



SAN FRANCISCO PLANNING DEPARTMENT

Memo to the Land Use and Transportation Committee

HEARING DATE: NOVEMBER 28, 2016

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Date: November 28, 2016
Project: **Proposed TDM Program – Proposed Revisions**
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Recommendation: **None – Informational Item Only**

BACKGROUND

A draft of the Planning Commission’s Standards for the Transportation Demand Management Program (“TDM Program Standards”) was made available for public review in June 2016. Subsequent to the release of that draft, revisions were made to the document and a second draft of the TDM Program Standards was released, the July 2016 draft TDM Program Standards. These Standards were adopted by the Planning Commission on August 4, 2016. Upon additional outreach with stakeholders, staff has identified additional changes to the TDM Program Standards that will be proposed for adoption by the Planning Commission in the near future. These changes are outlined below.

PROPOSED REVISIONS TO THE TDM PROGRAM STANDARDS

(deletions are in ~~strike through~~; additions are in **bold double underline**):

Refinement of Target for Projects in Pipeline

One of the additional benefits of the TDM Program is to provide more certainty to project sponsors in the development review process. This would occur through a project sponsor knowing their TDM measure requirements upfront, prior to submitting a development review application. If a Development Project submitted a development application prior to the TDM Program legislation being submitted to the Board of Supervisors, those upfront requirements were unknown. Therefore, it may be challenging for a Development Project to meet the target identified in the TDM Program Standards. Additionally, meeting the target may also be challenging for those developers that have already begun the development process but have not yet submitted the first development application. In order to address this challenge, the following additions would be made to the TDM Program Standards:

New Table 2-1 note

****For Development Projects with a Development Application on or before September 4, 2016 shall be subject to 50 percent of the target. For Development Projects with a Development Application on or after September 5, 2016, and before January 1, 2018 shall be subject to 75 percent of the target. For Development Projects with a Development Application on or after January 1, 2018 shall be subject to 100 percent of the target.**

New page 6 footnote at the end of the paragraph ending “as shown in Table 2-1.”

3 For Development Projects with a Development Application on or before September 4, 2016 shall be subject to 50 percent of the target. For Development Projects with a Development Application on or after September 5, 2016, and before January 1, 2018 shall be subject to 75 percent of the target. For Development Projects with a Development Application on or after January 1, 2018 shall be subject to 100 percent of the target.

Neighborhood Parking Rate

The neighborhood parking rate map and spreadsheet for residential uses is being refined to reflect a record search of building permits from the Department of Building Inspection. The refinement will change the calculations for both the Unbundle Parking and Parking Supply measures. The following changes would be made to Unbundle Parking to reflect this refinement:

- Location A
 - One point if the residential neighborhood parking rate is greater than ~~0.8~~ 0.95 or non-residential neighborhood parking rate is greater than 1.4; OR
- Location B
 - Two points if the residential neighborhood parking rate is greater than ~~0.6~~ 0.80 and less than or equal to ~~0.8~~ 0.95 or non-residential neighborhood parking rate greater than 1.0 and less than or equal to 1.4; OR
- Location C
 - Three points if the residential neighborhood parking rate is greater than ~~0.4~~ 0.65 and less than or equal to ~~0.6~~ 0.80 or non-residential neighborhood parking rate is greater than 0.6 and less than or equal to 1.0; OR
- Location D
 - Four points if the residential neighborhood parking rate is greater than ~~0.2~~ 0.50 and less than or equal to ~~0.4~~ 0.65 or non-residential neighborhood parking rate is greater than 0.2 and less than or equal to 0.6; OR
- Location E
 - Five points if the residential neighborhood parking rate is less than or equal to ~~0.2~~ 0.50 or non-residential neighborhood parking rate is less than or equal to 0.2.

No text edits are required for Parking Supply.

Target Calculation

Table 2-1 in the TDM Program Standards would be changed as follows:

Land Use Category	Typical Land Use Type	# of Parking Spaces proposed by Land Use	Target
A	Retail	Base number: 0 ≤ 4	Base Target: 13 points
		Each additional 2*	1 additional point
B	Office	Base number: 0 ≤ 20	Base Target: 13 points
		Each additional 10*	1 additional point

C	Residential	<u>0 <= 5</u>	<u>10 points</u>
		<u>6 <=10</u>	<u>11 points</u>
		<u>11 <= 15</u>	<u>12 points</u>
		Base number: 16 <= 20	Base Target: 13 points
		Each additional 10*	1 additional point
D	Other	Any # of parking spaces	3 points
<p>*For each additional parking space proposed above the base target, the number of parking spaces will be rounded up to the next highest target. For example, a project within Land Use Category c that proposes 21 parking spaces is subject to a 14 point target.</p>			

REQUIRED COMMISSION ACTION

This memo is for informational purposes only. No formal action by the Committee is required.

RECOMMENDATION: **None – Informational Item Only**