

1 [Planning Code – Car-Share Controls]

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3 **Ordinance amending the San Francisco Planning Code, including Section 151.1 to**  
 4 **enable the Planning Commission to require the provision of annual memberships to**  
 5 **certified car-share organizations to residents of certain new development projects**  
 6 **when certain findings are made, Section 163 to promote car-share services as a**  
 7 **component of transportation management programs and transportation brokerage**  
 8 **services, and Section 166 to permit car-share spaces in the same manner as residential**  
 9 **accessory parking and require that car-sharing requirements for non-residential uses**  
 10 **apply to all zoning districts; adopting findings, including findings under Section 302 of**  
 11 **the Planning Code, environmental findings and findings of consistency with the**  
 12 **General Plan and the Priority Policies of Planning Code Section 101.1.**

13 NOTE: Additions are single-underline italics Times New Roman;  
 14 deletions are ~~strike-through italics Times New Roman~~.  
 15 Board amendment additions are double-underlined;  
 Board amendment deletions are ~~strikethrough normal~~.

16 Be it ordained by the People of the City and County of San Francisco:

17 Section 1. Findings.

18 A. On August 12, 2010 at a duly noticed public hearing, the Planning Commission  
 19 in Resolution No. 18164 found that the proposed Planning Code amendments were consistent  
 20 with the City's General Plan and with Planning Code Section 101.1(b). In addition, the  
 21 Planning Commission, in Resolution No. 18164, recommended that the Board of Supervisors  
 22 adopt the amendments. Copies of said Resolution are on file with the Clerk of the Board of  
 23 Supervisors in File No. 100829 and are incorporated herein by reference. The Board finds  
 24 that the proposed Planning Code amendments are consistent with the City's General Plan  
 25 and with Planning Code Section 101.1(b) for the reasons set forth in said Resolution.

1 B. Pursuant to Planning Code Section 302, the Board finds that the proposed  
2 Planning Code Amendments will serve the public necessity, convenience and welfare for the  
3 reasons set forth in Planning Commission Resolution No. 18164, which reasons are  
4 incorporated herein by reference as though fully set forth.

5 C. Environmental Findings. The Planning Department has determined that the  
6 actions contemplated in this Ordinance are in compliance with the California Environmental  
7 Quality Act (California Public Resources Code section 21000 et seq.). Said determination is  
8 on file with the Clerk of the Board of Supervisors in File No. 100829 and is incorporated herein  
9 by reference.

10 D. General Findings.

11 (1) The City's basic choices for urban transportation modes have not changed  
12 substantially since the early 20th Century: public transit, walking, biking, and the single-owner  
13 automobile. The newest option, car-share, is not a technological innovation but is a new way  
14 to use cars.

15 (2) San Francisco is a leader in the car-share movement. Car-sharing began in the  
16 United States just over 10 years ago. City CarShare began in 2001 and the Planning  
17 Commission instituted car-share requirements shortly thereafter, with the 2005 adoption of the  
18 Rincon Hill Plan.

19 (3) The City is still learning about how to best implement car-share and about how  
20 car-share relates to other policy goals.

21 (4) Accordingly, the Planning Commission and this Board seek to refine  
22 implementation of car-share controls in San Francisco by adopting the following amendments  
23 to the City's car-sharing requirements.  
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1 (5) Additionally, this Board acknowledges that the Planning Commission may, upon  
2 a finding of extraordinary circumstances, require additional car-share parking spaces in new  
3 development projects as set forth in the policy adopted by the Planning Commission on June  
4 10, 2010 in Resolution No. 18106.

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6 Section 2. The San Francisco Planning Code is hereby amended by amending  
7 Section 151.1, to read as follows:

8 **SEC. 151.1. - SCHEDULE OF PERMITTED OFF-STREET PARKING SPACES IN**  
9 **SPECIFIED DISTRICTS.**

10 (a) Applicability. This subsection shall apply only to DTR, NCT, RTO, Eastern  
11 Neighborhood Mixed Use, PDR-1-D, and PDR-1-G or C-3 Districts.

12 (b) Controls. Off-street accessory parking shall not be required for any use, and the  
13 quantities of off-street parking specified in Table 151.1 shall serve as the maximum amount of  
14 off-street parking that may be provided as accessory to the uses specified. For non-residential  
15 and non-office uses in the UMU, PDR-1-D, and PDR-1-G Districts, the maximum amount of  
16 off-street parking that may be provided as accessory shall be no more than 50% greater than  
17 that indicated in Table 151.1. Variances from accessory off-street parking limits, as described  
18 in this Section, may not be granted. Where off-street parking is provided that exceeds the  
19 quantities specified in Table 151.1 or as explicitly permitted by this Section, such parking shall  
20 be classified not as accessory parking but as either a principally permitted or conditional use,  
21 depending upon the use provisions applicable to the district in which the parking is located. In  
22 considering an application for a conditional use for any such parking due to the amount being  
23 provided, the Planning Commission shall consider the criteria set forth in Section 157 and  
24 157.1 of this Code.

(c) Where a number or ratio of spaces are described in Table 151.1, such number or ratio shall refer to the total number of parked cars accommodated in the project proposal, regardless of the arrangement of parking, and shall include all spaces accessed by mechanical means, valet, or non-independently accessible means. For the purposes of determining the total number of cars parked, the area of an individual parking space, except for those spaces specifically designated for persons with physical disabilities, may not exceed 185 square feet, including spaces in tandem, or in parking lifts, elevators or other means of vertical stacking. Any off-street surface area accessible to motor vehicles with a width of 7.5 feet and a length of 17 feet (127.5 square feet) not otherwise designated on plans as a parking space may be considered and counted as an off-street parking space at the discretion of the Zoning Administrator if the Zoning Administrator, in considering the possibility for tandem and valet arrangements, determines that such area is likely to be used for parking a vehicle on a regular basis and that such area is not necessary for the exclusive purpose of vehicular circulation to the parking or loading facilities otherwise permitted.

(d) Any off-street parking space dedicated for use as a car-share parking space, as defined in Section 166, shall not be credited toward the total parking permitted as accessory in this Section.

**Table 151.1**

**OFF STREET PARKING PERMITTED AS ACCESSORY**

Use or Activity	Number of Off-Street Car Parking Spaces or Space Devoted to Off-Street Car Parking Permitted
Dwelling units in RH-DTR Districts	P up to one car for each two dwelling units; up to one car for each dwelling unit, subject to the criteria and procedures of Section 151.1 <del>(d)</del> (e); NP above

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	one space per unit.
Dwelling units in C-3 and SB-DTR, Districts, except as specified below	P up to one car for each four dwelling units; up to 0.75 cars for each dwelling unit, subject to the criteria and procedures of Section 151.1(e)(f); NP above 0.75 cars for each dwelling unit.
Dwelling units in C-3 and SB-DTR, Districts with at least 2 bedrooms and at least 1,000 square feet of occupied floor area	P up to one car for each four dwelling units; up to one car for each dwelling unit, subject to the criteria and procedures of Section 151.1(e)(f); NP above one car for each dwelling unit.
Dwelling units in C-3 Districts and in the Van Ness and Market Downtown Residential Special Use District	P up to one car for each four dwelling units; C up to .5 cars for each dwelling unit, subject to the criteria and procedures of Section 151.1(e)(f); NP above two cars for each four dwelling units.
Dwelling units and SRO units in MUG, MUR, MUO, SPD Districts, except as specified below	P up to one car for each four dwelling units; up to 0.75 cars for each dwelling unit, subject to the criteria and conditions and procedures of Section 151.1(f)(g); NP above 0.75 cars for each dwelling unit.
Dwelling units in MUG, MUR, MUO, SPD Districts with at least 2 bedrooms and at least 1,000 square feet of occupied floor area	P up to one car for each four dwelling units; up to one car for each dwelling unit, subject to the criteria and conditions and procedures of Section 151.1(f)(g); NP above one car for each dwelling unit.
Dwelling units in NCT Districts, except as specified below	P up to one car for each two dwelling units; C up to 0.75 cars for each dwelling unit, subject to the

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	criteria and procedures of Section 151.1 <del>(f)</del> (g); NP above 0.75 cars for each dwelling unit.
Dwelling units in the Ocean Avenue NCT Districts	P up to one car for each unit; NP above.
Dwelling units in RTO Districts, except as specified below	P up to three cars for each four dwelling units; C up to one car for each dwelling unit, subject to the criteria and procedures of Section 151.1 <del>(f)</del> (g); NP above one car for each dwelling unit.
Dwelling units and SRO units in UMU Districts, except as specified below	P up to 0.75 cars for each dwelling unit and subject to the conditions of 151.1 <del>(f)</del> (g); NP above.
Dwelling units in UMU District with at least 2 bedrooms and at least 1,000 square feet of occupied floor area	P up to 1 car for each dwelling unit and subject to the conditions of 151.1 <del>(f)</del> (g); NP above.
Group housing of any kind	P up to one car for each three bedrooms or for each six beds, whichever results in the greater requirement, plus one for the manager's dwelling unit if any. NP above.
All non-residential uses in C-3 Districts	Not to exceed 7% of gross floor area of such uses. See requirements in Section 204.5.
Hotel, inn, or hostel	P up to one for each 16 guest bedrooms, plus one for the manager's dwelling unit, if any.
Motel	P up to one for each guest unit, plus one for the manager's dwelling unit, if any.
Hospital or other inpatient medical	P up to one for each 16 guest excluding bassinets

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institution	or for each 2,400 square feet of gross floor area devoted to sleeping rooms, whichever results in the lesser requirement
Residential care facility	P up to one for each 10 residents.
Child care facility	P up to one for each 25 children to be accommodated at any one time.
Elementary school	P up to one for each six classrooms.
Secondary school	P up to one for each two classrooms.
Post-secondary educational institution	P up to one for each two classrooms.
Church or other religious institutions	P up to one for each 20 seats.
Theater or auditorium	P up to one for each eight seats up to 1,000 seats, plus one for each 10 seats in excess of 1,000.
Stadium or sports arena	P up to one for each 15 seats.
Medical or dental office or outpatient clinic	P up to one for each 300 square feet of occupied floor area.
All office uses in C-3, DTR, SPD, MUG, MUR, and MUO Districts	P up to seven percent of the gross floor area of such uses and subject to the pricing conditions of Section 155(g); NP above.
Office uses in UMU, PDR-1-D, and PDR-1-G Districts, except as specified below	P up to one car per 1,000 square feet of gross floor area and subject to the pricing conditions of Section 155(g); NP above.
Office uses in UMU, PDR-1-D, and PDR-1-G Districts where the entire parcel is greater than ¼-mile from	P up to one car per 500 square feet of gross floor area; NP above.

1	Market, Mission, 3rd and 4th Streets	
2	Non-residential uses in RTO districts	None permitted.
3	permitted under Sections 209.8(e)	
4	and 231.	
5	All non-residential uses in NCT	For uses in Table 151 that are described as a ratio
6	districts except as specified below	of occupied floor area, P up to 1 space per 1,500
7		square feet of occupied floor area or the quantity
8		specified in Table 151, whichever is less, and
9		subject to the conditions and criteria of Section
10		151.1 <del>(f)(g)</del> . NP above.
11	Retail grocery store uses in NCT	P up 1 space per 500 square feet of occupied floor
12	districts with over 20,000 square feet	area, and subject to the conditions and criteria of
13	of occupied floor area	Section 151.1 <del>(f)(g)</del> . C up to 1 space per 250 square
14		feet of occupied floor area for that area in excess of
15		20,000 square feet, subject to the conditions and
16		criteria of Section 151.1 <del>(f)(g)</del> . NP above.
17	All retail in the Eastern	P up to one for each 1,500 square feet of gross
18	Neighborhoods Mixed Use Districts	floor area.
19	where any portion of the parcel is	
20	less than ¼ mile from Market,	
21	Mission, 3rd and 4th Streets, except	
22	grocery stores of over 20,000 gross	
23	square feet.	
24	With the exception of Eastern	P up to one for each 200 square feet of occupied
25	Neighborhoods Mixed Use Districts	floor area.



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<p>as set forth above, all other restaurant, bar, nightclub, pool hall, dance hall, bowling alley or other similar enterprise</p>	
<p>With the exception of Eastern Neighborhoods Mixed Use Districts as set forth above, all other retail space devoted to the handling of bulky merchandise such as motor vehicles, machinery or furniture</p>	<p>P up to one for each 1,000 square feet of occupied floor area.</p>
<p>With the exception of Eastern Neighborhoods Mixed Use Districts as set forth above, all other greenhouse or plant nursery</p>	<p>P up to one for each 4,000 square feet of occupied floor area.</p>
<p>With the exception of Eastern Neighborhoods Mixed Use Districts as set forth above, all other retail space</p>	<p>P up to one for each 500 square feet of gross floor area up to 20,000 square feet, plus one for each 250 square feet of gross floor area in excess of 20,000.</p>
<p>Service, repair or wholesale sales space, including personal, home or business service space in South of Market Districts</p>	<p>P up to one for each 1,000 square feet of occupied floor area.</p>
<p>Mortuary</p>	<p>P up to five.</p>
<p>Storage or warehouse space, and space devoted to any use first</p>	<p>P up to one for each 2,000 square feet of occupied floor area.</p>

1	permitted in an M-2 District	
2	Arts activities and spaces except	P up to one for each 2,000 square feet of occupied
3	theater or auditorium spaces	floor area.
4	Laboratory	P up to one for each 1,500 square feet of occupied
5		floor area.
6	Small Enterprise Workspace	P up to one for each 1,500 square feet of occupied
7	Building	floor area.
8	Integrated PDR	P up to one for each 1,500 square feet of occupied
9		floor area.
10	Other manufacturing and industrial	P up to one for each 1,500 square feet of occupied
11	uses	floor area.

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13 ~~(d)(e)~~ In DTR districts, any request for accessory parking in excess of what is  
14 permitted by right shall be reviewed on a case-by-case basis by the Planning Commission,  
15 subject to the procedures set forth in Section 309.1 of this Code.

16 ~~(1)~~ In granting approval for parking accessory to residential uses above that  
17 permitted by right in Table 151.1, the Commission shall make the following affirmative  
18 findings:

19 ~~(1)(A)~~ All parking in excess of that allowed by right is stored and accessed by  
20 mechanical means, valet, or non-independently accessible method that maximizes space  
21 efficiency and discourages use of vehicles for commuting or daily errands;

22 ~~(2)(B)~~ Vehicle movement on or around the project site associated with the excess  
23 accessory parking does not unduly impact pedestrian spaces or movement, transit service,  
24 bicycle movement, or the overall traffic movement in the district;

1           ~~(3)~~(C) Accommodating excess accessory parking does not degrade the overall urban  
2 design quality of the project proposal;

3           ~~(4)~~(D) All parking in the project is set back from facades facing streets and alleys and  
4 lined with active uses, and that the project sponsor is not requesting any exceptions or  
5 variances requiring such treatments elsewhere in this Code; and

6           ~~(5)~~(E) Excess accessory parking does not diminish the quality and viability of existing  
7 or planned streetscape enhancements.

8           (2) Additionally, in granting approval for such accessory parking above that permitted by  
9 right, the Commission may require the property owner to pay the annual membership fee to a certified  
10 car-share organization, as defined in Section 166(b)(2), for any resident of the project who so requests  
11 and who otherwise qualifies for such membership, provided that such requirement shall be limited to  
12 one membership per dwelling unit, when the following findings are made by the Commission:

13           (A) that the project encourages additional private-automobile use, thereby creating  
14 localized transportation impacts for the neighborhood; and

15           (B) that these localized transportation impacts may be lessened for the neighborhood by the  
16 provision of car-share memberships to residents.

17           ~~(e)~~(f) In C-3 Districts, any request for accessory parking in excess of what is permitted  
18 by right in Table 151.1, shall be reviewed on a case-by-case basis by the Planning  
19 Commission, subject to the procedures set forth in Section 309 of this Code.

20           (1) In granting approval for parking accessory to residential uses above that  
21 permitted by right in Table 151.1, the Planning Commission shall make the following  
22 affirmative findings:

23           ~~(H)~~(A) For projects with 50 units or more, all residential accessory parking in excess of  
24 0.5 parking spaces for each dwelling unit shall be stored and accessed by mechanical  
25 stackers or lifts, valet, or other space-efficient means that allows more space above-ground

1 for housing, maximizes space efficiency and discourages use of vehicles for commuting or  
2 daily errands. The Planning Commission may authorize the request for additional parking  
3 notwithstanding that the project sponsor cannot fully satisfy this requirement provided that the  
4 project sponsor demonstrates hardship or practical infeasibility (such as for retrofit of existing  
5 buildings) in the use of space-efficient parking given the configuration of the parking floors  
6 within the building and the number of independently accessible spaces above 0.5 spaces per  
7 unit is de minimus and subsequent valet operation or other form of parking space  
8 management could not significantly increase the capacity of the parking space above the  
9 maximums in Table 151.1;

10 ~~(2)(B)~~ For any project with residential accessory parking in excess of 0.375 parking  
11 spaces for each dwelling unit, the project complies with the housing requirements of Sections  
12 315 through 315.9 of this Code except as follows: the inclusionary housing requirements that  
13 apply to projects seeking conditional use authorization as designated in Section 315.3(a)(2)  
14 shall apply to the project.

15 ~~(3)(C)~~ The findings of Section 151.1~~(d)(2)(e)(1)(B)~~, ~~(d)(3)(e)(1)(C)~~ and ~~(d)(5)(e)(1)(E)~~ are  
16 satisfied;

17 ~~(4)(D)~~ All parking meets the active use and architectural screening requirements in  
18 Sections 155(s)(1)(B) and 155(s)(1)(C) and the project sponsor is not requesting any  
19 exceptions or variances requiring such treatments elsewhere in this Code.

20 (2) Additionally, in granting such approval for accessory parking above that permitted by  
21 right, the Commission may require the property owner to pay the annual membership fee to a certified  
22 car-share organization, as defined in Section 166(b)(2), for any resident of the project who so requests  
23 and who otherwise qualifies for such membership, provided that such requirement shall be limited to  
24 one membership per dwelling unit, when the findings set forth in Section 151.1(e)(2) are made.  
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1           ~~(g)~~ In RTO and NCT districts, any request for accessory parking in excess of what  
2 is principally permitted in Table 151.1, but which does not exceed the maximum amount  
3 stated in Table 151.1, shall be reviewed by the Planning Commission as a Conditional Use. In  
4 MUG, MUR, MUO, and SPD Districts, any project subject to Section 329 and that requests  
5 residential accessory parking in excess of that which is principally permitted in Table 151.1,  
6 but which does not exceed the maximum amount stated in Table 151.1, shall be reviewed by  
7 the Planning Commission according to the procedures of Section 329. Projects that are not  
8 subject to Section 329 shall be reviewed under the procedures detailed in subsection ~~(g)(h)~~,  
9 below.

10           (1) In granting such Conditional Use or exception per 329 for parking in excess of  
11 that principally permitted in Table 151.1, the Planning Commission shall make the following  
12 affirmative findings according to the uses to which the proposed parking is accessory:

13           ~~(A)~~(A) Parking for all uses

14           ~~(A)~~(i) Vehicle movement on or around the project does not unduly impact pedestrian  
15 spaces or movement, transit service, bicycle movement, or the overall traffic movement in the  
16 district;

17           ~~(B)~~(ii) Accommodating excess accessory parking does not degrade the overall urban  
18 design quality of the project proposal;

19           ~~(C)~~(iii) All above-grade parking is architecturally screened and, where appropriate, lined  
20 with active uses according to the standards of Section 145.1, and the project sponsor is not  
21 requesting any exceptions or variances requiring such treatments elsewhere in this Code; and

22           ~~(D)~~(iv) Excess accessory parking does not diminish the quality and viability of existing  
23 or planned streetscape enhancements.

24           ~~(2)~~(B) Parking for Residential Uses

1           ~~(A)(i)~~ For projects with 50 dwelling units or more, all residential accessory parking in  
2 excess of 0.5 spaces per unit shall be stored and accessed by mechanical stackers or lifts,  
3 valet, or other space-efficient means that reduces space used for parking and maneuvering,  
4 and maximizes other uses.

5           ~~(3)(C)~~ Parking for Non-Residential Uses

6           ~~(A)(i)~~ Projects that provide more than 10 spaces for non-residential uses must  
7 dedicate 5% of these spaces, rounded down to the nearest whole number, to short-term,  
8 transient use by vehicles from certified car sharing organizations per Section 166, vanpool,  
9 rideshare, taxis, or other co-operative auto programs. These spaces shall not be used for  
10 long-term storage nor satisfy the requirement of Section 166, but rather to park them during  
11 trips to commercial uses. These spaces may be used by shuttle or delivery vehicles used to  
12 satisfy subsection ~~(B)(ii)~~.

13           ~~(B)(ii)~~ Retail uses larger than 20,000 square feet, including but not limited to grocery,  
14 hardware, furniture, consumer electronics, greenhouse or nursery, and appliance stores,  
15 which sell merchandise that is bulky or difficult to carry by hand or by public transit, shall offer,  
16 at minimal or no charge to its customers, door-to-door delivery service and/or shuttle service.  
17 This is encouraged, but not required, for retail uses less than 20,000 square feet.

18           ~~(C)(iii)~~ Parking shall be limited to short-term use only.

19           ~~(D)(iv)~~ Parking shall be available to the general public at times when such parking is  
20 not needed to serve the use or uses to which it is accessory.

21           (2) Additionally, in granting such approval for accessory parking above that permitted by  
22 right, the Commission may require the property owner to pay the annual membership fee to a certified  
23 car-share organization, as defined in Section 166(b)(2), for any resident of the project who so requests  
24 and who otherwise qualifies for such membership, provided that such requirement shall be limited to  
25 one membership per dwelling unit, when the findings set forth in Section 151.1(e)(2) are made.

1           ~~(g)~~(h) Small residential projects in MUG, MUR, MUO, and SPD Districts. Any project  
2 that is not subject to the requirements of Section 329 and that requests residential accessory  
3 parking in excess of what is principally permitted in Table 151.1 shall be reviewed by the  
4 Zoning Administrator subject to Section 307(h). The Zoning Administrator may grant parking  
5 in excess of what is principally permitted in Table 151.1, not to exceed the maximum amount  
6 stated in Table 151.1, only if the Zoning Administrator determines that all of the following  
7 conditions are met:

8           (A) all the conditions of subsection ~~(g)~~(1)(A) above have been met.

9           (B) parking is not accessed from any protected Transit or Pedestrian Street  
10 described in Section 155(r), and

11           (C) where more than ten spaces are proposed at least half of them, rounded down  
12 to the nearest whole number, are stored and accessed by mechanical stackers or lifts, valet,  
13 or other space-efficient means that reduces space used for parking and maneuvering, and  
14 maximizes other uses.

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16           Section 3. The San Francisco Planning Code is hereby amended by amending  
17 Section 163, to read as follows:

18           **SEC. 163. - TRANSPORTATION MANAGEMENT PROGRAMS AND**  
19 **TRANSPORTATION BROKERAGE SERVICES IN C-3, EASTERN NEIGHBORHOODS**  
20 **MIXED USE, AND SOUTH OF MARKET MIXED USE DISTRICTS.**

21           (a) Purpose. This Section is intended to assure that adequate measures are  
22 undertaken and maintained to minimize the transportation impacts of added office  
23 employment in the downtown and South of Market area, in a manner consistent with the  
24 objectives and policies of the General Plan, by facilitating the effective use of transit,  
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1 encouraging ridesharing, and employing other practical means to reduce commute travel by  
2 single-occupant vehicles.

3 (b) Requirement. For any new building or additions to or conversion of an existing  
4 building in C-3, Eastern Neighborhoods Mixed Use, and South of Market Mixed Use Districts  
5 where the gross square feet of new, converted or added floor area for office use equals at  
6 least 100,000 square feet, or, in the case of the SSO or MUO District, 25,000 square feet, the  
7 project sponsor shall be required to provide on-site transportation brokerage services for the  
8 actual lifetime of the project, as provided in this Subsection. Prior to the issuance of a  
9 temporary permit of occupancy (for this purpose Section 149(d) shall apply), the project  
10 sponsor shall execute an agreement with the Planning Department for the provision of on-site  
11 transportation brokerage services and preparation of a transportation management program  
12 to be approved by the Director of Planning and implemented by the provider of transportation  
13 brokerage services. The transportation management program and transportation brokerage  
14 services shall be designed:

15 (1) To promote and coordinate effective and efficient use of transit by tenants and  
16 their employees, including the provision of transit information and sale of transit passes on-  
17 site;

18 (2) To promote and coordinate ridesharing activities for all tenants and their  
19 employees within the structure or use;

20 (3) To reduce parking demand and assure the proper and most efficient use of on-  
21 site or off- site parking, where applicable, such that all provided parking conforms with the  
22 requirements of Article 1.5 of this Code and project approval requirements;

23 (4) To promote and encourage the provision and proliferation of car-sharing services  
24 convenient to tenants and employees of the subject buildings in addition to those required by Section  
25 166, and to promote and encourage those tenants and their employees to prioritize the use of car-share



1 services for activities that necessitate automobile travel, including the promotion and sale of individual  
2 and business memberships in certified car-sharing organizations, as defined by Section 166(b)(2).

3 (5) To promote and encourage project occupants to adopt a coordinated flex-time or  
4 staggered work hours program designed to more evenly distribute the arrival and departure  
5 times of employees within normal peak commute periods;

6 (5)(6) To participate with other project sponsors in a network of transportation  
7 brokerage services for the respective downtown, South of Market area, or other area of  
8 employment concentration in the Eastern Neighborhoods Mixed Use Districts;

9 (6)(7) To carry out other activities determined by the Planning Department to be  
10 appropriate to meeting the purpose of this requirement.

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12 Section 4. The San Francisco Planning Code is hereby amended by amending  
13 Section 166, to read as follows:

14 **SEC. 166. CAR SHARING.**

15 (a) Findings. The Board hereby finds and declares as follows: One of the  
16 challenges posed by new development is the increased number of privately-owned  
17 automobiles it brings to San Francisco's congested neighborhoods. Growth in the number of  
18 privately-owned automobiles increases demands on the City's limited parking supply and  
19 often contributes to increased traffic congestion, transit delays, pollution and noise. Car-  
20 sharing can mitigate the negative impacts of new development by reducing the rate of  
21 individual car-ownership per household, the average number of vehicle miles driven per  
22 household and the total amount of automobile-generated pollution per household.  
23 Accordingly, car-sharing services should be supported through the Planning Code when a  
24 car-sharing organization can demonstrate that it reduces: (i) the number of individually-owned  
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1 automobiles per household; (ii) vehicle miles traveled per household; and (iii) vehicle  
2 emissions generated per household.

3 (b) Definitions. For purposes of this Code, the following definitions shall apply:

4 (1) A "car-share service" is a mobility enhancement service that provides an  
5 integrated citywide network of neighborhood-based motor vehicles available only to members  
6 by reservation on an hourly basis, or in smaller intervals, and at variable rates. Car-sharing is  
7 designed to complement existing transit and bicycle transportation systems by providing a  
8 practical alternative to private motor vehicle ownership, with the goal of reducing over-  
9 dependency on individually owned motor vehicles. Car\_share vehicles must be located at  
10 unstaffed, self-service locations (other than any incidental garage valet service), and generally  
11 be available for pick-up by members 24 hours per day. A car\_share service shall provide  
12 automobile insurance for its members when using car\_share vehicles and shall assume  
13 responsibility for maintaining car\_share vehicles.

14 (2) A "certified car-share organization" is any public or private entity that provides a  
15 membership-based car-share service to the public and manages, maintains and insures motor  
16 vehicles for shared use by individual and group members. To qualify as a certified car-share  
17 organization, a car-share organization shall submit a written report prepared by an  
18 independent third party academic institution or transportation consulting firm that clearly  
19 demonstrates, based on a statistically significant analysis of quantitative data, that such car-  
20 sharing service has achieved two or more of the following environmental performance goals in  
21 any market where they have operated for at least two years: (i) lower household automobile  
22 ownership among members than the market area's general population; (ii) lower annual  
23 vehicle miles traveled per member household than the market area's general population; (iii)  
24 lower annual vehicle emissions per member household than the market area's general  
25 population; and (iv) higher rates of transit usage, walking, bicycling and other non-automobile

1 modes of transportation usage for commute trips among members than the market area's  
2 general population. This report shall be called a Car-sharing Certification Study and shall be  
3 reviewed by Planning Department staff for accuracy and made available to the public upon  
4 request. The Zoning Administrator shall only approve certification of a car-share organization  
5 if the Planning Department concludes that the Certification Study is technically accurate and  
6 clearly demonstrates that the car-share organization has achieved two or more of the above  
7 environmental performance goals during a two-year period of operation. The Zoning  
8 Administrator shall establish specific quantifiable performance thresholds, as appropriate, for  
9 each of the three environmental performance goals set forth in this subsection.

10 (3) The Planning Department shall maintain a list of certified car-share  
11 organizations that the Zoning Administrator has determined satisfy the minimum  
12 environmental performance criteria set forth in subsection 166(b)(2) above. Any car-share  
13 organization seeking to benefit from any of the provisions of this Code must be listed as a  
14 certified car-share organization.

15 (4) An "off-street car-share parking space" is any parking space generally  
16 complying with the standards set forth for the district in which it is located and dedicated for  
17 current or future use by any car-share organization through a deed restriction, condition of  
18 approval or license agreement. Such deed restriction, condition of approval or license  
19 agreement must grant priority use to any certified car-share organization that can make use of  
20 the space, although such spaces may be occupied by other vehicles so long as no certified  
21 car-share organization can make use of the dedicated car-share spaces. Any off-street car-  
22 share parking space provided under this Section must be provided as an independently  
23 accessible parking space. In new parking facilities that do not provide any independently  
24 accessible spaces other than those spaces required for disabled parking, off-street car-share  
25 parking may be provided on vehicle lifts so long as the parking space is easily accessible on a

self-service basis 24 hours per day to members of the certified car-share organization. Property owners may enact reasonable security measures to ensure such 24-hour access does not jeopardize the safety and security of the larger parking facility where the car-share parking space is located so long as such security measures do not prevent practical and ready access to the off-street car-share parking spaces.

(5) A "car-share vehicle" is a vehicle provided by a certified car-share organization for the purpose of providing a car-share-service.

(6) A "property owner" refers to the owner of a property at the time of project approval and its successors and assigns.

(c) Car-share spaces shall be generally permitted in the same manner as residential accessory parking. Any residential or commercial parking space may be voluntarily converted to a car-share space.

(d) Requirements for Provision of Car-Share Parking Spaces.

(1) In newly constructed buildings containing residential uses or existing buildings being converted to residential uses, if parking is provided, car-share parking spaces shall be provided in the amount specified in Table 166. In newly constructed buildings ~~in NCT, MU G, MU R, MU O, UMU, DTR, and SPD Districts or the Van Ness and Market Downtown Residential Special Use District~~ containing parking for non-residential uses, including non-accessory parking in a garage or lot, car-share parking spaces shall be provided in the amount specified in Table 166.

Table 166

**REQUIRED CAR-SHARE PARKING SPACES**

<b>Number of Residential Units</b>	<b>Number of Required Car-Share Parking Spaces</b>
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1	0—49	0
2	50—200	1
3	201 or more	2, plus 1 for every 200 dwelling units
4		over 200
5	Number of Parking Spaces Provided	Number of Required Car_share
6	for Non-Residential Uses or in a Non-	Parking Spaces
7	Accessory Parking Facility	
8		
9	0—24	0
10	25—49	1
11	50 or more	1, plus 1 for every 50 parking spaces
12		over 50

(2) The required car-share spaces shall be made available, at no cost, to a certified car-share organization for purposes of providing car-share services for its car-share service subscribers. At the election of the property owner, the car-share spaces may be provided (i) on the building site, (ii) on another off-street site within 800 feet of the building site.

(3) Off-Street Spaces. If the car-share space or spaces are located on the building site or another off-street site:

(A) The parking areas of the building shall be designed in a manner that will make the car-share parking spaces accessible to non-resident subscribers from outside the building as well as building residents;

(B) Prior to Planning Department approval of the first building or site permit for a building subject to the car\_share requirement, a Notice of Special Restriction on the property shall be recorded indicating the nature of requirements of this Section and identifying the

1 minimum number and location of the required car-share parking spaces. The form of the  
2 notice and the location or locations of the car-share parking spaces shall be approved by the  
3 Planning Department;

4 (C) All required car-share parking spaces shall be constructed and provided at no  
5 cost concurrently with the construction and sale of units; and

6 (D) if it is demonstrated to the satisfaction of the Planning Department that no  
7 certified car-share organization can make use of the dedicated car-share parking spaces, the  
8 spaces may be occupied by non-car-share vehicles; provided, however, that upon ninety (90)  
9 days of advance written notice to the property owner from a certified car-sharing organization,  
10 the property owner shall terminate any non car-sharing leases for such spaces and shall  
11 make the spaces available to the car-share organization for its use of such spaces.

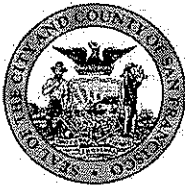
12 ~~(d)~~(e) Provision of a required car-share parking space shall satisfy or may substitute for  
13 any required residential parking; however, such space shall not be counted against the maximum  
14 number of parking spaces allowed by this Code as a principal use, an accessory use, or a  
15 conditional use.

16 ~~(e)~~(f) The Planning Department shall maintain a publicly-accessible list, updated  
17 quarterly, of all projects approved with required off-street car\_share parking spaces. The list  
18 shall contain the Assessor's Block and Lot number, address, number of required off-street  
19 car\_share parking spaces, project sponsor or property owner contact information and other  
20 pertinent information as determined by the Zoning Administrator.

21 APPROVED AS TO FORM:  
22 DENNIS J. HERRERA, City Attorney

23  
24 By:

  
\_\_\_\_\_  
25 Marlena G. Byrne  
Deputy City Attorney



City and County of San Francisco

Tails  
Ordinance

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

File Number: 100829

Date Passed: November 09, 2010

Ordinance amending the San Francisco Planning Code, including Section 151.1 to enable the Planning Commission to require the provision of annual memberships to certified car-share organizations to residents of certain new development projects when certain findings are made; Section 163 to promote car-share services as a component of transportation management programs and transportation brokerage services; and Section 166 to permit car-share spaces in the same manner as residential accessory parking and require that car-sharing requirements for non-residential uses apply to all zoning districts; adopting findings, including findings under Section 302 of the Planning Code, environmental findings and findings of consistency with the General Plan and the Priority Policies of Planning Code Section 101.1.

October 25, 2010 Land Use and Economic Development Committee - RECOMMENDED

November 02, 2010 Board of Supervisors - PASSED, ON FIRST READING

Ayes: 11 - Alioto-Pier, Avalos, Campos, Chiu, Chu, Daly, Dufty, Elsbernd, Mar, Maxwell and Mirkarimi

November 09, 2010 Board of Supervisors - FINALLY PASSED

Ayes: 11 - Alioto-Pier, Avalos, Campos, Chiu, Chu, Daly, Dufty, Elsbernd, Mar, Maxwell and Mirkarimi

File No. 100829

I hereby certify that the foregoing Ordinance was FINALLY PASSED on 11/9/2010 by the Board of Supervisors of the City and County of San Francisco.

Mayor Gavin Newsom

  
Angela Calvillo  
Clerk of the Board

November 18, 2010  
Date Approved