

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, 161, 166, and 167 to impose new requirements in C-3 Zoning**  
5 **Districts regarding permitted off-street parking and loading, allowed off-street freight**  
6 **loading and service vehicle spaces, bicycle parking, car sharing, to separate parking**  
7 **costs from housing costs, to exempt from the legislation projects that received final**  
8 **Planning Department or Planning Commission approval and submitted complete site**  
9 **permit applications prior to the effective date of the legislation, to require the Planning**  
10 **Department to undertake a study of downtown parking issues, and adopting**  
11 **environmental findings and findings of consistency with the General Plan and the eight**  
12 **priority policies of Planning Code Section 101.1.**

13 Note: Additions are *single-underline italics Times New Roman*;  
14 deletions are *strikethrough italics Times New Roman*.  
15 Board amendment additions are double underlined.  
16 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. (a) Pursuant to Planning Code Section 302, the Board of  
18 Supervisors finds that this ordinance will serve the public necessity, convenience and welfare  
19 for the reasons set forth in Planning Commission Resolution No. \_\_\_\_\_, and  
20 incorporates such reasons herein by reference. A copy of said Planning Commission  
21 resolution is on file with the Clerk of the Board in File No. \_\_\_\_\_.

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

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

5 Section 2. The San Francisco Planning Code is hereby amended by amending  
6 Sections 151, 151.1, 154, 155, 155.5, 161, 166, and 167 to read as follows:

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

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

20 Table 151  
21 OFF-STREET PARKING SPACES REQUIRED

22 Use or Activity	Number of Off-Street Parking Spaces Required
23 Dwelling, except as specified below, 24 and except in the Bernal Heights 25 Special Use District as provided in Section 242	One for each dwelling unit.

1	Dwelling, RC-4, RSD <del>and C-3</del>	One for each four dwelling unit.
2	Districts, except in the Van Ness Special Use District	
3	<del>C-3 Districts</del>	<del>No minimum number of off-street parking spaces.</del>
4		
5	Dwelling, specifically designed for	One-fifth the number of spaces specified above
6	and occupied by senior citizens or	for the district in which the dwelling is located.
7	physically handicapped persons, as defined and regulated by Section 209.1(m) of this Code	
8	Group housing of any kind	One 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, with a minimum of two spaces required.
9		
10		
11	SRO units	In the South of Market base area, one for each 20 units, plus one for the manager's dwelling unit, if any, with a minimum of two spaces.
12		
13		
14	Hotel, inn or hostel in NC Districts	0.8 for each guest bedroom.
15	Hotel, inn or hostel in districts other than NC	One for each 16 guest bedrooms where the number of guest bedrooms exceeds 23, plus one for the manager's dwelling unit, if any.
16		
17	Motel	One for each guest unit, plus one for the manager's dwelling unit, if any.
18		
19	Mobile home park	One for each vehicle or structure in such park, plus one for the manager's dwelling unit if any.
20		
21	Hospital or other inpatient medical institution	One for each 16 guest excluding bassinets or for each 2,400 square feet of gross floor area devoted to sleeping rooms, whichever results in the greater requirement, provided that these requirements shall not apply if the calculated number of spaces is no more than two.
22		
23		
24	Residential care facility	One for each 10 residents, where the number of residents exceeds nine.
25		

1	Child care facility	One for each 25 children to be accommodated at any one time, where the number of such children exceeds 24.
2		
3	Elementary school	One for each six classrooms.
4	Secondary school	One for each two classrooms.
5	Post-secondary educational institution	One for each two classrooms.
6	Church or other religious institutions	One for each 20 seats by which the number of seats in the main auditorium exceeds 200.
7		
8	Theater or auditorium	One for each eight seats up to 1,000 seats where the number of seats exceeds 50 seats, plus one for each 10 seats in excess of 1,000.
9		
10	Stadium or sports arena	One for each 15 seats.
11	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.
12		
13	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.
14		
15	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.
16		
17		
18		
19	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.
20		
21	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.
22		
23	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.
24		
25		

1	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.
2		
3		
4	Service, repair or wholesale sales space, including personal, home or business service space in South of Market Districts	One for each 1,000 square feet of occupied floor area, where the occupied floor area exceeds 5,000 square feet.
5		
6		
7	Mortuary	Five.
8	Storage or warehouse space, and space devoted to any use first permitted in an M-2 District	One for each 2,000 square feet of occupied floor area, where the occupied floor area exceeds 10,000 square feet.
9		
10	Arts activities and spaces except theater or auditorium spaces	One for each 2,000 square feet of occupied floor area, where the occupied floor area exceeds 7,500 square feet.
11		
12	Other manufacturing and industrial uses	One for each 1,500 square feet of occupied floor area, where the occupied floor area exceeds 7,500 square feet.
13		
14	Live/work units	One for each 2,000 square feet of occupied floor area, where the occupied floor area exceeds 7,500 square feet, except in RH or RM Districts, within which the requirement shall be one space for each live/work unit.
15		
16		
17		

18  
19           **SEC. 151.1 PERMITTED OFF-STREET PARKING IN DOWNTOWN RESIDENTIAL**  
20 **(DTR) AND C-3 DISTRICTS**

21           (a) For any use in DTR and C-3 districts, off-street accessory parking shall not be  
22 required as specified in Section 151.1 herein. The quantities specified in Table 151.1 shall  
23 serve as the maximum amount of off-street parking that may be provided as accessory to the  
24 uses specified. For uses in DTR districts not described in Table 151.1, the off-street  
25 requirements specified in Table 151 and set forth in Section 204.5 of this Code shall serve as

1 maximums for the total amount of accessory parking that may be provided. For uses in C-3  
 2 districts not described in Table 151.1, Section 204.5 shall determine the maximum permitted  
 3 accessory parking that may be provided. Variances may not be granted in C-3 districts above  
 4 the maximum accessory parking specified in this Section 151.1. Where off-street parking is  
 5 provided that exceeds the quantities specified in ~~table~~Table 151.1 or as set forth in Section  
 6 204.5 of this Code, such parking shall be classified not as accessory parking but as either a  
 7 principally permitted or conditional use, depending upon the use provisions applicable to the  
 8 district in which the parking is located. In considering an application for a conditional use for  
 9 any such parking due to the amount being provided, the Planning Commission shall consider  
 10 the criteria set forth in Section 157 of this Code.

11 (b) Where a number or ratio of spaces are described in Table 151.1, such number  
 12 or ratio shall refer to the total number of parked cars accommodated in the project proposal,  
 13 regardless of the arrangement of parking, and shall include all spaces accessed by  
 14 mechanical means, valet, or non-independently accessible means. For the purposes of  
 15 determining the total number of cars parked, the area of an individual parking space, except  
 16 for those spaces specifically designated for persons with physical disabilities, may not exceed  
 17 185 square feet, including spaces in tandem, or in parking lifts, elevators or other means of  
 18 vertical stacking.

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

22 **Table 151.1**  
 23 **OFF-STREET PARKING ALLOWED AS ACCESSORY**  
 24 **Use or Activity** **Number of Off-Street Car Parking Spaces or**  
 25 **Space Devoted to Off-Street Car Parking**  
**Permitted**

Dwelling units <u>in DTR Districts,</u> 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
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1		criteria and procedures of Section 151.1(b)(d); NP above one space per unit.
2	<u>Dwelling units in C-3 Districts, except</u>	<u>P up to one car for each four dwelling units; up</u>
3	<u>as specified below</u>	<u>to 0.75 cars for each dwelling unit with</u>
4		<u>Conditional Use, subject to the criteria and</u>
5	<u>Dwelling units in C-3 Districts with at</u>	<u>to one car for each four dwelling units; up</u>
6	<u>least 2 bedrooms and at least 1,000</u>	<u>to one car for each dwelling unit with</u>
7	<u>square feet of occupied floor area</u>	<u>Conditional Use, subject to the criteria and</u>
8	Dwelling, specifically designed for	<u>procedures of Section 151.1(e); NP above one</u>
9	and occupied by senior citizens or	<u>car for each dwelling unit.</u>
10	persons with physical disabilities, as	P up to one car for each 13 dwelling units; NP
11	defined and regulated by Section	above.
12	209.1(m) of this Code	
13	Group housing of any kind	P up to one car for each three bedrooms or for
14		each six beds, whichever results in the greater
15		requirement, plus one for the manager's
16		dwelling unit if any. NP above
17	SRO units	P up to one car for each 20 units, plus one for
18		the manager's dwelling unit, if any. NP above.
19	All office uses	P up to seven percent of the gross floor area of
20		such uses; NP above.

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

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

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

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

3 (4) 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) excess accessory parking does not diminish the quality and viability of existing  
7 or planned streetscape enhancements.

8 (e) In C-3 districts, any request for accessory parking in excess of what is permitted  
9 by right in Table 151.1, shall be reviewed on a case-by-case basis as a Conditional Use by  
10 the Planning Commission, subject to the procedures set forth in Section 303 of this Code. In  
11 granting Conditional Use approval for parking accessory to residential uses greater than that  
12 permitted by right in Table 151.1, the Planning Commission shall make the following  
13 affirmative findings:

14 (1) For projects proposing parking for greater than 10 cars, all parking is stored and  
15 accessed by mechanical means, valet, or non-independently accessible method that  
16 maximizes space efficiency and discourages use of vehicles for commuting or daily errands.

17 (2) No curb cuts accessing off-street parking will be created or utilized on street  
18 frontages identified in Section 155(r) or along any Transit Preferential, Citywide Pedestrian  
19 Network or Neighborhood Commercial Streets as designated in the Transportation Element of  
20 the General Plan.

21 (3) The findings of Section 151.1(d)(2)-(5) are satisfied.

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

24 (a) Parking Spaces.



1           (1)     Every required off-street parking space shall have a minimum area of 160  
2 square feet, except as specified in Paragraph (a)(2) below. Every required space shall be of  
3 usable shape. The area of any such space shall be exclusive of driveways, aisles and  
4 maneuvering areas. The parking space requirements for the Bernal Heights Special Use  
5 District are set forth in Section 242.

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

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

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

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

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

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

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

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

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

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

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

1 (c) Every off-street parking or loading space shall have adequate means of ingress  
2 from and egress to a street or alley. Every required off-street parking or loading space shall be  
3 independently accessible, with the exception of a parking space for a minor second dwelling  
4 unit in an RH-1(S) District, or as otherwise provided by the Bernal Heights Special Use District  
5 set forth in Section 242. In C-3 Districts, if it is found, in accordance with the provisions of  
6 Section 309, that independently accessible spaces are infeasible due to site constraints, or in  
7 South of Market Districts if it is found, in accordance with the provisions of Section 307(g) of  
8 this Code, that independently accessible spaces for nonresidential activities are infeasible due  
9 to site constraints or that valet parking would provide a more convenient and efficient means  
10 of serving business clients, the substitution of attendant parking spaces for independently  
11 accessible spaces may be approved. Access to off-street loading spaces shall be from alleys  
12 in preference to streets.

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

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

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

23 (d) All off-street freight loading and service vehicle spaces in the C-3-O, C-3-R, C-3-  
24 G, and South of Market Districts shall be completely enclosed and access from a public street  
25 or alley shall be provided by means of a private service driveway, which is totally contained

1 within the structure. Such a private service driveway shall include adequate space to  
2 maneuver trucks and service vehicles into and out of all provided spaces, and shall be  
3 designed so as to facilitate access to the subject property while minimizing interference with  
4 street and sidewalk circulation. Any such private service driveway shall be of adequate width  
5 to accommodate drive-in movement from the adjacent curb or inside traffic lane but shall in no  
6 case exceed 30 feet. Notwithstanding the foregoing, if an adjacent street or alley is  
7 determined to be primarily used for building service, pursuant to the provisions of Section 309  
8 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  
9 District, up to four spaces may be allowed to be individually accessible directly from such a  
10 street or alley.

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

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

1 (g) In order to discourage long-term commuter parking, any off-street parking  
2 spaces provided for a structure or use other than residential or hotel in a C-3 District, whether  
3 classified as an accessory or conditional use, which are otherwise available for use for long-  
4 term parking by downtown workers shall maintain a rate or fee structure for their use such that  
5 the rate charge for four hours of parking duration is no more than four times the rate charge  
6 for the first hour, and the rate charge for eight or more hours of parking duration is no less  
7 than 10 times the rate charge for the first hour. Additionally, no discounted parking rate shall  
8 be permitted for weekly, monthly or similar time-specific periods.

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

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

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

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

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

25

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

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

5 (o) No area credited as all or part of a required off-street parking space shall also be  
6 credited as all or part of a required off-street loading space, or used as all or part of an  
7 unrequired off-street loading space. No area credited as all or part of a required off-street  
8 loading space shall also be credited as all or part of a required off-street parking space, or  
9 used as all or part of an unrequired off-street parking space.

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

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

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

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

20 (2) The entire portion of California Street, the Embarcadero, Folsom Street, Geary  
21 Street, Market Street, Mission Street, Powell Street and Stockton Street in the C-3 Districts,  
22 not permitted.

23 (3) Grant Street from Market Street to Bush Street, not permitted.

24 (4) Montgomery Street from Market Street to Columbus Street, not permitted.

25

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

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

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

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

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

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

19           (1) Required at Ground Floor or Below-Grade. All off-street parking in C-3 Districts  
20 (both as accessory and principal uses) shall be built no higher than the ground level (up to a  
21 maximum ceiling height of 20 feet from grade). Any above-grade parking shall be lined with  
22 active uses, as defined by Section 145.4(e), to a depth of at least 25 feet along all street  
23 frontages, except for space allowed for parking and loading access, building egress, and  
24 access to mechanical systems. Parking lots permitted in C-3 districts as temporary uses  
25 according to Section 156(h) are not subject to this subsection.

1 ~~(B)~~(2) Parking and Loading Access.

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

7 (ii) ~~(B)~~ Sidewalk narrowings or porte Porte cocheres to accommodate passenger  
8 loading and unloading are not permitted except as part of a hotel, inn or hostel use. For the  
9 purpose of this section, a “porte cochere” is defined as an off-street driveway, either covered or  
10 uncovered, for the purpose of passenger loading or unloading, situated between the ground floor  
11 façade of the building and the sidewalk.

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

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

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

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



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

**Minimum Number of Bicycle Parking Spaces  
Required**

1 2 3 4 5 6 7 8 9 10 11	Dwelling units in DTR <u>and C-3</u> Districts	For projects up to 50 dwelling units, one Class 1 space for every 2 dwelling units.  For projects over 50 dwelling units, 25 Class 1 spaces plus one Class 1 space for every 4 dwelling units over 50.
8	Group housing in DTR <u>and C-3</u> Districts	One Class 1 space for every 3 bedrooms.
9 10 11	Dwelling units dedicated to senior citizens or physically disabled persons	None required

**SEC. 161. EXEMPTIONS FROM OFF-STREET PARKING, FREIGHT LOADING AND SERVICE VEHICLE REQUIREMENTS.**

The following exemptions shall apply to the requirements for off-street parking and loading spaces set forth in Sections 151 through 155 of this Code. These provisions, as exemptions, shall be narrowly construed.

(a) No off-street parking shall be required for a one-family or two-family dwelling where the lot on which such dwelling is located is entirely inaccessible by automobile because of topographic conditions.

(b) No off-street loading shall be required where access to the lot cannot be provided other than by means of a driveway across a sidewalk 25 feet or more in width from the curb to the front lot line which would cause serious disruption to pedestrian traffic.

(c) In recognition of the compact and congested nature of the downtown area and portions of Chinatown, the accessibility of this area by public transit, and programs for provision of public parking facilities on an organized basis at specific locations, no off-street

1 parking shall be required for any use, in any C-3 districts, or for any use other than dwellings  
2 units where a requirement is specified, in ~~any C-3~~, Chinatown Visitor Retail, or Chinatown  
3 Residential Neighborhood Commercial Districts.

4 (d) In recognition of the small scale of development, the desirability of retention and  
5 conversion of many existing buildings of established character, the need to relieve congestion,  
6 and the provision of public parking facilities on an organized basis at specific locations, no off-  
7 street parking shall be required for any use other than dwellings in the Washington Broadway  
8 Special Use District Numbers 1 and 2 as described in Section 239 of this Code and in the  
9 Chinatown Community Business District, where the size of the lot does not exceed 20,000  
10 square feet.

11 (e) In recognition of the close neighborhood orientation of the uses provided for in  
12 Residential- Commercial Combined Districts of high density, no off-street parking shall be  
13 required for any principal use in an RC-4 District for which the form of measurement is  
14 occupied floor area, where the occupied floor area of such use does not exceed 10,000  
15 square feet.

16 (f) In recognition of the policies set forth in the Northeastern Waterfront Plan, a part  
17 of the General Plan, the unique nature of the area and the difficulty of providing vehicular  
18 access thereto, the Planning Department or Planning Commission in specific cases may  
19 determine an appropriate reduction in off-street parking requirements in Waterfront Special  
20 Use District Numbers 1 and 3 as described in Sections 240.1 and 240.3 of this Code, in  
21 authorizing any principal or conditional use, respectively, under those sections. In considering  
22 any such reduction, the Planning Department for principal uses, and the Planning  
23 Commission for conditional uses, shall consider the following criteria:

24 (1) The anticipated parking demand to be generated by the particular use  
25 contemplated;

- 1           (2)    Accessibility to the proposed site from freeway ramps or from major  
2 thoroughfares;
- 3           (3)    Minimization of conflict of vehicular and pedestrian movements;
- 4           (4)    The service patterns of forms of transportation other than the automobile;
- 5           (5)    The pattern of land uses and the availability of parking in the vicinity;
- 6           (6)    The policies set forth in the Northeastern Waterfront Plan, including policies  
7 concerning the relative emphasis that should be given to pedestrian and vehicular movement;  
8 and
- 9           (7)    Such other criteria as may be deemed appropriate in the circumstances of the  
10 particular case.

11           (g)    In instances in which all public agencies involved have certified by resolution  
12 that the requirements of this Code (i) will be satisfied in whole or in part by public off-street  
13 parking facilities constructed or authorized to be constructed for a special assessment district  
14 or upon any other basis, or (ii) in C-3 and NC Districts will be satisfied by a requirement of a  
15 cash contribution in an amount deemed sufficient to provide for the future construction of the  
16 required number of parking stalls, off-street parking required for individual buildings and uses  
17 may be correspondingly reduced if the total off-street parking supply in the area will  
18 nevertheless meet the requirements of this Code for all buildings and uses in the area.

19           (h)    The off-street parking requirements for dwelling units in the North of Market  
20 Residential Special Use District, as described in Section 249.5 of this Code, may be reduced  
21 by the Planning Commission pursuant to the procedures for conditional use authorization set  
22 forth in Section 303 of this Code. In acting upon any application for a reduction of  
23 requirements, the Planning Commission shall consider the criteria set forth below in lieu of the  
24 criteria set forth in Section 303(c), and may grant the reduction if it finds that:

25

1 (1) The reduction in the parking requirement is justified by the reasonably  
2 anticipated auto usage by residents of and visitors to the project; and

3 (2) The reduction in the parking requirement will not be detrimental to the health,  
4 safety, convenience, or general welfare of persons residing or working in the vicinity.

5 (i) In recognition of the fact that site constraints in C-3 Districts may make provision  
6 of required freight loading and service vehicle spaces impractical or undesirable, a reduction  
7 in or waiver of the provision of freight loading and service vehicle spaces for uses in C-3  
8 Districts may be permitted, in accordance with the provisions of Section 309 of this Code. In  
9 considering any such reduction or waiver, the following criteria shall be considered:

10 (1) Provision of freight loading and service vehicle spaces cannot be accomplished  
11 underground because site constraints will not permit ramps, elevators, turntables and  
12 maneuvering areas with reasonable safety;

13 (2) Provision of the required number of freight loading and service vehicle spaces  
14 on-site would result in the use of an unreasonable percentage of ground-floor area, and  
15 thereby preclude more desirable use of the ground floor for retail, pedestrian circulation or  
16 open space uses;

17 (3) A jointly used underground facility with access to a number of separate buildings  
18 and meeting the collective needs for freight loading and service vehicles for all uses in the  
19 buildings involved, cannot be provided; and

20 (4) Spaces for delivery functions can be provided at the adjacent curb without  
21 adverse effect on pedestrian circulation, transit operations or general traffic circulation, and  
22 off-street space permanently reserved for service vehicles is provided either on-site or in the  
23 immediate vicinity of the building.

24 (j) The off-street parking requirements for dwelling units in NC Districts, as  
25 described in Article 7 of this Code, may be reduced by the Planning Commission pursuant to

1 the procedures for conditional use authorization set forth in Section 303 of this Code. In acting  
2 upon any application for a reduction of requirements, the Planning Commission shall consider  
3 the criteria set forth below in lieu of the criteria set forth in Section 303(c), and may grant the  
4 reduction if it finds that:

5 (1) The reduction in the parking requirement is justified by the reasonably  
6 anticipated auto usage by residents of and visitors to the project;

7 (2) The reduction in the parking requirement will not be detrimental to the health,  
8 safety, convenience, or general welfare of persons residing or working in the vicinity;

9 (3) The project is consistent with the existing character and pattern of development  
10 in the area; and

11 (4) The project is consistent with the description and intent of the neighborhood  
12 commercial district in which it is located.

13 (k) For arts activities in the RED, RSD, SPD, SLR, SLI or SSO Districts which will  
14 operate primarily during evenings and weekends, the Zoning Administrator may reduce or  
15 waive the off-street parking requirement when he or she determines pursuant to Section  
16 307(g) that within an 800 foot walking distance from the site the anticipated demand from the  
17 proposed project, in combination with the existing nighttime and/or weekend demand for  
18 parking within the same geographic area at the time of the permit application, would not  
19 exceed 90 percent of the on-street or off-street parking spaces available to the public within  
20 the subject area. The applicant shall provide to the Zoning Administrator an acceptable  
21 parking survey and study which shows evidence of existing parking resources and demand  
22 and anticipated demand generated by the proposed project and nearby land uses. The Zoning  
23 Administrator may impose conditions on reduction or waiver of the requirement, including, but  
24 not limited to, advertising of nearby transit and parking facilities, requiring valet parking  
25

1 services and/or leasing parking spaces on nearby lots during performance or exhibition  
2 activities.

3 (l) Beginning on the effective date of Ordinance No. 412-88 (effective October 10,  
4 1988), within any South of Market District, the Zoning Administrator, upon application  
5 pursuant to Section 307(g), may waive or reduce the required off-street parking for any  
6 nonresidential use where he or she determines that: (1) sufficient spaces to replace the  
7 waived or modified requirement will be provided within a parking facility open to the public  
8 sponsored by the San Francisco Parking Authority or the City and County of San Francisco;  
9 (2) it is anticipated that the replacement spaces will be available not more than 10 years after  
10 the parking would otherwise first be required to be available; (3) the facility in question is  
11 within a walking distance, as defined in Section 159(d), of one-half mile; and (4) the applicant  
12 agrees to pay a one-time fee of \$15,000 (this amount shall be adjusted annually effective April  
13 1st of each calendar year by the percentage of change in the Building Cost Index used by the  
14 San Francisco Department of Building Inspection) for each space as to which the requirement  
15 is waived or modified, which fee shall be deposited to the Off Street Parking Fund for the  
16 purpose of acquiring property or rights to property, through lease, purchase, or other means,  
17 and design, improvement and maintenance of property, for the general purpose of providing  
18 publicly accessible parking within the South of Market Base District, as defined in City  
19 Planning Code Section 820 and identified on Sectional Map 3SU of the Zoning Map of the  
20 City and County of San Francisco, which parking is reasonably expected to be used by  
21 persons who live, work, shop, do business or visit in the South of Market Base District. Said  
22 fee, and any interest accrued by such fee, shall be used for the purposes stated herein unless  
23 it is demonstrated that it is no longer needed. This payment shall be paid in full to the City  
24 prior to the issuance of any temporary or other certificate of occupancy for the subject  
25 property.

1 (m) Within the South of Market Base District, the required off-street parking for any  
2 nonresidential principal or conditional use in structures designated as landmarks, as  
3 contributory buildings within a historic district identified in the approved South of Market Plan  
4 or as significant or contributory buildings pursuant to Article 11 of this Code, may be modified  
5 or waived by the Zoning Administrator pursuant to Section 307(g) of this Code when the  
6 Landmark Preservation Advisory Board advises that the pro-vision of parking would adversely  
7 affect the landmark, significant or contributory character of the structure or that modification or  
8 waiver would enhance the economic feasibility of preservation of the landmark or structure.

9 (n) With respect to dwelling units in the China-town Mixed Use Districts, the parking  
10 requirement may be reduced to not less than one space for each four dwelling units, if the  
11 Zoning Administrator determines pursuant to Section 307(g) that the reduced parking  
12 requirement is sufficient to serve the reasonably anticipated auto ownership by residents of  
13 and auto usage by visitors to the project.

14 (o) Within the South of Market Base District, upon approval by the Zoning  
15 Administrator pursuant to Section 307(g), the required off-street parking for bars, restaurants,  
16 arts, nighttime entertainment, pool halls, and neighborhood-serving retail or personal service  
17 activities may be modified, reduced or waived through participation in a Parking Management  
18 Program approved by the Zoning Administrator which may include, but need not be limited to,  
19 participation in a coordinated off-site satellite parking facilities program, shuttle service,  
20 specified signage and designated advertising procedures.

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

1 designed to complement existing transit and bicycle transportation systems by providing a  
2 practical alternative to private motor vehicle ownership, with the goal of reducing over-  
3 dependency on individually owned motor vehicles.

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

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

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

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

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

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

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TABLE 166 REQUIRED CAR SHARE PARKING SPACES	
Number of Residential Units	Number of Required Car Share Parking Spaces
0 – 49	0
50 – 200	1
201 or more	1, plus 1 for every 200 dwelling units over 200

(2) The required car-share spaces shall be made available, at no cost, to a 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 minimum number and location of the required car-share parking spaces. The form of the notice and the location or locations of the car-share parking spaces shall be approved by the Planning Department;

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

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

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

10 **SECTION 167. PARKING COSTS SEPARATED FROM HOUSING COSTS IN NEW**  
11 **RESIDENTIAL BUILDINGS**

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

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

24 Section 3. This is an uncodified section of the legislation. The provisions of  
25 this legislation shall not apply to any project that obtained final Planning Department or

1 Planning Commission approval and submitted a complete application for a site permit to the  
2 Department of Building Inspection prior to the effective date of this legislation.

3 Section 4. This is an uncodified section of the legislation. The Board of  
4 Supervisors requests that the Planning Department undertake a study to consider (a) the  
5 establishment of a mitigation fee for MUNI service and pedestrian and bicycle facilities to  
6 address transportation system impacts associated with providing additional parking in the C-3  
7 districts authorized by the Planning Code as a Condition Use, and (b) the creation of a system  
8 to provide for the transferability of parking rights from one site to another site within C-3  
9 districts. Further, the Board of Supervisors requests that the Planning Department undertake  
10 a comprehensive survey of up-to-date statistics and trends related to travel patterns and  
11 parking in downtown housing.

12 Section 5. This is an uncodified section of the legislation. This Ordinance  
13 shall not be effective until June 1, 2006.

14  
15 APPROVED AS TO FORM:  
16 DENNIS J. HERRERA, City Attorney

17 By: \_\_\_\_\_  
18 John D. Malamut  
19 Deputy City Attorney