OCII
office of
COMMUNITY INVESTMENT
and INFRASTRUCTURE

126-0062023-002

Agenda Item **No. 5(d)**
Meeting of June 20, 2023

TO: Community Investment and Infrastructure Commissioners

FROM: Thor Kaslofsky, Executive Director

SUBJECT: Conditionally authorizing the conversion of sixty-nine (69) off-street residential parking spaces in, and adding five (5) new parking spaces to, an existing building containing 313 parking spaces at 185 Channel Street (MBS Block 2) to provide 34 short-term commercial spaces, thirty (30) commercial valet parking spaces and ten (10) off-site below-market-rate residential parking spaces and approving a second amendment to the Basic Concept / Schematic Design for Mission Bay South Block 2; Mission Bay South Redevelopment Project Area

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EXECUTIVE SUMMARY

Channel Mission Bay Apartments at Mission Bay South Block 2 (“MBS Block 2” or “185 Channel Street”), is a 315-unit, market-rate residential building in the Mission Bay South Redevelopment Project Area (“Project Area”) bounded by Channel Street to the north, 3rd Street to the west, 4th Street to the east and Long Bridge Street to the south. The Commission approved a Basic Concept / Schematic Design for MBS Block 2 on May 17, 2011, by Resolution No. 61-2011 (“BC/SD”) and its construction was completed in 2014. The BC/SD approved 315 market-rate rental units, 8,100 square feet of ground floor retail space, and a 315-space accessory parking garage. In 2018, the building owner, DCO Mission Bay LP, an affiliate of UDR, Inc. (“UDR” or “Owner”) requested an amendment to the BC/SD that would allocate 25 of the 315 parking spaces to its ground floor, neighborhood-serving retail tenant, Gus’s Community Market. At that time, UDR provided data indicating that the residential parking was underutilized. The 25-space conversion and subsequent BC/SD amendment was approved by the Commission by Resolution No. 42-2018. UDR continues to report underutilization of residential parking space use and now seeks to further amend the BC/SD to allow for an additional 74 spaces to be converted from parking for its residential tenants to parking for the following off-site uses: affordable housing residents, neighborhood commercial short-term parking use and valet service use.

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This request will require a second amendment to the BC/SD to change the use of 69 existing parking spaces plus the ability to park five (5) additional vehicles in the adjacent drive aisle.

Staff recommends approval of the second amendment to the MBS Block 2 Basic Concept and Schematic Design to allow for 69 existing on-site residential accessory spaces to be used as parking spaces for off-site residential, short-term commercial and valet uses and to allow an additional 5 spaces for commercial valet parking.

DISCUSSION

Background for Proposed Basic Concept and Schematic Design Amendment

The BC/SD for MBS Block 2 was approved with a two-level, 315-space parking garage, representing a 1:1 ratio of automobile parking spaces to residential units, which is the maximum allowed by the Design for Development for the Mission Bay South Project Area ("Design for Development"). At the time of permitting, UDR needed to reduce the ground-floor level parking spaces by two spaces, resulting in a total number of 313 built parking spaces. Residential parking for this apartment building is "unbundled," meaning it is available for lease separately from a resident's apartment lease payment.

Over approximately the last seven years, UDR has observed a low parking utilization rate by its residents, with less than half of the spaces rented out by residents regardless of incentives such as a free month of parking or a small initial discount to parking rental rates. In its proposal, UDR notes that since 2020, although the building has been 97% leased, over 100 parking spaces are vacant each month. UDR is the first building owner in OCII's project areas to request a conversion of its parking uses and in doing so has provided a proposal to OCII to re-purpose most of the vacant residential parking spaces.

Since 2016, OCII staff have communicated regularly with UDR regarding parking utilization and OCII's policies for residential parking conversion. UDR proposed the conversion of 25 spaces for Gus's Community Market in 2018 as a first phase of a larger proposed parking conversion.

Proposal for Second BC/SD Amendment

UDR, with feedback from OCII staff, has proposed the following:

- 34 spaces converted to short-term parking to serve nearby neighborhood commercial uses,
- 30 spaces converted to commercial valet parking spaces and;
- 10 spaces provided at below-market rates for residents of affordable housing in Mission Bay South.

With this change in use, the existing parking garage will be separated into two different zones, with a large portion of the lower level used for non-resident parkers and the upper level used only for on-site residential parkers. The lower level will have unrestricted access daily from 7 am to 9 pm. The proposed revision to the parking layout is described in the table below, and in Exhibit A, attached to the Commission resolution accompanying this memorandum.

Parking Reallocation – Proposed Second Amendment to MBS Block 2 BC/SD

Parking Spaces Allocation	**Number of Parking Spaces**		
	As Built in 2014	**1st Amendment (2018)**	**Proposed 2nd Amendment**
On-Site Residential Parking (first + second levels) [1]	309 (137+172)	288 (116+172)	219 (47+172)
On-Site Retail(2)	4	25	25
Off-Site Short-Term Public Parking	-	-	34
Off-Site below-market-rate Residential Parking	-	-	10
Off-Site Remote Attendant Parking (valet)	-	-	30(3)
Total	**313**	**313**	**318**

[1] Includes car share spaces, electric vehicle spaces, spaces currently unstriped and not in use for automobile parking on the ground floor and visitor parking.

[2] Reflects four (4) spaces of retail parking labeled on permit set, although OCII's Design for Development for the Mission Bay South Project Area would allow for 16 spaces based on the square footage held by the ground floor tenant.

[3] Five of the 30 spaces are accommodated through a drive aisle between striped parking spaces.

Management

Mission Bay residents and visitors will be able to access the 34 spaces of short-term parking through PaybyPhone, the same smartphone application that is used by the San Francisco Municipal Transportation Agency for its on-street parking spaces. To supplement the smart phone application, UDR will hire a third-party parking operator to monitor operations and maintain the licensing and permitting for the garage.

Short-Term Commercial Parking
Parking in this proposed category is currently planned for metered public parking and valet services.

Public Parking
Pricing for the short-term spaces will be aligned with the San Francisco Planning Department's parking pricing requirements as laid out in Planning Code Section 155(g), attached to this memorandum as Exhibit B, which incentivizes short-term parking over long-term parking. OCII staff believe that this parking will help to support the businesses along 4th Street, which represent a wide variety of neighborhood and City services such as dentists, a veterinary clinic, bank branches, restaurants and an elementary school. UDR plans to do outreach to the retail businesses along 4th Street and other smaller retail corridors in Mission Bay to notify them about the new off-street metered parking opportunities so they can convey the information along to their customers.

The Owner's proposed pricing conforms with the San Francisco Planning Code's Section 155(g) and is as follows:

Interval	**Price (Min.)***	**Conformance with Section 155(g)**
0-30 Min	Free	No minimum price requirement exists
31-60 Min	$4.00	No minimum price requirement exists
Each Additional Hour (1-8 Hours)	$4.00	Rate for four hours ($16.00) is no more than four times the rate for the first hour ($4.00)
Max (8-12 Hours)	$40.00	Rate for eight or more hours ($40.00) is no less than 10 times the rate for the first hour ($4.00)
Overnight (12+ Hours)	$56.00	Rate for 12+ hours ($56.00) is no less than 10 times the rate for the first hour ($4.00); No maximum price requirement

These rates may increase annually in accordance with the Consumer Price Index for the San Francisco-Oakland-Hayward metropolitan area.

Short-term parking pricing is meant to incentivize the use of the parking in service of local neighborhood commercial businesses and to discourage long-term automobile storage or commuter parking.

Valet Parking

LUMA Hotel, located across Channel Street from MBS Block 2, opened in the Summer of 2022. Currently, the 299-room property is served by 19 parking spaces. The hotel's first year of operations have shown a higher demand for parking and as a result, the hotel has rented spaces off-site for valet purposes. Based on average demand since opening, LUMA Hotel intends to lease the 25 spaces, plus five potential drive-aisle spaces proposed for valet services at MBS Block 2, for a total of 30 valet spaces.

Valet employees of LUMA Hotel will have access to the garage, like MBS Block 2 residents, so that they can access the valet cars outside of the parking garage hours of operation. While the valet parking will initially be utilized by the LUMA Hotel, those spaces may be utilized by another entity in the future.

Below-Market-Rate Parking

Over the past three years, demand for parking amongst affordable housing residents in Mission Bay has substantially increased. To address this increased demand, UDR has agreed to set aside 10 below-market-rate parking spaces, a number that represents 15% of the short-term and valet spaces, for residents of OCII-sponsored affordable housing buildings in Mission Bay South.

Parking Space Assignment Process

These spaces will be allocated based on a waitlist developed upon outreach to up to six affordable housing buildings identified in Mission Bay South through a lottery process managed by OCII staff with the option of monitoring by affordable housing property management staff. A property management representative from the OCII-sponsored affordable housing buildings in Mission Bay South will coordinate with the parking operator or Owner staff at 185 Channel to fill vacancies off the waiting list and enforce parking policies. These 10 spots will be leased on a month-to-month basis, and, based on initial feedback from affordable housing property managers in Mission Bay South, possibly with an expected maximum lease duration of two years in order to open up the opportunity for off-street parking to other affordable housing residents. When a below-market-rate parking space becomes vacant, an Owner or parking operator representative will notify OCII and designated affordable housing property management staff to fill the vacancy from the established waitlist.

The spaces will follow the Mayor's Office of Housing and Community Development's Inclusionary Affordable Housing Program Monitoring and Procedures Manual ("Affordable Housing Manual") and leased in accordance with Section VI. *Developer Requirements* subsection H 2.(b) *Rental Unit Parking* of the Affordable Housing Manual, which is copied for reference below and attached to this memorandum as Exhibit C. In accordance with the Affordable Housing Manual, pricing for the below-market-rate parking spaces at 185 Channel will be tiered based on household income and will start at $100 a month. Based on an income analysis completed on the six existing and future properties in Mission Bay South, OCII staff concludes that the majority of residents eligible for this parking will fall into this $100/ month pricing tier. For reference, market rate pricing at 185 Channel is currently approximately $310 a month. Any future below-market-rate parking lease rate changes will follow the 2% maximum annual increase specified in the Affordable Housing Manual, as amended from time to time.

Below Market Rate Pricing Table

	55% AMI	80% AMI	110% AMI
Monthly Parking Price	$100	$175	$250

Lessees of the below-market-rate parking spaces will have entry rights to the garage, like MBS Block 2 residents, so that they can access their cars outside of the parking garage hours of operation.

OCII staff will continue to work with the OCII-sponsored affordable housing property management staff to develop any needed policies on waitlist management.

Future Residential Demand

The proposed parking uses represent about a 58% utilization rate for on-site residential parking currently available at 185 Channel. To address any potential increase in demand from property residents, the proposal includes 39 spaces to remain unallocated in the event on-site demand increases. The 39 spaces can accommodate a 25% increase in residential parking demand. UDR also expects, if there is a surge in demand beyond the 39 parking spaces, to shift some short-term parking back into the residential category. In addition, there are 17 spaces on the lower level that have been taken offline to enhance garage circulation, most notably for Gus's Community Market's customers and to be used for Amazon locker and other storage, which can also be brought back online if needed.

Staff Recommendation

Neither the Mission Bay South Redevelopment Plan nor other Plan documents provide a standard for reviewing a conversion of residential parking to other uses. Although the Planning Code does not apply in Mission Bay South, it does provide some useful criteria to consider in evaluating a conversion of residential parking. Section 303 of the San Francisco Planning Code establishes the following four criteria for evaluating non-residential accessory parking uses above levels principally permitted. OCII staff's application of the criteria to the proposed parking conversion also appears below.

(i) Accommodating excess accessory parking does not degrade the overall urban design quality of the project proposal;

The urban design quality of 185 Channel will not change due to the 69 existing spaces and five new drive aisle spaces being dedicated to short-term commercial and off-site residential parking uses. The exterior of the garage will not be altered.

(ii) All above-grade parking is architecturally screened and lined with active uses [….]; and,

The parking garage at 185 Channel met OCII's standards for screening and active uses for a neighborhood street at the time of Basic Concept / Schematic Design approval and will not change because of this this proposed amendment. The exterior of the garage will not be altered.

(iii) Excess accessory parking does not diminish the quality and viability of existing or planned streetscape enhancements.

The parking garage at 185 Channel was deemed to integrate well with the quality and viability of streetscape improvements at the time of Basic Concept / Schematic Design approval and will not change because of this proposed amendment. The exterior of the garage will not be altered.

There is an additional criterion regarding approvals for non-residential parking uses that OCII staff feel can be planned for and monitored once the parking use is in operations:

(iv) Vehicle movement on or around the project does not unduly impact pedestrian spaces or movement, transit service, bicycle movement, or the overall traffic movement in the district.

A study was conducted by Adavant Consulting to analyze the effects on local traffic and vehicular, bicycle and pedestrian circulation of the parking garage use changes at 185 Channel. The conversion was not found to have significant impacts on pedestrian, cyclist and emergency vehicle access. It was also not found to significantly induce automobile traffic.

In light of these criteria, OCII staff supports the further reduction of the number of residential parking spaces at 185 Channel and the increase of spaces devoted to off-site residential parking and short-term commercial parking.

CONDITIONS OF APPROVAL

Staff recommends the approval of this requested parking garage change of use, under the following conditions:

1) Parking for events at Chase Center or Oracle Park shall be prohibited. Owner shall implement procedures to prevent parking for these events by placing exterior and interior directional signage that states that parking to attend games at either of these venues is prohibited within the public parking facility provided on MBS Block 2; and,

2) With respect to the parking rate pricing established, Owner shall charge its proposed rates as show in in Exhibit B of Resolution 23-2023, which will comply with Section 155(g) of the San Francisco Planning Code to incentivize short-term metered parking over long-term metered parking. These rates may increase annually with the Consumer Price Index for the San Francisco-Oakland-Hayward area; and,

3) Owner or its selected parking operator will coordinate with OCII-sponsored affordable housing property staff, via a parking procedures agreement prepared by Owner or parking operator with oversight and input by OCII and affordable housing property staff, to lease and manage the below market rate parking spaces. The spaces will be allocated based on a lottery and subsequent waitlist document; and,

4) The number of below-market-rate parking spaces shall be calculated at 15% of the residential spaces being authorized for conversion. For the 64 spaces being authorized for conversion under this resolution, the 15% equates to 10 spaces; and,

5) The monthly cost of all below-market-rate parking spaces shall be in accordance with Section VI. Developer Requirements subsection H 2.(b) Rental Unit Parking of the City and County of San Francisco Mayor's Office of Housing and Community Development's *Inclusionary Affordable Housing Program Monitoring and Procedures Manual*, as amended, and effective as of October 11, 2018 and located on the following webpage: https://sfmohcd.org/sites/default/files/Documents/MOH/Inclusionary%20Manuals/Inclusionary%20Affordable%20Housing%20Program%20Manual%2010.15.2018.pdf. Any rate increases must be approved in advance of applying the increase by OCII staff or its successor or designee or will be made in compliance with the Inclusionary Affordable Housing Program Monitoring and Procedures Manual, as amended; and,

6) Owner will submit to OCII a signage proposal to assist with pedestrian and vehicular access to the parking garage and its various uses and obtain OCII staff level approval prior to signage permit applications submittal at the Department of Building Inspection and prior to the erection of signage that would not require a signage permit.

CITIZEN'S ADVISORY COMMITTEE ("CAC")

On May 11, 2023, OCII staff presented the proposed BC/SD amendment to the Mission Bay CAC. The CAC and community members expressed support for repurposing the vacant parking spaces as well as allowing the spaces to be opened for off-site residential parking for OCII-sponsored affordable housing residents. The CAC took an action to move this item forward to the Commission for review and approval.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

The proposed amendment to the BC/SD to reallocate parking assignments within MBS Block 2 is categorically exempt from environmental review pursuant to CEQA Guidelines Section 15301 because it constitutes a minor alteration to the use of an existing structure involving a negligible expansion of an existing use.

NEXT STEPS

UDR will work with OCII to ensure certain operational procedures are in place to successfully meet the conditions of this approval. OCII will continue to meet with property staff of OCII-sponsored affordable housing in Mission Bay South to coordinate the 10 below-market rates parking spaces. Finally, UDR staff will continue to finalize directional signage and the details of the parking listing on the smartphone application. The new uses in the garage are expected to be operational at some point in the Summer of 2023.

(Originated by Gretchen Heckman, Development Specialist)

DocuSigned by:

Thor Kaslofsky

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Thor Kaslofsky
Executive Director

Exhibit A: Excerpt from Amended MBS Block 2 BC/SD (Amended Pages)

Exhibit B: San Francisco Planning Code Section 155(g)

Exhibit C: Mayor's Office of Housing and Community Development's Inclusionary Affordable Housing Program Monitoring and Procedures Section VI. *Developer Requirements* subsection H 2.(b) *Rental Unit Parking*

	Design for Development and Major Phase Requirements for Block 2	Project Summary
Site Size		89,497 SF (1.94 Acres)
Lot Coverage	100% below 40'-0"	94% below 40'-0"
	75% above 40'-0"	74% above 40'-0"
Base Height	65'-0"	66,150 SF
Midrise + Tower Height	90'-0"	
Allocated Area	10,750 SF + 16,000 SF = 26,750 SF	21,375 SF
Streetwall		
Minimum Height	15'-0"	
Maximum Height	90'-0" along 4th Street, 65'-0" along 3rd Street	88'-0" along 4th Street, 65'-0" along 3rd Street
Minimum Length	70% along 4th Street and 3rd Street	95% along 4th Street and 100% along 3rd Street
Depth Variation	10'-0" maximum	
Setback		
3rd Street	5'-0" setback	5-0" setback
4th Street	5'-0" setback above 30'-0" **	No setback
Projections	Minimum 8'-0" vertical clearance	No projections below 8'-0"
	Maximum 3'-0" over public r.o.w. (not applicable to marquees)	Marquees project 5'-0"
Open Space	70 SF /living unit x 315 units = 22,050 SF	21,110 SF common open space
		(additional private decks at various units)
Residential Parking	Maximum 1 space per living unit = 315 spaces	**219** spaces provided, ranging from 127.5 SF to 160 SF
Bicycle Parking	Minimum 1 space per 20 vehicle spaces = 16	160 spaces provided
Loading Space	Retail: Area < 10,000 SF = 0 spaces	2 spaces provided
	Residential: Area from 200,001 SF to 500,000 SF = 2 spaces	(12'-0"W x 35'-0"D x 14'-0"H)
	Minimum 10'-0"W x 35'-0"D x 14'-0"H	
Non-Resident Parking	**N/A**	**94 spaces provided (See Page 13A)**

	Project Data			
Number of Units	315			
Gross Floor Area	468,136 SF			
Unit Breakdown/Areas	Type	Count	Size	
	Studio	35	529 SF - 550 SF	
	1 Bedroom	195	650 SF - 850 SF	
	2 Bedrooom	85	1,046 SF - 1,212 SF	
Retail Net Area	7,971 SF			
Leasable Area	265,956 SF			
Number of Stories	8			

Legend

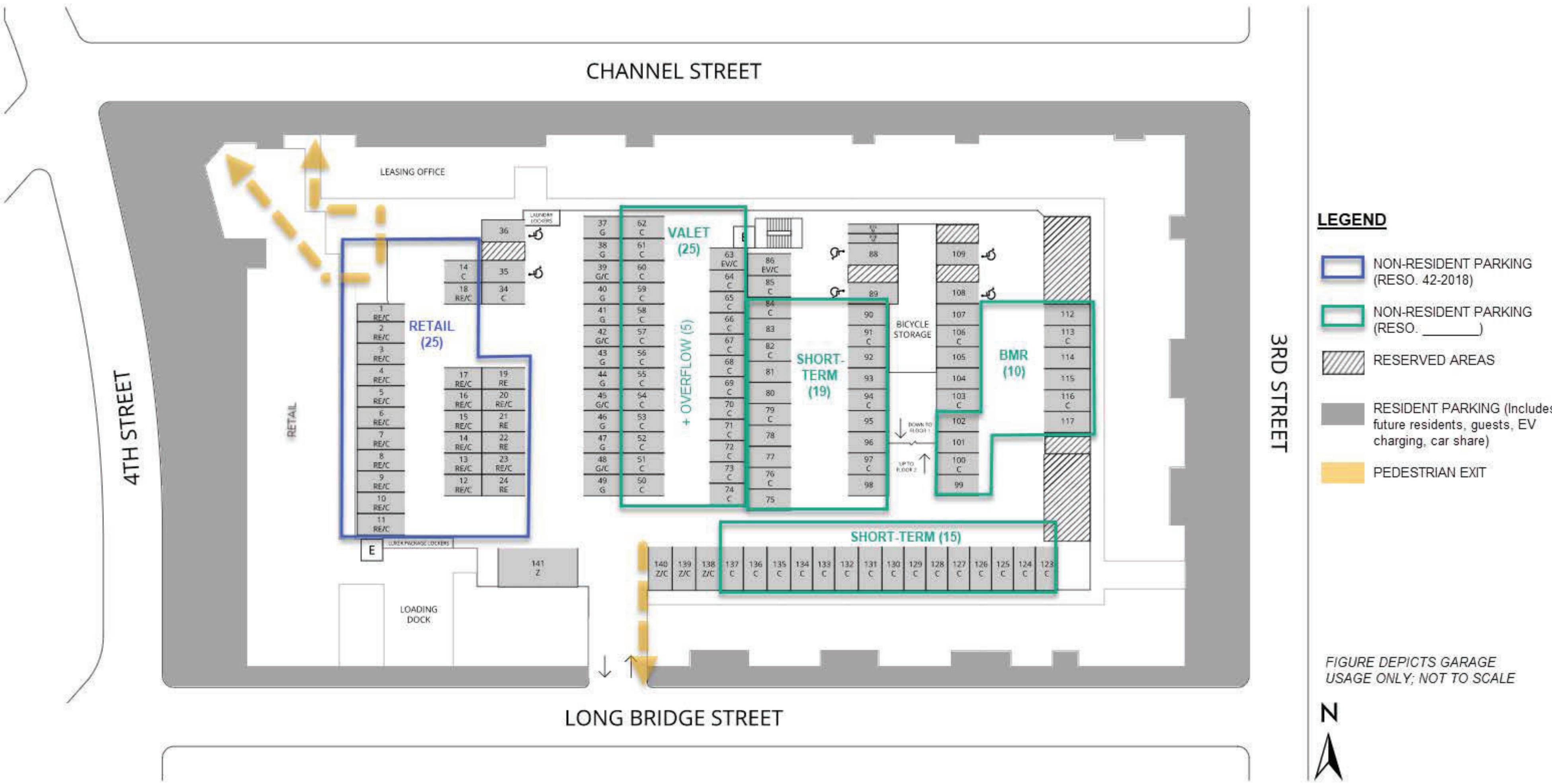
- Retail
- Offices
- Residential
- Amenity Spaces
- Circulation
- Parking
- Utility / Services
- Landscape/Courtyard
- Offices
- Balcony / Patio (Private Open Space)
- Bicycle Parking

Note: See Page 13A for parking usage. Certain spaces shown on Page 13 have had striping removed to facilitate vehicle and pedestrian circulation in garage, or for other building operations.

RE3 A UDR COMPANY | ANKROM MOISAN ARCHITECTURE INTERIORS PLANNING | ignition architecture

GROUND FLOOR PLAN

Mission Bay | Block 2
SAN FRANCISCO, CA
05.09.2011



GROUND FLOOR PARKING USAGE

Mission Bay | Block 2
SAN FRANCISCO, CA
05.09.2011

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Memorandum Exhibit B

SEC. 155. GENERAL STANDARDS AS TO LOCATION AND ARRANGEMENT OF OFF-STREET PARKING, FREIGHT LOADING, AND SERVICE VEHICLE FACILITIES.

(See Interpretations related to this Section.)

Required off-street parking and freight loading facilities shall meet the following standards as to location and arrangement. Facilities which are not required but are actually provided shall also meet the following standards unless such standards are stated to be applicable solely to required facilities. In application of the standards of this Code for off-street parking and loading, reference may be made to provisions of other portions of the Municipal Code concerning off-street parking and loading facilities, and to standards of the Better Streets Plan and the Bureau of Engineering of the Department of Public Works. Final authority for the application of such standards under this Code, and for adoption of regulations and interpretations in furtherance of the stated provisions of this Code shall, however, rest with the Planning Department.

(a) **Required Parking and Loading on the Same Lot as the Use Served.** Every required off-street parking or loading space shall be located on the same lot as the use served by it, except as provided in Section 161 of this Code.

(b) **Off-Street Parking and Loading on Private Property.** Every off-street parking or loading space shall be located in its entirety within the lot lines of private property. Shared driveways are encouraged.

(c) **Adequate Means of Ingress and Egress.** Every off-street parking or loading space shall have adequate means of ingress from and egress to a Street or Alley. Access to off-street loading spaces shall be from Alleys in preference to Streets, except where otherwise specified in this Code.

Adequate reservoir space shall be provided on private property for entrance of vehicles to off-street parking and loading spaces, except with respect to spaces independently accessible directly from the Street.

For Residential Uses, independently accessible off-street parking spaces shall include spaces accessed by automated garages, or car elevators, lifts or other space-efficient parking as defined in Section 154(a)(4) and Section 154(a)(5) provided that no more than one car needs to be moved under its own power to access any one space.

(d) **Enclosure of Off-Street Loading and Service Vehicle Spaces Required.** All off-street freight loading and service vehicle spaces in the C-3, DTR, MUO, CMUO, WMUO, MUG, WMUG, and MUR shall be completely enclosed, and access from a public Street or Alley shall be provided by means of a private service driveway that is totally contained within the structure. Such a private service driveway shall include adequate space to maneuver trucks and service vehicles into and out of all provided spaces, and shall be designed so as to facilitate access to the subject property while minimizing interference with street and sidewalk circulation. Any such private service driveway shall be of adequate width to accommodate drive-in movement from the adjacent curb or inside traffic lane but shall in no case exceed 30 feet. Notwithstanding the foregoing, if an adjacent Street or Alley is determined by the Zoning Administrator to be primarily used for building service, up to four off-street freight or loading spaces may be allowed to be individually accessible directly from such a Street or Alley, pursuant to the provisions of Section 309 in a C-3 District, the provisions of Section 309.1 in a DTR District, the provisions of Section 329 for projects subject to Section 329 in a MUO, CMUO, WMUO, MUG, WMUG, or MUR District, or by administrative decision of the Zoning Administrator for projects that are not subject to Section 329 in a MUO, CMUO, WMUO, MUG, WMUG, or MUR District.

(e) **Alternate Location of Service Vehicle Spaces.** Where site constraints would make a consolidated freight loading and service vehicle facility impractical, service vehicle spaces required by Sections 153(a)(6) and 154(b)(3) of this Code may be located in a parking garage for the structure or other location separate from freight loading spaces.

(f) **Freight Elevator Access to Off-Street Freight Loading.** Whenever off-street freight loading spaces are provided, freight elevators immediately accessible from the loading dock shall be provided to all floors which contain uses that are included in the calculation of required number of freight loading spaces. If freight loading facilities are subterranean, the location and operation of freight elevators shall be designed, where feasible, to discourage use of freight elevators for deliveries from the ground floor. Directories of building tenants shall be provided at all freight elevators. A raised loading dock or receiving area shall be provided with sufficient dimensions to provide for short-term storage of goods. All required freight loading and service vehicle spaces shall be made available only to those vehicles at all times, and provision shall be made to minimize interference between freight loading and service operations, and garbage dumpster operations and storage.

(g) **Parking Pricing Requirements.** In order to discourage long-term commuter parking, any off-street parking spaces provided for a structure or use other than Residential or Hotel in a C-3, DTR, SPD, MUG, WMUG, MUR, CMUO, WMUO, or MUO District, whether classified as an accessory or Conditional Use, that are otherwise available for use for long-term parking by downtown workers shall maintain a rate or fee structure for their use such that the rate charge for four hours of parking duration is no more than four times the rate charge for the first hour, and the rate charge for eight or more hours of parking duration is no less than 10 times the rate charge for the first hour. Additionally, no discounted parking rate shall be permitted for weekly, monthly or similar time-specific periods.

(h) **Layout and Markings.** The internal layout of off-street parking and loading spaces, driveways, aisles and maneuvering areas shall be according to acceptable standards, and all spaces shall be clearly marked.

(i) **Parking Spaces for Persons with Disabilities.** For each 25 off-street parking spaces provided, one such space shall be designed and designated for persons with disabilities.

(j) **Bicycle Parking.** Bicycle parking shall be provided, as required by Section 155.2.

(k) **Encroachments.** Off-street parking and loading facilities shall be arranged, designed and operated so as to prevent encroachments upon sidewalk areas, bicycle lanes, transit-only lanes and adjacent properties, in the maneuvering, standing, queuing and storage of vehicles, by means of the layout and operation of facilities and by use of bumper or wheel guards or such other devices as are necessary.

(l) **Driveways.** Driveways crossing sidewalks shall be no wider than necessary for ingress and egress, and shall be arranged, to the extent practical, so as to minimize the width and frequency of curb cuts, to maximize the number and size of on-street parking spaces available to the public, and to minimize conflicts with pedestrian and transit movements.

(m) **Surfacing and Grading.** Every off-street parking or loading facility shall be suitably graded, surfaced, drained and maintained.

(n) **Parking or Loading in Required Open Spaces.** Off-street parking and loading spaces shall not occupy any required open space, except as specified in Section 136 of this Code.

(o) **Accounting of Parking and Loading Spaces.** No area credited as all or part of a required off-street parking space shall also be credited as all or part of a required off-street loading space, or used as all or part of an unrequired off-street loading space. No area credited as all or part of a required off-street loading space shall also be credited as all or part of a required off-street parking space, or used as all or part of an unrequired off-street parking space.

(p) **Freight Loading Adjacent to R Districts.** Any off-street freight loading area located within 50 feet of any R District shall be completely enclosed within a building if such freight loading area is used in regular night operation.

(q) **Rooftop Parking.** Rooftop parking, where allowed, shall be screened as provided in Section 141(d) of this Code.

(r) **Protected Pedestrian-, Cycling-, and Transit-Oriented Street Frontages.** In order to preserve the pedestrian character of certain districts and to minimize delays to transit service, garage entries, driveways, or other vehicular access to off-street parking or loading via curb cuts on development lots shall be regulated as set forth in this subsection (r). These limitations do not apply to the creation of new publicly-accessible Streets and Alleys. Any lot whose sole feasible vehicular access is via a protected street frontage described in this subsection (r) shall be exempted from any off-street parking or loading requirement found elsewhere in this Code.

(1) Folsom Street, from Second Street to The Embarcadero, not permitted except as set forth in Section 827.

(2) Not permitted:

(A) The entire portion of Market Street from The Embarcadero to Castro Street,

(B) Hayes Street from Franklin Street to Laguna Street, and Church Street in the NCT-3 and Upper Market NCT Districts,

(C) Van Ness Avenue from Hayes Street to Mission Street,

(D) Mission Street from The Embarcadero to Annie Street and from 10th Street to Division Street,

(E) Octavia Street from Hayes Street to Fell Street,

(F) Embarcadero in the DTR Districts,

(G) 22nd Street between 3rd Street and Minnesota Streets within the NCT-2 District,

(H) Valencia Street between 15th and 23rd Streets in the Valencia Street NCT District,

(I) Mission Street for the entirety of the Mission Street NCT District,

(J) 24th Street for the entirety of the 24th Street-Mission NCT,

(K) 16th Street between Guerrero and Capp Streets within the Valencia Street NCT and Mission Street NCT Districts,

(L) 16th Street between Kansas and Mississippi Streets in the UMU and PDR-1-D Districts,

(M) 6th Street for its entirety within the SoMa NCT District,

(N) 3rd Street, in the UMU districts for 100 feet north and south of Mariposa and 100 feet north and south of 20th Streets,

(O) Ocean Avenue within the Ocean Avenue NCT District,

(P) Geneva Avenue from I-280 to San Jose Avenue within the NCT-2 District,

(Q) Columbus Avenue between Washington and North Point Streets,

(R) Broadway from the Embarcadero on the east to Polk Street on the west,

(S) All alleyways in the Chinatown Mixed Use Districts,

(T) Diamond Street within the Glen Park NCT District,

(U) Chenery Street within the Glen Park NCT District,

(V) Natoma Street from 300 feet westerly of 1st Street to 2nd Street,

(W) Ecker Alley in its entirety,

(X) Shaw Alley in its entirety,

(Y) 2nd Street from Market to Townsend Streets,

(Z) Destination Alleyways, as designated in the Downtown Streetscape Plan,

(AA) The western (inland) side of the Embarcadero between Townsend and Jefferson Streets,

(BB) Post Street, on the north side from Webster Street to Laguna Street and on the south side from Fillmore Street to Webster Street,

(CC) Buchanan Street from Post Street to Sutter Street,

(DD) Grant Avenue between Columbus Avenue and Filbert Street,

(EE) Green Street between Grant Avenue and Columbus/Stockton,

(FF) All Alleys within the North Beach NCD and the Telegraph Hill-North Beach Residential SUD,

(GG)[1] Polk Street between Filbert Street and Golden Gate Avenue,

(HH) California Street between Van Ness Avenue and Hyde Street,

(II) Hyde Street between California Street and Pine Street,

(JJ) Broadway between Van Ness Avenue and Larkin Street,

(KK) Bush Street between Van Ness Avenue and Larkin Street,

(LL) Pine Street between Van Ness Avenue and Larkin Street, and

(MM) Howard Street from 5th Street to 13th Street,

(NN) Folsom Street from 2nd Street to 13th Street,

(OO) Brannan Street from 2nd Street to 6th Street, (PP) Townsend Street from 2nd Street to 6th Street, except as permitted pursuant to Section 329(e)(3)(B),

(QQ) 3rd Street from Folsom Street to Townsend Street,

(RR) 4th Street from Folsom Street to Townsend Street, and

(SS) 6th Street from Folsom Street to Brannan Street.

(TT) No curb cut shall be permitted that directly fronts an adjacent on-street striped bus stop (e.g., bus stop zones with striping or red curb) that has been approved by the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors, transit bulb-out as defined in the Better Streets Plan, or on street frontage directly adjacent to a transit boarding island as defined in the Better Streets Plan if vehicles accessing the curb cut would be required to cross over the boarding island.

(3) Not permitted without Conditional Use authorization or Sections 309 or 329 exception. In the C-3-O(SD) and the Central SoMa Special Use Districts, the Planning Commission may grant permission for a new curb cut or an expansion of an existing one as an exception pursuant to Sections 309 or 329 in lieu of a Conditional Use authorization as long as the Commission makes the findings required under Section 303(y) and where the amount of parking proposed does not exceed the amounts permitted as accessory according to Section 151.1. In addition, in the MUG, WMUG, MUR, MUO, RED, RED-MX, and SPD Districts, the Planning Commission may grant permission for a new curb cut or an expansion of an existing one as an exception pursuant to Section 329 in lieu of a Conditional Use authorization as long as the Commission makes the findings required under Section 303(y). A Planning Commission Conditional Use authorization subject to the additional findings under Section 303(y) is required to allow a new curb cut or expansion of an existing one on any other restricted street identified in this subsection 155(r)(3).

(A) Except as provided in Section 155(r), in all zoning districts except RH, M, NC-S, P, PDR, and SALI, no curb cuts accessing off-street parking or loading shall be created or expanded on street frontages identified along any Transit Preferential Street as designated in the Transportation Element of the General Plan, or Neighborhood Commercial Street and Commercial Throughways as defined in the Better Streets Plan, or any SFMTA Board of Directors adopted bicycle routes or lanes, where an alternative frontage is available. On such bicycles routes or lanes where the bicycle facility is only on one side of the street, the curb cut restriction shall apply to the side of the street with the bicycle facility, and shall not apply to the opposite side of the street.

(B) The entire portion of California Street,

(C) Folsom Street, Geary Street, Mission Street, Powell Street and Stockton Street in the C-3 Districts,

(D) Grant Avenue from Market Street to Sacramento Street,

(E) Montgomery Street from Market Street to Columbus Avenue,

(F) Church Street and 16th Street in the RTO District,

(G) Duboce Street from Noe Street to Market Street,

(H) Octavia Street from Fell Street to Market Street,

(I) 1st, Fremont and Beale Streets from Market to Folsom Street,

(J) The eastern (water) side of The Embarcadero between Townsend and Taylor Streets,

(K) Fillmore Street from Hermann Street to Duboce Avenue,

(L) Noe Street from Duboce Avenue to Market Street, and

(M) Dolores Street from Market Street to 16th Street.

(N) Harrison Street from 2nd Street to 6th Street,

(O) Bryant Street from 2nd Street to 6th Street, and

(P) 5th Street from Howard Street to Townsend Street.

(4) Where an alternative frontage is not available, parking or loading access along any Transit Preferential Street as designated in the Transportation Element of the General Plan, or Neighborhood Commercial Street or Commercial Throughways defined in the Better Streets Plan, or any SFMTA Board of Directors adopted bicycle routes or lanes, may be allowed on streets not listed in subsection (r)(2) above as an exception in the manner provided in Section 309 for C-3-O(SD) Districts, Section 329 for Mixed-Use Districts, and in Section 303 for all other Districts in cases where the Planning Commission can determine that the final design of the parking access minimizes negative impacts to transit movement and to the safety of pedestrians and bicyclists to the fullest extent feasible.

(5) Corner lots in the SALI District. For corner lots in the SALI District, no new curb cut shall be permitted, nor any existing curb cut expanded, on any Street or Alley identified as an alley in the Western SoMa Area Plan of the General Plan if any property on the same block with frontage along that Street or Alley is designated as a RED or RED-MX District.

(6) A "development lot" shall mean any lot containing a proposal for new construction, building alterations which would increase the gross square footage of a structure by 20 percent or more, or change of use of more than 50 percent of the gross floor area of a structure containing parking. Pre-existing access to off-street parking and loading on development lots that violates the restrictions of this Section 155(r) may not be maintained.

(s) **Off-Street Parking and Loading in C-3 Districts.** In C-3 Districts, restrictions on the design and location of off-street parking and loading and access to off-street parking and loading are necessary to reduce their negative impacts on neighborhood quality and the pedestrian environment.

(1) **Ground Floor or Below-Grade Parking and Street Frontages with Active Uses.**

(A) All off-street parking in C-3 Districts (both as Accessory and Principal Uses) shall be built no higher than the ground-level (up to a maximum ceiling height of 20 feet from grade) unless an exception to this requirement is granted in accordance with Section 309 and Subsection 155(s)(2) below.

(B) Parking located at or above ground level shall conform to the street frontage requirements of Section 145.1(c), and shall be lined with active uses, as defined by Section 145.4(d), to a depth of at least 25 feet along all ground-level street frontages, except for space allowed for parking and loading access, building egress, and access to mechanical systems.

(2) **Residential Accessory Parking.** For residential accessory off-street parking in C-3 Districts, two additional floors of above-grade parking beyond the at-grade parking allowed by Section 155(s)(1), to a maximum ceiling height of 35 feet from grade, may be permitted subject to the provisions of Section 309 of this Code provided it can be clearly demonstrated that transportation easements or contaminated soil conditions make it practically infeasible to build parking below-ground. The determination of practical infeasibility shall be made based on an independent, third-party

geotechnical assessment conducted by a licensed professional and funded by the project sponsor. The Planning Director shall make a determination as to the objectivity of the study prior to the Planning Commission's consideration of the exception application under Section 309.

(3) **Temporary Parking Lots.** Parking lots permitted in C-3 Districts as temporary uses according to Section 156(f) are not subject to the requirements of subsection (1)(B) above.

(4) **Parking and Loading Access.**

(A) **Width of Openings.** Any single development is limited to a total of two façade openings of no more than 11 feet wide each or one opening of no more than 22 feet wide for access to off-street parking and one façade opening of no more than 15 feet wide for access to off-street loading. Shared openings for parking and loading are encouraged. The maximum permitted width of a shared parking and loading garage opening is 27 feet.

(B) **Porte Cocheres.** Porte cocheres to accommodate passenger loading and unloading are not permitted except as part of a Hotel, inn, or hostel use. For the purpose of this Section, a "porte cochere" is defined as an off-street driveway, either covered or uncovered, for the purpose of passenger loading or unloading, situated between the ground floor façade of the building and the sidewalk.

(t) **Garage Additions in the North Beach Neighborhood Commercial District, North Beach-Telegraph Hill Residential Special Use District, and Chinatown Mixed Use Districts.** Notwithstanding any other provision of this Code to the contrary, a mandatory discretionary review hearing by the Planning Commission is required in order to install a garage in an existing or proposed structure of two units or more in the North Beach NCD, the North Beach-Telegraph Hill Residential SUD, and the Chinatown Mixed Use Districts.

In order to approve the installation of any garage in these districts, the City shall find that: (1) the proposed garage opening/addition of off-street parking will not cause the elimination or reduction of ground-story retail or commercial space; (2) the proposed garage opening/addition of off-street parking will not eliminate or decrease the square footage of any dwelling unit, (3) the building has not had two or more evictions with each eviction associated with a separate unit(s) within the past ten years, and (4) the garage would not front on an Alley pursuant to Section 155(r)(2) of this Code or on a public right-of-way narrower than 41 feet, and (5) the proposed garage/addition of off-street parking is consistent with the Priority Policies of Section 101.1 of this Code. Prior to the issuance of notification under Section 311 or 312 of this Code, the Department shall require a signed affidavit by the project sponsor attesting to (1), (2), and (3) above, which the Department shall independently verify, and the Department shall determine whether the project complies with subsection (4) above. If the project sponsor does not provide such signed affidavit, or the garage would front on an Alley or on a public right-of-way narrower than 41 feet, the Department shall disapprove the application and no Planning Commission hearing shall be required.

(u) **Driveway and Loading Operations Plan (DLOP) in the Central SoMa Special Use District and Van Ness & Market Residential Special Use District.**

(1) **Purpose.** The purpose of a Driveway and Loading Operations Plan (DLOP) is to reduce potential conflicts between driveway and loading operations, including passenger and freight loading activities, and pedestrians, bicycles, and vehicles, to maximize reliance of on-site loading spaces to accommodate new loading demand, and to ensure that off-site loading activity is considered in the design of new buildings.

(2) **Applicability.** Development projects of more than 100,000 net new gross square feet in the Central SoMa Special Use District and Van Ness & Market Residential Special Use District.

(3) **Requirement.** Applicable projects shall prepare a DLOP for review and approval by the Planning Department, in consultation with the San Francisco Municipal Transportation Agency. The DLOP shall be written in accordance with any guidelines issued by the Planning Department.

(Amended by Ord. 414-85, App. 9/17/85; Ord. 115-90, App. 4/6/90; Ord. 32-91, App. 1/25/91; Ord. 314-95, App. 10/6/95; Ord. 31-96, App. 1/11/96; Ord. 343-98, App. 11/19/98; Ord. 199-00, File No. 001102, App. 8/18/2000; Ord. 193-01, File No. 010488, App. 9/7/2001; Ord. 217-05, File No. 050865, App. 8/19/2005; Ord. 129-06, File No, 060372, App. 6/22/2006; Ord. 72-08, File No. 071157, App. 4/3/2008; Ord. 112-08, File No. 080095, App. 6/30/2008; Ord. 298-08, File No. 081153, App. 12/19/2008; Ord. 61-09, File No. 090181, App. 4/17/2009; Ord. 187-09, File No. 090867, App. 8/12/2009; Ord. 77-10, File No. 091165, App. 4/16/2010; Ord. 25-11, File No. 101464, App. 2/24/2011; Ord. 63-11, File No. 101053, App. 4/7/2011, Eff. 5/7/2011; Ord. 109-11, File No. 101350, App. 6/29/2011, Eff. 7/29/2011; Ord. 35-12 , File No. 111305, App. 2/21/2012, Eff. 3/22/2012; Ord. 182-12 , File No. 120665, App. 8/8/2012, Eff. 9/7/2012; Ord. 42-13 , File No. 130002, App. 3/28/2013, Eff. 4/27/2013; Ord. 56-13 , File No. 130062, App. 3/28/2013, Eff. 4/27/2013; Ord. 232-14 , File No. 120881, App. 11/26/2014, Eff. 12/26/2014; Ord. 22-15, File No. 141253, App. 2/20/2015, Eff. 3/22/2015; Ord. 229-15 , File No. 151126, App. 12/22/2015, Eff. 1/21/2016; Ord. 99-17, File No. 170206, App. 5/19/2017, Eff. 6/18/2017; Ord. 129-17, File No. 170203, App. 6/30/2017, Eff. 7/30/2017; Ord. 196-17, File No. 170419, App. 10/5/2017, Eff. 11/4/2017; Ord. 205-17, File No. 170418, App. 11/3/2017, Eff. 12/3/2017; Ord. 277-18, File No. 180914, App. 11/20/2018, Eff. 12/21/2018; Ord. 296-18, File No. 180184, App. 12/12/2018, Eff. 1/12/2019; Ord. 311-18, File No. 181028, App. 12/21/2018, Eff. 1/21/2019; Ord. 63-20, File No. 200077, App. 4/24/2020, Eff. 5/25/2020; Ord. 126-20, File No. 200559, App. 7/31/2020, Eff. 8/31/2020; Ord. 47-21, File No. 201175, App. 4/16/2021, Eff. 5/17/2021; Ord. 136-21, File No. 210674, App. 8/4/2021, Eff. 9/4/2021)

AMENDMENT HISTORY

Divisions (d), (s)(1)(B), and (s)(3)(B) amended; Ord. 63-11, Eff. 5/7/2011. Divisions (g), (i), and (r) amended; Ord. 109-11, Eff. 7/29/2011. Divisions (r)(2)(T) and (r)(2)(U) added; Ord. 35-12 , Eff. 3/22/2012. Division (r)(2)(D) amended; divisions (r)(2)(V)-(Y) added; division (r)(3) amended; division (r)(3)(I) added; Ord. 182-12 , Eff. 9/7/2012. Divisions (d) and (g) amended; new division (r)(5) added and former division (r)(5) redesignated as (r)(6); Ord. 42-13 , Eff. 4/27/2013. Designation of subdivisions of division (r)(2) corrected; Ord. 56-13 , Eff. 4/27/2013. Divisions (d) and (e) amended; new divisions (r)(2)(Z) and (r)(2)(AA) added; former division (r)(3)(A) amended and divided into current divisions (r)(3)(A) and (B); former divisions (r)(3)(B)-(E) redesignated as (r)(3)(C)-(F); former division (r)(3)(F) deleted; division (r)(3)(J) added; division (s)(1)(A) amended; former division (s)(1)(B)(i) deleted; former divisions (s)(2) and (s)(2)(A) amended and merged to form current division (s)(2); former division (s)(2)(B) deleted; division (s)(3) amended; former divisions (s)(3)(A) and (B) deleted; division (s)(4) amended; division (t) added; Ord. 232-14 , Eff. 12/26/2014. Divisions (d), (s)(1)(B), and (s)(4)(B) amended; Ord. 22-15, Eff. 3/22/2015. Divisions (r)(2)(BB) and (CC) added; Ord. 229-15 , Eff. 1/21/2016. Introductory paragraph and divisions (a)-(r) amended; former division (c)(1) redesignated as unnumbered; division (s)(1)(A) amended; divisions (s)(1)(C) and (s)(3) deleted; former divisions (s)(4) and (s)(5) redesignated (s)(3) and (s)(4) and current divisions (s)(3) and (s)(4)(B) amended; Ord. 99-17, Eff. 6/18/2017. Divisions (r) and (r)(2)(CC) amended; divisions (r)(2)(DD)-(FF) added; Ord. 129-17, Eff. 7/30/2017. Division (t) amended; Ord. 196-17, Eff. 11/4/2017. Division (r) amended; divisions (r)(2)(GG)-(LL) added; division (s)(4) designation corrected; Ord. 205-17, Eff. 12/3/2017. Divisions (r), (r)(1), and (r)(3)-(6) amended; divisions (r)(2)(MM), (r)(3)(A), and (r)(3)(K)-(M) added; former divisions (r)(3)(A)-(D) redesignated as (r)(3)(B)-(E); former division (r)(3)(E) deleted; Ord. 277-18 , Eff. 12/21/2018. Section header amended; divisions (d), (g), (r)(2)(N), (r)(2)(Y), and (r)(3) amended; divisions (r)(2)(GG)-(MM) [second group], (r)(3)(K)-(M) [second group], and (u)-(u)(3) added; Ord. 296-18 , Eff. 1/12/2019. Introductory paragraph and divisions (a), (s)(1)(A), and (s)(3) amended; Ord. 311-18 , Eff. 1/21/2019. Divisions (r), (r)(3)(A), and (r)(4) amended; division (r)(2)(MM) deleted; divisions (r)(2)(GG)-(MM) [second group] redesignated as (r)(2)(MM)-(RR) and (r)(2)(MMMM); division (r)(2)(TT) added; divisions (r)(3)(K)-(M) [second group] redesignated as (r)(3)(N)-(P); Ord. 63-20 , Eff. 5/25/2020. Divisions (u) and (u)(2) amended; Ord. 126-20 , Eff. 8/31/2020. Division (r)(2)(MMMM) redesignated as (r)(2)(SS); Ord. 47-21, Eff. 5/17/2021 and Ord. 136-21, Eff. 9/4/2021.

Inclusionary Affordable Housing Program

Monitoring and Procedures Manual

CITY AND COUNTY OF SAN FRANCISCO

MAYOR'S OFFICE OF HOUSING AND COMMUNITY DEVELOPMENT

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Effective Date: October 11, 2018

6. Establishing Initial Rent Levels for BMR Rental Units

MOHCD shall calculate initial rent levels according to the following assumptions:

- A Household that is one person larger than the total number of bedrooms except:
  - Studio units which assume a one-person Household;
  - SRO units which are calculated at 3/4 of the price of a studio.
- 30% of the monthly income required by the Use Restrictions

H. Parking for BMR Ownership and Rental Units

1. Number of Parking Spaces

Parking spaces must be assigned to BMR Units at the same ratio of parking spaces to market-rate units in the Project overall regardless of the total number of parking spaces available. See the chart below for an example.

	Units	Parking Spaces	Percent of Total
Market Rate	80	48	80%
Below Market Rate	20	12	20%
Total	100	60	100%

2. Price of Parking Spaces

a) Bundled Parking

In Projects where parking is included in the sales price or monthly rent amount of a market rate unit, then parking spaces must also be granted to BMR Owners or Renters within the Maximum Affordable Purchase or Maximum Annual Rent. These parking spaces are sold and re-rented with the BMR Unit at no extra cost.

b) Unbundled Parking

Ownership Unit Parking

In Projects where parking for the market-rate units is sold separately, the price of parking for BMR Units shall be calculated by taking the Maximum Purchase Price that is 10 AMI percentage points above the maximum income level specified in the NSR and subtracting the Maximum Purchase Price at the maximum income level specified in the NSR. All parking spaces granted to BMR Owners shall be resold with the BMR Ownership Unit within the Maximum Resale Price.

Example:

Maximum income level from NSR	90%
10% AMI above maximum income level	100%

Maximum Allowable BMR Sales Price for 1 bedroom	$340,000 @100% AMI
Maximum Allowable BMR Sales Price for 1 bedroom	$300,000 @90%AMI
Parking Price	$40,000

Project Sponsors choosing this option must provide proof that they have marketed their Market Rate Units as having separately priced parking and list two respective sales prices for every Housing unit, one price with parking and one price without parking.

Rental Unit Parking

In rental buildings, the BMR parking spaces designated for BMR Units must remain exclusively for the use of BMR Renters for the Life of the Project. When leasing BMR Units, Project Owners must create a Parking Waitlist consisting of the BMR Households that were not granted a parking space, in lottery rank order. All parking spaces granted to BMR Renters must be offered to the next Household on the Parking Waitlist when a BMR Renter moves out. As new BMR Renters move into the building, they must be added to the end of the Parking Waitlist.

Project Owners may charge one of three maximum monthly parking rental rates to new BMR Renters based on the designated maximum income level for a specified BMR rental unit in the NSR as follows:

(1) for BMR Rental Units designated at 55% AMI, the lesser of $100 per month or 80% of the Project's average monthly parking rate for a market rate parking space;

(2) for BMR Rental Units designated at 80% AMI, the lesser of $175 or 80% of the Project's average monthly parking rate for a market rate parking space; and

(3) for BMR Rental Units designated at 110% AMI, the lesser of $250 or 80% of the Project's average monthly parking rate for a market rate parking space.

In addition, the parking rate for SRO BMR Rental Units cannot exceed the lesser of 75% of the maximum parking rate of a studio unit, or 80% of the Project's average monthly parking rate for a market rate parking space. The chart below provides an example of the initial maximum monthly parking rates assuming a Project's average monthly parking rate for a market rate parking space is $350.

Monthly Parking Rates	**SRO**	**STUDIO**	**1BR**	**2BR**	**3BR**
Units at 55% AMI	$75	$100	$100	$100	$100
Units at 80% AMI	$131	$175	$175	$175	$175
Units at 110% AMI	$188	$250	$250	$250	$250

If a Property Sponsor is in compliance with the annual recertification for all BMR Renters of the Project, the Project Sponsor may increase the monthly parking rate to an existing BMR Renter no more than 2% in a 12-month period. The parking rate increase may only occur upon or after recertification, and only in the case where a BMR Renter has reached the end of an annual lease.

3. Parking Selection

The opportunity to purchase or lease a parking space will be offered in lottery rank order until all required BMR parking spaces are purchased or leased. For BMR Ownership Units, if there are still remaining parking spaces assigned to BMR Units, Project Sponsors may sell the remaining spaces to Market Rate buyers. If available, BMR Owner Households may purchase or lease a second parking space outside of the lottery system, at market price. However, the selling of this second parking space becomes the responsibility of the BMR Owner upon resale and the price cannot be added to the Maximum Resale Price. Subsequent buyers of the BMR Unit are not required to purchase the second parking space.

In BMR Rental buildings, if there are remaining parking spaces assigned to BMR Units, Project Sponsors must receive written approval from MOHCD to lease the remaining spaces at market rate on a month-to-month basis until a Parking Waitlist Household requests a parking space originally restricted to BMR Units.

4. Bike Parking

BMR Ownership and Rental Units that are initially sold or rented with a designated bike parking space must be resold or re-rented with bike parking spaces included at no additional cost.

I. Marketing New BMR Units

1. Goal of Marketing and Outreach Requirements

The overall goal of MOHCD in its marketing and outreach requirements is to ensure that the diverse groups of people living in San Francisco have knowledge of and access to the affordable housing opportunities offered through the Program. Project Sponsors are required to conduct various activities and use every good faith effort to engage in targeted outreach that attracts income qualified Households from communities that have been historically disenfranchised from City sponsored housing. This includes, without limitation, members of the following racial, ethnic, gender or otherwise underserved through current market rate housing:

- African-Americans
- Latinos
- Asians – defined as persons of Chinese, Japanese, Korean, Pacific Islander, Samoan, Filipino, Southeast Asian or Asian Indian origin
- Native Americans
- Women
- Lesbian, Gay, Bi-Sexual and Transgender (LGBT) Individuals
- Families with dependents