

LEGISLATIVE DIGEST

[Planning Code - Automotive Uses; Parking Requirements - Washington-Broadway, Waterfront, Van Ness, and Jackson Square Special Use Districts]

Ordinance amending the Planning Code to: 1) delete minimum parking requirements for specified zoning districts and make maximum parking requirements in specified zoning districts consistent with the requirements in Neighborhood Commercial Transit Districts; 2) remove conditional use requirements for higher residential densities in specified zoning districts; 3) make surface parking lots a nonconforming use in the Washington-Broadway Special Use District; 4) make Automotive Use definitions consistent and delete references to deleted sections of the Code; 5) amend the Zoning Map to consolidate the two Washington-Broadway Special Use Districts and revise the boundaries; and making environmental findings, and findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.

Existing Law

The Planning Code specifies parking requirements, density limits, and permitted uses for each zoning district. The Code also establishes a number of Special Use Districts with special zoning requirements, which are mapped in the San Francisco Zoning Map.

Amendments to Current Law

Amendments have been made to multiple Planning Code sections that deal with the above requirements. In addition, the Zoning Map is amended to consolidate the two Washington-Broadway Special Use Districts into a single district that is limited to the C-2 zoned areas between Washington and Broadway Street.

Section 158, which deals with Major Parking Garages in C-3 Districts, has been deleted. Amendments are made to Sections 102.9, 151.1, 155, 157.1, 158.1, 161,163, 206.3, 215, 223, 239, 240.1, 240.2, 240.3, 243, 249.25, 307, 309, and the Tables in Sections 151, 714, 722, 810, 811, and 812 to:

- Eliminate minimum parking requirements for all uses in RC Districts, and for all non-residential uses in Chinatown Mixed Use Districts, and the Broadway and North Beach Neighborhood Commercial Districts.
- Reduce the amount of parking permitted for dwelling units in RC-3 districts and the Van Ness special use district to .5 spaces per unit and .75 spaces per unit with conditional use authorization, consistent with NC-T districts.
- Increase the permitted residential parking in C-3 and RC-4 districts to .5 spaces per unit, and establish a maximum of .75 spaces per unit with conditional use authorization, consistent with NC-T districts.

- Extend transportation brokerage requirements to all non-residential projects over 100,000 square feet in Commercial and Mixed Use Districts.
- Consolidate various automotive use definitions in C, M, and PDR Districts with those for Mixed-Use Districts.
- Remove exceptions permitting non-accessory parking above the ground floor exceptions from parking screening requirements in C-3 Districts, and delete certain parking exceptions due to sunset in July 2014.
- Count parking in excess of principally permitted amounts towards gross floor-area in C-3 districts.
- Consolidate the conditional use findings for non-accessory parking in C-3 Districts in a single section.
- Delete the obsolete Garment Shop Special Use District.

Background

This ordinance aims to advance several goals of the City's General Plan and the Priority Policies of Planning Code Section 101.1, as follows:

Reduce off-street parking requirements in dense, mixed-use neighborhoods located near transit. San Francisco's Planning Code has provided for reduced parking requirements in dense and transit-rich neighborhoods since the 1960s, as a way of reducing traffic congestion, encouraging walking, cycling, and public transit, and making efficient use of scarce land. Planning Code changes in the past decade have eliminated minimum parking requirements in many transit-rich areas of the City, including Rincon Hill (2005), Downtown (2006), The Market & Octavia Plan area (2008), Eastern Neighborhoods (2008), Balboa Park (2009) for residential uses in Chinatown, North Beach, and Telegraph Hill (2010), and Western SoMa and the Excelsior Outer Mission NCDs (2013). This ordinance removes the remaining non-residential parking requirements in Chinatown and RC Districts and the Broadway and North Beach Neighborhood Commercial Districts, and reduces residential parking requirements in the Van Ness corridor, where a bus rapid transit project was recently adopted. The ordinance also permits administrative exceptions from minimum parking requirements in the Fisherman's Wharf area (Waterfront SUD #2).

Reduce variances and conditional uses and increase code compliance. Another goal of this ordinance is to decrease the number of planning code variances and conditional uses by making certain projects or features which conform to General Plan and area plan goals (dense residential projects in C-3 districts, and residential projects with reduced parking in RC districts) principally permitted.

Code Simplification: The ordinance seeks to simplify the Planning Code by removing obsolete sections, consolidating controls for a single use or feature into a single code section, and harmonizing similar definitions and controls across use districts.

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