



SAN FRANCISCO PLANNING DEPARTMENT

November 8, 2019

Ms. Angela Calvillo, Clerk
Honorable Supervisor Mandelman
Board of Supervisors
City and County of San Francisco
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

**Re: Transmittal of Planning Department Case Number 2019-014525PCA:
Planning, Environment Codes - Parking Requirements
Board File No. 190794
Planning Commission Recommendation: Approval with Modification**

Dear Ms. Calvillo and Supervisor Mandelman,

On October 17, 2019, the Planning Commission conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Ordinance, introduced by Supervisor Mandelman that would amend the Planning Code to modify maximum amounts of parking permitted in certain 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districts, to require that above-grade parking in all districts be designed for conversion to other uses, and to update outdated references, clarify existing requirements, and improve the organization of the Planning Code. At the hearing the Planning Commission recommended approval with modification.

The Commission's proposed modifications were as follows:

1. Lower existing parking rates in lieu of changing parking metrics
2. Maintain the existing allowed exceptions under Planning Code Section 329, Large Project Authorization in Eastern Neighborhoods Mixed Use Districts
3. Strengthen language allowing the Zoning Administrator to modify Planning Commission Conditions of Approval for parking requirements
4. Eliminate the proposed requirement for building owners to install pedestrian lighting
5. Maintain the provision allowing a public parking lot in the Glen Park neighborhood
6. Correct typographical errors and other omissions or inconsistencies

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.

Supervisor, please advise the City Attorney at your earliest convenience if you wish to incorporate the changes recommended by the Commission.

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,

A handwritten signature in black ink, appearing to read "A. Starr" with a flourish underneath.

Aaron D. Starr
Manager of Legislative Affairs

cc:

Judith A. Boyajian, Deputy City Attorney
Kyle Smeallie, Aide to Supervisor Mandelman
Erica Major, Office of the Clerk of the Board

Attachments:

Planning Commission Resolution
Planning Department Executive Summary



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Resolution No. 20547

HEARING DATE: OCTOBER 17, 2019

Project Name: Planning, Environment Codes - Parking Requirements
Case Number: 2019-014525PCA [Board File No. 190794]
Initiated by: Supervisor Mandelman / Introduced July 16, 2019
Staff Contact: Diego Sanchez, Legislative Affairs
diego.sanchez@sfgov.org, 415-575-9082
Reviewed by: Aaron D Starr, Manager of Legislative Affairs
aaron.starr@sfgov.org, 415-558-6362

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RESOLUTION APPROVING WITH MODIFICATIONS A PROPOSED ORDINANCE THAT WOULD AMEND VARIOUS PLANNING CODE SECTIONS 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; 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 July 16, 2019 Supervisor Mandelman introduced a proposed Ordinance under Board of Supervisors (hereinafter "Board") File Number 190794, which would amend various Planning Code sections 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;

WHEREAS, The Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Ordinance on October 17, 2019; 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

WHEREAS, the Planning Commission finds from the facts presented that the public necessity, convenience, and general welfare require the proposed amendment; and

MOVED, that the Planning Commission hereby **approves with modifications** the proposed ordinance. Those modifications include:

1. Lower existing parking rates in lieu of changing parking metrics
2. Maintain the existing allowed exceptions under Planning Code Section 329, Large Project Authorization in Eastern Neighborhoods Mixed Use Districts
3. Strengthen language allowing the Zoning Administrator to modify Planning Commission Conditions of Approval for parking requirements
4. Eliminate the proposed requirement for building owners to install pedestrian lighting
5. Maintain the provision allowing a public parking lot in the Glen Park neighborhood
6. Correct typographical errors and other omissions or inconsistencies

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:

1. Incentivizing alternatives to the private automobile is critical for the City to meet a variety of General Plan policies and other citywide programs and goals, including Vision Zero and the City's Climate Action goals.
2. Consolidating and reorganizing related Planning Code sections as well as updating and correcting erroneous references are important to the smooth functioning of the Code.
3. **General Plan Compliance.** The proposed Ordinance and the Commission's recommended modifications are consistent with the following Objectives and Policies of the General Plan:

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 1.2

Ensure the safety and comfort of pedestrians throughout the city.

Policy 1.3

Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters.

The proposed Ordinance will amend the off-street parking and loading requirements in a manner that will help improve the pedestrian environment and promote alternatives to the private automobile by removing requirements for loading across transit stops.

OBJECTIVE 2

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

Policy 2.2

Reduce pollution, noise and energy consumption.

Policy 2.5

Provide incentives for the use of transit, carpools, vanpools, walking and bicycling and reduce the need for new or expanded automobile and automobile parking facilities.

The proposed Ordinance will promote modes of transportation, including walking and bicycling, that pollute the environment and consume energy at lower rates than the private automobile. It does this by reducing allowed amounts of accessory parking, among other means.

OBJECTIVE 14

DEVELOP AND IMPLEMENT A PLAN FOR OPERATIONAL CHANGES AND LAND USE POLICIES THAT WILL MAINTAIN MOBILITY AND SAFETY DESPITE A RISE IN TRAVEL DEMAND THAT COULD OTHERWISE RESULT IN SYSTEM CAPACITY DEFICIENCIES.

Policy 14.8

Implement land use controls that will support a sustainable mode split, and encourage development that limits the intensification of automobile use

The proposed Ordinance will help to limit the intensification of private automobile use by promoting alternative transportation modes including walking, bicycling and car-sharing.

URBAN DESIGN ELEMENT

OBJECTIVE 1

EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION

Policy 1.3

Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

By requiring that buildings providing above grade off-street parking match floor and ceiling heights of adjacent street facing buildings, the proposed Ordinance will help create contextual buildings and aid in enhancing the overall look and sense of the City's neighborhoods.

4. **Planning Code Section 101 Findings.** The proposed amendments to the Planning Code are consistent with the eight Priority Policies set forth in Section 101.1(b) of the Planning Code in that:

1. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses enhanced;

The proposed Ordinance would not have a negative effect on the preservation or enhancement of neighborhood serving retail uses because the Ordinance largely concerns itself with updating the City's off-street parking controls.

2. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods;

Because the proposed Ordinance would clarify outdated Planning Code references and modify maximum allowed off-street parking amounts in the certain Neighborhood Commercial, Residential-Mixed, Community Commercial and Mission Bay zoning districts it will not have a negative effect on housing or neighborhood character.

3. That the City's supply of affordable housing be preserved and enhanced;

The proposed Ordinance would not have an adverse effect on the City's supply of affordable housing because it seeks to modify Planning Code sections related to off-street parking.

4. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking;

The proposed Ordinance would help to improve MUNI transit service as it proposes to lessen the number of automobile conflicts with transit infrastructure, including transit stops.

5. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced;

The proposed Ordinance would not cause displacement of the industrial or service sectors due to office development, and future opportunities for resident employment or ownership in these sectors would not be impaired because the Ordinance seeks to update or modify Planning Code sections dealing with off-street parking and street frontages.

6. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake;

The proposed Ordinance would not have an adverse effect on City's preparedness against injury and loss of life in an earthquake because the Ordinance seeks to update or modify sections of the Planning Code that deal with off-street parking.

7. That the landmarks and historic buildings be preserved;

The proposed Ordinance would not have an adverse effect on the City's Landmarks and historic buildings because the Ordinance proposes to modify or update off-street parking regulations.

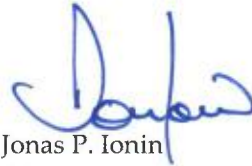
8. That our parks and open space and their access to sunlight and vistas be protected from development;

The proposed Ordinance would not have an adverse effect on the City's parks and open space and their access to sunlight and vistas because the Ordinance proposes to modify or update off-street parking regulations.

5. **Planning Code Section 302 Findings.** The Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require the proposed amendments to the Planning Code as set forth in Section 302.

NOW THEREFORE BE IT RESOLVED that the Commission hereby APPROVES WITH MODIFICATIONS the proposed Ordinance as described in this Resolution.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on October 17, 2019



Jonas P. Ionin
Commission Secretary

AYES: Fung, Johnson, Melgar, Richards

NOES: Moore

ABSENT: Koppel

ADOPTED: October 17, 2019



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Planning Code Text Amendment

HEARING DATE: OCTOBER 17, 2019
90-DAY DEADLINE: OCTOBER 23, 2019

1650 Mission St.
Suite 400
San Francisco,
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415.558.6378

Fax:
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Project Name: **Planning, Environment Codes - Parking Requirements**
Case Number: **2019-014525PCA [Board File No. 190794]**
Initiated by: **Supervisor Mandelman / Introduced July 16, 2019**
Staff Contact: **Diego Sanchez, Legislative Affairs**
diego.sanchez@sfgov.org, 415-575-9082
Reviewed by: **Aaron Starr, Manager of Legislative Affairs**
aaron.starr@sfgov.org, 415-558-6362
Recommendation: **Approval with Modifications**

PLANNING CODE AMENDMENT

The proposed Ordinance would amend 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.

The Way It Is

The Way It Would Be

Planning Code Section 101, Purposes, outlines five purposes of the Planning Code, none of which explicitly mention regulating the location of buildings, their use and adjacent land to enhance public rights of way and to minimize interference with the movements of pedestrians, cyclists, public transit and automobiles.

Planning Code Section 101 would be amended to explicitly list as a purpose of the Planning Code the regulation of the location of buildings, their use and adjacent land to enhance public right of way and to minimize interference with the movements of pedestrians, cyclists, public transit and automobiles.

Repairs in an Automotive Service Station are restricted to three enclosed bays in buildings having no openings other than fixed windows 40 feet from any R district. Accessory towing at Automotive Service Stations are limited to one towing vehicle.

Repairs in an Automotive Service Station would no longer be restricted to three enclosed bays, but the Automotive Service Station would be required to adequately soundproof incidental noise, and the building openings and distance from an R district restrictions would be lifted. Accessory towing would be limited to two towing vehicles.

Shower and locker facilities are considered Gross Floor Area

Shower and locker facilities would not be considered Gross Floor Area if they meet the physical and operational standards in the Planning Code.

The Planning Code requires that every newly create lot provide vehicular access to and from a permanent right of way.

Newly created lots would be required to provide public access to and from a permanent right of way.

The Planning Code requires streetscape and pedestrian improvements in conformance with the Better Streets Plan for a variety of large projects. New or expanded Private Parking Garages, Private Parking Lots, Public Parking Garages or Public Parking Lots are not considered large projects and do not have to comply with this requirement.

New or expanded Private Parking Garages, Private Parking Lots, Public Parking Garages or Public Parking Lots would be considered large projects and would have to comply with this requirement to provide streetscape and pedestrian improvements in conformance with the Better Streets Plan.

For the purposes of the Street Frontages requirements in Neighborhood Commercial, Residential-Commercial, Commercial, and Mixed Use Districts, building lobbies are not required to meet the transparency and fenestration or the gates, railing and grillwork requirements.

Building lobbies would be required to meet the transparency and fenestration and the gates, railing and grillwork requirements under the Street Frontages requirements for the Neighborhood Commercial, Residential-Commercial, Commercial, and Mixed Use Districts.

The Planning Code, when regulating street frontages for active uses, does not require that Retail uses, when having an accessory non-Retail use, be oriented to the street.

Retail uses, when having an accessory non-Retail use, would be required to be oriented to the street, having a street presence.

Off-street parking at stories above the first is required to be set back at least 15 feet from the street

Off-street parking at stories above the first would be required to be set back at least 25 feet from the street.

Off-street parking at or above the first story is required to be designed to facilitate its conversion to other uses within the C-3 zoning.

The provisions that require off-street parking at or above the first story to be designed to facilitate conversion to other uses would be extended citywide. In addition, off-street parking on upper stories would be required to have a floor level and ceiling height matching that of the street-facing active uses on those floors.

Frontages with active uses that are not PDR uses are required to be fenestrated with transparent windows and doorways and allow visibility to the inside of the building.

Only Industrial uses would be exempt from the requirement that frontages with active uses be fenestrated with transparent windows and doorways and allow visibility to the inside of the building. Frosted glass would no longer count towards the meeting the transparency requirement.

Among the seven street frontage requirements for buildings within the Neighborhood Commercial, Residential-Commercial, Commercial, and Mixed

Providing pedestrian lighting would be a new requirement for buildings with street frontage in the Neighborhood Commercial, Residential-

Use Districts, providing pedestrian lighting was not included

Commercial, Commercial, and Mixed Use Districts.

The schedule of required off-street parking and the schedule of permitted off-street parking are found in Tables 151 and 151.1, respectively.

The off-street parking schedules would be consolidated into Table 151. In addition, the allowed off-street parking for certain uses would be changed. To see the changes by uses, please refer to Exhibit C

For projects in the MUG, WMUG, MUR, MUO, RED, RED-MX and SPD districts and subject to Planning Code Section 329 requests for residential accessory parking above principally permitted amounts are reviewed by the Planning Commission according to the procedures in Section 329. For projects in those districts, but not subject to Section 329, the Zoning Administrator reviews requests for residential accessory parking above principally permitted amounts.

For projects in the MUG, WMUG, MUR, MUO, RED, RED-MX and SPD districts all requests for residential accessory parking above principally permitted amounts would be reviewed by the Planning Commission as a Conditional Use authorization.

All non-Residential uses greater than 20,000 square feet, where permitted by the Schedule of Permitted Off-Street Parking Spaces, can request accessory parking above principally permitted amounts, and this request is reviewed by the Planning Commission as a Conditional Use authorization.

General Grocery Stores greater than 20,000 square feet, where permitted by the Schedule of Permitted Off-Street Parking Spaces, would be able to request accessory parking above principally permitted amounts, and this request would be reviewed by the Planning Commission as a Conditional Use authorization.

There are no exceptions from the off-street loading requirements if the lot being served by the loading only can be accessed across a Street Park, as designated by the Department of Public Works, or a transit stop.

Off-street loading would no longer be required if the lot being served can only be accessed across a Street Park, as designated by the Department of Public Works, or a transit stop.

The Planning Code lists portions of streets where the preservation of the pedestrian character and minimization of transit delays requires that vehicular access to off-street parking or loading be limited or restricted. Valencia Street, between 15th and 23rd Streets in the Valencia Street NCT District is one of the streets that enjoys this regulation.

The portion of Valencia Street where vehicular access to off-street parking or loading is limited or restricted would be extended to Market Street to the north and to Cesar Chavez to the south.

In the C-3 district off-street parking is not allowed above the first story except in accordance with Planning Code Section 309 and 155(s)(2).

In the C-3 district off-street parking would not be allowed to be built above the first story.

Vertical bicycle parking cannot satisfy the Class 2 bicycle parking requirements for uses not listed in Table 155.2, Bicycle Parking Spaces Required.

Vertical bicycle parking would be allowed to satisfy the Class 2 bicycle parking requirements for uses not listed in Table 155.2, Bicycle Parking Spaces Required.

Mortuary uses are not required to provide bicycle parking

Mortuary uses would be required to provide bicycle parking at the same rate as Retail Sales and Service uses not specifically listed in Table 155.2, Bicycle Parking Spaces Required (One Class 1 bicycle parking space for every 7,500 square feet of Occupied Floor Area and a minimum of two Class 2 bicycle parking spaces).

Retail space devoted to the handling of bulky merchandise such as motor vehicles, machinery or furniture, excluding grocery stores, are required to provide a minimum of two Class 1 bicycle parking spaces and a minimum of two Class 2 bicycle parking spaces.

Retail space devoted to the handling of bulky merchandise such as motor vehicles, machinery or furniture, excluding grocery stores, would be required to provide bicycle parking at the same rate as Retail Sales and Service uses not specifically listed in Table 155.2, Bicycle Parking Spaces Required (One Class 1 bicycle parking space for every 7,500 square feet of Occupied Floor Area and a minimum of two Class 2 bicycle parking spaces).

Non-Retail Sales and Services not specifically listed in Table 155.2, Bicycle Parking Spaces Required are required to provide Class 2 bicycle parking spaces according to the gross square footage of a use.

Non-Retail Sales and Services not specifically listed in Table 155.2, Bicycle Parking Spaces Required would be required to provide Class 2 bicycle parking spaces according to the occupied square footage of a use

Community Residential, Community Commercial and Public Parking Lots in the RED and SPD districts are exempt from the Vehicular Use Area screening requirements if the screening would prevent the use of the subject lot as an open space or play area for nearby residents.

Community Residential, Community Commercial and Public Parking Lots in the RED and SPD districts would be required to meet the Vehicular Use Area screening requirements.

Limited Commercial and Industrial nonconforming uses in the RH, RM, RTO and RED districts are not allowed to expand into non-residential space on or below the ground floor or within an existing building envelope, including into non-required off-street parking spaces.

Limited Commercial and Industrial nonconforming uses in the RH, RM, RTO and RED districts would be allowed to expand into non-residential space on or below the ground floor or within an existing building envelope, including into non-required off-street parking spaces.

Automotive Service Stations or Gas Stations in R districts having legal nonconforming use status may continue that status if they continue to sell and dispense gasoline and other motor fuels and lubricating fluids directly into motor vehicles.

Automotive Service Stations or Gas stations in any district having legal nonconforming status would be allowed to continue that status if they sold and dispensed gasoline and other motor fuels and lubricating fluids directly into motor vehicles or provided automotive repair services.

Parking for car-share vehicles is a permitted accessory use to legal nonconforming Automotive Service Stations and Gas Stations and do not

In addition to parking for car-share vehicles, parking for bicycle- or scooter-sharing installations, automotive repair or repair of non-automotive vehicles would also be considered an accessory use to legal nonconforming Automotive

constitute an enlargement or intensification of the use.

Service Stations and Gas Stations that do not constitute an enlargement or intensification of the use.

Accessory Residential off-street parking may be leased for use by any resident of a Dwelling Unit located on a different lot within 1,250 feet of such parking space or by any resident of a Dwelling Unit located on a different lot within the City and County of San Francisco so long as no more than five spaces are rented to those who live beyond 1,250 feet of such parking space.

Accessory Residential off-street parking would only be allowed to be leased for use by a resident who resides within 1,250 feet of such parking space.

Public Parking Lots that are located both in the Glen Park NCT and the RH-2 zoning district are principally permitted if the subject property has been used as a Public Parking Lot for the past 10 years without benefit of a permit, and the adjoining RH-2 parcel is no larger than 40 feet by 110 feet. This permissibility expires in August 2024.

Public Parking Lots would no longer be permitted in the RH-2 zoning district under any circumstance.

In the Waterfront Special Use District No.2, any building which provides 10 or more off-street parking spaces shall require the Planning Commission to grant Conditional Use authorization

In the Waterfront Special Use District No.2 any amount of off-street parking would be subject to the entitlement process as required by the underlying zoning district.

In the Van Ness Special Use District projects with parking which exceed the amount permitted in Table 151.1 for an RC district shall be permitted if the project was approved prior to December 2014, the project builds no more parking than the amount approved, and the project proceeds to construction by December 2017

In the Van Ness Special Use District projects with parking which exceed the amount permitted in Table 151.1 for an RC district would not be permitted, irrespective of any conditions on approval and commencement of construction.

In the Folsom and Main Residential Commercial Special Use District area used for parking for Commercial or Residential uses including parking permitted as of right or by Conditional Use is not considered as commercial floor area for the purposes of Floor Area Ration calculations.

In the Folsom and Main Residential Commercial Special Use District area used for parking for Commercial or Residential uses including parking permitted as of right or by Conditional Use would be considered as commercial floor area for the purposes of Floor Area Ration calculations.

In the Folsom and Main Residential Commercial Special Use District allowed parking follows that of the Downtown Residential District.

In the Folsom and Main Residential Commercial Special Use District, allowed parking would follow that of the underlying zoning district.

To modify a condition of approval imposed by the Planning Commission, a project sponsor must follow the same procedures as if seeking a new Conditional Use authorization.

The Zoning Administrator would be allowed to authorize a reduction of off-street parking or loading found in a condition of approval, provided that the modification does not exceed principally

permitted amounts and satisfies all the applicable requirements of Article 1.5 in effect at the time of the modification.

When considering a Conditional Use application for non-accessory parking for a specific use or uses, the Planning Commission shall find affirmatively that the project satisfies the following criteria: (a) Demonstration that trips to the use or uses to be served, and the apparent demand for additional parking, cannot be satisfied by the amount of parking classified by this Code as accessory, by transit service which exists or is likely to be provided in the foreseeable future, by car pool arrangements, by more efficient use of existing on-street and off-street parking available in the area, and by other means; (b) Demonstration that the apparent demand for additional parking cannot be satisfied by the provision by the applicant of one or more car-share parking spaces in addition to those that may already be required by Section 166 of this Code; (c) The absence of potential detrimental effects of the proposed parking upon the surrounding area, especially through unnecessary demolition of sound structures, contribution to traffic congestion, or disruption of or conflict with transit services, walking, and cycling; (d) In the case of uses other than housing, limitation of the proposed parking to short-term occupancy by visitors rather than long-term occupancy by employees; and (e) Availability of the proposed parking to the general public at times when such parking is not needed to serve the use or uses for which it is primarily intended.

When considering a Conditional Use application for non-accessory parking for a specific use or uses, the Planning Commission would also find the application satisfies the following: (1) The proposed parking conforms to the objectives and policies of the General Plan and any applicable area plans, and is consistent with the City's transportation management, sustainability, health, street safety, and climate protection goals; (2) Such parking shall not be accessed from any protected transit, cycling, or pedestrian street described in Section 155(r) of this Code, and the City has demonstrated that conflicts with pedestrian, cycling, and transit movement resulting from the placement of driveways and ramps, the breaking of continuity of shopping facilities along sidewalks, and the drawing of traffic through areas of heavy pedestrian concentration have been minimized, and such impacts have been mitigated to the fullest extent possible; (3) The proposed facility meets or exceeds all relevant street frontage and urban design standards and policies of this Code and the General Plan regarding wrapping with active uses and architectural screening. In order not to preclude the conversion of parking space to other uses in the future, parking at or above the ground level shall not be sloped and the floor shall be aligned as closely as possible to sidewalk level along the principal pedestrian frontage and/or to those of the street-fronting commercial spaces, whichever is greater. Parking on upper floors shall have a floor level and ceiling height matching that of the street-facing active uses on those floors. Removable parking ramps are excluded from this requirement; and (4) In the case of expansion of existing facilities, the facility to be expanded has already maximized capacity through use of all feasible space-efficient techniques, including valet operation or mechanical stackers.

When considering a Conditional Use application for non-accessory parking in C-3, RC, NCT and

When considering a Conditional Use application for non-accessory parking in C-3, RC, NCT and

RTO Districts, the Planning Commission must find that a project meets seven criteria, including (a) The rate structure of Section 155(g) shall apply; (b) The project sponsor has produced a survey of the supply and utilization of all existing publicly-accessible parking facilities, both publicly and privately owned, within one-half mile of the subject site, and has demonstrated that such facilities do not contain excess capacity, including via more efficient space management or extended operations; (c) In the case of expansion of existing facilities, the facility to be expanded has already maximized capacity through use of all feasible space efficient techniques, including valet operation or mechanical stackers; (d) The proposed facility meets or exceeds all relevant urban design requirements and policies of this Code and the General Plan regarding wrapping with active uses and architectural screening, and such parking is not accessed from any frontages protected in Section 155(r); (e) Non-accessory parking facilities shall be permitted in new construction only if the ratio between the amount of Occupied Floor Area of principally or conditionally-permitted non-parking uses to the amount of Occupied Floor Area of parking is at least two to one; (f) The proposed facility shall dedicate no less than 5% of its spaces for short-term, transient use by car share vehicles as defined in Section 166, vanpool, rideshare, or other co-operative auto programs, and shall locate these vehicles in a convenient and priority location. These spaces shall not be used for long-term storage or to satisfy the requirement of Section 166, but rather are intended for use by short-term visitors and customers. Parking facilities intended for sole and dedicated use as long-term storage for company or government fleet vehicles, and not to be available to the public nor to any employees for commute purposes, are not subject to this requirement; (g) For new or expanding publicly owned non-accessory parking facilities in the C-3, RC, NCT, and RTO Districts, the following shall also apply: (i) Expansion or implementation of techniques to increase utilization of existing public parking facilities in the vicinity has been explored in preference to creation of new facilities, and has

RTO Districts, the Planning Commission would no longer need to find that a project meets criteria (c) or (d). Further, under criteria (g) neither (iii) nor (iv) would apply.

been demonstrated to be infeasible; (ii) The City has demonstrated that all major institutions (cultural, educational, government) and employers in the area intended to be served by the proposed facility have Transportation Demand Management programs in place to encourage and facilitate use of public transit, carpooling, car sharing, bicycling, walking, and taxis; (iii) The City has demonstrated that conflicts with pedestrian, cycling, and transit movement resulting from the placement of driveways and ramps, the breaking of continuity of shopping facilities along sidewalks, and the drawing of traffic through areas of heavy pedestrian concentration, have been minimized, and such impacts have been mitigated to the fullest extent possible; and (iv) The proposed parking conforms to the objectives and policies of the General Plan and any applicable area plans, and is consistent with the City's transportation management, sustainability, and climate protection goals.

The Zoning Administrator may grant a variance from the bicycle parking layout requirements.

Variances from the bicycle parking layout requirements could no longer be granted.

In Downtown Residential districts an exception to the provisions for exceeding an accessory residential parking ratio principally permitted and up to the maximum is allowed.

The exception from the provisions for exceeding an accessory residential parking ratio principally permitted and up to the maximum would no longer be allowed.

The Large Project Authorization allows exceptions for exceeding the principally permitted accessory residential ratio as well as any exception that could otherwise be granted under a Planned Unit Development.

Exceptions for exceeding the principally permitted accessory residential ratio as well as any exception that could otherwise be granted under a Planned Unit Development would no longer be allowed.

In the Neighborhood Commercial Shopping Center District (NC-S) Public Parking Garages are principally permitted at the first and second story, Private Parking Lots are allowed with Conditional Use authorization at all stories, and Public Parking Lots are principally permitted at the first and second stories.

In the NC-S districts Public Parking Garages would require Conditional Use authorization at the first and second stories, Private Parking Lots would not be permitted at the second story and above, and Public Parking Lots would require Conditional Use authorization at the first story and be prohibited above.

In the Upper Market Street Neighborhood Commercial Transit District Private and Public Parking Lots require Conditional Use authorization at every story.

In the Upper Market Street Neighborhood Commercial Transit District Private and Public Parking Lots would be prohibited at every story.

In the Lakeshore Plaza Special Use District, Community Residential Garages are allowed with Conditional Use authorization at the first story and not permitted above.

As part of the Good Neighbor Policies for Nighttime Entertainment Activities in the Eastern Neighborhoods Mixed Used Districts and the Downtown Residential Districts, establishments are required to provide adequate parking for patrons free of charge or at a rate or manner that would encourage use of parking by establishment patrons.

In the Lakeshore Plaza Special Use District, Community Residential Garages would be prohibited at all stories.

As part of the Good Neighbor Policies for Nighttime Entertainment Activities in the Eastern Neighborhoods Mixed Used Districts and the Downtown Residential Districts, establishments would no longer be required to provide adequate parking for patrons free of charge or at a rate or manner that would encourage use of parking by establishment patrons. They would be required to provide taxi and passenger loading areas, secure bicycle parking and bike shar and public transit services for establishment patrons.

BACKGROUND

The primary Planning Code parking regulations are found in two tables, Table 151 and 151.1. These tables apply parking regulations to Planning Code uses according to zoning districts. Table 151.1 applies to the NCT, RC, RCD, RTO, Mixed Use, M-1 PDR-1-G, PDR-1-D, C-3, Broadway, Excelsior Outer Mission Street, Japantown, North Beach, Polk and Pacific Avenue zoning districts. Table 151 applies to all other districts, including RH, M-2, C-2 and the other three dozen neighborhood commercial districts.

In January 2019 the Planning Code was amended to eliminate required parking in favor of parking maximums for all uses across the City, in every zoning district.¹ However, two tables were kept as part of a Planning Commission recommendation to assure the Planning Code amendment establishing parking maximums successfully moved through the legislative process. The proposed Ordinance seeks to consolidate these two tables into one, among other modifications to off-street parking regulations.

ISSUES AND CONSIDERATIONS

Setting allowed parking rates

Allowed parking rates for specific uses tend to be set in relation to the expected number of users. The metric used to set the rate, be it rooms, seats, or floor area, also has a relationship to the use. For example, the Planning Code sets allowed parking rates for Hotel uses in relation to the number of guest bedrooms and for Religious Institutions in relation to the number of seats in a main auditorium. These rates and metrics can be set to incentivize using different transportation modes to arrive at the use.

The City has stated policy goals related to how individuals move about the City. For example, the Transportation Element has goals regarding the reduction in pollution and energy consumption, incentives

¹ Ordinance No. 311-18
<http://sfbos.org/sites/default/files/o0311-18.pdf>

for using alternatives to the private automobile and goals for reducing the need for parking facilities.² The City's greenhouse gas emission reduction strategies are also intertwined with finding alternatives to the private automobile. For instance, the July 2019 Focus 2030: A Pathway to Net Zero Emissions report establishes the goal of shifting 80% of all trips towards walking, bicycling and transit.³ This requires there to be less use of, and less infrastructure dedicated to, the private automobile.

Changing parking metrics may lead to less allowed off-street parking. It is unclear, however, if changing metrics to occupied floor area results in reduced amounts of allowed parking. Given the uniqueness of each building and each use, it is difficult to be certain in all cases. It is possible, for example, that changing the metric for a Religious Institution from seats in an auditorium to occupied floor area allows for more parking given the design of that Religious Institution. One way to avoid this uncertainty is to reduce the allowed parking using the metric in place. In the example of Religious Institutions, instead of allowing 1.5 parking spaces for each 20 seats, a new regulation could allow 1.5 allowed parking spaces for every 40 seats.

Unforeseen exceptions under a Large Project Authorization

The Large Project Authorization entitlement (Planning Code Section 329) was crafted to facilitate the design review of larger projects in the City's east and southeast. As such, this entitlement lists approximately a dozen exceptions from the Planning Code the Planning Commission may grant a development project. Some of these include exceptions from the height limits for vertical non-habitable architectural elements, the loading requirements, and the rear yard requirement. This is done to realize the proposed project program with the aim of assuring a noteworthy design.

While the list of allowed exceptions is robust, Planning Code Section 329 is written to acknowledge that there may be circumstances where additional exceptions may make sense. It does this by allowing development projects exceptions to other Planning Code requirements that could otherwise be modified as a Planned Unit Development. This serves to remedy unforeseen site conditions or project needs under the rubric of assuring a notable design. The Ordinance proposes to eliminate the ability to request from the Planning Commission exceptions to the Planning Code that could otherwise be modified under a Planned Unit Development.

Procedures mechanisms for seeking additional off-street parking

The Planning Code sets principally permitted parking amounts and maximum parking limits. In many zoning districts applicants need to obtain Conditional Use authorization to provide off-street parking above principally permitted amounts and up to the maximum limit. In certain zoning districts, the Planning Code affords an alternate means to request this off-street parking. For large projects in the Eastern Neighborhoods Mixed Use districts, the Large Project Authorization affords a concurrent review process. There is also a concurrent review process for development projects in C-3 and DTR districts. For smaller projects in the Eastern Neighborhoods Mixed Use districts the Zoning Administrator may review requests

² Transportation Element, Objective 2, Policy 2.2 Reduce pollution, noise and energy consumption.

Transportation Element, Objective 2, Policy 2.5 Provide incentives for the use of transit, carpools, vanpools, walking and bicycling and reduce the need for new or expanded automobile and automobile parking facilities.

³ Focus 2030: A Pathway to Net Zero Emissions. San Francisco Environment. July 2019
https://sfenvironment.org/sites/default/files/fliers/files/sfe_focus_2030_report_july2019.pdf

for off-street parking in amounts above those principally permitted. These processes exist to assure a streamlined project review without having the need of additional entitlements. The proposed Ordinance seeks to remove the possibility to obtain additional parking through the aforementioned existing review processes and instead require project sponsors to seek a separate Conditional Use authorization. It also expands upon the criteria the Planning Commission considers when permitting parking in excess of what is principally permitted.

Modifying outdated Conditions of Approval

The Planning Commission often imposes Conditions of Approval relating to the physical features or operational requirements for a project, including setting required parking amounts. Currently, these conditions can only be modified by the Planning Commission, even if the Planning Code is subsequently changed and makes the conditions obsolete. To modify Conditions of Approval a project sponsor must go back before the Planning Commission and have their Conditional Use authorization approval amended. For certain City policies, such as promoting alternatives to the private automobile, it makes sense to facilitate this process.⁴ The Ordinance would allow the Zoning Administrator to authorize a reduction of off-street parking or loading and avoid the Planning Commission process.

Limited Non-Conforming Commercial and Industrial Uses

A Nonconforming Use is a use that was created legally with appropriate permits, but due to changes in the Planning Code, has since become a use that would not be permitted in its zoning district. Limited Nonconforming Uses are nonconforming uses of a limited commercial or industrial character, which are beneficial to, and can be accommodated within, defined residential areas. These uses tend to be small in scale and provide desirable convenience goods and services to residents within a short walk of their homes.

There is an underlying presumption in the Planning Code that nonconforming uses should be eliminated over time because they are contrary to regulatory goals in the Code. Generally, nonconforming uses are given time limits to change to a conforming use and/or cease operating; however, in residential districts (with some exceptions), neighborhood-serving Limited Nonconforming Uses are not subject to termination and may continue for an indefinite period and may also change their use to other commercial uses as specified in the Planning Code. Limited Non-Conforming uses are also not allowed to intensify or expand, however, and this ordinance proposes to allow these uses to expand into non-residential space on or below the ground floor or within an existing building envelope, including into non-required off-street parking spaces.

PDR Uses and Industrial Uses

Industrial uses, as defined in the Planning Code, include light manufacturing uses, waste facilities, metal working, heavy manufacturing and other similar uses. These uses are typically found in the City's eastern and southeastern sectors and often a reasonable distance from neighborhood commercial or residential areas. Production, Distribution, and Repair is a broader category of uses within the Planning Code. It encompasses all Industrial uses, but also a range of uses that may not emit noxious odors or loud noises. These include arts activities uses, business services, wholesale storage and trade offices. These uses are sometimes found within or adjacent to neighborhood commercial and residential areas. Despite this

⁴ Transportation Element, Objective 2, Policy 2.5 Provide incentives for the use of transit, carpools, vanpools, walking and bicycling and reduce the need for new or expanded automobile and automobile parking facilities.

proximity to neighborhood commercial uses, the Planning Code exempts these storefronts from meeting the transparency and fenestration requirements applicable to other uses in a retail corridor. This can adversely affect the continuity of transparent storefronts in a retail corridor.

Pedestrian lighting

Amenities in the public right of way, such as street furniture, decorative sidewalk grills and pedestrian lighting, are typically outside the purview of the Planning Code. This is because the Planning Code generally regulates private property and the City's other codes regulate the public right of way. In the case of pedestrian scale lighting, the SFPUC typically regulates, owns and manages these amenities. They are charged with maintaining consistent lighting throughout a block and with avoiding large differences between bright and dark areas. To achieve this, they have regulations that space light fixtures based on light levels emitted by specific lamp types. In this way, the SFPUC helps improve the City's urban design and public realm.

The Planning Code does, in one instance, impose a street or pedestrian scale lighting requirement. Planning Code Section 138.1 allows the Planning Department to direct project sponsors to work with the SFPUC on adding street and/or pedestrian scaled lighting to medium or large projects. It directs coordination with the SFPUC because regulating proper lighting levels is beyond the expertise and purview of the Planning Department staff.

Development Certainty

The Planning Code was recently amended to afford the provision, under very specific conditions, of a public parking lot in the Glen Park neighborhood.⁵ The Planning Commission considered this Planning Code Amendment at their June 7, 2018 hearing. At that hearing Department Staff recommended that the Commission disapprove this Amendment. Staff argued that the Planning Code Amendment was not consistent with the objectives in the Glen Park Plan seeking to reinforce the area's pedestrian and transit character and to ensure new development is compatible with existing character. Staff also highlighted that the site is better suited for more pressing uses, such as housing near the Glen Park BART station. The Planning Commission agreed and, in Resolution No. 20197, recommended disapproval of the Planning Code Amendment to the Board of Supervisors.

Despite this recommendation the Board of Supervisors approved the Planning Code Amendment in July 2018. However, it added a 72-month expiration of the Amendment, indicating that the public parking lot use would no longer be a permitted use by 2024. Ending this allowance less than 18 months after its granting appears overly abrupt. Plans to use the site for an allowed use could be terminated midstream, eliminating any development certainty the property owners were recently granted.

General Plan Compliance

The proposed Ordinance is, on balance, in harmony with the relevant General Plan objectives and policies related to transportation and urban design. For example, the proposed Ordinance aligns with the General Plan aims for reducing pollution, noise and energy consumption from the transportation system.⁶ The

⁵ Ordinance No. 168-18

<http://sfbos.org/sites/default/files/o0168-18.pdf>

⁶ Transportation Element, Objective 2, Policy 2.2 Reduce pollution, noise and energy consumption.

proposed Ordinance is also in alignment with the General Plan goal for recognizing that buildings, when seen together, contribute to the image of a neighborhood.⁷

Racial and Social Equity Analysis

Understanding the benefits, burdens and opportunities to advance racial and social equity that proposed Planning Code and Zoning Map amendments provide is part of the Department's Racial and Social Equity Initiative. This is also consistent with the Mayor's Citywide Strategic Initiatives for equity and accountability and with the forthcoming Office of Racial Equity, which will require all Departments to conduct this analysis.

The Planning Code amendments in the proposed Ordinance that seek to ease the convertibility of automobile parking into other uses; that seek to lower allowed off-street parking; that ease off-street loading requirements; and that augment the breadth of streets protected from undue automobile interference can help advance racial and social equity in San Francisco.

Regulations that require spaces used for above story off-street parking to be built in a manner that eases their convertibility into others uses can help accelerate the provision of other uses to communities of color. This includes institutional uses such as social service providers, health service providers, and even affordable housing. In many ways these types of uses can help improve the life outcomes of people of color, especially when these services are in neighborhoods with significant numbers of people of color.

In a similar vein, allowing less off-street parking frees scarce building space for other uses. This includes affordable housing units, social service provision, or even retail uses accessible to lower income households. Allowing less off-street parking can also incentivize the use of lesser polluting forms of transportation. This is a goal in many Area Plans that are historically ethnic enclaves.⁸

The easing of loading requirements and the expansion of the breadth of streets protected from undue automobile interference work in similar ways. Both strive to prevent automobile-pedestrian and automobile-bicycle conflicts. In the context of the City's Vision Zero goals, these changes are critically important. The Vision Zero High Injury Network Map shows several high injury corridors and intersections in neighborhoods where significant numbers of people of color reside.⁹ Further, the Vision Zero August 2019 Traffic Fatalities Report indicates many fatalities in Communities of Concern and on the

⁷ Urban Design Element, Objective 1, Policy 1.3 Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts

⁸ Bayview Hunters Point Area Plan, Objective 10 Enhance the Distinctive and Positive features of Bayview Hunters Point, Policy 10.2 Improve the visual quality and strengthen the pedestrian orientation of the Third Street core area; Objective 11 Improve Definition of Overall Urban Pattern of Bayview Hunters Point, Policy 11.2 Increase awareness and use of the pedestrian/bicycle trail system that links subareas in Bayview Hunters Point with the rest of the City. Mission Area Plan, Objective 4.7 Improve and Expand Infrastructure for Bicycling as an Important Mode of Transportation. Western SoMa Area Plan, Objective 4.18 Promote Non-Polluting Public Transit.

⁹ Vision Zero High Injury Network: 2017 Map

<https://sfgov.maps.arcgis.com/apps/webappviewer/index.html?id=fa37f1274b4446f1bddd7bdf9e708ff>

High Injury Network.¹⁰ Any regulations to address this situation will help improve the life outcomes of people of color in San Francisco.

Implementation

The Department has determined that the proposed Ordinance will impact our current implementation procedures as it creates the possibility for additional Conditional Use authorization requests for off-street parking above principally permitted amounts.

RECOMMENDATION

The Department recommends that the Commission *approve with modifications* the proposed Ordinance and adopt the attached Draft Resolution to that effect. The Department's proposed recommendations are as follows:

1. Lower existing parking rates in lieu of changing parking metrics.
2. Maintain the existing allowed exceptions under Planning Code Section 329, Large Project Authorization in Eastern Neighborhoods Mixed Use Districts.
3. Maintain the existing entitlement processes for requesting off-street parking above principally permitted amounts. Add additional considerations or findings for parking requests above principally permitted amounts to existing entitlement processes.
4. Strengthen language allowing the Zoning Administrator to modify Planning Commission Conditions of Approval for parking requirements.
5. Eliminate the proposed requirement for building owners to install pedestrian lighting.
6. Maintain the provision allowing a public parking lot in the Glen Park neighborhood.
7. Correct typographical errors and other omissions or inconsistencies.

BASIS FOR RECOMMENDATION

The Department supports the goals of the Ordinance. Consolidating and reorganizing related sections as well as updating and correcting erroneous references are important to a smooth functioning of the Planning Code. The Department is also in general support of the substantive changes the Ordinance proposes as they incentivize alternatives to the private automobile and help the City meet a variety of General Plan policies and other citywide programs. The Department does have concerns over the following issues:

Recommendation 1: Lower existing parking rates in lieu of changing parking metrics. It is unclear if in every instance setting parking rates by occupied floor area results in less allowed parking. Given City policies and goals for reducing the primacy of and dependence upon the private automobile, it is important that modifications to parking regulations clearly reduce allowed amounts. One direct way to assure this is to simply change existing rates. For example, if a use is allowed one parking space for every 20 seats, it is easy to halve the allowed amount by requiring 40 seats for every parking space. This avoids the uncertainty of changing the allowed parking metrics, such as by changing from seats or rooms to occupied floor area.

¹⁰ Vision Zero SF 2019 Traffic Fatality Monthly Report

https://www.visionzerosf.org/wp-content/uploads/2019/09/08.2019Fatalities_AugSummaryMemo.pdf

Recommendation 2: Maintain the existing allowed exceptions under Planning Code Section 329, Large Project Authorization in Eastern Neighborhoods Mixed Use Districts. The Large Project Authorization was written to emphasize the design review of large scaled projects in the City's east and southeast. To enable noteworthy building design, approximately a dozen exceptions to the Planning Code requirements are allowed. Knowing that not all conditions could be foreseen, this Section also affords an exception to Planning Code requirements that may be sought under a Planned Unit Development, but not explicitly listed in Planning Code Section 329. This was also done to provide flexibility from Planning Code requirements that may hamper an improved building design. Since the objectives of Planning Code Section 329 have not changed, the types of allowed exceptions should remain as well.

Recommendation 3: Maintain the existing entitlement processes for requesting off-street parking above principally permitted amounts. Requests for modifications from the Planning Code should be made as streamlined as possible. The current process allows a request for off-street parking above principally permitted amounts to be folded into a larger entitlement process, should one already be underway. This includes projects seeking a Large Project Authorization in the Eastern Neighborhoods Mixed Use districts, projects in the C-3 and DTR districts reviewed under Sections 309 and 309.1, and smaller projects in the Eastern Neighborhoods Mixed Use districts. Adding a Conditional Use authorization requirement would result in another entitlement process for a request that can typically be handled by an existing entitlement. If there are concerns about parking requests needing additional scrutiny, then added considerations or findings can be required under existing entitlement processes. This would include adding Conditional Use findings for requests for off-street parking above principally permitted amounts to those entitlement processes.

Recommendation 4: Strengthen language allowing the Zoning Administrator to modify Planning Commission Conditions of Approval for parking requirements. To assure the Zoning Administrator has authority to modify a Planning Commission imposed condition of approval, it seems reasonable to strengthen the proposed language allowing this. Instead of stating that the Zoning Administrator *may* authorize reductions in off-street parking or loading to amounts that do not exceed principally permitted amounts and that satisfy other applicable requirements, the Planning Code should state the Zoning Administrator *shall* authorize reductions. This type of language provides firm direction to reduce once-required off-street parking or loading and would assure clarity of this new authority.

Recommendation 5: Eliminate the proposed requirement for building owners to install pedestrian lighting. The SFPUC is the agency that typically regulates, owns and manages the City's pedestrian lighting. They specify certain lighting levels and distances between lamps to differentiate conditions within the public right of way with the aim of improving the public realm. Augmenting the Planning Code to require building owners to install pedestrian scaled lighting at the street frontage may interfere with SFPUC specifications and be unnecessary. Planning Code Section 138.1 already affords the Planning Department with the ability to impose a lighting requirement. Further, the Planning Department does not have the expertise to assure and enforce that the proper lighting is installed.

Recommendation 6: Maintain the provision allowing a public parking lot in the Glen Park neighborhood. The provision that allowed a public parking lot under very specific circumstances in the

Glen Park neighborhood was just recently enacted in August 2018. The provision provided a 72-month period for operation as a public parking lot. Terminating this provision less than 24 months after its enactment seems abrupt and erodes any development certainty recently afforded the property owners.

Recommendation 7: Correct typographical errors and other omissions or inconsistencies. In the span of the 186 page Ordinance there are a few typographical errors and other omissions or inconsistencies. For example, in the Neighborhood Commercial Shopping Center Zoning Control Table the permissibility of Public Parking Lots is proposed for amendment. The Ordinance proposes deletion of the existing control, but the proposed control is also marked for deletion. These types of minor errors should be corrected for the sake of clarity and a smoothly functioning Planning Code.

REQUIRED COMMISSION ACTION

The proposed Ordinance is before the Commission so that it may approve it, reject it, or approve it with modifications.

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. Individual projects would need separate environmental review.

PUBLIC COMMENT

As of the date of this report, the Planning Department has received more than a dozen letters from public. All letters express support for the proposed Ordinance, and especially for the proposed elimination of the Planning Code clause allowing public parking lots in the Glen Park neighborhood.

Attachments:

- Exhibit A: Draft Planning Commission Resolution
- Exhibit B: Letters of Support/Opposition
- Exhibit C: Proposed Amendments to Parking Tables
- Exhibit D: Board of Supervisors File No. 190794