File No. 180191 Committee Item No. 2
Board Item No. 14

COMMITTEE/BOARD OF SUPERVISORS

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Board of Supervisors Meeting **Date:** July 10, 2018

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Completed by: Erica Major **Date** June 21, 2018
Completed by: John Carroll **Date** June 26, 2018

BOARD of SUPERVISORS

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

MEMORANDUM

LAND USE AND TRANSPORTATION COMMITTEE

SAN FRANCISCO BOARD OF SUPERVISORS

TO: Supervisor Katy Tang, Chair
Land Use and Transportation Committee

FROM: John Carroll, Assistant Clerk

DATE: June 26, 2018

SUBJECT: **COMMITTEE REPORT, BOARD MEETING**
Tuesday, June 26, 2018

The following file should be presented as a **COMMITTEE REPORT** at the Board meeting, Tuesday, June 26, 2018. This item was acted upon at the Committee Meeting on Monday, June 25, 2018, at 1:30 p.m., by the votes indicated.

Item No. 56 **File No. 180191**

Ordinance amending the Planning Code to permit as of right Public Parking Lot uses where the parcel is located in both the Glen Park Neighborhood Commercial Transit and RH-2 (Residential, House Districts, Two-Family) zoning districts, the property has been used as a Public Parking Lot for the past ten years without the benefit of a permit, and the adjoining RH-2 parcel is no larger than 40 feet by 110 feet; affirming the Planning Department's determination under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and making findings of public necessity, convenience, and welfare pursuant to Planning Code, Section 302.

RECOMMENDED AS A COMMITTEE REPORT

Vote: Supervisor Katy Tang - Aye
Supervisor Jane Kim - Aye
Supervisor Ahsha Safaí - Aye

c: Board of Supervisors
Angela Calvillo, Clerk of the Board
Jon Givner, Deputy City Attorney

[Planning Code - Public Parking Lot as a Permitted Use in the Glen Park Neighborhood Commercial Transit District and Adjoining Locations]

Ordinance amending the Planning Code to permit as of right Public Parking Lot uses where the parcel is located in both the Glen Park Neighborhood Commercial Transit and RH-2 (Residential, House Districts, Two-Family) zoning districts, the property has been used as Public Parking Lot for the past ten years without the benefit of a permit, and the adjoining RH-2 parcel is no larger than 40 feet by 110 feet; affirming the Planning Department's determination under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and making findings of public necessity, convenience, and welfare pursuant to 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. Environmental and Land Use Findings.

(a) 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. 180191 and is incorporated herein by reference. The Board affirms this determination.

(b) ~~On _____, the Planning Commission, in Resolution No. _____,~~ ~~adopted findings~~ The Board of Supervisors finds 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. _____, and is incorporated herein by reference.~~ Specifically, the Board finds that the ordinance is consistent with the following:

Glen Park Area Plan

OBJECTIVE 6: SUSTAIN GLEN PARK'S ROLE AS AN IMPORTANT INTERMODAL TRANSIT CENTER FOR THE CITY AND REGION

POLICY 6.2: Manage curb space around the Glen Park BART station to improve the function of transit.

OBJECTIVE 7: IMPROVE ACCESS TO PUBLIC TRANSIT IN GLEN PARK

POLICY 7.1: Make transit more accessible.

The Board of Supervisors finds that permitting the space to continue as a permitted parking lot for six years would continue to provide parking to BART riders who rely on parking near the BART station, and offer a space for BART riders to park their cars rather than relying on cars idling in the curb space around the BART station.

Transportation element

OBJECTIVE 1: MEET THE NEEDS OF ALL RESIDENTS AND VISITORS FOR SAFE, CONVENIENT AND INEXPENSIVE TRAVEL WITHIN SAN FRANCISCO AND BETWEEN THE CITY AND OTHER PARTS OF THE REGION WHILE MAINTAINING THE HIGH QUALITY LIVING ENVIRONMENT OF THE BAY AREA.

POLICY 1.6: Ensure choices among modes of travel and accommodate each mode when and where it is most appropriate.

OBJECTIVE 7: DEVELOP A PARKING STRATEGY THAT ENCOURAGES SHORT-TERM PARKING AT THE PERIPHERY OF DOWNTOWN AND LONG-TERM INTERCEPT PARKING AT THE PERIPHERY OF THE URBANIZED BAY AREA TO MEET THE NEEDS OF LONG-DISTANCE COMMUTERS TRAVELING BY AUTOMOBILE TO SAN FRANCISCO OR NEARBY DESTINATIONS.

POLICY 7.3: Maintain a supply of parking commensurate with demand at outlying intercept parking facilities that have good connections to transit and ride-sharing opportunities.

OBJECTIVE 37: MEET SHORT-TERM PARKING NEEDS IN NEIGHBORHOOD SHOPPING DISTRICTS CONSISTENT WITH PRESERVATION OF A DESIRABLE ENVIRONMENT FOR PEDESTRIANS AND RESIDENTS.

The Board of Supervisors finds that permitting the space to continue as a permitted parking lot for six years would meet the needs of residents and

visitors for safe, convenient, and inexpensive travel within San Francisco and between the City and other parts of the region. The continued use as a parking lot would offer choices in the mode of travel and offer the opportunity for drivers to park and ride mass transit rather than driving further into the City. When the parking lot is not used to serve BART ridership, it offers parking to those who travel from outside the City or from areas of the City that lack access to public transportation to the Glen Park neighborhood retail area. When used this way, the parking lot would also support the Glen Park retailers.

(c) The Board of Supervisors further finds that:

- The parcel straddles two zoning districts (Glen Park NCT and RH-2);
- This fact makes coherent development of the lot difficult;
- The space has operated as a parking lot without improvements since the 1970's;
- The use has remained consistent since the 1970's;
- Given the proximity to the Glen Park Neighborhood Commercial corridor and the BART station, the space presents an opportunity for development into residential and commercial uses;
- There are no current plans to develop the subject parcel; and
- It is reasonable to allow the space to be used as a parking lot for a period of six years.

(d) Pursuant to Planning Code Section 302, the Board finds that this Planning Code Amendment will serve the public necessity, convenience, and welfare for the

reasons set forth above ~~in Planning Commission Resolution No. _____, and the Board incorporates such reasons herein by reference~~.

Section 2. The Planning Code is hereby amended by revising Planning Code Sections 209.1 and 756, to read as follows:

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*
NON-RESIDENTIAL STANDARD AND USES						
Automotive Use Category						
Automotive Uses*	§ 102	NP	NP	NP	NP	NP
Parking Garage, Private	§ 102	C	C	C	C	C
Parking Lot, Private	§ 102	C	C	C	C	C
Parking Lot, Public	*§§ 102, 142, 156*	*NP*	*NP*	*NP*	NP*(8)*	*NP*

* * * *

* Not listed below.

(1) P for Limited Commercial Uses per § 136.1(a) only; otherwise NP.

(2) [Note Deleted]

(3) C required for *seven*~~7~~ or more persons.

(4) C for *five*~~5~~ or fewer guest rooms or suites of rooms; NP for *six*~~6~~ or more guest rooms.

(5) Must be located on a landmark site, and where the site is within a Height and Bulk District of 40 feet or less, and where a columbarium use has lawfully and continuously operated since the time of designation.

(6) Construction of Accessory Dwelling Units may be permitted pursuant to Sections 207(c)(4) and 207(c)(5).

(7) C if a Macro WTS Facility; P if a Micro WTS Facility.

(8) *P only for parcels located in both the Glen Park NCT and RH-2 zoning districts where the property has been used as a Public Parking Lot for the past 10 years without the benefit of a permit, and the adjoining RH-2 parcel is no larger than 40 feet by 110 feet.* Unless reenacted, this note shall expire by operation of law 72 months after the effective date of the ordinance in Board File No. _____. Upon its expiration, any approved Public Parking Lot shall be removed and the current zoning control shall apply. Any approval of a Public Parking Lot use pursuant to this note shall be conditioned upon the recordation of a Notice of Special Restrictions reflecting these conditions, subject to the approval as to form of the Planning Department and the City Attorney. Upon the expiration of this note, the City Attorney is authorized to take steps to remove this note from the Planning Code.

SEC. 756. GLEN PARK NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT.

* * * *

Table 756. GLEN PARK NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT

ZONING CONTROL TABLE

Zoning Category	§ References	Controls		
NON-RESIDENTIAL STANDARD AND USES				
		Controls by Story		
		1st	**2nd**	**3rd+**
Automotive Use Category				
Automotive Uses*	§§ 102, 202.2(b)	NP	NP	NP
Automotive Repair	§ 102	C	NP	NP
Automotive Service Station	§§ 102, 187.1, 202.2(b), 202.5	C	NP	NP
Gas Station	§§ 102, 187.1, 202.2(b)	C	NP	NP
Parking Garage, Private	§ 102	C	C	C
Parking Garage, Public	§ 102	C	C	C
Parking Lot, Private	§§ 102, 142, 156	C	C	C
Parking Lot, Public	§§ 102, 142, 156	C*(5)*	C	C

* * * *

* Not listed below

(1) C required for ground floor residential use when street frontage is listed in 145.4(b)

(2) [Note deleted.]

(3) C required for seven or more persons.

(4) C if a Macro WTS Facility; P if a Micro WTS Facility.

(5) P only for parcels located in both the Glen Park NCT and RH-2 zoning districts where the property has been used as a Public Parking Lot for the past 10 years without the benefit of a permit, and the adjoining RH-2 parcel is no larger than 40 feet by 110 feet. Unless reenacted, this note shall expire by operation of law 72 months after the effective date of the ordinance in Board File No. _____. Upon its expiration, any approved Public Parking Lot shall be removed and the current zoning control shall apply. Any approval of a Public Parking Lot use pursuant to this note shall be conditioned upon the recordation of a Notice of Special Restrictions reflecting these conditions, subject to the approval as to form of the Planning Department and the City Attorney. Upon the expiration of this note, the City Attorney is authorized to take steps to remove this note from the Planning Code.

Section 3. 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 4. 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: _____
AUSTIN M. YANG
Deputy City Attorney

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FILE NO. 180191

REVISED LEGISLATIVE DIGEST
(Amended in Board, 6/26/2018)

[Planning Code - Public Parking Lot as a Permitted Use in the Glen Park Neighborhood Commercial Transit District and Adjoining Locations]

Ordinance amending the Planning Code to permit as of right Public Parking Lot uses where the parcel is located in both the Glen Park Neighborhood Commercial Transit and RH-2 (Residential, House Districts, Two-Family) zoning districts, the property has been used as Public Parking Lot for the past ten years without the benefit of a permit, and the adjoining RH-2 parcel is no larger than 40 feet by 110 feet; affirming the Planning Department's determination under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and making findings of public necessity, convenience, and welfare pursuant to Planning Code, Section 302.

Existing Law

The Planning Code contains use charts that list the types of uses and conditions for each zoning district. For property located in the Glen Park Neighborhood Commercial Transit District (Glen Park NCT), Planning Code Section 756 requires a Conditional Use Authorization for a Public Parking Lot use. For property located in an area zoned Residential, House (RH)-2, Public Parking Lot use is prohibited pursuant to Planning Code Section 209.1.

Amendments to Current Law

This ordinance modifies the use charts for areas zoned Glen Park NCT and the RH to allow property that straddles the Glen Park NCT and RH-2 zoned areas to use that property as a Public Parking Lot as of right, under certain conditions. To satisfy these conditions, the property must be located in both the Glen Park NCT and RH-2 zoning districts, the property must have been used as a Public Parking Lot for the past 10 years without the benefit of a permit, and the adjoining parcel zoned as RH-2 is no greater than 40 feet by 110 feet. This amendment would expire six years from the date the ordinance is adopted and require a notice of special restrictions, subject to the administrative approval of the Planning Department and City Attorney, to be recorded as a condition of approving the Public Parking Lot Use. Upon the expiration of the six year period, the parking lot shall be removed and subject to the current planning code.

Background Information

In and around the Glen Park NCT, a property may straddle both the Glen Park NCT and RH-2 districts. Where this occurs, the use charts for the Glen Park NCT and RH provide different and conflicting controls. For example, in the Glen Park NCT Public Parking Lots require a

Conditional Use Authorization. In areas zoned RH-2, however, Public Parking Lots are prohibited. This amendment clarifies that where property is located in both the Glen Park NCT and RH-2 districts, and meets other conditions, the property may be used as a Public Parking Lot.

SAN FRANCISCO
PLANNING DEPARTMENT

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San Francisco,
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June 21, 2018

Ms. Angela Calvillo, Clerk
Honorable Supervisor Sheehy
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: 2018-003260PCA**
Public Parking Lot as a Permitted Use in the Glen Park NCT and Adjoining Locations
Board File No. 180191
Planning Commission Recommendation: *Disapprove*

Dear Ms. Calvillo and Supervisor Sheehy,

On June 7, 2018, the Planning Commission conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Ordinance that would amend the Planning Code to permit a Public Parking Lot as of right on a parcel of land currently straddling two zoning districts: Glen Park NCT and RH-2. At the hearing the Planning Commission recommended disapproval.

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.

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
Manage of Legislative Affairs

cc:
Austin M. Yang, Deputy City Attorney
Koledon Lambright, Legislative Aide to Supervisor Sheehy
Erica Major, Office of the Clerk of the Board

Attachments :
Planning Commission Resolution
Planning Department Executive Summary

SAN FRANCISCO
PLANNING DEPARTMENT

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Planning Commission Resolution No. 20197

HEARING DATE JUNE 7, 2018

Project Name:	**Public Parking Lot as a Permitted Use in the Glen Park NCT and Adjoining Locations**
Case Number:	2018-003260PCA [Board File No. 180191]
Initiated by:	Supervisor Sheehy / Introduced February 27, 2018 60-Day Extension Introduced May 15, 2018
Staff Contact:	Audrey Butkus, Legislative Affairs audrey.butkus@sfgov.org, 415-575-9129
Reviewed by:	Aaron Starr, Manager of Legislative Affairs aaron.starr@sfgov.org, 415-558-6362

THE PLANNING COMMISSION HEREBY DISAPPROVES A PROPOSED ORDINANCE THAT WOULD AMEND THE PLANNING CODE TO PERMIT AS OF RIGHT PUBLIC PARKING LOT USES WHERE THE PARCEL IS LOCATED IN BOTH THE GLEN PARK NEIGHBORHOOD COMMERCIAL TRANSIT AND RH-2 (RESIDENTIAL, HOUSE DISTRICTS, TWO-FAMILY) ZONING DISTRICTS, THE PROPERTY HAS BEEN USED AS PUBLIC PARKING LOT FOR THE PAST TEN YEARS WITHOUT THE BENEFIT OF A PERMIT, AND THE ADJOINING RH-2 PARCEL IS NO LARGER THAN 40 FEET BY 110 FEET; ADOPTING FINDINGS, INCLUDING ENVIRONMENTAL FINDINGS, PLANNING CODE SECTION 302 FINDINGS, AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND PLANNING CODE SECTION 101.1.

WHEREAS, on February 27, 2018, Supervisor Sheehy introduced a proposed Ordinance under Board of Supervisors (hereinafter "Board") File Number 180191, which would amend the Planning Code to permit as of right Public Parking Lot uses where the parcel is located in both the Glen Park Neighborhood Commercial Transit and RH-2 (Residential, House Districts, Two-Family) zoning districts, the property has been used as Public Parking Lot for the past ten years without the benefit of a permit, and the adjoining RH-2 parcel is no larger than 40 feet by 110 feet;

WHEREAS, The Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Ordinance on June 7, 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)(2) 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 **disapprove** the proposed ordinance.

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:

General Plan Compliance. The proposed Ordinance is inconsistent with the following Objectives and Policies of the General Plan:

GLEN PARK AREA PLAN

OBJECTIVE 1
PROTECT AND STRENGTHEN THE QUALITIES THAT MAKE DOWNTOWN GLEN PARK SPECIAL.

Policy 2.2
Update existing neighborhood zoning to strengthen Glen Park's commercial district and reinforce the area's pedestrian and transit oriented character.

The subject parcel, although currently used for parking, is in a pivotal location, between the Glen Park Greenway and the Glen Park BART station. This permanent installation of parking at this site will only impede the pedestrian experience and safety to residents traveling along the greenway and BART station.

OBJECTIVE 2
ENSURE THE COMPATIBILITY OF NEW DEVELOPMENT WITH THE FORM AND CHARACTER OF GLEN PARK.

Policy 2.2
Consider new housing and commercial opportunities in appropriately scaled infill development that supports the commercial area.

Glen Park is a largely built-out neighborhood and will not experience massive new growth or development. Only a limited number of sites for future development exist in the commercial core. These include the parcels at the northwest corner of Diamond and Bosworth Streets and the BART parking lot. The prominence of these sites requires they receive a high level of attention to ensure any development proposals support the context and character of the village.

TRANSPORTATION ELEMENT

OBJECTIVE 2
USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

POLICY 2.1
Use rapid transit and other transportation improvements in the city and region as the catalyst for desirable development, and coordinate new facilities with public and private development.

OBJECTIVE 3
MAINTAIN AND ENHANCE SAN FRANCISCO'S POSITION AS A REGIONAL DESTINATION WITHOUT INDUCING A GREATER VOLUME OF THROUGH AUTOMOBILE TRAFFIC.

OBJECTIVE 32
ENSURE THAT THE PROVISION OF NEW OR ENLARGED PARKING FACILITIES DOES NOT ADVERSELY AFFECT THE LIVABILITY AND DESIRABILITY OF THE CITY AND ITS VARIOUS NEIGHBORHOODS.

POLICY 32.4
Restrict long term automobile parking at rapid transit stations in the city in favor of development of effective feeder transit service and enhanced access for pedestrians and bicyclists.

The subject parcel is located just one block from the Glen Park BART station and is one of few developable parcels left in the neighborhood. Its future should be carefully considered and proposals should only be approved if the highest and best use of the property is being proposed. Surface parking is generally not encouraged nor considered the highest and best use of parcels located close to both neighborhood commercial districts and public transit hubs.

HOUSING ELEMENT

OBJECTIVE 1
IDENTIFY AND MAKE AVAILABLE FOR DEVELOPMENT ADEQUATE SITES TO MEET THE CITY'S HOUSING NEEDS, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING.

POLICY 1.10
Support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips.

OBJECTIVE 12
Balance housing growth with adequate infrastructure that serves the City's growing population.

Policy 12.1
Encourage new housing that relies on transit use and environmentally sustainable patterns of movement.

OBJECTIVE 13
PRIORITIZE SUSTAINABILE DEVELOPMENT IN PLANNING FOR AND CONSTRUCTING NEW HOUSING.

POLICY 13.1
Support "smart" regional growth that locates new housing close to jobs and transit.

POLICY 13.3
Promote sustainable land use patterns that integrate housing with transportation in order to increase transit, pedestrian, and bicycle mode share.

Each of the above objectives and policies directs the Planning Department to identify sites that are ideal for housing development due to their access to public transit and pedestrian accessibility. The subject parcel's location sits between the entrance to the Glen Park Greenway and the Glen Park BART station, making it extremely accessible to both public transportation and pedestrian infrastructure. The permanent development of this site to a Public Parking Lot would be a great waste of land with great potential for denser housing and commercial development.

NOW THEREFORE BE IT RESOLVED that the Commission hereby DISAPPROVES the proposed Ordinance described in this Resolution.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on June 7, 2018.

Jonas P. Ionin
Commission Secretary

AYES: Hillis, Johnson, Koppel, Melgar, Moore, Richards

NOES: None

ABSENT: Fong

ADOPTED: June 7, 2018

SAN FRANCISCO
PLANNING DEPARTMENT

Executive Summary
Planning Code Text Amendment
HEARING DATE: JUNE 7, 2018

1650 Mission St.
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Project Name:	**Public Parking Lot as a Permitted Use in the Glen Park NCT and Adjoining Locations**
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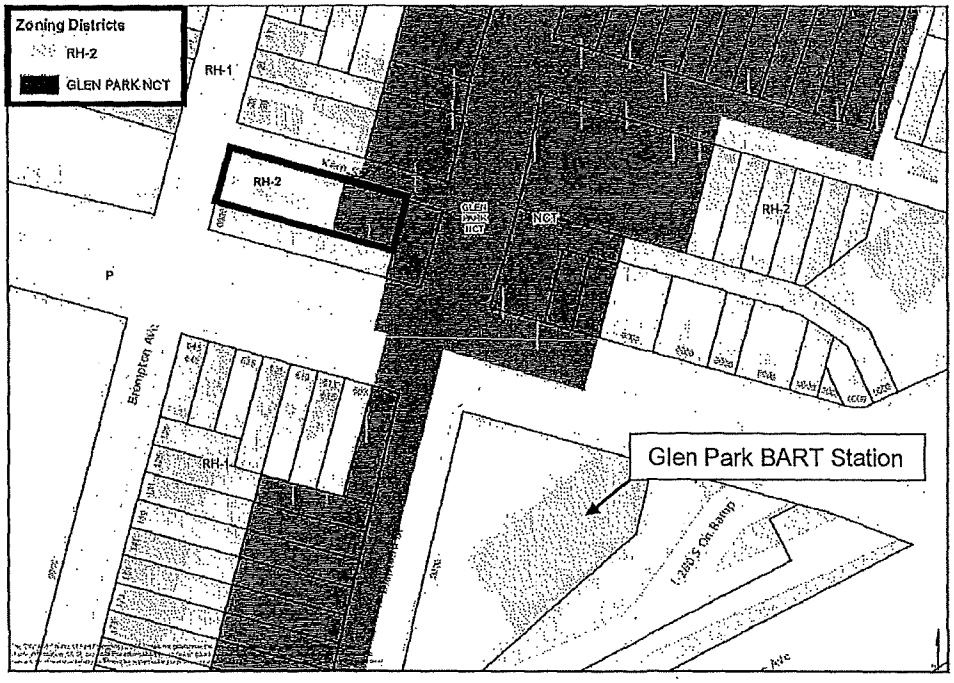
Initiated by:	Supervisor Sheehy / Introduced February 27, 2018 60-Day Extension Introduced May 15, 2018
Staff Contact:	Audrey Butkus, Legislative Affairs audrey.butkus@sfgov.org, 415-575-9129
Reviewed by:	Aaron Starr, Manager of Legislative Affairs aaron.starr@sfgov.org, 415-558-6362
Recommendation:	**Disapproval**

PLANNING CODE AMENDMENT

The proposed Ordinance would amend the Planning Code to permit a Public Parking Lot as of right on a parcel of land currently straddling two zoning districts: Glen Park NCT and RH-2.

The Way It Is Now:

A parcel at 21 Brompton Avenue straddles two zoning districts: Residential House - Two Family (RH-2) and the Glen Park Neighborhood Commercial District (Glen Park NCT). The parcel has operated as an unwarranted parking lot without improvements since the 1970's. Under the current zoning, a Public Parking Lot is not permitted in RH-2 Districts, and only permitted as a temporary use (five year maximum) with a Conditional Use authorization in the Glen Park NCT.



The Way It Would Be:

A Public Parking Lot would be allowed as of right on the parcel at 21 Brompton Avenue.

BACKGROUND

History of the Subject Property:

In 1963, as part of a Planned Unit Development application submitted by the Real Estate Department, Bosworth Street was proposed to be widened in the area adjacent to the subject property. At the time of filing, the subject property was seven separate lots, with the first three lots from the east zoned C-2 and developed with a mixture of single-family and two-family dwellings, stores and a gas station at the rear of the lot on the northeast corner of Diamond Street and Bosworth Street. The four lots on the western portion of the block were zoned R-2 and developed with a two-family dwelling and three single-family dwellings. In the years immediately following the application's approval, these buildings were demolished or relocated. Bosworth Street was widened and the remaining portion of the lot was reserved for a future City-owned parking lot under the City's neighborhood parking program, as indicated in the Planning Commission report for Case R70.13:

> "The sale of Lot 29, Block 6744 is in conflict with the Master Plan because a portion of it has been landscaped by the City as a part of the Bosworth Street widening project and because the remainder of it should be reserved for a public parking lot under the City's neighborhood parking program."

However, as indicated in a Memorandum to the City Planning Commission from the Director of Planning on December 13, 1971 in reference to Case R71.48, the City's Parking Authority had failed to demonstrate further interest in the parking lot proposal and the lot was proposed for sale:

> "The Parking Authority has shown no interest in developing a neighborhood shopping district parking lot on the level portion of the property. The site would be suitable for housing for the elderly and staff members of Housing Authority have shown some interest, but at present the outlook for public housing there seems remote because of federal policies. In the meantime, a local realtor has actively sought to have the property declared surplus, and since there is no immediate public use it is difficult to recommend that the City retain it on the basis of unforeseen future public needs."

In 1971, and as a result of the proposed sale, the Planning Department issued a General Plan Referral finding that the sale of the landscaped portion of the subject lot along Bosworth Street was in conflict with the Master Plan, but that sale of the un-landscaped portion of the property along Kern Street —that which is now the subject property -would be consistent with the Master Plan. Three years later the subject property was sold to a private owner, who is still the owner present day.

As part of the General Plan Referral case file, a July 21, 1971 Memorandum identified potential uses of the lot and gave recommendations for future development. The Memorandum specified that the then current use of the lot was that of "unauthorized parking":

> "Parking Authority does not see need to develop subject city-owned lot for parking; however lot is presently used for unauthorized parking."

The property has been operating as an unimproved parking lot by the property owner since the 1970's. In 2013 the property owners requested a Project Review Meeting with Planning Department staff. The purpose of the meeting was to help the owners determine the possibilities for future development of their property. Department staff concluded that the site at 21 Brompton Avenue would best fulfill the objectives of the General Plan by being developed as multi-unit housing.

In 2017, the property owners filed a request for a Zoning Administrator Determination letter to establish that the subject property was a legal nonconforming Public Parking Lot. The ZA found the lot was never established with the benefit of a permit. Additionally, the letter stated that although the PUD at one time slated the lot to be parking, as early as 1971 the Planning Director at the time wrote that the site would be suitable for housing and that there was no interest from the Parking Authority to develop a parking lot. The Zoning Administrator further concluded that it would be difficult to establish as Public Parking Lot on the parcel. The only portion of the parcel eligible to apply for a Conditional Use authorization for a Parking Lot would be the smaller portion on the eastern side of the parcel which is zoned Glen Park NCT. The small size of the portion of the parcel would make it nearly impossible to meet street tree requirements without cutting into the property owner's proposed number of parking spaces. The western portion of the parcel, zoned RH-2, would not be eligible for establishing a Public Parking Lot as the underlying zoning does not permit this use.

ISSUES AND CONSIDERATIONS

Rezoning to Encourage Housing Development:

The subject property's location just one block from the Glen Park BART station makes it an ideal site for housing development. The Glen Park Area Plan identifies a small cluster of sites, (including the subject parcel), as ideal for future development of a mix of retail and housing. The Glen Park Area Plan recognizes that the neighborhood contains a very limited amount of space available for development. This limitation in available land further emphasizes the importance of treating the subject parcel with the utmost consideration of the Glen Park Area Plan's desire to see more dense land uses in this location.

The Department recognizes that the current split zoning of the subject parcel makes coherent development of the lot difficult. Staff would recommend the Commission support any future proposal to rezone the western portion of the lot from RH-2, to the Glen Park NCT. This rezoning would not only solidify the parcel as a single zoning district, but also facilitate the opportunity for more dense development.

Glen Park Greenway Plan:

Glen Canyon Park lies to the west of the subject parcel. Running between the park and the subject parcel is a longstanding pedestrian pathway used by residents for both recreation, and commuting between the park and other parts of the neighborhood. The neighborhood identified this corridor as a valuable community asset that should be enhanced and maintained. The result has been the development of the Glen Park Greenway Plan. Residents have been constructing this plan for over eight years, involving professional planners, designers, and local residents to develop a strategy for the corridor's future development. Although the Greenway Plan has not been adopted into the General Plan, its objectives should be considered in any potential development within the area identified by the Greenway Plan. The

subject parcel has been identified in the Greenway Plan as an entranceway to the greenway. The Plan shows that the subject parcel and its street frontage along Kern Street should be developed in a way that promotes safe pedestrian access to the greenway and acts as the gateway to the greenway. The Plan also identifies the public parcel abutting the subject parcel along Bosworth Street as being retained as public greenspace.

Underlying Zoning of the Subject Parcel:
The subject parcel lies across two zoning districts: the Glen Park NCT covers approximately one third of the eastern side of the property, and RH-2 covers the western two thirds. The Glen Park NCT requires a Conditional Use Authorization to establish a Public Parking Lot, and may not exceed a period of more than five years. Public Parking Lots are not permitted in RH-2 Districts. If the proposed ordinance is approved, the ability for a Public Parking Lot to establish at this site would be as of right.

The purpose of NCT Districts are to create an environment that is friendly to pedestrians and public transit, rather than private vehicle traffic. RH-2 Districts do not permit parking, as the main goal of these districts is to reserve the land within them for housing. The establishment of a parking lot at this site, therefore, does not conform to the ideals of the NCT District or RH-2 Districts.

General Plan Compliance:
The proposed Ordinance is **not** in conformance with the following objectives of the General Plan:

GLEN PARK AREA PLAN

OBJECTIVE 1
PROTECT AND STRENGTHEN THE QUALITIES THAT MAKE DOWNTOWN GLEN PARK SPECIAL.

Policy 2.2
Update existing neighborhood zoning to strengthen Glen Park's commercial district and reinforce the area's pedestrian and transit oriented character.

The subject parcel, although currently used for parking, is in a pivotal location, between the Glen Park Greenway and the Glen Park BART station. This permanent installation of parking at this site will only impede the pedestrian experience and safety to residents traveling along the greenway and BART station.

OBJECTIVE 2
ENSURE THE COMPATIBILITY OF NEW DEVELOPMENT WITH THE FORM AND CHARACTER OF GLEN PARK.

Policy 2.2
Consider new housing and commercial opportunities in appropriately scaled infill development that supports the commercial area.

Glen Park is a largely built-out neighborhood and will not experience massive new growth or development. Only a limited number of sites for future development exist in the commercial core. These include the parcels at the

northwest corner of Diamond and Bosworth Streets and the BART parking lot. The prominence of these sites requires they receive a high level of attention to ensure any development proposals support the context and character of the village.

TRANSPORTATION ELEMENT

OBJECTIVE 2
USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

POLICY 2.1
Use rapid transit and other transportation improvements in the city and region as the catalyst for desirable development, and coordinate new facilities with public and private development.

OBJECTIVE 3
MAINTAIN AND ENHANCE SAN FRANCISCO'S POSITION AS A REGIONAL DESTINATION WITHOUT INDUCING A GREATER VOLUME OF THROUGH AUTOMOBILE TRAFFIC.

OBJECTIVE 32
ENSURE THAT THE PROVISION OF NEW OR ENLARGED PARKING FACILITIES DOES NOT ADVERSELY AFFECT THE LIVABILITY AND DESIRABILITY OF THE CITY AND ITS VARIOUS NEIGHBORHOODS.

POLICY 32.4
Restrict long term automobile parking at rapid transit stations in the city in favor of development of effective feeder transit service and enhanced access for pedestrians and bicyclists.

The subject parcel is located just one block from the Glen Park BART station and is one of few developable parcels left in the neighborhood. Its future should be carefully considered and proposals should only be approved if the highest and best use of the property is being proposed. Surface parking is generally not encouraged nor considered the highest and best use of parcels located close to both neighborhood commercial districts and public transit hubs.

HOUSING ELEMENT

OBJECTIVE 1
IDENTIFY AND MAKE AVAILABLE FOR DEVELOPMENT ADEQUATE SITES TO MEET THE CITY'S HOUSING NEEDS, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING.

POLICY 1.10

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

OBJECTIVE 12
Balance housing growth with adequate infrastructure that serves the City's growing population.

Policy 12.1
Encourage new housing that relies on transit use and environmentally sustainable patterns of movement.

OBJECTIVE 13
PRIORITIZE SUSTAINABILE DEVELOPMENT IN PLANNING FOR AND CONSTRUCTING NEW HOUSING.

POLICY 13.1
Support "smart" regional growth that locates new housing close to jobs and transit.

POLICY 13.3 +
Promote sustainable land use patterns that integrate housing with transportation in order to increase transit, pedestrian, and bicycle mode share.

Each of the above objectives and policies directs the Planning Department to identify sites that are ideal for housing development due to their access to public transit and pedestrian accessibility. The subject parcel's location sits between the entrance to the Glen Park Greenway and the Glen Park BART station, making it extremely accessible to both public transportation and pedestrian infrastructure. The permanent development of this site to a Public Parking Lot would be a great waste of land with great potential for denser housing and commercial development.

Implementation
The Department determined that this Ordinance will not impact our current implementation procedures; however the proposed changes can be implemented without increasing permit costs or review time.

RECOMMENDATION

The Department recommends that the Commission recommend ***disapproval*** of the proposed Ordinance and adopt the attached Draft Resolution to that effect.

BASIS FOR RECOMMENDATION

While the Department recognizes that this property has been used a public parking lot for several decades without the benefit of a permit, the proposed ordinance is not consistent with the Glen Park Plan. Further, the property's proximity to the Glen Park BART station makes it more suitable for housing or a mixed use development. The proposal to allow the subject parcel to become a Public Parking Lot would be a missed opportunity for a property that is ideal for housing and commercial uses. The Glen Park neighborhood is largely developed, leaving few other parcels as options for future housing development. The owners of this parcel have themselves expressed to Planning Department staff that they desire to see

the site developed as housing in the future. Granting a Public Parking Lot to exist not only as of right, but as a permanent land use will only stunt this land from being developed to its highest and best use.

If the Board adopts the proposed ordinance, the Department recommends that the ordinance include a sunset provision to make the parking lot use temporary, rather than permanent. The site is an ideal candidate for dense transit-friendly housing, and the property owners have expressed a desire to develop the property for housing in the future. Allowing a Public Parking Lot to establish by right will only impede the highest and best use of this property for housing.

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.

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

The Department has received one letter in opposition to the proposed ordinance, which is attached as Exhibit B. The letter states that the proposed ordinance goes against the neighborhood's stated desire to see the subject parcel used for housing and retail.

RECOMMENDATION:	**Recommendation of Disapproval**

Attachments:

Exhibit A:	Draft Planning Commission Resolution
Exhibit B:	Written Public Comment
Exhibit C:	Glen Park Greenway Design Concepts
Exhibit D:	Board of Supervisors File No. 150731

SAN FRANCISCO
PLANNING DEPARTMENT

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Suite 400
San Francisco,
CA 94103-2479

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Planning Commission Draft Resolution

HEARING DATE JUNE 7, 2018

Project Name:	**Public Parking Lot as a Permitted Use in the Glen Park NCT and Adjoining Locations**
Case Number:	**2018-003260PCA** [Board File No. 180191]
Initiated by:	Supervisor Sheehy / Introduced February 27, 2018 60-Day Extension Introduced May 15, 2018
Staff Contact:	Audrey Butkus, Legislative Affairs audrey.butkus@sfgov.org, 415-575-9129
Reviewed by:	Aaron Starr, Manager of Legislative Affairs aaron.starr@sfgov.org, 415-558-6362
Recommendation:	**Disapproval**

RECOMMENDING THAT THE BOARD OF SUPERVISORS DISAPPROVE A PROPOSED ORDINANCE THAT WOULD AMEND THE PLANNING CODE TO REVISE THE DEFINITION OF FORMULA RETAIL TO INCLUDE SUBSIDIARIES OR AFFILIATES OF FORMULA RETAIL MEETING CERTAIN CRITERIA; ADOPTING FINDINGS, INCLUDING ENVIRONMENTAL FINDINGS, PLANNING CODE SECTION 302 FINDINGS, AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND PLANNING CODE SECTION 101.1.

WHEREAS, on February 27, 2018, Supervisor Sheehy introduced a proposed Ordinance under Board of Supervisors (hereinafter "Board") File Number 180191, which would amend the Planning Code to permit as of right Public Parking Lot uses where the parcel is located in both the Glen Park Neighborhood Commercial Transit and RH-2 (Residential, House Districts, Two-Family) zoning districts, the property has been used as Public Parking Lot for the past ten years without the benefit of a permit, and the adjoining RH-2 parcel is no larger than 40 feet by 110 feet;

WHEREAS, The Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Ordinance on June 7, 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)(2) 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 **disapprove** the proposed ordinance.

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:

General Plan Compliance. The proposed Ordinance is inconsistent with the following Objectives and Policies of the General Plan:

GLEN PARK AREA PLAN

OBJECTIVE 1
PROTECT AND STRENGTHEN THE QUALITIES THAT MAKE DOWNTOWN GLEN PARK SPECIAL.

Policy 2.2
Update existing neighborhood zoning to strengthen Glen Park's commercial district and reinforce the area's pedestrian and transit oriented character.

The subject parcel, although currently used for parking, is in a pivotal location, between the Glen Park Greenway and the Glen Park BART station. This permanent installation of parking at this site will only impede the pedestrian experience and safety to residents traveling along the greenway and BART station.

OBJECTIVE 2
ENSURE THE COMPATIBILITY OF NEW DEVELOPMENT WITH THE FORM AND CHARACTER OF GLEN PARK.

Policy 2.2
Consider new housing and commercial opportunities in appropriately scaled infill development that supports the commercial area.

Glen Park is a largely built-out neighborhood and will not experience massive new growth or development. Only a limited number of sites for future development exist in the commercial core. These include the parcels at the northwest corner of Diamond and Bosworth Streets and the BART parking lot. The prominence of these sites requires they receive a high level of attention to ensure any development proposals support the context and character of the village.

TRANSPORTATION ELEMENT

OBJECTIVE 2

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

POLICY 2.1
Use rapid transit and other transportation improvements in the city and region as the catalyst for desirable development, and coordinate new facilities with public and private development.

OBJECTIVE 3
MAINTAIN AND ENHANCE SAN FRANCISCO'S POSITION AS A REGIONAL DESTINATION WITHOUT INDUCING A GREATER VOLUME OF THROUGH AUTOMOBILE TRAFFIC.

OBJECTIVE 32
ENSURE THAT THE PROVISION OF NEW OR ENLARGED PARKING FACILITIES DOES NOT ADVERSELY AFFECT THE LIVABILITY AND DESIRABILITY OF THE CITY AND ITS VARIOUS NEIGHBORHOODS.

POLICY 32.4
Restrict long term automobile parking at rapid transit stations in the city in favor of development of effective feeder transit service and enhanced access for pedestrians and bicyclists.

The subject parcel is located just one block from the Glen Park BART station and is one of few developable parcels left in the neighborhood. Its future should be carefully considered and proposals should only be approved if the highest and best use of the property is being proposed. Surface parking is generally not encouraged nor considered the highest and best use of parcels located close to both neighborhood commercial districts and public transit hubs.

HOUSING ELEMENT

OBJECTIVE 1
IDENTIFY AND MAKE AVAILABLE FOR DEVELOPMENT ADEQUATE SITES TO MEET THE CITY'S HOUSING NEEDS, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING.

POLICY 1.10
Support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips.

OBJECTIVE 12
Balance housing growth with adequate infrastructure that serves the City's growing population.

Policy 12.1
Encourage new housing that relies on transit use and environmentally sustainable patterns of movement.

OBJECTIVE 13
PRIORITIZE SUSTAINABILE DEVELOPMENT IN PLANNING FOR AND CONSTRUCTING NEW HOUSING.

POLICY 13.1
Support "smart" regional growth that locates new housing close to jobs and transit.

POLICY 13.3
Promote sustainable land use patterns that integrate housing with transportation in order to increase transit, pedestrian, and bicycle mode share.

Each of the above objectives and policies directs the Planning Department to identify sites that are ideal for housing development due to their access to public transit and pedestrian accessibility. The subject parcel's location sits between the entrance to the Glen Park Greenway and the Glen Park BART station, making it extremely accessible to both public transportation and pedestrian infrastructure. The permanent development of this site to a Public Parking Lot would be a great waste of land with great potential for denser housing and commercial development.

NOW THEREFORE BE IT RESOLVED that the Commission hereby recommends that the Board DISAPPROVE the proposed Ordinance described in this Resolution.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on May 3, 2018.

Jonas P. Ionin
Commission Secretary

AYES:

NOES:
ABSENT:

ADOPTED: June 7, 2018

EXHIBIT B

Livable City

May 3, 2018

Supervisor Jeff Sheehy
City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco CA 94102

Re: Planning Code - Public Parking Lot as a Permitted Use in the Glen Park Neighborhood Commercial Transit District and Adjoining Locations (file #180191)

Dear Supervisor Sheehy,

On behalf of Livable City, I am writing to express our opposition to your proposed ordinance to allow the expansion of Public Parking Lot uses onto a residentially-zoned portion of a lot adjacent to the Glen Park Neighborhood Commercial District. It is contrary to the intent of the Glen Park Community Plan, and contrary to city policies and good planning practice which support housing and neighborhood-serving non-residential uses in walkable neighborhoods close to major transit stations.

I participated in the Glen Park Community Plan process over a decade ago, and in my role as a BART director, helped provide funding for the planning effort. The plan sought to foster a vital and walkable neighborhood commercial district around Glen Park BART station, including providing more badly-needed housing.

The plan identified two main opportunity sites for buildings that could provide new housing and commercial space – the BART station parking lot, and a cluster of parcels owned by the Hayes family and Bernie Kelly, on either side of Kern Street between Diamond and Brompton streets. The plan envisaged a mixed-use infill project on the Hayes and Kelly sites, replacing the open lots with storefronts and housing. Some of the relevant policies in the City's Glen Park Community Plan include:

> "Recognize Kern Street and the BART plazas as important public space opportunities."
>
> "Glen Park is a largely built-out neighborhood and will not experience massive new growth or development. Only a limited number of sites for future development exist in the commercial core. These include the parcels at the northwest corner of Diamond and Bosworth Streets and the BART parking lot. The prominence of these sites requires they receive a high level of attention to ensure any development proposals support the context and character of the village."
>
> "The vibrancy and safety of downtown Glen Park depends on a certain intensity and concentration of activity. The addition of appropriately scaled and designed housing or

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small-scale retail should be considered to reinforce the established pattern. Two potential locations where this type of development may be possible and beneficial include the cluster of parcels at the northwest corner of Diamond and Bosworth Streets and the BART parking lot."

"Rather than creating new parking spaces and introducing elated congestion and traffic, demand for existing parking spaces should be optimized to improve parking availability at all times of day."

At the time, several of the Kelly and Hayes parcels were dilapidated and ill-maintained, which blighted the area and proved burdensome to neighbors and tenants of the properties. So have some of the landowners' ongoing uses – a large billboard, and an unpermitted parking lot operation – which are both nonconforming and inconsistent with the community plan.

Over the years the buildings facing Diamond Street have been cleaned up and the storefronts and upper-story units are occupied. However no new housing or commercial space has been built, and the parcels on either side of Kern Street are remain ill-maintained, and neither has proper sidewalks. The lack of usable sidewalks, together with the illegal parking operation's encroachment into the public right-of-way, forces people to walk in the rutted roadway, and access, especially for children, seniors, people with disabilities, is unacceptably treacherous.

Since the Planning Director decided not to rezone the BART parking lot to permit housing to be built there, the Hayes-Kelly parcels are the only lots in the neighborhood where new housing or storefronts can be built without displacing existing residents or small businesses – principally lot 6744/031, which is the largest parcel (approximately 6,637 square feet) and the only developable privately-owned parcel in the NCT district without a building on it.

Lot 6744/031 is currently split between two zoning districts – a portion is in the Glen Park NCT, and a larger portion in RH-2. The Glen Park NCT district permits housing with no lot-area density limits, as well as various neighborhood-serving commercial and institutional uses, with no required off-street parking. RH-2 zoning permits only two units per lot, and no commercial uses, with one parking space required per unit. Public Parking lots are permitted on a temporary basis in NCT districts, including the Glen Park NCT District, with conditional use authorization, and not permitted in RH districts.

The proposed ordinance would permit a Public Parking Lot use **in perpetuity** on lot 6744/031, the neighborhood's best candidate site for transit-oriented infill development, while continuing to restrict housing and neighborhood-serving commercial uses across most of the lot. This is a terrible idea. Parking lots are generally bad neighbors – they deaden sidewalks, create conflicts with walking, cycling, and transit, generate automobile traffic and pollution, and attract crime, litter, and graffiti. Making the parking lot use permanent, while continuing to limit housing and commercial uses on the site, makes it more likely that the site will never be developed. Allowing commercial parking to encroach into residential neighborhoods is also a bad precedent; it displaces housing, and is incompatible with the purpose and intent of residential districts.

A far better idea is to amend the zoning map to include the entire parcel in the Glen Park NCT district. This would encourage development of the site by increasing the allowable density and range of uses on the RH portion of the site, and would eliminating minimum parking requirements. The owners could, with conditional use approval, use the lot as a public parking lot for up to five years (per Section 161(f) of the Planning Code), but would also have a stronger incentive to develop the parcel with an appropriate transit-

oriented use, or mix of uses, consistent with both the Glen Park Community Plan and the City's policies encouraging housing and walkable communities near high capacity transit.

We ask that you withdraw or amend your proposed ordinance, and instead consider amending the zoning to encourage housing and transit-oriented commercial uses, not a parking lot, on lot 6744/031.

Sincerely,

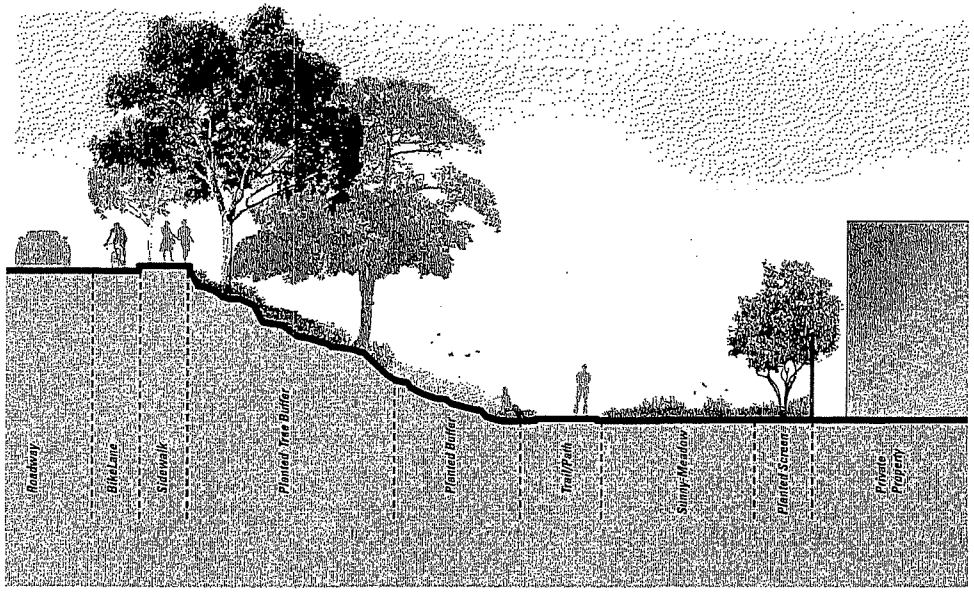
Tom Radulovich

Tom Radulovich
Executive Director

cc: Planning Department
Other interested parties

Trail Entrance (Sunny Meadow)

EXHIBIT C



1/2 Section Elevation Near Brompton Ave

2/2 Perspective Rendering Near Brompton Ave

Glen Park Greenway

Project: Glen Park Greenway

Location: Bosworth St-Glen Park, San Francisco, CA

Phase: Conceptual Design- Community Workshop #3


PARADISE AVE
ELK ST.
Any Paradise Ave Landscape, Streetscape, Wayfinding and Signage TBD
BURNSIDE VE.
Greenway Wayfinding and Signage
Existing Path Reinforced
Sunny Chaparral and Grassland
Planted Privacy Screen
Vegetation Management
CHILTON AVE.
Walking Path-Circulation Non-Loitering Zone Throughout
CHENERY ST.
Chenery Bike Route
LIPPARD AVE.
Planted Privacy Screen
Sunny Spot Meadow
BROMPTON AVE.
Planted Privacy Screen
Alternate Entrance of Greenway
Parking Court/ Potential Development Site
DIAMOND
BOSWORTH ST.
Proposed Crosswalk
Interpretive Overlook
Eliminate Noise Generation at Potential Boardwalk
Existing Crosswalk
CHILTON AVE.
Bosworth Bike Path
Woodland Zones Noise Abatement
LIPPARD AVE
Traffic Calming Paving
BROMPTON AVE
Traffic Calming Paving
Glen Park Entrance
Greenway Wayfinding and Signage TBD
• Planted Privacy Screen- Protects residences from intrusive views by users of paths.
• Walking Path Circulation- Discourage people from lingering, especially near residences.
• Path Paving Surface- Unsuitable for the use of skateboarding.
SURFACEDESIGN INC.
Bosworth Greenway Plan
Project: Glen Park Greenway
Phase: Conceptual
Scale: 1"=25'-0"
N

FILE NO. 180191 ORDINANCE NO.

[Planning Code - Public Parking Lot as a Permitted Use in the Glen Park Neighborhood Commercial Transit District and Adjoining Locations]

Ordinance amending the Planning Code to permit as of right Public Parking Lot uses where the parcel is located in both the Glen Park Neighborhood Commercial Transit and RH-2 (Residential, House Districts, Two-Family) zoning districts, the property has been used as Public Parking Lot for the past ten years without the benefit of a permit, and the adjoining RH-2 parcel is no larger than 40 feet by 110 feet; affirming the Planning Department's determination under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and making findings of public necessity, convenience, and welfare pursuant to 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. Environmental and Land Use Findings.

(a) 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. _____ and is incorporated herein by reference. The Board affirms this determination.

(b) On _____, the Planning Commission, in Resolution No. _____, 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. _____, and is incorporated herein by reference.

(c) Pursuant to Planning Code Section 302, the 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. _____, and the Board incorporates such reasons herein by reference.

Section 2. The Planning Code is hereby amended by revising Planning Code Sections 209.1 and 756, to read as follows:

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***
NON-RESIDENTIAL STANDARD AND USES						
Automotive Use Category						
Automotive Uses*	§ 102	NP	NP	NP	NP	NP
Parking Garage, Private	§ 102	C	C	C	C	C

Parking Lot, Private	§ 102	C	C	C	C	C
Parking Lot, Public	*§§ 102, 142, 156*	*NP*	*NP*	*NP*	*P(8)*	*NP*

* * * *

* Not listed below.

(1) P for Limited Commercial Uses per § 136.1(a) only; otherwise NP.

(2) [Note Deleted]

(3) C required for *seven*~~7~~ or more persons.

(4) C for *five*~~5~~ or fewer guest rooms or suites of rooms; NP for *six*~~6~~ or more guest rooms.

(5) Must be located on a landmark site, and where the site is within a Height and Bulk District of 40 feet or less, and where a columbarium use has lawfully and continuously operated since the time of designation.

(6) Construction of Accessory Dwelling Units may be permitted pursuant to Sections 207(c)(4) and 207(c)(5).

(7) C if a Macro WTS Facility; P if a Micro WTS Facility.

(8) *P only for parcels located in both the Glen Park NCT and RH-2 zoning districts where the property has been used as a Public Parking Lot for the past 10 years without the benefit of a permit, and the adjoining RH-2 parcel is no larger than 40 feet by 110 feet.*

SEC. 756. GLEN PARK NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT.

* * * *

Table 756. GLEN PARK NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT

ZONING CONTROL TABLE

Zoning Category	§ References	Controls		
NON-RESIDENTIAL STANDARD AND USES				
		Controls by Story		
		1st	**2nd**	**3rd+**
Automotive Use Category				
Automotive Uses*	§§ 102, 202.2(b)	NP	NP	NP
Automotive Repair	§ 102	C	NP	NP
Automotive Service Station	§§ 102, 187.1, 202.2(b), 202.5	C	NP	NP
Gas Station	§§ 102, 187.1, 202.2(b)	C	NP	NP
Parking Garage, Private	§ 102	C	C	C
Parking Garage, Public	§ 102	C	C	C
Parking Lot, Private	§§ 102, 142, 156	C	C	C
Parking Lot, Public	§§ 102, 142, 156	C*(5)*	C	C

* * * *

* Not listed below

(1) C required for ground floor residential use when street frontage is listed in 145.4(b)

(2) [Note deleted.]

(3) C required for seven or more persons.

(4) C if a Macro WTS Facility; P if a Micro WTS Facility.

(5) P only for parcels located in both the Glen Park NCT and RH-2 zoning districts where the property has been used as a Public Parking Lot for the past 10 years without the benefit of a permit, and the adjoining RH-2 parcel is no larger than 40 feet by 110 feet.

Section 3. 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 4. 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: _____
AUSTIN M. YANG
Deputy City Attorney

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Land Use Committee
Attn: Erica Major
Erica.major@sfgov.org

In Re: case 180191

Dear Erica and the Land Use Committee;

I am writing in support of the proposal by the Hayes family to improve and control the lot for a limited time behind 2852 Diamond. This lot is really a key spot in the Glen Park Village that is a benefit to all the merchants in this close-knit community.

As owners of the neighborhood grocery, we of course benefit from the parking opportunity; but more important for us is the chance to provide more parking for the entire commercial crossroads here in GP. Right now, the lot is difficult to control and thus is misused by those using BART for work commutes, or those transacting illegal activities (many of our shoplifting incidents for example, include a getaway car in that empty lot).

It would be a huge benefit to have this ragged piece of land fixed up, even for a limited number of years before more work can be done to develop the lots. The Glen Park greenway, which feeds into this lot, has been successfully launched, and the numerous improvement to signals and median adjacent to the lot along Bosworth add to the charm, safety and improved circulation in this wonderful neighborhood. Fixing up this lot would add to all of that.

Respectfully submitted,

Richard Tarlov

Canyon Market
2815 Diamond Street. San Francisco, CA 94131 415-586-9999

180191

From: Marian Dalere <daleresbeauty@gmail.com>
Sent: Wednesday, June 20, 2018 1:50 PM
To: Major, Erica (BOS)
Subject: Regarding Glen Park parking lot

Dear Erica Major,
This letter is regarding a parking lot in Glen Park. Reference number 180191

My name is Marian Dalere. I own a hairsalon in Glen Park. I had heard that the parking lot on Kern St. may get fenced off.
I hope that it stays as a parking lot, whether it be paid or free. My clients do occasionally use that lot when they come into Glen Park. Parking does get pretty bad not to mention traffic at certain times of the day. If it's a quick haircut or just doing some errands at other businesses, they feel that is lot is an asset to the area.
So I'm just voicing my concern, that I hope this parking lot can still stay available to my clients and to others who like to shop local.

Thank you,
Marian Dalere
415-586-3980
Dalere's Beauty Salon
660 Chenery St.
San Francisco, CA 94131

Sent from my iPhone

180191

From: Zoel Fages <zoel1966@me.com>
Sent: Tuesday, June 19, 2018 5:05 PM
To: Major, Erica (BOS)
Subject: Reference Case 180191

Hello Erica - I am Zoel Fages, business owner of Perch in the Glen Park neighborhood. I am writing to express my support for Patty Hayes and the other property owners of the lot behind Pebble's Cafe and Pano to proceed with paid parking. Fencing off the area would have adverse effect on all business in the neighborhood. The addition of paid parking it will actually help with the congestion in the neighborhood.

Thank you for your consideration,

Zoel Fages

Perch
654 Chenery Street
San Francisco, CA 94131
415.586.9000
zoel@perchsf.com
www.perchsf.com

180191

From: Carl Scheidenhelm <carl@sf-arc.com>
Sent: Tuesday, June 19, 2018 5:08 PM
To: Major, Erica (BOS)
Cc: janettarlov@gmail.com
Subject: Proposed public parking lot - 21 Brompton @ Kern Alley Case# 180191

Hi Erica,
I am writing in support of the temporary use permit being presented to the Land Use Committee for the proposed public parking lot - 21 Brompton @ Kern Alley Case# 180191. I am both a long time resident of Glen Park (25 years) and I've had my architectural office in the village for the last 10 years. I am also a member of the Glen Park Merchants Association. I am very aware of all the changes that have occurred in the Glen Park neighborhood over the years.

Even though there is an ongoing transition for the village to be 'transit oriented', there remains a need for some parking to support the local businesses. Over time, as people's habits change, perhaps this need will lessen. The alternative of removing the lot immediately will be a great shock to the village merchants and customers.

I agree that the parking lot should be temporarily improved and regulated to make it safer and more dedicated to short term parking to support the local businesses. The propose 6 year limit is an appropriate time line to transition the property to a higher use for housing and/or commercial development.

I believe this is a unique situation and will not be used as a precedent to surface parking in other locations.

Sincerely,

Carl Scheidenhelm
principal architect
ca. #25859

SF ARC
architecture

SF Architecture
2856 Diamond Street
San Francisco, CA 94131
O) 415-585-2440
M) 415.378.6051

carl@sf-arc.com

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

March 6, 2018

File No. 180191

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

Dear Ms. Gibson:

On February 27, 2018, Supervisor Sheehy introduced the following proposed legislation:

File No. 180191

Ordinance amending the Planning Code to permit as of right Public Parking Lot uses where the parcel is located in both the Glen Park Neighborhood Commercial Transit and RH-2 (Residential, House Districts, Two-Family) zoning districts, the property has been used as Public Parking Lot for the past ten years without the benefit of a permit, and the adjoining RH-2 parcel is no larger than 40 feet by 110 feet; affirming the Planning Department's determination under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and making findings of public necessity, convenience, and welfare pursuant to Planning Code, Section 302.

This legislation is being transmitted to you for environmental review.

Angela Calvillo, Clerk of the Board

for By: Alisa Somera, Legislative Deputy Director
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
Fax No. 554-5163
TDD/TTY No. 554-5227

March 6, 2018

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

Dear Commissioners:

On February 27, 2018, Supervisor Sheehy introduced the following legislation:

File No. 180191

Ordinance amending the Planning Code to permit as of right Public Parking Lot uses where the parcel is located in both the Glen Park Neighborhood Commercial Transit and RH-2 (Residential, House Districts, Two-Family) zoning districts, the property has been used as Public Parking Lot for the past ten years without the benefit of a permit, and the adjoining RH-2 parcel is no larger than 40 feet by 110 feet; affirming the Planning Department's determination under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and making findings of public necessity, convenience, and welfare pursuant to 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

for By: Alisa Somera, Legislative Deputy Director
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, Senior Policy Advisor
Laura Lynch, Environmental Planning
Joy Navarrete, Environmental Planning

Member, Board of Supervisors
District 4

City and County of San Francisco

KATY TANG

DATE: June 21, 2018

TO: Angela Calvillo
Clerk of the Board of Supervisors

FROM: Supervisor Katy Tang, Chair, Land Use and Transportation Committee

RE: Land Use and Transportation Committee
COMMITTEE REPORT

Pursuant to Board Rule 4.20, as Chair of the Land Use and Transportation Committee, I have deemed the following matter is of an urgent nature and request it be considered by the full Board on Tuesday, June 26, 2018, as a Committee Report:

180191 **Planning Code - Public Parking Lot as a Permitted Use in the Glen Park Neighborhood Commercial Transit District and Adjoining Locations**

Ordinance amending the Planning Code to permit as of right Public Parking Lot uses where the parcel is located in both the Glen Park Neighborhood Commercial Transit and RH-2 (Residential, House Districts, Two-Family) zoning districts, the property has been used as Public Parking Lot for the past ten years without the benefit of a permit, and the adjoining RH-2 parcel is no larger than 40 feet by 110 feet; affirming the Planning Department's determination under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and making findings of public necessity, convenience, and welfare pursuant to Planning Code, Section 302.

This matter will be heard in the Land Use and Transportation Committee at a Regular Meeting on Monday, June 25, 2018, at 1:30 p.m.

City Hall • 1 Dr. Carlton B. Goodlett Place • Room 244 • San Francisco, California 94102-4689 • (415) 554-7460
Fax (415) 554-7432 • TDD/TTY (415) 554-5227 • E-mail: KatyTang@sfgov.org

Print Form

Introduction Form

By a Member of the Board of Supervisors or Mayor

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. 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 the Imperative Form.

Sponsor(s):

Supervisor Jeff Sheehy

Subject:

Planning Code; Public Parking Lot as a Permitted Use in Glen Park Neighborhood.

The text is listed:

Ordinance amending Planning Code Section 101.1 to permit as a right of PUBLIC PARKING LOT USE.

Signature of Sponsoring Supervisor: Jeff Sheehy

For Clerk's Use Only