



# SAN FRANCISCO PLANNING DEPARTMENT

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## Executive Summary Planning Code Text Amendment

HEARING DATE: SEPTEMBER 8, 2016

*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  
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*Reviewed by:* Aaron Starr, Manager of Legislative Affairs  
aaron.starr@sfgov.org, 415-558-6362  
*Recommendation:* **Recommend Approval**

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### 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.<sup>1</sup>

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

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<sup>1</sup> 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 definition 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.

<b>RECOMMENDATION:</b> <b>Recommendation of Approval with Modification</b>
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**Attachments:**

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



# SAN FRANCISCO PLANNING DEPARTMENT

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## Planning Commission Draft Resolution

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  
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*Reviewed by:* Aaron D Starr, Manager of Legislative Affairs  
aaron.starr@sfgov.org, 415-558-6362  
*Recommendation:* **Recommend Approval**

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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:

NOES:

ABSENT:

ADOPTED: September 8, 2016

**EXHIBIT B**

**SUMMARY OF ADDITIONAL CLERICAL AMENDMENTS PROPOSED AFTER INITIATION**

### Article 1.5

1. In Table 151.1 delete references to uses in the South of Market Mixed Use Districts participating in transportation programs under Section 151.1(j). The South of Market-specific transportation programs are proposed for deletion. Only two South of Market Mixed Use Districts are still in use (SLI and SSO) and both are slated for deletion under the Central SOMA Area Plan, rendering the reference unnecessary.

### Article 3

2. Add clarifying language to the Conditional Use Criteria for Non-Accessory Parking (Section 303(s)) to indicate that the Planning Commission is to consider the Conditional Use criteria in light of a specific use or uses.
3. Add clarifying language to the Conditional Use Criteria for Accessory Parking Above that Principally Permitted for Residential Uses (Section 303(t)(1)(A)) to indicate that the Planning Commission is to consider the standard Conditional Use criteria under Section 303(c) and the criteria for accessory parking above principally permitted amounts for residential uses.

### Article 8

4. In the Chinatown Mixed Use Districts Zoning Control Tables (Tables 810 – 812) delete cross references to Planning Code Sections that do not apply to these zoning districts, including sections relating to required off-street parking or non-Chinatown zoning districts (Sections 151, 159, 160, 161). Add cross references to Code Sections that do apply to the Chinatown Mixed Use Districts including to sections dealing with off-street parking maximums (Section 151.1) and car sharing requirements (Section 166).
5. In the South Park District Zoning Control Table (Table 814) delete the cross reference to Section 151, Required Off-Street Parking, which does not apply. Add cross reference to Car Sharing (Section 166).
6. In the Rincon Hill Downtown Residential Mixed Use District Zoning Control Table (Table 827) and the South Beach Downtown Residential Mixed Use District Zoning Control Table (Table 829) delete cross references to sections relating to required off-street parking (Sections 151, 159, 160) that do not apply to these Zoning Districts. Add cross reference to car-share requirements and the separation of parking costs from housing costs in residential buildings (Sections 166, 167).
7. In the Mixed Use General District Zoning Control Table (Table 840), the Mixed Use Residential District Zoning Control Table (Table 841), the Mixed Use Office District Zoning Control Table (Table 842), the Urban Mixed Use District Zoning Control Table (Table 843), the Western SoMa Mixed Use General District Zoning Control Table (Table 844), the Western SoMa Mixed Use Office District Zoning Control Table (Table 845) and the Service/Arts/Light Industrial District Zoning Control Table (Table 846) delete the cross reference to Required Off-Street Parking (Section 151) because it does not apply to these Zoning Districts. Add cross reference to Car Sharing (Section 166) because it does apply to these Zoning Districts.

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

2

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

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

15

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

17

18 Section 1. Findings.

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

24 (b) On \_\_\_\_\_, the Planning Commission, in Resolution No. \_\_\_\_\_,  
25 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. \_\_\_\_\_, 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. \_\_\_\_\_, 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  
14 or ~~e~~Conditional ~~u~~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**

<b>Use or Activity</b>	<b>Number of Off-Street Parking Spaces Required</b>
<b><u>RESIDENTIAL USES</u></b>	
Dwelling, except as specified below, and except in the Bernal Heights Special Use District as provided in Section 242	One for each <del>d</del> Dwelling <del>#</del> Unit.
Dwelling, in the Telegraph Hill - North Beach Residential Special Use District	None required. P up to three cars for each four <del>d</del> Dwelling <del>#</del> Units; C up to one car for each <del>d</del> Dwelling <del>#</del> Unit, subject to the criteria and procedures of Section <del>151.1(g)</del> <u>303(t)</u> ; NP above.
<del>Senior Housing Dwelling, specifically designed for and occupied by senior citizens,</del> as defined in Section <del>102.6.1</del> 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, <del>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.</del> In RH-1 and RH-2 Districts, one-fifth the number of

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	spaces specified above for the district in which the dwelling is located.
Dwelling, in <u>a project where 100% of the units are Affordable to qualifying households</u> <del>an</del> <u>affordable housing project</u> as defined by Section 401 of this Code.	None in districts other than RH-1 and RH-2; <del>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.</del>
Group <del>H</del> Housing of any kind	None in districts other than RH-2; <del>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.</del> 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 <del>D</del> Dwelling <del>U</del> nit if any, with a minimum of two spaces required.
<b><u>NON-RESIDENTIAL USES</u></b>	
<b><u>Agricultural Use Category</u></b>	
<u>Agricultural Uses*</u>	<u>None required</u>
<u>Greenhouse</u>	<u>One for each 4,000 square feet of Occupied</u>

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

1	Homeless Shelters	None required.
2	<i>Hotel, inn or hostel in NC Districts</i>	<i>0.8 for each guest bedroom.</i>
3		
4	<i>Hotel, inn or hostel in districts other than NC</i>	<i>One for each 16-guest bedrooms where the number of guest bedrooms exceeds 23, plus one for the manager's dwelling unit, if any.</i>
5		
6	<i>Motel</i>	<i>One for each guest unit, plus one for the manager's dwelling unit, if any.</i>
7		
8	<i>Mobile home park</i>	<i>One for each vehicle or structure in such park, plus one for the manager's dwelling unit if any.</i>
9		
10	<b><u>Institutional Uses Category</u></b>	
11	<b><u>Institutional Uses*</u></b>	<b><u>None required.</u></b>
12		
13	<b><u>Child Care Facility</u></b>	<b><u>One for each 25 children to be accommodated at any one time, where the number of such children exceeds 24.</u></b>
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19	<b>Hospital <i>or other inpatient medical institution</i></b>	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.
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23	<b><u>Post-Secondary Educational Institution</u></b>	<b><u>One for each two classrooms.</u></b>
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25	<b><u>Religious Institution</u></b>	<b><u>One for each 20 seats by which the number of</u></b>

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

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



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<p>Retail space devoted to the handling of bulky merchandise such as motor vehicles, machinery or furniture</p>	<p>One for each 1,000 square feet of <del>Occupied Floor Area</del>, where the <del>Occupied Floor Area</del> exceeds 5,000 square feet.</p>
<p><u>Retail</u> Greenhouse or plant nursery</p>	<p>One for each 4,000 square feet of <del>Occupied Floor Area</del>, where the <del>Occupied Floor Area</del> exceeds 5,000 square feet.</p>
<p><u>Self-Storage</u></p>	<p><u>One for every three self-storage units.</u></p>
<p><del>Other retail space</del></p>	<p><del>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.</del></p>
<p><u>Non-Retail Sales and Services</u>* <del>Service, repair or wholesale sales space, including personal, home or business service space in South of Market Districts.</del></p>	<p>One for each 1,000 square feet of <del>Occupied Floor Area</del>, where the <del>Occupied Floor Area</del> exceeds 5,000 square feet.</p>
<p><u>Mortuary</u></p>	<p><u>Five</u></p>
<p><u>Commercial Storage or Wholesale Storage</u> <del>or warehouse space, and space devoted to any use first permitted in an M-2 District</del></p>	<p>One for each 2,000 square feet of <del>Occupied Floor Area</del>, where the <del>Occupied Floor Area</del> exceeds 10,000 square feet.</p>
<p><u>Office</u></p>	<p><u>One for each 500 square feet of Occupied Floor</u></p>

	<i>Area, where the Occupied Floor Area exceeds 5,000 square feet.</i>
<b><u>Utility and Infrastructure Category</u></b>	
<i>Utility and infrastructure uses</i>	<i>None required.</i>
<i>Arts activities and spaces except theater or auditorium spaces</i>	<i>One for each 2,000 square feet of occupied floor area, where the occupied floor area exceeds 7,500 square feet.</i>
<i>Other manufacturing and industrial uses</i>	<i>One for each 1,500 square feet of occupied floor area, where the occupied floor area exceeds 7,500 square feet.</i>
<i>Live/work units</i>	<i>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.</i>

*\* 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.~~

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

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

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

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

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

14           (b)     **Controls.** Off-street accessory parking shall not be required for any use, and the  
15 quantities of off-street parking specified in Table 151.1 shall serve as the maximum amount of  
16 off-street parking that may be provided as accessory to the uses specified. ~~For non-residential~~  
17 ~~and non-office uses in the UMU, PDR-1-D, and PDR-1-G Districts, the maximum amount of off-street~~  
18 ~~parking that may be provided as accessory shall be no more than 50% greater than that indicated in~~  
19 ~~Table 151.1.~~ Variances from accessory off-street parking limits, as described in this  
20 Section 151.1, may not be granted. Where off-street parking is provided that exceeds the  
21 quantities specified in Table 151.1 or as explicitly permitted by this Section, such parking shall  
22 be classified not as accessory parking but as either a principally permitted  
23 or ~~e~~Conditional ~~#~~Use, depending upon the use provisions applicable to the district in which the  
24 parking is located. In considering an application for a Conditional Use for any such parking  
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1 due to the amount being provided, the Planning Commission shall consider the criteria set  
 2 forth in Sections ~~157 and 157.1~~ 303(s) or 303(t) of this Code.

3 \* \* \* \*

4 **Table 151.1**  
 5 **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
<b><u>RESIDENTIAL USES</u></b>	
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( <del>fe</del> ); 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( <del>fe</del> ); NP above one car for each Dwelling Unit.

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<p>Dwelling Units in C-3 Districts</p>	<p>P up to one car for each two Dwelling Units; C up to <del>three cars for each four Dwelling Units</del>, <u>0.75 cars for each Dwelling Unit</u>, subject to the criteria and procedures of Section 151.1(<del>f</del><u>e</u>); NP above three cars for each four Dwelling Units.</p>
<p>Dwelling Units in the Van Ness and Market Downtown Residential Special Use District</p>	<p>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(<del>f</del><u>e</u>); NP above two cars for each four Dwelling Units.</p>
<p>Dwelling Units and SRO Units in SLI, SALI, SSO, MUG, WMUG, MUR, MUO, WMUO, SPD Districts, except as specified below</p>	<p>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(<del>g</del><u>e</u>) <u>or (f)</u>; NP above 0.75 cars for each Dwelling or SRO Unit.</p>
<p>Dwelling Units in SLI, SALI, SSO, MUG, WMUG, MUR, MUO, WMUO, SPD Districts with at least <u>two</u> <del>2</del> bedrooms and at least 1,000 square feet of <del>Occupied</del> <u>Floor</u> <del>Area</del></p>	<p>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(<del>g</del><u>e</u>) <u>or (f)</u>; NP above one car for each Dwelling Unit.</p>
<p>Dwelling Units and SRO Units in NCT, RC, <u>RCD</u>, <del>CM</del>, RSD, <del>SLR</del>, Chinatown Mixed Use Districts, and the Broadway, North</p>	<p>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</p>

1 2 3	Beach, and Upper Market Street Neighborhood Commercial Districts, except as specified below	procedures of Section 151.1( <del>g</del> <u>e</u> ); NP above 0.75 cars for each Dwelling Unit.
4 5 6 7	Dwelling Units in the Glen Park and Ocean Avenue NCT Districts and the Excelsior Outer Mission Street Neighborhood Commercial District	P up to one car for each unit; NP above.
8 9 10 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( <del>g</del> <u>e</u> ); NP above.
12 13 14 15 16	Dwelling Units <del>and SRO Units</del> in RTO, RED and RED-MX Districts, except as specified below	P up to three cars for each four Dwelling Units; C up to one car for each Dwelling Unit, subject to the criteria and procedures of Section 151.1( <del>g</del> <u>e</u> ) <i>or</i> ( <del>f</del> ); NP above one car for each Dwelling Unit.
17 18	Dwelling Units <del>and SRO Units</del> in UMU Districts, except as specified below	P up to 0.75 cars for each Dwelling Unit; NP above.
19 20 21	Dwelling Units in UMU District with at least 2 bedrooms and at least 1,000 square feet of occupied floor area	P up to 1 car for each Dwelling Unit and subject to the conditions of 151.1( <del>g</del> <u>e</u> ); NP above.
22 23 24 25	Group <del>H</del> ousing 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

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

1		<i>transportation programs may be required per</i>
2		<i>Section 151.1(j).</i>
3	<i><u>Sports Stadium</u></i>	<i>P up to one car for each 15 seats.</i>
4		<i>P up to one car for each eight seats up to 1,000</i>
5	<i><u>Theater or auditorium</u></i>	<i>seats, plus one for each 10 seats in excess of</i>
6		<i>1,000.</i>
7	<b><i><u>Industrial Uses Category</u></i></b>	
8		<i>P up to one car for each 1,500 square feet of</i>
9	<i><u>Industrial Uses*</u></i>	<i>Occupied Floor Area.</i>
10		<i>P up to one car for each 1,500 square feet of</i>
11	<i><u>Small Enterprise Workspace</u></i>	<i>Occupied Floor Area.</i>
12	<b><i><u>Institutional Uses Category</u></i></b>	
13		<i>P up to one car per 1,500 square feet of</i>
14	<i><u>Institutional Uses*</u></i>	<i>Occupied Floor Area. NP above.</i>
15		<i>P up to one car for each 25 children to be</i>
16	<i><u>Child Care Facility</u></i>	<i>accommodated at any one time.</i>
17		<i>P up to one <u>car</u> for each 8 guest beds</i>
18		<i>excluding bassinets or for each 2,400</i>
19		<i>square feet of <u>Occupied gross fFloor aArea</u></i>
20	<i>Hospital <del>or other inpatient medical institution</del></i>	<i>devoted to sleeping rooms, whichever</i>
21		<i>results in the lesser requirement.</i>
22		<i>P up to one car for each two classrooms.</i>
23	<i><u>Post-Secondary Educational Institution</u></i>	
24	<i><u>Religious Institution</u></i>	<i>P up to one car for each 20 seats.</i>
25	<i>Residential <del>eCare fFacility</del></i>	<i>P up to one <u>car</u> for each 10 <del>residents</del> <u>beds</u>.</i>



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<i>Child care facility</i>	<i>P up to one for each 25 children to be accommodated at any one time.</i>
<i>Elementary School</i>	<i>P up to one car for each six classrooms.</i>
<i>Trade School Secondary school</i>	<i>P up to one car for each two classrooms.</i>
<i>Post secondary educational institution</i>	<i>P up to one for each two classrooms.</i>
<i>Church or other religious institutions</i>	<i>P up to one for each 20 seats.</i>
<i>Theater or auditorium</i>	<i>P up to one for each eight seats up to 1,000 seats, plus one for each 10 seats in excess of 1,000.</i>
<i>Stadium or sports arena</i>	<i>P up to one for each 15 seats.</i>
<b><u>Sales and Services Category</u></b>	
<b><u>Retail Sales and Services Uses*</u></b>	<i>P up to one car for each 500 square feet of Occupied Floor Area up to 20,000 square feet, plus one car for each 250 square feet of Occupied Floor Area in excess of 20,000.</i>
<i><u>Eating and Drinking Uses</u></i>	<i>P up to one car for each 200 square feet of Occupied Floor Area.</i>
<i><u>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.</u></i>	<i>P up to one for each 1,500 square feet of Gross Floor Area.</i>
<i><u>General Grocery uses with over 20,000 square feet of Occupied Floor Area</u></i>	<i>P up to one car per 500 square feet of Occupied Floor Area, and subject to the</i>

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	<i>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.</i>
<i>Health Service Medical or dental office or outpatient clinic</i>	<i>P up to one for each 300 square feet of Occupied Floor Area.</i>
<i>Hotel</i>	<i>P up to one car for each 16 guest bedrooms, plus one for the manager's Dwelling Unit, if any.</i>
<i>Limited Corner Commercial Uses in RTO and RM districts authorized under Section 231.</i>	<i>None permitted.</i>
<i>Mortuary</i>	<i>P up to five cars.</i>
<i>Motel</i>	<i>P up to one car for each guest unit, plus one for the manager's Dwelling Unit, if any.</i>
<i>Retail plant nursery</i>	<i>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).</i>
<i>Retail space devoted to the handling of bulky merchandise such as motor vehicles, machinery, or furniture</i>	<i>P up to one car for each 1,000 square feet of Occupied Floor Area. Such uses exceeding 20,000 square feet shall be subject to the conditions of Section 303(t)(2).</i>
<i>Self-Storage</i>	<i>P up to one car for each three self-storage</i>

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	<i>units.</i>
<u><i>Non-Retail Sales and Services*</i></u>	<i>P up to one car per 1,500 square feet of Occupied Floor Area.</i>
<u><i>Commercial Storage or Wholesale Storage</i></u>	<i>P up to one car for each 2,000 square feet of Occupied Floor Area.</i>
<i>All Office uses in C-3, DTR, C-M, SSO, SPD, MUG, WMUG, MUR, WMUO, and MUO Districts</i>	<i>P up to <del>7%</del> seven percent of the Occupied gross floor Area of such uses and subject to the pricing conditions of Section 155(g); NP above.</i>
<i>All Office uses in Chinatown Mixed Use Districts</i>	<i>P up to <del>7%</del> seven percent of the Occupied gross floor Area of such uses; NP above.</i>
<i>Office uses in M-1, UMU, SALI, PDR-1-D, and PDR-1-G Districts, except as specified below</i>	<i>P up to one car per 1,000 square feet of Occupied gross floor Area and subject to the pricing conditions of Section 155(g); NP above.</i>
<i>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</i>	<i>P up to one car per 500 square feet of Occupied gross floor Area; NP above.</i>
<u><i>Utility and Infrastructure Uses Category</i></u>	
<u><i>Utility and Infrastructure Uses</i></u>	<i>P up to one car per 1,500 square feet of Occupied Floor Area. NP above.</i>
<u><i>Limited Corner Commercial Uses in RTO and RM</i></u>	<i>None permitted.</i>

1	<i>districts permitted under Section 231.</i>	
2	<i>All non residential uses in NCT, RSD, and SLR</i>	<i>For uses in Table 151 that are described as a</i>
3	<i>districts and the Broadway, North Beach, and the</i>	<i>ratio of occupied floor area, P up to 1 space</i>
4	<i>Upper Market NCDs, except for retail grocery</i>	<i>per 1,500 square feet of occupied floor area. or</i>
5	<i>stores with over 20,000 gross square feet as</i>	<i>the quantity specified in Table 151, whichever</i>
6	<i>specified below</i>	<i>is less, and subject to the conditions and</i>
7		<i>criteria of Section 151.1(g). NP above.</i>
8		<i>P up to 1 space per 500 square feet of occupied</i>
9	<i>Retail grocery store uses in NCT, RSD, and SLR</i>	<i>floor area, and subject to the conditions and</i>
10	<i>districts and the Broadway, North Beach, and</i>	<i>criteria of Section 151.1(g) C up to 1 space per</i>
11	<i>Upper Market Street NCDs with over 20,000</i>	<i>250 square feet of occupied floor area for that</i>
12	<i>square feet of occupied floor area</i>	<i>area in excess of 20,000 square feet, subject to</i>
13		<i>the conditions and criteria of Section 151.1(g).</i>
14		<i>NP above.</i>
15	<i>All retail in the Eastern Neighborhoods Mixed Use</i>	
16	<i>Districts where any portion of the parcel is less</i>	<i>P up to one for each 1,500 square feet of gross</i>
17	<i>than 1/4 mile from Market, Mission, 3rd Streets</i>	<i>floor area.</i>
18	<i>and 4th Street north of Berry Street, except</i>	
19	<i>grocery stores of over 20,000 gross square feet.</i>	
20	<i>With the exception of Eastern Neighborhoods</i>	<i>P up to one for each 200 square feet of</i>
21	<i>Mixed Use Districts as set forth above, all other</i>	<i>occupied floor area. In South of Market Mixed</i>
22	<i>restaurant, bar, nightclub, pool hall, dance hall,</i>	<i>Use Districts, participation in transportation</i>
23	<i>bowling alley or other similar enterprise</i>	<i>programs may be required per Section 151.1(i).</i>
24	<i>With the exception of Eastern Neighborhoods</i>	<i>P up to one for each 1,000 square feet of</i>
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<i>Mixed Use Districts as set forth above, all other retail space devoted to the handling of bulky merchandise such as motor vehicles, machinery or furniture</i>	<i>occupied floor area.</i>
<i>With the exception of Eastern Neighborhoods Mixed Use Districts as set forth above, all other greenhouse or plant nursery</i>	<i>P up to one for each 4,000 square feet of occupied floor area.</i>
<i>With the exception of Eastern Neighborhoods Mixed Use Districts as set forth above, all other retail space</i>	<i>P up to one for each 500 square feet of gross floor area up to 20,000 square feet, plus one for each 250 square feet of gross floor area in excess of 20,000.</i>
<i>Service, repair or wholesale sales space, including personal, home or business service space in South of Market Mixed Use Districts</i>	<i>P up to one for each 1,000 square feet of occupied floor area.</i>
<i>Mortuary</i>	<i>P up to five.</i>
<i>Storage or warehouse space, and space devoted to any use first permitted in an M-2 District</i>	<i>P up to one for each 2,000 square feet of occupied floor area.</i>
<i>Arts activities and spaces except theater or auditorium spaces</i>	<i>P up to one for each 2,000 square feet of occupied floor area. In South of Market Mixed Use Districts, participation in transportation programs may be required per Section 151.1(i).</i>
<i>Laboratory</i>	<i>P up to one for each 1,500 square feet of occupied floor area.</i>
<i>Small Enterprise Workspace Building</i>	<i>P up to one for each 1,500 square feet of</i>

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

*\* Not listed below*

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*(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;*

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

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

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

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

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

13                   ~~(f)e) **Excess Residential Parking C-3 Districts.** In C-3 and SB-DTR Districts, a~~Any request  
14 for accessory residential parking, in excess of what is principally permitted by right in Table  
15 151.1, shall be reviewed by the Planning Commission as a eConditional #Use. In MUG,  
16 WMUG, MUR, MUO, RED, RED-MX, and SPD Districts, any project subject to Section 329 and that  
17 requests residential accessory parking in excess of that which is principally permitted in Table 151.1,  
18 but which does not exceed the maximum amount stated in Table 151.1, shall be reviewed by the  
19 Planning Commission according to the procedures of Section 329. Projects that are not subject to  
20 Section 329 shall be reviewed under the procedures detailed in subsection (f) below.

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

24                   ~~(A) — For projects with 50 units or more, all residential accessory parking in~~  
25 ~~excess of 0.5 parking spaces for each dwelling unit shall be stored and accessed by mechanical~~

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

10 ~~(B) — The findings of Section 151.1(e)(1)(B), (e)(1)(C) and (e)(1)(E) are~~  
11 ~~satisfied;~~

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

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

21 ~~(g) — **RTO, RC, NCT, and Mixed Use Districts, and the Broadway, North Beach, and Upper**~~  
22 ~~**Market Neighborhood Commercial Districts, and the Van Ness Special Use District. In RTO, RC,**~~  
23 ~~**NCT, and Mixed Use Districts, and the Broadway, Divisadero, Excelsior-Outer Mission, Fillmore,**~~  
24 ~~**North Beach, and Upper Market Street NCDs, any request for accessory parking in excess of what is**~~  
25 ~~**principally permitted in Table 151.1, but which does not exceed the maximum amount stated in Table**~~



1 ~~151.1, shall be reviewed by the Planning Commission as a Conditional Use. In MUG, WMUG, MUR,~~  
2 ~~MUO, RED, RED-MX, and SPD Districts, any project subject to Section 329 and that requests~~  
3 ~~residential accessory parking in excess of that which is principally permitted in Table 151.1, but which~~  
4 ~~does not exceed the maximum amount stated in Table 151.1, shall be reviewed by the Planning~~  
5 ~~Commission according to the procedures of Section 329. Projects that are not subject to Section 329~~  
6 ~~shall be reviewed under the procedures detailed in Subsection (h) below.~~

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

10 (A) ~~— **Parking for All Uses.**~~

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

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

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

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

21 (B) ~~— **Parking for Residential Uses.**~~

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

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

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

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

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

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

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

22 ~~(h i)~~ **Small Residential Projects in MUG, WMUG, MUR, MUO, WMUO, RED, RED-**  
23 **MX and SPD Districts.** Any project that is not subject to the requirements of Section 329 and  
24 that requests residential accessory parking in excess of what is principally permitted in Table  
25 151.1 shall be reviewed by the Zoning Administrator subject to Section 307(h i). The Zoning

1 Administrator may grant parking in excess of what is principally permitted in Table 151.1, not  
2 to exceed the maximum amount stated in Table 151.1, only if the Zoning Administrator  
3 determines that ~~all of the following conditions are met:~~

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

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

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

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

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

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

17 (3) where more than ~~ten~~ 10 spaces are proposed at least half of them,  
18 rounded down to the nearest whole number, are stored and accessed by mechanical stackers  
19 or lifts, valet, or other space-efficient means that reduces space used for parking and  
20 maneuvering, and maximizes other uses.

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

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

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

11           In districts other than C-3, Eastern Neighborhoods Mixed Use Districts, and the South  
12 of Market Mixed Use Districts, off-street freight loading spaces shall be provided in the  
13 minimum quantities specified in the following table, except as otherwise provided in Section  
14 152.2 and Section 161 of this Code. The measurement of ~~gross~~ Occupied floor ~~a~~Area shall be  
15 as defined in this Code, except that nonaccessory parking spaces and driveways and  
16 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</u> Floor Area of Structure or Use (sq. ft.)	Number of Off-Street Freight Loading Spaces Required
<i>Retail Sales and Services and Industrial stores, wholesaling, manufacturing, live/work units in newly constructed structures, and all other uses primarily engaged in the handling of 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, live/work units not included above, and a All other uses not included above</i>	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.

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

4 In C-3, Eastern Neighborhoods Mixed Use Districts, and South of Market Mixed Use  
5 Districts, off-street freight loading spaces shall be provided in the minimum quantities  
6 specified in the following Table 152.1, except as otherwise provided in Sections 153(a)(6),  
7 161, and as stated below in this Section 152.1. Notwithstanding the requirements of this  
8 Section, including Table 152.1, no building in the C-3-O(SD) district shall be required to  
9 provide more than six off-street freight loading or service vehicle spaces in total. The  
10 measurement of ~~gross~~ Occupied floor ~~Area~~ shall be as defined in this Code, except that non-  
11 accessory parking spaces and driveways and maneuvering areas incidental thereto shall not  
12 be counted.

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

21 **Table 152.1**  
22 **OFF-STREET FREIGHT LOADING SPACES REQUIRED (IN C-3, EASTERN**  
23 **NEIGHBORHOODS MIXED USE DISTRICTS, AND SOUTH OF MARKET MIXED USE**  
24 **DISTRICTS)**  
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Use or Activity	<u>Occupied Gross Floor Area of Structure or Use (sq. ft.)</u>	Number of Off-Street Freight Loading Spaces Required
<u>Non-Retail Sales and Services Uses, except as listed below 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)
<u>Retail Sales and Services Uses, except as listed below Retail stores, restaurants, bars, nighttime entertainment and drugstores</u>	0 - 10,000	0
	10,001 - 30,000	1
	30,001 - 50,000	2
	over 50,000	1 space per 25,000 sq. ft. of <u>Occupied gross floor area</u> (to closest whole number per Section 153)
Wholesaling, manufacturing, and all other uses primarily engaged in handling goods, and <u>Live/Work Units</u> within existing buildings, within Eastern Neighborhoods Mixed Use Districts, and South of Market Mixed Use Districts	0 - 10,000	0
	10,001 - 50,000	1
	over 50,000	0.21 spaces per 10,000 sq. ft. of <u>Occupied gross floor area</u> (to closest whole number per Section 153)
<u>Hotels, Residential</u>	0 - 100,000	0
	100,001 - 200,000	1

1	<u>Units</u> not included above, and	200,001 - 500,000	2
2	all other uses not included	over 500,000	3 plus 1 space for each additional 400,000 sq. ft. <u>of</u> <u>Occupied Floor Area</u>
3	above		
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6 **SEC. 152.2. ALLOWED OFF-STREET FREIGHT LOADING AND SERVICE VEHICLE**

7 **SPACES IN DOWNTOWN RESIDENTIAL (DTR) DISTRICTS.**

8 In DTR districts, off-street freight loading spaces shall be provided in the maximum

9 quantities specified in the following Table 152.2, except as otherwise provided in Sections

10 153(a)(6) and 161 of this Code. The measurement of ~~gross~~ Occupied fFloor aArea shall be as

11 defined in this Code, except that non-accessory parking spaces and driveways and

12 maneuvering areas incidental thereto shall not be counted.

13 **Table 152.2**

14 **OFF-STREET FREIGHT LOADING SPACES PERMITTED**

15	Use or Activity	Size of Use	Number of Off-Street Freight Loading Spaces Permitted
16	Non-Residential Uses	0 - 50,000 square feet <u>of</u> <u>Occupied gross fFloor aArea</u>	1
17		over 50,000 square feet <u>of</u> <u>Occupied gross fFloor aArea</u>	1 space per 50,000 sq. ft. <u>of Occupied gross fFloor aArea</u>
18	All Residential Uses, including <u>dDwelling uUnits</u> , <u>g</u> <u>Group uHousing</u> , and SRO <u>uUnits</u>	0 - 100 units	1
19		101 units or more	1, plus 1 additional loading space for every 200 units over 100
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1 Total Number of Loading 2 Spaces Allowed for Any 3 Single Project (all uses)		4 4
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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  
 21 property. *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 ~~#~~Residential  
20 or ~~#~~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 ~~#~~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-  
16 accessible ~~s~~Streets and ~~a~~Alleys) shall be regulated on development lots as follows on the  
17 following ~~s~~Street 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.**

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

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

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

7 (4) **Temporary Parking Lots.** Parking lots permitted in C-3 Districts as  
8 temporary uses according to Section 156(f) are not subject to the requirements of subsection  
9 155(s)(1)-(3 2).

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

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

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

22 \* \* \* \*

23 **SEC. 156. PARKING LOTS.**

24 (a) **Definition.** A "~~p~~Parking ~~L~~Lot" is ~~hereby~~ defined in Section 102 of this Code. ~~The as~~  
25 ~~an off-street open~~ area or portion thereof used solely for the parking of ~~vehicles~~ passenger

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

4 (b) **Conditional Use.**

5 (1) Where pParking tLots 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 pParking tLots 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 pParking tLots whether classified as accessory, principal, or conditional  
10 uses.

11 (2) In considering any Conditional Use application for a pParking tLot 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 pParking tLot for the parking of two or more vehicles ~~automobiles~~ which  
18 adjoins a lot in any R District, or which faces a lot in any R District across a street or alley,  
19 shall be screened from view therefrom, except at driveways necessary for ingress and egress,  
20 by a solid fence, 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 pParking tLot for the parking of 10 or more vehicles ~~automobiles~~ shall  
23 be screened in accordance with the standards described in Section 142, Screening and  
24 Greening 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 ~~p~~Parking ~~t~~Lot for any  
7 number of ~~vehicles~~ ~~automobiles~~ in any District shall be arranged so that all direct rays from such  
8 lighting fall entirely within such ~~p~~Parking ~~t~~Lot.

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

12           (f)     **Parking Lots in C-3 and NCT Districts.** No permanent ~~p~~Parking ~~t~~Lot shall be  
13 permitted in C-3 and NCT Districts; temporary ~~p~~Parking ~~t~~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 ~~p~~Parking ~~t~~Lots may be approved in  
16 the C-3-O(SD) District, however Conditional Use approval for a two-year extension of  
17 existing ~~p~~Parking ~~t~~Lots in the C-3-O(SD) District may be approved pursuant to  
18 this ~~S~~subsection (~~f~~) provided that they meet the requirements of ~~S~~subsection (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 ~~p~~Parking ~~t~~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

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

6 (2) All ~~p~~Parking ~~l~~ots shall meet the street tree requirements specified in  
7 Section 138.1(c)(1).

8 (~~h~~ i) **Extension of Existing Parking Lots in the C-3-O(SD) District.** The conditions  
9 of approval for the extension of an existing ~~p~~Parking ~~l~~ot in the C-3-O(SD) District shall  
10 include the following:

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

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

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

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

24 The following exemptions shall apply to the requirements for off-street parking and  
25 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,  
17 and 240.3 of this Code, in authorizing any principal or eConditional uUse, respectively, under  
18 those sections. In considering any such reduction, the Zoning Administrator for principal uses,  
19 and the Planning Commission for eConditional uUses, 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 e) **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 l) **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           (~~f~~ *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 (~~1f~~) the recommendation  
11 of the Department of Public Works Bureau of Urban Forestry, or its successor agency, or (~~2f~~)  
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~~ *i*)   **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

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

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

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

8 \* \* \* \*

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

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

15 **SEC. 204.5. PARKING AND LOADING AS ACCESSORY USES.**

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

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

22 (b) **Parking Accessory to Dwellings.** Unless rented on a monthly basis to serve a  
23 Dwelling Unit pursuant to Section 204.5(b)(1), below, accessory parking facilities for any  
24 dwelling in any R District shall be limited, further, to storage of private passenger automobiles,  
25 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~~ Zoning ~~Control~~ Control ~~Table~~ 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.**

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 minimis 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

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

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

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

9 \* \* \* \*

10 **SEC. 810. CHINATOWN COMMUNITY BUSINESS DISTRICT.**

11 \* \* \* \*

12 **Table 810**  
 13 **CHINATOWN COMMUNITY BUSINESS DISTRICT ZONING CONTROL TABLE**

No.	Zoning Category	§ References	Chinatown Community Business Controls		
* * * *					
<b>COMMERCIAL AND INSTITUTIONAL STANDARDS AND SERVICES</b>					
*****	****	****	****		
.22	Off-Street Parking, Commercial and Institutional	§§ 150, <u>151.1</u> , 153 – <del>156</del> <del>157</del> , <del>159</del> – <del>160</del> , <u>166</u> , 204.5, <u>303</u>	1:500 sq. ft. when lot size over 20,000 sq. ft. <del>§§ 151, 161(d)</del>		
****	****	****	****		
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 – <del>156, 157, 159 –</del> <del>160, 166, 167, 204.5, 303</del>	P up to one car for each two <i>dDwelling #Units</i> ; C up to .75 cars for each <i>dDwelling #Unit</i> , subject to the criteria and procedures of Section <u>303</u> 151.1( <i>e,f</i> ), NP above 0.75 cars for each <i>dDwelling #Unit</i> §§ <del>303(t)151.1, 161(a)(g)</del> , # 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
-----	-----------------	--------------	---

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

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

			NP above 0.75 cars for each <del>#</del> Dwelling #Unit <del>§§ 151.1, 161(a)(g)</del>
****	****	****	****

**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	<del>§§ 150, 151,</del> 151.1, 153 – <del>156, 157, 166,</del> 204.5, <u>303</u>	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

1 considered separately as an independent permitted, conditional, temporary or not permitted  
2 use.

3 (1) **Permitted Uses.**

4 \* \* \* \*

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

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

22 \* \* \* \*

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

24 \* \* \* \*

<b>Table 827</b> <b>RINCON HILL DOWNTOWN RESIDENTIAL MIXED USE DISTRICT</b>
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**ZONING CONTROL TABLE**

No.	Zoning Category	§ References	Rincon Hill Downtown Residential Mixed Use District Zoning Controls
* * * *			
<b>Non-Residential Standards and Uses</b>			
****	****	****	****
.23	Off-Street Parking [Office uses]	§§ 150, <del>151</del> , 151.1, 153 — <u>156</u> <del>157</del> , <u>166</u> , 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, <del>151</del> , 151.1, 153 — <u>156</u> <del>157</del> , 204.5, <u>303</u>	None Required. Parking limited as described in Section 151.1.
****	****	****	****
.36	Automobile Parking Lot, Community Commercial	§§ 890.9, 156, <del>160</del>	NP
.37	Automobile Parking Garage, Community Commercial	§§ <del>160</del> , 890.10	C, per the criteria of Section <u>303</u> <del>157.1</del>

1	****	****	****	****
2	<b>Residential Standards and Uses</b>			
3	****	****	****	****
4	.50	Accessory Off-Street Parking, Residential	§§ 151.1, 153 – <u>156</u> <del>157</del> , <del>159</del> – <del>160</del> , <u>166</u> , <u>167</u> , 204.5, <u>303</u>	None Required. Up to one car per <u>two</u> <del>2</del> <u>d</u> Dwelling <u>#</u> Units permitted; up to one car per <u>d</u> Dwelling <u>#</u> Unit per procedures and criteria of Sections 151.1, 825(b)(7) and 827(a)(8).
9	****	****	****	****

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

\* \* \* \*

<b>Table 829</b>			
<b>SOUTH BEACH DOWNTOWN RESIDENTIAL MIXED USE DISTRICT</b>			
<b>ZONING CONTROL TABLE</b>			
No.	Zoning Category	§ References	South Beach Downtown Residential District Controls
* * * *			
<b>Non-Residential Standards and Uses</b>			
17	****	****	****
18	.23	Off-Street Parking [Office uses]	§§ 150, <del>151</del> , 151.1, 153 – <u>156</u> <del>157</del> , <u>166</u> , 204.5, <u>303</u>
19			None Required. Parking that is accessory to office space limited to 7% of GFA.
20	.24	Off-Street Parking [Non- Residential,	§§ 150, <del>151</del> , 151.1, 153 – <u>156</u> <del>157</del> , <u>166</u> , 204.5, <u>303</u>
21			None Required. Parking limited as described in Section 151.1.
22	****	****	****
23	****	****	****
24	****	****	****
25	****	****	****

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

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

\* \* \* \*

<b>Table 840</b>
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**MUG – MIXED USE-GENERAL DISTRICT ZONING CONTROL TABLE**

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

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

2 \* \* \* \*

Table 841			
MUR – MIXED USE-RESIDENTIAL DISTRICT ZONING CONTROL TABLE			
No.	Zoning Category	§ References	Mixed Use-Residential District Controls
<b>Building and Siting Standards</b>			
* * * *			
841.10	Off-Street Parking, Non-Residential	§§ 150, <del>151</del> , 151.1, 153- <del>156</del> <del>157</del> , <del>166</del> , 204.5, <u>303</u>	None required. Limits set forth in Section 151.1
****	****	****	****
<b>Vehicle Parking</b>			
****	****	****	****
841.41	Automobile Parking Garage	§§ 145.1, 145.4, 155(r), <u>303</u> , 890.8, 890.10, 890.12, <del>157.1</del>	C; subject to criteria of Sec. <u>303</u> <del>157.1</del>
****	****	****	****
<b>Motor Vehicle Services</b>			
****	****	****	****
841.71	Vehicle Storage - Enclosed	§§ <u>303</u> <del>157.1</del> , 890.132	C; subject to criteria of Sec. <u>303</u> <del>157.1</del> .

	Lot or Structure		
****	****	****	****

**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
<b>Building and Siting Standards</b>			
* * * *			
842.10	Off-Street Parking, Non- Residential	§§ 150, <del>151</del> , 151.1, 153- <del>156</del> <del>157</del> , <u>166</u> , 204.5, <u>303</u>	None required. Limits set forth in Section 151.1
****	****	****	****
<b>Vehicle Parking</b>			
****	****	****	****
842.41	Automobile Parking Garage	§§ <u>303</u> , 890.8, 890.10, 890.12, <del>157.1</del>	C; subject to criteria of Sec. <u>303</u> <del>157.1</del>
****	****	****	****
<b>Motor Vehicle Services</b>			
****	****	****	****

1	Vehicle		
2	Storage -		
3	842.71 Enclosed	§§ <u>303</u> , 890.132, <del>157.1</del>	C; subject to criteria of
4	Lot or		
5	Structure		Sec. <u>303</u> <del>157.1</del> .
6	****	****	****

7 **SEC. 843. UMU – URBAN MIXED USE DISTRICT.**

8 \* \* \* \*

9 <b>Table 843</b>			
10 <b>UMU – URBAN MIXED USE DISTRICT ZONING CONTROL TABLE</b>			
11 <b>No.</b>	12 <b>Zoning Category</b>	13 <b>§ References</b>	14 <b>Urban Mixed Use District Controls</b>
15 <b>Building and Siting Standards</b>			
16 * * * *			
17 843.10	18 Off-Street Parking, Non- Residential	19 §§ 150, <del>151</del> , 151.1, 153- <del>156</del> <del>157</del> , <u>166</u> , 204.5, <u>303</u>	20 None required. Limits set forth in Section 151.1
21 ****	22 ****	23 ****	24 ****
25 <b>Vehicle Parking</b>			
26 ****	27 ****	28 ****	29 ****
30 843.41	31 Automobile Parking Garage	32 §§ <u>303</u> , 890.8, 890.10, 890.12, <del>157.1</del>	33 C; subject to criteria of Sec. <u>303</u> <del>157.1</del>

1	****	****	****	****
2	<b>Motor Vehicle Services</b>			
3	****	****	****	****
4	843.71	Vehicle Storage - Enclosed Lot or Structure	§§ <u>303</u> , 890.132, <del>157.1</del>	C; subject to criteria of Sec. <u>303</u> <del>157.1</del> .
5				
6				
7				
8				
9	****	****	****	****

**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
<b>Building and Siting Standards</b>			
* * * *			
844.10	Off-Street Parking, Non- Residential	§§ 150, <del>151</del> , 151.1, 153- <del>156</del> <del>157</del> , <u>166</u> , 204.5, <u>303</u>	None required. Limits set forth in Section 151.1
23	****	****	****
<b>Vehicle Parking</b>			
25	****	****	****

1	Automobile	§§ 145.1, 145.4,	
2	844.41 Parking	155(r), <del>157.1</del> , <u>303</u> , 890.8, 890.10, 890.12	C; <u>subject to criteria of Sec. 303</u>
3	Garage		
4	****	****	****
5	<b>Motor Vehicle Services</b>		
6	****	****	****
7	Vehicle		
8	Storage -		
9	844.71 Enclosed	§§ <u>303</u> <del>157.1</del> , 890.132	C; subject to <u>criteria of Sec.</u>
10	Lot or		<u>303</u> <del>157.1</del> .
11	Structure		
12	****	****	****

**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
<b>BUILDING AND SITING STANDARDS</b>			
* * * *			
845.10	Off-Street Parking, Non- Residential	§§ 150, <del>151</del> , 151.1, 153- <u>156</u> <del>157</del> , <u>166</u> , 204.5, <u>303</u>	None required. Limits set forth in Section 151.1
****	****	****	****

<b>Vehicle Parking</b>			
****	****	****	****
845.40	Automobile Parking Lot	§§ <del>157.1, 303</del> , 890.7, 890.9, 890.11	C; <i>subject to criteria of Sec. 303</i>
845.41	Automobile Parking Garage	§§ <del>157.1, 303</del> , 890.8, 890.10, 890.12	C; <i>subject to criteria of Sec. 303</i>
****	****	****	****
845.71	Vehicle Storage - Enclosed Lot or Structure	§§ <u>303</u> <del>157.1</del> , 890.132	C; <i>subject to criteria of Sec. 303</i>
****	****	****	****

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

\* \* \* \*

<b>Table 846</b>			
<b>SALI – SERVICE/ARTS/LIGHT INDUSTRIAL DISTRICT ZONING CONTROL TABLE</b>			
<b>No.</b>	<b>Zoning Category</b>	<b>§ References</b>	<b>SALI District Controls</b>
<b>BUILDING AND SITING STANDARDS</b>			
* * * *			
846.10	Off-Street Parking, Non- Residential	§§ 150, <del>151</del> , 151.1, 153- <del>156</del> <del>157</del> , <u>166</u> , 204.5, <u>303</u>	None required. Limits set forth in Section 151.1

1	****	****	****	****
2	<b>Vehicle Parking</b>			
3	****	****	****	****
4	846.40	Automobile Parking Lot	§§ <del>157.1, 303</del> , 890.7, 890.9, 890.11	C; <u>subject to criteria of Sec. 303</u>
5				
6	846.41	Automobile Parking Garage	§§ <del>157.1, 303</del> , 890.8, 890.10, 890.12	C; <u>subject to criteria of Sec. 303</u>
7				
8				
9	****	****	****	****
10				
11	846.71	Vehicle Storage - Enclosed Lot or Structure	§§ <del>303 157.1</del> , 890.132	C; <u>subject to criteria of Sec. 303</u>
12				
13				
14				
15				
16	****	****	****	****

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

\* \* \* \*

<b>Table 847</b>			
<b>RED-MX – RESIDENTIAL ENCLAVE-MIXED DISTRICT ZONING CONTROL TABLE</b>			
<b>No.</b>	<b>Zoning Category</b>	<b>§ Reference s</b>	<b>Residential Enclave-Mixed Controls</b>
* * * *			
<b>USES</b>			
* * * *			
<b>Vehicle Parking</b>			



1		Automobile		
2	847.25	Parking Lot,	§§ <del>157.1</del> <u>30</u>	<i>C, subject to criteria of Sec. 303</i>
3		Community	<u>3</u> , 890.7	
4		Residential		
5		Automobile		
6		Parking		<i>C, subject to criteria of Sec. 303</i>
7	847.26	Garage,	§§ <del>157.1</del> <u>30</u>	
8		Community	<u>3</u> , 890.8	
9		Residential		
10		Automobile		<i>C, subject to criteria of Sec. 303</i>
11	847.27	Parking Lot,	§§ <del>157.1</del> <u>30</u>	
12		Community	<u>3</u> , 890.9	
13		Commercial		
14		Automobile		<i>C, subject to criteria of Sec. 303</i>
15	847.28	Parking		
16		Garage,	§§ <del>157.1</del> <u>30</u>	
17		Community	<u>3</u> , 890.10	
18		Commercial		<i>C, subject to criteria of Sec. 303</i>
19	847.29	Automobile		
20		Parking Lot,	§§ <del>157.1</del> <u>30</u>	
21		Public	<u>3</u> , 890.11	
22		Automobile		<i>C, subject to criteria of Sec. 303</i>
23	847.30	Parking	§§ <del>157.1</del> <u>30</u>	
24		Garage,	<u>3</u> , 890.12	
25				

1		Public		
2	* * * *			
3	<b>Automotive Services</b>			
4	****	****	****	****
5	847.58	Vehicle Storage - Enclosed Lot or Structure	§§ <del>157.1</del> <u>303</u> , 890.132	<u>C, subject to criteria of Sec. 303</u>
6				
7				
8				
9				
10	****	****	****	****

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

12 \* \* \* \*

13 **Parking**

14 \* \* \* \*

15 ~~Section 157—Conditional Use Applications for Parking Exceeding Accessory Amounts~~

16 \* \* \* \*

17  
18 Section 4. The Planning Code is hereby amended by deleting Sections 157, 157.1, and  
19 158.1 to read as follows:

20 ~~**SEC. 157. CONDITIONAL USE APPLICATIONS FOR PARKING EXCEEDING ACCESSORY**~~  
21 ~~**AMOUNTS; ADDITIONAL CRITERIA.**~~

22 ~~*In considering any application for a conditional use for parking for a specific use or uses,*~~  
23 ~~*where the amount of parking provided exceeds the amount classified as accessory parking in Section*~~  
24 ~~*204.5 of this Code, the City Planning Commission shall apply the following criteria in addition to those*~~  
25 ~~*stated in Section 303(c) and elsewhere in this Code.*~~

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

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

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

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

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

16 **~~SEC. 157.1. CONDITIONAL USE APPLICATIONS FOR NON-ACCESSORY PARKING IN~~**  
17 **~~MIXED-USE DISTRICTS.~~**

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

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

25           (c) — **~~Criteria.~~**

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

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

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

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

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

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

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

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

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

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

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

12           (a) — **Purpose.** ~~It is the purpose of this Section to establish criteria, considerations, and~~  
13 ~~procedures by which non-accessory parking facilities in transit-oriented neighborhoods may be~~  
14 ~~reviewed, including the appropriateness of such facilities in the context of existing and planned transit~~  
15 ~~service, the location, size, utilization and efficiency of existing parking facilities in the vicinity, and the~~  
16 ~~effectiveness of Transportation Demand Management of institutions and major destinations in the area.~~

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

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

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

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

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

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

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

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

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

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

23                   (3) — ~~The City has demonstrated that conflicts with pedestrian, cycling, and transit~~  
24 ~~movement resulting from the placement of driveways and ramps, the breaking of continuity of shopping~~  
25

1 ~~facilities along sidewalks, and the drawing of traffic through areas of heavy pedestrian concentration~~  
2 ~~have been minimized, and such impacts have been mitigated to the fullest extent possible.~~

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

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

9  
10 Section 5. Effective Date. This ordinance shall become effective 30 days from the date  
11 of passage. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the  
12 ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board  
13 of Supervisors overrides the Mayor's veto of the ordinance.

14  
15 Section 6. Scope of Ordinance. In enacting this ordinance, the Board intends to amend  
16 only those words, phrases, paragraphs, subsections, sections, articles, numbers, punctuation  
17 marks, charts, diagrams, or any other constituent part of the Municipal Code that are explicitly  
18 shown in this legislation as additions, deletions, Board amendment additions, and Board  
19 amendment deletions in accordance with the "Note" that appears under the official title of the  
20 legislation.

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

24 By: \_\_\_\_\_  
25 JUDITH A. BOYAJIAN  
Deputy City Attorney

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