

From: [Joseph Smooke](#)
To: [Melgar, Myrna \(BOS\)](#); [Low, Jen \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Hepner, Lee \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Smeallie, Kyle \(BOS\)](#); [Gen Fujioka](#); [Rosa Chen](#); [Major, Erica \(BOS\)](#); [Race & Equity in all Planning Coalition \(REP\)](#)
Subject: File # 211092 "Automotive Uses; Housing Density"
Date: Friday, February 25, 2022 12:43:00 PM
Attachments: [Letter to Land Use Committee re Rezoning Auto Uses sites 25Feb2022.pdf](#)

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

Dear Chair Melgar and the Land Use and Transportation Committee

Please find the attached letter from the Race & Equity in all Planning Coalition regarding the legislation titled "Automotive Uses: Housing Density", File #211092 which is on the Land Use and Transportation Committee agenda this coming Monday, February 28.

co-founder of [People Power Media](#)

[Creators of PRICED OUT](#)

[See the animation that will change the way you think about housing!](#)



25 February 2022

Land Use and Transportation Committee of the Board of Supervisors
Chair Supervisor Melgar
Members Supervisor Peskin and Supervisor Preston

Re: [File # 211092 "Automotive Uses; Housing Density"](#)

Dear Chair Melgar and the Land Use and Transportation Committee:

The Race & Equity in all Planning Coalition (REP-SF) strongly urges tabling the measure referenced above that would effectively ensure that for-profit housing developers can proceed with developing sites in every corner of the city for luxury, market-rate housing, displace good-paying blue-collar jobs, and remove accountability to the needs of vulnerable communities for employment and truly affordable housing.

The legislation as written is vague and appears to have a broad impact that is impossible for us to fully assess. Here are some questions that this legislation raises:

1. This appears to rezone sites in RH districts. How does this legislation reconcile with the rezoning, "multiplex", proposals for RH districts that have not yet been heard at the Land Use and Transportation Committee?
2. In many neighborhoods, there are automotive uses in NC zoning districts. How does deleting the cross-referencing to Planning Code Section 202.5 "Conversion of Automotive Service Stations" in this legislation affect those sites?
3. This legislation appears to apply to "accessory parking lot or garage" sites, but we are unable to find a definition for what accessory parking lots and garages are.

This legislation, as proposed, would accelerate gentrification and lead to worsening environmental impacts. Working class, blue-collar jobs would be permanently lost, and replaced by high-priced housing that no blue-collar worker would be able to afford, especially those who would be out of work. Displacing working people from their livelihood and from their homes will lead to permanent displacement and increased commuting distances for all those who are displaced. The social and environmental damage caused by this legislation could be devastating.

We urge a reconsideration of this approach to make these sites available for 100% affordable housing development and retention of PDR uses, even if the new buildings do not retain the automotive uses. Repurposing auto-oriented sites for 100% affordable housing and new opportunities for blue collar jobs would be an interesting approach that would move this conversation and policy discussion forward, but we need more time to explore what this would look like.

Please table this current proposal.

Respectfully,

[Race & Equity in all Planning Coalition](#)