

LEGISLATIVE DIGEST
(Duplicated, 12/4/2018)

[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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