



EXECUTIVE SUMMARY

AMENDMENTS TO THE TDM PROGRAM STANDARDS

HEARING DATE: MARCH 11, 2021

Record No.: 2021-001805CRV
Project Name: Amendments to the TDM Program Standards
Staff Contact: Andrew Perry – (628) 652-7430
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Recommendation: Adoption

Project Description and Background

The City's Transportation Demand Management (TDM) Program became effective on March 18, 2017. While Planning Code Section 169 contains the general applicability and requirement for certain development projects to be subject to TDM, the TDM Program Standards contain the detailed rules for operating the Program. This includes how to calculate a project's TDM point target, as well as the menu and point value of TDM Measures from which projects select to fulfill a specific point target. The latest TDM Program Standards¹, including Appendix A: TDM Measures² and the Program Technical Justification³ document can all be found on the TDM Program webpage (<https://sfplanning.org/transportation-demand-management-program>).

As outlined in Section 4 of the TDM Program Standards, minor or non-substantive amendments to the TDM Program Standards may be made at the discretion of the Planning Director. Substantive amendments that include addition or subtraction of measures, larger changes to the TDM Program's point structure, or other changes that significantly change a property owner's obligations require Planning Commission approval. This nimble structure is purposeful and designed to allow the Department and Commission to quickly respond as the program is implemented over time.

The Planning Commission last made substantive amendments to the TDM Program in June 2018. The newly proposed amendments are generally intended to correct or provide additional clarity around the implementation of specific TDM measures, and to ensure the effectiveness of the measures to reduce Vehicle Miles Traveled (VMT) is maintained.

¹ https://default.sfplanning.org/transportation/tdm/TDM_Program_Standards.pdf

² https://default.sfplanning.org/transportation/tdm/TDM_Measures.pdf

³ https://default.sfplanning.org/transportation/tdm/TDM_Technical_Justification_update2018.pdf

Required Commission Action

The Planning Commission must adopt a resolution adopting substantive amendments to the TDM Program Standards.

Proposed Amendments and Other Considerations

Substantive Amendments

1. **Development Projects with Multiple Low-Density Buildings.** Development Projects consisting of separate low-density structures, which do not contain common lobbies, garages, or other facilities, create significant implementation challenges for the TDM Program. Additionally, these types of structures were not the intended target of the TDM Program, as they tend to function more as individual structures than as a collective development, and also tend to provide private parking for many or all of the units (similar to ad hoc single-family development). Therefore, the Vehicle Miles Traveled (VMT) generated are less likely to be reduced by TDM measures available in the Program.

This proposed amendment to the TDM Program Standards is designed to address this disconnect. The proposal is to have Development Projects that consist of multiple buildings, each of which containing fewer than 10 units, to be subject to a “Limited TDM Plan.” Limited TDM Plans would not be subject to the ongoing monitoring and reporting requirements of the TDM Program. If such a project also includes one or more buildings that each contain 10 or more units, those buildings would require a standard TDM Plan.

A Limited TDM Plan shall consist of:

- (A) Bicycle Parking: Two (2) Class 1 Bicycle Parking spaces for each Dwelling Unit or 1 Class 1 Bicycle Parking space for every bedroom in Group Housing; and
 - (B) Transportation Info Packets: The first occupants of the new buildings will be provided with a welcome packet that includes information about sustainable transportation options within a half-mile of the property.
2. **Removal of PKG-1 (Unbundle Parking) for Non-Residential Uses.** The TDM Program currently allows non-residential uses to achieve points for providing unbundled parking. However, the non-residential context has numerous implementation challenges and/or potential loopholes for property owners, resulting in limited effectiveness. The proposed amendment would keep PKG-1 (Unbundle Parking) as an available TDM Measure for residential categories (Land Use Category C), but remove this measure for non-residential categories.
 3. **Changes to Minimum Rates for PKG-2 (Short Term Daily Parking).** The existing PKG-2 (Short Term Daily Parking) measure requires non-residential projects to provide no parking rate or pass for a period of time longer than one day. However, there is no guidance in the TDM Measure on what can be set as a minimum hourly or daily parking rate. The intention behind this measure is to require that travelers to the Development Project consider the cost of parking each day. If the minimum price for daily parking is set extremely low, there will be less consideration of this cost and the overall effectiveness of this measure will be greatly reduced. The proposed amendment ties the minimum daily and hourly parking rate to the average daily parking rate for garages and lots in the vicinity.
 4. **Development Projects Constructed in Multiple Phases.** This amendment proposes to clarify and clearly state an existing interpretation. Development Projects constructed in multiple phases are required to comply with

the TDM Program and meet a specific TDM Point Target at each phase of the project, corresponding to the land uses and parking spaces that have been constructed at each cumulative phase. The project sponsor will identify the phases at time of development review and the TDM Plan must reflect each phase appropriately. This is consistent with how other Planning Code requirements are applied to phased projects to ensure that minimum Planning Code requirements are still met, even in cases where later phases are delayed or never realized.

5. **Clarifications to INFO-1 (Wayfinding Signage).** The proposed amendments add more specific language regarding the required contents of wayfinding signage, locations within the Development Project, minimum sizes, and frequency of updates.
6. **Changes to ACTIVE-2 (Bicycle Parking).** There is an unintended misalignment in this measure wherein larger projects may be required to provide fewer bicycle parking spaces than smaller projects selecting the same measure. The proposed amendments would correct this and provide for a consistent scaling to the number of bicycle parking spaces provided regardless of project size. The proposed amendments also clarify residential requirements in developments that include Group Housing and/or Student Housing, add bicycle parking requirements for Land Use Category D, and provide projects some additional flexibility for Class 2 spaces if meeting the minimum Code requirement under Option A.

Minor/Non-substantive Amendments

1. **Reduced Base Target for Land Use Category B (Office).** The TDM Program Standards allow for the base target of a specific land use category to change as TDM measures are added or removed from the TDM menu of options or points associated with existing TDM measures are refined. Removal of the PKG-1 (Unbundle Parking) measure for non-residential uses results in the reduction of the base target for Land Use Category B (Office) from 13 points to 12 points. The base target for Land Use Category A (Retail) remains at 13 points.
2. **ACTIVE-3 (Showers and Lockers).** Clarification that in mixed-use projects the requirement is based only on the number of Class 1 bicycle parking spaces provided for the non-residential uses.
3. **Car-share Parking and Membership.** Clarification that if the Planning Code does not require the Development Project to provide any car-share spaces, one such space may still be provided to qualify the project for Option A, or Option C if memberships are also provided.
4. **FAMILY-3 (Family TDM Package).** Highlighting in this measure and the Car-Share and Family TDM Amenities measures that the FAMILY-3 measure effectively offers bonus TDM points for projects that are otherwise selecting Car-Share Option D or E, and FAMILY-1 Options A and B.
5. **Expectations for Updates to Info Measures.** In addition to language added to INFO-1, language is added to INFO-2 and INFO-3 to clarify that the information presented through these measures is updated on a regular basis.
6. **LU-2 (Affordable Housing).** Clarification that the points available for different levels of on-site affordability are additive and not a binary option, and removal of the upper limit on the percentage of affordable units at a specific level of affordability.

Environmental Review

The action described herein is subject to review under the California Environmental Quality Act. The requisite environmental review has been completed, a Categorical Exemption has been issued, and the Certificate of Categorical Exemption was included as Attachment H Certificate of Categorical Exemption in the August 4th, 2016 Executive Summary.

Basis for Recommendation

The TDM Program Standards are intended to be updated over time as Program implementation continues and evolves. The proposed amendments are the result of increased experience implementing the TDM Program as projects undergo construction and move into the reporting and monitoring phases of the Program. These amendments were developed in consultation with the TDM Working Group, which includes staff from the Planning Department, SFMTA, and the County Transportation Authority. These amendments help ensure that ongoing implementation of the TDM Program is done in as clear and effective a manner as possible, that TDM Measures are appropriately flexible and feasible to implement, and that the Program remains effective at reducing VMT.

Attachments:

Draft Resolution Approving the Proposed Amendments to the TDM Program Standards



PLANNING COMMISSION DRAFT RESOLUTION

HEARING DATE: MARCH 11, 2021

Record No.: 2021-001805CRV
Project: Amendments to the TDM Program Standards
Staff Contact: Andrew Perry – (628) 652-7430
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ADOPTING 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 San Francisco Climate Emergency Resolution, Chapter 9 of the Environment Code, and the San Francisco Climate Action Plan also set GHG reduction targets to achieve a net-zero city by 2050; 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 is 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, the Transit Center District Plan, the Central SoMa Plan, and the Markey and Octavia Area Plan Amendments (also known as the Hub 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 Commission on January 19, 2017 approved substantive and minor amendments to the TDM Program Standards, and subsequently, on February 17, 2017 also approved minor amendments that were necessary to align the TDM Program Standards with the final version of the TDM Ordinance passed by the Board of Supervisors, as referenced below; and

WHEREAS, the Board of Supervisors on February 7, 2017, passed Board File 160925, and the Mayor approved Ordinance 34-17 on February 17, 2017, making the TDM Program effective on March 19, 2017; and

WHEREAS, the Commission on June 7, 2018, approved substantive amendments to the TDM Program Standards, and the Planning Director approved minor amendments; and

WHEREAS, since the effective date of the TDM Ordinance, staff have continued to receive feedback; and

WHEREAS, in response to this feedback and additional analysis, the Department now proposes 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 Planning Department Commission Secretary is the custodian of records; the File for Record No. 2021-001805CRV is located at 49 South Van Ness Avenue, Suite 1400, San Francisco, California; 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 the applicant, Department staff, and other interested parties; therefore

NOW THEREFORE BE IT RESOLVED that the 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 Planning Commission ADOPTED the foregoing Resolution on March 11, 2021.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

RECUSE:

ADOPTED: March 11, 2021

EXHIBIT A TO RESOLUTION NO. XXXXX

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, dated June 2018. Revisions to the TDM fact sheets in Appendix A are referenced by the specific TDM Measure title (e.g. ACTIVE-1).

NOTE: Unchanged TDM Program Standards text and uncodified text are in plain Arial font.
Additions to TDM Program Standards are in *single-underline italics Times New Roman font*.
Deletions to TDM Program Standards are in *strikethrough italics Times New Roman font*.
Asterisks (* * * *) indicate the omission of unchanged Standards subsections or parts of tables.

SUBSTANTIVE AMENDMENTS

1. **2.1(a) Development Projects with Multiple Low-Density Buildings.** *Any Development Project that includes a total of 10 or more Dwelling Units, Group Housing bedrooms, or a combination of the two, but also consists of multiple buildings, each of which containing fewer than 10 Dwelling Units or Group Housing bedrooms, or a combination of the two, shall submit a Limited TDM Plan for Land Use Category C (Residential). In a Development Project that includes such low-density building(s) as described above, but also includes one or more buildings containing more than 10 Dwelling Units or Group Housing, or combination of the two, the Limited TDM Plan shall only be available to such low-density buildings; any building in such development with 10 or more Dwelling Units, Group Housing bedrooms, or a combination of the two shall require a standard TDM Plan. The Limited TDM Plan will not be subject to the point target outlined in Section 2.2, nor will the Limited TDM Plan be subject to any ongoing monitoring and reporting requirements. Instead the Limited TDM Plan must consist of the following measures to be verified through the pre-occupancy reporting requirement:*
 - i. **Bicycle Parking:** *Two (2) Class 1 Bicycle Parking spaces for each Dwelling Unit. For Group Housing, 1 Class 1 Bicycle Parking space for every 1 bedroom.*
 - ii. **Tailored Transportation Welcome Packets:** *The first occupants of the new Dwelling Units or Group Housing bedrooms, either as owners or tenants, shall be provided a welcome packet that includes information regarding sustainable transportation options within a ½-mile radius of the subject property (e.g. specific nearby transit routes and schedules; bicycle routes; bikeshare pods, other nearby transportation programs, etc.).*
2. **2.2(b)(5) Development Projects Constructed in Multiple Phases.** *For Development Projects that intend to construct aspects of a project in a phased manner over a longer period of time, the Development Project shall be in compliance with the requirements of the TDM Program both at time of final completion of the overall Development Project with all phases having been constructed, as well as at each subsequent phase of the project. In this way, if a project experiences a significant delay to the overall schedule of the Development Project, or reduces the scope of the Development Project by eliminating a later phase, any resulting*

development at the project site will comply with the TDM Program and will not rely on a later phase for a specific TDM measure. The Project Sponsor must provide the Planning Department with information regarding the phasing of the Development Project. Two or more building permits shall be considered part of the same phase if a first construction document is issued for those permits within 12 months of each other, or a longer period of time at the discretion of the Zoning Administrator. While a single phase may consist of multiple buildings, it is important to note that the pre-occupancy inspection must still be completed for all buildings individually prior to the first Certificate of Occupancy to ensure that the TDM Measures applicable to that specific building are included as required.

3. ACTIVE-2 Bicycle Parking

TDM MEASURE:

The property owner may choose ONE of the following options to provide Class 1 and ~~for~~ Class 2 Bicycle Parking spaces as defined by the Planning Code:

OPTION A

Residential: Class 1 and 2 bicycle parking spaces as required by the Planning Code. Required Class 2 Bicycle Parking spaces shall be provided adjacent to or within 800 feet of the property site. If all required spaces cannot physically be accommodated in the vicinity of the project site, the project shall still receive one point under this option, so long as no more than one rack or 25% of the required racks (whichever is greater) are unable to be installed.

Office: Class 1 and 2 bicycle parking spaces as required by the Planning Code. Required Class 2 Bicycle Parking spaces shall be provided adjacent to or within 800 feet of the property site. If all required spaces cannot physically be accommodated in the vicinity of the project site, the project shall still receive one point under this option, so long as no more than one rack or 25% of the required racks (whichever is greater) are unable to be installed.

Retail: Class 1 and 2 bicycle parking spaces as required by the Planning Code. Required Class 2 Bicycle Parking spaces shall be provided adjacent to or within 800 feet of the property site. If all required spaces cannot physically be accommodated in the vicinity of the project site, the project shall still receive one point under this option, so long as no more than one rack or 25% of the required racks (whichever is greater) are unable to be installed.

Other: Class 1 and 2 bicycle parking spaces as required by the Planning Code. Required Class 2 Bicycle Parking spaces shall be provided adjacent to or within 800 feet of the property site. If all required spaces cannot physically be accommodated in the vicinity of the project site, the project shall still receive one point under this option, so long as no more than one rack or 25% of the required racks (whichever is greater) are unable to be installed.

OPTION B

Residential: At least 1.25 ~~One~~ Class 1 Bicycle Parking space for every Dwelling Unit, and each Dwelling Unit. For buildings containing more than 100 Dwelling Units, 100 Class 1 Bicycle Parking Spaces plus one

~~Class 1 space for every two Dwelling Units over 100. Two~~ 2 Class 2 Bicycle Parking spaces for every 20 Dwelling Units. For Group Housing, 1 Class 1 Bicycle Parking space for every 1.5 bedrooms, and 4 Class 2 Bicycle Parking spaces for every 50 bedrooms. For residential uses (both Dwelling Units and Group Housing) that are also considered Student Housing, the project shall provide 50% more Class 1 spaces than otherwise required by this Option.

* * * *

Other: One Class 1 Bicycle Parking space for every 2,500 square feet of Occupied Floor Area, and 2 Class 2 Bicycle Parking spaces for every 25,000 square feet of Occupied Floor Area.

OPTION C

Residential: At least 1.5 ~~One and a half~~ Class 1 Bicycle Parking space for every Dwelling Unit, and each Dwelling Unit. For buildings containing more than 100 Dwelling Units, 100 Class 1 Bicycle Parking Spaces plus one Class 1 space for every two Dwelling Units over 100. Three 3 Class 2 Bicycle Parking spaces for every 20 Dwelling Units. For Group Housing, 1 Class 1 Bicycle Parking space for every 1 bedroom, and 6 Class 2 Bicycle Parking spaces for every 50 bedrooms. For residential uses (both Dwelling Units and Group Housing) that are also considered Student Housing, the project shall provide 50% more Class 1 spaces than otherwise required by this Option.

* * * *

Other: One Class 1 Bicycle Parking space for every 1,667 square feet of Occupied Floor Area, and 3 Class 2 Bicycle Parking spaces for every 25,000 square feet of Occupied Floor Area.

OPTION D

Residential: For each Dwelling Unit, one At least 2 Class 1 Bicycle Parking spaces ~~or one Class 1 Bicycle Parking space~~ for every Dwelling Unit, each bedroom, whichever is greater, and four 4 Class 2 Bicycle Parking spaces for every 20 Dwelling Units. For Group Housing, 2 Class 1 Bicycle Parking spaces for every bedroom, and 8 Class 2 Bicycle Parking spaces for every 50 bedrooms. For residential uses (both Dwelling Units and Group Housing) that are also considered Student Housing, the project shall provide 50% more Class 1 spaces than otherwise required by this Option.

* * * *

Other: One Class 1 Bicycle Parking space for every 1,250 square feet of Occupied Floor Area, and 4 Class 2 Bicycle Parking spaces for every 25,000 square feet of Occupied Floor Area.

4. INFO-1 Multimodal Wayfinding Signage

TDM MEASURE:

The Development Project shall provide multimodal wayfinding signage that is comprehensive and specifically tailored to convey information to users about the various transportation services and TDM-related

~~infrastructure in the vicinity. can withstand weather elements (e.g., wind, rain) in key locations. That is, the signs shall be located externally and/ or internally so that the residents, tenants, employees and visitors are directed to transportation services and infrastructure, including:~~

- ~~» transit~~
- ~~» bike share~~
- ~~» car share parking~~
- ~~» bicycle parking and amenities (including repair stations and fleets)~~
- ~~» showers and lockers~~
- ~~» taxi stands~~
- ~~» shuttle/carpool/Vanpool pick-up/drop-off locations~~

~~Wayfinding signage shall meet City standards for any on-street wayfinding signage, in particular for bicycle and car share parking, and shall meet best practices for any interior wayfinding.~~

Multimodal Wayfinding Signage shall:

1. Be placed in key locations inside and/or outside of the building (i.e. lobbies, etc.);
2. Be durable, weatherproof (if outside), and maintained;
3. Be prominently displayed in a manner that is easily viewable and understandable by users;
4. Be updated at least once every 5 years;
5. Be provided in map form for the off-site facilities listed below, including standard map features like a scale and directional compass; and
6. Include, at a minimum, the transportation amenities listed below that are provided on-site and within at least 1/2-mile of the project. The signage for off-site amenities must be separate from the signage for on-site amenities.

On-Site:

- » Car-share
- » Child Care
- » Bicycle Parking
- » Bicycle Amenities & Repair Services
- » Family TDM Amenities
- » Showers & Lockers
- » Shuttle Buses and/or/Vanpool pick-up/drop-off locations

Within 1/2-Mile of Project:

- » Bike routes per SFMTA
- » Bikeshare stations/pods
- » Car-share spaces operated by Certified Car-Share Organizations
- » Taxi stands
- » Local and regional transit routes & stops for buses, street cars, commuter rail, and ferries

The Planning Department shall provide example maps for this purpose on its website, which may be updated from time to time.

5. PKG-1 Unbundle Parking

TDM MEASURE:

All Accessory Parking spaces shall be leased or sold separately from the rental or purchase fees for use for the Life of the Development Project, so that residents or tenants have the option of renting or buying a parking space at an additional cost, and would, thus, experience a cost savings if they opt not to rent or purchase parking.

LOCATION A

One point if the residential neighborhood parking rate is greater than 0.95; ~~or nonresidential neighborhood parking rate is greater than 1.4~~ OR;

LOCATION B

Two points if the residential neighborhood parking rate is greater than 0.80 and less than or equal to 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 0.65 and less than or equal to 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 0.50 and less than or equal to 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 0.50 ~~or non-residential neighborhood parking rate is less than or equal to 0.2.~~

APPLICABILITY:

This measure is applicable to Development Projects in ~~any~~ land use category C but only if the Development Project includes Accessory Parking.

6. PKG-2 Short Term Daily Parking Provision

TDM MEASURE:

The Development Project shall not include a parking rate or pass beyond one day; in other words,

no weekly, monthly, or annual parking passes ~~would~~ may be provided. The daily and hourly parking rates shall not be less than the average daily and hourly parking rates among all publicly accessible parking lots and garages within a quarter-mile of the subject property (e.g. public lots/garages and those accessory to specific uses). If there are fewer than 3 such parking facilities within a quarter-mile of the property, then the daily and hourly parking rates shall be based on the 3 nearest parking facilities within the City.

The daily parking rate of nearby facilities shall be calculated as the cost to park from exactly 7:00am to 7:00pm or the lowest daily rate offered by the facility, whichever is lower. The hourly parking rate of nearby facilities shall be calculated as 75 percent of the cost to park from exactly 7:00am to 7:00pm, divided by 12.

PRE-OCCUPANCY MONITORING AND REPORTING:

~~N/A~~ The property owner shall provide Planning staff with an analysis of daily parking rates for all publicly accessible parking garages and lots within a quarter-mile of the subject property, as described above. The property owner shall provide Planning staff with the proposed hourly and/or daily parking rates for the Development Project's accessory parking and confirm that no parking pass shall be offered beyond one day.

ONGOING MONITORING AND REPORTING:

The property owner shall submit copies of parking rate sheets from its submittal to the San Francisco Tax Collector's office and photos of signs documenting the parking rates for the facility. The property owner must also send evidence of parking revenues that reflect daily or shorter (i.e., hourly) payments for parking. If parking is sold to the building tenant (i.e., employer/store) rather than directly to the consumers of parking, the property owner must send evidence that the lease (or deed) of parking includes a provision that the tenant cannot offer parking passes of a duration greater than one day and must be either sold each day to the employee or have a structure where employees only pay for parking when they use the spaces. The property owner must provide evidence of compliance with the requirements of parking provision as stated in the lease or deed. Revenues must reflect daily payments from users of garage.

The property owner shall provide Planning staff with an analysis of daily parking rates for all parking publicly accessible garages and lots within a quarter-mile of the subject property, as described above, at the time of each Ongoing Monitoring and Reporting submittal in order to verify parking rates are aligned with recent parking rates in the vicinity.

APPLICABILITY:

This measure is applicable to any non-residential Development Project (land use categories A, B, and D) that charges a price greater than \$0 for Accessory Parking. ~~Only Development Projects that have received points for Unbundle Parking (PKG-1) qualify for this measure.~~

MINOR (NON-SUBSTANTIVE) AMENDMENTS

1. **ACTIVE-1 Improve Walking Conditions**

APPLICABILITY:

This measure is required for some projects under Planning Code Section 138.1, however, this measure is applicable to any project in ~~any~~ land use categories A, B, and C that could benefit from an enhanced pedestrian realm, including Development Projects that would serve sensitive or vulnerable populations, such as children and the elderly and/or for projects that are located along a High-Injury Corridor.

2. **ACTIVE-3 Showers and Clothes Lockers**

TDM MEASURE:

The Development Project shall provide at least one shower and at least six clothes lockers for every 30 Class 1 Bicycle Parking spaces, but no fewer than the number of showers and clothes lockers that are required by the Planning Code, if any. In mixed-use Development Projects, Class 1 Bicycle Parking spaces that are provided for residential uses shall not count toward this requirement.

3. **ACTIVE-4 Bike Share Membership**

TDM MEASURE:

The property owner shall proactively offer one complimentary bike share membership to each Dwelling Unit and/or employee, at least once annually, for the Life of the Project or a shorter period if a bike sharing program ceases to exist. If requested by a resident and/or employee, the property owner shall pay for memberships minimally equivalent to the cost of one annual ~~Bay Area Bike Share~~ Bay Wheels (or a similar successor bikeshare entity) membership per Dwelling Unit and/or employee.

LOCATION A

One point if the project site is located more than 1,000 feet from an existing or proposed ~~Bay Area Bike Share~~ bikeshare station; OR

LOCATION B

Two points if the project site is located within 1,000 feet from an existing or ~~planned Bay Area Bike Share~~ proposed bikeshare station.

APPLICABILITY:

This measure is applicable to Development Projects in ~~any~~ land use categories A, B, and C, particularly if the project site is within 1,000 feet of an existing or proposed ~~Bay Area Bike Share~~ bikeshare station and along or near bicycle lane facilities.

4. ACTIVE-5a Bicycle Repair Station

APPLICABILITY:

This measure is applicable to Development Projects in ~~any~~ land use categories A, B, and C, particularly if the project site is along or near bicycle lane facilities.

5. ACTIVE-5b Bicycle Maintenance Services

APPLICABILITY:

This measure is applicable to Development Projects in ~~any~~ land use categories A, B, and C, particularly if the project site is along or near bicycle lane facilities.

6. ACTIVE-6 Fleet of Bicycles

APPLICABILITY:

This measure is applicable to Development Projects in ~~any~~ land use categories A, B, and C, particularly if the project site is along or near bicycle lane facilities.

7. ACTIVE-7 Bicycle Valet Parking

APPLICABILITY:

This measure is applicable to Development Projects in land use category A that are expected to generate at least 12 events annually with more than 1,000 attendees.

8. CSHARE-1 Car-share Parking and Membership

TDM MEASURE:

The property owner shall proactively offer memberships to a Certified Car-share Organization, at least once annually, to each Dwelling Unit and/or employee for the Life of the Project and/or provide car-share parking spaces as specified below. If requested by the resident and/or employee, the property owner shall pay for, or otherwise provide, memberships minimally equivalent to one annual membership per Dwelling Unit and/or employee. Residents or employees shall pay all other costs associated with the car-share usage, including hourly or mileage fees. Any car-share parking space(s) provided to comply with Section 166 of the Planning Code shall meet the availability and specifications required in the Planning Code. Any car-share parking spaces provided in excess of those required of the project by the Planning Code may be occupied by car-share vehicles operated by a Certified Car-share Organization or may be occupied by other car-share vehicles that the property owner provides for the sole purpose of shared use and that are operated in compliance with Section 166 of the Planning Code, including, but not limited to the following standards:

1. All residents/tenants eligible to drive shall have access to the vehicles; the vehicles may also be made available to users who do not live or work on the subject property;

2. Users shall pay for the use of vehicles;
3. Vehicles shall be made available by reservation on an hourly basis, or in smaller intervals;
4. Vehicles must be located at on-site unstaffed, self-service locations (other than any incidental garage valet service), and generally be available for pick-up by eligible users 24 hours per day;
5. The property owner or a third party vendor shall provide automobile insurance for its users when using car-share vehicles and shall assume responsibility for maintaining car-share vehicles.

Car share parking spaces required for Option C may be waived if no Accessory Parking is provided.

APPLICABILITY:

This measure is applicable to Development Projects in ~~any~~ land use categories A, B, and C.

OPTION A

Residential: Car-share parking spaces as required by the Planning Code. *If the Planning Code does not require any car-share spaces, 1 car-share space shall be provided to fulfill this Option. If the Development Project does not contain any accessory parking but would otherwise require car-share parking spaces under Planning Code Section 166, the required car-share space(s) must be provided at another off-street site within 800 feet of the Development Project site in order to fulfill this Option.*

Office: Car-share parking spaces as required by the Planning Code. *If the Planning Code does not require any car-share spaces, 1 car-share space shall be provided to fulfill this Option.*

Retail: Car-share parking spaces as required by the Planning Code. *If the Planning Code does not require any car-share spaces, 1 car-share space shall be provided to fulfill this Option.*

* * * *

OPTION C

Residential: One car-share membership for each Dwelling Unit, and car-share parking spaces as required by the Planning Code. *If the Planning Code does not require any car-share spaces, 1 car-share space shall be provided to fulfill this Option. If the Development Project does not contain any accessory parking but would otherwise require car-share parking spaces under Planning Code Section 166, the required car-share space(s) must be provided at another off-street site within 800 feet of the Development Project site in order to fulfill this Option. A Development Project cannot earn any points by providing only car-share memberships.*

Office: One car-share membership for each employee, and car-share parking spaces as required by the Planning Code. *If the Development Project does not contain any accessory parking or the Planning Code otherwise does require any car-share spaces, 1 car-share space shall be provided either on-site at the Development Project or at another off-street site within 800 feet of the Development Project site in addition*

to car-share memberships in order to fulfill this Option. A Development Project cannot earn any points by providing only car-share memberships.

Retail: One car-share membership for each employee, and car-share parking spaces as required by the Planning Code. If the Development Project does not contain any accessory parking or the Planning Code otherwise does require any car-share spaces, 1 car-share space shall be provided either on-site at the Development Project or at another off-street site within 800 feet of the Development Project site in addition to car-share memberships in order to fulfill this Option. A Development Project cannot earn any points by providing only car-share memberships.

OPTION D

* * * *

Retail: One car-share membership for each employee, and two car-share parking spaces for each 20,000 square feet of Occupied Floor Area, with a minimum of ~~four~~ 2 car-share parking spaces.

Note: For Residential projects, selection of this measure in combination with other requirements may make the project eligible for an additional 2 points under FAMILY-3.

OPTION E

* * * *

Note: For Residential projects, selection of this measure in combination with other requirements may make the project eligible for an additional 2 points under FAMILY-3.

9. DELIVERY-1 Delivery Supportive Amenities

TDM MEASURE:

The Development Project shall facilitate delivery services by providing an area for receipt of deliveries that offers one of the following: (1) clothes lockers for delivery services, (2) temporary storage for package deliveries, laundry deliveries, and other deliveries, or (3) providing temporary refrigeration for grocery deliveries, and/or including other delivery supportive measures as proposed by the property owner that may reduce Vehicle Miles Traveled by reducing the number of trips that may otherwise have been by single occupancy vehicle. For land use Category A (Retail) uses, note that this measure is intended to create a centralized area for receipt of deliveries for employees, and not a location for visitors to pick up purchased goods.

APPLICABILITY:

This measure is applicable to ~~any~~ Development Projects in ~~any~~ land use categories A, B, and C. ...

10. FAMILY-1 Family TDM Amenities

OPTION A

~~Amenities: On site secure location for storage of personal car seats, strollers, athletic or other extracurricular gear, and cargo bicycles or other large bicycles. Personal car seat storage should be located near off street car share parking space(s).~~

One secure storage location for personal car seats, strollers, athletic or extracurricular gear and one secure cargo or other large bicycle parking space shall be provided per every twenty Dwelling Units, with a minimum of two secure storage spaces and two secure cargo or other large bicycle parking spaces per building.

Personal car seat, stroller, and athletic or other extracurricular gear storage shall be provided either in secure storage located near off-street car-share parking space(s) and shall each have useable interior space that is at least 35 inches high, 25 inches wide and 30 inches deep. Personal car seat storage should be located near off-street car-share parking space(s).

Secure storage for cargo or other large bicycles shall meet the dimensional requirements to accommodate the largest bicycles described in the Zoning Administrator Bulletin No. 9.

Note: Selection of this measure in combination with other requirements may make the project eligible for an additional 2 points under FAMILY-3.

OPTION B

Amenities: One collapsible shopping/utility cart for every 10 Dwelling Units and one cargo bicycle for every 20 Dwelling Units. All equipment shall be kept clean and well maintained. Cargo bicycles and carts shall be available for use to any unit by advanced reservation on an hourly basis (e.g., pen and paper sign up system, online, etc.).

Note: Selection of this measure in combination with other requirements may make the project eligible for an additional 2 points under FAMILY-3.

11. 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), a property owner ~~shall include that selects~~ all of the ~~following~~ measures listed below shall meet the requirements of this TDM Measure and earn the additional 2 points for FAMILY-3.

- CSHARE-1: Car-Share Parking and Membership Option D or E; AND
- FAMILY-1: Family TDM Amenities, Options A and B

12. HOV-1 Contributions or Incentives for Sustainable Transportation

APPLICABILITY:

This measure is applicable to ~~any~~ Development Projects in ~~any~~ land use categories A, B, and C.

13. HOV-2 Shuttle Bus Service

TDM MEASURE:

The Development Project shall provide local shuttle service. The local shuttles will primarily provide service between the project site and regional transit hubs, commercial centers, and/or residential areas. Local shuttle service shall be provided free of charge to residents, tenants (employees), and guests. Shuttle stop locations shall be posted with shuttle schedules (or frequency and hours). The property owner must also include documentation that the shuttle service plan has been sent to the appropriate staff at the Carli Payne (carli.payne@sfmta.com) for SFMTA for review.

14. HOV-3 Vanpool Program

APPLICABILITY:

This measure is applicable to ~~any type of non-residential~~ Development Projects in land use categories A or and B that employ s at least 25 people and is are located in an area that is either (1) not well served by public transit or (2) is are located in an area that does not have regular public transit service between the project site and the origins or destinations of the project site's employees.

15. INFO-2 Real Time Transportation Information Displays

TDM MEASURE:

* * * *

The displays shall include real time information on sustainable transportation options in the vicinity of the project site, which may include, but are not limited to, transit arrivals and departures for nearby transit routes, walking times to these locations, and the availability of car-share vehicles (within or adjacent to the building), shared bicycles, and shared scooters. The information provided by the displays shall be verified and updated at every reporting period at a minimum.

16. INFO-3 Tailored Transportation Marketing Services

TDM MEASURE:

* * * *

(2) Welcome Packets. New residents and employees shall be provided with tailored marketing information about sustainable transportation options associated with accessing the project site (e.g., specific transit routes and schedules; bicycle routes; carpooling programs, etc.) as part of a welcome packet. The information in the packets shall be updated not less than once every five years. For employees, the packet should reflect options for major commute origins. New residents and employees shall

also be offered the opportunity for a one-on-one consultation about their transportation options.

APPLICABILITY:

Options A and B are applicable to Development Projects in ~~any~~ land use categories *A, B, and C*. Options C and D are applicable to Development Projects subject to Planning Code Section 163. ~~in any land use category.~~

17. **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.

A Development Project may earn points for this measure through both Very Low Income and Low Income categories. As an example, a Development Project providing 12% of its units as affordable to Very Low Incomes set at 55% AMI, and providing 5% of its units as affordable to Low Incomes set at 80% AMI, will earn 3 points (2 points under Option B for those Very Low Income units and 1 point under Option A for Low Income units.)

Note: In cases where the required percentage of affordable units results in a fraction that is rounded down, the percentage provided on-site for purposes of this LU-2 measure shall generally be considered to be the percentage requirement as specified under the Planning Code. Example: A 12-unit building is subject to a 12% on-site inclusionary rate, to be affordable to Low Incomes set at 80% AMI. This calculates to 1.44 units, which rounds to 1 unit under the Planning Code. Although $1 \div 12 = 8.3\%$, this project would still earn 2 points under Option B for this LU-2 measure, because the relevant percentage is considered to be 12%.

OPTION A

One point if providing greater than or equal to five percent and less than or equal to 10 percent on-site Affordable Housing where total household income *is greater than 55 percent, but* does not exceed 80 percent of Area Median Income; OR

* * * *

OPTION B

Two points if providing greater than 10 percent and less than or equal to 20 percent on-site Affordable Housing where total household income *is greater than 55 percent, but* does not exceed 80 percent of Area Median Income; OR

* * * *

OPTION C

Three points if providing greater than 20 percent *and less than or equal to 25 percent* on-site Affordable Housing where total household income *is greater than 55 percent, but* does not exceed 80 percent of Area Median Income; OR

* * * *

OPTION D

Four points if providing greater than 20 percent *and less than or equal to 25 percent* on-site Affordable Housing where total household income does not exceed 55 percent of Area Median Income.

17. Table 2-1: Land Use Categories and Targets

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 12 points
		Each additional 10*	1 additional point
C	Residential	0 ≤ 5	10 points
		6 ≤ 10	11 points
		11 ≤ 15	12 points
		16 ≤ 20	13 points
		Each additional 10*	1 additional point
D	Other	Any # of parking spaces	3 points

* 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 parking within Land Use Category C that proposes 21 parking spaces is subject to a 14 point target.

18. TDM Program Standards, EXAMPLE 1, p. 9.

New Construction or Replacement of Use: A property owner proposes New Construction that includes 100 dwelling units with 50 Accessory Parking spaces on an existing surface parking lot with 50 spaces.

Residential is identified as land use category C. Land use category C has a base target of ~~13~~ 10 points *for projects with up to 5 accessory parking spaces For every additional 5 spaces, up to 20 spaces, one additional point is required, for a total of 13 points for a project with 20 spaces.* For every additional 10 Accessory Parking spaces provided above 20, rounding up, one additional point is required. No credit is given for existing surface parking. Therefore, the land use category C target for this project is 16 points.

19. TDM Program Standards, EXAMPLE 2, p. 9.

Addition: A property owner proposes a 25,000 square foot office Addition with 10 Accessory Parking spaces to an existing 50,000 square foot office building with 50 existing Accessory Parking spaces.

Office space is identified as land use category B. Land use category B has a base target of ~~13~~ 12 points. Given this is an Addition to an existing building, only the associated net new Accessory Parking spaces are calculated to determine the target. Therefore, the Land Use Category B target for this project is ~~13~~ 12 points.

20. TDM Program Standards, EXAMPLE 3, p. 9.

Change of Use: A property owner proposes a Change of Use from Production, Distribution, and Repair space to Office in an existing 50,000 square foot building with 20 existing Accessory Parking spaces. The property owner proposes to add 53 Accessory Parking spaces.

Office space is identified as land use category B. Land use category B has a base target of ~~13~~ 12 points. Given this is a Change of Use to an existing building, only the associated net new Accessory Parking spaces are calculated to determine the target. For every additional 10 Accessory Parking spaces provided above 20, rounding up, one additional point is required. Therefore, the Land Use Category B target for this project is ~~17~~ 16 points.