

## **LEGISLATIVE DIGEST**

[Planning Code – Zoning – Parking in South of Market and Mission Bay Districts]

**Ordinance amending the San Francisco Planning Code by amending Sections 151, 151.1, 155, 161, 249.1, 249.23 and Part VII of Article 9 (1) to remove minimum parking requirements and establish maximum parking limits in M-1, C-M, and South of Market districts and the Folsom and Main Residential/Commercial and Fourth and Freelon Streets Special Use Districts to make them consistent with those of neighboring districts, (2) to require that non-residential and non-hotel parking in C-3 in the South of Market Mixed Use districts adjacent to Downtown maintain a fee structure which discourages long-term commuter parking, (3) to make parking controls in the Mission Bay Districts that are subject to the Planning Code consistent with requirements of neighboring districts; and (4) adopting findings, including environmental findings, Section 302 findings, and findings of consistency with the General Plan and the Priority Policies of Planning Code Section 101.1.**

### **Existing Law**

Article 1.5 of the Planning Code (Sections 150 through 168) regulates off-street parking and loading. Section 151 establishes minimum parking requirements for certain uses in many zoning districts in San Francisco, including M-1 (Light Industrial), C-M (Heavy Commercial), and the South of Market Mixed Use Districts. Section 161 establishes conditions and procedures for exceptions to the Section 151 requirements. Section 151.1 establishes the maximum parking permitted in many use districts, including all the use districts in the South of Market area that have been created or rezoned in the past decade. Section 155 regulates the standards, location, and arrangement of off-street parking and loading, including pricing requirements for non-residential, non-hotel parking available to office workers in C-3 (Downtown) and Eastern Neighborhoods Mixed Use Districts, which are designed to discourage peak-period commuting and favor short-stay parking.

Section 249.1 establishes the Folsom and Main Residential/Commercial Special Use District, and modifies the underlying RC-4 zoning controls in various ways, including establishing parking requirements. Section 249.23 establishes the Fourth and Freelon Streets Special Use District, and modifies the underlying SLI zoning in several regards, including parking requirements. Article 9 of the Planning Code establishes controls for the portions of Mission Bay that are not governed by the Mission Bay North and Mission Bay South Redevelopment Plans; Part VII sets the parking and loading requirements for those districts.

### **Amendments to Current Law**

**Parking requirements in South of Market Mixed-Use districts.** Planning Code Sections 151 and 151.1 are amended to reduce parking requirements in RED (Residential Enclave), RSD (Residential Service), SLR (Service/Light Industrial/Residential), SLI (Service/Light Industrial)

and SSO (Service/Secondary Office) so that they are consistent with the requirements for adjacent districts. Like the surrounding districts, no parking would be required for any use, and maximum amounts of parking are established for various uses, including residential uses.

Parking Requirements in M-1 and C-M districts. Sections 151 and 151.1 are amended to reduce parking requirements in M-1 and C-M districts so that they are consistent with those of adjacent districts. Parking requirements in M-1 districts are made identical to PDR-1 districts, which largely replaced M-1 districts in the Eastern Neighborhoods rezoning, and parking requirements in C-M districts, which are currently limited to the south side of Mission Street between 11<sup>th</sup> and 8<sup>th</sup> streets between the C-3 districts to the north and the Western SoMa Special Use District to the south, are made similar to those of an NCT district.

Parking Requirements in the Folsom and Main Residential/Commercial and Fourth and Freelon Streets Special Use Districts. Section 249.1 is amended to make parking requirements in the Folsom and Main Residential/Commercial SUD identical to those of the DTR districts surrounding it to the north, south, east, and west. Section 249.23 is amended to remove separate parking requirements from the Fourth and Freelon Streets SUD so that the parking requirements of the underlying SLI District would apply.

Mission Bay. Section 151.1 and Part VII of Article 9 are amended to eliminate the previous Mission Bay parking requirements. Parking requirements for Mission Bay parcels inside the redevelopment area boundaries will be as specified in the adopted Mission Bay Redevelopment Plans, and parking requirements in the Mission Bay Districts outside the redevelopment plan boundaries, principally the MB-O blocks above the Caltrain station bounded by 4<sup>th</sup>, 6<sup>th</sup>, Townsend, and King streets, would be consistent with the adjacent SSO district.

Pricing requirements for office parking. Section 155 is amended to extend pricing requirements for non-residential and non-hotel parking available to office workers, which are designed to discourage automobile commuting and encourage parking turnover, to the SLR, SSO, C-M, and Mission Bay districts.

### Background

With the adoption of the Rincon Hill Plan in 2005, the Downtown Parking Reform Ordinance in 2006, and the Eastern Neighborhoods and Market and Octavia Plans in 2008, minimum parking requirements were removed and maximum parking requirements were established in most of South of Market, as set forth in Planning Code Section 151.1. The purpose of this ordinance is to make parking requirements consistent across the various use districts found in the South of Market area. The proposed parking controls are consistent with previously-adopted neighborhood plans.