



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Resolution No. 20199

HEARING DATE: JUNE 7, 2018

Case No.: 2017-002943CRV
Project: Amendments to the TDM Program Standards
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ADOPTION OF SUBSTANTIVE AMENDMENTS TO THE PLANNING COMMISSION STANDARDS FOR THE TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM TO PROVIDE GREATER FLEXIBILITY TO THE PROGRAM AND UPDATE VARIOUS TDM MEASURES.

PREAMBLE

WHEREAS, the "Transit First Policy" in the City Charter declares that public transit is "an economically and environmentally sound alternative to transportation by individual automobiles," and that within the City, "travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile"; and

WHEREAS, the City has many plans, policies, and initiatives that seek to encourage safe travel by active modes of transportation including the San Francisco Bicycle Plan, the Green Connections Plan, the Better Streets Plan, Vision Zero, and others; and

WHEREAS, travel by transit, bicycle, or on foot are considered to be trips made by sustainable modes of transportation; and

WHEREAS, according to Plan Bay Area 2040, the Bay Area's Regional Transportation Plan and Sustainable Community Strategy, San Francisco is expected to grow by approximately 191,000 jobs and 102,000 households between 2010 and 2040; and

WHEREAS, this growth will generate an increased demand for transportation infrastructure and services on an already constrained transportation system; and

WHEREAS, one of the challenges posed by this growth is the increased number of single occupancy vehicle trips, and the pressure they add to San Francisco's limited public streets and rights-of-way, contributing to congestion, transit delays, and public health and safety concerns, and the air pollution, greenhouse gas (GHG) emissions, and noise caused by motorized vehicles, which negatively impact the quality of life in the City; and

WHEREAS, at the state level, the Congestion Management Law, Gov. Code Section 65088, has established that in order to reduce the state's traffic congestion crisis and "keep California moving," it is important to build transit-oriented development, revitalize the state's cities, and promote all forms of transportation; and

WHEREAS, various policies have been adopted at the state level that set GHG reduction targets, including Assembly Bill 32, the California Global Warming Solutions Act of 2006 (Chapter 488, Statutes of 2006), Executive Orders B-30-15, S-3-05 and B-16-12, Senate Bill 375, and the Sustainable Communities and Climate Protection Act of 2008 (Chapter 728, Statutes of 2008); and

WHEREAS, local plans and policies including Plan Bay Area 2040, the GHG Reduction Ordinance, and the San Francisco Climate Action Strategy 2013 Update also set GHG reduction targets; and

WHEREAS, the transportation sector contributes significantly to GHG emissions and, as a result, many GHG emissions reduction targets are accompanied by targets to reduce vehicle miles traveled and to increase non-automobile mode share; and one of the ways identified to achieve these targets is through a requirement for the inclusion of transportation demand management (TDM) measures for new development; and

WHEREAS, the importance of TDM strategies are acknowledged in the Transportation Element of the General Plan and the San Francisco County Transportation Plan; and

WHEREAS, many Area Plans including each of the Area Plans within Eastern Neighborhoods and the Transit Center District Plan identify policies for the development of a TDM program for the Plan Area; and

WHEREAS, the TDM Program seeks to promote sustainable travel modes by requiring new development projects to incorporate design features, incentives, and tools that support transit, ride-sharing, walking, and bicycle riding for the residents, tenants, employees, and visitors of their projects; and

WHEREAS, the goals of the TDM Program are to help keep San Francisco moving as the city grows, and to promote better environmental, health, and safety outcomes, consistent with state, regional and local policies; and

WHEREAS, the Commission on August 4, 2016, adopted the TDM Program Standards; and

WHEREAS, the Board of Supervisors on March 18, 2018, made effective the TDM Program through Ordinance No. 160925 ; and

WHEREAS, since the effective date of the TDM Ordinance, one year after its implementation, staff have continued to conduct stakeholder outreach and gathered feedback; and

WHEREAS, in response to these comments and additional analysis staff is now proposing substantive and minor amendments (as defined in Section 4.1 of TDM Program Standards) to the TDM Program Standards, as shown in Exhibit A; and

WHEREAS, the amendments to the TDM Program Standards will provide more flexibility to developments, and make changes to individual TDM measures to provide additional specificity and clarity; and

WHEREAS, the 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

MOVED, that the Planning Commission hereby adopts those substantive amendments to the TDM Program Standards detailed in Exhibit A, which establish the specific requirements necessary for compliance with the citywide TDM Program.

I hereby certify that the foregoing Resolution was **ADOPTED** by the San Francisco Planning Commission on June 7, 2018.



Jonas P. Ionin
Commission Secretary

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

NOES: None

ABSENT: None

ADOPTED: June 7, 2018

Exhibit A

To Resolution No. 20199

Substantive and minor amendments, as defined in Section 4.1 of the TDM Program Standards are included below. The page numbers for the TDM Program Standards correspond to the current TDM Program Standards. Revisions to the TDM fact sheets in Appendix A are located by the specific TDM Measure (e.g., ACTIVE-1).

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*.
Asterisks (* * * *) indicate the omission of unchanged Standards subsections or parts of tables.

SUBSTANTIVE AMENDMENTS

1. ACTIVE-1 Improve Walking Conditions

Option A

For *large* projects ~~as defined by and~~ subject to Planning Code Section 138.1(c)(2), the property owner shall complete streetscape improvements consistent with the Better Streets Plan and any local streetscape plan so that the public right-of-way is safe, accessible, convenient and attractive to persons walking.

- The recommended sidewalk width adjacent to the property, ~~unless~~ *If the recommended sidewalk width is determined to be infeasible or undesirable by City staff, then the minimum sidewalk width established in the Better Streets Plan must be provided in order to receive points for this TDM measure; AND*
- ~~The All~~ required streetscape elements; AND ~~one of the following:~~
- ~~Ten Five~~ additional streetscape elements identified by City staff that contribute to VMT reduction/increased walking⁺²; OR

Option B

For projects subject to Planning Code Section 138.1(c)(2), the property owner shall complete streetscape improvements consistent with the Better Streets Plan and any local streetscape plan so that the public right-of-way is safe, accessible, convenient and attractive to persons walking.

- *The recommended sidewalk width adjacent to the property. If the recommended sidewalk width is determined to be infeasible or undesirable by City staff, then the minimum sidewalk width established in the Better Streets Plan must be provided in order to receive points for this TDM measure; AND*

- ~~The All required streetscape elements¹; AND one of the following:~~
- ~~Five of the additional streetscape elements identified by City staff, PLUS the The recommended sidewalk width beyond the project site (but not to exceed 50 feet beyond the project site in any direction), unless. If the recommended sidewalk beyond the project site is determined to be infeasible or undesirable by City staff, then the minimum sidewalk width established in the Better Streets Plan must be provided in order to receive points for this TDM measure; OR.~~

Option C

For projects subject to Planning Code Section 138.1(c)(2) that are also located on a High-Injury Corridor, the property owner shall complete streetscape improvements consistent with the Better Streets Plan and any local streetscape plan so that the public right-of-way is safe, accessible, convenient and attractive to persons walking.

- The recommended sidewalk width adjacent to the property. If the recommended sidewalk width is determined to be infeasible or undesirable by City staff, then the minimum sidewalk width established in the Better Streets Plan must be provided in order to receive points for this TDM measure; AND
- All required streetscape elements¹; AND one of the following:
- ~~Five of the additional streetscape elements identified by City staff PLUS the Development Project provides a minimum of two Safety Tools identified in the WalkFirst 3 toolkit, if the Development Project is located on a High-Injury Corridor^{2,1}.~~

Option B-D

For projects not subject to ~~the large project requirements~~ Planning Code Section 138.1(c)(2), the property owner shall complete streetscape improvements consistent with the Better Streets Plan ~~and any local streetscape plan and any local streetscape plan. The streetscape improvements shall include: so that the public right-of-way is safe, accessible, convenient and attractive to persons walking.~~

- The recommended sidewalk width adjacent to the property, unless. If the recommended sidewalk width is determined to be infeasible or undesirable by City staff, then the minimum sidewalk width established in the Better Streets Plan must be provided in order to receive points for this TDM measure; AND
- The All required streetscape elements¹; AND one of the following:
- Five of the additional streetscape elements identified by City staff; OR
- The Development Project provides a minimum of two Safety Tools identified in the WalkFirst² toolkit if the Development Project is located on a High-Injury Corridor³.

Notes

1. Within Table 1 of Planning Code Section 138.1, streetscape elements that may be required include: 1 (Curb ramps), 2 (Marked crosswalks), 11 (Corner curb extensions or bulb-outs), 29 (Street trees), 30 (Tree basin furnishings), 31 (Sidewalk planters), 33 (Stormwater management tools), 34 (Street and pedestrian lighting), 35 (Special paving), 36 (Site furnishings).

2. Within Table 1 of *Planning Code* Section 138.1 ~~of the San Francisco Planning Code~~, property owners can choose from *the following* items, which reduce VMT/increase walking: 3 (*Pedestrian-priority signal devices and timings*), 4 (*High-visibility crosswalks*), 5 (*Special crosswalk treatments*), 6 (*Restrictions on vehicle turning movements at crosswalks*), 7 (*Removal or reduction of permanent crosswalk closures*), 8 (*Mid-block crosswalks*), 9 (*Raised Crosswalks*), 12 (*Extended bulb-outs*), 13 (*Mid-block bulb-outs*), 14 (*Center or side medians*), 15 (*Pedestrian or refuge islands*), 16 (*Transit bulb-outs*), 17 (*Transit boarding islands*), 18 (*Flexible use of the parking lane*), 19 (*Parking lane planters*), 20 (*Chicanes*), 23 (*Sidewalk or median pocket parks*), 24 (*Reuse of 'pork chops' and excess right-of-way*), 26 (*Shared public ways*), 27 (*Pedestrian-only streets*), 28 (*Public stairs*), ~~32~~. The property owner can construct or install these items or provide funding to the City to construct or install them on the sidewalk or street right-of-way adjacent to and beyond the project site (but not to exceed 50 feet beyond the project site in any direction).
3. The property owner can construct or install the WalkFirst toolkit Safety Tools (<http://walkfirst.sfplanning.org/>), or provide funding to the City to construct or install them.
4. <http://walkfirst.sfplanning.org/index.php/home/streets>

2. ACTIVE-2 Bicycle Parking, Residential Land Use Category

Option A

- **Residential:** Class 1 and 2 bicycle parking spaces as required by the Planning Code.

Option B

- **Residential:** One Class 1 Bicycle Parking space for each Dwelling Unit. *For buildings containing more than 100 Dwelling Units, 100 Class 1 Bicycle Parking spaces plus one Class 1 spaces for every two Dwelling Units over 100, and Two Class 2 Bicycle Parking spaces for every 20 Dwelling Units.*

Option C

- **Residential:** One and a half Class 1 Bicycle Parking spaces for each Dwelling Unit. *For buildings containing more than 100 Dwelling Units, 100 Class 1 Bicycle Parking spaces plus 1 Class 1 space for every 1.33 Dwelling Units over 100, and Three Class 2 Bicycle Parking spaces for every 20 Dwelling Units.*

Option D

- **Residential:** For each Dwelling Unit, one ~~and half~~ Class 1 Bicycle Parking spaces or one Class 1 Bicycle Parking space for each bedroom, whichever is greater, and four Class 2 Bicycle Parking spaces for every 20 Dwelling Units.

MINOR (NON-SUBSTANTIVE) AMENDMENTS

1. 2.2 TDM PLAN STANDARDS (Page 5)

Any Development Project subject to the TDM Program shall submit a TDM Plan *Review* Application and administrative fee along with its first Development Application.

2. 2.2(a)(1) Planning Code Land Use Categorization (Page 8)

EXAMPLE 1

"A project proposes..."

Retail space is limited as land use category A. Land use category A has a base target of 13 points. For every additional two Accessory Parking spaces provided above four, rounding up, an additional point is required. Therefore, the land use category ~~A~~ target for this project is 14 points.

3. **2.2(b)(3) Development Projects With Multiple Buildings**

For Development Projects that include multiple buildings, selected physical TDM measures must be proportionately allocated amongst any land use on the a project's site; and/or readily identifiable and accessible to the residents, tenants, employees and/or visitors to a project's site.

4. **2.2(b)(~~3~~4) Development Projects With a Substantial Amount of Parking (Page 11)**

Given no more TDM measures and points are available for these Development Projects, excluding the Parking Supply measure, the TDM Program Standards require these projects to include all measures and points, up to a 80% of the total number of points available, applicable for the land use category in the Development Project's TDM Plan. When using the TDM Tool, this percent reduction of the total number of points to achieve is automatically calculated. The rationale for setting the 80% requirement for these Development Projects is described in Chapter 4 of the TDM Technical Justification Document.

5. **2.2(d) TDM Plan Review (Page 14)**

The Planning Department will review each TDM Plan *Review* Application to ensure it is complete. Once deemed complete, the Planning Department will review to ensure the required target has been achieved by a selection of TDM measures for each land use category included in the Development Project. The TDM Plan shall be reviewed in conjunction with the first Development Project Approval. The requirement for a TDM Plan shall be incorporated as a Condition of Approval of the Development Project.

6. **FAMILY-3 Family TDM Package**

TDM MEASURE:

For residential Development Projects that meet the dwelling unit mix requirements in Planning Code Section 207.6(c)(e)(~~2~~), a property owner shall include all of the following measures:

APPLICABILITY:

This measure is applicable to residential Development Projects (land use category C), that meet the dwelling unit mix requirements in Planning Code Section 207.6(c)(~~2~~).

7. **HOV-1 Contributions or Incentive for Sustainable Transportation**

TDM MEASURE:

The Development Project (and subsequent property owner~~s~~) shall proactively offer contributions or incentives to each Dwelling Unit and/or employee¹, at least once annually, for the Life of the Project. Such contributions or incentives shall be made to each Dwelling Unit and/or employee monthly. If requested accepted by a resident or employee, the property owner shall pay for contributions or incentives equivalent to the cost of a (~~25, 50, 75, or 100 percent~~) monthly Muni only "M" pass², or equivalent value in e-cash loaded onto Clipper Card, ~~per~~ for each Dwelling Unit, and/or employee. The amount of such contributions (25, 50, 75, or 100 percent) shall be based on the Options selected for this measure.

Examples of contributions or incentives include non-taxable monthly subsidies to support bicycle purchase and maintenance or public transit fare subsidies. Contributions or incentives

must be spent on eligible sustainable transportation purposes³. Ineligible expenses include: vehicle parking, personal vehicle purchase/lease/maintenance, for-hire ride hail services, tolls; or fines/citations. HOV-1 fulfills the Employer Paid Benefit option for projects subject to Environment Code Section 427.2, Commuter Benefits Program, if a 100 percent subsidized monthly Muni only "M" pass, or equivalent value in e-cash loaded onto Clipper Card is provided (Option D).

For guests at hotels and convention centers, the property owner shall ~~pay for~~ *proactively offer* contributions equivalent to 25, 50, 75, or 100 percent of the cost of a public transit day pass for each registered guest. At a minimum, the public transit day pass shall be equivalent to the costs associated with a Muni Visitor Passport for the number of days the visitor has booked travel, not to exceed a 7-day Visitor Passport, and, if the visitor indicates they are flying into San Francisco International Airport, a Bay Area Rapid Transit (BART) SFO Ticket Voucher.

Notes

1. Although the property owner may opt to provide a subsidy to all employees, the requirement is one subsidy per full time employee.
2. Any fare product, such as an institutional pass, that provides monthly full-access to Muni will be considered equivalent to providing the monthly Muni only "M" pass if provided at a rate of one pass per Dwelling Unit or employee.
3. Any contribution or incentive to a non-public transit or other transportation provider shall be subject to recommended for approval by from the SFMTA Director or designee.
4. Full compliance means that the property owner offers one subsidy per month per employee and/or Dwelling Unit regardless of whether or not the subsidies are accepted.

8. HOV-2 Shuttle Bus Service

DEVELOPMENT REVIEW:

The Development Project shall submit a conceptual service plan describing the hours of operation, stop location(s), routes, and headways for the shuttle service. The property owner shall also submit plans that identify the location and dimensions of potential shuttle stops at the project site and the proposed destination(s) stops. The plans should identify any other relevant information that may be helpful in understanding potential conflicts at the proposed shuttle stop locations (e.g., proximity to transit stops, crosswalks, etc.). If requesting loading zones from SFMTA, the property owner shall include documentation of these requests. *The property owner must also include documentation that the shuttle service plan has been sent to Carli Paine (carli.paine@sfmta.com) for SFMTA review.*

City staff will review the feasibility and adequacy of the proposed service plan, including the shuttle stop locations, and provide a staff recommendation regarding the shuttle stop locations and service. If SFMTA and Planning Department staff recommend the shuttle stop locations and service should be approved, City staff will assign TDM points based on the level of implementation.

9. LU-2 On-site Affordable Housing

TDM MEASURE:

The Development Project shall include on-site Affordable Housing, as defined in Planning Code Section 415, as research indicates that Affordable Housing units generate fewer vehicle trips than market-rate housing units. This measure is in recognition of the amount of on-site affordable housing a Development Project may provide as permitted by City law, as opposed to a requirement.

Option	PERCENTAGE OF UNITS BY INCOME RANGE		Points
	Low Income (Income > 55 ≤ 80%)	<i>Very</i> Low Income (Income ≤ 55%)	
OPTION A	≥ 5 ≤ 10%	≥ 3 ≤ 7%	● 1
OPTION B	> 10 ≤ 20%	>7 ≤ 14%	●● 2
OPTION C	> 20 ≤ 25%	>14 ≤ 20%	●●● 3
OPTION D	--	>20 ≤ 25%	●●●● 4