

[Planning Code - Off-Street Parking and Loading Requirements]

Ordinance amending the Planning Code to clarify and consolidate language, delete redundancies and outdated provisions, correct typographical errors and erroneous cross-references, and make minor substantive changes to update provisions in various sections that deal with parking and loading requirements; affirming the Planning Department's California Environmental Quality Act determination; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and adopting findings of public convenience, necessity, and welfare under Planning Code, Section 302.

NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.
Additions to Codes are in *single-underline italics Times New Roman font*.
Deletions to Codes are in ~~*strikethrough italics Times New Roman font*~~.
Board amendment additions are in double-underlined Arial font.
Board amendment deletions are in ~~strikethrough Arial font~~.
Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

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

Section 1. Findings.

(a) The Planning Department has determined that the actions contemplated in this ordinance comply with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.). Said determination is on file with the Clerk of the Board of Supervisors in File No. 170206 and is incorporated herein by reference. The Board affirms this determination.

(b) On September 8, 2016, the Planning Commission, in Resolution No. 19732, adopted findings that the actions contemplated in this ordinance are consistent, on balance,

1 with the City's General Plan and eight priority policies of Planning Code Section 101.1. The
2 Board adopts these findings as its own. A copy of said Resolution is on file with the Clerk of
3 the Board of Supervisors in File No. 170206, and is incorporated herein by reference.

4 (c) Pursuant to Planning Code Section 302, the Board of Supervisors finds that this
5 ordinance will serve the public necessity, convenience, and welfare for the reasons set forth in
6 Commission Resolution No. 19732, and the Board incorporates such reasons herein by
7 reference.

8
9 Section 2. The Planning Code is hereby amended by revising Sections 102, 142, 150,
10 151, 151.1, 152, 152.1, 152.2, 155, 156, 161, 172, 204.5, and 303, to read as follows:

11 **SEC. 102. DEFINITIONS.**

12 * * * *

13 **Floor Area, Occupied.** Floor area devoted to, or capable of being devoted to, a principal or
14 ~~e~~Conditional Use and its accessory uses. For purposes of computation, "Occupied Floor
15 Area" shall consist of the Gross Floor Area, as defined in this Code, minus the following:

16 (a) ~~Non~~Accessory parking and loading spaces and driveways, and maneuvering
17 areas incidental thereto;

18 * * * *

19 **Parking Garage, Private.** A Non-Retail Automotive Use that provides temporary parking
20 accommodations for automobiles, trucks, vans, bicycles, or motorcycles in a garage not open
21 to the general public, without parking of recreational vehicles, mobile homes, boats, or other
22 vehicles, or storage of vehicles, goods, or equipment. Provisions regulating automobile
23 parking are set forth in Sections 155, 156, ~~157~~, and other provisions of Article 1.5 of this Code.

24 **Parking Garage, Public.** A Retail Automotive Use that provides temporary parking
25 accommodations for automobiles, trucks, vans, bicycles, or motorcycles in a garage open to

1 the general public, without parking of recreational vehicles, mobile homes, boats, or other
2 vehicles, or storage of vehicles, goods, or equipment. Provisions regulating automobile
3 parking are set forth in Sections 155, 156, ~~157~~, and other provisions of Article 1.5 of this Code.

4 **Parking Lot, Private.** A Non-Retail Automotive Use that provides temporary off-street parking
5 accommodations for private automobiles, trucks, vans, bicycles, or motorcycles on an open lot
6 or lot surrounded by a fence or wall not open to the general public, without parking of
7 recreational vehicles, motor homes, boats, or other vehicles, or storage of vehicles, goods, or
8 equipment. Provisions regulating automobile parking are set forth in Sections 155, 156, ~~157~~,
9 and other provisions of Article 1.5 of this Code.

10 **Parking Lot, Public.** A Retail Automotive Use that provides temporary parking
11 accommodations for private automobiles, trucks, vans, bicycles, or motorcycles on an open lot
12 or lot surrounded by a fence or wall open to the general public, without parking of recreational
13 vehicles, motor homes, boats, or other vehicles, or storage of vehicles, goods, or equipment.
14 Provisions regulating automobile parking are set forth in Sections 155, 156, ~~157~~, and other
15 provisions of Article 1.5 of this Code.

16 * * * *

17 **SEC. 142. SCREENING AND GREENING OF PARKING AND VEHICLE USE AREAS.**

18 Off-street parking and "vehicle use areas" adjacent to the public right-of-way shall be
19 screened as provided in this Section.

20 (a) **Screening of Parking and Vehicle Use Areas less than 25 Linear Feet** 21 **Adjacent to a Public Right-of-Way.**

22 (1) Every off-street parking space within a building, where not enclosed by
23 solid building walls, shall be screened from view from all ~~s~~Streets and ~~a~~Alleys through use of
24 garage doors or by some other means.

1 (2) Along rear yard areas and other interior open spaces, all off-street
2 parking spaces, driveways and maneuvering areas within buildings shall be screened from
3 view and confined by solid building walls.

4 (3) Off-street parking spaces in parking lots shall meet the requirements of
5 Section 156 and other applicable provisions of Article 1.5 of this Code. Such parking areas
6 shall be screened from view as provided in Section 156(~~dc~~) of this Code.

7 * * * *

8 **SEC. 150. OFF-STREET PARKING AND LOADING REQUIREMENTS.**

9 * * * *

10 (e) **Reduction and Replacement of Off-Street Parking Spaces.** Notwithstanding
11 subsection (d) above, off-street parking spaces may be reduced and replaced by bicycle
12 parking spaces based on standards provided in Section 155.1(d), or by a car-share parking
13 space, as allowed by Section 166(e) of this Code. Once bicycle parking spaces replace an
14 automobile parking space, such bicycle parking shall not be reduced or eliminated. Such
15 bicycle parking spaces may be converted back to automobile parking space, provided that the
16 required numbers of bicycle parking spaces subject to Sections 155.2 and 155.3 of this Code
17 are still met after removal of bicycle parking spaces.

18 * * * *

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

20 (a) **Applicability.** Off-street parking spaces shall be provided in the minimum
21 quantities specified in Table 151, except as otherwise provided in Section 151.1 and Section
22 161 of this Code. Where the building or lot contains uses in more than one of the categories
23 listed, parking requirements shall be calculated in the manner provided in Section 153 of this
24 Code. Where off-street parking is provided which exceeds certain amounts in relation to the
25 quantities specified in Table 151, as set forth in subsection (c), such parking shall be

classified not as accessory parking but as either a principal or a conditional use, depending upon the use provisions applicable to the district in which the parking is located. In considering an application for a conditional use for any such parking, due to the amount being provided, the Planning Commission shall consider the criteria set forth in Section ~~157~~ 303(s) or 303(t) of this Code.

(b) Minimum Parking Required.

Table 151

OFF-STREET PARKING SPACES REQUIRED

Use or Activity	Number of Off-Street Parking Spaces Required
<u>RESIDENTIAL USES</u>	
Dwelling, except as specified below, and except in the Bernal Heights Special Use District as provided in Section 242	One for each d Dwelling u Unit.
Dwelling, in the Telegraph Hill - North Beach Residential Special Use District	None required. P up to three cars for each four d Dwelling u Units; C up to one car for each d Dwelling u Unit, subject to the criteria and procedures of Section 151.1(g) <u>303(t)</u> ; NP above.
Senior Housing Dwelling, specifically designed for and occupied by senior citizens , as defined in Section 102.6.1 of this Code, or housing for persons with physical disabilities, as <u>defined in the Americans with Disabilities Act</u>	None in districts other than RH-1 and RH-2; except, for purposes of determining spaces required by this Code in Section 204.5 the number of spaces specified above for the district in which the dwelling is located. In RH-1 and RH-2 Districts, one-fifth the number of

	spaces specified above for the district in which the dwelling is located.
Dwelling, in <i>a project where 100% of the units are Affordable to qualifying households an affordable housing project</i> as defined by Section 401 of this Code.	None in districts other than RH-1 and RH-2, except, for purposes of determining spaces required by this Code in Section 204.5, the number otherwise required in this Table 151 for a dwelling unit for the district in which the dwelling is located.
Group H Housing of any kind	None in districts other than RH-2, except for purposes of determining spaces required by this Code in Section 204.5 one for each three bedrooms or for each six beds, whichever results in the greater requirements, plus one for the manager's dwelling unit if any, with a minimum of two spaces required. In RH-2 Districts, for each three bedrooms or for each six beds, whichever results in the greater requirement, plus one for the manager's d Dwelling u Unit if any, with a minimum of two spaces required.
<u>NON-RESIDENTIAL USES</u>	
<u>Agricultural Use Category</u>	
<u>Agricultural Uses*</u>	<u>None required</u>

<u>Greenhouse</u>	<u>One for each 4,000 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.</u>
<u>Automotive Use Category</u>	
<u>Automotive Uses</u>	<u>None required.</u>
<u>Entertainment, Arts and Recreation Use Category</u>	
<u>Entertainment, Arts and Recreation Uses*</u>	<u>One for each 200 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.</u>
<u>Arts Activities, except theater or auditorium spaces</u>	<u>One for each 2,000 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 7,500 square feet.</u>
<u>Sports Stadium</u>	<u>One for each 15 seats.</u>
<u>Theater or auditorium</u>	<u>One for each 8 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.</u>
<u>Industrial Use Category</u>	
<u>Industrial Uses*</u>	<u>One for each 2,000 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 10,000 square feet.</u>
<u>Live/Work Units</u>	<u>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</u>

	<u>Districts, within which the requirement shall be one space for each Live/Work Unit.</u>
Homeless Shelters	None required.
<u>Hotel, inn or hostel in NC Districts</u>	<u>0.8 for each guest bedroom.</u>
<u>Hotel, inn or hostel in districts other than NC</u>	<u>One for each 16 guest bedrooms where the number of guest bedrooms exceeds 23, plus one for the manager's dwelling unit, if any.</u>
<u>Motel</u>	<u>One for each guest unit, plus one for the manager's dwelling unit, if any.</u>
<u>Mobile home park</u>	<u>One for each vehicle or structure in such park, plus one for the manager's dwelling unit if any.</u>
<u>Institutional Uses Category</u>	
<u>Institutional Uses*</u>	<u>None required.</u>
<u>Child Care Facility</u>	<u>One for each 25 children to be accommodated at any one time, where the number of such children exceeds 24.</u>
<u>Hospital or other inpatient medical institution</u>	One for each 8 beds excluding bassinets or for each 2,400 square feet of <u>Occupied gross floor area</u> 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.

<i>Post-Secondary Educational Institution</i>	<i>One for each two classrooms.</i>
<i>Religious Institution</i>	<i>One for each 20 seats by which the number of seats in the main auditorium exceeds 200.</i>
<i>Residential eCare fFacility</i>	<i>None in districts other than RH-1 and RH-2, except for purposes of determining spaces required by this Code in Section 204.5. In RH-1 and RH-2 Districts, one for each 10 residents, beds where the number of residents beds exceeds nine.</i>
<i>Child care facility</i>	<i>One for each 25 children to be accommodated at any one time, where the number of such children exceeds 24.</i>
<i>Elementary sSchool</i>	<i>One for each six classrooms.</i>
<i>Trade School Secondary school</i>	<i>One for each two classrooms.</i>
<i>Post-secondary educational institution</i>	<i>One for each two classrooms.</i>
<i>Church or other religious institutions</i>	<i>One for each 20 seats by which the number of seats in the main auditorium exceeds 200.</i>
<i>Theater or auditorium</i>	<i>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.</i>
<i>Stadium or sports arena</i>	<i>One for each 15 seats.</i>
<i>Medical or dental office or outpatient clinic</i>	<i>One for each 300 square feet of occupied floor area, where the occupied floor area exceeds 5,000 square feet.</i>

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.
Other business office	One for each 500 square feet of occupied floor area, where the occupied floor area exceeds 5,000 square feet.
<u>Sales and Service Category</u>	
<u>Retail Sales and Services*</u>	<u>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.</u>
<u>Eating and Drinking Uses Restaurant, bar, nightclub, pool hall, dancehall, bowling alley or other similar enterprise</u>	One for each 200 square feet of o Occupied f Floor a Area, where the o Occupied f Floor a Area exceeds 5,000 square feet.
<u>Health Services</u>	<u>One for each 300 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.</u>
<u>Hotel in NC Districts</u>	<u>0.8 for each guest bedroom.</u>
<u>Hotel in districts other than NC</u>	<u>One for each 16 guest bedrooms where the number of guest bedrooms exceeds 23, plus one for the manager's Dwelling Unit, if any.</u>
<u>Mortuary</u>	<u>Five</u>

<u>Motel</u>	<u>One for each guest unit, plus one for the manager's Dwelling Unit, if any.</u>
Retail space devoted to the handling of bulky merchandise such as motor vehicles, machinery or furniture	One for each 1,000 square feet of o Occupied f Floor a Area, where the o Occupied f Floor a Area exceeds 5,000 square feet.
<u>Retail</u> Greenhouse or plant nursery	One for each 4,000 square feet of o Occupied f Floor a Area, where the o Occupied f Floor a Area exceeds 5,000 square feet.
<u>Self-Storage</u>	<u>One for every three self-storage units.</u>
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.
<u>Non-Retail Sales and Services</u>* 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 o Occupied f Floor a Area, where the o Occupied f Floor a Area exceeds 5,000 square feet.
<u>Mortuary</u>	<u>Five</u>
<u>Commercial Storage or Wholesale Storage or warehouse space, and space devoted to any use first permitted in an M-2 District</u>	One for each 2,000 square feet of o Occupied f Floor a Area, where the

	One Occupied Floor Area exceeds 10,000 square feet.
<u>Office</u>	<u>One for each 500 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.</u>
<u>Utility and Infrastructure Category</u>	
<u>Utility and infrastructure uses</u>	<u>None required.</u>
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.
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.
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.

* Not listed below

(c) **Maximum Parking Permitted as Accessory.** Except as specified in subsection (b) above, accessory parking principally permitted under this Section 151 shall include only those facilities which do not exceed the following amounts for a structure, lot, or development:

(1) ~~Three spaces where one space is required by this Section.~~

(2) ~~Four spaces where two spaces are required by this Section.~~

(3) 150% percent of the required number of spaces ~~where three or more spaces are required by this Section.~~

(4) ~~In all districts other than NC, 15 spaces or seven percent of the total gross floor area of the structure or development, whichever is greater.~~

(5) ~~In NC districts, three spaces where no off-street parking spaces are required by this Section.~~

(2) Where no parking is required for a use by this Section 151, the maximum permitted shall be one space per 2,000 square feet of Occupied Floor Area of use, three spaces where the use or activity has zero Occupied Floor Area or the maximum specified elsewhere in this Section.

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

(a) **Applicability.** This ~~S~~subsection (a) shall apply only to NCT, RC, RCD, RTO, Mixed Use, M-1, PDR-1-D, PDR-1-G, and C-3 Districts, and to the Broadway, Excelsior Outer Mission Street, Japantown, North Beach, and Upper Market Neighborhood Commercial Districts.

(b) **Controls.** Off-street accessory parking shall not be required for any use, and the quantities of off-street parking specified in Table 151.1 shall serve as the maximum amount of off-street parking that may be provided as accessory to the uses specified. ~~For non-residential and non-office uses in the UMU, PDR-1-D, and PDR-1-G Districts, the maximum amount of off-street parking that may be provided as accessory shall be no more than 50% greater than that indicated in Table 151.1.~~ Variances from accessory off-street parking limits, as described in this Section 151.1, may not be granted. Where off-street parking is provided that exceeds the quantities specified in Table 151.1 or as explicitly permitted by this Section, such parking shall be classified not as accessory parking but as either a principally permitted or ~~e~~Conditional ~~u~~Use, depending upon the use provisions applicable to the district in which the parking is located. In

considering an application for a Conditional Use for any such parking due to the amount being provided, the Planning Commission shall consider the criteria set forth in Sections ~~157 and 157.1-303(s) or 303(t) of this Code.~~

* * * *

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
<u>RESIDENTIAL USES</u>	
Dwelling Units in RH-DTR Districts	P up to one car for each two Dwelling Units; C up to one car for each Dwelling Unit, subject to the criteria and procedures of Section 151.1(e); NP above one space per unit.
Dwelling Units in SB-DTR Districts, except as specified below	P up to one car for each four Dwelling Units; C up to 0.75 cars for each Dwelling Unit, subject to the criteria and procedures of Section 151.1(fe); NP above 0.75 cars for each Dwelling Unit.
Dwelling Units in 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; C up to one car for each Dwelling Unit, subject to the criteria and procedures

	of Section 151.1(f e); NP above one car for each Dwelling Unit.
Dwelling Units in C-3 Districts	P up to one car for each two Dwelling Units; C up to three cars for each four Dwelling Units , <u>0.75 cars for each Dwelling Unit</u> , subject to the criteria and procedures of Section 151.1(f e); NP above three cars for each four Dwelling Units.
Dwelling Units 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(f e); NP above two cars for each four Dwelling Units.
Dwelling Units and SRO Units in SLI, SALI, SSO, MUG, WMUG, MUR, MUO, WMUO, SPD Districts, except as specified below	P up to one car for each four Dwelling or SRO Units; C up to 0.75 cars for each Dwelling Unit, subject to the criteria and conditions and procedures of Section 151.1(g e) <u>or (f)</u> ; NP above 0.75 cars for each Dwelling or SRO Unit.
Dwelling Units in SLI, SALI, SSO, MUG, WMUG, MUR, MUO, WMUO, SPD Districts with at least <u>two</u> bedrooms and at least 1,000 square feet of o Occupied f Floor a Area	P up to one car for each four Dwelling Units; C up to one car for each Dwelling Unit, subject to the criteria and conditions and procedures of Section 151.1(g e) <u>or (f)</u> ; NP above one car for each Dwelling Unit.

1 Dwelling Units and SRO Units in NCT, RC, 2 RCD, C-M , RSD, SLR , Chinatown Mixed Use 3 Districts, and the Broadway, North Beach, and 4 Upper Market Street Neighborhood 5 Commercial Districts, except as specified 6 below	P up to one car for each two Dwelling or SRO Units; C up to 0.75 cars for each Dwelling Unit, subject to the criteria and procedures of Section 151.1(g <u>e</u>); NP above 0.75 cars for each Dwelling Unit.
7 Dwelling Units in the Glen Park and Ocean 8 Avenue NCT Districts and the Excelsior Outer 9 Mission Street Neighborhood Commercial 10 District	P up to one car for each unit; NP above.
11 Dwelling Units in the Japantown NC District	P up to 0.75 cars for each Dwelling Unit, C up to 1.0 cars for each Dwelling Unit, subject to the criteria and procedures of Section 151.1(g <u>e</u>); NP above.
15 Dwelling Units and SRO Units in RTO, RED 16 and RED-MX Districts, except as specified 17 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(g <u>e</u>) <u>or (f)</u> ; NP above one car for each Dwelling Unit.
20 Dwelling Units and SRO Units in UMU Districts, 21 except as specified below	P up to 0.75 cars for each Dwelling Unit; NP above.
22 Dwelling Units in UMU District with at least 2 23 bedrooms and at least 1,000 square feet of 24 occupied floor area	P up to 1 car for each Dwelling Unit and subject to the conditions of 151.1(g <u>e</u>); NP above.

1 2 3 4 5 6	Group H 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.
7	<u>NON-RESIDENTIAL USES IN C-3 DISTRICTS</u>	
8 9 10 11 12	All non-residential uses in C-3 and C-M Districts	Not to exceed 7% of gross <u>Occupied f</u> Floor a Area of such uses, except not to exceed 3.5% of gross <u>Occupied f</u> Floor a Area in the C-3-O(SD) d District, <u>and subject to the pricing conditions of Section 155(g). See requirements in Section 204.5.</u>
13	<u>NON-RESIDENTIAL USES IN DISTRICTS OTHER THAN C-3</u>	
14 15	<u>Non-residential, non-office uses in PDR-1-D, PDR-1-G, and UMU Districts</u>	<u>P up to 50% greater than indicated for the uses specified below.</u>
16 17	<u>Hotel, inn, or hostel</u>	<u>P up to one for each 16 guest bedrooms, plus one for the manager's dwelling unit, if any.</u>
18 19	<u>Motel</u>	<u>P up to one for each guest unit, plus one for the manager's dwelling unit, if any.</u>
20	<u>Entertainment, Arts and Recreation Uses Category</u>	
21 22	<u>Entertainment, Arts and Recreation Uses*</u>	<u>P up to one car for each 200 square feet of Occupied Floor Area.</u>
23 24 25	<u>Arts Activities, except theaters and auditoriums</u>	<u>P up to one car for each 2,000 square feet of Occupied Floor Area. In South of Market</u>

	<u>Mixed Use Districts, participation in transportation programs may be required per Section 151.1(j).</u>
<u>Sports Stadium</u>	<u>P up to one car for each 15 seats.</u>
<u>Theater or auditorium</u>	<u>P up to one car for each eight seats up to 1,000 seats, plus one for each 10 seats in excess of 1,000.</u>
<u>Industrial Uses Category</u>	
<u>Industrial Uses*</u>	<u>P up to one car for each 1,500 square feet of Occupied Floor Area.</u>
<u>Small Enterprise Workspace</u>	<u>P up to one car for each 1,500 square feet of Occupied Floor Area.</u>
<u>Institutional Uses Category</u>	
<u>Institutional Uses*</u>	<u>P up to one car per 1,500 square feet of Occupied Floor Area. NP above.</u>
<u>Child Care Facility</u>	<u>P up to one car for each 25 children to be accommodated at any one time.</u>
<u>Hospital or other inpatient medical institution</u>	<u>P up to one car for each 8 guest beds excluding bassinets or for each 2,400 square feet of Occupied gross floor area devoted to sleeping rooms, whichever results in the lesser requirement.</u>
<u>Post-Secondary Educational Institution</u>	<u>P up to one car for each two classrooms.</u>
<u>Religious Institution</u>	<u>P up to one car for each 20 seats.</u>

1	Residential e Care f Facility	P up to one <u>car</u> for each 10 residents <u>beds</u> .
2	Child care facility	P up to one for each 25 children to be
3		accommodated at any one time.
4	Elementary s School	P up to one <u>car</u> for each six classrooms.
5	Trade School Secondary school	P up to one <u>car</u> for each two classrooms.
6	Post-secondary educational institution	P up to one for each two classrooms.
7	Church or other religious institutions	P up to one for each 20 seats.
8	Theater or auditorium	P up to one for each eight seats up to 1,000
9		seats, plus one for each 10 seats in excess of
10		1,000.
11	Stadium or sports arena	P up to one for each 15 seats.
12	<u>Sales and Services Category</u>	
13	<u>Retail Sales and Services*</u>	<u>P up to one car for each 500 square feet of</u>
14		<u>Occupied Floor Area up to 20,000 square feet,</u>
15		<u>plus one car for each 250 square feet of</u>
16		<u>Occupied Floor Area in excess of 20,000.</u>
17	<u>Eating and Drinking Uses</u>	<u>P up to one car for each 200 square feet of</u>
18		<u>Occupied Floor Area.</u>
19	<u>All retail in the Eastern Neighborhoods Mixed Use</u>	
20	<u>Districts where any portion of the parcel is less</u>	
21	<u>than 1/4 mile from Market, Mission, 3rd Streets</u>	
22	<u>and 4th Street north of Berry Street, except</u>	
23	<u>grocery stores of over 20,000 gross square feet.</u>	<u>P up to one for each 1,500 square feet of Gross</u>
24		<u>Floor Area.</u>

<u>General Grocery uses with over 20,000 square feet of Occupied Floor Area</u>	<u>P up to one car per 500 square feet of Occupied Floor Area, and subject to the conditions of Section 303(t)(2). C up to one car per 250 square feet of Occupied Floor Area for that area in excess of 20,000 square feet, subject to the conditions and criteria of Section 303(t)(2). NP above.</u>
<u>Health Service Medical or dental office or outpatient clinic</u>	<u>P up to one for each 300 square feet of Occupied Floor Area.</u>
<u>Hotel</u>	<u>P up to one car for each 16 guest bedrooms, plus one for the manager's Dwelling Unit, if any.</u>
<u>Limited Corner Commercial Uses in RTO and RM districts authorized under Section 231.</u>	<u>None permitted.</u>
<u>Mortuary</u>	<u>P up to five cars.</u>
<u>Motel</u>	<u>P up to one car for each guest unit, plus one for the manager's Dwelling Unit, if any.</u>
<u>Retail plant nursery</u>	<u>P up to one car for each 4,000 square feet of Occupied Floor Area. Such uses exceeding 20,000 square feet shall be subject to the conditions of Section 303(t)(2).</u>
<u>Retail space devoted to the handling of bulky merchandise such as motor vehicles, machinery, or furniture</u>	<u>P up to one car for each 1,000 square feet of Occupied Floor Area. Such uses exceeding</u>

	<u>20,000 square feet shall be subject to the conditions of Section 303(t)(2).</u>
<u>Self-Storage</u>	<u>P up to one car for each three self-storage units.</u>
<u>Non-Retail Sales and Services*</u>	<u>P up to one car per 1,500 square feet of Occupied Floor Area.</u>
<u>Commercial Storage or Wholesale Storage</u>	<u>P up to one car for each 2,000 square feet of Occupied Floor Area.</u>
<u>All Office uses in C-3, DTR, C-M, SSO, SPD, MUG, WMUG, MUR, WMUO, and MUO Districts</u>	P up to <u>7% seven percent</u> of the <u>Occupied gross floor area</u> of such uses and subject to the pricing conditions of Section 155(g); NP above.
<u>All Office uses in Chinatown Mixed Use Districts</u>	P up to <u>7% seven percent</u> of the <u>Occupied gross floor area</u> of such uses; NP above.
Office uses in M-1, UMU, SALI, PDR-1-D, and PDR-1-G Districts, except as specified below	P up to one car per 1,000 square feet of <u>Occupied gross floor area</u> and subject to the pricing conditions of Section 155(g); NP above.
Office uses in M-1, UMU, SALI, PDR-1-D, and PDR-1-G Districts where the entire parcel is greater than ¼-mile from Market, Mission, 3rd Streets and 4th Street north of Berry Street	P up to one car per 500 square feet of <u>Occupied gross floor area</u> ; NP above.
<u>Utility and Infrastructure Uses Category</u>	

<i>Utility and Infrastructure Uses</i>	<i>P up to one car per 1,500 square feet of Occupied Floor Area. NP above.</i>
<i>Limited Corner Commercial Uses in RTO and RM districts permitted under Section 231.</i>	<i>None permitted.</i>
<i>All non-residential uses in NCT, RSD, and SLR districts and the Broadway, North Beach, and the Upper Market NCDs, except for retail grocery stores with over 20,000 gross square feet as specified below</i>	<i>For uses in Table 151 that are described as a ratio of occupied floor area, P up to 1 space per 1,500 square feet of occupied floor area or the quantity specified in Table 151, whichever is less, and subject to the conditions and criteria of Section 151.1(g). NP above.</i>
<i>Retail grocery store uses in NCT, RSD, and SLR districts and the Broadway, North Beach, and Upper Market Street NCDs with over 20,000 square feet of occupied floor area</i>	<i>P up to 1 space per 500 square feet of occupied floor area, and subject to the conditions and criteria of Section 151.1(g) C up to 1 space per 250 square feet of occupied floor area for that area in excess of 20,000 square feet, subject to the conditions and criteria of Section 151.1(g). NP above.</i>
<i>All retail in the Eastern Neighborhoods Mixed Use Districts where any portion of the parcel is less than 1/4 mile from Market, Mission, 3rd Streets and 4th Street north of Berry Street, except grocery stores of over 20,000 gross square feet.</i>	<i>P up to one for each 1,500 square feet of gross floor area.</i>
<i>With the exception of Eastern Neighborhoods Mixed Use Districts as set forth above, all other</i>	<i>P up to one for each 200 square feet of occupied floor area. In South of Market Mixed</i>

1	<i>restaurant, bar, nightclub, pool hall, dance hall,</i>	<i>Use Districts, participation in transportation</i>
2	<i>bowling alley or other similar enterprise</i>	<i>programs may be required per Section 151.1(i).</i>
3	<i>With the exception of Eastern Neighborhoods</i>	
4	<i>Mixed Use Districts as set forth above, all other</i>	<i>P up to one for each 1,000 square feet of</i>
5	<i>retail space devoted to the handling of bulky</i>	<i>occupied floor area.</i>
6	<i>merchandise such as motor vehicles, machinery or</i>	
7	<i>furniture</i>	
8	<i>With the exception of Eastern Neighborhoods</i>	
9	<i>Mixed Use Districts as set forth above, all other</i>	<i>P up to one for each 4,000 square feet of</i>
10	<i>greenhouse or plant nursery</i>	<i>occupied floor area.</i>
11	<i>With the exception of Eastern Neighborhoods</i>	<i>P up to one for each 500 square feet of gross</i>
12	<i>Mixed Use Districts as set forth above, all other</i>	<i>floor area up to 20,000 square feet, plus one</i>
13	<i>retail space</i>	<i>for each 250 square feet of gross floor area in</i>
14		<i>excess of 20,000.</i>
15	<i>Service, repair or wholesale sales space, including</i>	
16	<i>personal, home or business service space in South</i>	<i>P up to one for each 1,000 square feet of</i>
17	<i>of Market Mixed Use Districts</i>	<i>occupied floor area.</i>
18	<i>Mortuary</i>	<i>P up to five.</i>
19	<i>Storage or warehouse space, and space devoted to</i>	<i>P up to one for each 2,000 square feet of</i>
20	<i>any use first permitted in an M-2 District</i>	<i>occupied floor area.</i>
21		<i>P up to one for each 2,000 square feet of</i>
22	<i>Arts activities and spaces except theater or</i>	<i>occupied floor area. In South of Market Mixed</i>
23	<i>auditorium spaces</i>	<i>Use Districts, participation in transportation</i>
24		<i>programs may be required per Section 151.1(i).</i>
25		

Laboratory	<i>P up to one for each 1,500 square feet of occupied floor area.</i>
Small Enterprise Workspace Building	<i>P up to one for each 1,500 square feet of occupied floor area.</i>
Integrated PDR	<i>P up to one for each 1,500 square feet of occupied floor area.</i>
Other manufacturing and industrial uses	<i>P up to one for each 1,500 square feet of occupied floor area.</i>

* Not listed below

* * * *

(e) — ~~DTR Districts. In DTR 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.~~

(1) — ~~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:~~

(A) — ~~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;~~

(B) — ~~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;~~

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

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

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

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

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

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

16 (f)e) **Excess Residential Parking C-3 Districts.** ~~In C-3 and SB-DTR Districts, a~~Any request
17 for accessory residential parking, in excess of what is principally permitted ~~by right~~ in Table
18 151.1, shall be reviewed by the Planning Commission as a ~~e~~Conditional ~~u~~Use. In MUG,
19 WMUG, MUR, MUO, RED, RED-MX, and SPD Districts, any project subject to Section 329 and that
20 requests residential accessory parking in excess of that which is principally permitted in Table 151.1,
21 but which does not exceed the maximum amount stated in Table 151.1, shall be reviewed by the
22 Planning Commission according to the procedures of Section 329. Projects that are not subject to
23 Section 329 shall be reviewed under the procedures detailed in subsection (f) below.
24
25

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

4 (A) ~~For projects with 50 units or more, all residential accessory parking in~~
5 ~~excess of 0.5 parking spaces for each dwelling unit shall be stored and accessed by mechanical~~
6 ~~stackers or lifts, valet, or other space-efficient means that allows more space above-ground for~~
7 ~~housing, maximizes space efficiency and discourages use of vehicles for commuting or daily errands.~~
8 ~~The Planning Commission may authorize the request for additional parking notwithstanding that the~~
9 ~~project sponsor cannot fully satisfy this requirement provided that the project sponsor demonstrates~~
10 ~~hardship or practical infeasibility (such as for retrofit of existing buildings) in the use of space-efficient~~
11 ~~parking given the configuration of the parking floors within the building and the number of~~
12 ~~independently accessible spaces above 0.5 spaces per unit is de minimus and subsequent valet~~
13 ~~operation or other form of parking space management could not significantly increase the capacity of~~
14 ~~the parking space above the maximums in Table 151.1;~~

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

17 (C) ~~All parking meets the active use and architectural screening requirements~~
18 ~~in Section 145.1 and the project sponsor is not requesting any exceptions or variances requiring such~~
19 ~~treatments elsewhere in this Code.~~

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

1 ~~(g) — RTO, RC, NCT, and Mixed Use Districts, and the Broadway, North Beach, and Upper~~
2 ~~Market Neighborhood Commercial Districts, and the Van Ness Special Use District. In RTO, RC,~~
3 ~~NCT, and Mixed Use Districts, and the Broadway, Divisadero, Excelsior Outer Mission, Fillmore,~~
4 ~~North Beach, and Upper Market Street NCDs, any request for accessory parking in excess of what is~~
5 ~~principally permitted in Table 151.1, but which does not exceed the maximum amount stated in Table~~
6 ~~151.1, shall be reviewed by the Planning Commission as a Conditional Use. In MUG, WMUG, MUR,~~
7 ~~MUO, RED, RED-MX, and SPD Districts, any project subject to Section 329 and that requests~~
8 ~~residential accessory parking in excess of that which is principally permitted in Table 151.1, but which~~
9 ~~does not exceed the maximum amount stated in Table 151.1, shall be reviewed by the Planning~~
10 ~~Commission according to the procedures of Section 329. Projects that are not subject to Section 329~~
11 ~~shall be reviewed under the procedures detailed in Subsection (h) below.~~

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

15 ~~(A) — Parking for All Uses.~~

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

19 ~~(ii) — Accommodating excess accessory parking does not degrade the~~
20 ~~overall urban design quality of the project proposal;~~

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

24 ~~(iv) — Excess accessory parking does not diminish the quality and~~
25 ~~viability of existing or planned streetscape enhancements.~~

1 ~~(B) — Parking for Residential Uses.~~

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

6 ~~(C) — Parking for Non-Residential Uses.~~

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

13 ~~(ii) — Retail uses larger than 20,000 square feet including but not~~
14 ~~limited to grocery, hardware, furniture, consumer electronics, greenhouse or nursery, and appliance~~
15 ~~stores, 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. This is~~
17 ~~encouraged, but not required, for retail uses less than 20,000 square feet.~~

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

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

21 ~~(2) — Additionally, in granting approval for such accessory parking above that~~
22 ~~permitted by right, the Commission may require the property owner to pay the annual membership fee~~
23 ~~to a certified car-share organization, as defined in Section 166(b)(2), for any resident of the project~~
24 ~~who so requests and who otherwise qualifies for such membership, provided that such requirement~~
25

1 ~~shall be limited to one membership per dwelling unit, when the findings set forth in Section 151.1(e)(2)~~
2 ~~are made.~~

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

10 (1) all the following conditions ~~of subsection (g)(1)(A) above~~ have been met:-

11 (A) Vehicle movement on or around the project does not unduly impact
12 pedestrian spaces or movement, transit service, bicycle movement, or the overall traffic movement in
13 the district;

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

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

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

21 (2) parking is not accessed from any protected Transit or Pedestrian Street
22 described in Section 155(r), and

23 (3) where more than ~~ten~~ 10 spaces are proposed at least half of them,
24 rounded down to the nearest whole number, are stored and accessed by mechanical stackers
25

1 or lifts, valet, or other space-efficient means that reduces space used for parking and
2 maneuvering, and maximizes other uses.

3 (g) Excess Parking for Non-Residential Uses greater than 20,000 square feet. Where
4 permitted by Table 151.1 for a Non-Residential Use greater than 20,000 square feet , any request for
5 accessory parking in excess of what is principally permitted in Table 151.1, but which does not exceed
6 the maximum amount stated in Table 151.1, shall be reviewed by the Planning Commission as a
7 Conditional Use.

8 ~~(i) Transportation Programs in South of Market Mixed Use Districts. Within the South of~~
9 ~~Market Mixed Use Districts, upon approval by the Zoning Administrator pursuant to Section 307(g),~~
10 ~~bars, restaurants, arts, nighttime entertainment and pool halls with an area greater than 10,000 gross~~
11 ~~square feet may be required to participate in a Transportation Management Program approved by the~~
12 ~~Zoning Administrator which may include, but need not be limited to, participation in a coordinated off-~~
13 ~~site satellite parking facilities program, shuttle service, bicycle parking, projects and programs to~~
14 ~~improve parking management, specified signage, and designated advertising procedures.~~

15 **SEC. 152. SCHEDULE OF REQUIRED OFF-STREET FREIGHT LOADING SPACES IN**
16 **DISTRICTS OTHER THAN C-3, EASTERN NEIGHBORHOODS MIXED USE DISTRICTS,**
17 **OR SOUTH OF MARKET MIXED USE DISTRICTS.**

18 In districts other than C-3, Eastern Neighborhoods Mixed Use Districts, and the South
19 of Market Mixed Use Districts, off-street freight loading spaces shall be provided in the
20 minimum quantities specified in the following table, except as otherwise provided in Section
21 152.2 and Section 161 of this Code. The measurement of ~~gross~~ Occupied floor area shall be
22 as defined in this Code, except that nonaccessory parking spaces and driveways and
23 maneuvering areas incidental thereto shall not be counted.

Table 152

OFF-STREET FREIGHT LOADING SPACES REQUIRED (OUTSIDE C-3, EASTERN
NEIGHBORHOODS MIXED USE DISTRICTS, AND SOUTH OF MARKET MIXED USE
DISTRICTS)

Use or Activity	<u>Occupied Gross Floor</u> Area of Structure or Use (sq. ft.)	Number of Off-Street Freight Loading Spaces Required
Retail <i>Sales and Services and</i> <i>Industrial stores, wholesaling,</i> <i>manufacturing, live/work units</i> <i>in newly constructed structures,</i> <i>and all other uses primarily</i> <i>engaged in the handling of</i> <i>goods.</i>	0 - 10,000	0
	10,001 - 60,000	1
	60,001 - 100,000	2
	over 100,000	3 plus 1 for each additional 80,000 sq. ft.
<i>Offices, hotels, apartments,</i> <i>live/work units not included</i> <i>above, and a</i> All other uses not included above	0 - 100,000	0
	100,001 - 200,000	1
	200,001 - 500,000	2
	over 500,000	3 plus 1 for each additional 400,000 sq. ft.

SEC. 152.1. REQUIRED OFF-STREET FREIGHT LOADING AND SERVICE VEHICLE
SPACES IN C-3, EASTERN NEIGHBORHOODS MIXED USE DISTRICTS, AND SOUTH OF
MARKET MIXED USE DISTRICTS.

In C-3, Eastern Neighborhoods Mixed Use Districts, and South of Market Mixed Use Districts, off-street freight loading spaces shall be provided in the minimum quantities specified in the following Table 152.1, except as otherwise provided in Sections 153(a)(6), 161, and as stated below in this Section 152.1. Notwithstanding the requirements of this Section, including Table 152.1, no building in the C-3-O(SD) district shall be required to provide more than six off-street freight loading or service vehicle spaces in total. The measurement of ~~gross~~ Occupied ~~floor~~ Area shall be as defined in this Code, except that non-accessory parking spaces and driveways and maneuvering areas incidental thereto shall not be counted.

For projects in the Eastern Neighborhoods Mixed Use Districts that are subject to Section 329, the Planning Commission may waive these requirements per the procedures of Section 329 if it finds that the design of the project, particularly ground floor frontages, would be improved and that such loading could be sufficiently accommodated on adjacent ~~streets~~ and ~~alleys~~. For projects in the Eastern Neighborhoods Mixed Use Districts that are not subject to Section 329, the Zoning Administrator may administratively waive these requirements pursuant to Section 307(h) and the criteria identified above which apply to projects subject to Section 329.

Table 152.1

**OFF-STREET FREIGHT LOADING SPACES REQUIRED (IN C-3, EASTERN
NEIGHBORHOODS MIXED USE DISTRICTS, AND SOUTH OF MARKET MIXED USE
DISTRICTS)**

Use or Activity	<u>Occupied Gross</u> Floor Area of Structure or Use (sq. ft.)	Number of Off-Street Freight Loading Spaces Required
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1 2 3 4	<u>Non-Retail Sales and Services</u> <u>Uses, except as listed below</u> <u>Offices and Banks</u>		0.1 space per 10,000 sq. ft. of <u>Occupied gross floor area</u> (to closest whole number per Section 153)
5 6 7 8 9 10 11	<u>Retail Sales and Services Uses,</u> <u>except as listed below</u> Retail stores, restaurants, bars, nighttime entertainment and drugstores	0 - 10,000 10,001 - 30,000 30,001 - 50,000 over 50,000	0 1 2 1 space per 25,000 sq. ft. of <u>Occupied gross floor area</u> (to closest whole number per Section 153)
12 13 14 15 16 17 18 19	Wholesaling, manufacturing, and all other uses primarily engaged in handling goods, and Live/Work Units within existing buildings, within Eastern Neighborhoods Mixed Use Districts, and South of Market Mixed Use Districts	0 - 10,000 10,001 - 50,000 over 50,000	0 1 0.21 spaces per 10,000 sq. ft. of <u>Occupied gross floor area</u> (to closest whole number per Section 153)
20 21 22 23 24 25	Hotels, <u>Residential Uses,</u> apartments, Live/Work Units	0 - 100,000 100,001 - 200,000 200,001 - 500,000	0 1 2

not included above, and all other uses not included above	over 500,000	3 plus 1 space for each additional 400,000 sq. ft. of <u>Occupied Floor Area</u>
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SEC. 152.2. ALLOWED OFF-STREET FREIGHT LOADING AND SERVICE VEHICLE SPACES IN DOWNTOWN RESIDENTIAL (DTR) DISTRICTS.

In DTR districts, off-street freight loading spaces shall be provided in the maximum quantities specified in the following Table 152.2, except as otherwise provided in Sections 153(a)(6) and 161 of this Code. The measurement of ~~gross~~ Occupied fFloor aArea shall be as defined in this Code, except that non-accessory parking spaces and driveways and maneuvering areas incidental thereto shall not be counted.

Table 152.2
OFF-STREET FREIGHT LOADING SPACES PERMITTED

Use or Activity	Size of Use	Number of Off-Street Freight Loading Spaces Permitted
Non-Residential Uses	0 - 50,000 square feet of <u>Occupied gross fFloor aArea</u>	1
	over 50,000 square feet of <u>Occupied gross fFloor aArea</u>	1 space per 50,000 sq. ft. of <u>Occupied gross fFloor aArea</u>
All Residential Uses, including aDwelling <u>uUnits</u> , gGroup hHousing , and SRO <u>uUnits</u>	0 - 100 units	1
	101 units or more	1, plus 1 additional loading space for every 200 units over 100

1	Total Number of Loading		
2	Spaces Allowed for Any		4
3	Single Project (all uses)		

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

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

16 (a) **Required Parking and Loading on the Same Lot as the Use Served.** Every required
17 off-street parking or loading space shall be located on the same lot as the use served by it,
18 except as provided in Sections 159, 160 and 161 of this Code.

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

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

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

4 (~~1~~) For ~~r~~Residential ~~u~~Uses, independently accessible off-street parking spaces
5 shall include spaces accessed by automated garages, or car elevators, lifts, or other space-
6 efficient parking as defined in Section 154(a)(4) and Section 154(a)(5) provided that no more
7 than one car needs to be moved under its own power to access any one space.

8 (d) **Enclosure of Off-Street Loading and Service Vehicle Spaces Required.** All off-street
9 freight loading and service vehicle spaces in the C-3, DTR, MUO, WMUO, MUG, WMUG,
10 MUR, and South of Market Mixed Use Districts shall be completely enclosed and access from
11 a public ~~s~~Street or ~~a~~Alley shall be provided by means of a private service driveway, which is
12 totally contained within the structure. Such a private service driveway shall include adequate
13 space to maneuver trucks and service vehicles into and out of all provided spaces, and shall
14 be designed so as to facilitate access to the subject property while minimizing interference
15 with street and sidewalk circulation. Any such private service driveway shall be of adequate
16 width to accommodate drive-in movement from the adjacent curb or inside traffic lane but
17 shall in no case exceed 30 feet. Notwithstanding the foregoing, if an adjacent ~~s~~Street or ~~a~~Alley
18 is determined by the Zoning Administrator to be primarily used for building service, up to four
19 off-street freight or loading spaces may be allowed to be individually accessible directly from
20 such a ~~s~~Street or ~~a~~Alley, pursuant to the provisions of Section 309 in a C-3 District, the
21 provisions of Section 307(g) in a South of Market Mixed Use District, the provisions of Section
22 309.1 in a DTR District, the provisions of Section 329 for projects subject to Section 329 in a
23 MUO, WMUO, MUG, WMUG, or MUR District, or by administrative decision of the Zoning
24 Administrator for projects that are not subject to Section 329 in a MUO, WMUO, MUG,
25 WMUG, or MUR District.

1 (e) Alternate Location of Service Vehicle Spaces. ~~Where In a C-3 or South of Market~~
2 ~~District, where~~ site constraints would make a consolidated freight loading and service vehicle
3 facility impractical, service vehicle spaces required by Sections 153(a)(6) and 154(b)(3) of this
4 Code may be located in a parking garage for the structure or other location separate from
5 freight loading spaces.

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

18 (g) Parking Pricing Requirements. In order to discourage long-term commuter
19 parking, any off-street parking spaces provided for a structure or use other than ~~r~~Residential
20 or ~~h~~Hotel in a C-3, ~~C-M~~, DTR, ~~SLR~~, SSO, SPD, MUG, WMUG, MUR, WMUO, or MUO District,
21 whether classified as an accessory or ~~e~~Conditional ~~u~~Use, which are otherwise available for
22 use for long-term parking by downtown workers shall maintain a rate or fee structure for their
23 use such that the rate charge for four hours of parking duration is no more than four times the
24 rate charge for the first hour, and the rate charge for eight or more hours of parking duration is
25

1 no less than 10 times the rate charge for the first hour. Additionally, no discounted parking
2 rate shall be permitted for weekly, monthly or similar time-specific periods.

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

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

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

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

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

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

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

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

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

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

12 (r) **Protected Pedestrian-, Cycling-, and Transit-Oriented Street Frontages.** In
13 order to preserve the pedestrian character of certain downtown and neighborhood commercial
14 districts and to minimize delays to transit service, garage entries, driveways, or other vehicular
15 access to off-street parking or loading (except for the creation of new publicly-accessible
16 ~~s~~Streets and ~~a~~Alleys) shall be regulated on development lots as follows on the following ~~s~~Street
17 frontages:

18 * * * *

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

23 (1) **Ground floor or below-grade parking and street frontages with**
24 **active uses.**
25

1 (A) All off-street parking in C-3 Districts (both as accessory and
2 principal uses) shall be built no higher than the ground-level (up to a maximum ceiling height
3 of 20 feet from grade) unless an exception to this requirement is granted in accordance with
4 Section 309 and subsection 155(s)(2) ~~or a conditional use is authorized in accordance with Section~~
5 ~~303 and subsection 155(s)(3)~~ below.

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

11 ~~(C) — Parking allowed above the ground level in accordance with an exception~~
12 ~~under Section 309 or a conditional use in accordance with Section 303 as authorized by subsections~~
13 ~~155(s)(2) or 155(s)(3) shall be entirely screened from public rights-of-way in a manner that~~
14 ~~accentuates ground floor retail and other uses, minimizes louvers and other mechanical features and is~~
15 ~~in keeping with the overall massing and architectural vocabulary of the building's lower floors. So as~~
16 ~~not to preclude conversion of parking space to other uses in the future, parking allowed above the~~
17 ~~ground-level shall not be sloped and shall have a minimum clear ceiling height of nine feet.~~

18 (2) **Residential accessory parking.** For residential accessory off-street
19 parking in C-3 Districts, two additional floors of above-grade parking beyond the at-grade
20 parking allowed by Section 155(s)(1), to a maximum ceiling height of 35 feet from grade, may
21 be permitted subject to the provisions of Section 309 of this Code provided it can be clearly
22 demonstrated that transportation easements or contaminated soil conditions make it
23 practically infeasible to build parking below-ground. The determination of practical infeasibility
24 shall be made based on an independent, third-party geotechnical assessment conducted by a
25 licensed professional and funded by the project sponsor. The Planning Director shall make a

determination as to the objectivity of the study prior to the Planning Commission's consideration of the exception application under Section 309.

(3) ~~Non-accessory off-street parking. For non-accessory off-street parking in C-3 Districts permitted under Section 223, two additional floors of above-grade parking beyond the at-grade parking allowed by Section 155(s)(1), to a maximum ceiling height of 35 feet from grade, may be permitted as~~

(4) **Temporary Parking Lots.** Parking lots permitted in C-3 Districts as temporary uses according to Section 156(f) are not subject to the requirements of subsection 155(s)(1)-(3 2).

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

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

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

* * * *

SEC. 156. PARKING LOTS.

(a) **Definition.** For purposes of this section, A a "parking lot" is ~~hereby~~ defined as an off-street open area or portion thereof used solely for the parking of passenger automobiles.

1 Such an area or portion shall be considered a parking lot whether or not on the same lot as
2 another use, whether or not required by this Code for any structure or use, and whether
3 classified as an accessory, principal or conditional use.

4 (b) **Conditional Use.**

5 (1) Where parking lots are specified in Articles 2, 7, or 8 of this Code as a
6 use for which Conditional Use approval is required in a certain district, such Conditional Use
7 approval shall be required only for such parking lots in such district as are not qualified as
8 accessory uses under Section 204.5 of this Code. The provisions of this Section 156 shall,
9 however, apply to all parking lots whether classified as accessory, principal, or conditional
10 uses.

11 (2) In considering any Conditional Use application for a parking lot for a
12 specific use or uses where the amount of parking provided exceeds the amount classified as
13 accessory parking in Section 204.5 of this Code, the Planning Commission shall consider the
14 criteria set forth in Section ~~157~~ 303(r).

15 (c) **Screening.**

16 (1) Any vehicle use area that is less than 25 linear feet adjacent to a public
17 right-of-way or is a parking lot for the parking of two or more automobiles which adjoins a lot in
18 any R District, or which faces a lot in any R District across a street or alley, shall be screened
19 from view therefrom, except at driveways necessary for ingress and egress, by a solid fence,
20 a solid wall, or a compact evergreen hedge, not less than four feet in height.

21 (2) Any vehicle use area that has more than 25 linear feet adjacent to a
22 public right-of-way or is a parking lot for the parking of 10 or more automobiles shall be
23 screened in accordance with the standards described in Section 142, Screening and Greening
24 of Parking and Vehicle Use Areas.

1 (3) Any parking lot approved pursuant to zoning categories .25, .27 and .29 of
2 Sections 813 through 818 of this Code shall be screened in accordance with the standards described in
3 Section 142, Screening and Greening of Parking and Vehicle Use Areas except where this requirement
4 would prevent otherwise feasible use of the subject lot as an open space or play area for nearby
5 residents.

6 (d) **Artificial Lighting.** All artificial lighting used to illuminate a parking lot for any
7 number of automobiles in any District shall be arranged so that all direct rays from such
8 lighting fall entirely within such parking lot.

9 (e) **Dead Storage, Dismantling, or Repair.** No parking lot for any number of
10 automobiles shall have conducted upon it any dead storage or dismantling of vehicles, or any
11 repair or servicing of vehicles other than of an emergency nature.

12 (f) **Parking Lots in C-3 and NCT Districts.** No permanent parking lot shall be
13 permitted in C-3 and NCT Districts; temporary parking lots may be approved as Conditional
14 Uses, except in the C-3-O(SD) District, pursuant to the provisions of Section 303 for a period
15 not to exceed five years from the date of approval. No new parking lots may be approved in
16 the C-3-O(SD) District, however Conditional Use approval for a two-year extension of existing
17 parking lots in the C-3-O(SD) District may be approved pursuant to this ~~S~~subsection (f)
18 provided that they meet the requirements of ~~S~~subsection (h i).

19 ~~(g) — Any parking lot approved pursuant to zoning categories .25, .27 and .29 of Sections 813~~
20 ~~through 818 of this Code shall be screened in accordance with the standards described in Section 142,~~
21 ~~Screening and Greening of Parking and Vehicle Use Areas except where this requirement would~~
22 ~~prevent otherwise feasible use of the subject lot as an open space or play area for nearby residents.~~

23 (g h) **Interior Landscaping and Street Trees.**

24 (1) All permanent parking lots are required to provide one tree per five
25 parking spaces in a manner that is compliant with the applicable water use requirements of

Administrative Code Chapter 63 and a minimum of 20% ~~percent~~ permeable surface, as defined by Section 102.33, Permeable Surfaces. The trees planted in compliance with this Section shall result in canopy coverage of 50% ~~percent~~ of the parking lots' hardscape within 15 years of the installations of these trees. Permeable surfaces and grading shall be coordinated so that stormwater can infiltrate the surface in areas with less than 5 percent slope.

(2) All parking lots shall meet the street tree requirements specified in Section 138.1(c)(1).

(~~h~~ *i*) **Extension of Existing Parking Lots in the C-3-O(SD) District.** The conditions of approval for the extension of an existing parking lot in the C-3-O(SD) District shall include the following:

(1) a minimum of one parking space for car sharing vehicles meeting all of the requirements in Section 166 for every 20 spaces in said lot;

(2) a minimum of two Class 2 bicycle parking spaces for every 50 linear feet of frontage in a highly visible area on the property adjacent to a public sidewalk or approval attained from the appropriate City agencies to install such bicycle parking on a public sidewalk on the same block;

(3) interior landscaping compliant with the requirements in Subsection (~~g~~ *h*) above, provided that if a site permit has been approved by the Planning Department for construction of building on the subject lot that would replace the parking lot in less than two years, the trees may be planted in movable planters and the lot need not provide permeable surfaces described in Subsection (~~g~~ *h*).

SEC. 161. EXEMPTIONS AND EXCEPTIONS 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

1 exemptions, shall be narrowly construed. Reductions or waivers by the Zoning Administrator
2 permitted by this Section 161 shall be conducted pursuant to the procedures of Section
3 307(h)(2). Where exceptions in this Section require approval by the Planning Commission or
4 Zoning Administrator, the Planning Commission or Zoning Administrator shall consider the
5 criteria of Section 307(i).

6 * * * *

7 (c) ~~*Washington-Broadway Special Use District. In recognition of the small scale of*~~
8 ~~*development, the desirability of retention and conversion of many existing buildings of established*~~
9 ~~*character, the need to relieve congestion, and the provision of public parking facilities on an organized*~~
10 ~~*basis at specific locations, no off-street parking shall be required for any use in the Washington*~~
11 ~~*Broadway Special Use District as described in Section 239 of this Code.*~~

12 (d) **Waterfront Special Use Districts.** In recognition of the policies set forth in the
13 Northeastern Waterfront Plan, a part of the General Plan, the unique nature of the area and
14 the difficulty of providing vehicular access thereto, the Zoning Administrator or Planning
15 Commission in specific cases may determine an appropriate reduction in off-street parking
16 requirements in Waterfront Special Use Districts as described in Sections 240.1, 240.2, and
17 240.3 of this Code, in authorizing any principal or ~~e~~C~~o~~nditional ~~u~~Se, respectively, under those
18 sections. In considering any such reduction, the Zoning Administrator for principal uses, and
19 the Planning Commission for ~~e~~C~~o~~nditional ~~u~~Uses, shall consider the criteria set forth in
20 Section 307(i) of this Code.

21 (e d) **Exceptions to Improve Conformity with Setbacks, Yards, Open Space, and**
22 **Other Requirements of the Code.** The Zoning Administrator may reduce or waive the off-
23 street parking requirement for existing buildings if removal of parking and associated
24 structures increases conformity with required front setbacks, side yards, and rear yards,
25 increases conformity with open space or street frontage requirements, reduces or eliminates

1 any nonconforming encroachment onto public rights-of-way or other public property or
2 easement, and/or reduces or eliminates any other code nonconformity.

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

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

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

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

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

23 (g) **RM, NC and C-2 Districts.** The Zoning Administrator may reduce the off-street
24 parking requirements in RM, NC, and C-2 Districts pursuant to the procedures and criteria of
25 Sections 307(h)(2) and (i) of this Code.

1 (~~h~~ *g*) **Historic Buildings.** There shall be no minimum off-street parking or loading
2 requirements for any principal or conditional use located in (~~1A~~) a landmark building
3 designated per Article 10 of this Code, (~~2B~~) a contributing building located within a designated
4 historic district per Article 10, (~~3C~~) any building designated Category I-IV per Article 11 of this
5 Code, or (~~4D~~) buildings listed on the National Register and/or California Register.

6 (~~i~~ *h*) **Landmark and Significant Trees.** The required off-street parking and loading
7 may be reduced or waived if the Zoning Administrator determines that provision of required
8 off-street parking or loading would result in the loss of or damage to a designated Landmark
9 Tree or Significant Tree, as defined in the Public Works Code. The Zoning Administrator's
10 decision shall be governed by Section 307(i) and shall require either (~~1i~~) the recommendation
11 of the Department of Public Works Bureau of Urban Forestry, or its successor agency, or (~~2#~~)
12 the recommendation of a certified arborist as documented in the subject tree's required tree
13 protection plan.

14 (~~j~~ *i*) **Geologic Hazards.** No off-street parking or loading shall be required where the
15 Planning Department finds that required parking or loading cannot practically be provided
16 without compromising the earthquake safety or geologic stability of a building and/or
17 neighboring structures and properties.

18 (~~k~~ *j*) **Protected Street Frontages and Transit Stops.** The Planning Commission
19 may reduce or waive required parking or loading for a project if it finds that:

20 (1) the only feasible street frontage for a driveway or entrance to off-street
21 parking or loading is located on a protected pedestrian-, cycling-, and transit-oriented street
22 frontage, as defined in Section 155(r) of this Code, or

23 (2) the only feasible street frontage for a driveway or entrance to off-street
24 parking or loading is located at a transit stop; and
25

(3) the reduced or waived parking and loading can meet the reasonably anticipated mobility needs of residents of, workers in, and visitors to the project.

(~~l~~ k) **Curbside Transit Lanes and Bikeways.** No off-street parking or loading is required on any lot whose sole feasible automobile access is across a curbside transit lane or bikeway.

SEC. 172. COMPLIANCE OF STRUCTURES, OPEN SPACES, AND OFF-STREET PARKING AND LOADING REQUIRED.

* * * *

(d) Existing ~~live/work~~ live/work ~~units~~ units, or those newly created or expanded within the existing exterior walls of a structure, so long as they conform to all Building Code requirements, shall not be considered an enlargement, construction, reconstruction, alteration, or relocation for purposes of this Section 172.

~~(e) Any structure containing one or more live/work units on the effective date of Ordinance No. 412-88 (effective October 10, 1988) must provide off-street parking for live/work units.~~

SEC. 204.5. PARKING AND LOADING AS ACCESSORY USES.

In order to be classified as an accessory use, off-street parking and loading shall meet all of the following conditions:

(a) **Location.** Such parking or loading facilities shall be located on the same lot as the structure or use served by them. (For provisions concerning required parking on a separate lot as a principal or ~~e~~Conditional ~~u~~Use, see Sections 156, 159, 160, and 161 of this Code.)

(b) **Parking Accessory to Dwellings.** Unless rented on a monthly basis to serve a Dwelling Unit pursuant to Section 204.5(b)(1), below, accessory parking facilities for any dwelling in any R District shall be limited, further, to storage of private passenger automobiles, private automobile trailers, and boats, bicycle parking, and car-share vehicles as permitted by

1 Section 150, and trucks of a rated capacity not exceeding three-quarters of a ton. Notwithstanding any
2 provision of this Code to the contrary, the following shall be permitted as an accessory use:

3 (1) Lease of lawfully existing off-street residential parking spaces by the
4 property owner or manager, for a term of no less than one month, is permitted as follows:

5 (A) for use by any resident of a Dwelling Unit located on a different lot
6 within 1,250 feet of such parking space or

7 (B) for use by any resident of a Dwelling Unit located on a different lot
8 within the City and County of San Francisco so long as no more than five ~~(5)~~ spaces are
9 rented to those who live beyond 1,250 feet of such parking space.

10 (c) **Parking Exceeding Accessory Amounts.** Accessory parking facilities shall
11 include only those facilities ~~which~~ that do not exceed the amounts permitted by Section 151(c)
12 or Table 151.1. Off-street parking facilities ~~which~~ that exceed the accessory amounts shall be
13 classified as a separate use, and may be principally or conditionally permitted as indicated in
14 the ~~Zoning~~ Control ~~Table~~ for the district in which such facilities are located.

15 **SEC. 303. CONDITIONAL USES.**

16 * * * *

17 (s) Non-accessory Parking. When considering a Conditional Use application for non-
18 accessory parking for a specific use or uses, the Planning Commission shall find affirmatively that the
19 project satisfies the following criteria, in addition to those of subsection 303(c), as applicable.

20 (1) In all zoning districts, the Planning Commission shall apply the following
21 criteria:

22 (A) Demonstration that trips to the use or uses to be served, and the apparent
23 demand for additional parking, cannot be satisfied by the amount of parking classified by this Code as
24 accessory, by transit service which exists or is likely to be provided in the foreseeable future, by car
25

1 pool arrangements, by more efficient use of existing on-street and off-street parking available in the
2 area, and by other means;

3 (B) Demonstration that the apparent demand for additional parking cannot
4 be satisfied by the provision by the applicant of one or more car-share parking spaces in addition to
5 those that may already be required by Section 166 of this Code;

6 (C) The absence of potential detrimental effects of the proposed parking upon
7 the surrounding area, especially through unnecessary demolition of sound structures, contribution to
8 traffic congestion, or disruption of or conflict with transit services, walking, and cycling;

9 (D) In the case of uses other than housing, limitation of the proposed parking
10 to short-term occupancy by visitors rather than long-term occupancy by employees; and

11 (E) Availability of the proposed parking to the general public at times when
12 such parking is not needed to serve the use or uses for which it is primarily intended.

13 (2) **For Non-Accessory Parking in Mixed Use Districts:**

14 (A) A non-accessory garage permitted with Conditional Use may not be
15 permitted under any condition to provide additional accessory parking for specific residential or non-
16 residential uses if the number of spaces in the garage, in addition to the accessory parking permitted in
17 the subject project or building, would exceed those amounts permitted as-of-right or as a Conditional
18 Use by Section 151.1.

19 (B) **Criteria.**

20 (i) Such facility shall meet all the design requirements for setbacks
21 from facades and wrapping with active uses at all levels per the requirements of Section 145.1; and

22 (ii) Such parking shall not be accessed from any protected Transit or
23 Pedestrian Street described in Section 155(r); and

1 (iii) Such parking garage shall be located in a building where the
2 ratio of gross square footage of parking uses to other uses that are permitted or Conditionally
3 permitted in that district is not more than 1 to 1; and

4 (iv) Such parking shall be available for use by the general public on
5 equal terms and shall not be deeded or made available exclusively to tenants, residents, owners, or
6 users of any particular use or building except in cases that such parking meets the criteria of
7 subsection (C) or (D) below; and

8 (v) Such facility shall provide spaces for car sharing vehicles per the
9 requirements of Section 166 and bicycle parking per the requirements of Sections 155.1 and 155.2; and

10 (vi) Such facility, to the extent open to the public per subsection (iv)
11 above, shall meet the pricing requirements of Section 155(g) and shall generally limit the proposed
12 parking to short-term occupancy rather than long-term occupancy; and

13 (vii) Vehicle movement on or around the facility does not unduly
14 impact pedestrian spaces or movement, transit service, bicycle movement, or the overall traffic
15 movement in the district; and

16 (viii) Such facility and its access does not diminish the quality and
17 viability of existing or planned streetscape enhancements.

18 **(C) Parking of Fleet Vehicles.** Parking of fleet of commercial or
19 governmental vehicles intended for work-related use by employees and not used for parking of
20 employees' personal vehicles may be permitted with Conditional Use provided that the Commission
21 affirmatively finds all of the above criteria except criteria (iv) and (vi).

22 **(D) Pooled Residential Parking.** Non-accessory parking facilities limited to
23 use by residents, tenants, or visitors of specific off-site development(s) may be permitted with
24 Conditional Use, provided that the Commission affirmatively finds all of the above criteria under (B)
25 except criteria (iv) and (vi), and provided further that the proposed parking on the subject lot would not

1 exceed the maximum amounts permitted by Section 151.1 with Conditional Use or Exceptions under
2 Sections 309.1 and 329 as accessory for the uses in the off-site residential development. For the
3 purpose of this subsection, an "off-site development" is a development which is existing or has been
4 approved by the Planning Commission or Planning Department in the previous 12 months, is located
5 on a lot other than the subject lot, and does not include any off-street parking. A Notice of Special
6 Restrictions shall be recorded on both the off-site and subject development lot indicating the allocation
7 of the pooled parking.

8 (3) For Non-Accessory Parking in C-3, RC, NCT, and RTO Districts:

9 (A) The rate structure of Section 155(g) shall apply;

10 (B) The project sponsor has produced a survey of the supply and utilization
11 of all existing publicly-accessible parking facilities, both publicly and privately owned, within one-half
12 mile of the subject site, and has demonstrated that such facilities do not contain excess capacity,
13 including via more efficient space management or extended operations;

14 (C) In the case of expansion of existing facilities, the facility to be expanded
15 has already maximized capacity through use of all feasible space efficient techniques, including valet
16 operation or mechanical stackers;

17 (D) The proposed facility meets or exceeds all relevant urban design
18 requirements and policies of this Code and the General Plan regarding wrapping with active uses and
19 architectural screening, and such parking is not accessed from any frontages protected in Section
20 155(r);

21 (E) Non-accessory parking facilities shall be permitted in new construction
22 only if the ratio between the amount of Occupied Floor Area of principally or conditionally-permitted
23 non-parking uses to the amount of Occupied Floor Area of parking is at least two to one;

24 (F) The proposed facility shall dedicate no less than 5% of its spaces for
25 short-term, transient use by car share vehicles as defined in Section 166, vanpool, rideshare, or other

1 co-operative auto programs, and shall locate these vehicles in a convenient and priority location.
2 These spaces shall not be used for long-term storage or to satisfy the requirement of Section 166, but
3 rather are intended for use by short-term visitors and customers. Parking facilities intended for sole
4 and dedicated use as long-term storage for company or government fleet vehicles, and not to be
5 available to the public nor to any employees for commute purposes, are not subject to this requirement;

6 (G) For new or expanding publicly owned non-accessory parking facilities in
7 the C-3, RC, NCT, and RTO Districts, the following shall also apply:

8 (i) Expansion or implementation of techniques to increase utilization
9 of existing public parking facilities in the vicinity has been explored in preference to creation of new
10 facilities, and has been demonstrated to be infeasible;

11 (ii) The City has demonstrated that all major institutions (cultural,
12 educational, government) and employers in the area intended to be served by the proposed facility have
13 Transportation Demand Management programs in place to encourage and facilitate use of public
14 transit, carpooling, car sharing, bicycling, walking, and taxis;

15 (iii) The City has demonstrated that conflicts with pedestrian, cycling,
16 and transit movement resulting from the placement of driveways and ramps, the breaking of continuity
17 of shopping facilities along sidewalks, and the drawing of traffic through areas of heavy pedestrian
18 concentration, have been minimized, and such impacts have been mitigated to the fullest extent
19 possible; and

20 (iv) The proposed parking conforms to the objectives and policies of
21 the General Plan and any applicable area plans, and is consistent with the City's transportation
22 management, sustainability, and climate protection goals.

23 (t) Accessory Parking Above That Principally Permitted.

24 (1) Residential Uses.
25

1 (A) In granting approval for parking accessory to Residential Uses above
2 that principally permitted in Table 151.1, the Planning Commission shall make the following
3 affirmative findings in addition to those stated in Section 303(c):

4 (i) For projects with 50 units or more, all residential accessory
5 parking in excess of 0.5 parking spaces for each Dwelling Unit shall be stored and accessed by
6 mechanical stackers or lifts, valet, or other space-efficient means that allow more space above-ground
7 for housing, maximizes space efficiency, and discourages use of vehicles for commuting or daily
8 errands. The Planning Commission may authorize the request for additional parking notwithstanding
9 that the project sponsor cannot fully satisfy this requirement provided that the project sponsor
10 demonstrates hardship or practical infeasibility (such as for retrofit of existing buildings) in the use of
11 space-efficient parking given the configuration of the parking floors within the building and the number
12 of independently accessible spaces above 0.5 spaces per unit is de minimus and subsequent valet
13 operation or other form of parking space management could not significantly increase the capacity of
14 the parking space above the maximums in Table 151.1;

15 (ii) All parking meets the active use and architectural screening
16 requirements in Section 145.1 and the project sponsor is not requesting any exceptions or variances
17 requiring such treatments elsewhere in this Code;

18 (iii) Demonstration that trips to the use or uses to be served, and the
19 apparent demand for additional parking, cannot be satisfied by the amount of parking classified by this
20 Code as accessory, by transit service which exists or is likely to be provided in the foreseeable future,
21 by carpool arrangements, by more efficient use of existing on-street and off-street parking available in
22 the area, and by other means;

23 (iv) Demonstration that the apparent demand for additional parking
24 cannot be satisfied by the provision by the applicant of one or more car-share parking spaces in
25 addition to those that may already be required by Section 166 of this Code;

1 (v) The absence of potential detrimental effects of the proposed
2 parking upon the surrounding area, especially through unnecessary demolition of sound structures,
3 contribution to traffic congestion, or disruption of or conflict with transit services, walking, and
4 cycling; and

5 (vi) Accommodating excess accessory parking does not degrade the
6 overall urban design quality of the project proposal nor diminish the quality and viability of existing or
7 planned streetscape enhancements.

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

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

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

18 (2) **Non-Residential Uses.**

19 (A) **Criteria.** In granting such Conditional Use, the Planning Commission
20 shall make the following affirmative findings according to the uses to which the proposed parking is
21 accessory:

22 (i) Vehicle movement on or around the project does not unduly
23 impact pedestrian spaces or movement, transit service, bicycle movement, or the overall traffic
24 movement in the district;

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

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

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

8 (B) **Conditions.** All Non-Residential Uses exceeding 20,000 square feet shall
9 be subject to the following conditions:

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

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

21 (iii) Parking shall be limited to short-term use only; and

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

1 Section 3. The Planning Code is hereby amended by revising Sections 803.3, 825,
2 899; and the Zoning Control Tables of Sections 810, 811, 812, 814, 827, 829, 840, 841, 842,
3 843, 844, 845, 846, and 847, to read as follows:

4 **SEC. 803.3. USES PERMITTED IN EASTERN NEIGHBORHOODS MIXED USE**
5 **DISTRICTS AND SOUTH OF MARKET MIXED USE DISTRICTS.**

6 * * * *

7 (b) **Use Limitations.** Uses in Eastern Neighborhood Mixed Use Districts and South
8 of Market Mixed Use Districts are either permitted, conditional, accessory, temporary or are
9 not permitted.

10 * * * *

11 (C) **Accessory Uses.** Subject to the limitations set forth below and in
12 Sections 204.1 (Accessory Uses for Dwelling Units in R and NC Districts), 204.2 (Accessory
13 Uses for Uses Other Than Dwellings in R Districts); 204.4 (Dwelling Units Accessory to Other
14 Uses), and 204.5 (Parking and Loading as Accessory Uses) of this Code, an accessory use is
15 a related minor use which is either necessary to the operation or enjoyment of a lawful
16 principal use or conditional use, or is appropriate, incidental and subordinate to any such use,
17 and shall be permitted as an accessory use in an Eastern Neighborhoods Mixed Use District
18 and South of Market Mixed Use District. In order to accommodate a principal use which is
19 carried out by one business in multiple locations within the same general area, such
20 accessory use need not be located in the same structure or lot as its principal use provided
21 that (1) the accessory use is located within 1,000 feet of the principal use; and (2) the multiple
22 locations existed on April 6, 1990 (the effective date of this amendment). Accessory uses to
23 non-office uses (as defined in Section 890.70) may occupy space which is non-contiguous or
24 on a different story as the principal use so long as the accessory use is located in the same
25 building as the principal use and complies with all other restrictions applicable to such

accessory uses. Any use which does not qualify as an accessory use shall be classified as a principal use.

No use will be considered accessory to a principal use which involves or requires any of the following:

(i) The use of more than one-third of the total occupied floor area which is occupied by both the accessory use and principal use to which it is accessory, combined, except in the case of accessory off-street parking or loading which shall be subject to the provisions of Sections 151, 156 and ~~157~~ 303 of this Code;

* * * *

SEC. 810. CHINATOWN COMMUNITY BUSINESS DISTRICT.

* * * *

Table 810
CHINATOWN COMMUNITY BUSINESS DISTRICT ZONING CONTROL TABLE

No.	Zoning Category	§ References	Chinatown Community Business Controls		
* * * *					
COMMERCIAL AND INSTITUTIONAL STANDARDS AND SERVICES					
*****	****	****	****		
.22	Off-Street Parking, Commercial and Institutional	§§ 150, <u>151.1</u> , 153 – <u>156</u> <u>157</u> , <u>159</u> – <u>160</u> , <u>166</u> , 204.5, <u>303</u>	1:500 sq. ft. when lot size over 20,000 sq. ft. <u>§§ 151, 161(d)</u>		
****	****	****	****		
No.	Zoning Category	§ References	Chinatown Community Business Controls by Story		
			1st	2nd	3rd+
* * * *					

RESIDENTIAL STANDARDS AND USES

****	****	*****	****	****	****
.94	Off-Street Parking, Residential	§§ 150, 151.1, 153 – 156 157 , 159 – 160 , 166 , 167 , 204.5, <u>303</u>	P up to one car for each two d Dwelling u Units; C up to .75 cars for each d Dwelling u Unit, subject to the criteria and procedures of Section <u>303</u> 151.1(e f), NP above 0.75 cars for each d Dwelling u Unit §§ 303(t) 151.1 , 161(a)(g) , # mandatory discretionary review by the Planning Commission if installing a garage in an existing residential building of four or more units and Section 311 notice for a building of less than four units		
****	****	****	****		

SEC. 811. CHINATOWN VISITOR RETAIL DISTRICT.

* * * *

Table 811

CHINATOWN VISITOR RETAIL DISTRICT ZONING CONTROL TABLE

No.	Zoning Category	§ References	Chinatown Visitor <i>Business Retail</i> Controls
* * * *			
COMMERCIAL AND INSTITUTIONAL STANDARDS AND SERVICES			

*****	****	****	****		
.22	Off-Street Parking, Commercial and Institutional	§§ 150, <u>151.1</u> , 153 – <u>156</u> <u>157</u> , <u>159</u> – <u>160</u> , <u>166</u> , 204.5, <u>303</u>	None required § 161(e)		
****	****	****	****		
No.	Zoning Category	§ References	Chinatown Visitor Retail Controls by Story		
			1st	2nd	3rd+
* * * *					
RESIDENTIAL STANDARDS AND USES					
****	****	*****	****	****	****
.94	Off-Street Parking, Residential	§§ 150, 151.1, 153 – <u>156</u> <u>157</u> , <u>159</u> – <u>160</u> , <u>166</u> , <u>167</u> , 204.5, <u>303</u>	P up to one car for each two dD welling uU nits; C up to .75 cars for each dD welling uU nit, subject to the criteria and procedures of Sections <u>303(t)</u> <u>and</u> 151.1(<u>e f</u>), NP above 0.75 cars for each dD welling uU nit §§ 151.1, 161(a)(g)		
****	****	****	****		

SEC. 812. CHINATOWN RESIDENTIAL NEIGHBORHOOD COMMERCIAL DISTRICT.

* * * *

Table 812
CHINATOWN RESIDENTIAL NEIGHBORHOOD COMMERCIAL DISTRICT ZONING
CONTROL TABLE

No.	Zoning Category	§ References	Chinatown Residential Neighborhood Commercial Controls		
* * * *					
COMMERCIAL AND INSTITUTIONAL STANDARDS AND SERVICES					
*****	*****	*****	*****		
.22	Off-Street Parking, Commercial and Institutional	§§ 150, <u>151.1</u> , 153 – <u>156</u> <u>157</u> , <u>159 – 160</u> , <u>166</u> , 204.5, <u>303</u>	None required <u>§ 161(e)</u>		
*****	*****	*****	*****		
No.	Zoning Category	§ References	Chinatown Residential Neighborhood Controls by Story		
			1st	2nd	3rd+
* * * *					
RESIDENTIAL STANDARDS AND USES					
*****	*****	*****	*****	*****	*****
.94	Off-Street Parking, Residential	§§ 150, 151.1, 153 – <u>156</u> <u>157</u> , <u>159 – 160</u> , 204.5, <u>303</u>	P up to one car for each two <u>dD</u> welling <u>uU</u> nits; C up to .75 cars for each <u>dD</u> welling <u>uU</u> nit, subject to the criteria and procedures of Sections <u>303(t)</u> <u>and</u> 151.1(<u>e f</u>), NP above 0.75 cars for each <u>dD</u> welling <u>uU</u> nit <u>§§ 151.1, 161(a)(g)</u>		

****	****	****	****
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SEC. 814. SPD – SOUTH PARK DISTRICT.

* * * *

Table 814 SPD – SOUTH PARK DISTRICT ZONING CONTROL TABLE			
No.	Zoning Category	§ References	South Park District Controls
****	****	****	****
814.11	Off-Street Parking, Non- Residential	§§ 150, 151 , 151.1, 153 – 156 157 , 166 , 204.5, 303	None required. Limits set forth in Section 151.1
****	****	****	****

SEC. 825. DTR – DOWNTOWN RESIDENTIAL DISTRICTS.

* * * *

(c) **Use.** A use is the specified purpose for which a property or building is used, occupied, maintained, or leased. Uses in Downtown Residential Districts are either permitted, conditional, accessory, temporary or are not permitted. If there are two or more uses in a structure, any use not classified in Section 825(c)(1)(C) *below of this Code* as accessory will be considered separately as an independent permitted, conditional, temporary or not permitted use.

(1) Permitted Uses.

* * * *

(C) **Accessory Uses.** Subject to the limitations set forth below, in Section 151.1, and elsewhere in this Code, an accessory use is a related minor use which is either necessary to the operation or enjoyment of a lawful principal use or conditional use, or is appropriate, incidental and subordinate to any such use, and shall be permitted as an accessory use in a Downtown Residential District. In order to accommodate a principal use which is carried out by one business in multiple locations within the same general area, such accessory use need not be located in the same structure or lot as its principal use provided that (1) the accessory use is located within 1,000 feet of the principal use; (2) the multiple locations existed on the effective date of this amendment; and (3) the existence of the multiple locations is acknowledged in writing by the Zoning Administrator within 60 days after the effective date of this amendment. Any use, which does not qualify as an accessory use, shall be classified as a principal use. No use will be considered accessory to a principal use, which involves or requires any of the following:

(i) The use of more than one-third of the total occupied floor area which is occupied by both the accessory use and principal use to which it is accessory, combined, except in the case of accessory off-street parking or loading which shall be subject to the provisions of Sections 151, 151.1, 156 and ~~157~~ 303 of this Code;

* * * *

SEC. 827. RINCON HILL DOWNTOWN RESIDENTIAL MIXED USE DISTRICT (RH-DTR).

* * * *

Table 827 RINCON HILL DOWNTOWN RESIDENTIAL MIXED USE DISTRICT ZONING CONTROL TABLE			
No.	Zoning Category	§ References	Rincon Hill Downtown Residential Mixed Use District Zoning Controls
* * * *			
Non-Residential Standards and Uses			

1	****	****	****	****
2	.23	Off-Street Parking [Office uses]	§§ 150, 151 , 151.1, 153 – 156 157 , 166 , 204.5, <u>303</u>	None Required. Parking that is accessory to office space limited to 7% of GFA.
3	.24	Off-Street Parking [Non- Residential, other than office uses]	§§ 150, 151 , 151.1, 153 – 156 157 , 204.5, <u>303</u>	None Required. Parking limited as described in Section 151.1.
4	****	****	****	****
5	.36	Automobile Parking Lot, Community Commercial	§§ 890.9, 156, 160	NP
6	.37	Automobile Parking Garage, Community Commercial	§§ 160 , 890.10	C, per the criteria of Section <u>303</u> 157.1
7	****	****	****	****
8	Residential Standards and Uses			

****	****	****	****
.50	Accessory Off-Street Parking, Residential	§§ 151.1, 153 – 156 157, 159 160, 166, 167 204.5, <u>303</u>	None Required. Up to one car per two <u>2</u> d Dwelling u Units permitted; up to one car per d Dwelling u Unit per procedures and criteria of Sections 151.1, 825(b)(7) and 827(a)(8).
****	****	****	****

SEC. 829. SOUTH BEACH DOWNTOWN RESIDENTIAL MIXED USE DISTRICT (SB-DTR).

* * * *

Table 829 SOUTH BEACH DOWNTOWN RESIDENTIAL MIXED USE DISTRICT ZONING CONTROL TABLE			
No.	Zoning Category	§ References	South Beach Downtown Residential District Controls
* * * *			
Non-Residential Standards and Uses			
****	****	****	****
.23	Off-Street Parking [Office uses]	§§ 150, 151 , 151.1, 153 – 156 157, 166 204.5, <u>303</u>	None Required. Parking that is accessory to office space limited to 7% of GFA.
.24	Off-Street Parking [Non-Residential, other than office uses]	§§ 150, 151 , 151.1, 153 – 156 157, 166 204.5, <u>303</u>	None Required. Parking limited as described in Section 151.1.

****	****	****	****
.36	Automobile Parking Lot, Community Commercial	§§ 890.9, 156, 160	NP
.37	Automobile Parking Garage, Community Commercial	§§ 890.10, 160	C, per the criteria of Section <u>303</u> 157.1
****	****	****	****
Residential Standards and Uses			
****	****	****	****
.50	Accessory Off- Street Parking, Residential	§§ 151.1, 153 – 156 157, 159 160, 166, 167, 204.5, <u>303</u>	None Required. Up to one car per four 4 d Dwelling #Units permitted; up to one car per d Dwelling #Unit per procedures and criteria of Sections 151.1
****	****	****	****

SEC. 840. MUG – MIXED USE-GENERAL DISTRICT.

* * * *

<p align="center">Table 840 MUG – MIXED USE-GENERAL DISTRICT ZONING CONTROL TABLE</p>

No.	Zoning Category	§ References	Mixed Use-General District Controls
Building and Siting Standards			
* * * *			
840.10	Off-Street Parking, Non-Residential	§§ 150, 151 , 151.1, 153- 156 157 , <u>166</u> , <u>167</u> , 204.5, <u>303</u>	None required. Limits set forth in Section 151.1
****	****	****	****
Vehicle Parking			
****	****	****	****
840.41	Automobile Parking Garage	§§ <u>303</u> 157.1 , 890.8, 890.10, C; subject to criteria of Sec. <u>303</u> 157.1 890.12	
****	****	****	****
Motor Vehicle Services			
****	****	****	****
840.71	Vehicle Storage - Enclosed Lot or Structure	§§ <u>303</u> 157.1 , 890.132	C; subject to criteria of Sec. <u>303</u> 157.1 .
****	****	****	****

SEC. 841. MUR – MIXED USE-RESIDENTIAL DISTRICT.

* * * *

Table 841 MUR – MIXED USE-RESIDENTIAL DISTRICT ZONING CONTROL TABLE			
No.	Zoning Category	§ References	Mixed Use-Residential District Controls
Building and Siting Standards			
* * * *			
841.10	Off-Street Parking, Non- Residential	§§ 150, 151 , 151.1, 153- 156 157 , 166 , 204.5, 303	None required. Limits set forth in Section 151.1
****	****	****	****
Vehicle Parking			
****	****	****	****
841.41	Automobile Parking Garage	§§ 145.1, 145.4, 155(r), 303 , 890.8, 890.10, 890.12, 157.1	C; subject to criteria of Sec. 303 157.1
****	****	****	****
Motor Vehicle Services			
****	****	****	****

841.71	Vehicle Storage - Enclosed Lot or Structure	§§ 303 157.1 , 890.132	C; subject to criteria of Sec. 303 157.1 .
****	****	****	****

SEC. 842. MUO – MIXED USE-OFFICE DISTRICT.

* * * *

Table 842 MUO – MIXED USE-OFFICE DISTRICT ZONING CONTROL TABLE			
No.	Zoning Category	§ References	Mixed Use-Office District Controls
Building and Siting Standards			
* * * *			
842.10	Off-Street Parking, Non- Residential	§§ 150, 151 , 151.1, 153- 156 157 , 166 , 204.5, 303	None required. Limits set forth in Section 151.1
****	****	****	****
Vehicle Parking			
****	****	****	****
842.41	Automobile Parking Garage	§§ 303 , 890.8, 890.10, 890.12, 157.1	C; subject to criteria of Sec. 303 157.1

****	****	****	****
Motor Vehicle Services			
****	****	****	****
842.71	Vehicle Storage - Enclosed Lot or Structure	§§ <u>303</u> , 890.132, 157.1	C; subject to criteria of Sec. <u>303</u> 157.1 .
****	****	****	****

SEC. 843. UMU – URBAN MIXED USE DISTRICT.

* * * *

Table 843 UMU – URBAN MIXED USE DISTRICT ZONING CONTROL TABLE			
No.	Zoning Category	§ References	Urban Mixed Use District Controls
Building and Siting Standards			
* * * *			
843.10	Off-Street Parking, Non- Residential	§§ 150, 151 , 151.1, 153- 156 , 157 , <u>166</u> , 204.5, <u>303</u>	None required. Limits set forth in Section 151.1
****	****	****	****
Vehicle Parking			
****	****	****	****

843.41	Automobile Parking Garage	§§ <u>303</u> , 890.8, 890.10, 890.12, 157.1	C; subject to criteria of Sec. <u>303</u> 157.1
****	****	****	****
Motor Vehicle Services			
****	****	****	****
843.71	Vehicle Storage - Enclosed Lot or Structure	§§ <u>303</u> , 890.132, 157.1	C; subject to criteria of Sec. <u>303</u> 157.1
****	****	****	****

SEC. 844. WMUG – WSOMA MIXED USE-GENERAL DISTRICT.

* * * *

Table 844 WMUG – WSOMA MIXED USE-GENERAL DISTRICT ZONING CONTROL TABLE			
No.	Zoning Category	§ References	WSoMa Mixed Use-General District Controls
Building and Siting Standards			
* * * *			
844.10	Off-Street Parking, Non- Residential	§§ 150, 151 , 151.1, 153- <u>156</u> 157 , <u>166</u> , 204.5, <u>303</u>	None required. Limits set forth in Section 151.1

****	****	****	****
Vehicle Parking			
****	****	****	****
844.41	Automobile Parking Garage	§§ 145.1, 145.4, 155(r), 157.1, 303, 890.8, 890.10, 890.12	C; <u>subject to criteria of Sec. 303</u>
****	****	****	****
Motor Vehicle Services			
****	****	****	****
844.71	Vehicle Storage - Enclosed Lot or Structure	§§ 303 157.1, 890.132	C; subject to <u>criteria of Sec. 303</u> 157.1.
****	****	****	****

SEC. 845. WMUO – WSOMA MIXED USE-OFFICE DISTRICT.

* * * *

Table 845 WMUO – WSOMA MIXED USE-OFFICE DISTRICT ZONING CONTROL TABLE			
No.	Zoning Category	§ References	Mixed Use-Office District Controls
BUILDING AND SITING STANDARDS			
* * * *			

845.10	Off-Street Parking, Non- Residential	§§ 150, 151 , 151.1, 153- 156 157 , <u>166</u> , 204.5, <u>303</u>	None required. Limits set forth in Section 151.1
****	****	****	****
Vehicle Parking			
845.40	Automobile Parking Lot	§§ 157.1 , <u>303</u> , 890.7, 890.9, 890.11	<i>C; subject to criteria of Sec. 303</i>
845.41	Automobile Parking Garage	§§ 157.1 , <u>303</u> , 890.8, 890.10, 890.12	<i>C; subject to criteria of Sec. 303</i>
****	****	****	****
845.71	Vehicle Storage - Enclosed Lot or Structure	§§ <u>303</u> 157.1 , 890.132	<i>C; subject to criteria of Sec. 303</i>
****	****	****	****

SEC. 846. SALI – SERVICE/ARTS/LIGHT INDUSTRIAL DISTRICT.

* * * *

Table 846 SALI – SERVICE/ARTS/LIGHT INDUSTRIAL DISTRICT ZONING CONTROL TABLE			
No.	Zoning Category	§ References	SALI District Controls

BUILDING AND SITING STANDARDS

* * * *

846.10	Off-Street Parking, Non- Residential	§§ 150, 151 , 151.1, 153- 156 , 157 , <u>166</u> , 204.5, <u>303</u>	None required. Limits set forth in Section 151.1
****	****	****	****

Vehicle Parking

****	****	****	****
846.40	Automobile Parking Lot	§§ 157.1 , <u>303</u> , 890.7, 890.9, 890.11	C; <u>subject to criteria of Sec. 303</u>
846.41	Automobile Parking Garage	§§ 157.1 , <u>303</u> , 890.8, 890.10, 890.12	C; <u>subject to criteria of Sec. 303</u>
****	****	****	****
846.71	Vehicle Storage - Enclosed Lot or Structure	§§ <u>303</u> 157.1 , 890.132	C; <u>subject to criteria of Sec. 303</u>
****	****	****	****

SEC. 847. RED-MX – RESIDENTIAL ENCLAVE-MIXED DISTRICT.

* * * *

Table 847 RED-MX – RESIDENTIAL ENCLAVE-MIXED DISTRICT ZONING CONTROL TABLE			
No.	Zoning Category	§ Reference s	Residential Enclave-Mixed Controls
* * * *			
USES			
* * * *			
Vehicle Parking			
847.25	Automobile Parking Lot, Community Residential	§§ 157.1 <u>303</u> , 890.7	<i>C, subject to criteria of Sec. 303</i>
847.26	Automobile Parking Garage, Community Residential	§§ 157.1 <u>303</u> , 890.8	<i>C, subject to criteria of Sec. 303</i>
847.27	Automobile Parking Lot, Community Commercial	§§ 157.1 <u>303</u> , 890.9	<i>C, subject to criteria of Sec. 303</i>
847.28	Automobile Parking Garage,	§§ 157.1 <u>303</u> , 890.10	<i>C, subject to criteria of Sec. 303</i>

	Community		
	Commercial		
847.29	Automobile Parking Lot, Public	§§ 157.1 303, 890.11	<u>C, subject to criteria of Sec. 303</u>
847.30	Automobile Parking Garage, Public	§§ 157.1 303, 890.12	<u>C, subject to criteria of Sec. 303</u>
* * * *			
Automotive Services			
****	****	****	****
847.58	Vehicle Storage - Enclosed Lot or Structure	§§ 157.1 303, 890.132	<u>C, subject to criteria of Sec. 303</u>
****	****	****	****

SEC. 899. OTHER APPLICABLE SECTIONS OF THE PLANNING CODE.

* * * *

Parking

* * * *

~~Section 157~~ *Conditional Use Applications for Parking Exceeding Accessory Amounts*

* * * *

1
2 Section 4. The Planning Code is hereby amended by deleting Sections 157, 157.1, and
3 158.1 to read as follows:

4 ~~SEC. 157. CONDITIONAL USE APPLICATIONS FOR PARKING EXCEEDING ACCESSORY~~
5 ~~AMOUNTS; ADDITIONAL CRITERIA.~~

6 ~~In considering any application for a conditional use for parking for a specific use or uses,~~
7 ~~where the amount of parking provided exceeds the amount classified as accessory parking in Section~~
8 ~~204.5 of this Code, the City Planning Commission shall apply the following criteria in addition to those~~
9 ~~stated in Section 303(c) and elsewhere in this Code:~~

10 ~~(a) — Demonstration that trips to the use or uses to be served, and the apparent demand for~~
11 ~~additional parking, cannot be satisfied by the amount of parking classified by this Code as accessory,~~
12 ~~by transit service which exists or is likely to be provided in the foreseeable future, by car pool~~
13 ~~arrangements, by more efficient use of existing on-street and off-street parking available in the area,~~
14 ~~and by other means;~~

15 ~~(b) — Demonstration that the apparent demand for additional parking cannot be satisfied by~~
16 ~~the provision by the applicant of one or more car-share parking spaces in addition to those that may~~
17 ~~already be required by Section 166 of this Code.~~

18 ~~(c) — The absence of potential detrimental effects of the proposed parking upon the~~
19 ~~surrounding area, especially through unnecessary demolition of sound structures, contribution to~~
20 ~~traffic congestion, or disruption of or conflict with transit services;~~

21 ~~(d) — In the case of uses other than housing, limitation of the proposed parking to short-term~~
22 ~~occupancy by visitors rather than long-term occupancy by employees; and~~

23 ~~(e) — Availability of the proposed parking to the general public at times when such parking is~~
24 ~~not needed to serve the use or uses for which it is primarily intended.~~

1 ~~SEC. 157.1. CONDITIONAL USE APPLICATIONS FOR NON-ACCESSORY PARKING IN~~
2 ~~MIXED USE DISTRICTS.~~

3 ~~(a) — In considering a Conditional Use application for a non-accessory parking garage in~~
4 ~~Mixed Use Districts, the Planning Commission shall affirmatively find that such facility meets all the~~
5 ~~criteria and standards of this Section, as well as any other requirement of this Code as applicable.~~

6 ~~(b) — A non-accessory garage permitted with Conditional Use may not be permitted under any~~
7 ~~condition to provide additional accessory parking for specific residential or non-residential uses if the~~
8 ~~number of spaces in the garage, in addition to the accessory parking permitted in the subject project or~~
9 ~~building, would exceed those amounts permitted as of right or as a Conditional Use by Section 151.1.~~

10 ~~(c) — Criteria.~~

11 ~~(1) — Such facility shall meet all the design requirements for setbacks from facades~~
12 ~~and wrapping with active uses at all levels per the requirements of Section 145.1; and~~

13 ~~(2) — Such parking shall not be accessed from any protected Transit or Pedestrian~~
14 ~~Street described in Section 155(r); and~~

15 ~~(3) — Such parking garage shall be located in a building where the ratio of gross~~
16 ~~square footage of parking uses to other uses that are permitted or Conditionally permitted in that~~
17 ~~district is not more than 1 to 1; and~~

18 ~~(4) — Such parking shall be available for use by the general public on equal terms and~~
19 ~~shall not be deeded or made available exclusively to tenants, residents, owners or users of any~~
20 ~~particular use or building except in cases that such parking meets the criteria of subsection (d) or (e)~~
21 ~~below; and~~

22 ~~(5) — Such facility shall provide spaces for car sharing vehicles per the requirements~~
23 ~~of Section 166 and bicycle parking per the requirements of Sections 155.1 and 155.2; and~~
24
25

1 ~~(6) — Such facility, to the extent open to the public per subsection (4) above, shall meet~~
2 ~~the pricing requirements of Section 155(g) and shall generally limit the proposed parking to short-term~~
3 ~~occupancy rather than long-term occupancy; and~~

4 ~~(7) — Vehicle movement on or around the facility does not unduly impact pedestrian~~
5 ~~spaces or movement, transit service, bicycle movement, or the overall traffic movement in the district;~~
6 ~~and~~

7 ~~(8) — Such facility and its access does not diminish the quality and viability of existing~~
8 ~~or planned streetscape enhancements.~~

9 ~~(d) — **Parking of Fleet Vehicles.** Parking of fleet of commercial or governmental vehicles~~
10 ~~intended for work-related use by employees and not used for parking of employees' personal vehicles~~
11 ~~may be permitted with Conditional Use provided that the Commission affirmatively finds all of the~~
12 ~~above criteria except criteria (4) and (6).~~

13 ~~(e) — **Pooled Residential Parking.** Non-accessory parking facilities limited to use by~~
14 ~~residents, tenants or visitors of specific off-site development(s) may be permitted with Conditional Use~~
15 ~~provided that the Commission affirmatively finds all of the above criteria under (c) except criteria (4)~~
16 ~~and (6), and provided that the proposed parking on the subject lot would not exceed the maximum~~
17 ~~amounts permitted by Section 151.1 with Conditional Use or 309.1 and 329 exception as accessory for~~
18 ~~the uses in the off-site residential development. For the purpose of this subsection, an "off-site~~
19 ~~development" is a development which is existing or has been approved by the Planning Commission or~~
20 ~~Planning Department in the previous 12 months, is located on a lot other than the subject lot, and does~~
21 ~~not include any off-street parking. A Notice of Special Restrictions shall be recorded on both the off-site~~
22 ~~and subject development lot indicating the allocation of the pooled parking.~~

23 ~~**SEC. 158.1. NON-ACCESSORY PARKING IN C-3, RC, NCT AND RTO DISTRICTS.**~~

24 ~~(a) — **Purpose.** It is the purpose of this Section to establish criteria, considerations, and~~
25 ~~procedures by which non-accessory parking facilities in transit-oriented neighborhoods may be~~

1 reviewed, including the appropriateness of such facilities in the context of existing and planned transit
2 service, the location, size, utilization and efficiency of existing parking facilities in the vicinity, and the
3 effectiveness of Transportation Demand Management of institutions and major destinations in the area.

4 (b) — ~~Non-accessory parking facilities in C-3, RC, NCT and RTO Districts shall meet all of~~
5 ~~the following criteria and conditions:~~

6 (1) — ~~The rate structure of Section 155(g) shall apply.~~

7 (2) — ~~Non-accessory parking facilities shall be permitted in new construction only if~~
8 ~~the ratio between the amount of occupied floor area of principally or conditionally permitted non-~~
9 ~~parking uses to the amount of occupied floor area of parking is at least two to one.~~

10 (3) — ~~In the case of expansion of existing facilities, the facility to be expanded has~~
11 ~~already maximized capacity through use of all feasible space efficient techniques, including valet~~
12 ~~operation or mechanical stackers.~~

13 (4) — ~~The proposed facility meets or exceeds all relevant urban design requirements~~
14 ~~and policies of this Code and the General Plan regarding wrapping with active uses and architectural~~
15 ~~screening, and such parking is not accessed from any frontages protected in Section 155(r).~~

16 (5) — ~~Project sponsor has produced a survey of the supply and utilization of all~~
17 ~~existing publicly-accessible parking facilities, both publicly and privately owned, within ½ mile of the~~
18 ~~subject site, and has demonstrated that such facilities do not contain excess capacity, including via~~
19 ~~more efficient space management or extended operations.~~

20 (6) — ~~The proposed facility shall dedicate no less than 5% of its spaces for short-term,~~
21 ~~transient use by car share vehicles as defined in Section 166, vanpool, rideshare, or other co-operative~~
22 ~~auto programs, and shall locate these vehicles in a convenient and priority location. These spaces shall~~
23 ~~not be used for long-term storage nor satisfy the requirement of Section 166, but rather are intended~~
24 ~~for use by short-term visitors and customers.~~

1 ~~(c) — Review of any new publicly owned non-accessory parking facilities or expansion of~~
2 ~~existing publicly owned parking facilities in C-3, RC, NCT and RTO Districts shall meet all of the~~
3 ~~following criteria, in addition to those of subsection (b):~~

4 ~~(1) — Expansion or implementation of techniques to increase utilization of existing~~
5 ~~public parking facilities in the vicinity has been explored in preference to creation of new facilities and~~
6 ~~has been demonstrated to be infeasible.~~

7 ~~(2) — The City has demonstrated that all major institutions (cultural, educational,~~
8 ~~government) and employers in the area intended to be served by the proposed facility have~~
9 ~~Transportation Demand Management programs in place to encourage and facilitate use of public~~
10 ~~transit, carpooling, car sharing, bicycling, walking, and taxis.~~

11 ~~(3) — The City has demonstrated that conflicts with pedestrian, cycling, and transit~~
12 ~~movement resulting from the placement of driveways and ramps, the breaking of continuity of shopping~~
13 ~~facilities along sidewalks, and the drawing of traffic through areas of heavy pedestrian concentration~~
14 ~~have been minimized, and such impacts have been mitigated to the fullest extent possible.~~

15 ~~(4) — The proposed parking conforms to the objectives and policies of the General~~
16 ~~Plan and any applicable area plans, and is consistent with the City's transportation management,~~
17 ~~sustainability, and climate protection goals.~~


18 ~~(d) — Parking facilities intended for sole and dedicated use as long-term storage for company~~
19 ~~or government fleet vehicles, and not to be available to the public nor to any employees for commute~~
20 ~~purposes, are not subject to the requirements of Subsection (b)(1), (b)(5), (6), and (c)(2).~~

21
22 Section 5. Effective Date. This ordinance shall become effective 30 days from the date
23 of passage. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the
24 ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board
25 of Supervisors overrides the Mayor's veto of the ordinance.

1
2 Section 6. Scope of Ordinance. In enacting this ordinance, the Board intends to amend
3 only those words, phrases, paragraphs, subsections, sections, articles, numbers, punctuation
4 marks, charts, diagrams, or any other constituent part of the Municipal Code that are explicitly
5 shown in this legislation as additions, deletions, Board amendment additions, and Board
6 amendment deletions in accordance with the "Note" that appears under the official title of the
7 legislation..
8

9 APPROVED AS TO FORM:
10 DENNIS J. HERRERA, City Attorney

11 By:


12 JUDITH A. BOYAJIAN
Deputy City Attorney

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LEGISLATIVE DIGEST

[Planning Code - Off-Street Parking and Loading Requirements]

Ordinance amending the Planning Code to clarify and consolidate language, delete redundancies and outdated provisions, correct typographical errors and erroneous cross-references, and make minor substantive changes to update provisions in various sections that deal with parking and loading requirements; affirming the Planning Department's California Environmental Quality Act determination; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and adopting findings of public convenience, necessity, and welfare under Planning Code, Section 302.

Existing Law

The Planning Code regulates off-street parking and loading across a number of different Articles and sections. The basic requirements are in Article 1.5, Sections 150 through 167. Sections 150 and 151 (and the corresponding table) establish the general controls and the number of spaces that must be provided for specific uses. Section 151.1 (and the corresponding table) establishes the general controls and number of permitted off-street parking spaces for specified zoning districts. Sections 152, 152.1, and 152.2 (and the corresponding tables) establish required or allowed loading spaces according to land use activity; the requirements are based on Gross Floor Area. Section 155 establishes the general standards for the location and arrangement of off-street parking and loading. Section 156 provides guidance on the design and approval of parking lots. Sections 157, 157.1, and 158.1 provide additional Conditional Use criteria for applications proposing parking that exceed accessory amounts. Section 161 outlines special exemptions and exceptions from the off-street parking and loading requirements; it also establishes an off-street parking maximum for the Washington-Broadway Special Use District.

Additional sections in other Articles also regulate off-street parking and loading. Section 142 regulates the screening of parking and vehicle use areas. Section 172 establishes a parking minimum for Live/Work Units. Section 204.5 identifies the conditions for off-street parking and loading to be considered accessory. Section 303 provides additional Conditional Use findings for specific land use categories.

Amendments to Current Law

The proposed modifications to the Planning Code sections listed above will clarify, consolidate, and update the Code's off-street parking and loading requirements; correct typographical errors and incorrect cross-references; and delete redundancies. Sections in Article 8 and corresponding Zoning Control Tables are amended to conform to these proposed modifications. In addition to these changes, the definition of "Occupied Floor Area" in Section 102 is revised to exclude areas devoted to accessory parking in order to avoid

including these areas into the calculation of required parking for zoning districts with minimum parking requirements.

The specific modifications proposed are set forth in pages 3-4 of the Planning Department's Executive Summary of the proposed legislation.

Background Information

This ordinance is proposed as part of the Planning Department's ongoing effort to update and streamline the Planning Code that began with the consolidation and reorganization of Article 2.

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BOARD of SUPERVISORS



City Hall
Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

March 7, 2017

File No. 170206

Lisa Gibson
Acting Environmental Review Officer
Planning Department
1650 Mission Street, Ste. 400
San Francisco, CA 94103

Dear Ms. Gibson:

On February 28, 2017, Supervisor Farrell introduced the following proposed legislation:

File No. 170206

Ordinance amending the Planning Code to clarify and consolidate language, delete redundancies and outdated provisions, correct typographical errors and erroneous cross-references, and make minor substantive changes to update provisions in various sections that deal with parking and loading requirements; affirming the Planning Department's California Environmental Quality Act determination; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and adopting findings of public convenience, necessity, and welfare under Planning Code, Section 302.

This legislation is being transmitted to you for environmental review.

Angela Calvillo, Clerk of the Board

for By: *Alisa Somera*
Alisa Somera, Legislative Deputy Director
Land Use and Transportation Committee

Attachment

c: Joy Navarrete, Environmental Planning
Jeanie Poling, Environmental Planning

Not defined as a project under CEQA Sections 15378 and 15060(c)(2) because it does not result in a physical change in the environment.

Joy
Navarrete

Digitally signed by Joy Navarrete
DN: cn=Joy Navarrete, o=Planning,
ou=Environmental Planning,
email=joy.navarrete@sfgov.org, c=US
Date: 2017.03.23 09:11:05 -07'00'



SAN FRANCISCO PLANNING DEPARTMENT

February 24, 2017

Ms. Angela Calvillo, Clerk
Board of Supervisors
City and County of San Francisco
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Re: Transmittal of Planning Department Case Number 2015-009850PCA:
Off-Street Parking and Loading Requirements
Planning Commission Recommendation: *Approval*

Dear Ms. Calvillo,

On September 8, 2016, the Planning Commission conducted duly noticed public hearings at regularly scheduled meetings to consider the proposed Ordinance that would amend the Planning Code to clarify and consolidate language, delete redundancies and outdate provisions, correct typographical errors and erroneous cross-references and make minor substantive changes to update provisions in various sections that deal with parking and loading requirements. At the hearing the Planning Commission recommended approval.

The proposed amendments are not defined as a project under CEQA Guidelines Section 15060(c) and 15378 because they do not result in a physical change in the environment.

Please find attached documents relating to the actions of the Commission. If you have any questions or require further information please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Aaron Starr", with a long horizontal line extending from the end of the signature.

Aaron D. Starr
Manager of Legislative Affairs

cc:
Judith A. Boyajian, Deputy City Attorney
Alisa Somera, Office of the Clerk of the Board

Attachments:
Planning Commission Resolution
Planning Department Executive Summary



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Resolution No. 19732

HEARING DATE: SEPTEMBER 8, 2016

Project Name: Off Street Parking and Loading Requirements
Case Number: 2015-009850PCA [Board File No. TBD]
Initiated by: John Rahaim, Director of the Planning Department
Staff Contact: Diego R Sánchez, Legislative Affairs
diego.sanchez@sfgov.org, 415-575-9082
Reviewed by: Aaron D Starr, Manager of Legislative Affairs
aaron.starr@sfgov.org, 415-558-6362

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RECOMMENDING THAT THE BOARD OF SUPERVISORS ADOPT A PROPOSED ORDINANCE THAT WOULD AMEND THE PLANNING CODE TO CLARIFY AND CONSOLIDATE LANGUAGE, DELETE REDUNDANCIES AND OUTDATED PROVISIONS, CORRECT TYPOGRAPHICAL ERRORS AND ERRONEOUS CROSS-REFERENCES, AND MAKE MINOR SUBSTANTIVE CHANGES TO UPDATE PROVISIONS IN VARIOUS SECTIONS THAT DEAL WITH PARKING AND LOADING REQUIREMENTS; AFFIRMING THE PLANNING DEPARTMENT'S CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION; MAKING FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND THE EIGHT PRIORITY POLICIES OF PLANNING CODE SECTION 101.1; AND ADOPTING FINDINGS OF PUBLIC CONVENIENCE, NECESSITY, AND WELFARE UNDER PLANNING CODE SECTION 302.

WHEREAS, in July 2014 The Planning Commission initiated amendments to the Planning Code to consolidate definitions into Section 102 and reorganize Article 2 under the "Article 2 Simplification and Definition Consolidation" Ordinance; and

WHEREAS, owing to the numerous Articles in the Planning Code, the consolidation and reorganization effort initially undertaken by the "Article 2 Simplification and Definition Consolidation" Ordinance was envisioned as a multi-phased effort; and

WHEREAS, the Planning Code regulates off-street parking and loading throughout multiple sections, many not included in the initial consolidation and reorganization effort undertaken by the "Article 2 Simplification and Definition Consolidation" Ordinance ; and

WHEREAS, those Planning Code Sections regulating off-street parking and loading would benefit from reorganization, consolidation, clarification and updating; and

WHEREAS, the proposed Ordinance intends to resolve those issues as part of the broader effort to reorganize the Planning Code and make it more user-friendly; and

WHEREAS, The Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Ordinance on September 8, 2015; and

WHEREAS, the proposed Ordinance has been determined to be categorically exempt from environmental review under the California Environmental Quality Act Section 15060(c)(2) and 15378; and

WHEREAS, the Planning Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of Department staff and other interested parties; and

WHEREAS, all pertinent documents may be found in the files of the Department, as the custodian of records, at 1650 Mission Street, Suite 400, San Francisco; and

WHEREAS, the Planning Commission has reviewed the proposed Ordinance; and

MOVED, that the Planning Commission hereby adopts this Resolution recommending that the Board of Supervisors approve the proposed ordinance.

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

1. **General Plan Compliance.** The proposed Ordinance is consistent with the following Objectives and Policies of the General Plan:

TRANSPORTATION ELEMENT

OBJECTIVE 1

MEET THE NEEDS OF ALL RESIDENTS AND VISITORS FOR SAFE, CONVENIENT AND INEXPENSIVE TRAVEL WITHIN SAN FRANCISCO AND BETWEEN THE CITY AND OTHER PARTS OF THE REGION WHILE MAINTAINING THE HIGH QUALITY LIVING ENVIRONMENT OF THE BAY AREA.

Policy 1.2

Ensure the safety and comfort of pedestrians throughout the city.

Policy 1.3

Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters.

The proposed Ordinance will amend the off-street parking and loading requirements in a manner that will help improve the pedestrian environment and promote alternatives to the private automobile by bolstering Conditional Use findings for requests to add off-street parking in amounts above those principally permitted.

OBJECTIVE 2

USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

Policy 2.2

Reduce pollution, noise and energy consumption.

Policy 2.5

Provide incentives for the use of transit, carpools, vanpools, walking and bicycling and reduce the need for new or expanded automobile and automobile parking facilities.

The proposed Ordinance will promote modes of transportation, including walking and bicycling, that pollute the environment and consume energy at lower rates than the private automobile. It does this by reducing allowed amounts of accessory parking or by requiring demonstration that the demand for additional off-street parking cannot be met by existing and available parking facilities.

OBJECTIVE 14

DEVELOP AND IMPLEMENT A PLAN FOR OPERATIONAL CHANGES AND LAND USE POLICIES THAT WILL MAINTAIN MOBILITY AND SAFETY DESPITE A RISE IN TRAVEL DEMAND THAT COULD OTHERWISE RESULT IN SYSTEM CAPACITY DEFICIENCIES.

Policy 14.8

Implement land use controls that will support a sustainable mode split, and encourage development that limits the intensification of automobile use

The proposed Ordinance will help to limit the intensification of private automobile use by promoting alternative transportation modes including walking, bicycling and car-sharing.

2. **Planning Code Section 101 Findings.** The proposed amendments to the Planning Code are consistent with the eight Priority Policies set forth in Section 101.1(b) of the Planning Code in that:

1. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses enhanced;

The proposed Ordinance would not have a negative effect on neighborhood serving retail uses and will not have a negative effect on opportunities for resident employment in and ownership of neighborhood-serving retail because the Ordinance concerns itself with amending reorganizing the off-street parking controls as well as correcting typographical errors in those controls.

2. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods;

The proposed Ordinance would not have a negative effect on housing or neighborhood character as the Ordinance proposes to eliminate redundancies, correct typographical errors and make minor substantive changes to the Planning Code off-street parking controls.

3. That the City's supply of affordable housing be preserved and enhanced;

The proposed Ordinance would not have an adverse effect on the City's supply of affordable housing because the Ordinance focuses on amending the off-street parking and loading controls to eliminate errors and update cross-references in those controls.

4. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking;

The proposed Ordinance would not result in commuter traffic impeding MUNI transit service or overburdening the streets or neighborhood parking as the Ordinance proposes minor substantive changes to the City's off-street parking and loading controls that seek to avoid worsening transit service, congestion and parking availability.

5. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced;

The proposed Ordinance would not cause displacement of the industrial or service sectors due to office development, and future opportunities for resident employment or ownership in these sectors would not be impaired because the Ordinance proposes a reorganization of the Planning Code's off-street parking and loading controls.

6. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake;

The proposed Ordinance would not have an adverse effect on City's preparedness against injury and loss of life in an earthquake because the Ordinance proposes a reorganization of the Planning Code's off-street parking and loading controls.

7. That the landmarks and historic buildings be preserved;

The proposed Ordinance would not have an adverse effect on the City's Landmarks and historic buildings because the Ordinance proposes a reorganization of the Planning Code's off-street parking and loading controls.

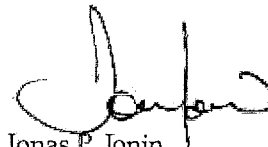
8. That our parks and open space and their access to sunlight and vistas be protected from development;

The proposed Ordinance would not have an adverse effect on the City's parks and open space and their access to sunlight and vistas because the Ordinance proposes a reorganization of the Planning Code's off-street parking and loading controls.

3. **Planning Code Section 302 Findings.** The Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require the proposed amendments to the Planning Code as set forth in Section 302.

NOW THEREFORE BE IT RESOLVED that the Commission hereby recommends that the Board ADOPT the proposed Ordinance described in this Resolution.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on September 8, 2016.



Jonas P. Ionin
Commission Secretary

AYES: Fong, Hillis, Johnson, Moore

NOES: None

ABSENT: Richards

ADOPTED: September 8, 2016



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Planning Code Text Amendment HEARING DATE: SEPTEMBER 8, 2016

1650 Mission St.
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San Francisco,
CA 94103-2479

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Planning
Information:
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Project Name: Off-Street Parking and Loading Requirements
Case Number: 2015-009850PCA
Initiated by: John Rahaim, Planning Dept. Director / Initiated June 30, 2016
Staff Contact: Diego R Sánchez, Legislative Affairs
diego.sanchez@sfgov.org, 415-575-9082
Reviewed by: Aaron Starr, Manager of Legislative Affairs
aaron.starr@sfgov.org, 415-558-6362
Recommendation: **Recommend Approval**

PLANNING CODE AMENDMENT

The proposed Ordinance would amend Planning Code Sections 102, 142, 150, 151, 151.1, 152, 152.1, 152.2, 155, 156, 161, 172, 204.5 and 303 and delete Sections 157, 157.1, and 158.1. These Sections regulate off-street parking and loading. The proposed changes clarify, consolidate and update provisions; correct typographical errors; and delete redundancies in these Sections. The Ordinance is proposed as part of the on-going effort to update the Planning Code, as begun by the consolidation and reorganization of Article 2.¹

Sections 803.3, 825, 899 and the Zoning Control Tables of Sections 810, 811, 812, 814, 827, 829, 840, 841, 842, 843, 844, 845, 846, and 847 are also proposed for modification. The modifications would update references in response to the proposed changes to the sections noted above.

Additional Changes since Initiation

The proposed Ordinance for adoption has been modified and augmented since initiation. The changes stem from comments received from the public as well as from City Staff. The changes are clerical or clarifying in nature. The changes aim to correct cross references, both in light of the proposed changes and existing controls, and add further clarification to particular sections. Exhibit B lists the proposed modifications.

The Way It Is Now:

The Planning Code currently regulates off-street parking and loading across a number different Articles and Sections, including the following:

Article 1

¹ Ordinance No. 22-15

<http://www.sfbos.org/ftp/uploadedfiles/bdsupvrs/ordinances15/o0022-15.pdf>

1. Section 102 includes the definition of Occupied Floor Area. Areas devoted to accessory parking are included in this definition. These areas factor into minimum parking requirements.

Article 1.2

2. Section 142 regulates the screening of parking and vehicle use areas. A typographical error in this Section cross references an incorrect subsection in Section 156.

Article 1.5

3. Section 150(e) outlines the circumstances under which off-street parking may be reduced and replaced by bicycle parking; however it omits reference to car-share spaces as another alternative to the provision of off-street parking.
4. Section 151, Table 151 establishes the minimum off-street parking requirement by land use activity; however it references land uses that were revised or renamed under Ordinance No. 22-15.
5. Section 151(c) provides multiple provisions for determining maximum quantities of accessory parking according to various criteria.
6. Section 151.1(b) provides a general outline of the controls for off-street parking for zoning districts subject to Section 151.1. It cites the Planning Code Sections where Conditional Use criteria are found for considering off-street parking in amounts beyond those principally permitted. It also includes a specific off-street parking control for the UMU, PDR-1-D and PDR-1-G zoning districts.
7. Section 151.1, Table 151.1 establishes the maximum off-street parking requirement by Land Uses/Activities. It references land uses that were revised or renamed and zoning districts that are no longer in use.
8. Subsections 151.1(e) – (g) provide procedural direction and Conditional Use criteria for reviewing requests for off-street parking in amounts greater than principally permitted. This is done by zoning district and by specific use. Subsection 151.1(h) outlines an analogous process, administered by the Zoning Administrator, for smaller residential projects in certain Mixed Use Districts. However, certain criteria for this process are not located in Subsection 151.1(h). Subsection 151.1(i) outlines a transportation management program requirement the Zoning Administrator may apply to certain projects in South of Market Mixed Use Districts.
9. Sections 152, 152.1 and 152.2 (and corresponding Tables) establish required or allowed loading spaces according to land use activity. The requirements are based on Gross Floor Area.
10. Section 155 establishes the general standards for the location and arrangement of off-street parking and loading. It contains 20 subsections, all without providing subsection titles, references to zoning districts no longer in use, a redundant provision on the screening of parking facilities and a fragmented subsection intended for deletion.
11. Section 156 provides additional guidance on the design and approval of parking lots. It cross references Conditional Use criteria found in Section 157.

12. Sections 157, 157.1 and 158.1 provide additional Conditional Use criteria for applications proposing parking exceeding accessory amounts.
13. Section 161 outlines special exemptions and exceptions from the off-street parking and loading requirements. It also establishes an off-street parking maximum for the Washington-Broadway Special Use District.

Article 1.7

14. Section 172 establishes a parking minimum for Live/Work units.

Article 2

15. Section 204.5 identifies the conditions for off-street parking and loading to be considered accessory; however it contains typographical errors.

Article 3

16. Section 303 provides additional Conditional Use findings for specific land uses activities. The additional Conditional Use findings for off-street parking and loading uses are not included in this Section.

The Way It Would Be:

The listed Planning Code Sections would be modified as follows:

Article 1

1. The definition of Occupied Floor Area in Section 102 would be revised to exclude areas devoted to accessory parking. This avoids including areas devoted to accessory parking into the calculation of areas required to provide parking in zoning districts with minimum requirements.

Article 1.2

2. The typographical error in Section 142 referencing an incorrect subsection in Section 156 would be corrected.

Article 1.5

3. Section 150(e) would be amended to include reference to the car-share space alternative to providing required off-street parking found in Section 166.
4. Section 151, Table 151 would be updated to conform to Land Use definitions in in Section 102.
5. The multiple provisions for establishing maximum quantities of accessory parking under Section 151(c) would be consolidated and updated.
6. The specific reference to parking maximums for the UMU, PDR-1-D and PDR-1-G zoning districts would be eliminated from Section 151.1(b) and incorporated to Table 151.1. The Planning Code Sections referencing Conditional Use criteria would be updated in response to the proposed revisions in the Ordinance.

7. Section 151.1, Table 151.1 would be updated to conform Land Use activity references to those in Article 1 and eliminate references to zoning districts no longer in use.
8. The procedures for requesting parking in excess of principally permitted amounts in Subsections 151.1(e)–(g) would be consolidated into residential and non-residential subsections. The Conditional Use criteria would be moved to Section 303, where other criteria for Conditional Uses are contained. The urban design criteria for requests for residential accessory parking in excess of principally permitted amounts for small residential projects in certain Mixed Use Districts would be relocated from Subsection 151.1(g)(1)(A) to Subsection 151.1(h). The transportation management program requirement the Zoning Administrator may apply to certain projects in South of Market Mixed Use Districts in Subsection 151.1(i) would be eliminated.
9. The required or allowed loading spaces under Sections 152, 152.1 and 152.2 (and corresponding Tables) would be based on Occupied Floor Area instead of Gross Floor Area. The land use descriptors would be consolidated and simplified.
10. Subsection titles would be added to Section 155 for ease of reading. In addition, references to zoning districts no longer in use, a redundant provision on the screening of parking facilities (already addressed in Section 145.1) and a fragmented subsection would be eliminated.
11. Section 156 would be amended to cross reference Conditional Use criteria in Section 303, Conditional Uses.
12. Sections 157, 157.1 and 158.1 would be deleted and their provisions consolidated into other Sections, including Section 303.
13. Section 161 would be amended to eliminate the reference to the off-street parking maximum for the Washington-Broadway Special use District. This allowed maximum would be relocated to Table 151.1, with other allowed off-street parking maximums.

Article 1.7

14. Section 172 would be amended to eliminate an out of date parking minimum for Live/Work units.

Article 2

15. The typographical errors in Section 204.5 would be corrected.

Article 3

16. Section 303 would be amended to include Conditional Use findings, including findings from Sections 157, 157.1 and 158.1, for off-street parking and loading in excess of what is principally permitted and for standalone parking uses.

BACKGROUND

The Planning Department is undertaking a phased effort to reorganize the Planning Code. The purpose is to restructure the Planning Code to make it easier to read, understand, and use. This is accomplished by providing consistent formatting and standardizing use definitions throughout the Planning Code. In

2014 the Planning Department initiated Phase One of a three phased Planning Code Reorganization Project (Ordinance 22-15). Phase One focused on Article 2 of the Planning Code. As part of that phase of the project, all use definitions were standardized and consolidated into Planning Code Section 102. The primary purpose of this Ordinance is to bring consistency between the land use activities listed in the parking control tables in Sections 151 and 151.1, and the list of uses in Section 102. Phase Two of this project is currently in process and focuses on Article 7 of the Planning Code. Phase Three will focus on Article 8 of the Planning Code and be initiated after Phase Two is complete.

ISSUES AND CONSIDERATIONS

San Francisco's Transit First Policy and its Off-Street Parking and Loading Requirements

In the early 1970's the Planning Commission and the Board of Supervisors adopted the City's Transit First Policy. Among other directives, this policy instructs the City to adopt parking policies that discourage increases in automobile traffic. It also encourages the use of transit, bicycling and walking over the continued use of the private automobile.

In light of this visionary and long standing policy, it is reasonable that the Planning Code's off-street parking and loading regulations progress in a similar direction. For example, bolstering Conditional Use findings for allowing accessory parking above principally permitted amounts is a step in that direction. This can entail including findings assuring that the pedestrian and bicycling environment is not unnecessarily burdened as a result of poorly designed automobile parking facilities. It can also involve adding findings that require demonstrating that demand for additional parking cannot be satisfied by providing car-share spaces, by existing and forthcoming transit service, or by more efficient use of existing and available on- and off-street parking in the area.

Measures should also be taken to reduce the number of additional automobiles on the City's congested streets. Modifying the provisions for maximum quantities of accessory parking to favor the use of alternate methods of transportation is one way to accomplish this goal. As an example, certain zoning districts require a minimum number of off-street parking spaces. In some of these zoning districts 200% more parking than the minimum is still considered accessory parking. However, allowing a lesser amount as accessory can still strike a balance between providing additional parking facilities and avoiding further aggravating traffic congestion. This would also more closely adhere to the Transit First policy. Another example lies with the substitution of car-share spaces for required off-street parking. In zoning districts with required off-street parking minimums, the Planning Code should further highlight the option to substitute off-street parking with car-share spaces. This can help incentivize the use of other forms of transportation while maintaining the opportunity for automobile use.

Clarifying and fine tuning the off-street parking criteria can also help the City's parking regulations meet its broader policy goals. For instance, the Planning Code currently factors into the minimum parking calculation areas devoted to accessory parking. In the case of land use activities parked based on an area calculation, this causes off-street parking to be provided for areas already devoted to off-street parking. A similar situation occurs with the required off-street freight loading and service vehicles spaces requirement. In light of the City's transportation policy goals, it is reasonable to correct this situation and not require parking for areas already dedicated to that use. Another instance where the Planning Code needs amendment is with the off-street parking tables (Tables 151 and 151.1). These tables are used to determine off-street parking requirements for proposed land use activities. It is important that these tables are up to date and consistent with definitions used throughout the Planning Code. Currently the

land use activities in the tables are out of date with the new definitions that Phase One of the Planning Code Reorganization Project introduced. Updating these tables is therefore paramount to making the Planning Code easy and efficient to use.

Making corrections to typographical errors or erroneous cross references is also important to the efficient use of the Planning Code. These errors were found throughout the sections concerning off-street parking and loading. Typographical and cross reference errors in Article 8 were also found after initiation of the Ordinance. These are listed in Exhibit B.

RECOMMENDATION

The Department recommends that the Commission recommend *approval* of the proposed Ordinance and adopt the attached Draft Resolution to that effect. The proposed ordinance incorporates the proposed modifications as outlined during the initiation of the Ordinance and further clerical modifications identified since the initiation of the Ordinance and outlined in Exhibit C.

BASIS FOR RECOMMENDATION

The Department strongly supports the Ordinance, and the proposed clerical modifications identified since initiation, given the nature of the changes enacted by Ordinance No. 22-15. Updating the off-street parking and loading controls to conform to the changes enacted by Ordinance No. 22-15 is paramount to the ongoing Planning Code reorganization effort. This is especially the case for the proposed updates to the off-street parking tables, given their frequent use. Also important are changes correcting erroneous cross references, identified prior to and after initiation.

The Department is also in support of the proposed minor substantive changes. These are done to further align the off-street parking controls with the City's Transit First Policy and the general direction these controls have taken in recent years. This direction has included the promotion of alternatives to the private automobile as a means of transportation. The proposed changes to the procedures for requesting and maximum allowed accessory parking are therefore consistent with this policy context.

REQUIRED COMMISSION ACTION

The proposed Ordinance is before the Commission so that it may recommend adoption, rejection, or adoption with modifications to the Board of Supervisors.

IMPLEMENTATION

The Department has determined that this ordinance will not adversely impact our current implementation procedures. The proposed reorganization, including proposed clarifications, consolidation and corrections, intends to facilitate the use of the Planning Code. This will improve implementation practices.

ENVIRONMENTAL REVIEW

The proposal to amend the Planning Code would result in no physical impact on the environment. The proposed amendment is exempt from environmental review under Sections 15060(c)(2) and 15378 of the CEQA Guidelines.

PUBLIC COMMENT

As of the date of this report, the Planning Department has not received any public input the Ordinance.

RECOMMENDATION: Recommendation of Approval with Modification

Attachments:

Exhibit A: Draft Planning Commission Resolution
Exhibit B: Proposed Clerical/Clarifying Modifications since Initiation
Exhibit C: Proposed Ordinance

BOARD of SUPERVISORS



City Hall
Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

March 7, 2017

File No. 170206

Lisa Gibson
Acting Environmental Review Officer
Planning Department
1650 Mission Street, Ste. 400
San Francisco, CA 94103

Dear Ms. Gibson:

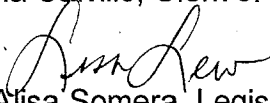
On February 28, 2017, Supervisor Farrell introduced the following proposed legislation:

File No. 170206

Ordinance amending the Planning Code to clarify and consolidate language, delete redundancies and outdated provisions, correct typographical errors and erroneous cross-references, and make minor substantive changes to update provisions in various sections that deal with parking and loading requirements; affirming the Planning Department's California Environmental Quality Act determination; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and adopting findings of public convenience, necessity, and welfare under Planning Code, Section 302.

This legislation is being transmitted to you for environmental review.

Angela Calvillo, Clerk of the Board

for By:  Alisa Somera, Legislative Deputy Director
Land Use and Transportation Committee

Attachment

c: Joy Navarrete, Environmental Planning
Jeanie Poling, Environmental Planning

BOARD of SUPERVISORS



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San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

March 7, 2017

Planning Commission
Attn: Jonas Ionin
1650 Mission Street, Ste. 400
San Francisco, CA 94103

Dear Commissioners:

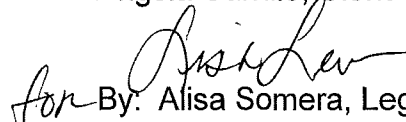
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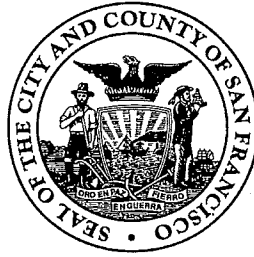
The proposed ordinance is being transmitted pursuant to Planning Code, Section 302(b), for public hearing and recommendation. The ordinance is pending before the Land Use and Transportation Committee and will be scheduled for hearing upon receipt of your response.

Angela Calvillo, Clerk of the Board

for By:  Alisa Somera, Legislative Deputy Director
Land Use and Transportation Committee

- c: John Rahaim, Director of Planning
- Aaron Starr, Acting Manager of Legislative Affairs
- Scott Sanchez, Zoning Administrator
- Lisa Gibson, Acting Environmental Review Officer
- AnMarie Rodgers, Senior Policy Advisor
- Jeanie Poling, Environmental Planning
- Joy Navarrete, Environmental Planning

BOARD of SUPERVISORS



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San Francisco 94102-4689
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TDD/TTY No. 554-5227

MEMORANDUM

TO: Regina Dick-Endrizzi, Director
Small Business Commission, City Hall, Room 448

FROM: *AS* Alisa Somera, Legislative Deputy Director
Land Use and Transportation Committee

DATE: March 7, 2017

SUBJECT: REFERRAL FROM BOARD OF SUPERVISORS
Land Use and Transportation Committee

The Board of Supervisors' Land Use and Transportation Committee has received the following legislation, which is being referred to the Small Business Commission for comment and recommendation. The Commission may provide any response it deems appropriate within 12 days from the date of this referral.

File No. 170206

Ordinance amending the Planning Code to clarify and consolidate language, delete redundancies and outdated provisions, correct typographical errors and erroneous cross-references, and make minor substantive changes to update provisions in various sections that deal with parking and loading requirements; affirming the Planning Department's California Environmental Quality Act determination; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and adopting findings of public convenience, necessity, and welfare under Planning Code, Section 302.

Please return this cover sheet with the Commission's response to me at the Board of Supervisors, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

RESPONSE FROM SMALL BUSINESS COMMISSION - Date: _____

_____ **No Comment**

_____ **Recommendation Attached**

Chairperson, Small Business Commission

c: Menaka Mahajan, Small Business Commission

BOARD of SUPERVISORS



City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

MEMORANDUM

TO: Ed Reiskin, Executive Director, Municipal Transportation Agency
Olson Lee, Director, Mayor's Office of Housing and Community
Development
Nadia Sesay, Interim Executive Director, Office of Community Investment
and Infrastructure
Jocelyn Kane, Executive Director, Entertainment Commission
Myong Leigh, Interim Superintendent, San Francisco Unified School
District
Tom Hui, Director, Department of Building Inspection

FROM: *ll* Alisa Somera, Legislative Deputy Director
for Land Use and Transportation Committee

DATE: March 7, 2017

SUBJECT: LEGISLATION INTRODUCED

The Board of Supervisors' Land Use and Transportation Committee has received the following proposed legislation, introduced by Supervisor Farrell on February 28, 2017:

File No. 170206

Ordinance amending the Planning Code to clarify and consolidate language, delete redundancies and outdated provisions, correct typographical errors and erroneous cross-references, and make minor substantive changes to update provisions in various sections that deal with parking and loading requirements; affirming the Planning Department's California Environmental Quality Act determination; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and adopting findings of public convenience, necessity, and welfare under Planning Code, Section 302.

If you have comments or reports to be included with the file, please forward them to me at the Board of Supervisors, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102 or by email at: alisa.somera@sfgov.org.

c: Janet Martinsen, Municipal Transportation Agency
Kate Breen, Municipal Transportation Agency
Dillon Auyoung, Municipal Transportation Agency
Viktoriya Wise, Municipal Transportation Agency
Eugene Flannery, Mayor's Office of Housing and Community Development
Kate Hartley, Mayor's Office of Housing and Community Development
Crystal Stewart, Entertainment Commission
Viva Mogi, San Francisco Unified School District
Esther Casco, San Francisco Unified School District
Danielle Houck, San Francisco Unified School District
William Strawn, Department of Building Inspection
Carolyn Jayin, Department of Building Inspection

Introduction FormBy a Member of the Board of Supervisors or the Mayor

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
2017 FEB 28
Time stamp
Meeting date

I hereby submit the following item for introduction (select only one):

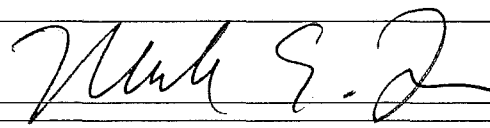
- ☒ 1. For reference to Committee. (An Ordinance, Resolution, Motion, or Charter Amendment)
- ☐ 2. Request for next printed agenda Without Reference to Committee.
- ☐ 3. Request for hearing on a subject matter at Committee.
- ☐ 4. Request for letter beginning "Supervisor inquires"
- ☐ 5. City Attorney request.
- ☐ 6. Call File No. from Committee.
- ☐ 7. Budget Analyst request (attach written motion).
- ☐ 8. Substitute Legislation File No.
- ☐ 9. Reactivate File No.
- ☐ 10. Question(s) submitted for Mayoral Appearance before the BOS on

Please check the appropriate boxes. The proposed legislation should be forwarded to the following:

- ☐ Small Business Commission ☐ Youth Commission ☐ Ethics Commission
- ☐ Planning Commission ☐ Building Inspection Commission

Note: For the Imperative Agenda (a resolution not on the printed agenda), use a Imperative Form.**Sponsor(s):****Subject:****The text is listed below or attached:**

Ordinance amending the Planning Code to clarify and consolidate language, delete redundancies and outdated provisions, correct typographical errors and erroneous cross-references, and make minor substantive changes to update provisions in various sections that deal with parking and loading requirements; affirming the Planning Department's California Environmental Quality Act determination; making findings of consistency with the General Plan and the eight priority policies of Planning Code Section 101.1; and adopting findings of public convenience, necessity and welfare under Planning Code Section 302.

Signature of Sponsoring Supervisor: 

For Clerk's Use Only:

170206