes

A: Each zoning district has a maximum number of parking spaces that developers can build. Some zoning districts have a minimum number of off-street parking spaces developers are required to build. Some This legislation *will not* change parking maximums. It *will* remove parking minimums. So, under a hypothetical scenario, if I was going to build a 10-unit building in a zoning district where the existing Planning Code dictates a minimum parking requirement of 1 parking space per residential unit and a parking maximum of 1.5 parking spaces per residential unit, I would be allowed to build between 10 and 15 off-street parking spaces. If this legislation passes, the same building would be allowed to build between 0 and 15 parking spaces.

Comment: The way we move around is changing rapidly. Autonomous vehicles, electric vehicles, ride share, electric scooters and bikes will affect SF in the long run. It makes sense to eliminate parking minimums now because the in the future we will have other ways of getting around.

Q: How will single family homes be affected?

A: We don't anticipate much to change in single family neighborhoods. Under the existing code, people who add an accessory dwelling unit (ADU – also called in-law units or granny flats) is not required to build car parking for the additional unit.

Regarding new construction, most single family areas are built out so most new single family houses involve people buying a teardown and constructing a new house on the parcel. People who are wealthy enough to buy a tear down house tend to be in high-income brackets and will probably want to have a parking space.

Comment: My neighborhood in Bernal Heights still has vacant lots where new housing is being built and streets that are too narrow to accommodate on-street parking.

Comment: In Bernal Heights, the Design Review Board uses parking to manage the size of new houses

Response: The City no longer requires sponsors to add car parking in Bernal Heights. Legislation passed about five years ago allows anyone in any zoning district including the Bernal Heights Special Use District can replace required off-street car parking with off-street bike parking. Parcels zoned RH-1 in Bernal Heights also have bulk controls limiting the scale of buildings in the neighborhood.

Note: *After our meeting I discussed this with our current planning staff. The RH1 zoning in Bernal has both the off-street parking requirement and bulk controls however car space isn't allowed to be used toward living space which puts additional pressure on projects to increase the building size. By removing the requirements to add car space, the space that would have gone to parking can be counted towards living space. Thus if the neighborhood's concern is large buildings, removing the requirement to add unnecessary parking reduces pressure to expand the building envelope because residents can get more usable living space in the area where the parking would have gone.*

A second Note: *Supervisor Kim said she would follow-up with Supervisor Ronen regarding a potential process to evaluate if the existing Bernal Heights bulk controls make sense or if they should be modified.*

Comment: This is a great piece of legislation for residents who don't want to own a car

Comment: I support this legislation because it puts the environment first and allows the City to take a non-auto centric approach. I wish this was coupled with expanding bike share zones or providing transit passes or similar incentives.

Response: The City's Transportation Demand Management Program (TDM, details here: https://sf-planning.org/transportation-demand-management-program). Does exactly this. All new developments must adhere to the TDM ordinance. Developments aren't allowed to generate more traffic than their surrounding neighborhood. Projects can choose from a suite of measures that best meet their needs.

Comment: I support this legislation because it helps us address climate change.

Q: What are the next steps? How can I support this legislation?

A: The legislation will return to the Land Use Committee on November 26th. We need one more Committee member to vote it out of Committee. We don't know which item we are going to be on the agenda, but the meeting starts at 1:30 and typically run until 5:00. We will send the agenda out to the group.

Assuming it makes it out of Committee, the legislation will be heard at the full Board for its first read on December 4th.

People interested in this legislation are strongly encouraged to speak to your supervisor and/or submit written comments. There will be opportunities to testify at both hearings.

Q: What are the other Supervisors' who doesn't support this legislation concerns?

A: Supervisors are concerned that developers won't build parking if it's not required. We think this is unlikely. We are seeing demand for large off-street parking slowly dissipate. For example large multi-level parking structures are being redeveloped to higher and better uses thanks to better transit and ride-share companies like Uber and Lyft.

Note: *The Planning Department does not believe developers will stop building off-street parking. We still see developers requesting off-street parking in their projects. In our experience, developers never ask permission to build less parking.*

Comment: We should simplify the code especially for ADUs. My brother wanted to put in an ADU but he thought he couldn't do it because he needed to add a parking space. Tonight I learned he doesn't need to add a parking space!!?! This legislation would help simplify the Planning Code and make it easier for small project sponsors like my brother to understand what is allowed.

Comment: Supervisor Safai may not realize all of the transit options in his district. I live there and transit is actually pretty good.

Comment: A lot of single family home owners don't use their garages for car parking. They park on the street and keep other stuff in their garage.

REMOVAL OF

MINIMUM PARKING REQUIREMENTS

559

SF BOARD OF SUPERVISORS LAND USE COMMITTEE

NOVEMBER 26, 2018

PAUL CHASAN, SENIOR URBAN DESIGNER | SF PLANNING DEPARTMENT

181127

OUTREACH SUMMARY

10/22 BOS Land Use Committee (BSP Legislation)

+ 5 Comments in Support, 0 Against

11/5 BOS Land Use Committee (BSP Legislation)

+ 10 Comments in Support, 0 Against

11/14 Community Workshop 1 (City Hall)

+ 17 Attendees, 13 in Support, 4 Against

11/15 Community Workshop 2 (City Hall)

+ 4 Attendees, 3 in Support, 1 Against

11/19 Community Workshop 3 (City Hall)

+ 14 Attendees, 12 in Support or did not say, 2 Against

ORGANIZATIONS

Haight Ashbury Neighbors for Density

Livable City

SF Bike Coalition

SF Housing Action Coalition

SPUR

Walk SF

YIMBY Action

SFCTA

SFMTA

LETTERS

47 Letters of Support, 0 against

HOW DID WE GET HERE?

PROCESS OVERVIEW

10/18 BSP Legislation heard at Planning Commission

+ Staff Recommendation: Waive Parking Minimums for impacted parcels
+ Commission Recommendation: Waive Parking Minimums Citywide (exceeds staff's recommendation)

10/22 First Hearing at Land Use Committee

+ Supervisor Kim introduces amendments to waive minimum parking requirements, splits the file

11/5 Amendments to Remove Parking Minimums heard at Land Use

+ Land Use Committee requests staff conduct additional outreach

11/26 Return to Land Use Committee (debate/vote)

WHAT IT DOES

REMOVE FLOORS, NOT CEILINGS

+ All zoning districts have a maximum, some have a minimum
+ No changes to the maximums
+ Remove minimums where they exist
+ No changes to off-street loading requirements
+ Developers can still build up to the maximum if they choose to

NUMEROUS POLICIES SUPPORT REMOVING PARKING MINIMUMS

+ Vision Zero
+ Housing Affordability
+ Transit First
+ Better Streets
+ Placemaking and Urban Design
+ Fairness and Equity

At this point, there is **no land use or policy rational for keeping minimum parking requirements** in any zoning district in the city.

WE ALREADY DO IT

NUMEROUS PATHWAYS TO REDUCE OFF-STREET PARKING

City has slowly removed minimum parking controls over the past few decades resulting in **no minimum parking controls in most zoning districts.**

+ Bike parking
+ 100% affordable Housing Projects exempted ($70K/space)
+ TDM Ordinance
+ Home SF
+ ADU Ordinance
+ ZA exemption in NC Districts (administrative)
+ Section 161
+ Section 155(r)

SIMPLIFY THE PROCESS

LEGIBILITY + EFFICIENCY

+ Improved Planning Code legibility
+ More efficient approval process
+ Increased certainty
+ Give small property/business owners the same benefits that larger projects enjoy

PRINCIPLE & VALUES

THINGS WILL CONTINUE MUCH AS BEFORE

+ This is not a ban on new off-street parking
+ Developers have a financial incentive to provide parking
+ Developers will continue to provide parking

(Department usually encourages less parking in contexts where it makes sense to do so)

LIKELY OUTCOMES

SINGLE FAMILY (RH1, RH2, RH3)

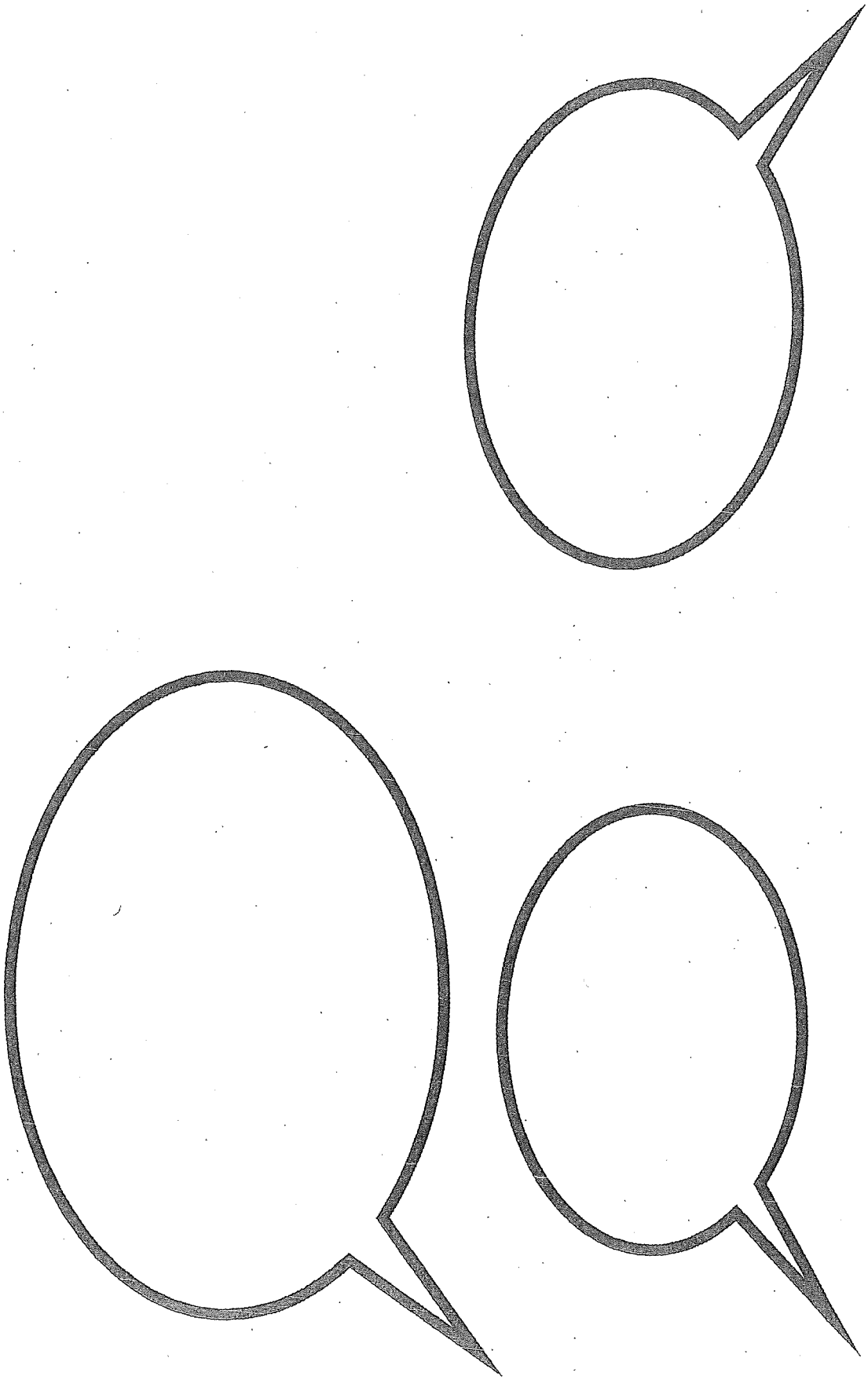
+ New single family homes will continue to provide parking
+ ADUs will continue to be built without parking

MULTI-FAMILY (RM, RC)

+ Historic core of the city (northeast quadrant)
+ Some projects will continue to build less than one-to-one parking

NEIGHBORHOOD COMMERCIAL (NCD)

+ Many small mid-block projects won't build parking
+ Large projects on corners will likely build parking



181078

From: Kim, Jane (BOS)
Sent: Monday, November 26, 2018 12:51 PM
To: Major, Erica (BOS)
Subject: FW: Planning Code amendment to eliminate parking requirements citywide -- support

From: Andy Thornley [mailto:apt@thornley.com]
Sent: Wednesday, November 21, 2018 3:02 PM
To: Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>
Cc: Kim, Jane (BOS) <jane.kim@sfgov.org>; Yu, Angelina (BOS) <angelina.yu@sfgov.org>; Tom Radulovich <tom@livablecity.org>
Subject: Planning Code amendment to eliminate parking requirements citywide -- support

Hello Supervisor Fewer --

I'm writing to express my strong support for Supervisor Kim's proposed amendment to the Planning Code to eliminate minimum off-street parking requirements citywide, to be heard at the Board of Supervisors' Land Use and Transportation Committee on Monday (11/26). This simple land-use policy reform will help San Francisco address and advance some of its most important goals, from promoting housing affordability and availability to nurturing healthy, equitable streets and transportation choices.

As Tom Radulovich at Livable City observes:

> Recent research continues to confirm what wise urbanists and planners have known for decades. Minimum parking requirements increase auto traffic in cities, and with it pollution and congestion. Minimum parking requirements make cities less healthy and less sustainable. Private cars are now the largest source of greenhouse gases in California, and an increasing one. Minimum parking requirements make housing more expensive to build, to rent, and to buy. Minimum parking requirements replace storefronts, walk-up housing, front gardens, and street trees with garage doors and driveways, making our neighborhoods and sidewalks less safe, less accessible, less green, and less appealing for people walking, cycling, and riding transit, particularly seniors, children, and people with disabilities.

This policy reform wouldn't prohibit off-street parking in new development -- developers would still be allowed to propose parking in their projects, they just wouldn't be *required* to incorporate parking, and they could propose a contextually appropriate amount of parking, as a rational element of a project, not a mandated minimum amount of parking that may not suit the project or the neighborhood (or the planet).

Thank you,

Andy Thornley
Richmond District resident

181088

From: Kim, Jane (BOS)
Sent: Monday, November 26, 2018 12:50 PM
To: Major, Erica (BOS)
Subject: FW: Planning Code amendment to eliminate parking requirements citywide -- support

---

From: Andy Thornley [mailto:apt@thornley.com]
Sent: Wednesday, November 21, 2018 3:12 PM
To: Tang, Katy (BOS) <katy.tang@sfgov.org>
Cc: Kim, Jane (BOS) <jane.kim@sfgov.org>; Summers, Ashley (BOS) <ashley.summers@sfgov.org>; Tom Radulovich <tom@livablecity.org>
Subject: Planning Code amendment to eliminate parking requirements citywide -- support

Hello Supervisor Tang --

I'm writing to express my strong support for Supervisor Kim's proposed amendment to the Planning Code to eliminate minimum off-street parking requirements citywide, to be heard at the Board of Supervisors' Land Use and Transportation Committee on Monday (11/26). This simple land-use policy reform will help San Francisco address and advance some of its most important goals, from promoting housing affordability and availability to nurturing healthy, equitable streets and transportation choices.

As Tom Radulovich at Livable City observes:

> Recent research continues to confirm what wise urbanists and planners have known for decades. Minimum parking requirements increase auto traffic in cities, and with it pollution and congestion. Minimum parking requirements make cities less healthy and less sustainable. Private cars are now the largest source of greenhouse gases in California, and an increasing one. Minimum parking requirements make housing more expensive to build, to rent, and to buy. Minimum parking requirements replace storefronts, walk-up housing, front gardens, and street trees with garage doors and driveways, making our neighborhoods and sidewalks less safe, less accessible, less green, and less appealing for people walking, cycling, and riding transit, particularly seniors, children, and people with disabilities.

This policy reform wouldn't prohibit off-street parking in new development -- developers would still be allowed to propose parking in their projects, they just wouldn't be *required* to incorporate parking, and they could propose a contextually appropriate amount of parking, as a rational element of a project, not a mandated minimum amount of parking that may not suit the project or the neighborhood (or the planet).

Thank you,

Andy Thornley
west side neighbor

181078

From:	Board of Supervisors, (BOS)
Sent:	Tuesday, December 04, 2018 7:51 AM
To:	BOS-Supervisors; Major, Erica (BOS)
Subject:	FW: SPUR supports eliminating minimum parking requirements
Attachments:	SPUR Supports Eliminating Parking Minimums.pdf

From: Kristy Wang [mailto:kwang@spur.org]
Sent: Tuesday, December 4, 2018 6:51 AM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Cc: Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; BOS Legislation, (BOS) <bos.legislation@sfgov.org>; Chasan, Paul (CPC) <paul.chasan@sfgov.org>; Adhi Nagraj <anagraj@spur.org>; Alicia John-Baptiste <ajohn-baptiste@spur.org>
Subject: SPUR supports eliminating minimum parking requirements

Dear Supervisors:

As we mentioned in our SF Chronicle op-ed yesterday, SPUR strongly supports Supervisor Kim's proposal to eliminate minimum parking requirements citywide. It will not prohibit developers from providing parking but merely remove any role the city might have in requiring unneeded parking. This is an important move that San Francisco should make today, reducing the cost to produce housing and saving our precious space for people instead of cars.

Attached please find our support letter that we sent to the Land Use & Transportation Committee. Thank you for your consideration.

Best,
Kristy

Kristy Wang, LEED AP
Community Planning Policy Director
SPUR • Ideas + Action for a Better City
(415) 644-4884
(415) 425-8460 m
kwang@spur.org

SPUR
San Francisco | San Jose | Oakland

November 5, 2018

Land Use & Transportation Committee
San Francisco Board of Supervisors
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

RE: November 5, 2018 Agenda (Item No. 5)
Support for Eliminating Parking Requirements Citywide (Board File #181028)

Dear Supervisors Tang, Kim and Safaí:

On behalf of SPUR, I strongly urge you to support Supervisor Kim's proposal to eliminate minimum parking requirements across the city of San Francisco.

Through research, education and advocacy, SPUR promotes good planning and good government in the San Francisco Bay Area. We bring people together from across the political spectrum to develop solutions to the big problems our cities face. With offices in San Francisco, San Jose and Oakland, we are recognized as a leading civic planning organization and respected for our independent and holistic approach to urban issues.

SPUR's *Agenda for Change*, which lays out SPUR's core values, recommends the elimination of requirements that mandate a minimum number of parking spaces for new development. There is no good reason for the city to force the private market to produce parking spaces for every housing unit built. Eliminating minimum parking requirements will reduce the cost of producing new housing and enable us to use our land more efficiently by replacing space for cars with space for people.

San Francisco has already made moves in the right direction by replacing parking minimums with parking maximums and by requiring parking to be "unbundled" from homes *in the city's area plans*, but in today's world, with changing technology and transportation options, this policy should be pursued citywide.

Thank you for the opportunity to support this proposal. Please contact me if you have any questions.

Best,

Kristy Wang
Community Planning Policy Director

cc: SPUR Board of Directors

SAN FRANCISCO
654 Mission Street
San Francisco, CA 94105
(415) 781-8726

SAN JOSE
76 South First Street
San Jose, CA 95113
(408) 638-0083

OAKLAND
1544 Broadway
Oakland, CA 94612
(510) 827-1900

spur.org

181028

From: Board of Supervisors, (BOS)
Sent: Tuesday, December 04, 2018 2:14 PM
To: BOS-Supervisors; Major, Erica (BOS)
Subject: FW: Eliminating parking requirements for new buildings

-----Original Message-----
From: Marilyn Obedzinski <marobski@icloud.com>
Sent: Tuesday, December 04, 2018 2:13 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Eliminating parking requirements for new buildings

I live in Noe Valley and have resided there for 34 years. I have been a resident of San Francisco for 43 years. I am part owner of my home and must park on the street as my garage is used by another in the house. Parking has gotten exceedingly more difficult with the addition of multi unit buildings without parking spaces for cars. Bike rental stations have also eaten into the number of available street spaces. Given that there are fewer space available , I see more cars partially parked in my and my neighbors driveways which is a nasty inconvenience.

I need my car for commitments I have outside the city. I do use Muni frequently, but it is not the safe and efficient system they claim to be. At my age, approaching 70, I am not about to learn to ride a bicycle on the streets of San Francisco since I am most likely wouldn't survive.

I urge you not to pass this legislation which eliminates parking requirements for new buildings. I see it as an ageist policy which will just make things even more difficult for seniors in general. Please vote against this policy.

Sincerely,

Marilyn Obedzinski
575 Jersey Street
San Francisco, Ca. 94114

Sent from my iPad

181078

From: Board of Supervisors, (BOS)
Sent: Tuesday, December 04, 2018 2:14 PM
To: Major, Erica (BOS)
Subject: FW: SFLCV supports eliminating minimum parking requirements

From: Kristina Pappas <kristina.pappas@gmail.com>
Sent: Tuesday, December 04, 2018 10:02 AM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Brown, Vallie (BOS) <vallie.brown@sfgov.org>; Cohen, Malia (BOS) <malia.cohen@sfgov.org>; Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Kim, Jane (BOS) <jane.kim@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Tang, Katy (BOS) <katy.tang@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>
Cc: Tom Radulovich <tom@livablecity.org>
Subject: SFLCV supports eliminating minimum parking requirements

Dear Supervisors,

The San Francisco League of Conservation Voters strongly supports the Planning Commission's recommendation, and Supervisor Kim's legislation, to remove minimum parking requirements from SF Planning Code.

Minimum parking requirements:
- Increase auto traffic, pollution and congestion;
- Make housing more expensive to build, to rent, and to buy;
- Replace storefronts, walk-up housing, front gardens, and street trees with garage doors and driveways.

Eliminating minimum parking requirements doesn't force a decision on cars at all; it simply allows developers to decide whether and how much parking to include on site, according to market demand.

San Francisco's biggest challenges include providing sufficient and affordable homes for all, and ensuring a healthy environment we can depend on. The two are closely related. Eliminating minimum parking requirements helps address our housing goals and our climate goals as well. We look forward to your leadership on this.

Sincerely,
Kristina Pappas
President, San Francisco League of Conservation Voters

--
Kristina Pappas
415.812.3128

181088

From: Board of Supervisors, (BOS)
Sent: Tuesday, December 04, 2018 2:15 PM
To: BOS-Supervisors; Major, Erica (BOS)
Subject: FW: minimum parking requirement planning code change

From: marilyn obedzinski <marobski@gmail.com>
Sent: Monday, December 03, 2018 6:22 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: minimum parking requirement planning code change

Hello. I have been a resident of San Francisco for 43 years and have lived in Noe Valley for the last 34 years. I am part owner of a home with a one car garage. I must park on the street because the other owner uses the garage. I want to express grave concern over the city planning code change that would eliminate minimum parking space requirements for new buildings. I realize that this has already happened in practice in many neighborhoods much to the detriment of those who must park on the street. Along with the growth of rental bike parking stations, my small street has eliminated many parking spaces without offering alternatives. Last year a single family home on 24th street was turned into a 5 unit building with only spaces for bikes.

At my age (approaching 70) I am not going to learn how to ride a bike in SF because I am not sure I would survive! I do use Muni but it is not the safe, efficient system they claim to be. I do need my car for weekly commitments outside of the city and of course, I do need to park the car when I come home. I cannot park in my driveway because that will block the sidewalk. Given the lack of parking spaces available I notice that more people are blocking my and my neighbors driveways by parking in spaces that are clearly too small. This becomes a nasty inconvenience, not easily corrected. I consider the efforts to eliminate parking spaces to be ageist and would ask you to vote no on such a code change. Thank you for your consideration.

Sincerely,
Marilyn Obedzinski
575 Jersey Street
San Francisco, Ca 94114

180778
181038

Major, Erica (BOS)

From: Westside = best side! <westsidebestsidesf@gmail.com>
Sent: Monday, November 26, 2018 1:26 PM
To: Tang, Katy (BOS); Safai, Ahsha (BOS); Kim, Jane (BOS)
Cc: Summers, Ashley (BOS); Ho, Jessica (BOS); Ma, Annie (BOS); Major, Erica (BOS)
Subject: 11/26 LUTC

Dear Members of the Land Use and Transportation Committee,

On behalf of the 240 folks in *Westside = best side!*, a community organization of neighbors advocating for abundant housing and awesome transit in the Sunset, Parkside, Lakeshore, and West of Twin Peaks neighborhoods, we would like to express our SUPPORT for two proposed ordinances up today.

- "Building Code - Penalties for Constructing an Impervious Surface in the Front Yard Setback Without the Required Permit": it is about time property owners face real consequences for covering open/green space with concrete, almost always for the sole reason of using their front yard as parking, which is an unpermitted use. This not only results in water not being able to percolate into the ground anymore but often also parked vehicles extending past the property line and into the sidewalk/pedestrian right of way. This is not only an eyesore but also a safety and accessibility issue. For this reason we SUPPORT this ordinance and would like to thank Supervisor Safai for introducing this legislation.

- "Planning Code - Off-Street Parking Requirements": in a transit-first city, and in a world that only has 12 years to act in order to limit the devastating impacts of climate change, having minimum parking requirements is not only outdated policy, it is also completely irresponsible. This legislation would still allow, but not require anymore, parking to be built. This is a great first step towards reducing our City's addiction to private cars. Additionally, for the same building envelope, less parking will mean more homes, and because parking is really expensive to build, this will help in making those homes affordable "by design". This legislation is pro-housing, pro-transit, and pro-environment. A no brainer for us to SUPPORT and we would like to thank Supervisor Kim for her exemplary leadership on this.

Thanks for your consideration.

Jimmy La
Westside = best side! community organizer and District 4 resident

2309 Noriega Street PMB 67 San Francisco, CA 94122

Major, Erica (BOS)

om: Calvin Quick (SFYC) <calvin@quickstonian.com>
Sent: Wednesday, November 21, 2018 12:29 PM
To: Major, Erica (BOS)
Subject: BOS File No. 181028 Support Letter
Attachments: Letter of Support on BOS File No 181028.pdf

Hi Erica,

I have attached a letter of support on BOS File No. 181028, Planning Code - Off-Street Parking Requirements, for inclusion in the record.

While I am the youth commissioner for District 5, I am not writing in my capacity as such, but as a private individual.

Best,

Calvin Quick

Youth Commissioner, District 5
Legislative Affairs Officer (LAO)
San Francisco Youth Commission
calvin@quickstonian.com | 1(415) 521-9126
https://sfgov.org/youthcommission/

San Francisco Board of Supervisors
Erica Major, Land Use Committee Clerk
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, Ca. 94102-4689

November 14, 2018

From: Calvin Quick

Re: BOS File No. 181028 [Planning Code - Off-Street Parking Requirements]
SUPPORT

Members of the Committee,

My name is Calvin Quick, and I am the Youth Commissioner for District 5. I am however signing this letter as a resident of the City and County, not in my capacity as a City Commissioner.

The Board of Supervisors of the City and County of San Francisco has increasingly relaxed or abolished minimum off-street parking requirements for new development in various zoning districts, and has additionally provided ways to circumvent such minimum parking requirements, notably by providing bicycle parking spaces instead. However, minimum off-street parking requirements still exist in RH, RM, C-2, M, and certain PDR and special use zoning districts.

The removal of remaining off-street parking minimums would help to alleviate the pressure on families in San Francisco. According to the November 2016 Housing for Families and Children report produced by the Planning Department, 18% of San Francisco households include a person under 19 years of age, yet only 9% of the housing stock on the market is family friendly to those earning the median family income. Furthermore, according to the 2014 Update of the San Francisco General Plan Housing Element, providing parking represents a significant cost to developers and can add as much as $100,000 to the price of a new unit.

According to the 2014 Update of the San Francisco General Plan Housing Element, San Francisco's transportation system has been strained by the availability of free and relatively inexpensive parking in many parts of the city. The San Francisco Municipal Transportation Agency estimated 40,000 youth aged 5-18 eligible, with gross annual family income at or below 100% AMI, for the Free Muni For Youth program at its inception in 2013, forming over 40% of the over 88,000 youth population of San Francisco estimated by the United States Census Bureau in 2013. Thus, eliminating minimum parking requirements would both promote the use of more sustainable forms of transportation such as walking, biking, and using MUNI services, and increase the use of these forms of transportation, supporting further investment in their infrastructure and so improving youth quality of life.

For these reasons, I am writing to urge the Board of Supervisors to support BOS File No. 181028 by Supervisor Kim to eliminate minimum off-street parking requirements City-wide.

Sincerely,

[signed]

_____

Calvin Quick

Major, Erica (BOS)

From: Kim, Jane (BOS)
Sent: Monday, November 26, 2018 11:54 AM
To: Major, Erica (BOS)
Subject: FW: In support of eliminating parking minimums

From: Shirley Johnson [mailto:dr_shirley_johnson@yahoo.com]
Sent: Saturday, November 24, 2018 10:48 AM
To: Tang, Katy (BOS) <katy.tang@sfgov.org>; KimStaff, (BOS) <kimstaff@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>
Cc: Chasan, Paul (CPC) <paul.chasan@sfgov.org>; janice@sfbike.org; Tom Radulovich <tom@livablecity.org>; MandelmanStaff, [BOS] <mandelmanstaff@sfgov.org>; Kim, Jane (BOS) <jane.kim@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>
Subject: In support of eliminating parking minimums

Dear Chair Katy Tang,

I strongly support the legislation being heard at the Land Use and Transportation Committee on November 26 to amend the planning code to eliminate parking minimums citywide. We need fewer cars in San Francisco, not more. Our city streets are so congested that we must take action to reduce private automobile use in favor of more sustainable transportation.

I ride a bicycle by choice and do not own a car. I take my life in my hands everyday on our dangerous city streets. Excessive automobile traffic causes many people to fear biking and walking, and I understand their concerns. Think how much safer, healthier, quieter, and cleaner our city would be with fewer cars on our streets. In contrast, more cars will have the opposite effect.

Eliminating parking minimums is smart land use policy and enables denser, more affordable housing. Buildings with no or less parking will support the use of walking, biking, and public transit.

Please, for the livability of our city, support elimination of minimum parking requirements. Thank you.

Respectfully,
Shirley Johnson
3480 17th Street
Homeowner, District 8

Major, Erica (BOS)

From: Kim, Jane (BOS)
Sent: Monday, November 26, 2018 11:24 AM
To: Major, Erica (BOS)
Subject: FW: Please eliminate parking minimums!

From: Keziah Perez Sonder Plattner [mailto:keziah@cs.stanford.edu]
Sent: Saturday, November 24, 2018 7:49 PM
To: Brown, Vallie (BOS) <vallie.brown@sfgov.org>; Cohen, Malia (BOS) <malia.cohen@sfgov.org>; Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Kim, Jane (BOS) <jane.kim@sfgov.org>; MandelmanStaff, [BOS] <mandelmanstaff@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Tang, Katy (BOS) <katy.tang@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>
Subject: Please eliminate parking minimums!

Dear Board of Supervisors,

Hello, my name is Keziah Plattner, and I am a San Francisco resident and constituent of Vallie Brown (94117). I am also one of the leads of a new transportation advocacy group, YIMBY Mobility. I wanted to email as both a citizen and a representative of YIMBY Mobility to support Jane Kim's legislation to eliminate parking minimums. As a carless D5 resident, I am of full support to stop requiring new developments to make car parking when residents may not want or need it. I feel very lucky to live in a city that makes it so easy to live car-free, and I want our land use regulation to reflect that knowledge.

We've gathered some signatures in support of eliminating parking minimums as well. Attached is a petition with the official YIMBY Mobility statement on Jane Kim's proposed legislation.

https://www.change.org/p/san-francisco-board-of-supervisors-eliminate-san-francisco-parking-minimums

Unfortunately I cannot attend this week's land use meeting, but I hope the Board of Supervisor will follow Supervisor Kim's lead and eliminate parking minimums!

Best,
Keziah Plattner
D5 Resident 94117

Major, Erica (BOS)

.om: Kim, Jane (BOS)
Sent: Monday, November 26, 2018 11:17 AM
To: Major, Erica (BOS)
Subject: FW: Support for Supervisor's proposed legislation to eliminate parking minimums

From: Jane Natoli [mailto:wafoli@gmail.com]
Sent: Sunday, November 25, 2018 5:51 PM
To: Tang, Katy (BOS) <katy.tang@sfgov.org>; Brown, Vallie (BOS) <vallie.brown@sfgov.org>; Cohen, Malia (BOS) <malia.cohen@sfgov.org>; Kim, Jane (BOS) <jane.kim@sfgov.org>; MandelmanStaff, [BOS] <mandelmanstaff@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>
Subject: Fwd: Support for Supervisor's proposed legislation to eliminate parking minimums

Hello,

I wanted to pass along the note I sent to my Supervisor about Supervisor Kim's important legislation regarding removing parking minimums. I am hopeful we can move forward with this important legislation tomorrow in Land Use & Transportation and then with the full board.

Cordially,

Jane Natoli

---------- Forwarded message ---------
From: **Jane Natoli** <wafoli@gmail.com>
Date: Sun, Nov 18, 2018 at 10:05 PM
Subject: Support for Supervisor's proposed legislation to eliminate parking minimums
To: Sandra Lee Fewer <Sandra.Fewer@sfgov.org>

Hello,

I am reaching out to show my support for Supervisor Jane Kim's proposed legislation to eliminate parking minimums that will be going before Land Use & Transportation on the 26th and I hope you will support it when the time comes.

I am personally motivated by this because I'd love to see our city move away from car-centric infrastructure. Parking minimums are frequently not based on anything concrete and this will give developers the flexibility to build the right amount of parking for a building, something that can help make buildings more affordable.

We can already see the devastating effects of climate change and car-centric infrastructure and we need to move to counter that with thoughtful changes to our rules here in the city. I think what Supervisor Kim has proposed is just that, a thoughtful way to impact climate change, affordability, and street safety all at once.

As a transit first city, I'm excited by a future that is less dependent on cars and think this is a positive change for our city.

Thanks!

Jane Natoli

Major, Erica (BOS)

From: Kim, Jane (BOS)
Sent: Monday, November 26, 2018 11:15 AM
To: Major, Erica (BOS)
Subject: FW: In support of eliminating minimum parking requirements (file number 181028)

From: Roan Kattouw [mailto:roan.kattouw@gmail.com]
Sent: Sunday, November 25, 2018 11:07 PM
To: Tang, Katy (BOS) <katy.tang@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>
Cc: Kim, Jane (BOS) <jane.kim@sfgov.org>
Subject: Re: In support of eliminating minimum parking requirements (file number 181028)

Following up: this item will be heard at the Land Use Committee tomorrow (Nov 26). I urge you to vote in support of it at the Land Use hearing tomorrow, and at the full board. A transit-first city should not be in the business of requiring developers to build more parking.

On Fri, Nov 16, 2018 at 8:00 PM Roan Kattouw <roan.kattouw@gmail.com> wrote:

Dear Supervisors,

I am writing to you in support of file number 181028 ("eliminate minimum off-street parking requirements City-wide") by Supervisor Kim. Eliminating minimum parking requirements will help take cars off our streets and encourage more people to use sustainable modes of transportation. Reducing parking has been shown to reduce driving. This is crucial for combating climate change, improving air quality, and making our streets safer. Right now most of our state is either on fire or choking on smoke, demonstrating the need for swift action to reduce emissions. Eliminating parking minimums is not nearly a dramatic enough step, but if the Board can't even pass this, I have little hope that it can take more impactful steps to reduce driving and promote sustainable transportation to an extent that will make a dent in our transportation emissions.

Minimum parking requirements also waste land that could be used for housing instead; more housing was already direly needed, but as the recent fires destroy more homes, the housing shortage will only worsen. Housing people should be prioritized over housing cars, so I urge you to vote in favor of this ordinance.

Roan Kattouw
District 6 resident

Major, Erica (BOS)

From: Kim, Jane (BOS)
Sent: Monday, November 26, 2018 11:06 AM
To: Major, Erica (BOS)
Subject: FW: Please kill parking requirements!

From: Christopher Heriot [mailto:cheriot@gmail.com]
Sent: Monday, November 26, 2018 8:23 AM
To: Kim, Jane (BOS) <jane.kim@sfgov.org>
Subject: Please kill parking requirements!

I've learned that the Board of Supervisors is considering the removal of parking requirements on new construction. I hope you support removing this 20th century relic! San Francisco desperately needs better city planning where the number of homes is in proportion to the number of offices.

Thanks,
Chris Heriot
455 Eddy St

Major, Erica (BOS)

From: BOS Legislation, (BOS)
Sent: Monday, November 26, 2018 11:04 AM
To: Major, Erica (BOS)
Subject: FW: I support eliminating parking minimums

From: Jean-Paul Torres <jptorres152@gmail.com>
Sent: Monday, November 26, 2018 10:09 AM
To: Tang, Katy (BOS) <katy.tang@sfgov.org>; KimStaff, (BOS) <kimstaff@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>
Cc: Chasan, Paul (CPC) <paul.chasan@sfgov.org>; Janice Li <janice@sfbike.org>; BOS Legislation, (BOS) <bos.legislation@sfgov.org>
Subject: I support eliminating parking minimums

To Chair Katy Tang,

I am writing an email to express my strong support for the legislation being heard later today at the Land Use and Transportation Committee, which would amend the Planning Code to eliminate parking minimums citywide.

Doing nothing will mean continued traffic which means congestion and pollution which studies show in California, the transportation sector is the largest source of carbon emissions, more than double the emissions in the energy sector. Considering the recent events which gravely affected our air quality, I believe we need to do everything in our power to reduce emissions from all sources. Additionally when you consider housing, if residents have to allocate space under current legislation for parking instead of providing more living space, this adds even pressure to those seeking housing.

This is widely considered best practice for urban planning, and in a city like San Francisco, which is getting more and more congested by traffic, we need to do everything to actively support more sustainable modes of transportation rather than induce demand for cars and reliance on driving.

Best,
Jean-Paul

Major, Erica (BOS)

From: BOS Legislation, (BOS)
Sent: Monday, November 26, 2018 11:04 AM
To: Major, Erica (BOS)
Subject: FW: I support eliminating parking minimums

From: Jean-Paul Torres <jptorres152@gmail.com>
Sent: Monday, November 26, 2018 10:05 AM
To: Brown, Vallie (BOS) <vallie.brown@sfgov.org>
Cc: BOS Legislation, (BOS) <bos.legislation@sfgov.org>; Janice Li <janice@sfbike.org>
Subject: I support eliminating parking minimums

To Supervisor Brown,

I am new resident of district 5 and had the pleasure of meeting you at the Prop C volunteer appreciation party at Roccapulco.

I wanted to take this opportunity to express my strong support for the legislation being heard at the Land Use and Transportation Committee later today, November 26, which would amend the Planning Code to eliminate parking minimums citywide. The city has made considerable progress over time in reducing the number of parking spaces new development is required to have and I believe it is time for us to extend this city-wide. Doing nothing will mean continued traffic which means congestion and pollution which studies show in California, the transportation sector is the largest source of carbon emissions, more than double the emissions in the energy sector. Considering recent events which have affected our air quality, I believe we need to do everything in our power to reduce emissions. Additionally when you consider housing, if residents have to allocate space under current legislation for parking instead of providing more living space, this adds even pressure to those seeking housing.

This is widely considered best practice for urban planning, and in a city like San Francisco, which is getting more and more congested by traffic, we need to do everything to actively support more sustainable modes of transportation rather than induce demand for cars and reliance on driving.

Thank you,
Jean-Paul

Major, Erica (BOS)

From: BOS Legislation, (BOS)
Sent: Monday, November 26, 2018 11:02 AM
To: Major, Erica (BOS)
Subject: FW: Please pass Supervisor Kim's legislation eliminating parking minimums! (File No 181028)

From: Bobak Esfandiari <besfandiari@gmail.com>
Sent: Monday, November 26, 2018 10:52 AM
To: Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Tang, Katy (BOS) <katy.tang@sfgov.org>; Kim, Jane (BOS) <jane.kim@sfgov.org>; BOS Legislation, (BOS) <bos.legislation@sfgov.org>
Cc: Rubenstein, Beth (BOS) <beth.rubenstein@sfgov.org>; Fregosi, Ian (BOS) <ian.fregosi@sfgov.org>; Yu, Angelina (BOS) <angelina.yu@sfgov.org>; Fong, Kitty (BOS) <kitty.fong@sfgov.org>; edward.wright@sfgov.org; Jacobo, Jon (BOS) <jon.jacobo@sfgov.org>; Meyer, Catherine (BOS) <cathy.mulkeymeyer@sfgov.org>; Sandoval, Suhagey (BOS) <suhagey.sandoval@sfgov.org>; Ho, Tim (BOS) <tim.h.ho@sfgov.org>; Summers, Ashley (BOS) <ashley.summers@sfgov.org>; Ho, Jessica (BOS) <jessica.ho@sfgov.org>; Ma, Annie (BOS) <annie.ma@sfgov.org>
Subject: Re: Please pass Supervisor Kim's legislation eliminating parking minimums! (File No 181028)

+BoS Legislation email address so that this letter gets added to the public record in support of the ordinance.

On Mon, Nov 26, 2018 at 10:47 AM Bobak Esfandiari <besfandiari@gmail.com> wrote:

> Hello Supervisor Fewer,
>
> Copied on this email are your colleagues Supervisors Tang and Safai who both sit on the Land Use Committee, who I both want to see this message as well. I'm writing to you briefly this morning to urge you to support and pass the legislation that Supervisor Kim has proposed to "allow but not require" parking in new housing developments going forward.
>
> There are numerous reasons why I think this is a good piece of legislation, most of those reasons are outlined here in this petition that I signed with my friends in YIMBY Mobility:
> https://www.change.org/p/san-francisco-board-of-supervisors-eliminate-san-francisco-parking-minimums
>
> However, put simply, I believe we need to make it easier to build housing, and part of that goal needs to include eliminating costly mandates for a 20th century mode of transportation which costs on average 70,000 dollars a parking spot and doesn't do anything to advance our climate change goals.
>
> Please prioritize mass transit, transit oriented development, cycling, and please support Supervisor Kim's proposal. It won't eliminate parking overnight. Quite frankly, I expect that housing developers will continue to include parking in their proposals because that's what their loans require them to do as part of the loan. However, if we're able to implement a public bank like your office has been investigating, then we can begin to truly shift our development patterns away from car-oriented infrastructure and more towards more sustainable methods.

The city can and will continue to allow parking to be included in new housing, but it shouldn't **require** parking. Please do the right thing, please support Supervisor Kim's proposal.

We have the opportunity to be the city that leads, in both making it easier to build housing, and taking our climate change challenges seriously:
https://www.vox.com/2018/11/24/18109883/climate-report-2018-national-assessment

Please pass this ordinance, then keep pushing for more investments in mass transit & transit oriented development.

Your neighbor & constituent,

--

Error! Filename not specified.
Bobak Esfandiari
Error! Filename not specified.about.me/bobak_esfandiari

"Let the beauty of what you love be what you do."
-Rumi

--

Error! Filename not specified.
Bobak Esfandiari
Error! Filename not specified.about.me/bobak_esfandiari

"Let the beauty of what you love be what you do."
-Rumi

Major, Erica (BOS)

From: KimStaff, (BOS)
Sent: Monday, November 26, 2018 11:00 AM
To: Major, Erica (BOS)
Subject: FW: I support eliminating parking minimums

From: Elsa Heylen [mailto:elsaheylen@protonmail.com]
Sent: Monday, November 26, 2018 10:47 AM
To: Tang, Katy (BOS) <katy.tang@sfgov.org>; KimStaff, (BOS) <kimstaff@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>
Subject: I support eliminating parking minimums

To Chair Katy Tang,

I am writing an email to express my strong support for the legislation being heard at the Land Use and Transportation Committee on November 26, which would amend the Planning Code to eliminate parking minimums citywide. This is widely considered best practice for urban planning, and in a city like San Francisco, which is getting more and more congested by traffic, we need to do everything to actively support more sustainable modes of transportation rather than induce demand for cars and reliance on driving.

Sincerely,
Elsa Heylen

Major, Erica (BOS)

From: Kim, Jane (BOS)
Sent: Monday, November 26, 2018 10:49 AM
To: Major, Erica (BOS)
Subject: FW: Please pass Supervisor Kim's legislation eliminating parking minimums! (File No 181028)

From: Bobak Esfandiari [mailto:besfandiari@gmail.com]
Sent: Monday, November 26, 2018 10:48 AM
To: Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Tang, Katy (BOS) <katy.tang@sfgov.org>; Kim, Jane (BOS) <jane.kim@sfgov.org>
Cc: Rubenstein, Beth (BOS) <beth.rubenstein@sfgov.org>; Fregosi, Ian (BOS) <ian.fregosi@sfgov.org>; Yu, Angelina (BOS) <angelina.yu@sfgov.org>; Fong, Kitty (BOS) <kitty.fong@sfgov.org>; edward.wright@sfgov.org; Jacobo, Jon (BOS) <jon.jacobo@sfgov.org>; Meyer, Catherine (BOS) <cathy.mulkeymeyer@sfgov.org>; Sandoval, Suhagey (BOS) <suhagey.sandoval@sfgov.org>; Ho, Tim (BOS) <tim.h.ho@sfgov.org>; Summers, Ashley (BOS) <ashley.summers@sfgov.org>; Ho, Jessica (BOS) <jessica.ho@sfgov.org>; Ma, Annie (BOS) <annie.ma@sfgov.org>
Subject: Please pass Supervisor Kim's legislation eliminating parking minimums! (File No 181028)

Hello Supervisor Fewer,

Copied on this email are your colleagues Supervisors Tang and Safaí who both sit on the Land Use Committee, who I both want to see this message as well. I'm writing to you briefly this morning to urge you to support and pass the legislation that Supervisor Kim has proposed to "allow but not require" parking in new housing developments going forward.

There are numerous reasons why I think this is a good piece of legislation, most of those reasons are outlined here in this petition that I signed with my friends in YIMBY Mobility:
https://www.change.org/p/san-francisco-board-of-supervisors-eliminate-san-francisco-parking-minimums

However, put simply, I believe we need to make it easier to build housing, and part of that goal needs to include eliminating costly mandates for a 20th century mode of transportation which costs on average 70,000 dollars a parking spot and doesn't do anything to advance our climate change goals.

Please prioritize mass transit, transit oriented development, cycling, and please support Supervisor Kim's proposal. It won't eliminate parking overnight. Quite frankly, I expect that housing developers will continue to include parking in their proposals because that's what their loans require them to do as part of the loan. However, if we're able to implement a public bank like your office has been investigating, then we can begin to truly shift our development patterns away from car-oriented infrastructure and more towards more sustainable methods.

The city can and will continue to allow parking to be included in new housing, but it shouldn't **require** parking. Please do the right thing, please support Supervisor Kim's proposal.

We have the opportunity to be the city that leads, in both making it easier to build housing, and taking our climate change challenges seriously:
https://www.vox.com/2018/11/24/18109883/climate-report-2018-national-assessment

Please pass this ordinance, then keep pushing for more investments in mass transit & transit oriented development.

Your neighbor & constituent,

--

Bobak Esfandiari
about.me/bobak_esfandiari

"Let the beauty of what you love be what you do."
-Rumi

Major, Erica (BOS)

From: KimStaff, (BOS)
Sent: Monday, November 26, 2018 10:36 AM
To: Major, Erica (BOS)
Subject: FW: I support eliminating parking minimums

From: Jean-Paul Torres [mailto:jptorres152@gmail.com]
Sent: Monday, November 26, 2018 10:09 AM
To: Tang, Katy (BOS) <katy.tang@sfgov.org>; KimStaff, (BOS) <kimstaff@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>
Cc: Chasan, Paul (CPC) <paul.chasan@sfgov.org>; Janice Li <janice@sfbike.org>; BOS Legislation, (BOS) <bos.legislation@sfgov.org>
Subject: I support eliminating parking minimums

To Chair Katy Tang,

I am writing an email to express my strong support for the legislation being heard later today at the Land Use and Transportation Committee, which would amend the Planning Code to eliminate parking minimums citywide.

Doing nothing will mean continued traffic which means congestion and pollution which studies show in California, the transportation sector is the largest source of carbon emissions, more than double the emissions in the energy sector. Considering the recent events which gravely affected our air quality, I believe we need to do everything in our power to reduce emissions from all sources. Additionally when you consider housing, if residents have to allocate space under current legislation for parking instead of providing more living space, this adds even pressure to those seeking housing.

This is widely considered best practice for urban planning, and in a city like San Francisco, which is getting more and more congested by traffic, we need to do everything to actively support more sustainable modes of transportation rather than induce demand for cars and reliance on driving.

Best,
Jean-Paul

Major, Erica (BOS)

From: KimStaff, (BOS)
Sent: Monday, November 26, 2018 10:29 AM
To: Major, Erica (BOS)
Subject: FW: I support eliminating parking minimums

From: Paul F [mailto:hugfoppe@gmail.com]
Sent: Wednesday, November 21, 2018 3:46 PM
To: Tang, Katy (BOS) <katy.tang@sfgov.org>; KimStaff, (BOS) <kimstaff@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>
Cc: Chasan, Paul (CPC) <paul.chasan@sfgov.org>; janice@sfbike.org
Subject: I support eliminating parking minimums

To Chair Katy Tang,

I am writing an email to express my strong support for the legislation being heard at the Land Use and Transportation Committee on November 26, which would amend the Planning Code to eliminate parking minimums citywide. This is widely considered best practice for urban planning, and in a city like San Francisco, which is getting more and more congested by traffic, we need to do everything to actively support more sustainable modes of transportation rather than induce demand for cars and reliance on driving.

Thank you for taking the time to read this.

Paul Foppe
2935 Judah Street
San Francisco, CA

Major, Erica (BOS)

From: KimStaff, (BOS)
Sent: Monday, November 26, 2018 10:29 AM
To: Major, Erica (BOS)
Subject: FW: I support eliminating parking minimums

-----Original Message-----
From: David Heflin [mailto:heflindavid.l@gmail.com]
Sent: Wednesday, November 21, 2018 3:52 PM
To: Tang, Katy (BOS) <katy.tang@sfgov.org>; KimStaff, (BOS) <kimstaff@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>
Cc: Chasan, Paul (CPC) <paul.chasan@sfgov.org>; janice@sfbike.org
Subject: I support eliminating parking minimums

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Sent from my iPhone

Major, Erica (BOS)

om: KimStaff, (BOS)
Sent: Monday, November 26, 2018 10:28 AM
To: Major, Erica (BOS)
Subject: FW: Please eliminate parking minimums!

From: Dan Tasse [mailto:dan.tasse@gmail.com]
Sent: Wednesday, November 21, 2018 3:59 PM
To: Tang, Katy (BOS) <katy.tang@sfgov.org>; KimStaff, (BOS) <kimstaff@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>
Cc: Chasan, Paul (CPC) <paul.chasan@sfgov.org>; janice@sfbike.org
Subject: Please eliminate parking minimums!

To Chair Katy Tang,

I am writing an email to express my strong support for the legislation being heard at the Land Use and Transportation Committee on November 26, which would amend the Planning Code to eliminate parking minimums citywide.

Parking minimums make construction more expensive, and lock us into a car-centered mindset. We should be building homes for people, not cars. I bike everywhere and want a city where it's easy for other people to also, not one where I'm always in the minority.

Thank you,
Dan Tasse
201 27th St Apt 5, San Francisco, CA 94131

Major, Erica (BOS)

From: KimStaff, (BOS)
Sent: Monday, November 26, 2018 10:28 AM
To: Major, Erica (BOS)
Subject: FW: I support eliminating parking minimums

-----Original Message-----
From: Jacob Medaris [mailto:jacobmedaris@icloud.com]
Sent: Wednesday, November 21, 2018 6:20 PM
To: Tang, Katy (BOS) <katy.tang@sfgov.org>; KimStaff, (BOS) <kimstaff@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>
Cc: Chasan, Paul (CPC) <paul.chasan@sfgov.org>; janice@sfbike.org
Subject: I support eliminating parking minimums

To Chair Katy Tang,

I am writing an email to express my strong support for the legislation being heard at the Land Use and Transportation Committee on November 26, which would amend the Planning Code to eliminate parking minimums citywide. This is widely considered best practice for urban planning, and in a city like San Francisco, which is getting more and more congested by traffic, we need to do everything to actively support more sustainable modes of transportation rather than induce demand for cars and reliance on driving.

Thank you,

Jacob Medaris

Major, Erica (BOS)

From: KimStaff, (BOS)
Sent: Monday, November 26, 2018 10:27 AM
To: Major, Erica (BOS)
Subject: FW: I support eliminating parking minimums

From: Kevin Kucharski [mailto:kkucharski5@gmail.com]
Sent: Wednesday, November 21, 2018 7:34 PM
To: Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Tang, Katy (BOS) <katy.tang@sfgov.org>; KimStaff, (BOS) <kimstaff@sfgov.org>
Cc: Chasan, Paul (CPC) <paul.chasan@sfgov.org>; janice@sfbike.org
Subject: I support eliminating parking minimums

To Chair Katy Tang,

am writing an email to express my strong support for the legislation being heard at the Land Use and Transportation Committee on November 26, which would amend the Planning Code to eliminate parking minimums citywide. This is widely considered best practice for urban planning, and in a city like San Francisco, which is getting more and more congested by traffic, we need to do everything to actively support more sustainable modes of transportation rather than induce demand for cars and reliance on driving.

Thank you,

Kevin

Major, Erica (BOS)

From: KimStaff, (BOS)
Sent: Monday, November 26, 2018 10:27 AM
To: Major, Erica (BOS)
Subject: FW: I support eliminating parking minimums

From: Kevin Kucharski [mailto:kkucharski5@gmail.com]
Sent: Wednesday, November 21, 2018 7:34 PM
To: Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Tang, Katy (BOS) <katy.tang@sfgov.org>; KimStaff, (BOS) <kimstaff@sfgov.org>
Cc: Chasan, Paul (CPC) <paul.chasan@sfgov.org>; janice@sfbike.org
Subject: I support eliminating parking minimums

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Thank you,

Kevin

Major, Erica (BOS)

From: KimStaff, (BOS)
Sent: Monday, November 26, 2018 10:27 AM
To: Major, Erica (BOS)
Subject: FW: I support eliminating parking minimums

From: Jim Morrison [mailto:phython@google.com]
Sent: Wednesday, November 21, 2018 8:48 PM
To: Tang, Katy (BOS) <katy.tang@sfgov.org>; KimStaff, (BOS) <kimstaff@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>
Cc: Chasan, Paul (CPC) <paul.chasan@sfgov.org>; janice@sfbike.org
Subject: I support eliminating parking minimums

To Chair Katy Tang,

I am writing an email to express my strong support for the legislation being heard at the Land Use and Transportation Committee (https://sfgov.legistar.com/LegislationDetail.aspx?ID=3709260&GUID=C36405A9-974A-4B08-8EDB-56DDFAC6CEEA) on November 26, which would amend the Planning Code to eliminate parking minimums citywide. This is widely considered best practice for urban planning, and in a city like San Francisco, which is getting more and more congested by traffic, we need to do everything to actively support more sustainable modes of transportation rather than induce demand for cars and reliance on driving.

Jim

Major, Erica (BOS)

From: KimStaff, (BOS)
Sent: Monday, November 26, 2018 10:27 AM
To: Major, Erica (BOS)
Subject: FW: I support eliminating parking minimums

-----Original Message-----
From: Lawrence Li [mailto:lawrence@bureausf.com]
Sent: Wednesday, November 21, 2018 9:52 PM
To: Tang, Katy (BOS) <katy.tang@sfgov.org>; KimStaff, (BOS) <kimstaff@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>
Cc: Chasan, Paul (CPC) <paul.chasan@sfgov.org>; Janice Li <janice@sfbike.org>
Subject: I support eliminating parking minimums

To Chair Katy Tang,

I am writing an email to express my strong support for the legislation being heard at the Land Use and Transportation Committee on November 26, which would amend the Planning Code to eliminate parking minimums citywide.

I recently heard Al Gore remind the audience of the damage of climate change and how drastic collective action is necessary to address it.
With Washington in denial, it pains me to see San Franciscans similarly resistant to best urban planning practices that encourage reducing our impact on our planet.

We need to do everything to actively support more sustainable modes of transportation rather than induce demand for cars and reliance on driving. We need to take our role in climate change seriously, and I need California and San Francisco to take leadership.

Eliminating parking minimums is one necessary tool among many many more that must be used to change the way we live, to change our impact to our communities and to our planet.

Regards,
Lawrence Li
498 Waller St Apt 9

Major, Erica (BOS)

om: KimStaff, (BOS)
Sent: Monday, November 26, 2018 10:27 AM
To: Major, Erica (BOS)
Subject: FW: I support eliminating parking minimums

-----Original Message-----
From: Rick Cox [mailto:rick.cox@gmail.com]
Sent: Thursday, November 22, 2018 12:33 AM
To: Tang, Katy (BOS) <katy.tang@sfgov.org>; KimStaff, (BOS) <kimstaff@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>
Cc: Chasan, Paul (CPC) <paul.chasan@sfgov.org>; janice@sfbike.org
Subject: I support eliminating parking minimums

To Chair Katy Tang,

I am writing an email to express my strong support for the legislation being heard at the Land Use and Transportation Committee on November 26, which would amend the Planning Code to eliminate parking minimums citywide. This is widely considered best practice for urban planning, and in a city like San Francisco, which is getting more and more congested by traffic, we need to do everything to actively support more sustainable modes of transportation rather than induce demand for cars and reliance on driving.

Thank you,
Richard Cox

Sent from my iPhone

Major, Erica (BOS)

From: KimStaff, (BOS)
Sent: Monday, November 26, 2018 10:24 AM
To: Major, Erica (BOS)
Subject: FW: I support eliminating parking minimums

-----Original Message-----
From: Kevin [mailto:ku1313@gmail.com]
Sent: Thursday, November 22, 2018 2:44 PM
To: Tang, Katy (BOS) <katy.tang@sfgov.org>; KimStaff, (BOS) <kimstaff@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>
Cc: Chasan, Paul (CPC) <paul.chasan@sfgov.org>; janice@sfbike.org
Subject: I support eliminating parking minimums

To Chair Katy Tang,

Mexico City has already done this, along with major cities all around the world. San Francisco is behind the times, and is suffering because of its inaction.

I am writing an email to express my strong support for the legislation being heard at the Land Use and Transportation Committee on November 26, which would amend the Planning Code to eliminate parking minimums citywide. This is widely considered best practice for urban planning, and in a city like San Francisco, which is getting more and more congested by traffic, we need to do everything to actively support more sustainable modes of transportation rather than induce demand for cars and reliance on driving.

Major, Erica (BOS)

From: KimStaff, (BOS)
Sent: Monday, November 26, 2018 10:24 AM
To: Major, Erica (BOS)
Subject: FW: I support eliminating parking minimums

-----Original Message-----
From: Rachel Zack [mailto:zack.rachel@gmail.com]
Sent: Thursday, November 22, 2018 4:57 PM
To: Tang, Katy (BOS) <katy.tang@sfgov.org>; KimStaff, (BOS) <kimstaff@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>
Cc: Chasan, Paul (CPC) <paul.chasan@sfgov.org>; janice@sfbike.org
Subject: I support eliminating parking minimums

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I am writing an email to express my strong support for the legislation being heard at the Land Use and Transportation Committee on November 26, which would amend the Planning Code to eliminate parking minimums citywide. This is widely considered best practice for urban planning, and in a city like San Francisco, which is getting more and more congested by traffic, we need to do everything to actively support more sustainable modes of transportation rather than induce demand for cars and reliance on driving.

Sent from my iPhone

Major, Erica (BOS)

From: KimStaff, (BOS)
Sent: Monday, November 26, 2018 10:24 AM
To: Major, Erica (BOS)
Subject: FW: I support eliminating parking minimums

-----Original Message-----
From: Rachel Zack [mailto:zack.rachel@gmail.com]
Sent: Thursday, November 22, 2018 4:57 PM
To: Tang, Katy (BOS) <katy.tang@sfgov.org>; KimStaff, (BOS) <kimstaff@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>
Cc: Chasan, Paul (CPC) <paul.chasan@sfgov.org>; janice@sfbike.org
Subject: I support eliminating parking minimums

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Sent from my iPhone

Major, Erica (BOS)

From: KimStaff, (BOS)
Sent: Monday, November 26, 2018 10:20 AM
To: Major, Erica (BOS)
Subject: FW: I support eliminating parking minimums

-----Original Message-----
From: Jeffrey Keim [mailto:jeffrey.keim@icloud.com]
Sent: Friday, November 23, 2018 11:41 PM
To: Tang, Katy (BOS) <katy.tang@sfgov.org>; KimStaff, (BOS) <kimstaff@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>
Cc: Chasan, Paul (CPC) <paul.chasan@sfgov.org>; janice@sfbike.org
Subject: I support eliminating parking minimums

To Chair Katy Tang,

I am writing an email to express my strong support for the legislation being heard at the Land Use and Transportation Committee on November 26, which would amend the Planning Code to eliminate parking minimums citywide. This is widely considered best practice for urban planning, and in a city like San Francisco, which is getting more and more congested by traffic, we need to do everything to actively support more sustainable modes of transportation rather than induce demand for cars and reliance on driving.

Major, Erica (BOS)

From: KimStaff, (BOS)
Sent: Monday, November 26, 2018 10:19 AM
To: Major, Erica (BOS)
Subject: FW: I support eliminating parking minimums

-----Original Message-----
From: Douglas Walsh [mailto:douglasjaywalsh@gmail.com]
Sent: Saturday, November 24, 2018 9:37 AM
To: Tang, Katy (BOS) <katy.tang@sfgov.org>; KimStaff, (BOS) <kimstaff@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>
Cc: Chasan, Paul (CPC) <paul.chasan@sfgov.org>; janice@sfbike.org
Subject: I support eliminating parking minimums

To Chair Katy Tang,

I am writing an email to express my strong support for the legislation being heard at the Land Use and Transportation Committee on November 26, which would amend the Planning Code to eliminate parking minimums citywide. This is widely considered best practice for urban planning, and in a city like San Francisco, which is getting more and more congested by traffic, we need to do everything to actively support more sustainable modes of transportation rather than induce demand for cars and reliance on driving.

Sincerely,

Douglas Walsh

Major, Erica (BOS)

.om: KimStaff, (BOS)
Sent: Monday, November 26, 2018 10:19 AM
To: Major, Erica (BOS)
Subject: FW: I support eliminating parking minimums

-----Original Message-----
From: Douglas Walsh [mailto:douglasjaywalsh@gmail.com]
Sent: Saturday, November 24, 2018 9:37 AM
To: Tang, Katy (BOS) <katy.tang@sfgov.org>; KimStaff, (BOS) <kimstaff@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>
Cc: Chasan, Paul (CPC) <paul.chasan@sfgov.org>; janice@sfbike.org
Subject: I support eliminating parking minimums

To Chair Katy Tang,

I am writing an email to express my strong support for the legislation being heard at the Land Use and Transportation Committee on November 26, which would amend the Planning Code to eliminate parking minimums citywide. This is widely considered best practice for urban planning, and in a city like San Francisco, which is getting more and more congested by traffic, we need to do everything to actively support more sustainable modes of transportation rather than induce demand for cars and reliance on driving.

Sincerely,

Douglas Walsh

Major, Erica (BOS)

From: KimStaff, (BOS)
Sent: Monday, November 26, 2018 10:19 AM
To: Major, Erica (BOS)
Subject: FW: In support of eliminating parking minimums

From: Shirley Johnson [mailto:dr_shirley_johnson@yahoo.com]
Sent: Saturday, November 24, 2018 10:48 AM
To: Tang, Katy (BOS) <katy.tang@sfgov.org>; KimStaff, (BOS) <kimstaff@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>
Cc: Chasan, Paul (CPC) <paul.chasan@sfgov.org>; janice@sfbike.org; Tom Radulovich <tom@livablecity.org>; MandelmanStaff, [BOS] <mandelmanstaff@sfgov.org>; Kim, Jane (BOS) <jane.kim@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>
Subject: In support of eliminating parking minimums

Dear Chair Katy Tang,

I strongly support the legislation being heard at the Land Use and Transportation Committee on November 26 to amend the planning code to eliminate parking minimums citywide. We need fewer cars in San Francisco, not more. Our city streets are so congested that we must take action to reduce private automobile use in favor of more sustainable transportation.

I ride a bicycle by choice and do not own a car. I take my life in my hands everyday on our dangerous city streets. Excessive automobile traffic causes many people to fear biking and walking, and I understand their concerns. Think how much safer, healthier, quieter, and cleaner our city would be with fewer cars on our streets. In contrast, more cars will have the opposite effect.

Eliminating parking minimums is smart land use policy and enables denser, more affordable housing. Buildings with no or less parking will support the use of walking, biking, and public transit.

Please, for the livability of our city, support elimination of minimum parking requirements. Thank you.

Respectfully,
Shirley Johnson
3480 17th Street
Homeowner, District 8

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

November 2, 2018

Board of Supervisors
Land Use and Transportation Committee
City Hall, Room 250
1 Dr. Carlton B. Goodlett Pl.
San Francisco, CA 94102

Re: File #181028 — SUPPORT

To Chair Katy Tang:

On behalf of the San Francisco Bicycle Coalition and our 10,000-plus members, I am writing to express our strong support for File #181028, an amendment to the Planning Code to modify Better Streets Plan requirements.

When this legislation was presented to the Planning Commission on Oct. 18, there was robust conversation regarding parking minimums and went above and beyond staff's recommendation to unanimously vote to eliminate minimum parking requirements citywide. We strongly urge that the Board of Supervisors Land Use and Transportation Committee are in alignment with the Planning Commission and move forward with a recommendation on this version of the bill so we can have a comprehensive update to the Better Streets Plan.

The San Francisco Bicycle Coalition's mission is to promote the bicycle for everyday transportation. Built into our strategic plan, we actively fight for land use policies that prioritize safe, comfortable sustainable transportation. As our city continues to grow, encouraging automobile use by requiring developers to build parking means is antithetical to our city's Transit-First Policy. Inducing demand for single-occupancy vehicle use furthers congestion on our streets and deprioritizes biking, walking and public transit. When San Francisco has the third-worst traffic in the nation, it would be irresponsible to worsen congestion through antiquated land use policies in a modern, urban environment.

While this legislation may seem like a bold move, this is exactly that kind of smart land use policy a city like San Francisco needs to advance. Minimum parking requirements directly lead to inefficient, expensive use of land, not something that our city can afford.

We hope you will move forward with a positive recommendation for this legislation.

Sincerely,

Janice Li
Advocacy Director
San Francisco Bicycle Coalition

Livable City

November 5, 2018

Supervisors Kim, Safai, and Tang
City Hall, 1 Dr. Carlton B. Goodlett Place
San Francisco CA 94102

Re: Eliminating Minimum Parking Requirements (Board File #181028)

Dear Supervisors,

On behalf of Livable City, I urge you to support Supervisor Kim's ordinance to eliminate minimum parking requirements in San Francisco.

Livable City's mission is "to create a San Francisco of great streets and complete neighborhoods, where walking, bicycling, and transit are the best choices for most trips, where public spaces are beautiful, well-designed, and well-maintained, and where housing is more plentiful and more affordable."

Livable City's values are San Francisco values. San Francisco has long aspired to be a more sustainable, more equitable, and more livable city. We have had a transit first policy since 1973, and it has been twice affirmed by voters. Voters have taxed themselves to invest in transit, and in walkable, bikeable, and greener streets. For decades our general plan and every neighborhood plan have affirmed the importance of a balanced transportation system centered on sustainable modes – walking, cycling, and transit.

Minimum parking requirements run contrary to all those values and priorities. They were an historic mistake; driving and parking should always have been treated as choice, not a requirement. We now know clearly that they make our city more congested and polluted, and less sustainable. They make housing more expensive and scarce. They make our streets less safe, less walkable, and bikeable. They make our neighborhoods less green, less healthy, and less vital and sociable. For decades San Francisco has been chipping away at them, and every neighborhood plan has reduced or eliminated minimum parking requirements. More and more San Franciscans get it; in 2007, San Franciscans overwhelmingly rejected a ballot measure that would have locked in minimum parking requirements.

More recently, the City's Transportation Demand Management, ADU legalization, and HOME-SF ordinances reduced or eliminated minimum parking requirements. Each was informed by evidence that relaxing minimum parking requirements was highly effective in lowering housing costs, creating new opportunities for housing, reducing automobile congestion and pollution, and encouraging sustainable modes of transportation.

The ordinance before you today is an important step in aligning our planning requirements with our values, our priorities, and with the facts and evidence at our disposal. Two weeks ago our Planning Commission unanimously recommended that we eliminate the City's remaining minimum requirements. We ask that you support their recommendation.

You will hear some people say that transit isn't good enough, or that walking and cycling aren't safe or convenient enough, or that street parking in our neighborhoods isn't managed well. That may be true. However requiring parking doesn't do anything to make our city more walkable, bikeable, or transit-friendly, or manage on-street parking better. All the evidence suggests that clinging to arbitrary and antiquated parking requirements will make our transportation problems worse, while continuing to worsen other pressing problems, including climate change and our housing affordability crisis. Part of San Francisco's problem is that City government has been trying to implement self-negating policies – encouraging walking, cycling, and transit and trying to make housing more affordable, while maintaining mandates for driving and parking that clog our streets with auto traffic and make housing more scarce and expensive.

Please take this important step today, and eliminate these destructive requirements – and the monstrous contradictions in our transportation and housing policies and priorities that they represent. Eliminating minimum requirements isn't prohibiting driving and parking. It just makes it what it should have been all along – a personal choice.

Sincerely,

Tom Radulovich

Tom Radulovich
Executive Director

TransForm

Our communities. Our transportation. Our future.

November 2, 2018

San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
City Hall,
San Francisco, CA 94102

Subject: Support for eliminating minimum parking requirements citywide

Honorable Supervisors,

TransForm is a nonprofit with 20 years of experience building healthy, vibrant and safe neighborhoods in the greater Bay Area and throughout California. We promote walkable communities with excellent transportation choices to connect people of all incomes to opportunity, keep California affordable and help solve our climate crisis.

From skyrocketing housing costs to climate change to clogged, dangerous streets, there is no single solution to the confluence of crises we are facing. Yet there are some urban design factors that clearly contribute to all of these problems. One of the clearest and most egregious is the requirement for minimum parking, especially in housing developments. Eliminating minimum parking requirements citywide is a change that needs to happen.

The need to change this policy became even more evident after an analysis covered by Streetsblog that showed that 88% of the new households added between 2008-2012 were car-free households. That lopsided amount was *before* the profusion of transportation choices that has made it even easier to live in San Francisco without owning a private automobile.

In a City that prides itself on finding solutions rather than relying on tired and antiquated zoning codes it is finally time to eliminate parking requirements citywide. We applaud you for considering this smart approach to a more affordable, lower-traffic, lower-emission city.

Sincerely,

Stuart Cohen

Stuart Cohen
Executive Director

MAIN OFFICE: 436 14TH STREET, SUITE 600, OAKLAND, CA 94612 | T: 510.740.3150 |
SACRAMENTO: 717 K STREET, SUITE 300, SACRAMENTO, CA 95814 | T: 916.441.0204 |
SILICON VALLEY: 48 SOUTH 7TH STREET, SUITE 103, SAN JOSE, CA 95112 | T: 408.406.8074 |

WWW.TRANSFORMCA.ORG

From:	Shirley Johnson
To:	Tang, Katy (BOS); KimStaff, (BOS); Safai, Ahsha (BOS)
Cc:	Chasan, Paul (CPC); janice@sfbike.org; Tom Radulovich; MandelmanStaff, [BOS]; Kim, Jane (BOS); Breed, Mayor London (MYR)
Subject:	In support of eliminating parking minimums
Date:	Saturday, November 24, 2018 10:48:23 AM

Dear Chair Katy Tang,

I strongly support the legislation being heard at the Land Use and Transportation Committee on November 26 to amend the planning code to eliminate parking minimums citywide. We need fewer cars in San Francisco, not more. Our city streets are so congested that we must take action to reduce private automobile use in favor of more sustainable transportation.

I ride a bicycle by choice and do not own a car. I take my life in my hands everyday on our dangerous city streets. Excessive automobile traffic causes many people to fear biking and walking, and I understand their concerns. Think how much safer, healthier, quieter, and cleaner our city would be with fewer cars on our streets. In contrast, more cars will have the opposite effect.

Eliminating parking minimums is smart land use policy and enables denser, more affordable housing. Buildings with no or less parking will support the use of walking, biking, and public transit.

Please, for the livability of our city, support elimination of minimum parking requirements. Thank you.

Respectfully,
Shirley Johnson
3480 17th Street
Homeowner, District 8

Major, Erica (BOS)

From: Thomas Rogers <throgers@yahoo.com>
Sent: Monday, November 26, 2018 9:29 AM
To: Kim, Jane (BOS); Tang, Katy (BOS); Safai, Ahsha (BOS)
Cc: Major, Erica (BOS)
Subject: Re: Eliminating minimum off-street parking requirements - SUPPORT

Supervisors,

I just wanted to reiterate my support of Sup. Kim's proposal to eliminate minimum off-street parking requirements, which I understand you'll be considering again today. I was able to attend one of the outreach meetings she and her staff conducted, and found them professional and informative. Lots of other people at my meeting were also in favor of the proposed revisions.

In addition to my earlier points, I'd like to note that the proposal would effectively document the fact that these requirements can *already* be waived/circumvented in most cases. It is always best when an ordinance is upfront and clear, especially for small-scale applicants (i.e., homeowners), who don't necessarily have the resources of larger developers.

Thanks for your consideration,
Thomas Rogers
District 10

On Friday, November 2, 2018, 1:45:31 PM PDT, Thomas Rogers <throgers@yahoo.com> wrote:

Supervisors Kim, Tang, Safaí-

I strongly support Sup. Kim's proposal to eliminate minimum off-street parking requirements (Board File 181028 - http://sfgov.legistar.com/gateway.aspx?m=l&id=33897), which you'll be considering on Monday 11/5 at the Land Use and Transportation Committee. I will admit: I saw parking expert + UCLA professor Donald Shoup speak in 2005, and it profoundly changed how I think about parking! When cities require new developments to provide off-street parking, it encourages driving and its associated congestion/pollution. Knowing what we know now about climate change, it's even more essential that we no longer subsidize the most inefficient transportation method!

In addition, the other parts of this proposal that limit curb cuts and improve sidewalks more generally sound like a great way for SF to improve on Vision Zero. I know how challenging it can be for everyone, but especially those with mobility challenges, to safely navigate the sidewalks with cars coming in/out of driveways. I'm on board with those proposed changes as well, and thank you for your consideration.

-Thomas Rogers
District 10

PS- Glancing at the rest of the agenda, I would NOT support allowing the Board to review SFMTA decisions on Bus Rapid Transit projects (Board File 180862), if that would mean any new delay to ıch projects. So far, SF's BRT initiatives have taken way too long already! However, I did not review ,at in detail, so I may be misunderstanding or missing a broader point.

Major, Erica (BOS)

From:	Joelle Kenealey <sfommra@gmail.com>
Sent:	Sunday, November 25, 2018 9:46 PM
To:	Tang, Katy (BOS); Kim, Jane (BOS); Safai, Ahsha (BOS)
Cc:	Major, Erica (BOS); Meyer, Catherine (BOS); Mary Harris; Joelle Kenealey; KimStaff, (BOS)
Subject:	Land Use Committee - Item #5 Planning Code - Off-Street Parking Requirements
Attachments:	District 11 Council Ltr Land Use Hearing Nov 26 parking minimum requirements.pdf

Dear Chair Tang,

Please find attached a letter from Mary Harris, President of the District 11 Council in regards to item 5 Planning Code - Off Street Parking Requirements to be heard at the Land Use and Transportation Committee on Monday, November 26th. I request this letter be included in the file.

Best regards,

Joelle Kenealey
President
Outer Mission Merchants and Residents Association
Member of the District 11 Council

Major, Erica (BOS)

From: Joelle Kenealey <sfommra@gmail.com>
Sent: Sunday, November 25, 2018 9:46 PM
To: Tang, Katy (BOS); Kim, Jane (BOS); Safai, Ahsha (BOS)
Cc: Major, Erica (BOS); Meyer, Catherine (BOS); Mary Harris; Joelle Kenealey; KimStaff, (BOS)
Subject: Land Use Committee - Item #5 Planning Code - Off-Street Parking Requirements
Attachments: District 11 Council Ltr Land Use Hearing Nov 26 parking minimum requirements.pdf

Dear Chair Tang,

Please find attached a letter from Mary Harris, President of the District 11 Council in regards to item 5 Planning Code - Off Street Parking Requirements to be heard at the Land Use and Transportation Committee on Monday, November 26th. I request this letter be included in the file.

Best regards,

Joelle Kenealey
President
Outer Mission Merchants and Residents Association
Member of the District 11 Council

File No. 181028
Received via email
11/25/18

November 25, 2018

Chair Katy Tang
Land Use and Transportation Committee
City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

RE: Planning Code - Off-Street Parking Requirements

Dear Chair Tang, Vice-Chair Kim and Supervisor Safaí,

On behalf of the District 11 Council, which is comprised of thirteen neighborhood groups and non-profits that reside within District 11, we are strongly opposed to the legislation that will be heard at the Land Use and Transportation Committee on Monday, November 26th regarding Planning Code – Off-Street Parking Requirements item number 5 on the agenda.

As more and more housing developments will be coming to the southern districts of San Francisco including District 11, this legislation will burden neighborhoods that are already crowded with vehicles. Just because a development will no longer offer parking does not mean new residents that live in these buildings will not have a vehicle, which will add to the stress of more cars in a neighborhood. Although in theory, this sounds like a great plan, this legislation paints a broad brush that all neighborhoods are the same.

The legislation assumes that all citizens in San Francisco have access to different modes of transportation and in District 11 that is not the case. This legislation also assumes that residents work 9-5 in downtown San Francisco. This is not the case in District 11 where we have residents that own their own businesses and/or work in the trades where access to a vehicle is required not an option.

We are also disappointed that last week, while San Francisco and the Bay Area were under the critical "RED" air quality index, that the community meetings that were scheduled by Supervisor Kim's office and the Planning Department were not postponed. Many District 11 Council members were not able to attend these meetings due to poor air quality.

We believe this legislation needs to be fully vetted and instead of rushing a decision that will have irreversible impact on District 11 we strongly urge Chair Tang and members of the committee to take the time to carefully think through this legislation.

Sincerely,

Mary C. Harris

Mary C. Harris
President
District 11 Council

Major, Erica (BOS)

From: Ausra Eileen Boken <aeboken@gmail.com>
Sent: Saturday, November 24, 2018 4:22 PM
To: FewerStaff (BOS); StefaniStaff, (BOS); PeskinStaff (BOS); Tangstaff, (BOS); BrownStaff; KimStaff, (BOS); YeeStaff, (BOS); MandelmanStaff, [BOS]; Ronen, Hillary; CohenStaff, (BOS); SafaiStaff (BOS)
Cc: Major, Erica (BOS); Rose Hillson; zrants .; George Wooding
Subject: BOS Land Use and Transportation Committee Agenda Item #5 (File 181028)
Attachments: csfnletterreeliminatingminimumparkingrequirementsnovember2018.pdf

Please find attached CSFN Land Use and Transportation Committee letter.

COALITION FOR SAN FRANCISCO NEIGHBORHOODS
LAND USE COMMITTEE
WWW.CSFN.NET * P.O. BOX 156616 * SAN FRANCISCO, CA 94115-6616 * EST. 1972

November 21, 2018

Board of Supervisors
Land Use and Transportation Committee
1 Dr. Carlton B. Goodlett Place
City Hall
San Francisco, CA 94102

Subject: File No. 181028 Planning Code – Off-street Parking Requirements (Sponsors Kim, Peskin, Brown)

Dear Supervisors Tang, Kim and Safai,

The Coalition for San Francisco Neighborhoods (CSFN) Land Use and Transportation Committee, at its regular meeting of November 21, 2018, unanimously voted to request that you continue the subject-referenced matter from your November 26, 2018 meeting to a date when the newly elected Board of Supervisors are in office.

Sincerely,
/s
Rose Hillson
Chair

Cc: Erica Major

181028

.om: Board of Supervisors, (BOS)
Sent: Monday, November 19, 2018 1:45 PM
To: BOS-Supervisors; Major, Erica (BOS)
Subject: FW: In support of eliminating minimum parking requirements (file number 181028)

From: Roan Kattouw <roan.kattouw@gmail.com>
Sent: Friday, November 16, 2018 8:01 PM
To: Tang, Katy (BOS) <katy.tang@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Cc: Kim, Jane (BOS) <jane.kim@sfgov.org>
Subject: In support of eliminating minimum parking requirements (file number 181028)

Dear Supervisors,

I am writing to you in support of file number 181028 ("eliminate minimum off-street parking requirements City-wide") / Supervisor Kim. Eliminating minimum parking requirements will help take cars off our streets and encourage more people to use sustainable modes of transportation. Reducing parking has been shown to reduce driving. This is crucial for combating climate change, improving air quality, and making our streets safer. Right now most of our state is either on fire or choking on smoke, demonstrating the need for swift action to reduce emissions. Eliminating parking minimums is not nearly a dramatic enough step, but if the Board can't even pass this, I have little hope that it can take more impactful steps to reduce driving and promote sustainable transportation to an extent that will make a dent in our transportation emissions.

Minimum parking requirements also waste land that could be used for housing instead; more housing was already direly needed, but as the recent fires destroy more homes, the housing shortage will only worsen. Housing people should be prioritized over housing cars, so I urge you to vote in favor of this ordinance.

Roan Kattouw
District 6 resident

181028

To: Duong, Noelle (BOS); cautn1@aol.com
Subject: RE: 11/14/18 Transportation and Land Use Committee Meeting

From: Cautn1 [mailto:cautn1@aol.com]
Sent: Thursday, November 15, 2018 10:02 AM
To: Kim, Jane (BOS) <jane.kim@sfgov.org>; Tang, Katy (BOS) <katy.tang@sfgov.org>; ahsah.safai@sfgov.org
Subject: 11/14/18 Transportation and Land Use Committee Meeting

Bay Area Transportation Working Group (BATWG)

Subject: Transportation and Land Use Committee Meeting of 11/14/18...Items 5 and 6.

Dear Supervisors Kim, Tang and Safai,

BATWG strongly supports both the removal of the parking minimums and the assumption by the Board of Supervisors of limited oversight over the arrangement and use of red lanes.

Sometimes we activists focus only on what we don't agree with. This is partly, but not entirely, justified by a lack of resources. In any event, thank you for your actions!

Some of you may recall Norm Rolfe. I wish he could have been at your hearing yesterday. Norm died in the early 2000's. As a long time champion of reduced parking and higher parking taxes in San Francisco, I know he would have been happy with your actions yesterday....as am I.

Your recommendation to involve the Board, at least to a degree, in the arrangement of red lanes is equally welcome. Short of impeding the flow of Muni vehicles, allowing shuttle buses and other collective means of travel access to the red lines makes sense. The fact that San Francisco is beginning to focus on how to protect itself from too much automobile use is a most welcome development.

So please keep at it!

Gerald Cauthen,
President Bay Area Transportation Working Group.

181078

From: Winston Parsons [mailto:presparsons@gmail.com]
Sent: Wednesday, November 14, 2018 9:20 AM
To: KimStaff, (BOS) <kimstaff@sfgov.org>
Subject: Support for Better Streets Legislation

To Supervisor Jane Kim and Staff,

While I cannot attend any of the community events regarding the proposed Better Streets Legislation/removal of the mandatory parking minimums, I'd like to express my strong support for the legislation. As a born-and-raised San Franciscan and Richmond District resident I recognize the importance of prioritizing street safety, reducing traffic, and supporting our transit, bicycle, and pedestrian networks. Removing mandatory parking minimums is a step in the right direction towards those ends.

Thank you to your office for leading this process, and I again emphasize my support for the removal of mandatory parking minimums.

Winston Parsons
linkedin.com/in/winston-parsons
presparsons@gmail.com
(He/Him)

181028

To: Duong, Noelle (BOS); hoatmanstanford@gmail.com
Subject: RE: Removing Parking Minimums

From: Hunter Oatman-Stanford [mailto:hoatmanstanford@gmail.com]
Sent: Tuesday, November 13, 2018 2:08 PM
To: Tang, Katy (BOS) <katy.tang@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; KimStaff, (BOS) <kimstaff@sfgov.org>
Subject: Removing Parking Minimums

Dear Supervisors Tang, Safai, and Kim,

I'm am writing you concerning the recent proposal to remove citywide parking minimums, which I strongly support. There is absolutely zero reason we should require builders or developers to include parking by law, especially as we claim to be a "transit first" city. In the midst of an unprecedented housing crisis, these minimums make new buildings much more pricy and reduce the space available for actual homes to provide space for cars. We need FEWER cars in SF, not more, and should prioritize hard parking maximums rather than minimums.

Sincerely,
Hunter Oatman-Stanford
855 Folsom Stret
SF, CA 94107

181078

o: Duong, Noelle (BOS); presparsons@gmail.com
Subject: RE: Support for Better Streets Legislation

From: Winston Parsons [mailto:presparsons@gmail.com]
Sent: Wednesday, November 14, 2018 9:20 AM
To: KimStaff, (BOS) <kimstaff@sfgov.org>
Subject: Support for Better Streets Legislation

To Supervisor Jane Kim and Staff,

While I cannot attend any of the community events regarding the proposed Better Streets Legislation/removal of the mandatory parking minimums, I'd like to express my strong support for the legislation. As a born-and-raised San Franciscan and Richmond District resident I recognize the importance of prioritizing street safety, reducing traffic, and supporting our transit, bicycle, and pedestrian networks. Removing mandatory parking minimums is a step in the right direction towards those ends.

Thank you to your office for leading this process, and I again emphasize my support for the removal of mandatory parking minimums.

Winston Parsons
linkedin.com/in/winston-parsons
presparsons@gmail.com
(He/Him)

File No. 181028
Received via email
11/13/18

November 9, 2018

Supervisor Jane Kim
Land Use Committee
Board of Supervisors
City Hall

Re: Minimum Parking Requirements

Dear Supervisor Kim:

Thank you for all your work and thank you specifically for proposing this change to the Planning Code to remove the Minimum Parking Requirements throughout the City.

This is a very smart and timely proposal and here is why:

This legislation gives Project Sponsors a choice in designing and building their projects.

This legislation allows the Planning Department Staff to look at each site specifically, relating to lot size, neighborhood character, preservation of buildings, and more flexibility in alterations of existing residential housing.

This legislation is allowing adaptation to change in transportation uses.

This legislation encourages programming of space that may allow for more living space for people and not just for cars.

There are probably other good reasons to support the change to the Planing Code, but I think the four I have mentioned show why your proposal is timely and smart and deserves support.

Thanks to you again and thanks to your very able Staff.

Sincerely,

Georgia Schuttish

Georgia Schuttish
Noe Valley Resident 32 years
San Francisco Resident 39 years

181028

To: Duong, Noelle (BOS)
Subject: RE: Supporting removing Parking Minimums

181028

From: Laura Foote <laura@yimbyaction.org>
Sent: Monday, November 5, 2018 12:55 PM
To: Safai, Ahsha (BOS); Tang, Katy (BOS); Fewer, Sandra (BOS); Stefani, Catherine (BOS); Peskin, Aaron (BOS); Brown, Vallie (BOS); Kim, Jane (BOS); Yee, Norman (BOS); Cohen, Malia (BOS); Ronen, Hillary; Mandelman, Rafael (BOS)
Cc: Major, Erica (BOS); Duong, Noelle (BOS); Sandoval, Suhagey (BOS); Summers, Ashley (BOS); Chasan, Paul (CPC)
Subject: Supporting removing Parking Minimums

Dear Supervisors,

On behalf of YIMBY Action and our 2,300 members in the Bay Area, I would like to extend our complete support for removing parking minimums city-wide.

Mandatory parking requirements are a form of climate denialism. If San Francisco wants to be a leader in the fight for lower cost housing, for reducing greenhouse gas emissions and for moving our communities away from car-centric infrastructure, we should remove parking minimums immediately.

Next step is lowering parking maximums, for which you'll have our complete support!

Best,
Laura

Laura Foote
Executive Director | Pronouns: she/her

YIMBY ACTION

c. (415) 489-0197
e. laura@yimbyaction.org

Become a member of YIMBY Action now!

181028

From: Tom Radulovich <tom@livablecity.org>
Sent: Monday, November 05, 2018 12:18 PM
To: Kim, Jane (BOS); Safai, Ahsha (BOS); Tang, Katy (BOS)
Cc: Major, Erica (BOS); Duong, Noelle (BOS); Sandoval, Suhagey (BOS); Summers, Ashley (BOS); Chasan, Paul (CPC)
Subject: Support for Supervisor Kim's ordinance to remove minimum parking requirements (Board File #181028)
Attachments: parking minimums letter.pdf

Dear Supervisors,

Attached please find our letter in support of Supervisor Kim's ordinance eliminating minimum parking requirements. Eliminating minimum parking requirements will help make our city safer, greener, healthier, more sustainable, more walkable, more bikeable, more transit-friendly, more mobile, and more affordable, and less polluted and congested. We fully support the Planning Commission's unanimous recommendation to eliminate minimum parking requirements citywide, and urge you to support Supervisor Kim's ordinance today.

Best,

Tom Radulovich
Executive Director
Livable City & Sunday Streets
301 8th Street, Suite 235
San Francisco CA 94103
415 344-0489
www.livablecity.org
tom@livablecity.org

Livable City

November 5, 2018

Supervisors Kim, Safai, and Tang
City Hall, 1 Dr. Carlton B. Goodlett Place
San Francisco CA 94102

Re: Eliminating Minimum Parking Requirements (Board File #181028)

Dear Supervisors,

On behalf of Livable City, I urge you to support Supervisor Kim's ordinance to eliminate minimum parking requirements in San Francisco.

Livable City's mission is "to create a San Francisco of great streets and complete neighborhoods, where walking, bicycling, and transit are the best choices for most trips, where public spaces are beautiful, well-designed, and well-maintained, and where housing is more plentiful and more affordable."

Livable City's values are San Francisco values. San Francisco has long aspired to be a more sustainable, more equitable, and more livable city. We have had a transit first policy since 1973, and it has been twice affirmed by voters. Voters have taxed themselves to invest in transit, and in walkable, bikeable, and greener streets. For decades our general plan and every neighborhood plan have affirmed the importance of a balanced transportation system centered on sustainable modes – walking, cycling, and transit.

Minimum parking requirements run contrary to all those values and priorities. They were an historic mistake; driving and parking should always have been treated as choice, not a requirement. We now know clearly that they make our city more congested and polluted, and less sustainable. They make housing more expensive and scarce. They make our streets less safe, less walkable, and bikeable. They make our neighborhoods less green, less healthy, and less vital and sociable. For decades San Francisco has been chipping away at them, and every neighborhood plan has reduced or eliminated minimum parking requirements. More and more San Franciscans get it; in 2007, San Franciscans overwhelmingly rejected a ballot measure that would have locked in minimum parking requirements.

More recently, the City's Transportation Demand Management, ADU legalization, and HOME-SF ordinances reduced or eliminated minimum parking requirements. Each was informed by evidence that relaxing minimum parking requirements was highly effective in lowering housing costs, creating new opportunities for housing, reducing automobile congestion and pollution, and encouraging sustainable modes of transportation.

The ordinance before you today is an important step in aligning our planning requirements with our values, our priorities, and with the facts and evidence at our disposal. Two weeks ago our Planning Commission unanimously recommended that we eliminate the City's remaining minimum requirements. We ask that you support their recommendation.

You will hear some people say that transit isn't good enough, or that walking and cycling aren't safe or convenient enough, or that street parking in our neighborhoods isn't managed well. That may be true. However requiring parking doesn't do anything to make our city more walkable, bikeable, or transit-friendly, or manage on-street parking better. All the evidence suggests that clinging to arbitrary and antiquated parking requirements will make our transportation problems worse, while continuing to worsen other pressing problems, including climate change and our housing affordability crisis. Part of San Francisco's problem is that City government has been trying to implement self-negating policies – encouraging walking, cycling, and transit and trying to make housing more affordable, while maintaining mandates for driving and parking that clog our streets with auto traffic and make housing more scarce and expensive.

Please take this important step today, and eliminate these destructive requirements – and the monstrous contradictions in our transportation and housing policies and priorities that they represent. Eliminating minimum requirements isn't prohibiting driving and parking. It just makes it what it should have been all along – a personal choice.

Sincerely,

Tom Radulovich

Tom Radulovich
Executive Director

181088

From: Duong, Noelle (BOS)
Sent: Monday, November 05, 2018 11:39 AM
To: hand4sf@gmail.com
Cc: Major, Erica (BOS)
Subject: SUPPORT - Eliminate Parking Minimums
Attachments: HAND - Eliminating Parking Minimums.docx

Thank you for submitting this letter of support, we will add it to the packet for the full Board of Supervisors meeting after the item moves forward from committee.

Warm Regards,
Noelle

--

Noelle Duong
Legislative Office of District 6 Supervisor Jane Kim
noelle.duong@sfgov.org | 415-554-7970

From: HAND [mailto:hand4sf@gmail.com]
Sent: Monday, November 05, 2018 9:15 AM
To: Kim, Jane (BOS) <jane.kim@sfgov.org>
Subject: SUPPORT - Eliminate Parking Minimums

Supervisor Kim,

On behalf of the Haight Ashbury Neighbors for Density, please find the attached letter of support for your proposal to eliminate parking minimum in new development projects.

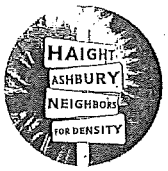
Please let us know how else we can be helpful in passing this important piece of legislation.

Best,
The Haight Ashbury Neighbors for Density (HAND)

--

Haight Ashbury Neighbors for Density

To opt out of future emails, respond to this email with "unsubscribe"



November 5th, 2018

The Honorable Supervisor Jane Kim
San Francisco Board of Supervisors, District 6
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102-4689

RE - Support Eliminating Parking Minimums In Housing Developments

Supervisor Kim,

On behalf of the members of the Haight-Ashbury Neighbors for Density (HAND), we want to express our support for your legislation eliminating parking minimums in housing developments.

The widespread use of personal vehicles is the largest source of global warming emissions in California and a major contributor to poor local air quality. Combined with our increasingly congested roads, finding ways to reduce cars and vehicle miles traveled (VMT) is essential. Your proposal would be a significant step in the right direction for achieving both of these goals.

Eliminating the requirement to have on-site parking for some development projects not only increases the probability that more housing will be built, it will also decrease the number of cars on the road. All scientific data indicates that one of the best ways to reduce a resident's driving frequency is to not provide on-site parking. The theory is pretty simple 1) no options to park means people get rid of their car or 2) people using alternative modes of transportation will move in because the lack of car parking is not a deterrent.

Your proposal is a significant step in the right direction. Please let us know how we can be helpful in ensuring it passes.

Respectfully,
Haight-Ashbury Neighbors for Density
https://www.facebook.com/haightfordensity/

181028

From: Thomas Rogers <throgers@yahoo.com>
Sent: Friday, November 02, 2018 1:46 PM
To: Kim, Jane (BOS); Tang, Katy (BOS); Safai, Ahsha (BOS)
Cc: Major, Erica (BOS)
Subject: Eliminating minimum off-street parking requirements - SUPPORT

Supervisors Kim, Tang, Safaí-

I strongly support Sup. Kim's proposal to eliminate minimum off-street parking requirements (Board File 181028 - http://sfgov.legistar.com/gateway.aspx?m=l&id=33897), which you'll be considering on Monday 11/5 at the Land Use and Transportation Committee. I will admit: I saw parking expert + UCLA professor Donald Shoup speak in 2005, and it profoundly changed how I think about parking! When cities require new developments to provide off-street parking, it encourages driving and its associated congestion/pollution. Knowing what we know now about climate change, it's even more essential that we no longer subsidize the most inefficient transportation method!

In addition, the other parts of this proposal that limit curb cuts and improve sidewalks more generally sound like a great way for SF to improve on Vision Zero. I know how challenging it can be for everyone, but especially those with mobility challenges, to safely navigate the sidewalks with cars coming in/out of driveways. I'm on board with those proposed changes as well, and thank you for your consideration.

-Thomas Rogers
District 10

PS- Glancing at the rest of the agenda, I would NOT support allowing the Board to review SFMTA decisions on Bus Rapid Transit projects (Board File 180862), if that would mean any new delay to such projects. So far, SF's BRT initiatives have taken way too long already! However, I did not review that in detail, so I may be misunderstanding or missing a broader point.

181028

From: Janice Li <janice@sfbike.org>
Sent: Friday, November 02, 2018 1:56 PM
To: Tang, Katy (BOS); Kim, Jane (BOS); Safai, Ahsha (BOS); Major, Erica (BOS)
Cc: Duong, Noellé (BOS); Chasan, Paul (CPC)
Subject: Letter of support for Better Streets Plan amendments (File #181028)
Attachments: 2018-11-02 Better Streets Plan amendment support (SF Bicycle Coalition).pdf

Hello Land Use and Transportation Committee members,

Please see the SF Bicycle Coalition's letter of support attached here for File #181028, which will be heard in committee on Monday.

Thank you for your attention to our letter, and please do not hesitate to reach out if you have questions.

Best,
Janice

--
Janice Li
(415) 431-2453 x302
Advocacy Director
Pronouns: she, her

San Francisco Bicycle Coalition
Promoting the Bicycle for Everyday Transportation
1720 Market St.
San Francisco, CA 94102

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

November 2, 2018

Board of Supervisors
Land Use and Transportation Committee
City Hall, Room 250
1 Dr. Carlton B. Goodlett Pl.
San Francisco, CA 94102

Re: File #181028 — SUPPORT

To Chair Katy Tang:

On behalf of the San Francisco Bicycle Coalition and our 10,000-plus members, I am writing to express our strong support for File #181028, an amendment to the Planning Code to modify Better Streets Plan requirements.

When this legislation was presented to the Planning Commission on Oct. 18, there was robust conversation regarding parking minimums and went above and beyond staff's recommendation to unanimously vote to eliminate minimum parking requirements citywide. We strongly urge that the Board of Supervisors Land Use and Transportation Committee are in alignment with the Planning Commission and move forward with a recommendation on this version of the bill so we can have a comprehensive update to the Better Streets Plan.

The San Francisco Bicycle Coalition's mission is to promote the bicycle for everyday transportation. Built into our strategic plan, we actively fight for land use policies that prioritize safe, comfortable sustainable transportation. As our city continues to grow, encouraging automobile use by requiring developers to build parking means is antithetical to our city's Transit-First Policy. Inducing demand for single-occupancy vehicle use furthers congestion on our streets and deprioritizes biking, walking and public transit. When San Francisco has the third-worst traffic in the nation, it would be irresponsible to worsen congestion through antiquated land use policies in a modern, urban environment.

While this legislation may seem like a bold move, this is exactly that kind of smart land use policy a city like San Francisco needs to advance. Minimum parking requirements directly lead to inefficient, expensive use of land, not something that our city can afford.

We hope you will move forward with a positive recommendation for this legislation.

Sincerely,

Janice Li
Advocacy Director
San Francisco Bicycle Coalition

181078

To: Duong, Noelle (BOS)
Subject: RE: Item 5/Land Use Committee 11/5/18 meeting--please support

---

From: Alice Rogers <arcomnsf@pacbell.net>
Sent: Saturday, November 3, 2018 7:31 PM
To: Safai, Ahsha (BOS)
Cc: Sandoval, Suhagey (BOS); Duong, Noelle (BOS)
Subject: Item 5/Land Use Committee 11/5/18 meeting--please support

Dear Supervisor Safai,

As a principal complainant on the lack of safe crossing provisions on the 340 Bryant project that precipitated Supervisor Kim's Better Streets legislation, I wholeheartedly support this much needed code revision to close an existing loophole and to more consistently ensure safe pedestrian and bike routes. We cannot afford to risk the life or limb of anyone using our streets, and pedestrians and bikers are among the most vulnerable.

I applaud Supervisor Kim and her staff for investing a great deal of time developing this legislation, and expanding its safety provisions to reduce street conflicts by eliminating minimum parking requirements and reducing curb cuts, where feasible, while making sure reasonable building access and disabled mobility is not impaired. There is nothing in this legislation that will prevent land owners from installing any parking they feel they need (up to code maximums) to serve their use, and it will save them substantial sums of money if adding parking is not of use to them. A win/win!

I urge you to support this legislation that would make EVERYone in the City safer, not least your own important constituents!

Respectfully,

Alice Rogers
D6 resident; Board Member Walk San Francisco; Member, Vision Zero Coalition

181038

RECEIVED VIA EMAIL
11/2/2018

TransForm
Our communities. Our transportation. Our future.

November 2, 2018

San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
City Hall,
San Francisco, CA 94102

Subject: Support for eliminating minimum parking requirements citywide

Honorable Supervisors,

TransForm is a nonprofit with 20 years of experience building healthy, vibrant and safe neighborhoods in the greater Bay Area and throughout California. We promote walkable communities with excellent transportation choices to connect people of all incomes to opportunity, keep California affordable and help solve our climate crisis.

From skyrocketing housing costs to climate change to clogged, dangerous streets, there is no single solution to the confluence of crises we are facing. Yet there are some urban design factors that clearly contribute to all of these problems. One of the clearest and most egregious is the requirement for minimum parking, especially in housing developments. Eliminating minimum parking requirements citywide is a change that needs to happen.

The need to change this policy became even more evident after an analysis covered by Streetsblog that showed that 88% of the new households added between 2008-2012 were car-free households. That lopsided amount was *before* the profusion of transportation choices that has made it even easier to live in San Francisco without owning a private automobile.

In a City that prides itself on finding solutions rather than relying on tired and antiquated zoning codes it is finally time to eliminate parking requirements citywide. We applaud you for considering this smart approach to a more affordable, lower-traffic, lower-emission city.

Sincerely,

Stuart Cohen

Stuart Cohen
Executive Director

MAIN OFFICE: 436 14TH STREET, SUITE 600, OAKLAND, CA 94612 | T: 510.740.3150 |
SACRAMENTO: 717 K STREET, SUITE 300, SACRAMENTO, CA 95814 | T: 916.441.0204 |
SILICON VALLEY: 48 SOUTH 7TH STREET, SUITE 103, SAN JOSE, CA 95112 | T: 408.406.8074 |

WWW.TRANSFORMCA.ORG

Major, Erica (BOS)

From: Duong, Noelle (BOS)
Sent: Wednesday, November 07, 2018 12:44 PM
To: Cancino, Juan Carlos (BOS)
Cc: Major, Erica (BOS); BOS Legislation, (BOS)
Subject: Re: Minimum Parking

Thank you Juan Carlos,

We are thankful to have Supervisor Brown as a co-sponsor. Much appreciated.

Warm Regards,
Noelle

Noelle Duong
Legislative Office of District 6 Supervisor Jane Kim
noelle.duong@sfgov.org | 415-554-7970

From: Cancino, Juan Carlos (BOS)
Sent: Wednesday, November 7, 2018 12:27 PM
To: Duong, Noelle (BOS)
Cc: Brown, Vallie (BOS)
Subject: Minimum Parking

Supervisor Brown would like to join as a co-sponsor on the minimum parking legislation.

Thanks!

Legislative Aide – District 5
Office of Supervisor Vallie Brown
San Francisco Board of Supervisors
Direct: 415-554-7687 | juancarlos.cancino@sfgov.org
https://sfbos.org/supervisor-brown-district-5

Major, Erica (BOS)

From: Duong, Noelle (BOS)
Sent: Wednesday, November 07, 2018 12:43 PM
To: Hepner, Lee (BOS)
Cc: BOS Legislation, (BOS); Major, Erica (BOS)
Subject: Re: File 181028 - Planning Code - Better Streets Plan Requirements

Thank you Lee! Erica, can we add Supervisor Peskin as the first co-sponsor to the legislation? Thank you!

Warm Regards,
Noelle

Noelle Duong
Legislative Office of District 6 Supervisor Jane Kim
noelle.duong@sfgov.org | 415-554-7970

From: Hepner, Lee (BOS)
Sent: Wednesday, November 7, 2018 12:17:47 PM
To: BOS Legislation, (BOS)
Cc: Kim, Jane (BOS); Duong, Noelle (BOS); Peskin, Aaron (BOS)
Subject: File 181028 - Planning Code - Better Streets Plan Requirements

Hello – please add Supervisor Peskin as a co-sponsor to the subject file.

Thanks,
Lee

Lee Hepner
Legislative Aide
Supervisor Aaron Peskin
(415) 554-7419 | *pronouns: he, him, his*

BOARD of SUPERVISORS

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

October 26, 2018

Planning Commission
Attn: Jonas Ionin
1650 Mission Street, Ste. 400
San Francisco, CA 94103

Dear Commissioners:

On October 22, 2018, the Land Use and Transportation Committee heard DUPLICATED AS AMENDED the following legislation from Board File No. 180914:

File No. 181028-2

Ordinance amending the Planning Code to add new standard required streetscape improvements under the Better Streets Plan; modifying the triggers that would require project sponsors to construct streetscape improvements in the public right-of-way; clarifying the recommended sidewalk width for street types; expanding curb cut restrictions for off-street parking and loading to nearly all zoning districts and certain designated streets, including those on the Citywide Transit Network and any officially adopted bicycle routes or lanes, and requiring a Conditional Use authorization or a Section 309 or 329 exception for new or expanded curb cuts in the applicable areas; adding criteria for the Planning Commission to consider when granting a Conditional Use authorization or an exception as part of a Downtown C-3-O(SD) (Downtown, Office (Special Development)) or large project authorization in mixed-use districts for such curb cuts; prohibiting new curb cuts in bus stops and on Folsom Street between Essex and Second Street; eliminating minimum off-street parking requirements for projects subject to the curb cut restrictions or prohibitions; and making findings under the California Environmental Quality Act, findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1, and findings of public necessity, convenience and welfare under Planning Code, Section 302.

The proposed Duplicate ordinance is being transmitted pursuant to Planning Code, Section 302(b), for public hearing and recommendation. The ordinance is pending before the Land Use and Transportation Committee and will be scheduled for hearing upon receipt of your response.

Angela Calvillo, Clerk of the Board

By: Erica Major, Assistant Clerk
Land Use and Transportation Committee

c: John Rahaim, Director
Scott Sanchez, Zoning Administrator
Lisa Gibson, Environmental Review Officer
Devyani Jain, Deputy Environmental Review Officer
AnMarie Rodgers, Director of Citywide Planning
Dan Sider, Director of Executive Programs
Aaron Starr, Manager of Legislative Affairs
Joy Navarrete, Environmental Planning
Laura Lynch, Environmental Planning

BOARD of SUPERVISORS

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

October 26, 2018

File No. 181028

Lisa Gibson
Environmental Review Officer
Planning Department
1650 Mission Street, Ste. 400
San Francisco, CA 94103

Dear Ms. Gibson:

On October 22, 2018, the Land Use and Transportation Committee HEARD AND DUPLICATED AS AMENDED from the following Board File No. 180914:

File No. 181028

Ordinance amending the Planning Code to add new standard required streetscape improvements under the Better Streets Plan; modifying the triggers that would require project sponsors to construct streetscape improvements in the public right-of-way; clarifying the recommended sidewalk width for street types; expanding curb cut restrictions for off-street parking and loading to nearly all zoning districts and certain designated streets, including those on the Citywide Transit Network and any officially adopted bicycle routes or lanes, and requiring a Conditional Use authorization or a Section 309 or 329 exception for new or expanded curb cuts in the applicable areas; adding criteria for the Planning Commission to consider when granting a Conditional Use authorization or an exception as part of a Downtown C-3-O(SD) (Downtown, Office (Special Development)) or large project authorization in mixed-use districts for such curb cuts; prohibiting new curb cuts in bus stops and on Folsom Street between Essex and Second Street; eliminating minimum off-street parking requirements for projects subject to the curb cut restrictions or prohibitions; and making findings under the California Environmental Quality Act, findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1, and findings of public necessity, convenience and welfare under Planning Code, Section 302.

This duplicate legislation is being transmitted to you for environmental review.

Angela Calvillo, Clerk of the Board

By: Erica Major, Assistant Clerk
Land Use and Transportation Committee

Attachment

c: Joy Navarrete, Environmental Planning
Laura Lynch, Environmental Planning

BOARD of SUPERVISORS

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

September 26, 2018

File No. 180914

Lisa Gibson
Environmental Review Officer
Planning Department
1650 Mission Street, Ste. 400
San Francisco, CA 94103

Dear Ms. Gibson:

On September 18, 2018, Supervisor Kim submitted the proposed legislation:

File No. 180914

Ordinance amending the Planning Code to add new items to the list of standard required streetscape improvements under the Better Streets Plan; modifying the triggers that would require project sponsors to construct streetscape improvements in the public right-of-way; clarifying the recommended sidewalk width for street types; expanding curb cut restrictions for off-street parking and loading to most zoning districts and certain designated streets, including those on the Citywide Transit Network and any officially adopted Class II Bikeways (bicycle lanes and buffered bike lanes) or Class IV Bikeways (protected bicycle lanes), and requiring a Conditional Use authorization or a Section 309 or 329 exception for new or expanded curb cuts in the applicable area; adding criteria for the Planning Commission to consider when granting a Conditional Use authorization or an exception as part of a Downtown C-3-O(SD) (Downtown, Office (Special Development)) or large project authorization in mixed-use districts for such curb cuts; prohibiting new curb cuts in bus stops and on Folsom Street between Essex and Second Street; eliminating minimum off-street parking requirements for projects subject to the curb cut restrictions or prohibitions; and making findings under the California Environmental Quality Act, findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1, and findings of public necessity, convenience and welfare under Planning Code, Section 302.

This legislation is being transmitted to you for environmental review.

Angela Calvillo, Clerk of the Board

By: Erica Major, Assistant Clerk
Land Use and Transportation Committee

Attachment

c: Joy Navarrete, Environmental Planning
Laura Lynch, Environmental Planning

Not defined as a project under CEQA Guidelines Sections 15378 and 15060(c) (2) because it does not result in a physical change in the environment.

Joy Navarrete

BOARD of SUPERVISORS

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

October 18, 2018

File No. 180914-2

Lisa Gibson
Environmental Review Officer
Planning Department
1650 Mission Street, Ste. 400
San Francisco, CA 94103

Dear Ms. Gibson:

On October 16, 2018, Supervisor Kim submitted substitute legislation:

File No. 180914-2

Ordinance amending the Planning Code to add new standard required streetscape improvements under the Better Streets Plan; modifying the triggers that would require project sponsors to construct streetscape improvements in the public right-of-way; clarifying the recommended sidewalk width for street types; expanding curb cut restrictions for off-street parking and loading to nearly all zoning districts and certain designated streets, including those on the Citywide Transit Network and any officially adopted bicycle routes or lanes, and requiring a Conditional Use authorization or a Section 309 or 329 exception for new or expanded curb cuts in the applicable areas; adding criteria for the Planning Commission to consider when granting a Conditional Use authorization or an exception as part of a Downtown C-3-O(SD) (Downtown, Office (Special Development)) or large project authorization in mixed-use districts for such curb cuts; prohibiting new curb cuts in bus stops and on Folsom Street between Essex and Second Street; eliminating minimum off-street parking requirements for projects subject to the curb cut restrictions or prohibitions; and making findings under the California Environmental Quality Act, findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1, and findings of public necessity, convenience and welfare under Planning Code, Section 302.

This legislation is being transmitted to you for environmental review.

Angela Calvillo, Clerk of the Board

By: Erica Major, Assistant Clerk
Land Use and Transportation Committee

Attachment

c: Joy Navarrete, Environmental Planning
Laura Lynch, Environmental Planning

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TDD/TTY No. 554-5227

October 18, 2018

Planning Commission
Attn: Jonas Ionin
1650 Mission Street, Ste. 400
San Francisco, CA 94103

Dear Commissioners:

On October 16, 2018, Supervisor Kim introduced the following substitute legislation:

File No. 180914-2

Ordinance amending the Planning Code to add new standard required streetscape improvements under the Better Streets Plan; modifying the triggers that would require project sponsors to construct streetscape improvements in the public right-of-way; clarifying the recommended sidewalk width for street types; expanding curb cut restrictions for off-street parking and loading to nearly all zoning districts and certain designated streets, including those on the Citywide Transit Network and any officially adopted bicycle routes or lanes, and requiring a Conditional Use authorization or a Section 309 or 329 exception for new or expanded curb cuts in the applicable areas; adding criteria for the Planning Commission to consider when granting a Conditional Use authorization or an exception as part of a Downtown C-3-O(SD) (Downtown, Office (Special Development)) or large project authorization in mixed-use districts for such curb cuts; prohibiting new curb cuts in bus stops and on Folsom Street between Essex and Second Street; eliminating minimum off-street parking requirements for projects subject to the curb cut restrictions or prohibitions; and making findings under the California Environmental Quality Act, findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1, and findings of public necessity, convenience and welfare under Planning Code, Section 302.

The substitute ordinance is being transmitted pursuant to Planning Code, Section 302(b), for public hearing and recommendation. The ordinance is pending before the Land Use and Transportation Committee and will be scheduled for hearing upon receipt of your response.

Angela Calvillo, Clerk of the Board

By: Erica Major, Assistant Clerk
Land Use and Transportation Committee

c: John Rahaim, Director of Planning
Dan Sider, Director of Executive Programs
Aaron Starr, Acting Manager of Legislative Affairs
Scott Sanchez, Zoning Administrator
Lisa Gibson, Environmental Review Officer
AnMarie Rodgers, Director of Citywide Planning
Laura Lynch, Environmental Planning
Joy Navarrete, Environmental Planning

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TDD/TTY No. 554-5227

September 26, 2018

Planning Commission
Attn: Jonas Ionin
1650 Mission Street, Ste. 400
San Francisco, CA 94103

Dear Commissioners:

On September 18, 2018, Supervisor Kim introduced the following legislation:

File No. 180914

Ordinance amending the Planning Code to add new items to the list of standard required streetscape improvements under the Better Streets Plan; modifying the triggers that would require project sponsors to construct streetscape improvements in the public right-of-way; clarifying the recommended sidewalk width for street types; expanding curb cut restrictions for off-street parking and loading to most zoning districts and certain designated streets, including those on the Citywide Transit Network and any officially adopted Class II Bikeways (bicycle lanes and buffered bike lanes) or Class IV Bikeways (protected bicycle lanes), and requiring a Conditional Use authorization or a Section 309 or 329 exception for new or expanded curb cuts in the applicable area; adding criteria for the Planning Commission to consider when granting a Conditional Use authorization or an exception as part of a Downtown C-3-O(SD) (Downtown, Office (Special Development)) or large project authorization in mixed-use districts for such curb cuts; prohibiting new curb cuts in bus stops and on Folsom Street between Essex and Second Street; eliminating minimum off-street parking requirements for projects subject to the curb cut restrictions or prohibitions; and making findings under the California Environmental Quality Act, findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1, and findings of public necessity, convenience and welfare under Planning Code, Section 302.

The proposed ordinance is being transmitted pursuant to Planning Code, Section 302(b), for public hearing and recommendation. The ordinance is pending before the Land Use and Transportation Committee and will be scheduled for hearing upon receipt of your response.

Angela Calvillo, Clerk of the Board

By: Erica Major, Assistant Clerk
Land Use and Transportation Committee

c: John Rahaim, Director of Planning
Aaron Starr, Acting Manager of Legislative Affairs
Scott Sanchez, Zoning Administrator
Lisa Gibson, Environmental Review Officer
AnMarie Rodgers, Director of Citywide Planning
Laura Lynch, Environmental Planning
Joy Navarrete, Environmental Planning

BOARD of SUPERVISORS

City Hall
Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
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September 26, 2018

File No. 180914

Lisa Gibson
Environmental Review Officer
Planning Department
1650 Mission Street, Ste. 400
San Francisco, CA 94103

Dear Ms. Gibson:

On September 18, 2018, Supervisor Kim submitted the proposed legislation:

File No. 180914

Ordinance amending the Planning Code to add new items to the list of standard required streetscape improvements under the Better Streets Plan; modifying the triggers that would require project sponsors to construct streetscape improvements in the public right-of-way; clarifying the recommended sidewalk width for street types; expanding curb cut restrictions for off-street parking and loading to most zoning districts and certain designated streets, including those on the Citywide Transit Network and any officially adopted Class II Bikeways (bicycle lanes and buffered bike lanes) or Class IV Bikeways (protected bicycle lanes), and requiring a Conditional Use authorization or a Section 309 or 329 exception for new or expanded curb cuts in the applicable area; adding criteria for the Planning Commission to consider when granting a Conditional Use authorization or an exception as part of a Downtown C-3-O(SD) (Downtown, Office (Special Development)) or large project authorization in mixed-use districts for such curb cuts; prohibiting new curb cuts in bus stops and on Folsom Street between Essex and Second Street; eliminating minimum off-street parking requirements for projects subject to the curb cut restrictions or prohibitions; and making findings under the California Environmental Quality Act, findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1, and findings of public necessity, convenience and welfare under Planning Code, Section 302.

This legislation is being transmitted to you for environmental review.

Angela Calvillo, Clerk of the Board

By: Erica Major, Assistant Clerk
Land Use and Transportation Committee

Attachment

c: Joy Navarrete, Environmental Planning
Laura Lynch, Environmental Planning

BOARD of SUPERVISORS

City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
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MEMORANDUM

TO: Ed Reiskin, Executive Director, Municipal Transportation Agency

FROM: Erica Major, Assistant Clerk
Land Use and Transportation Committee

DATE: September 26, 2018

SUBJECT: LEGISLATION INTRODUCED

The Board of Supervisors' Land Use and Transportation Committee has received the following proposed legislation, introduced by Supervisor Kim on September 18, 2018:

File No. 180914

Ordinance amending the Planning Code to add new items to the list of standard required streetscape improvements under the Better Streets Plan; modifying the triggers that would require project sponsors to construct streetscape improvements in the public right-of-way; clarifying the recommended sidewalk width for street types; expanding curb cut restrictions for off-street parking and loading to most zoning districts and certain designated streets, including those on the Citywide Transit Network and any officially adopted Class II Bikeways (bicycle lanes and buffered bike lanes) or Class IV Bikeways (protected bicycle lanes), and requiring a Conditional Use authorization or a Section 309 or 329 exception for new or expanded curb cuts in the applicable area; adding criteria for the Planning Commission to consider when granting a Conditional Use authorization or an exception as part of a Downtown C-3-O(SD) (Downtown, Office (Special Development)) or large project authorization in mixed-use districts for such curb cuts; prohibiting new curb cuts in bus stops and on Folsom Street between Essex and Second Street; eliminating minimum off-street parking requirements for projects subject to the curb cut restrictions or prohibitions; and making findings under the California Environmental Quality Act, findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1, and findings of public necessity, convenience and welfare under 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: erica.major@sfgov.org.

c: Janet Martinsen, Municipal Transportation Agency
Kate Breen, Municipal Transportation Agency
Dillon Auyoung, Municipal Transportation Agency

Print Form

Introduction Form

By a Member of the Board of Supervisors or Mayor

BOARD OF SUPERVISORS
SAN FRANCISCO
2013 OCT 15 PM 4:08
BY

Time stamp or meeting date

I hereby submit the following item for introduction (select only one):

- [x] 1. For reference to Committee. (An Ordinance, Resolution, Motion or Charter Amendment).
- [ ] 2. Request for next printed agenda Without Reference to Committee.
- [ ] 3. Request for hearing on a subject matter at Committee.
- [ ] 4. Request for letter beginning :"Supervisor _____ inquiries"
- [ ] 5. City Attorney Request.
- [ ] 6. Call File No. _____ from Committee.
- [ ] 7. Budget Analyst request (attached written motion).
- [ ] 8. Substitute Legislation File No. _____
- [ ] 9. Reactivate File No. _____
- [ ] 10. Topic submitted for Mayoral Appearance before the BOS on _____

Please check the appropriate boxes. The proposed legislation should be forwarded to the following:

- [ ] Small Business Commission
- [ ] Youth Commission
- [ ] Ethics Commission
- [ ] Planning Commission
- [ ] Building Inspection Commission

Note: For the Imperative Agenda (a resolution not on the printed agenda), use the Imperative Form.

Sponsor(s):

Kim

Subject:

Planning Code -- Modifying Better Streets Plan Requirements and Curb Cut Restrictions

Ordinance amending the Planning Code to add new standard required streetscape improvements under the Better Streets Plan; modifying the triggers that would require project sponsors to construct streetscape improvements in the public right-of-way; clarifying the recommended sidewalk width for street types; expanding curb cut restrictions for off-street parking and loading to nearly all zoning districts and certain designated streets, including those on the Citywide Transit Network and any officially adopted bicycle routes or lanes, and requiring a Conditional Use authorization or a Section 309 or 329 exception for new or expanded curb cuts in the applicable areas; adding criteria for the Planning Commission to consider when granting a Conditional Use authorization or an exception as part of a Downtown C-3-O(SD) or large project authorization in mixed-use districts for such curb cuts; prohibiting new curb cuts in bus stops and on Folsom Street between Essex and Second Street; eliminating minimum off-street parking requirements for projects subject to the curb cut restrictions or prohibitions; and making findings under the California Environmental Quality Act, findings of consistency with the General Plan and the eight priority policies of Planning Code, Section 101.1, and findings of public necessity, convenience and welfare under Planning Code, Section 302.

The text is listed:

Attached

Signature of Sponsoring Supervisor:

For Clerk's Use Only

Print Form

Introduction Form

By a Member of the Board of Supervisors or the Mayor

Time stamp or meeting date

I hereby submit the following item for introduction (select only one):

☒ 1. For reference to Committee. (An Ordinance, Resolution, Motion, or Charter Amendment)

☐ 2. Request for next printed agenda Without Reference to Committee.

☐ 3. Request for hearing on a subject matter at Committee.

☐ 4. Request for letter beginning "Supervisor _____ inquires"

☐ 5. City Attorney request.

☐ 6. Call File No. _____ from Committee.

☐ 7. Budget Analyst request (attach written motion).

☐ 8. Substitute Legislation File No. _____

☐ 9. Reactivate File No. _____

☐ 10. Question(s) submitted for Mayoral Appearance before the BOS on _____

Please check the appropriate boxes. The proposed legislation should be forwarded to the following:

☐ Small Business Commission ☐ Youth Commission ☐ Ethics Commission

☐ Planning Commission ☐ Building Inspection Commission

Note: For the Imperative Agenda (a resolution not on the printed agenda), use a Imperative Form.

Sponsor(s):

Supervisor Kim

Subject:

[Planning Code - Modifying Better Streets Plan Requirements and Curb Cut Restrictions]

The text is listed below or attached:

Ordinance amending the Planning Code to add new items to the list of standard required streetscape improvements under the Better Streets Plan; modifying the triggers that would require project sponsors to construct streetscape

Signature of Sponsoring Supervisor: _____

For Clerk's Use Only: