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**Grow the Richmond**

San Francisco, CA 94118  
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3rd December 2018

**Supervisor Sandra Lee Fewer**

City Hall  
1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco, CA 94102-4689

Dear Supervisor Fewer,

We are writing to you today on behalf of Grow the Richmond, a group of residents in the Richmond District who support both building more housing and improving transportation, to express our support for Ordinance #181028 sponsored by Supervisor Jane Kim that would eliminate minimum off-street parking requirements in San Francisco.

This ordinance is a great opportunity for San Francisco to showcase its progressive stance on transportation and housing policy, and is a logical extension of our city's existing parking policies. We support this policy because over the last decade researchers have reached a consensus that off-street parking minimums are harmful for both housing affordability and equitable transportation.

Parking minimums have a large impact on housing affordability, as it penalizes apartments that are smaller and more affordable due to the required per-unit cost increases of building parking spaces. For example, one study estimates that mandating one required parking space per unit increases the cost of a typical affordable housing unit by 12.5%.<sup>1</sup>

Parking minimums are also inconsistent with our city's Transit First policy, enshrined in SF Charter Section 8A. The charter says that "parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation." While many neighborhoods in the Richmond District are indeed well served by public transit, our parking minimums are encouraging residents to choose private vehicles over transit.

While the removal of off-street parking minimums will be a welcome improvement, it is also not a radical one. Even in the Richmond District, it is

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<sup>1</sup> <https://www.sightline.org/2013/08/22/apartment-blockers/>

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already possible to replace any units of automobile parking spaces with bicycle parking spaces. Housing developers would still have the choice to add parking spaces in areas with less transit service and where market demand for parking is higher. In other words, the proposed policy is an incremental change that will not negatively affect our existing neighbors, and would encourage our future neighbors to travel by public transit or by biking or walking.

Again, we urge you to support this legislation to remove off-street parking minimums in order to improve both transportation and housing in the Richmond District.

Sincerely,

Trevor Burke

Bobak Esfandiari

Will Holleran

Jane Natoli

Eric Peabody

Sarah Peabody

Asumu Takikawa

George Williams

On behalf of 230 other members of

Grow the Richmond