

LEGISLATIVE DIGEST

[Planning, Environment Codes - Parking Requirements]

Ordinance amending various sections of the Planning Code to modify maximum amounts of parking permitted in certain Neighborhood Commercial, Residential-Mixed, Community Commercial, and Mission Bay zoning districts, to require that above-grade parking in all districts be designed for conversion to other uses, and to update outdated references, clarify existing requirements, and improve the organization of the Code; amending the Environment Code to update a Planning Code cross-reference; 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 adopting findings of public necessity, convenience, and general welfare under Planning Code, Section 302.

Existing Law

Off-Street Parking and Loading Requirements

Sections 150 and 151 establish the minimum requirements for off street parking and off-street loading.

Section 151.1 establishes the maximum amount of parking permitted in various zoning districts; reference to these requirements is made in the zoning control tables for the subject zoning districts.

Sections 152 and 152.1 set forth the requirements for off-street freight loading and service vehicle spaces in specified zoning districts.

Section 153 provides rules for the calculation of required off-street parking, freight loading, and bicycle parking spaces.

Sections 154 and 155 establish the dimensions for and general standards as to the location and arrangement of off-street parking, freight loading, and service vehicle spaces.

Sections 155.1 through 155.4 establish bicycle parking requirements.

Section 156 establishes requirements for parking lots.

Section 161 provides for specific exemptions and exceptions from minimum off-street parking, freight loading, and service vehicle requirements and authorizes the Zoning Administrator to provide exceptions for any use in NC, RM, or C-2 districts. The Transportation Demand Management requirements also permit projects to reduce parking below required amounts to reduce automobile traffic from new developments.

Sections 960 through 966 contains the off-street parking requirements for various Mission Bay Districts.

General Zoning Provisions (Article 1)

Section 101 sets forth the purposes of the Planning Code.

Section 102 contains generally-applicable definitions.

Dimensions, Areas, and Open Spaces (Article 1.2)

Section 121 establishes the requirements for minimum lot width and area.

Section 138.1 establishes requirements for streetscape and pedestrian improvements.

Section 145.1 establishes street frontage requirements in specified areas, and requires that above-ground parking in new buildings in C-3 districts be designed for conversion to other uses.

Compliance (Article 1.7)

Section 172 requires structures, open spaces, and off-street parking and loading to comply with Code requirements and prohibits increasing the discrepancies of legally existing non-complying conditions.

Section 186 allows for the further continuance in certain residential districts of nonconforming uses of a limited commercial and industrial character which are beneficial to, or can be accommodated within the residential areas in which they are located.

Section 187.1 allows automotive service and gas stations located in a residential district to continue as legal nonconforming uses and to enlarge or intensify the use under specified conditions.

Use Districts (Article 2)

Section 204.5 establishes the conditions under which off-street parking and loading may be considered an accessory use.

Section 207.3 establishes a process for legalizing dwelling units constructed without the required permit.

Sections 239, 240.2, 240.3, 243, 249.1, 249.24, 249.32, 249.35B, 249.42, 249.43, 249.49, 249.54, and 249.80 establish Special Use Districts and set forth the requirements that apply in those Districts.

Zoning Procedures (Article 3)

Section 303 sets forth the application and hearing procedures for obtaining a conditional use authorization.

Section 307 sets forth specific powers and duties of the Zoning Administrator.

Section 309, 309.1, and 329 establish procedures for permit review in Downtown Commercial and Residential Districts, and for large projects in Eastern Neighborhood Mixed Use Districts.

Zoning Control Tables

Articles 2, 7, 8, and 9 contain the Zoning Control Tables for various zoning districts.

Additional Code Sections

Section 411.3 sets forth the requirements for imposition of the Transit Impact Development Fee.

Section 780.1 and 823 establish the Lakeshore Plaza Special Use District and Western SoMa Special Use Districts, respectively.

Section 825 establishes the requirements for DTR – Downtown Residential Districts.

Section 899 lists sections of the Planning Code other than those in Article 8 that apply to mixed use districts.

Amendments to Current Law

Many Code sections have been amended to update outdated references and to clarify existing requirements. To improve the organization of the Code, the provisions for off-street parking and loading have been consolidated into one chart and the sections applicable to bicycle parking have been renumbered.

In addition, Section 145.1 is amended to require that above-ground parking in new buildings in all districts be designed for conversion to other uses and Section 151 is amended to make the minimum parking requirements for Health Services and Eating and Drinking Uses the same as those for other Retail Sales and Services Uses.

Background Information

Minimum parking requirements for new buildings were established in the Planning Code in the 1950s. Beginning in 1973, the Code's minimum parking requirements have been reduced or streamlined in various City zoning districts over time as a strategy to reduce traffic congestion, encourage the use of sustainable transportation modes (walking, cycling, and transit), and reduce housing and building costs. Permitted parking maximums have also been reduced. The Planning Department's Transportation Demand Management Technical Justification (June 2016) found that the cost of constructing a new parking space was \$50,000 to \$80,000 in 2014 dollars, and concluded that reduced parking is the most effective strategy for reducing traffic congestion and VMT (vehicle miles traveled) from new development.

In December 2018, the Board of Supervisors adopted Ordinance 311-18, which eliminated minimum parking requirements Citywide. This ordinance eliminates the minimum parking requirements in Article 9's Mission Bay Districts to conform these districts to the City's other zoning districts and to the areas covered by the Mission Bay North and Mission Bay South redevelopment plans. The maximum amount of parking permitted has also been reduced in various districts.