

1 [Off-Street Parking In C-3 Zoning Districts.]

2

3 **Ordinance amending the San Francisco Planning Code by amending Sections 151,**  
4 **151.1, 154, 155, 155.5, 166, and 167 to impose new requirements in C-3 Zoning Districts**  
5 **regarding permitted off-street parking and loading, allowed off-street freight loading**  
6 **and service vehicle spaces, bicycle parking, car sharing, to separate parking costs**  
7 **from housing costs and adopting environmental findings and findings of consistency**  
8 **with the General Plan and the eight priority policies of Planning Code Section 101.1.**

9 Note: Additions are *single-underline italics Times New Roman*;  
10 deletions are *strikethrough italics Times New Roman*.  
11 Board amendment additions are double underlined.  
Board amendment deletions are ~~strikethrough normal~~.

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

13 Section 1. Findings. (a) Pursuant to Planning Code Section 302, the Board of  
14 Supervisors finds that this ordinance will serve the public necessity, convenience and welfare  
15 for the reasons set forth in Planning Commission Resolution No. \_\_\_\_\_, and  
16 incorporates such reasons herein by reference. A copy of said Planning Commission  
17 resolution is on file with the Clerk of the Board in File No. \_\_\_\_\_.

18 (b) The Board of Supervisors finds that this ordinance is in conformity with the  
19 General Plan, as amended by the companion legislation, and with the Priority Policies of  
20 Planning Code Section 101.1 for the reasons set forth in Planning Commission Resolution No.  
21 \_\_\_\_\_, and hereby incorporates those reasons herein by reference.

22 (c) The Planning Department has determined that adoption of this ordinance is in  
23 compliance with the California Environmental Quality Act (California Public Resources Code  
24 Sections 21000 et seq.). Said determination is on file with the Clerk of the Board of  
25 Supervisors in File No. \_\_\_\_\_ and is incorporated herein by reference.

1 Section 2. The San Francisco Planning Code is hereby amended by amending  
2 Sections 151, 151.1, 154, 155, 155.5, 166, and 167 to read as follows:

3 **SEC. 151 SCHEDULE OF REQUIRED OFF-STREET PARKING SPACES.**

4 Off-street parking spaces shall be provided in the minimum quantities specified in the  
5 following table, except as otherwise provided in Section 151.1 and Section 161 of this Code.  
6 Where the building or lot contains uses in more than one of the categories listed, parking  
7 requirements shall be calculated in the manner provided in Section 153 of this Code. Where  
8 off-street parking is provided which exceeds certain amounts in relation to the quantities  
9 specified in this table, as set forth in Section 204.5 of this Code, such parking shall be  
10 classified not as accessory parking but as either a principal or a conditional use, depending  
11 upon the use provisions applicable to the district in which the parking is located. However, in  
12 no event may off-street parking in a C-3 District be permitted as a principal or conditional use in  
13 excess of 1 parking space per 2 dwelling units . In considering an application for a conditional use  
14 for any such parking, due to the amount being provided, the City Planning Commission shall  
15 consider the criteria set forth in Section 157 of this Code.

16 Table 151  
17 OFF-STREET PARKING SPACES REQUIRED

18 Use or Activity	Number of Off-Street Parking Spaces Required
19 Dwelling, except as specified below, 20 and except in the Bernal Heights 21 Special Use District as provided in 22 Section 242	One for each dwelling unit.
23 Dwelling, RC-4, RSD <del>and C-3</del> 24 Districts, except in the Van Ness 25 Special Use District	One for each four dwelling unit.
<u>C-3 Districts</u>	<u>No minimum number of off-street parking spaces.</u>
Dwelling, specifically designed for	One-fifth the number of spaces specified above

1	and occupied by senior citizens or	for the district in which the dwelling is located.
2	physically handicapped persons, as	
3	defined and regulated by Section	
4	209.1(m) of this Code	
5	Group housing of any kind	One for each three bedrooms or for each six
6		beds, whichever results in the greater
7		requirement, plus one for the manager's
8		dwelling unit if any, with a minimum of two
9	SRO units	spaces required.
10		In the South of Market base area, one for each
11		20 units, plus one for the manager's dwelling
12		unit, if any, with a minimum of two spaces.
13	Hotel, inn or hostel in NC Districts	0.8 for each guest bedroom.
14		
15	Hotel, inn or hostel in districts other	One for each 16 guest bedrooms where the
16	than NC	number of guest bedrooms exceeds 23, plus
17		one for the manager's dwelling unit, if any.
18	Motel	One for each guest unit, plus one for the
19		manager's dwelling unit, if any.
20	Mobile home park	One for each vehicle or structure in such park,
21		plus one for the manager's dwelling unit if any.
22	Hospital or other inpatient medical	One for each 16 guest excluding bassinets or
23	institution	for each 2,400 square feet of gross floor area
24		devoted to sleeping rooms, whichever results in
25		the greater requirement, provided that these
		requirements shall not apply if the calculated
		number of spaces is no more than two.
	Residential care facility	One for each 10 residents, where the number of
		residents exceeds nine.
	Child care facility	One for each 25 children to be accommodated
		at any one time, where the number of such
		children exceeds 24.
	Elementary school	One for each six classrooms.
	Secondary school	One for each two classrooms.
	Post-secondary educational institution	One for each two classrooms.

1	Church or other religious institutions	One for each 20 seats by which the number of seats in the main auditorium exceeds 200.
2	Theater or auditorium	One for each eight seats up to 1,000 seats
3		where the number of seats exceeds 50 seats,
4		plus one for each 10 seats in excess of 1,000.
5	Stadium or sports arena	One for each 15 seats.
6	Medical or dental office or outpatient clinic	One for each 300 square feet of occupied floor area, where the occupied floor area exceeds 5,000 square feet.
7		
8	Offices or studios of architects, engineers, interior designers and other design professionals and studios of graphic artists	One for each 1,000 square feet of occupied floor area, where the occupied floor area exceeds 5,000 square feet.
9		
10	Other business office	One for each 500 square feet of occupied floor area, where the occupied floor area exceeds 5,000 square feet, except one for each 750 square feet within the SSO District, where the occupied floor area exceeds 5,000 square feet.
11		
12		
13		
14	Restaurant, bar, nightclub, pool hall, dancehall, bowling alley or other similar enterprise	One for each 200 square feet of occupied floor area, where the occupied floor area exceeds 5,000 square feet.
15		
16	Retail space devoted to the handling of bulky merchandise such as motor vehicles, machinery or furniture	One for each 1,000 square feet of occupied floor area, where the occupied floor area exceeds 5,000 square feet.
17		
18	Greenhouse or plant nursery	One for each 4,000 square feet of occupied floor area, where the occupied floor area exceeds 5,000 square feet.
19		
20	Other retail space	One for each 500 square feet of occupied floor area up to 20,000 where the occupied floor area exceeds 5,000 square feet, plus one for each 250 square feet of occupied floor area in excess of 20,000.
21		
22		
23	Service, repair or wholesale sales space, including personal, home or business service space in South of	One for each 1,000 square feet of occupied floor area, where the occupied floor area exceeds 5,000 square feet.
24		
25		

1	Market Districts	
2	Mortuary	Five.
3	Storage or warehouse space, and	One for each 2,000 square feet of occupied
4	space devoted to any use first	floor area, where the occupied floor area
	permitted in an M-2 District	exceeds 10,000 square feet.
5	Arts activities and spaces except	One for each 2,000 square feet of occupied
6	theater or auditorium spaces	floor area, where the occupied floor area
		exceeds 7,500 square feet.
7	Other manufacturing and industrial	One for each 1,500 square feet of occupied
8	uses	floor area, where the occupied floor area
		exceeds 7,500 square feet.
9	Live/work units	One for each 2,000 square feet of occupied
10		floor area, where the occupied floor area
11		exceeds 7,500 square feet, except in RH or RM
12		Districts, within which the requirement shall be
		one space for each live/work unit.

13                   **SEC. 151.1 PERMITTED OFF-STREET PARKING IN DOWNTOWN RESIDENTIAL**  
14 **(DTR) AND C-3 DISTRICTS**

15           (a) For any use in DTR districts, off-street accessory parking shall not be required  
16 as specified in Section 151.1 herein. The quantities specified in Table 151.1 shall serve as the  
17 maximum amount of off-street parking that may be provided as accessory to the uses  
18 specified. For uses in DTR districts not described in Table 151.1, the off-street requirements  
19 specified in Table 151 and set forth in Section 204.5 of this Code shall serve as maximums for  
20 the total amount of accessory parking that may be provided. Where off-street parking is  
21 provided that exceeds the quantities specified in table 151.1 or as set forth in Section 204.5 of  
22 this Code, such parking shall be classified not as accessory parking but as either a principally  
23 permitted or conditional use, depending upon the use provisions applicable to the district in  
24 which the parking is located. In considering an application for a conditional use for any such  
25

1 parking due to the amount being provided, the Planning Commission shall consider the  
2 criteria set forth in Section 157 of this Code.

3 (b) Where a number or ratio of spaces are described in Table 151.1, such number  
4 or ratio shall refer to the total number of parked cars accommodated in the project proposal,  
5 regardless of the arrangement of parking, and shall include all spaces accessed by  
6 mechanical means, valet, or non-independently accessible means. For the purposes of  
7 determining the total number of cars parked, the area of an individual parking space, except  
8 for those spaces specifically designated for persons with physical disabilities, may not exceed  
9 185 square feet, including spaces in tandem, or in parking lifts, elevators or other means of  
10 vertical stacking.

11 (c) Any off-street parking space dedicated for use as a car-share parking space, as  
12 defined in Section 166, shall not be counted toward the total parking allowed as accessory in  
13 this Section.

Table 151.1	
OFF-STREET PARKING ALLOWED AS ACCESSORY	
Use or Activity	Number of Off-Street Car Parking Spaces or Space Devoted to Off-Street Car Parking Permitted
Dwelling units, except as specified below	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(b); NP above one space per unit.
Dwelling, specifically designed for and occupied by senior citizens or persons with physical disabilities, as defined and regulated by Section 209.1(m) of this Code	P up to one car for each 13 dwelling units; 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
SRO units	P up to one car for each 20 units, plus one for the manager's dwelling unit, if any. NP above.
All office uses	P up to seven percent of the gross floor area of such uses; NP above.

1 (d) In DTR and C-3 districts, any request for accessory parking in excess of what is  
2 permitted by right shall be reviewed on a case-by-case basis by the Planning Commission,  
3 subject to the procedures set forth in Section 309.1 of this Code. In granting approval for  
4 parking accessory to residential uses above that permitted by right in Table 151.1, the  
5 Commission shall make the following affirmative findings:

6 (1) all parking in excess of that allowed by right is stored and accessed by  
7 mechanical means, valet, or non-independently accessible method that maximizes space  
8 efficiency and discourages use of vehicles for commuting or daily errands;

9 (2) vehicle movement on or around the project site associated with the excess  
10 accessory parking does not unduly impact pedestrian spaces or movement, transit service,  
11 bicycle movement, or the overall traffic movement in the district;

12 (3) accommodating excess accessory parking does not degrade the overall urban  
13 design quality of the project proposal;

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

17 (5) excess accessory parking does not diminish the quality and viability of existing  
18 or planned streetscape enhancements.

19 **SEC. 154. DIMENSIONS FOR OFF-STREET PARKING, FREIGHT LOADING AND**  
20 **SERVICE VEHICLE SPACES.**

21 (a) Parking Spaces.

22 (1) Every required off-street parking space shall have a minimum area of 160  
23 square feet, except as specified in Paragraph (a)(2) below. Every required space shall be of  
24 usable shape. The area of any such space shall be exclusive of driveways, aisles and  
25

1 maneuvering areas. The parking space requirements for the Bernal Heights Special Use  
2 District are set forth in Section 242.

3 (2) In the case of any structure or use for which four or more off-street parking  
4 spaces are required, the fourth such space may be a compact car space, and for each two  
5 spaces required in excess of four, the second such space may be a compact car space. For  
6 this purpose every compact car space shall have a minimum area of 127.5 square feet and  
7 shall be specifically marked and identified as a compact car space. For dwelling units or group  
8 housing within RED, SPD, RSD, SLR, SLI or SSO Districts, 100 percent compact sizes shall  
9 be permitted. Special provisions relating to the Bernal Heights Special Use District are set  
10 forth in Section 242.

11 (3) Ground floor ingress and egress to any off-street parking spaces provided for a  
12 structure or use, and all spaces to be designated as preferential carpool or van pool parking,  
13 and their associated driveways, aisles and maneuvering areas, shall maintain a minimum  
14 vertical clearance of seven feet.

15 (4) In DTR *and C-3* districts, there shall be no minimum area or dimension  
16 requirements for off-street parking spaces, except as required elsewhere in this Code for  
17 spaces specifically designated for persons with physical disabilities, nor shall they be required  
18 to be independently accessible. The use of mechanical parking lifts, valet services and other  
19 means to increase the efficiency of space devoted to parking are encouraged.

20 (b) Freight Loading and Service Vehicle Spaces. Every required off-street freight  
21 loading space shall have a minimum length of 35 feet, a minimum width of 12 feet, and a  
22 minimum vertical clearance including entry and exit of 14 feet, except as provided below.

23 (1) Minimum dimensions specified herein shall be exclusive of platform, driveways  
24 and maneuvering areas except that minimum vertical clearance must be maintained to  
25 accommodate variable truck height due to driveway grade.



1           (2)     The first such space required for any structure or use shall have a minimum  
2 width of 10 feet, a minimum length of 25 feet, and a minimum vertical clearance, including  
3 entry and exit, of 12 feet.

4           (3)     Each substituted service vehicle space provided under Section 153(a)(6) of this  
5 Code shall have a minimum width of eight feet, a minimum length of 20 feet, and a minimum  
6 vertical clearance of seven feet.

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

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

18           (a)     Every required off-street parking or loading space shall be located on the same  
19 lot as the use served by it, except as provided in Sections 159, 160 and 161 of this Code.

20           (b)     Every required off-street parking or loading space shall be located in its entirety  
21 within the lot lines of private property.

22           (c)     Every off-street parking or loading space shall have adequate means of ingress  
23 from and egress to a street or alley. Every required off-street parking or loading space shall be  
24 independently accessible, with the exception of a parking space for a minor second dwelling  
25 unit in an RH-1(S) District, or as otherwise provided by the Bernal Heights Special Use District

1 set forth in Section 242. In C-3 Districts, if it is found, in accordance with the provisions of  
2 Section 309, that independently accessible spaces are infeasible due to site constraints, or in  
3 South of Market Districts if it is found, in accordance with the provisions of Section 307(g) of  
4 this Code, that independently accessible spaces for nonresidential activities are infeasible due  
5 to site constraints or that valet parking would provide a more convenient and efficient means  
6 of serving business clients, the substitution of attendant parking spaces for independently  
7 accessible spaces may be approved. Access to off-street loading spaces shall be from alleys  
8 in preference to streets.

9 In C-3 Districts, where possible, access to off-street parking and loading spaces shall  
10 be from streets and alleys which are identified as base case streets in the Downtown  
11 Streetscape Plan and minor streets rather than transit preferential streets or major arterial  
12 streets, all as identified in the Downtown Plan, a component of the Master Plan.

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

16 (1) For residential uses, independently accessible off-street parking spaces shall  
17 include spaces accessed by automated garages, or car elevators, provided that no car needs  
18 to be moved under its own power to access another car.

19 (d) All off-street freight loading and service vehicle spaces in the C-3-O, C-3-R, C-3-  
20 G, and South of Market Districts shall be completely enclosed and access from a public street  
21 or alley shall be provided by means of a private service driveway, which is totally contained  
22 within the structure. Such a private service driveway shall include adequate space to  
23 maneuver trucks and service vehicles into and out of all provided spaces, and shall be  
24 designed so as to facilitate access to the subject property while minimizing interference with  
25 street and sidewalk circulation. Any such private service driveway shall be of adequate width

1 to accommodate drive-in movement from the adjacent curb or inside traffic lane but shall in no  
2 case exceed 30 feet. Notwithstanding the foregoing, if an adjacent street or alley is  
3 determined to be primarily used for building service, pursuant to the provisions of Section 309  
4 in a C-3-O, C-3-R or C-3-G District, or the provisions of Section 307(g) in a South of Market  
5 District, up to four spaces may be allowed to be individually accessible directly from such a  
6 street or alley.

7 (e) In a C-3 or South of Market District, where site constraints would make a  
8 consolidated freight loading and service vehicle facility impractical, service vehicle spaces  
9 required by Sections 153(a)(6) and 154(b)(3) of this Code may be located in a parking garage  
10 for the structure or other location separate from freight loading spaces.

11 (f) In a C-3 or South of Market District, whenever off-street freight loading spaces  
12 are provided, freight elevators immediately accessible from the loading dock shall be provided  
13 to all floors which contain uses that are included in the calculation of required number of  
14 freight loading spaces. If freight loading facilities are subterranean, the location and operation  
15 of freight elevators shall be designed, where feasible, to discourage use of freight elevators  
16 for deliveries from the ground floor. Directories of building tenants shall be provided at all  
17 freight elevators. A raised loading dock or receiving area shall be provided with sufficient  
18 dimensions to provide for short-term storage of goods. All required freight loading and service  
19 vehicle spaces shall be made available only to those vehicles at all times, and provision shall  
20 be made to minimize interference between freight loading and service operations, and  
21 garbage dumpster operations and storage.

22 (g) In order to discourage long-term commuter parking, any off-street parking  
23 spaces provided for a structure or use other than residential or hotel in a C-3 District, whether  
24 classified as an accessory or conditional use, which are otherwise available for use for long-  
25 term parking by downtown workers shall maintain a rate or fee structure for their use such that

1 the rate charge for four hours of parking duration is no more than four times the rate charge  
2 for the first hour, and the rate charge for eight or more hours of parking duration is no less  
3 than 10 times the rate charge for the first hour. Additionally, no discounted parking rate shall  
4 be permitted for weekly, monthly or similar time-specific periods.

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

8 (i) For each 25 off-street parking spaces provided, one such space shall be  
9 designed and designated for handicapped persons.

10 (j) Except as provided by Section 155.1 and Section 155.2 below, for each 20 off-  
11 street parking spaces provided, one space shall be provided for parking of a bicycle. The  
12 most restrictive provisions of 155(j) or 155.4 shall prevail.

13 (k) Off-street parking and loading facilities shall be arranged so as to prevent  
14 encroachments upon sidewalk areas and adjacent properties, in the maneuvering, standing  
15 and storage of vehicles, by means of the layout of facilities and by use of bumper or wheel  
16 guards or such other devices as are necessary.

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

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

23 (n) Off-street parking and loading spaces shall not occupy any required open space,  
24 except as specified in Section 136 of this Code.

25

1 (o) No area credited as all or part of a required off-street parking space shall also be  
2 credited as all or part of a required off-street loading space, or used as all or part of an  
3 unrequired off-street loading space. No area credited as all or part of a required off-street  
4 loading space shall also be credited as all or part of a required off-street parking space, or  
5 used as all or part of an unrequired off-street parking space.

6 (p) Any off-street freight loading area located within 50 feet of any R District shall be  
7 completely enclosed within a building if such freight loading area is used in regular night  
8 operation.

9 (q) Rooftop parking shall be screened as provided in Section 141(d) of this Code.

10 (r) Protected Pedestrian- and Transit-Oriented Street Frontages. In order to  
11 preserve the pedestrian character of certain downtown and neighborhood commercial districts  
12 and to minimize delays to transit service, garage entries, driveways or other vehicular access  
13 to off-street parking or loading shall be regulated as follows on the following street frontages:

14 (1) Folsom Street, from Essex Street to the Embarcadero, not permitted except as  
15 set forth in Section 827.

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

19 (A) Required Below-Grade. All off-street parking in C-3 Districts shall be built below street  
20 grade. The design of parking on sloping sites must be reviewed through the procedures of Section  
21 309.1, according to the following standards:

22 (i) For sloping sites with a grade change of at least ten feet laterally along the street, no  
23 less than 50 percent of the perimeter of all floors with off-street parking shall be below the level of said  
24 sloping street; and

25

1 (ii) For sites that slope upwards from a street, no less than 50 percent of the perimeter of all  
2 floors with off-street parking shall be below the average grade of the site; and

3 (iii) Any above-grade parking shall be set back from the street-facing façades and wrapped  
4 with active uses, as defined by Section 145.4, for a depth of no less than 25 feet at the ground floor and  
5 15 feet on floors above.

6 Pursuant to the procedures of Section 309.1, the Planning Commission may reduce the  
7 minimum on-site provision of required residential open space to not less than 18 square feet per unit in  
8 order to both create additional publicly accessible open space serving the district and to foster superior  
9 architectural design on constrained sites.

10 (B) Parking and Loading Access..

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

16 (ii) Sidewalk narrowings or porte cocheres to accommodate passenger loading and  
17 unloading are not permitted. For the purpose of this section, a “porte cochere” is defined as an off-  
18 street driveway, either covered or uncovered, for the purpose of passenger loading or unloading,  
19 situated between the ground floor façade of the building and the sidewalk.

## 20 **SEC. 155.5 BICYCLE PARKING REQUIRED FOR RESIDENTIAL USES**

21 (a) For buildings of 4 dwelling units or more, bicycle parking shall be provided in the  
22 minimum quantities specified in Table 155.5, regardless of whether off-street car parking is  
23 available. The maximum requirement is 400 spaces. Use of bicycle parking required by this  
24 section shall be provided at no cost or fee to building occupants and tenants.

25 (b) Definitions. See Section 155.1(a)

1 (c) Layout. If more than 100 spaces is required, up to one-third of the spaces may  
 2 require the bicycle to be parked in a vertical position. Large developments with multiple  
 3 buildings are encouraged to site required bicycle parking in smaller facilities located close to  
 4 residential entries for each building, rather than in one large centralized garage space.  
 5 Required bicycle parking spaces shall not be provided within dwelling units, balconies, or  
 6 required open space. Bicycle parking must otherwise meet the standards set out for Class 1  
 7 parking as described in Section 155.1(d).

8  
 9 **TABLE 155.5**  
**BICYCLE PARKING SPACES REQUIRED FOR RESIDENTIAL USES**

	Minimum Number of Bicycle Parking Spaces Required
12 Dwelling units in DTR <u>and C-3</u> 13 Districts	For projects up to 50 dwelling units, one Class 1 space for every 2 dwelling units.
14 15	For projects over 50 dwelling units, 25 Class 1 spaces plus one Class 1 space for every 4 dwelling units over 50.
16 Group housing in DTR <u>and C-3</u> 17 Districts	One Class 1 space for every 3 bedrooms.
18 Dwelling units dedicated to senior 19 citizens or physically disabled 20 persons	None required

21 **SEC. 166. CAR SHARING.**

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

23 (1) A "car-share service" is a mobility enhancement service that provides an  
 24 integrated citywide network of neighborhood-based motor vehicles available to members by  
 25 reservation on an hourly basis, or in smaller intervals, and at variable rates. Car-sharing is  
 designed to complement existing transit and bicycle transportation systems by providing a

1 practical alternative to private motor vehicle ownership, with the goal of reducing over-  
2 dependency on individually owned motor vehicles.

3 (2) A "car-share organization" is any public or private entity that provides a  
4 membership-based car-share service to the public and manages, maintains and insures motor  
5 vehicles for shared use by individual and group members. The Planning Department shall  
6 maintain a list of recognized car-share organizations meeting the standards and intent of this  
7 Section.

8 (3) An "off-street car-share parking space" is any parking space generally complying  
9 with the standards set forth for the district in which it is located and dedicated for current or  
10 future use by any car share organization through a deed restriction, condition of approval or  
11 license agreement. Such deed restriction, condition of approval or license agreement must  
12 grant priority use to any car-share organization that can make use of the space, although such  
13 spaces may be occupied by other vehicles so long as no car-share organization can make  
14 use of the dedicated car-share spaces.

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

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

19 (b) Requirements for Provision of Car-Share Parking Spaces

20 (1) In newly constructed buildings in DTR and C-3 districts containing residential  
21 uses or existing buildings being converted to residential uses, if parking is provided, car-share  
22 parking spaces shall be provided in the amount specified in Table 166.

23

24

25

TABLE 166 REQUIRED CAR SHARE PARKING SPACES	
Number of Residential Units	Number of Required Car Share Parking Spaces



1	0 – 49	0
2	50 – 200	1
3	201 or more	1, plus 1 for every 200 dwelling units
4		over 200

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

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

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

14           (B) prior to Planning Department approval of the first building or site permit for a  
15 building subject to the car share requirement, a Notice of Special Restriction on the property  
16 shall be recorded indicating the nature of requirements of this Section and identifying the  
17 minimum number and location of the required car-share parking spaces. The form of the  
18 notice and the location or locations of the car-share parking spaces shall be approved by the  
19 Planning Department;

20           (C) all car-share parking spaces shall be constructed and provided concurrently with  
21 the construction and sale of units; and

22           (D) if it is demonstrated to the satisfaction of the Planning Department that no car-  
23 share organization can make use of the dedicated car-share parking spaces, the spaces may  
24 be occupied by non-car-share vehicles; provided, however, that upon ninety (90) days of  
25 advance written notice to the property owner from a car-sharing organization, the property

1 owner shall terminate any non car-sharing leases for such spaces and shall make the spaces  
2 available to the car-share organization for its use of such spaces.

3 (c) Provision of a required car-share parking space shall not be counted against the  
4 number of parking spaces allowed by this Code as a principal use, an accessory use, or a  
5 conditional use.

6 **SECTION 167. PARKING COSTS SEPARATED FROM HOUSING COSTS IN NEW**  
7 **RESIDENTIAL BUILDINGS**

8 (a) In DTR and C-3 Districts, all off-street parking spaces accessory to residential  
9 uses in new structures of 10 dwelling units or more, or in new conversions of non-residential  
10 buildings to residential use of 10 dwelling units or more, shall be leased or sold separately  
11 from the rental or purchase fees for dwelling units for the life of the dwelling units, such that  
12 potential renters or buyers have the option of renting or buying a residential unit at a price  
13 lower than would be the case if there were a single price for both the residential unit and the  
14 parking space. Renters or buyers of on-site inclusionary affordable units provided pursuant to  
15 Section 315 shall have an equal opportunity to rent or buy a parking space on the same terms  
16 and conditions as offered to renters or buyers of other dwelling units.

17 (b) Exception. The Planning Commission may grant an exception from this  
18 requirement for projects which include financing for affordable housing that requires that costs  
19 for parking and housing be bundled together.

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

23

24 By: \_\_\_\_\_  
Sarah Ellen Owsowitz  
Deputy City Attorney

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