



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Planning Code Text Amendment

HEARING DATE: OCTOBER 17, 2019
90-DAY DEADLINE: OCTOBER 23, 2019

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Project Name: **Planning, Environment Codes - Parking Requirements**
Case Number: **2019-014525PCA [Board File No. 190794]**
Initiated by: **Supervisor Mandelman / Introduced July 16, 2019**
Staff Contact: **Diego Sanchez, Legislative Affairs**
diego.sanchez@sfgov.org, 415-575-9082
Reviewed by: **Aaron Starr, Manager of Legislative Affairs**
aaron.starr@sfgov.org, 415-558-6362
Recommendation: **Approval with Modifications**

PLANNING CODE AMENDMENT

The proposed Ordinance would amend the Planning Code to modify maximum amounts of parking permitted in certain Neighborhood Commercial, Residential-Mixed, Community Commercial, and Mission Bay zoning districts, to require that above-grade parking in all districts be designed for conversion to other uses, and to update outdated references, clarify existing requirements, and improve the organization of the Code.

The Way It Is

Planning Code Section 101, Purposes, outlines five purposes of the Planning Code, none of which explicitly mention regulating the location of buildings, their use and adjacent land to enhance public rights of way and to minimize interference with the movements of pedestrians, cyclists, public transit and automobiles.

Repairs in an Automotive Service Station are restricted to three enclosed bays in buildings having no openings other than fixed windows 40 feet from any R district. Accessory towing at Automotive Service Stations are limited to one towing vehicle.

Shower and locker facilities are considered Gross Floor Area

The Way It Would Be

Planning Code Section 101 would be amended to explicitly list as a purpose of the Planning Code the regulation of the location of buildings, their use and adjacent land to enhance public right of way and to minimize interference with the movements of pedestrians, cyclists, public transit and automobiles.

Repairs in an Automotive Service Station would no longer be restricted to three enclosed bays, but the Automotive Service Station would be required to adequately soundproof incidental noise, and the building openings and distance from an R district restrictions would be lifted. Accessory towing would be limited to two towing vehicles.

Shower and locker facilities would not be considered Gross Floor Area if they meet the physical and operational standards in the Planning Code.

The Planning Code requires that every newly create lot provide vehicular access to and from a permanent right of way.

Newly created lots would be required to provide public access to and from a permanent right of way.

The Planning Code requires streetscape and pedestrian improvements in conformance with the Better Streets Plan for a variety of large projects. New or expanded Private Parking Garages, Private Parking Lots, Public Parking Garages or Public Parking Lots are not considered large projects and do not have to comply with this requirement.

New or expanded Private Parking Garages, Private Parking Lots, Public Parking Garages or Public Parking Lots would be considered large projects and would have to comply with this requirement to provide streetscape and pedestrian improvements in conformance with the Better Streets Plan.

For the purposes of the Street Frontages requirements in Neighborhood Commercial, Residential-Commercial, Commercial, and Mixed Use Districts, building lobbies are not required to meet the transparency and fenestration or the gates, railing and grillwork requirements.

Building lobbies would be required to meet the transparency and fenestration and the gates, railing and grillwork requirements under the Street Frontages requirements for the Neighborhood Commercial, Residential-Commercial, Commercial, and Mixed Use Districts.

The Planning Code, when regulating street frontages for active uses, does not require that Retail uses, when having an accessory non-Retail use, be oriented to the street.

Retail uses, when having an accessory non-Retail use, would be required to be oriented to the street, having a street presence.

Off-street parking at stories above the first is required to be set back at least 15 feet from the street

Off-street parking at stories above the first would be required to be set back at least 25 feet from the street.

Off-street parking at or above the first story is required to be designed to facilitate its conversion to other uses within the C-3 zoning.

The provisions that require off-street parking at or above the first story to be designed to facilitate conversion to other uses would be extended citywide. In addition, off-street parking on upper stories would be required to have a floor level and ceiling height matching that of the street-facing active uses on those floors.

Frontages with active uses that are not PDR uses are required to be fenestrated with transparent windows and doorways and allow visibility to the inside of the building.

Only Industrial uses would be exempt from the requirement that frontages with active uses be fenestrated with transparent windows and doorways and allow visibility to the inside of the building. Frosted glass would no longer count towards the meeting the transparency requirement.

Among the seven street frontage requirements for buildings within the Neighborhood Commercial, Residential-Commercial, Commercial, and Mixed

Providing pedestrian lighting would be a new requirement for buildings with street frontage in the Neighborhood Commercial, Residential-

Use Districts, providing pedestrian lighting was not included Commercial, Commercial, and Mixed Use Districts.

The schedule of required off-street parking and the schedule of permitted off-street parking are found in Tables 151 and 151.1, respectively. The off-street parking schedules would be consolidated into Table 151. In addition, the allowed off-street parking for certain uses would be changed. To see the changes by uses, please refer to Exhibit C

For projects in the MUG, WMUG, MUR, MUO, RED, RED-MX and SPD districts and subject to Planning Code Section 329 requests for residential accessory parking above principally permitted amounts are reviewed by the Planning Commission according to the procedures in Section 329. For projects in those districts, but not subject to Section 329, the Zoning Administrator reviews requests for residential accessory parking above principally permitted amounts. For projects in the MUG, WMUG, MUR, MUO, RED, RED-MX and SPD districts all requests for residential accessory parking above principally permitted amounts would be reviewed by the Planning Commission as a Conditional Use authorization.

All non-Residential uses greater than 20,000 square feet, where permitted by the Schedule of Permitted Off-Street Parking Spaces, can request accessory parking above principally permitted amounts, and this request is reviewed by the Planning Commission as a Conditional Use authorization. General Grocery Stores greater than 20,000 square feet, where permitted by the Schedule of Permitted Off-Street Parking Spaces, would be able to request accessory parking above principally permitted amounts, and this request would be reviewed by the Planning Commission as a Conditional Use authorization.

There are no exceptions from the off-street loading requirements if the lot being served by the loading only can be accessed across a Street Park, as designated by the Department of Public Works, or a transit stop. Off-street loading would no longer be required if the lot being served can only be accessed across a Street Park, as designated by the Department of Public Works, or a transit stop.

The Planning Code lists portions of streets where the preservation of the pedestrian character and minimization of transit delays requires that vehicular access to off-street parking or loading be limited or restricted. Valencia Street, between 15th and 23rd Streets in the Valencia Street NCT District is one of the streets that enjoys this regulation. The portion of Valencia Street where vehicular access to off-street parking or loading is limited or restricted would be extended to Market Street to the north and to Cesar Chavez to the south.

In the C-3 district off-street parking is not allowed above the first story except in accordance with Planning Code Section 309 and 155(s)(2). In the C-3 district off-street parking would not be allowed to be built above the first story.

Vertical bicycle parking cannot satisfy the Class 2 bicycle parking requirements for uses not listed in Table 155.2, Bicycle Parking Spaces Required. Vertical bicycle parking would be allowed to satisfy the Class 2 bicycle parking requirements for uses not listed in Table 155.2, Bicycle Parking Spaces Required.

Mortuary uses are not required to provide bicycle parking

Mortuary uses would be required to provide bicycle parking at the same rate as Retail Sales and Service uses not specifically listed in Table 155.2, Bicycle Parking Spaces Required (One Class 1 bicycle parking space for every 7,500 square feet of Occupied Floor Area and a minimum of two Class 2 bicycle parking spaces).

Retail space devoted to the handling of bulky merchandise such as motor vehicles, machinery or furniture, excluding grocery stores, are required to provide a minimum of two Class 1 bicycle parking spaces and a minimum of two Class 2 bicycle parking spaces.

Retail space devoted to the handling of bulky merchandise such as motor vehicles, machinery or furniture, excluding grocery stores, would be required to provide bicycle parking at the same rate as Retail Sales and Service uses not specifically listed in Table 155.2, Bicycle Parking Spaces Required (One Class 1 bicycle parking space for every 7,500 square feet of Occupied Floor Area and a minimum of two Class 2 bicycle parking spaces).

Non-Retail Sales and Services not specifically listed in Table 155.2, Bicycle Parking Spaces Required are required to provide Class 2 bicycle parking spaces according to the gross square footage of a use.

Non-Retail Sales and Services not specifically listed in Table 155.2, Bicycle Parking Spaces Required would be required to provide Class 2 bicycle parking spaces according to the occupied square footage of a use

Community Residential, Community Commercial and Public Parking Lots in the RED and SPD districts are exempt from the Vehicular Use Area screening requirements if the screening would prevent the use of the subject lot as an open space or play area for nearby residents.

Community Residential, Community Commercial and Public Parking Lots in the RED and SPD districts would be required to meet the Vehicular Use Area screening requirements.

Limited Commercial and Industrial nonconforming uses in the RH, RM, RTO and RED districts are not allowed to expand into non-residential space on or below the ground floor or within an existing building envelope, including into non-required off-street parking spaces.

Limited Commercial and Industrial nonconforming uses in the RH, RM, RTO and RED districts would be allowed to expand into non-residential space on or below the ground floor or within an existing building envelope, including into non-required off-street parking spaces.

Automotive Service Stations or Gas Stations in R districts having legal nonconforming use status may continue that status if they continue to sell and dispense gasoline and other motor fuels and lubricating fluids directly into motor vehicles.

Automotive Service Stations or Gas stations in any district having legal nonconforming status would be allowed to continue that status if they sold and dispensed gasoline and other motor fuels and lubricating fluids directly into motor vehicles or provided automotive repair services.

Parking for car-share vehicles is a permitted accessory use to legal nonconforming Automotive Service Stations and Gas Stations and do not

In addition to parking for car-share vehicles, parking for bicycle- or scooter-sharing installations, automotive repair or repair of non-automotive vehicles would also be considered an accessory use to legal nonconforming Automotive

constitute an enlargement or intensification of the use.

Service Stations and Gas Stations that do not constitute an enlargement or intensification of the use.

Accessory Residential off-street parking may be leased for use by any resident of a Dwelling Unit located on a different lot within 1,250 feet of such parking space or by any resident of a Dwelling Unit located on a different lot within the City and County of San Francisco so long as no more than five spaces are rented to those who live beyond 1,250 feet of such parking space.

Accessory Residential off-street parking would only be allowed to be leased for use by a resident who resides within 1,250 feet of such parking space.

Public Parking Lots that are located both in the Glen Park NCT and the RH-2 zoning district are principally permitted if the subject property has been used as a Public Parking Lot for the past 10 years without benefit of a permit, and the adjoining RH-2 parcel is no larger than 40 feet by 110 feet. This permissibility expires in August 2024.

Public Parking Lots would no longer be permitted in the RH-2 zoning district under any circumstance.

In the Waterfront Special Use District No.2, any building which provides 10 or more off-street parking spaces shall require the Planning Commission to grant Conditional Use authorization

In the Waterfront Special Use District No.2 any amount of off-street parking would be subject to the entitlement process as required by the underlying zoning district.

In the Van Ness Special Use District projects with parking which exceed the amount permitted in Table 151.1 for an RC district shall be permitted if the project was approved prior to December 2014, the project builds no more parking than the amount approved, and the project proceeds to construction by December 2017

In the Van Ness Special Use District projects with parking which exceed the amount permitted in Table 151.1 for an RC district would not be permitted, irrespective of any conditions on approval and commencement of construction.

In the Folsom and Main Residential Commercial Special Use District area used for parking for Commercial or Residential uses including parking permitted as of right or by Conditional Use is not considered as commercial floor area for the purposes of Floor Area Ration calculations.

In the Folsom and Main Residential Commercial Special Use District area used for parking for Commercial or Residential uses including parking permitted as of right or by Conditional Use would be considered as commercial floor area for the purposes of Floor Area Ration calculations.

In the Folsom and Main Residential Commercial Special Use District allowed parking follows that of the Downtown Residential District.

In the Folsom and Main Residential Commercial Special Use District, allowed parking would follow that of the underlying zoning district.

To modify a condition of approval imposed by the Planning Commission, a project sponsor must follow the same procedures as if seeking a new Conditional Use authorization.

The Zoning Administrator would be allowed to authorize a reduction of off-street parking or loading found in a condition of approval, provided that the modification does not exceed principally

permitted amounts and satisfies all the applicable requirements of Article 1.5 in effect at the time of the modification.

When considering a Conditional Use application for non-accessory parking for a specific use or uses, the Planning Commission shall find affirmatively that the project satisfies the following criteria: (a) Demonstration that trips to the use or uses to be served, and the apparent demand for additional parking, cannot be satisfied by the amount of parking classified by this Code as accessory, by transit service which exists or is likely to be provided in the foreseeable future, by car pool arrangements, by more efficient use of existing on-street and off-street parking available in the area, and by other means; (b) Demonstration that the apparent demand for additional parking cannot be satisfied by the provision by the applicant of one or more car-share parking spaces in addition to those that may already be required by Section 166 of this Code; (c) The absence of potential detrimental effects of the proposed parking upon the surrounding area, especially through unnecessary demolition of sound structures, contribution to traffic congestion, or disruption of or conflict with transit services, walking, and cycling; (d) In the case of uses other than housing, limitation of the proposed parking to short-term occupancy by visitors rather than long-term occupancy by employees; and (e) Availability of the proposed parking to the general public at times when such parking is not needed to serve the use or uses for which it is primarily intended.

When considering a Conditional Use application for non-accessory parking for a specific use or uses, the Planning Commission would also find the application satisfies the following: (1) The proposed parking conforms to the objectives and policies of the General Plan and any applicable area plans, and is consistent with the City's transportation management, sustainability, health, street safety, and climate protection goals; (2) Such parking shall not be accessed from any protected transit, cycling, or pedestrian street described in Section 155(r) of this Code, and the City has demonstrated that conflicts with pedestrian, cycling, and transit movement resulting from the placement of driveways and ramps, the breaking of continuity of shopping facilities along sidewalks, and the drawing of traffic through areas of heavy pedestrian concentration have been minimized, and such impacts have been mitigated to the fullest extent possible; (3) The proposed facility meets or exceeds all relevant street frontage and urban design standards and policies of this Code and the General Plan regarding wrapping with active uses and architectural screening. In order not to preclude the conversion of parking space to other uses in the future, parking at or above the ground level shall not be sloped and the floor shall be aligned as closely as possible to sidewalk level along the principal pedestrian frontage and/or to those of the street-fronting commercial spaces, whichever is greater. Parking on upper floors shall have a floor level and ceiling height matching that of the street-facing active uses on those floors. Removable parking ramps are excluded from this requirement; and (4) In the case of expansion of existing facilities, the facility to be expanded has already maximized capacity through use of all feasible space-efficient techniques, including valet operation or mechanical stackers.

When considering a Conditional Use application for non-accessory parking in C-3, RC, NCT and

When considering a Conditional Use application for non-accessory parking in C-3, RC, NCT and

RTO Districts, the Planning Commission must find that a project meets seven criteria, including (a) The rate structure of Section 155(g) shall apply; (b) The project sponsor has produced a survey of the supply and utilization of all existing publicly-accessible parking facilities, both publicly and privately owned, within one-half mile of the subject site, and has demonstrated that such facilities do not contain excess capacity, including via more efficient space management or extended operations; (c) In the case of expansion of existing facilities, the facility to be expanded has already maximized capacity through use of all feasible space efficient techniques, including valet operation or mechanical stackers; (d) The proposed facility meets or exceeds all relevant urban design requirements and policies of this Code and the General Plan regarding wrapping with active uses and architectural screening, and such parking is not accessed from any frontages protected in Section 155(r); (e) Non-accessory parking facilities shall be permitted in new construction only if the ratio between the amount of Occupied Floor Area of principally or conditionally-permitted non-parking uses to the amount of Occupied Floor Area of parking is at least two to one; (f) The proposed facility shall dedicate no less than 5% of its spaces for short-term, transient use by car share vehicles as defined in Section 166, vanpool, rideshare, or other co-operative auto programs, and shall locate these vehicles in a convenient and priority location. These spaces shall not be used for long-term storage or to satisfy the requirement of Section 166, but rather are intended for use by short-term visitors and customers. Parking facilities intended for sole and dedicated use as long-term storage for company or government fleet vehicles, and not to be available to the public nor to any employees for commute purposes, are not subject to this requirement; (g) For new or expanding publicly owned non-accessory parking facilities in the C-3, RC, NCT, and RTO Districts, the following shall also apply: (i) Expansion or implementation of techniques to increase utilization of existing public parking facilities in the vicinity has been explored in preference to creation of new facilities, and has

RTO Districts, the Planning Commission would no longer need to find that a project meets criteria (c) or (d). Further, under criteria (g) neither (iii) nor (iv) would apply.

been demonstrated to be infeasible; (ii) The City has demonstrated that all major institutions (cultural, educational, government) and employers in the area intended to be served by the proposed facility have Transportation Demand Management programs in place to encourage and facilitate use of public transit, carpooling, car sharing, bicycling, walking, and taxis; (iii) The City has demonstrated that conflicts with pedestrian, cycling, and transit movement resulting from the placement of driveways and ramps, the breaking of continuity of shopping facilities along sidewalks, and the drawing of traffic through areas of heavy pedestrian concentration, have been minimized, and such impacts have been mitigated to the fullest extent possible; and (iv) The proposed parking conforms to the objectives and policies of the General Plan and any applicable area plans, and is consistent with the City's transportation management, sustainability, and climate protection goals.

The Zoning Administrator may grant a variance from the bicycle parking layout requirements.

Variances from the bicycle parking layout requirements could no longer be granted.

In Downtown Residential districts an exception to the provisions for exceeding an accessory residential parking ratio principally permitted and up to the maximum is allowed.

The exception from the provisions for exceeding an accessory residential parking ratio principally permitted and up to the maximum would no longer be allowed.

The Large Project Authorization allows exceptions for exceeding the principally permitted accessory residential ratio as well as any exception that could otherwise be granted under a Planned Unit Development.

Exceptions for exceeding the principally permitted accessory residential ratio as well as any exception that could otherwise be granted under a Planned Unit Development would no longer be allowed.

In the Neighborhood Commercial Shopping Center District (NC-S) Public Parking Garages are principally permitted at the first and second story, Private Parking Lots are allowed with Conditional Use authorization at all stories, and Public Parking Lots are principally permitted at the first and second stories.

In the NC-S districts Public Parking Garages would require Conditional Use authorization at the first and second stories, Private Parking Lots would not be permitted at the second story and above, and Public Parking Lots would require Conditional Use authorization at the first story and be prohibited above.

In the Upper Market Street Neighborhood Commercial Transit District Private and Public Parking Lots require Conditional Use authorization at every story.

In the Upper Market Street Neighborhood Commercial Transit District Private and Public Parking Lots would be prohibited at every story.

In the Lakeshore Plaza Special Use District, Community Residential Garages are allowed with Conditional Use authorization at the first story and not permitted above.

As part of the Good Neighbor Policies for Nighttime Entertainment Activities in the Eastern Neighborhoods Mixed Used Districts and the Downtown Residential Districts, establishments are required to provide adequate parking for patrons free of charge or at a rate or manner that would encourage use of parking by establishment patrons.

In the Lakeshore Plaza Special Use District, Community Residential Garages would be prohibited at all stories.

As part of the Good Neighbor Policies for Nighttime Entertainment Activities in the Eastern Neighborhoods Mixed Used Districts and the Downtown Residential Districts, establishments would no longer be required to provide adequate parking for patrons free of charge or at a rate or manner that would encourage use of parking by establishment patrons. They would be required to provide taxi and passenger loading areas, secure bicycle parking and bike shar and public transit services for establishment patrons.

BACKGROUND

The primary Planning Code parking regulations are found in two tables, Table 151 and 151.1. These tables apply parking regulations to Planning Code uses according to zoning districts. Table 151.1 applies to the NCT, RC, RCD, RTO, Mixed Use, M-1 PDR-1-G, PDR-1-D, C-3, Broadway, Excelsior Outer Mission Street, Japantown, North Beach, Polk and Pacific Avenue zoning districts. Table 151 applies to all other districts, including RH, M-2, C-2 and the other three dozen neighborhood commercial districts.

In January 2019 the Planning Code was amended to eliminate required parking in favor of parking maximums for all uses across the City, in every zoning district.¹ However, two tables were kept as part of a Planning Commission recommendation to assure the Planning Code amendment establishing parking maximums successfully moved through the legislative process. The proposed Ordinance seeks to consolidate these two tables into one, among other modifications to off-street parking regulations.

ISSUES AND CONSIDERATIONS

Setting allowed parking rates

Allowed parking rates for specific uses tend to be set in relation to the expected number of users. The metric used to set the rate, be it rooms, seats, or floor area, also has a relationship to the use. For example, the Planning Code sets allowed parking rates for Hotel uses in relation to the number of guest bedrooms and for Religious Institutions in relation to the number of seats in a main auditorium. These rates and metrics can be set to incentivize using different transportation modes to arrive at the use.

The City has stated policy goals related to how individuals move about the City. For example, the Transportation Element has goals regarding the reduction in pollution and energy consumption, incentives

¹ Ordinance No. 311-18
<http://sfbos.org/sites/default/files/o0311-18.pdf>

for using alternatives to the private automobile and goals for reducing the need for parking facilities.² The City's greenhouse gas emission reduction strategies are also intertwined with finding alternatives to the private automobile. For instance, the July 2019 Focus 2030: A Pathway to Net Zero Emissions report establishes the goal of shifting 80% of all trips towards walking, bicycling and transit.³ This requires there to be less use of, and less infrastructure dedicated to, the private automobile.

Changing parking metrics may lead to less allowed off-street parking. It is unclear, however, if changing metrics to occupied floor area results in reduced amounts of allowed parking. Given the uniqueness of each building and each use, it is difficult to be certain in all cases. It is possible, for example, that changing the metric for a Religious Institution from seats in an auditorium to occupied floor area allows for more parking given the design of that Religious Institution. One way to avoid this uncertainty is to reduce the allowed parking using the metric in place. In the example of Religious Institutions, instead of allowing 1.5 parking spaces for each 20 seats, a new regulation could allow 1.5 allowed parking spaces for every 40 seats.

Unforeseen exceptions under a Large Project Authorization

The Large Project Authorization entitlement (Planning Code Section 329) was crafted to facilitate the design review of larger projects in the City's east and southeast. As such, this entitlement lists approximately a dozen exceptions from the Planning Code the Planning Commission may grant a development project. Some of these include exceptions from the height limits for vertical non-habitable architectural elements, the loading requirements, and the rear yard requirement. This is done to realize the proposed project program with the aim of assuring a noteworthy design.

While the list of allowed exceptions is robust, Planning Code Section 329 is written to acknowledge that there may be circumstances where additional exceptions may make sense. It does this by allowing development projects exceptions to other Planning Code requirements that could otherwise be modified as a Planned Unit Development. This serves to remedy unforeseen site conditions or project needs under the rubric of assuring a notable design. The Ordinance proposes to eliminate the ability to request from the Planning Commission exceptions to the Planning Code that could otherwise be modified under a Planned Unit Development.

Procedures mechanisms for seeking additional off-street parking

The Planning Code sets principally permitted parking amounts and maximum parking limits. In many zoning districts applicants need to obtain Conditional Use authorization to provide off-street parking above principally permitted amounts and up to the maximum limit. In certain zoning districts, the Planning Code affords an alternate means to request this off-street parking. For large projects in the Eastern Neighborhoods Mixed Use districts, the Large Project Authorization affords a concurrent review process. There is also a concurrent review process for development projects in C-3 and DTR districts. For smaller projects in the Eastern Neighborhoods Mixed Use districts the Zoning Administrator may review requests

² Transportation Element, Objective 2, Policy 2.2 Reduce pollution, noise and energy consumption.

Transportation Element, Objective 2, 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.

³ Focus 2030: A Pathway to Net Zero Emissions. San Francisco Environment. July 2019

https://sfenvironment.org/sites/default/files/fliers/files/sfe_focus_2030_report_july2019.pdf

for off-street parking in amounts above those principally permitted. These processes exist to assure a streamlined project review without having the need of additional entitlements. The proposed Ordinance seeks to remove the possibility to obtain additional parking through the aforementioned existing review processes and instead require project sponsors to seek a separate Conditional Use authorization. It also expands upon the criteria the Planning Commission considers when permitting parking in excess of what is principally permitted.

Modifying outdated Conditions of Approval

The Planning Commission often imposes Conditions of Approval relating to the physical features or operational requirements for a project, including setting required parking amounts. Currently, these conditions can only be modified by the Planning Commission, even if the Planning Code is subsequently changed and makes the conditions obsolete. To modify Conditions of Approval a project sponsor must go back before the Planning Commission and have their Conditional Use authorization approval amended. For certain City policies, such as promoting alternatives to the private automobile, it makes sense to facilitate this process.⁴ The Ordinance would allow the Zoning Administrator to authorize a reduction of off-street parking or loading and avoid the Planning Commission process.

Limited Non-Conforming Commercial and Industrial Uses

A Nonconforming Use is a use that was created legally with appropriate permits, but due to changes in the Planning Code, has since become a use that would not be permitted in its zoning district. Limited Nonconforming Uses are nonconforming uses of a limited commercial or industrial character, which are beneficial to, and can be accommodated within, defined residential areas. These uses tend to be small in scale and provide desirable convenience goods and services to residents within a short walk of their homes.

There is an underlying presumption in the Planning Code that nonconforming uses should be eliminated over time because they are contrary to regulatory goals in the Code. Generally, nonconforming uses are given time limits to change to a conforming use and/or cease operating; however, in residential districts (with some exceptions), neighborhood-serving Limited Nonconforming Uses are not subject to termination and may continue for an indefinite period and may also change their use to other commercial uses as specified in the Planning Code. Limited Non-Conforming uses are also not allowed to intensify or expand, however, and this ordinance proposes to allow these uses to expand into non-residential space on or below the ground floor or within an existing building envelope, including into non-required off-street parking spaces.

PDR Uses and Industrial Uses

Industrial uses, as defined in the Planning Code, include light manufacturing uses, waste facilities, metal working, heavy manufacturing and other similar uses. These uses are typically found in the City's eastern and southeastern sectors and often a reasonable distance from neighborhood commercial or residential areas. Production, Distribution, and Repair is a broader category of uses within the Planning Code. It encompasses all Industrial uses, but also a range of uses that may not emit noxious odors or loud noises. These include arts activities uses, business services, wholesale storage and trade offices. These uses are sometimes found within or adjacent to neighborhood commercial and residential areas. Despite this

⁴ Transportation Element, Objective 2, 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.

proximity to neighborhood commercial uses, the Planning Code exempts these storefronts from meeting the transparency and fenestration requirements applicable to other uses in a retail corridor. This can adversely affect the continuity of transparent storefronts in a retail corridor.

Pedestrian lighting

Amenities in the public right of way, such as street furniture, decorative sidewalk grills and pedestrian lighting, are typically outside the purview of the Planning Code. This is because the Planning Code generally regulates private property and the City's other codes regulate the public right of way. In the case of pedestrian scale lighting, the SFPUC typically regulates, owns and manages these amenities. They are charged with maintaining consistent lighting throughout a block and with avoiding large differences between bright and dark areas. To achieve this, they have regulations that space light fixtures based on light levels emitted by specific lamp types. In this way, the SFPUC helps improve the City's urban design and public realm.

The Planning Code does, in one instance, impose a street or pedestrian scale lighting requirement. Planning Code Section 138.1 allows the Planning Department to direct project sponsors to work with the SFPUC on adding street and/or pedestrian scaled lighting to medium or large projects. It directs coordination with the SFPUC because regulating proper lighting levels is beyond the expertise and purview of the Planning Department staff.

Development Certainty

The Planning Code was recently amended to afford the provision, under very specific conditions, of a public parking lot in the Glen Park neighborhood.⁵ The Planning Commission considered this Planning Code Amendment at their June 7, 2018 hearing. At that hearing Department Staff recommended that the Commission disapprove this Amendment. Staff argued that the Planning Code Amendment was not consistent with the objectives in the Glen Park Plan seeking to reinforce the area's pedestrian and transit character and to ensure new development is compatible with existing character. Staff also highlighted that the site is better suited for more pressing uses, such as housing near the Glen Park BART station. The Planning Commission agreed and, in Resolution No. 20197, recommended disapproval of the Planning Code Amendment to the Board of Supervisors.

Despite this recommendation the Board of Supervisors approved the Planning Code Amendment in July 2018. However, it added a 72-month expiration of the Amendment, indicating that the public parking lot use would no longer be a permitted use by 2024. Ending this allowance less than 18 months after its granting appears overly abrupt. Plans to use the site for an allowed use could be terminated midstream, eliminating any development certainty the property owners were recently granted.

General Plan Compliance

The proposed Ordinance is, on balance, in harmony with the relevant General Plan objectives and policies related to transportation and urban design. For example, the proposed Ordinance aligns with the General Plan aims for reducing pollution, noise and energy consumption from the transportation system.⁶ The

⁵ Ordinance No. 168-18

<http://sfbos.org/sites/default/files/o0168-18.pdf>

⁶ Transportation Element, Objective 2, Policy 2.2 Reduce pollution, noise and energy consumption.

proposed Ordinance is also in alignment with the General Plan goal for recognizing that buildings, when seen together, contribute to the image of a neighborhood.⁷

Racial and Social Equity Analysis

Understanding the benefits, burdens and opportunities to advance racial and social equity that proposed Planning Code and Zoning Map amendments provide is part of the Department's Racial and Social Equity Initiative. This is also consistent with the Mayor's Citywide Strategic Initiatives for equity and accountability and with the forthcoming Office of Racial Equity, which will require all Departments to conduct this analysis.

The Planning Code amendments in the proposed Ordinance that seek to ease the convertibility of automobile parking into other uses; that seek to lower allowed off-street parking; that ease off-street loading requirements; and that augment the breadth of streets protected from undue automobile interference can help advance racial and social equity in San Francisco.

Regulations that require spaces used for above story off-street parking to be built in a manner that eases their convertibility into others uses can help accelerate the provision of other uses to communities of color. This includes institutional uses such as social service providers, health service providers, and even affordable housing. In many ways these types of uses can help improve the life outcomes of people of color, especially when these services are in neighborhoods with significant numbers of people of color.

In a similar vein, allowing less off-street parking frees scarce building space for other uses. This includes affordable housing units, social service provision, or even retail uses accessible to lower income households. Allowing less off-street parking can also incentivize the use of lesser polluting forms of transportation. This is a goal in many Area Plans that are historically ethnic enclaves.⁸

The easing of loading requirements and the expansion of the breadth of streets protected from undue automobile interference work in similar ways. Both strive to prevent automobile-pedestrian and automobile-bicycle conflicts. In the context of the City's Vision Zero goals, these changes are critically important. The Vision Zero High Injury Network Map shows several high injury corridors and intersections in neighborhoods where significant numbers of people of color reside.⁹ Further, the Vision Zero August 2019 Traffic Fatalities Report indicates many fatalities in Communities of Concern and on the

⁷ Urban Design Element, Objective 1, Policy 1.3 Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts

⁸ Bayview Hunters Point Area Plan, Objective 10 Enhance the Distinctive and Positive features of Bayview Hunters Point, Policy 10.2 Improve the visual quality and strengthen the pedestrian orientation of the Third Street core area; Objective 11 Improve Definition of Overall Urban Pattern of Bayview Hunters Point, Policy 11.2 Increase awareness and use of the pedestrian/bicycle trail system that links subareas in Bayview Hunters Point with the rest of the City. Mission Area Plan, Objective 4.7 Improve and Expand Infrastructure for Bicycling as an Important Mode of Transportation. Western SoMa Area Plan, Objective 4.18 Promote Non-Polluting Public Transit.

⁹ Vision Zero High Injury Network: 2017 Map

<https://sfgov.maps.arcgis.com/apps/webappviewer/index.html?id=fa37f1274b4446f1bddd7bdf9e708ff>

High Injury Network.¹⁰ Any regulations to address this situation will help improve the life outcomes of people of color in San Francisco.

Implementation

The Department has determined that the proposed Ordinance will impact our current implementation procedures as it creates the possibility for additional Conditional Use authorization requests for off-street parking above principally permitted amounts.

RECOMMENDATION

The Department recommends that the Commission *approve with modifications* the proposed Ordinance and adopt the attached Draft Resolution to that effect. The Department's proposed recommendations are as follows:

1. Lower existing parking rates in lieu of changing parking metrics.
2. Maintain the existing allowed exceptions under Planning Code Section 329, Large Project Authorization in Eastern Neighborhoods Mixed Use Districts.
3. Maintain the existing entitlement processes for requesting off-street parking above principally permitted amounts. Add additional considerations or findings for parking requests above principally permitted amounts to existing entitlement processes.
4. Strengthen language allowing the Zoning Administrator to modify Planning Commission Conditions of Approval for parking requirements.
5. Eliminate the proposed requirement for building owners to install pedestrian lighting.
6. Maintain the provision allowing a public parking lot in the Glen Park neighborhood.
7. Correct typographical errors and other omissions or inconsistencies.

BASIS FOR RECOMMENDATION

The Department supports the goals of the Ordinance. Consolidating and reorganizing related sections as well as updating and correcting erroneous references are important to a smooth functioning of the Planning Code. The Department is also in general support of the substantive changes the Ordinance proposes as they incentivize alternatives to the private automobile and help the City meet a variety of General Plan policies and other citywide programs. The Department does have concerns over the following issues:

Recommendation 1: Lower existing parking rates in lieu of changing parking metrics. It is unclear if in every instance setting parking rates by occupied floor area results in less allowed parking. Given City policies and goals for reducing the primacy of and dependence upon the private automobile, it is important that modifications to parking regulations clearly reduce allowed amounts. One direct way to assure this is to simply change existing rates. For example, if a use is allowed one parking space for every 20 seats, it is easy to halve the allowed amount by requiring 40 seats for every parking space. This avoids the uncertainty of changing the allowed parking metrics, such as by changing from seats or rooms to occupied floor area.

¹⁰ Vision Zero SF 2019 Traffic Fatality Monthly Report

https://www.visionzerosf.org/wp-content/uploads/2019/09/08.2019Fatalities_AugSummaryMemo.pdf

Recommendation 2: Maintain the existing allowed exceptions under Planning Code Section 329, Large Project Authorization in Eastern Neighborhoods Mixed Use Districts. The Large Project Authorization was written to emphasize the design review of large scaled projects in the City's east and southeast. To enable noteworthy building design, approximately a dozen exceptions to the Planning Code requirements are allowed. Knowing that not all conditions could be foreseen, this Section also affords an exception to Planning Code requirements that may be sought under a Planned Unit Development, but not explicitly listed in Planning Code Section 329. This was also done to provide flexibility from Planning Code requirements that may hamper an improved building design. Since the objectives of Planning Code Section 329 have not changed, the types of allowed exceptions should remain as well.

Recommendation 3: Maintain the existing entitlement processes for requesting off-street parking above principally permitted amounts. Requests for modifications from the Planning Code should be made as streamlined as possible. The current process allows a request for off-street parking above principally permitted amounts to be folded into a larger entitlement process, should one already be underway. This includes projects seeking a Large Project Authorization in the Eastern Neighborhoods Mixed Use districts, projects in the C-3 and DTR districts reviewed under Sections 309 and 309.1, and smaller projects in the Eastern Neighborhoods Mixed Use districts. Adding a Conditional Use authorization requirement would result in another entitlement process for a request that can typically be handled by an existing entitlement. If there are concerns about parking requests needing additional scrutiny, then added considerations or findings can be required under existing entitlement processes. This would include adding Conditional Use findings for requests for off-street parking above principally permitted amounts to those entitlement processes.

Recommendation 4: Strengthen language allowing the Zoning Administrator to modify Planning Commission Conditions of Approval for parking requirements. To assure the Zoning Administrator has authority to modify a Planning Commission imposed condition of approval, it seems reasonable to strengthen the proposed language allowing this. Instead of stating that the Zoning Administrator *may* authorize reductions in off-street parking or loading to amounts that do not exceed principally permitted amounts and that satisfy other applicable requirements, the Planning Code should state the Zoning Administrator *shall* authorize reductions. This type of language provides firm direction to reduce once-required off-street parking or loading and would assure clarity of this new authority.

Recommendation 5: Eliminate the proposed requirement for building owners to install pedestrian lighting. The SFPUC is the agency that typically regulates, owns and manages the City's pedestrian lighting. They specify certain lighting levels and distances between lamps to differentiate conditions within the public right of way with the aim of improving the public realm. Augmenting the Planning Code to require building owners to install pedestrian scaled lighting at the street frontage may interfere with SFPUC specifications and be unnecessary. Planning Code Section 138.1 already affords the Planning Department with the ability to impose a lighting requirement. Further, the Planning Department does not have the expertise to assure and enforce that the proper lighting is installed.

Recommendation 6: Maintain the provision allowing a public parking lot in the Glen Park neighborhood. The provision that allowed a public parking lot under very specific circumstances in the

Glen Park neighborhood was just recently enacted in August 2018. The provision provided a 72-month period for operation as a public parking lot. Terminating this provision less than 24 months after its enactment seems abrupt and erodes any development certainty recently afforded the property owners.

Recommendation 7: Correct typographical errors and other omissions or inconsistencies. In the span of the 186 page Ordinance there are a few typographical errors and other omissions or inconsistencies. For example, in the Neighborhood Commercial Shopping Center Zoning Control Table the permissibility of Public Parking Lots is proposed for amendment. The Ordinance proposes deletion of the existing control, but the proposed control is also marked for deletion. These types of minor errors should be corrected for the sake of clarity and a smoothly functioning Planning Code.

REQUIRED COMMISSION ACTION

The proposed Ordinance is before the Commission so that it may approve it, reject it, or approve it with modifications.

ENVIRONMENTAL REVIEW

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

PUBLIC COMMENT

As of the date of this report, the Planning Department has received more than a dozen letters from public. All letters express support for the proposed Ordinance, and especially for the proposed elimination of the Planning Code clause allowing public parking lots in the Glen Park neighborhood.

Attachments:

- Exhibit A: Draft Planning Commission Resolution
- Exhibit B: Letters of Support/Opposition
- Exhibit C: Proposed Amendments to Parking Tables
- Exhibit D: Board of Supervisors File No. 190794



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Draft Resolution HEARING DATE OCTOBER 17, 2019

Project Name: **Planning, Environment Codes - Parking Requirements**
Case Number: **2019-014525PCA [Board File No. 190794]**
Initiated by: **Supervisor Mandelman / Introduced July 16, 2019**
Staff Contact: **Diego Sanchez, Legislative Affairs**
diego.sanchez@sfgov.org, 415-575-9082
Reviewed by: **Aaron D Starr, Manager of Legislative Affairs**
aaron.starr@sfgov.org, 415-558-6362

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

RESOLUTION APPROVING WITH MODIFICATIONS A PROPOSED ORDINANCE THAT WOULD AMEND VARIOUS PLANNING CODE SECTIONS TO MODIFY MAXIMUM AMOUNTS OF PARKING PERMITTED IN CERTAIN NEIGHBORHOOD COMMERCIAL, RESIDENTIAL-MIXED, COMMUNITY COMMERCIAL, AND MISSION BAY ZONING DISTRICTS, TO REQUIRE THAT ABOVE-GRADE PARKING IN ALL DISTRICTS BE DESIGNED FOR CONVERSION TO OTHER USES, AND TO UPDATE OUTDATED REFERENCES, CLARIFY EXISTING REQUIREMENTS, AND IMPROVE THE ORGANIZATION OF THE CODE; ADOPTING FINDINGS, INCLUDING ENVIRONMENTAL FINDINGS, PLANNING CODE SECTION 302 FINDINGS, AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND PLANNING CODE SECTION 101.1.

WHEREAS, on July 16, 2019 Supervisor Mandelman introduced a proposed Ordinance under Board of Supervisors (hereinafter "Board") File Number 190794, which would amend various Planning Code sections to modify maximum amounts of parking permitted in certain Neighborhood Commercial, Residential-Mixed, Community Commercial, and Mission Bay zoning districts, to require that above-grade parking in all districts be designed for conversion to other uses, and to update outdated references, clarify existing requirements, and improve the organization of the code;

WHEREAS, The Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Ordinance on October 17, 2019; 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

WHEREAS, the Planning Commission finds from the facts presented that the public necessity, convenience, and general welfare require the proposed amendment; and

MOVED, that the Planning Commission hereby **approves with modifications** the proposed ordinance. Those modifications include:

1. Lower existing parking rates in lieu of changing parking metrics
2. Maintain the existing allowed exceptions under Planning Code Section 329, Large Project Authorization in Eastern Neighborhoods Mixed Use Districts
3. Maintain the existing entitlement processes for requesting off-street parking above principally permitted amounts
4. Strengthen language allowing the Zoning Administrator to modify Planning Commission Conditions of Approval for parking requirements
5. Eliminate the proposed requirement for building owners to install pedestrian lighting
6. Maintain the provision allowing a public parking lot in the Glen Park neighborhood
7. Correct typographical errors and other omissions or inconsistencies

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. Incentivizing alternatives to the private automobile is critical for the City to meet a variety of General Plan policies and other citywide programs and goals, including Vision Zero and the City's Climate Action goals.
2. Consolidating and reorganizing related Planning Code sections as well as updating and correcting erroneous references are important to the smooth functioning of the Code.
3. **General Plan Compliance.** The proposed Ordinance and the Commission's recommended modifications are 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 removing requirements for loading across transit stops.

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, among other means.

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.

URBAN DESIGN ELEMENT

OBJECTIVE 1

EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION

Policy 1.3

Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

By requiring that buildings providing above grade off-street parking match floor and ceiling heights of adjacent street facing buildings, the proposed Ordinance will help create contextual buildings and aid in enhancing the overall look and sense of the City's neighborhoods.

4. **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 the preservation or enhancement of neighborhood serving retail uses because the Ordinance largely concerns itself with updating the City's off-street parking controls.

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

Because the proposed Ordinance would clarify outdated Planning Code references and modify maximum allowed off-street parking amounts in the certain Neighborhood Commercial, Residential-Mixed, Community Commercial and Mission Bay zoning districts it will not have a negative effect on housing or neighborhood character.

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 it seeks to modify Planning Code sections related to off-street parking.

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

The proposed Ordinance would help to improve MUNI transit service as it proposes to lessen the number of automobile conflicts with transit infrastructure, including transit stops.

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 seeks to update or modify Planning Code sections dealing with off-street parking and street frontages.

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 seeks to update or modify sections of the Planning Code that deal with off-street parking.

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 to modify or update off-street parking regulations.

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 to modify or update off-street parking regulations.

5. **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 APPROVES WITH MODIFICATIONS the proposed Ordinance as described in this Resolution.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on October 17, 2019

Jonas P. Ionin
Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED: October 17, 2019

Sanchez, Diego (CPC)

From: CPC-Commissions Secretary
Sent: Wednesday, October 9, 2019 11:29 AM
To: Richards, Dennis (CPC); Fung, Frank (CPC); Johnson, Milicent (CPC); Koppel, Joel (CPC); Moore, Kathrin (CPC); Melgar, Myrna (CPC)
Cc: Feliciano, Josephine (CPC); Sanchez, Diego (CPC)
Subject: FW: Support for File #190794- Limiting new parking - Reversing special dispensation on Kern Street Parking

Jonas P. Ionin,
Director of Commission Affairs

Planning Department | City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309 | Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

-----Original Message-----

From: Troy Kashanipour <tk@tkworkshop.com>
Sent: Tuesday, October 08, 2019 7:51 PM
To: CPC-Commissions Secretary <commissions.secretary@sfgov.org>
Cc: MandelmanStaff, [BOS] <mandelmanstaff@sfgov.org>
Subject: Support for File #190794- Limiting new parking - Reversing special dispensation on Kern Street Parking

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Planning Commission Secretary,

I wanted to provide my support for the legislation proposed by Supervisor Mandelman which will decrease the parking thresholds in new construction.

The additional side effect of this legislation is that it will sunset the special dispensation provision that allows the Kern Street Parking lot site in Glen Park to languish as surface parking, despite the underlying zoning which does not allow such. It will reverse the special consideration previously granted which allowed this to remain as a surface parking lot. This parking lot is just few steps from the BART station and could be better utilized as housing.

This lot was closed for construction in the first half of 2019 with no apparent ill effects on neighborhood serving businesses. Indeed neighborhood business will greatly benefit from increased density and added foot traffic.

Thank you for your consideration.

Best,

Sanchez, Diego (CPC)

From: CPC-Commissions Secretary
Sent: Tuesday, October 8, 2019 11:31 AM
To: Richards, Dennis (CPC); Fung, Frank (CPC); Johnson, Milicent (CPC); Koppel, Joel (CPC); Moore, Kathrin (CPC); Melgar, Myrna (CPC)
Cc: Feliciano, Josephine (CPC); Sanchez, Diego (CPC)
Subject: FW: Support for File #190794, limiting new parking and revoking it as a use on Kern St

Jonas P. Ionin,
Director of Commission Affairs

Planning Department | City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309 | Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: Matt Hill <mattdh666@gmail.com>
Sent: Tuesday, October 08, 2019 9:41 AM
To: CPC-Commissions Secretary <commissions.secretary@sfgov.org>
Cc: glenparkurbanists@gmail.com
Subject: Support for File #190794, limiting new parking and revoking it as a use on Kern St

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello,

I am a resident of the Mission, and my children both attend Dolores Huerta Elementary in Glen Park. We spend a lot of time in Glen Park at the restaurants, shops, library, and park.

I would like to express to the Planning Commission that I support Supervisor Mandelman's proposal to limit parking expansion.

Additionally, I want to specifically reject the idea that Glen Park's largest developable parcel, steps from our BART station, ought to remain a parking lot. This special dispensation should be revoked.

The neighborhood does not need a parking lot here, as demonstrated earlier this year when the site was closed for construction. What we need is transit-oriented housing. (And maybe a nice sidewalk cafe.)

Thank you,
Matt Hill
3059 25th St

Sanchez, Diego (CPC)

From: CPC-Commissions Secretary
Sent: Tuesday, October 8, 2019 11:31 AM
To: Richards, Dennis (CPC); Fung, Frank (CPC); Johnson, Milicent (CPC); Koppel, Joel (CPC); Moore, Kathrin (CPC); Melgar, Myrna (CPC)
Cc: Feliciano, Josephine (CPC); Sanchez, Diego (CPC)
Subject: FW: Support for File #190794, limiting new parking and revoking it as a use on Kern St

Jonas P. Ionin,
Director of Commission Affairs

Planning Department | City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309 | Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: Sophie Constantinou <sophie@citizenfilm.org>
Sent: Tuesday, October 08, 2019 9:38 AM
To: CPC-Commissions Secretary <commissions.secretary@sfgov.org>; glenparkurbanists@gmail.com
Subject: Support for File #190794, limiting new parking and revoking it as a use on Kern St

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissions Secretary

I am a resident of the Bernal Glen neighborhood, also known as College Hill, and I would like to express to the Planning Commission that I support Supervisor Mandelman's proposal to limit parking expansion.

Additionally, I want to specifically reject the idea that Glen Park's largest developable parcel, steps from our BART station, ought to remain a parking lot. This special dispensation should be revoked. The neighborhood does not need a parking lot here, as demonstrated earlier this year when the site was closed for construction. What we need is transit-oriented housing. (And maybe a nice sidewalk cafe.)

Thank you
Sophie

Sophie Constantinou
22 Richland Ave
San Francisco CA 94110

Sanchez, Diego (CPC)

From: NICHOLAS DEWAR <ndewar@ppcollab.com>
Sent: Monday, October 7, 2019 3:03 PM
To: CPC-Commissions Secretary
Cc: glenparkurbanists@gmail.com; Rafael Mandelman; Mundy, Erin (BOS)
Subject: Support for File #190794, limiting new parking and revoking it as a use on Kern St

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I live in Glen Park and want the commissioners to know that I support Sup. Mandelman's proposal to limit parking expansion.

I understand that this proposal will end the special dispensation granted to the Kern St parking lot. I support the end of the special permission to use the Kern St lot for parking. I hope that it will be used instead for transit oriented development that exploits its proximity to four BART lines, five MUNI bus lines and one MUNI LRV line and supports pedestrian use of Kern St.

Thanks for your attention to this.

Nicholas Dewar
942 Chenery St

Sanchez, Diego (CPC)

From: James Ausman <ausman@gmail.com>
Sent: Monday, October 7, 2019 3:15 PM
To: CPC-Commissions Secretary
Cc: glenparkurbanists@gmail.com; Mandelman, Rafael (BOS)
Subject: Support for File #190794, limiting new parking and revoking it as a use on Kern St

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Planning Commission,

I am a homeowner in Glen Park, and I would like to express to the Planning Commission that I support Supervisor Mandelman's proposal to limit parking expansion.

Additionally, I want to specifically reject the idea that Glen Park's largest buildable parcel which is only steps from our BART station, ought to remain a parking lot. This special dispensation should be revoked. The neighborhood does not need a parking lot here, as demonstrated earlier this year when the site was closed for construction. What we need is more housing for people, not cars.

Sincerely,
Jim Ausman

Sanchez, Diego (CPC)

From: Annie Hsia <ajhsia@gmail.com>
Sent: Monday, October 7, 2019 3:33 PM
To: CPC-Commissions Secretary; Sanchez, Diego (CPC)
Cc: Mandelman, Rafael (BOS); MandelmanStaff, [BOS]; glenparkurbanists@gmail.com
Subject: File #190794 - Please revoke use of Kern Street parking lot

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Planning Commission,

I am a voting homeowner in San Francisco.

It has come to my attention that Supervisor Mandelman has introduced Board File 190794 that reduces maximum amounts of above-grade parking permitted in certain districts and also revoking the use of the Kern Street lot that was granted special permission to operate as a parking lot on a temporary basis but now seems to have been indefinitely extended.

We must reduce the dependency on cars in our city. I am in full support of all such efforts. It is also my understanding that the lot was being explored for development of housing. As the lot is just steps from BART and multiple Muni lines along with the J and K, I would like to see that happen instead. In the meantime, maybe the lot can be used as a temporary oversized vehicle navigation center. Our former fire chief is collecting quite a big pension check as is.

Very truly yours,

Jui-Yun (Annie) Hsia

Sanchez, Diego (CPC)

From: Dan Crosby <dan@danielcrosby.net>
Sent: Monday, October 7, 2019 4:06 PM
To: CPC-Commissions Secretary
Cc: glenparkurbanists@gmail.com
Subject: Support for File #190794 re Kern St parking lot

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I am a resident of south Bernal Heights, a 10-minute walk from Glen Park BART station, and I write in support of Supervisor Mandelman's proposal to amend off-street parking requirements in San Francisco.

I recognize that the transition to a world where driving and parking are less common is controversial among some residents, but it is absolutely a change we need to make if we want to meet both our Vision Zero and our environmental goals as a city. In particular, parking lots like those on Kern Street only serve to induce and subsidize driving to neighborhoods that are well served by transit and highly walkable. Multiply this by similar inefficiencies all over the city, and we have a real problem. The Supervisor's proposal is a start at fixing that problem.

Thank you,
Dan Crosby

Sent from my iPad

Sanchez, Diego (CPC)

From: Beaudry Kock <beaudry.kock@mac.com>
Sent: Monday, October 7, 2019 4:46 PM
To: CPC-Commissions Secretary
Cc: glenparkurbanists@gmail.com
Subject: Support for File #190794, limiting new parking and revoking it as a use on Kern St

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To the Planning Commission:

I live in Noe Valley, but used to live in Glen Park and regularly travel to and through the area for kids' activities, to shop, and to head up to the Canyon. When I lived there, the Kern St parking lot struck me as an extraordinary waste of potential, something I'm still reminded of every time I pass by. Steps from one of the few BART stations in the city, with diverse amenities around the corner, and almost perfectly situated for access to green space and southern neighborhoods, this parcel should be working a lot harder for the city: residential development, sidewalk cafes, school facilities...almost anything would be a better use of land than storing a few cars. If this were an absolutely critical parking lot serving a specially needy user group, maybe a case could be made. But it's not even that: when the site closed for construction earlier this year, nothing much of note happened. Glen Park survived. The question should be more: how much *better* could Glen Park be with this lot made over to something actually useful to people?

If it's not obvious, then, I would like to express to the Planning Commission that I support Supervisor Mandelman's proposal to limit parking expansion in general. But specifically for the Kern St site, the absurd special dispensation that Supervisor Sheehy pushed through, should be revoked. It's time Glen Park gets new housing, retail, and new life on Kern Street.

Sincerely,

Beaudry Kock

Sanchez, Diego (CPC)

From: Nik Kaestner <lederhosen1@live.com>
Sent: Monday, October 7, 2019 5:04 PM
To: CPC-Commissions Secretary
Cc: glenparkurbanists@gmail.com
Subject: Reaonsable Parking Ordinance

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I am a resident of College Hill, and I would like to express to the Planning Commission that I support Supervisor Mandelman's proposal to limit parking expansion.

Also, I want to make sure that the parking lot on Kern St. near Glen Park BART is rezoned as part of this legislation. We need housing in this city, not parking in a transit-rich area! Plus, it would nice to be incorporate some outdoor seating as part of any development, something which Glen Park Village is totally lacking.

Thanks for your time.

-nik Kaestner
17 Milton St.

Sanchez, Diego (CPC)

From: Eddie Dinel <edinel@solace.org>
Sent: Monday, October 7, 2019 5:11 PM
To: CPC-Commissions Secretary
Subject: Expressing Support for File #190794, limiting new parking and revoking it as a use on Kern Street

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi all--

I'm a Glen Park resident for the last 7 years (and for a 10-year stretch previously). I would like to make sure the Planning Commission knows that I wholeheartedly support Supervisor Mandelman's proposal which will limit parking expansion.

I also want to ensure that it's clear that I (and my family) do not believe that the lot on Kern Street -- site of a special dispensation to legalize parking -- needs to be a parking lot. Rather, this is PRECISELY the kind of location on which transit-oriented housing should be built! Any extension of the special dispensation to retain this undeveloped plot of gravel for parking is something I strongly oppose.

Thank you!

--

Eddie Dinel
edinel@solace.org

Sanchez, Diego (CPC)

From: Heather World <h_world@yahoo.com>
Sent: Monday, October 7, 2019 6:47 PM
To: Melgar, Myrna (CPC); Koppel, Joel (CPC); planning@rodneyfong.com; richhillissf@gmail.com; Johnson, Milicent (CPC); Moore, Kathrin (CPC); Richards, Dennis (CPC)
Cc: CPC-Commissions Secretary; MandelmanStaff, [BOS]
Subject: Support for File #190794, limiting new parking and revoking it as a use on Kern St

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Planning Commissioners,

I am a resident of Glen Park, and I would like to express my support for Supervisor Rafael Mandelman's legislation (File #190794) to limit parking expansion and make building conversion to non-parking purposes easier that is scheduled to come before you October 17.

I also strongly support the part of the legislation that revokes the special dispensation given to the Hayes family, which owns a lot on Kern Street, steps from BART in Glen Park. As you Commissioners yourselves noted June 7, 2018, when that particular legislation was before you, setting special status for this lot makes no sense, and you voted against it.

([Link](#) to the commission meeting transcript. Search for "I'm here on behalf of Supervisor Sheehy" to find the relevant section.)

Unfortunately the Board of Supervisors later cast aside your expertise and common sense and passed the special zoning change for that lot only. Please do not let this portion of the legislation be stripped out in deference to the powerful and wealthy San Francisco family that owns the lot.

Best,
Heather World
208 Chenery

Sanchez, Diego (CPC)

From: Hilary Clark <hilaryclark1@gmail.com>
Sent: Monday, October 7, 2019 6:54 PM
To: CPC-Commissions Secretary
Cc: glenparkurbanists@gmail.com
Subject: Support for File #190794, limiting new parking and revoking it as a use on Kern St

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I am a resident of Glen Park, and I would like to express to the Planning Commission that I support Supervisor Mandelman's proposal to limit parking expansion.

Further, I am particularly opposed to leaving the large developable parcel on Kern Street as a parking lot. That use is a criminal waste of space given the current housing crisis, and is called out as a blight in the Glen Park Community Plan. Please help us improve our village by improving the use of this land.

Many thanks,
Hilary Clark
3004 Castro Street

Sanchez, Diego (CPC)

From: CPC-Commissions Secretary
Sent: Monday, October 7, 2019 3:00 PM
To: Richards, Dennis (CPC); Fung, Frank (CPC); Johnson, Milicent (CPC); Koppel, Joel (CPC); Moore, Kathrin (CPC); Melgar, Myrna (CPC)
Cc: Feliciano, Josephine (CPC); Sanchez, Diego (CPC)
Subject: FW: Support for File #190794, limiting new parking and revoking it as a use on Kern St

Jonas P. Ionin,
Director of Commission Affairs

Planning Department | City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309 | Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: Matt Klenk <klenk.matt@gmail.com>
Sent: Monday, October 07, 2019 2:59 PM
To: CPC-Commissions Secretary <commissions.secretary@sfgov.org>
Cc: glenparkurbanists@gmail.com
Subject: Support for File #190794, limiting new parking and revoking it as a use on Kern St

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I'm a resident of Miraloma Park, and I would like to express my support of Supervisor Mandelman's proposal to limit parking expansion.

In particular, I want to ensure that the 7000 sqft lot on Kern street has its special dispensation sunset soon. I shop in Glen Park at least twice a week. The neighborhood does not need another parking lot. I take the 23 and 36, I drive, and I ride my bike. The neighborhood needs more transit oriented housing and this is a great location for it.

Cheers,
Matt

Sanchez, Diego (CPC)

From: CPC-Commissions Secretary
Sent: Monday, October 7, 2019 2:59 PM
To: Richards, Dennis (CPC); Fung, Frank (CPC); Johnson, Milicent (CPC); Koppel, Joel (CPC); Moore, Kathrin (CPC); Melgar, Myrna (CPC)
Cc: Feliciano, Josephine (CPC); Sanchez, Diego (CPC)
Subject: FW: Support for File #190794, limiting new parking and revoking it as a use on Kern St

Jonas P. Ionin,
Director of Commission Affairs

Planning Department | City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309 | Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: Viren Jain <virenjn@gmail.com>
Sent: Monday, October 07, 2019 2:39 PM
To: CPC-Commissions Secretary <commissions.secretary@sfgov.org>
Subject: Support for File #190794, limiting new parking and revoking it as a use on Kern St

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I am a resident of Glen Park and I would like to express to the Planning Commission that I support Supervisor Mandelman's proposal to limit parking expansion.

Additionally, I want to specifically reject the idea that Glen Park's largest developable parcel, steps from our BART station, ought to remain a parking lot. This special dispensation should be revoked. The neighborhood does not need a parking lot here, as demonstrated earlier this year when the site was closed for construction. What we need is transit-oriented housing.

Best, --Viren Jain

Sanchez, Diego (CPC)

From: CPC-Commissions Secretary
Sent: Monday, October 7, 2019 2:59 PM
To: Richards, Dennis (CPC); Fung, Frank (CPC); Johnson, Milicent (CPC); Koppel, Joel (CPC); Moore, Kathrin (CPC); Melgar, Myrna (CPC)
Cc: Feliciano, Josephine (CPC); Sanchez, Diego (CPC)
Subject: FW: Support for File #190794, limiting new parking and revoking it as a use on Kern St

Jonas P. Ionin,
Director of Commission Affairs

Planning Department | City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309 | Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: Georgianna Salz Kleman <georgiannasalz@hotmail.com>
Sent: Monday, October 07, 2019 2:39 PM
To: CPC-Commissions Secretary <commissions.secretary@sfgov.org>
Subject: Support for File #190794, limiting new parking and revoking it as a use on Kern St

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Support for File #190794, limiting new parking and revoking it as a use on Kern St

I am a resident of Glen Park, and I would like to express to the Planning Commission that I support Supervisor Mandelman's proposal to limit parking expansion.

Additionally, I want to specifically reject the idea that Glen Park's largest developable parcel, steps from our BART station, ought to remain a parking lot. This special dispensation should be revoked. The neighborhood does not need a parking lot here, as demonstrated earlier this year when the site was closed for construction. What we need is transit-oriented housing.

Thank you -

Georgianna Salz Kleman
1 Bemis Street, SF, CA 94131
georgiannasalz@hotmail.com

Sanchez, Diego (CPC)

From: CPC-Commissions Secretary
Sent: Monday, October 7, 2019 2:59 PM
To: Richards, Dennis (CPC); Fung, Frank (CPC); Johnson, Milicent (CPC); Koppel, Joel (CPC); Moore, Kathrin (CPC); Melgar, Myrna (CPC)
Cc: Sanchez, Diego (CPC); Feliciano, Josephine (CPC)
Subject: FW: Support for File #190794, limiting new parking and revoking it as a use on Kern St

Jonas P. Ionin,
Director of Commission Affairs

Planning Department | City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309 | Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: Miriam <miriamapfel@gmail.com>
Sent: Monday, October 07, 2019 2:39 PM
To: CPC-Commissions Secretary <commissions.secretary@sfgov.org>
Cc: glenparkurbanists@gmail.com
Subject: Support for File #190794, limiting new parking and revoking it as a use on Kern St

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I am a resident of Sunnyside and regularly shop in and walk around Glen Park. I commute daily via BART. I would like to express to the Planning Commission that I support Supervisor Mandelman's proposal to limit parking expansion.

Additionally, I want to specifically reject the idea that Glen Park's largest developable parcel, steps from our BART station, ought to remain a parking lot. This special dispensation should be revoked. The neighborhood does not need a parking lot here, as demonstrated earlier this year when the site was closed for construction. What we need is transit-oriented housing. And some additional shopping or dining establishments.

Thank you
Miriam

Sanchez, Diego (CPC)

From: CPC-Commissions Secretary
Sent: Monday, October 7, 2019 2:59 PM
To: Richards, Dennis (CPC); Fung, Frank (CPC); Johnson, Milicent (CPC); Koppel, Joel (CPC); Moore, Kathrin (CPC); Melgar, Myrna (CPC)
Cc: Sanchez, Diego (CPC); Feliciano, Josephine (CPC)
Subject: FW: Support for File #190794

Jonas P. Ionin,
Director of Commission Affairs

Planning Department | City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309 | Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: Mike Schiraldi <mike@schiraldi.org>
Sent: Monday, October 07, 2019 2:40 PM
To: CPC-Commissions Secretary <commissions.secretary@sfgov.org>
Cc: glenparkurbanists@gmail.com
Subject: Support for File #190794

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I would like to submit the following feedback for File #190794, Supervisor Mandelman's parking legislation. Please pass it along to the Planning Commissioners:

I am a Glen Park resident and homeowner, and am writing to express my support for Supervisor Mandelman's efforts to limit the expansion of parking in San Francisco.

I would also specifically like to speak out against the blight on our neighborhood that is the recently-legalized parking lot south of Kern Street. This use deadens the neighborhood and is a blight on the entire street, which should be the scenic, pedestrian-oriented gateway to the Glen Park Greenway. Supervisor Sheehy never should have pushed through the spot-zoning legislation that legalized the parking lot, and we should end this use as soon as possible.

During the entire first half of 2019, the parking lot was closed for (unpermitted) construction. I can offer first-hand testimony that the impact on the neighborhood was minimal. Traffic adapted. Shoppers adapted. Merchants like Gialina and La Corneta remained packed. We don't need this parking lot. What we do need is housing. If we sunset the allowability of parking as a use on this site, I believe it will swiftly be snapped up as a prime location for affordable, transit-oriented housing.

Please endorse the supervisor's legislation as-is, including the part that closes the Kern St loophole.

EXHIBIT C
Proposed Amendments to Parking Tables

USE	EXISTING PARKING CONTROL	PROPOSED PARKING CONTROL
Dwelling Units in RC-4, Hayes-Gough, NCT-3, Upper Market, Mission Street, Valencia Street	Up to one space for each two Dwelling or SRO Units; C up to 0.75 spaces for each Dwelling Unit, subject to the criteria and procedures of Section 151.1(e); NP above 0.75 spaces for each Dwelling Unit	Up to one space for each two Dwelling Units. NP above
Dwelling Units in C-2, RM, Castro Street, Inner Clement Street, Outer Clement Street, Upper Fillmore Street, Haight Street, Irving Street, Judah Street, Noriega Street, Sacramento Street, Inner Sunset, Taraval Street, 24 th Noe Valley, Union Street	Up to 1.5 spaces for each Dwelling Unit	Up to one space for each Dwelling Unit NP above
Dwelling Units and SRO Units in SALI, MUG, outside of the Central SOMA SUD, WMUG, MUR, MUO, WMUO, SPD	Up to one space for each four Dwelling or SRO Units; C up to 0.75 spaces for each Dwelling Unit, subject to the criteria and conditions and procedures of Section 151.1(e) or (f); NP above 0.75 spaces for each Dwelling or SRO Unit.	Up to one space for each four Dwelling or SRO Units; C up to 0.5 spaces for each Dwelling Unit; NP above
Dwelling Units in SALI, MUG, outside of the Central SOMA SUD, WMUG, MUR, MUO, WMUO with at least two bedrooms and at least 1,00 Sq. Ft. Occupied Floor Area	Up to one space for each four Dwelling Units; C up to space car for each Dwelling Unit, subject to the criteria and conditions and procedures of Section 151.1(e) or (f); NP above space car for each Dwelling Unit	Up to one space for each four Dwelling or SRO Units; C up to 0.5 spaces for each Dwelling Unit; NP above
Dwelling Units in RH-DTR	Up to one space for each two Dwelling Units; C up to space car for each Dwelling Unit, subject to the criteria and procedures of Section 151.1(e); NP above one space per unit.	Up to one space for each four Dwelling Units; C up to 0.5 spaces for each Dwelling Unit; NP above 0.5 Spaces for each Dwelling Unit
Dwelling Units in SB-DTR	Up to space car for each four Dwelling Units; C up to 0.75 spaces for each Dwelling Unit, subject to the criteria and procedures of Section 151.1(e);	Up to one space for each four Dwelling Units; C up to 0.5 spaces for each Dwelling Unit; NP above 0.5 Spaces for each Dwelling Unit

	NP above 0.75 spaces for each Dwelling Unit	
Dwelling Units in SB-DTR with at least 2 bedrooms and at least 1,000 Sq. Ft. Occupied Floor Area	Up to one space for each four Dwelling Units; C up to one space for each Dwelling Unit, subject to the criteria and procedures of Section 151.1(e); NP above one space for each Dwelling Unit.	Up to one space for each four Dwelling Units; C up to 0.5 spaces for each Dwelling Unit; NP above 0.5 Spaces for each Dwelling Unit
Dwelling Units in C-3	Up to one space for each two Dwelling Units; C up to 0.75 space for each Dwelling Unit, subject to the criteria and procedures of Section 151.1(e); NP above three spaces for each four Dwelling Units	Up to one space for each two Dwelling Units
Dwelling Units in the Van Ness and Market Downtown Residential Special Use District	Up to one space for each four Dwelling Units; C up to 0.5 spaces for each Dwelling Unit, subject to the criteria and procedures of Section 151.1(e); NP above two spaces for each four Dwelling Units	Up to one space for each four Dwelling Units. NP above
Dwelling Units in RTO, RED, and RED-MX	Up to three spaces for each four Dwelling Units; C up to one space for each Dwelling Unit, subject to the criteria and procedures of Section 151.1(e) or (f); NP above one space for each Dwelling Unit	Up to three cars for each four Dwelling Units; NP above
Dwelling Units in UMU with at least 2 bedrooms and at least 1,000 Sq. Ft. Occupied Floor Area	Up to 1 space for each Dwelling Unit and subject to the conditions of 151.1(e); NP above	Up to three cars for each four Dwelling Units; NP above
Group Housing	One space per 2,000 Sq. Ft. Occupied Floor Area; in NCT, RC, RCD, RTO, Mixed Use, M-1, PDR-1-D, PDR-1-G, C-3, Broadway, Excelsior Outer Mission, Japantown, North Beach, Polk, Pacific Avenue: Up to one space for each 3 bedrooms or for each six beds, whichever results in the greater requirements, plus one for the manager's Dwelling Unit, if any.	Up to one space for each 3 bedrooms or for each six beds, whichever results in the greater requirements, plus one for the manager's Dwelling Unit, if any.

Agricultural Uses	Maximum three spaces	None allowed
Automotive Uses	One space per 2,000 Sq. Ft. Occupied Floor Area	None allowed
Arts Activities, except Theater or Auditorium	<p>Maximum 1.5 spaces for each 2,000 Sq. Ft. Occupied Floor Area, where Occupied Floor Area exceeds 7,500 Sq. Ft.;</p> <p>in NCT, RC, RCD, RTO, Mixed Use, M-1, PDR-1-D, PDR-1-G, C-3, Broadway, Excelsior Outer Mission, Japantown, North Beach, Polk, Pacific Avenue: Up to one space for each 200 Sq. Ft. Occupied Floor Area</p>	Up to one space for each 500 Sq. Ft. Occupied Floor Area
Sports Stadium	<p>Maximum 1.5 spaces for each 15 seats;</p> <p>in NCT, RC, RCD, RTO, Mixed Use, M-1, PDR-1-D, PDR-1-G, C-3, Broadway, Excelsior Outer Mission, Japantown, North Beach, Polk, Pacific Avenue: Up to one space for each 15 seats</p>	Up to one space for each 500 Sq. Ft. Occupied Floor Area
Theater or Auditorium	<p>Maximum 1.5 spaces for each 8 seats up to 1,000 seats where the number of seats exceeds 50 seats, plus 1.5 spaces for each 10 seats in excess of 1,000;</p> <p>in NCT, RC, RCD, RTO, Mixed Use, M-1, PDR-1-D, PDR-1-G, C-3, Broadway, Excelsior Outer Mission, Japantown, North Beach, Polk, Pacific Avenue: Up to one space for each 8 seats up to 1,000 seats, plus one for each 10 seats in excess of 1,000</p>	Up to one space for each 500 Sq. Ft. Occupied Floor Area
Industrial Uses (in general)	<p>Maximum 1.5 spaces for each 2,000 Sq. Ft. Occupied Floor Area, where Occupied Floor Area exceeds 10,000 Sq. Ft.;</p> <p>in NCT, RC, RCD, RTO, Mixed Use, M-1, PDR-1-D, PDR-1-G, C-3, Broadway, Excelsior Outer</p>	Up to one space for each 1,000 Sq. Ft. Occupied Floor Area

	Mission, Japantown, North Beach, Polk, Pacific Avenue: up to one space for each 1,500 Sq. Ft. Occupied Floor Area	
Live/Work Units	<p>Maximum 1.5 spaces for each 2,000 Sq. Ft. Occupied Floor Area, where Occupied Floor Area exceeds 7,500 Sq. Ft., except in RH or RM Districts, within which the requirement shall be one space for each Live/Work Unit;</p> <p>in NCT, RC, RCD, RTO, Mixed Use, M-1, PDR-1-D, PDR-1-G, C-3, Broadway, Excelsior Outer Mission, Japantown, North Beach, Polk, Pacific Avenue: up to one space for each 1,500 Sq. Ft. Occupied Floor Area</p>	Up to one space for each 1,000 Sq. Ft. Occupied Floor Area
Small Enterprise Workspace	<p>Maximum 1.5 spaces for each 2,000 Sq. Ft. Occupied Floor Area, where Occupied Floor Area exceeds 10,000 Sq. Ft.;</p> <p>in NCT, RC, RCD, RTO, Mixed Use, M-1, PDR-1-D, PDR-1-G, C-3, Broadway, Excelsior Outer Mission, Japantown, North Beach, Polk, Pacific Avenue: up to one space for each 1,500 Sq. Ft. Occupied Floor Area</p>	Up to one space for each 1,000 Sq. Ft. Occupied Floor Area
Institutional Uses (in general)	<p>Maximum one space per 2,000 Sq. Ft. Occupied Floor Area;</p> <p>in NCT, RC, RCD, RTO, Mixed Use, M-1, PDR-1-D, PDR-1-G, C-3, Broadway, Excelsior Outer Mission, Japantown, North Beach, Polk, Pacific Avenue: up to one space for each 1,500 Sq. Ft. Occupied Floor Area</p>	Up to one space for each 1,000 Sq. Ft. Occupied Floor Area
Child Care Facility	Maximum 1.5 spaces for each 25 children to be accommodated at any one time, where the number of such children exceeds 24;	Up to one space for each 1,000 Sq. Ft. Occupied Floor Area

	<p>in NCT, RC, RCD, RTO, Mixed Use, M-1, PDR-1-D, PDR-1-G, C-3, Broadway, Excelsior Outer Mission, Japantown, North Beach, Polk, Pacific Avenue: up to one space for each 25 children to be accommodated at any one time</p>	
Hospital	<p>Maximum 1.5 spaces for each 8 beds excluding bassinets or for each 2,400 Sq. Ft. Occupied Floor Area devoted to sleeping rooms, whichever results in the greater requirement, provided that these requirements shall not apply if the calculated number of spaced is no more than two;</p> <p>in NCT, RC, RCD, RTO, Mixed Use, M-1, PDR-1-D, PDR-1-G, C-3, Broadway, Excelsior Outer Mission, Japantown, North Beach, Polk, Pacific Avenue: up to one space for each 8 guest beds excluding bassinets or for each 2,400 Sq. Ft. Occupied Floor Area devoted to sleeping rooms, whichever results in the lesser requirement</p>	Up to one space for each 1,000 Sq. Ft. Occupied Floor Area
Post-Secondary Educational Institution	<p>Maximum 1.5 spaces for each two classrooms;</p> <p>in NCT, RC, RCD, RTO, Mixed Use, M-1, PDR-1-D, PDR-1-G, C-3, Broadway, Excelsior Outer Mission, Japantown, North Beach, Polk, Pacific Avenue: up to one space for each two classrooms</p>	Up to one space for each 1,000 Sq. Ft. Occupied Floor Area
Religious Institution	<p>Maximum 1.5 spaces for each 20 seats by which the number of seats in the main auditorium exceeds 200;</p> <p>in NCT, RC, RCD, RTO, Mixed Use, M-1, PDR-1-D, PDR-1-G, C-3, Broadway, Excelsior Outer</p>	Up to one space for each 1,000 Sq. Ft. Occupied Floor Area

	Mission, Japantown, North Beach, Polk, Pacific Avenue: up to one space for each 20 seats	
Residential Care Facility	<p>In RH-1 and RH-2, 1.5 spaces for each 10 beds where the number of beds exceeds nine;</p> <p>Outside RH-1 and RH-, one space per 2,000 Sq. Ft. Occupied Floor Area;</p> <p>in NCT, RC, RCD, RTO, Mixed Use, M-1, PDR-1-D, PDR-1-G, C-3, Broadway, Excelsior Outer Mission, Japantown, North Beach, Polk, Pacific Avenue: up to one space for each 10 beds</p>	Up to one space for each 1,000 Sq. Ft. Occupied Floor Area
School	<p>Maximum 1.5 spaces for each six classrooms;</p> <p>in NCT, RC, RCD, RTO, Mixed Use, M-1, PDR-1-D, PDR-1-G, C-3, Broadway, Excelsior Outer Mission, Japantown, North Beach, Polk, Pacific Avenue: up to one space for each six classrooms</p>	Up to one space for each 1,000 Sq. Ft. Occupied Floor Area
Trade School	<p>Maximum 1.5 spaces for each two classrooms;</p> <p>in NCT, RC, RCD, RTO, Mixed Use, M-1, PDR-1-D, PDR-1-G, C-3, Broadway, Excelsior Outer Mission, Japantown, North Beach, Polk, Pacific Avenue: up to one space for each two classrooms</p>	Up to one space for each 1,000 Sq. Ft. Occupied Floor Area
Retail Sales and Services (in general)	<p>Maximum 1.5 spaces for each 500 Sq. Ft. Occupied Floor Area up to 20,000 where Occupied Floor Area exceeds 5,000 Sq. Ft., plus 1.5 spaces for each 250 Sq. Ft. Occupied Floor Area in excess of 20,000;</p> <p>in NCT, RC, RCD, RTO, Mixed Use, M-1, PDR-1-D, PDR-1-G, C-3, Broadway, Excelsior Outer</p>	Up to one space for each 500 Sq. Ft. Occupied Floor Area

	Mission, Japantown, North Beach, Polk, Pacific Avenue: up to one space for each 500 Sq. Ft. Occupied Floor Area up to 20,000 Sq. Ft., plus one space for each 250 Sq. Ft. Occupied Floor Area in excess of 20,000	
Eating and Drinking Uses	<p>Maximum 1.5 spaces for each 200 Sq. Ft. Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 Sq. Ft.;</p> <p>in NCT, RC, RCD, RTO, Mixed Use, M-1, PDR-1-D, PDR-1-G, C-3, Broadway, Excelsior Outer Mission, Japantown, North Beach, Polk, Pacific Avenue: up to one space for each 200 Sq. Ft. Occupied Floor Area</p>	Up to one space for each 500 Sq. Ft. Occupied Floor Area
All retail in the Eastern Neighborhoods Mixed Use Districts where any portion of the parcel is within the Central SoMa Special Use District or 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.	Up to one space for each 1,500 Sq. Ft. Gross Floor Area	Up to one space for each 1,500 Sq. Ft. Occupied Floor Area
General Grocery uses with over 20,000 square feet of Occupied Floor Area	in NCT, RC, RCD, RTO, Mixed Use, M-1, PDR-1-D, PDR-1-G, C-3, Broadway, Excelsior Outer Mission, Japantown, North Beach, Polk, Pacific Avenue: up to one space for each 500 Sq. Ft. Occupied Floor Area, and subject to the conditions of 303(u)(2). C up to one space per 250 Sq. Ft. Occupied Floor Area for that area in excess of 20,000 Sq. Ft., subject to the conditions and criteria of Section 303(t)(2). NP above.	Up to one space for each 500 Sq. Ft. Occupied Floor Area. C up to one space per 250 Sq. Ft. Occupied Floor Area for that area in excess of 20,000 Sq. Ft., subject to the conditions and criteria of Section 303(u). NP above
Health Services	Maximum 1.5 spaces for each 300 Sq. Ft. Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 Sq. Ft.;	Up to one space for each 500 Sq. Ft. Occupied Floor Area

	in NCT, RC, RCD, RTO, Mixed Use, M-1, PDR-1-D, PDR-1-G, C-3, Broadway, Excelsior Outer Mission, Japantown, North Beach, Polk, Pacific Avenue: up to one space for each 300 Sq. Ft. Occupied Floor Area	
Hotel in NC Districts	Maximum 1.2 spaces for each guest bedroom	Up to one space for each 500 Sq. Ft. Occupied Floor Area
Hotel in districts other than NC	Maximum 1.5 spaces for each 16 guest bedrooms where the number of guest bedrooms exceeds 23, plus one for the manager's Dwelling Unit, if any; in NCT, RC, RCD, RTO, Mixed Use, M-1, PDR-1-D, PDR-1-G, C-3, Broadway, Excelsior Outer Mission, Japantown, North Beach, Polk, Pacific Avenue: up to one space for each 16 guest bedrooms, plus one for the manager's Dwelling Unit, if any	Up to one space for each 500 Sq. Ft. Occupied Floor Area
Mortuary	Up to 8 spaces; in NCT, RC, RCD, RTO, Mixed Use, M-1, PDR-1-D, PDR-1-G, C-3, Broadway, Excelsior Outer Mission, Japantown, North Beach, Polk, Pacific Avenue: up to 5 spaces	Up to one space for each 500 Sq. Ft. Occupied Floor Area
Motel	Maximum 1.5 spaces for each guest unit, plus one for the manager's Dwelling Unit, if any; in NCT, RC, RCD, RTO, Mixed Use, M-1, PDR-1-D, PDR-1-G, C-3, Broadway, Excelsior Outer Mission, Japantown, North Beach, Polk, Pacific Avenue: up to one space for each guest unit, plus one for the manager's Dwelling Unit, if any	Up to one space for each guest unit, plus one for the manager's Dwelling Unit, if any
Retail Space devoted to the handling of bulky merchandise such as motor vehicles, machinery or furniture	Maximum 1.5 spaces for each 1,000 Sq. Ft. Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 Sq. Ft.;	Up to one space for each 500 Sq. Ft. Occupied Floor Area

	<p>in NCT, RC, RCD, RTO, Mixed Use, M-1, PDR-1-D, PDR-1-G, C-3, Broadway, Excelsior Outer Mission, Japantown, North Beach, Polk, Pacific Avenue: up to one car for each 1,000 Sq. Ft. Occupied Floor Area. Such uses exceeding 20,000 Sq. Ft. shall be subject to the conditions of Section 303(u)(2)</p>	
Self Storage	<p>Maximum 1.5 spaces for every three self-storage units;</p> <p>in NCT, RC, RCD, RTO, Mixed Use, M-1, PDR-1-D, PDR-1-G, C-3, Broadway, Excelsior Outer Mission, Japantown, North Beach, Polk, Pacific Avenue: up to one space for each three self-storage units</p>	Up to one space for each 500 Sq. Ft. Occupied Floor Area
Non-Retail Sales and Services (in general)	<p>Maximum 1.5 spaces for each 1,000 Sq. Ft. Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 Sq. Ft.</p> <p>in NCT, RC, RCD, RTO, Mixed Use, M-1, PDR-1-D, PDR-1-G, C-3, Broadway, Excelsior Outer Mission, Japantown, North Beach, Polk, Pacific Avenue: up to one space per 1,500 Sq. Ft. of Occupied Floor Area</p>	Up to one space per 1,500 Sq. Ft. of Occupied Floor Area
Commercial Storage or Wholesale Storage	<p>Maximum 1.5 spaces for each 2,000 Sq. Ft. Occupied Floor Area, where the Occupied Floor Area exceeds 10,000 Sq. Ft.;</p> <p>in NCT, RC, RCD, RTO, Mixed Use, M-1, PDR-1-D, PDR-1-G, C-3, Broadway, Excelsior Outer Mission, Japantown, North Beach, Polk, Pacific Avenue: up to one space for each 2,000 Sq. Ft. Occupied Floor Area</p>	Up to one space for each 2,000 Sq. Ft. Occupied Floor Area
Office uses not in the NCT, RC, RCD, RTO, Mixed Use, M-1, PDR-1-D, PDR-1-G, C-3,	Maximum 1.5 spaces for each 500 Sq. Ft. Occupied Floor Area,	Up to one space per 1,500 Sq. Ft. Occupied Floor Area

Broadway, Excelsior Outer Mission, Japantown, North Beach, Polk, Pacific Avenue	where the Occupied Floor Area exceeds 5,000 Sq. Ft.	
Utility and Infrastructure Uses (in general) not in the NCT, RC, RCD, RTO, Mixed Use, M-1, PDR-1-D, PDR-1-G, C-3, Broadway, Excelsior Outer Mission, Japantown, North Beach, Polk, Pacific Avenue	One space per 2,000 Sq. Ft. Occupied Floor Area, three spaces where the use or activity has zero Occupied Floor Area	Up to one car per 1,500 square feet of Occupied Floor Area.

1 [Planning, Environment Codes - Parking Requirements]

2

3 **Ordinance amending various sections of the Planning Code to modify maximum**
 4 **amounts of parking permitted in certain Neighborhood Commercial, Residential-Mixed,**
 5 **Community Commercial, and Mission Bay zoning districts, to require that above-grade**
 6 **parking in all districts be designed for conversion to other uses, and to update**
 7 **outdated references, clarify existing requirements, and improve the organization of the**
 8 **Code; amending the Environment Code to update a Planning Code cross-reference;**
 9 **affirming the Planning Department’s determination under the California Environmental**
 10 **Quality Act; making findings of consistency with the General Plan, and the eight**
 11 **priority policies of Planning Code, Section 101.1; and adopting findings of public**
 12 **necessity, convenience, and general welfare under Planning Code, Section 302.**

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

17

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

19

20 Section 1. Findings.

21 (a) The Planning Department has determined that the actions contemplated in this
 22 ordinance comply with the California Environmental Quality Act (California Public Resources
 23 Code Sections 21000 et seq.). Said determination is on file with the Clerk of the Board of
 24 Supervisors in File No. 190794 and is incorporated herein by reference. The Board affirms
 25 this determination.

1 (b) On _____, the Planning Commission, in Resolution No. _____, adopted
2 findings that the actions contemplated in this ordinance are consistent, on balance, with the
3 City's General Plan and eight priority policies of Planning Code Section 101.1. The Board
4 adopts these findings as its own. A copy of said Resolution is on file with the Clerk of the
5 Board of Supervisors in File No. _____, and is incorporated herein by reference.

6 (c) Pursuant to Planning Code Section 302, the Board of Supervisors finds that this
7 ordinance will serve the public necessity, convenience, and general welfare for the reasons
8 set forth in Planning Commission Resolution No. _____.

9
10 Section 2. The Planning Code is hereby amended by revising Sections 101, 102, 121,
11 138.1, 145.1, 150, 151.1, 152, 152.1, 153, 154, 155, 155.1, 155.2, 155.3, 155.4, 156, 161,
12 172, 186, 187.1, 204.5, 207.3, 239, 240.2, 240.3, 243, 249.1, 249.24, 249.32, 249.35B,
13 249.42, 249.43, 249.49, 249.54, 249.80, 303, 305, 307, 309, 309.1, 329, 411.3, 780.1, 803.5,
14 823, 825, and 899, revising Zoning Control Tables 209.1, 209.2, 209.3, 209.4, 210.2, 210.3,
15 210.4, 710 through 726, 728 through 734, 750 through 764, 810 through 812, 814, 827, 829,
16 840 through 846, 848, 906 through 911, 915, and 916, and deleting Sections 151 and 960
17 through 966, to read as follows:

18 **SEC. 101. PURPOSES.**

19 This Planning Code is adopted to promote and protect the public health, safety, peace,
20 morals, comfort, convenience, environment, and general welfare, and for the following more
21 particularly specified purposes:

22 (a) To guide, control and regulate future growth and development in accordance
23 with the General Plan of the City and County of San Francisco;

1 (b) To protect the character and stability of residential, commercial, mixed-use, and
2 industrial areas within the City, and to promote the orderly and beneficial development of such
3 areas;

4 (c) To provide adequate light, air, privacy and convenience of access to property,
5 and to secure safety from fire and other dangers;

6 (d) To prevent overcrowding the land and undue congestion of population;

7 (e) To regulate the location of buildings and the use of buildings and land adjacent
8 to streets and thoroughfares, ~~in such manner~~ so as to enhance public rights-of-way as public open
9 spaces, and obviate the danger to public safety caused by undue interference with existing or
10 prospective ~~traffic~~ movements of pedestrians, cyclists, public transit, and automobiles on such
11 streets and thoroughfares.

12 **SEC. 102. DEFINITIONS.**

13 * * * *

14 **Accessory Use.** A related minor Use that is either necessary to the operation or enjoyment of
15 a lawful Principal Use or Conditional Use, or appropriate, incidental, and subordinate to any
16 such use, and is located on the same lot. Accessory Uses are regulated by Sections 204
17 through 204.5 and Sections 703(d), 803.2(b)(1)(C), 803.3(b)(1)(C), ~~and~~ 825(c)(1)(C), and 986
18 of this Code.

19 * * * *

20 **Automotive Service Station.** A Retail Automotive Use that provides motor fuels and
21 lubricating oils directly into motor vehicles and minor auto repairs (excluding engine repair,
22 rebuilding, or installation of power train components, reconditioning of badly worn or damaged
23 motor vehicles, collision service, or full body paint spraying) and services that remain
24 incidental to the principal sale of motor fuel. Repairs shall be conducted within ~~no more than~~
25 ~~three~~ enclosed service bays and incidental noise shall be reasonably confined to the premises by

1 ~~adequate soundproofing or other devices in buildings having no openings, other than fixed windows or~~
2 ~~exits required by law, located within 40 feet of any R District.~~ It may include other incidental
3 services for automobiles including, but not limited to, accessory towing, if the number of
4 towing vehicles does not exceed two ~~one~~, and all towed vehicles stored on the premises are
5 limited to those vehicles that are to be repaired on the premises. This use is subject to the
6 controls in Sections 187.1, 202.2(b), and 202.5.

7 * * * *

8 **Floor Area, Gross.** In Districts other than C-3, the Central SoMa Special Use District and the
9 Van Ness Special Use District, the sum of the gross areas of the several floors of a building or
10 buildings, measured from the exterior faces of exterior walls or from the centerlines of walls
11 separating two buildings. Where columns are outside and separated from an exterior wall
12 (curtain wall) that encloses the building space or are otherwise so arranged that the curtain
13 wall is clearly separate from the structural members, the exterior face of the curtain wall shall
14 be the line of measurement, and the area of the columns themselves at each floor shall also
15 be counted.

16 In the C-3 and Central SoMa and Van Ness Special Use Districts, the sum of the gross
17 areas of the several floors of a building or buildings, measured along the glass line at windows
18 at a height of four feet above the finished floor and along a projected straight line parallel to
19 the overall building wall plane connecting the ends of individual windows, provided, however,
20 that such line shall not be inward of the interior face of the wall.

21 * * * *

22 (b) "Gross Floor Area" shall not include the following:

23 * * * *

24 (8) Bicycle parking and shower and locker facilities which ~~that~~ meets the
25 standards of Sections 160.3 ~~155.1~~ through 160.3 ~~155.4~~ of this Code;

1 * * * *

2 **SEC. 121. MINIMUM LOT WIDTH AND AREA.**

3 The following requirements for minimum lot width and area shall apply to all properties
4 in the City, regardless of the use of the property, regardless of the zoning district in which the
5 property is located, and regardless of whether the ownership or use is public or private. The
6 provisions of Article 1.7 of this Code, and especially Sections 173, 180 and 189 thereof, shall
7 also be applicable with respect to lot width and area.

8 (a) **Frontage.** Every newly created lot shall have and maintain frontage on a public
9 street or alley as defined by this Code, or on some other permanent right-of-way from which
10 there shall be public vehicular access to such lot, and in each case such frontage shall have a
11 minimum width of 16 feet. Where an existing lot of record does not have such frontage, but
12 has other access from a street or alley, such other access shall be maintained for such lot.

13 * * * *

14 **SEC. 138.1. STREETScape AND PEDESTRIAN IMPROVEMENTS.**

15 * * * *

16 (c) **Required streetscape and pedestrian improvements.** Development projects
17 shall include streetscape and pedestrian improvements on all publicly accessible right-of-
18 way~~s~~ directly fronting the property as follows:

19 * * * *

20 (2) **Other streetscape and pedestrian elements for large projects.**

21 (A) **Application.**

22 (i) In any district, streetscape and pedestrian elements in
23 conformance with the Better Streets Plan shall be required, if the following conditions are
24 present:

1 a. The project is on a lot that is greater than one-half acre
2 in total area; or includes more than 50,000 gross square feet of new construction; or contains
3 150 feet of total lot frontage on one or more publicly-accessible right-of-way~~s~~; or its frontage
4 encompasses the entire block face between the nearest two intersections with any other
5 publicly-accessible right-of-way; and

6 b. The project includes new construction of 10 or more
7 Dwelling Units; or new construction of 10,000 gross square feet or greater of non-residential
8 space; or an addition of 20% or more of Gross Floor Area to an existing building; or a Change
9 of Use of 10,000 gross square feet or greater of a PDR use to a non-PDR use; or a new or
10 expanded Private Parking Garage, Private Parking Lot, Public Parking Garage, or Public Parking Lot
11 use.

12 (ii) Project sponsors that meet the thresholds of this
13 ~~S~~ubsection (c) shall submit a streetscape plan to the Planning Department showing the
14 location, design, and dimensions of all existing and proposed streetscape elements in the
15 public right-of-way directly adjacent to the fronting property, including street trees, sidewalk
16 landscaping, street lighting, site furnishings, utilities, driveways, and curb lines, and the
17 relation of such elements to proposed new construction and site work on the subject property.

18 * * * *

19 **SEC. 145.1. STREET FRONTAGES STANDARDS IN NEIGHBORHOOD COMMERCIAL,**
20 **RESIDENTIAL-COMMERCIAL, COMMERCIAL, AND MIXED USE DISTRICTS.**

21 (a) **Purpose.** The purpose of this Section is to preserve, enhance, and promote
22 attractive, clearly defined street frontages that are pedestrian-oriented, ~~and~~ fine-grained, and
23 ~~that are~~ appropriate and compatible with the buildings and uses in Neighborhood Commercial
24 Districts, Commercial Districts, Residential-Commercial Districts, and Mixed Use Districts.

25 (b) **Definitions.**

1 (1) **Development Lot.** A "development lot" shall mean:

2 (A) Any lot, or multiple lots under a single application, containing a
3 proposal for new construction; or

4 (B) Building alterations that would increase the ~~g~~Gross Floor Area
5 ~~square footage~~ of a structure or structures by ~~20% percent~~ or more; or

6 (C) In a building containing parking, a change of more than ~~50%~~
7 ~~percent~~ of the building's ~~g~~Gross fFloor aArea to or from ~~r~~Residential ~~u~~Uses, excluding
8 residential accessory off-street parking.

9 (2) **Active Use.** An "active use" shall mean any ~~p~~Principal, ~~e~~Conditional, or
10 ~~a~~Accessory ~~u~~Use that by its nature does not require non-transparent walls facing a public
11 street or involves the storage of goods or vehicles.

12 (A) Residential ~~u~~Uses are considered active uses above the ground
13 floor; on the ground floor, ~~r~~Residential ~~u~~Uses are considered active uses only if more than
14 ~~50% percent~~ of the linear residential street frontage at the ground level features walk-up
15 ~~d~~Dwelling ~~u~~Units that provide direct, individual pedestrian access to a public sidewalk, and are
16 consistent with the Ground Floor Residential Design Guidelines, as adopted and periodically
17 amended by the Planning Commission.

18 (B) Spaces accessory to ~~r~~Residential ~~u~~Uses, such as fitness or
19 community rooms, are considered active uses only if they meet the intent of this ~~s~~Section 145.1
20 and have access directly to the public sidewalk or street.

21 (C) Building lobbies are considered active uses, so long as they do not
22 exceed 40 feet or ~~25% percent~~ of building frontage, whichever is larger. Building lobbies are
23 subject to the transparency and fenestration requirements of subsection (c)(7) below and the gates,
24 railing and grillwork requirements of subsection (c)(8) below.

1 (D) Public Facilities Uses defined in Section 102 of this Code are
2 considered active uses ~~except utility installations~~.

3 (E) When a non-Retail use is accessory to a Retail use, the Retail use shall be
4 oriented to the street.

5 (c) **Controls.** The following requirements shall generally apply, except for those
6 controls listed in subsections (1) Above Grade Parking Setback, (3) Convertibility of Above-
7 Grade Parking, and (5-4) Ground Floor Ceiling Height, which only apply to a "development lot"
8 as defined above.

9 In NC-S Districts, the applicable frontage shall be the primary facade(s) which contain
10 customer entrances to commercial spaces.

11 (1) **Above-Grade Parking Setback.** Off-street parking at street grade on a
12 development lot must be set back at least 25 feet on the ground floor and ~~at least 15 feet~~ on
13 floors above, from any facade facing a street at least 30 feet in width. Parking above the
14 ground level shall be entirely screened from all public rights-of-way in a manner that
15 accentuates ground floor uses, minimizes mechanical features, and is in keeping with the
16 overall massing and architectural vocabulary of the building. ~~In C-3 Districts, parking above the~~
17 ~~ground level, where permitted, shall also be designed to facilitate conversion to other uses by~~
18 ~~maintaining level floors and a clear ceiling height of nine feet or equal to that of the adjacent street-~~
19 ~~fronting active uses, whichever is greater. Removable parking ramps are excluded from this~~
20 ~~requirement.~~

21 The following shall apply to projects subject to this ~~s~~Section 145.1:

22 (A) when only one parking space is ~~permitted. if a space is~~ proposed, it
23 must be within the first 25 feet of the building;

24 (B) when two or more parking spaces are proposed, one space may
25 be within the first 25 feet of the building;

1 (C) when three or more parking spaces are proposed, all parking
2 spaces must be set back at least 25 feet from the front of the development.

3 (2) **Parking and Loading Entrances.** No more than one-third of the width or
4 20 feet, whichever is less, of any given street frontage of a new or altered structure parallel to
5 and facing a street shall be devoted to parking and loading ingress or egress. In NC-S
6 Districts, no more than one-third or 50 feet, whichever is less, of each lot frontage shall be
7 devoted to ingress/egress of parking. In RED Districts, no more than one garage door shall be
8 permitted per lot, and the garage door shall be limited to no more than 10 feet in width. Street-
9 facing garage structures and garage doors may not extend closer to the street than a primary
10 building facade unless the garage structure and garage door are consistent with the features
11 listed in Section 136 of this Code. The total street frontage dedicated to parking and loading
12 access should be minimized, and combining entrances for off-street parking with those for off-
13 street loading is encouraged. The placement of parking and loading entrances should
14 minimize interference with street-fronting active uses and with the movement of pedestrians,
15 cyclists, public transit, and autos. Entrances to off-street parking shall be located at least six
16 feet from a lot corner located at the intersection of two public rights-of-way. Off-street parking
17 and loading entrances should minimize the loss of on-street parking and loading spaces. Off-
18 street parking and loading are also subject to the provisions of Section 155 of this Code.

19 (3) **Convertibility of Above-Grade Parking.** ~~In C-3 Districts, s~~So as not to
20 preclude the conversion of parking space to other uses in the future, parking for four or more
21 vehicles at or above ~~the~~ ground-level shall not be sloped, and the floor shall be aligned as
22 closely as possible to sidewalk level along the principal pedestrian frontage and/or to those of
23 the street-fronting commercial spaces and shall have a minimum clear ceiling height of 14 feet
24 or equal to that of street-fronting commercial spaces, whichever is greater. Parking on upper
25

1 floors shall have a floor level and ceiling height matching that of the street-facing active uses on those
2 floors. Removable parking ramps are excluded from this requirement.

3 (43) **Active Uses Required.** With the exception of space allowed for parking
4 and loading access, building egress, and access to mechanical systems, space for active
5 uses as defined in ~~S~~ subsection (b)(2) and permitted by the specific district in which it is located
6 shall be provided within the first 25 feet of building depth on the ground floor and 15 feet on
7 floors above from any facade facing a street at least 30 feet in width. Building systems
8 including mechanical, electrical, and plumbing features may be exempted from this
9 requirement by the Zoning Administrator only in instances where those features are provided
10 in such a fashion as to not negatively impact the quality of the ground floor space.

11 (54) **Ground Floor Ceiling Height.** Unless otherwise established elsewhere
12 in this Code:

13 * * * *

14 (65) **Street-Facing Ground-Level Spaces.** The floors of street-fronting
15 interior spaces housing non-residential active uses and lobbies shall be as close as possible
16 to the level of the adjacent sidewalk at the principal entrance to these spaces. Street-facing
17 ground-level spaces housing non-residential active uses in hotels, office buildings, shopping
18 centers, and other large buildings shall open directly onto the street, rather than solely into
19 lobbies and interior spaces of the buildings. Such required street-facing entrances shall
20 remain open to the public during business hours.

21 (76) **Transparency and Fenestration.** Frontages with active uses that are not
22 ~~PDR~~ Industrial must be fenestrated with transparent windows and doorways for no less than
23 60% of the street frontage at the ground level and allow visibility to the inside of the building.
24 The use of frosted, dark or mirrored glass shall not count towards the required transparent
25 area. Buildings located inside of, or within an unobstructed line of less than 300 feet of an

1 Urban Bird Refuge, as defined in Section 139(c)(1), shall follow glazing requirements within
2 Section 139(c) of this Code.

3 (87) **Gates, Railings, and Grillwork.** Any decorative railings or grillwork,
4 other than wire mesh, which is placed in front of or behind ground floor windows, shall be at
5 least ~~75% percent~~ open to perpendicular view. Rolling or sliding security gates shall consist of
6 open grillwork rather than solid material, so as to provide visual interest to pedestrians when
7 the gates are closed, and to permit light to pass through mostly unobstructed. Gates, when
8 both open and folded or rolled as well as the gate mechanism, shall be recessed within, or
9 laid flush with, the building facade.

10 (9) **Pedestrian Lighting.** Outside lighting sufficient to illuminate adjacent sidewalks
11 shall be provided along all non-residential street frontages. Such lighting shall be shielded to prevent
12 light trespass into upper-story windows and adjacent residences, and shall be equipped with
13 appropriate light sensors and/or timers to ensure that the lights are turned off during daylight hours.

14 (d) **Exceptions for Historic Buildings.** Specific street frontage requirements in this
15 Section 145.1 may be modified or waived by the Planning Commission for structures
16 designated as landmarks, significant or contributory buildings within a historic district, or
17 buildings of merit when the Historic Preservation Commission advises that complying with
18 specific street frontage requirements would adversely affect the landmark, significant,
19 contributory, or meritorious character of the structure, or that modification or waiver would
20 enhance the economic feasibility of preservation of the landmark or structure.

21 **SEC. 150. OFF-STREET LOADING REQUIREMENTS.**

22 (a) **General.** This Article 1.5 is intended to assure that off-street parking and loading
23 facilities are provided in amounts and in a manner that will be consistent with the objectives
24 and policies of the San Francisco General Plan, as part of a balanced transportation system
25 that makes suitable provision for walking, cycling, public transit, private vehicles, and the

1 movement of goods. With respect to off-street parking, this Article is intended to permit ~~require~~
2 facilities where needed but discourage excessive amounts of automobile parking, to avoid
3 adverse effects upon surrounding areas and uses, and to encourage effective use of walking,
4 cycling, and public transit as alternatives to travel by private automobile. No off-street ~~parking~~
5 ~~or~~ loading is required on any lot whose sole feasible automobile access is across a protected
6 street frontage identified in Section 155(r).

7 * * * *

8 (d) **Spaces to be Retained.** Once any off-street loading space has been provided
9 which wholly meets the requirements of this Code, such off-street loading space shall not
10 thereafter be reduced, eliminated or made unusable in any manner. Any accessory residential
11 parking space may be leased or rented on a monthly basis as provided under Section
12 204.5(c) of this Code, ~~and such lease or rental shall not be considered a reduction or elimination of~~
13 ~~required spaces.~~

14 (e) **Parking in Excess of the Maximum Permitted.** Any off-street parking space or
15 spaces which existed lawfully at the effective date of this Section 150 and which have a total
16 number in excess of the maximum number of permitted off-street parking spaces permitted
17 under Section 151.1 shall be considered noncomplying features pursuant to Section 180(a)(2)
18 of this Code and shall be regulated as set forth in Section 188.

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

20 (a) ~~**Applicability.** Off-street parking spaces shall be provided in the minimum quantities~~
21 ~~specified in Table 151, except as otherwise provided in Section 151.1 and Section 161 of this Code.~~
22 ~~Where the building or lot contains uses in more than one of the categories listed, parking requirements~~
23 ~~shall be calculated in the manner provided in Section 153 of this Code. Where off-street parking is~~
24 ~~provided which exceeds certain amounts in relation to the quantities specified in Table 151, as set forth~~
25 ~~in subsection (c), such parking shall be classified not as accessory parking but as either a Principal or~~

1 a Conditional Use, depending upon the use provisions applicable to the district in which the parking is
 2 located. In considering an application for a Conditional Use for any such parking, due to the amount
 3 being provided, the Planning Commission shall consider the criteria set forth in Section 303(t) or
 4 303(u) of this Code. Minimum off-street parking requirements shall be reduced, to the extent needed,
 5 when such reduction is part of a Development Project's compliance with the Transportation Demand
 6 Management Program set forth in Section 169 of this Code.

7 (b) — **Minimum Parking Required.**

8 **Table 151**

9 **OFF-STREET PARKING SPACES REQUIRED**

<i>Use or Activity</i>	<i>Number of Off-Street Parking Spaces Required</i>
RESIDENTIAL USES	
<i>Dwelling</i>	<i>None required. P up to 1.5 parking spaces for each Dwelling Unit.</i>
<i>Dwelling, in the Telegraph Hill – North Beach Residential Special Use District</i>	<i>None required. P up to 0.5 parking spaces for each Dwelling Unit, subject to the controls and procedures of Section 249.49(e) and Section 155(t); NP above preceding ratio.</i>
<i>Dwelling, in the Polk Street Neighborhood Commercial District</i>	<i>None required. P up to 0.5 parking spaces for each Dwelling Unit; NP above preceding ratio.</i>
<i>Dwelling, in the Pacific Avenue Neighborhood Commercial District</i>	<i>None required. P up to 0.5 parking spaces for each Dwelling Unit; C up to one car for each Dwelling Unit; NP above preceding ratios.</i>
<i>Group Housing of any kind</i>	<i>None required.</i>
NON-RESIDENTIAL USES	
<i>Agricultural Use Category</i>	
<i>Agricultural Uses*</i>	<i>None required</i>
<i>Greenhouse</i>	<i>None required. Maximum 1.5 parking spaces for each 4,000 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.</i>
<i>Automotive Use Category</i>	

1	<i>Automotive Uses</i>	<i>None required.</i>
2	<i>Entertainment, Arts and Recreation Use Category</i>	
3	<i>Entertainment, Arts and Recreation Uses*</i>	<i>None required. Maximum 1.5 parking spaces for each 200 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.</i>
4	<i>Arts Activities, except theater or auditorium spaces</i>	<i>None required. Maximum 1.5 parking spaces for each 2,000 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 7,500 square feet.</i>
5	<i>Sports Stadium</i>	<i>None required. Maximum 1.5 parking spaces for each 15 seats.</i>
6	<i>Theater or auditorium</i>	<i>None required. Maximum 1.5 parking spaces for each 8 seats up to 1,000 seats where the number of seats exceeds 50 seats, plus 1.5 parking spaces for each 10 seats in excess of 1,000.</i>
7	<i>Industrial Use Category</i>	
8	<i>Industrial Uses*</i>	<i>None required. Maximum 1.5 parking spaces for each 2,000 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 10,000 square feet.</i>
9	<i>Live/Work Units</i>	<i>None required. Maximum 1.5 parking spaces 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>
10	<i>Institutional Uses Category</i>	
11	<i>Institutional Uses*</i>	<i>None required.</i>
12	<i>Child Care Facility</i>	<i>None required. Maximum 1.5 parking spaces for each 25 children to be accommodated at any one time, where the number of such children exceeds 24.</i>
13	<i>Hospital</i>	<i>None required. Maximum 1.5 parking spaces for each 8 beds excluding bassinets or for each 2,400 square feet of Occupied Floor Area devoted to sleeping rooms, whichever results in the greater requirement, provided that these requirements shall not apply if the calculated number of spaces is no more than two.</i>
14	<i>Post Secondary Educational Institution</i>	<i>None required. Maximum 1.5 parking spaces for each two classrooms.</i>
15	<i>Religious Institution</i>	<i>None required. Maximum 1.5 parking spaces for each 20 seats by which the number of seats in the main auditorium exceeds 200.</i>
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		

1	<i>Residential Care Facility</i>	<i>None required. Maximum in RH-1 and RH-2 Districts, 1.5 parking spaces for each 10 beds where the number of beds exceeds nine.</i>
2	<i>School</i>	<i>None required. Maximum 1.5 parking spaces for each six classrooms.</i>
3	<i>Trade School</i>	<i>None required. Maximum 1.5 parking spaces for each two classrooms.</i>
4	<i>Sales and Service Category</i>	
5	<i>Retail Sales and Services*</i>	<i>None required. Maximum 1.5 parking spaces for each 500 square feet of Occupied Floor Area up to 20,000 where the Occupied Floor Area exceeds 5,000 square feet, plus 1.5 spaces for each 250 square feet of Occupied Floor Area in excess of 20,000.</i>
6	<i>Eating and Drinking Uses</i>	<i>None required. Maximum 1.5 parking spaces for each 200 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.</i>
7	<i>Health Services</i>	<i>None required. Maximum 1.5 parking spaces for each 300 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.</i>
8	<i>Hotel in NC Districts</i>	<i>None required. Maximum 1.2 parking spaces for each guest bedroom.</i>
9	<i>Hotel in districts other than NC</i>	<i>None required. Maximum 1.5 parking spaces for each 16 guest bedrooms where the number of guest bedrooms exceeds 23, plus one for the manager's Dwelling Unit, if any.</i>
10	<i>Mortuary</i>	<i>Eight</i>
11	<i>Motel</i>	<i>None required. Maximum 1.5 parking spaces for each guest unit, plus one for the manager's Dwelling Unit, if any.</i>
12	<i>Retail space devoted to the handling of bulky merchandise such as motor vehicles, machinery or furniture</i>	<i>None required. Maximum 1.5 parking spaces for each 1,000 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.</i>
13	<i>Retail Greenhouse or plant nursery</i>	<i>None required. Maximum 1.5 parking spaces for each 4,000 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.</i>
14	<i>Self Storage</i>	<i>None required. Maximum 1.5 parking spaces for every three self-storage units.</i>
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		

1 2	<i>Non-Retail Sales and Services*</i>	<i>None required. Maximum 1.5 parking spaces for each 1,000 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.</i>
3 4	<i>Commercial Storage or Wholesale Storage</i>	<i>None required. Maximum 1.5 parking spaces for each 2,000 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 10,000 square feet.</i>
5 6	<i>Office</i>	<i>None required. Maximum 1.5 parking spaces for each 500 square feet of Occupied Floor Area, where the Occupied Floor Area exceeds 5,000 square feet.</i>
7	<i>Utility and Infrastructure Category</i>	
8	<i>Utility and infrastructure uses</i>	<i>None required.</i>

9 * *Not listed below*

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

13 **SEC. 151.1. SCHEDULE OF PERMITTED OFF-STREET PARKING SPACES IN ALL**
14 ***SPECIFIED* DISTRICTS.**

15 (a) **Applicability.** This Section 151.1 shall apply *only* to all Districts ~~NCT, RC, RCD,~~
16 ~~RTO, Mixed Use, M-1, PDR-1-D, PDR-1-G, and C-3 Districts, and to the Broadway, Excelsior Outer~~
17 ~~Mission Street, Japantown, North Beach, Polk, and Pacific Avenue Neighborhood Commercial~~
18 ~~Districts.~~

19 (b) **Controls.** Off-street accessory parking shall not be required for any use, and the
20 quantities of off-street parking specified in Table 151.1 shall serve as the maximum amount of
21 off-street parking that may be provided as accessory to the uses specified. Variances from
22 accessory off-street parking limits, as described in this Section 151.1, may not be granted.
23 Where off-street parking is provided that exceeds the quantities specified in Table 151.1 or as
24 explicitly permitted by this Section 151, such parking shall be classified not as accessory
25 parking but as either a pPrincipally pPermitted or Conditional Use, depending upon the use

1 provisions applicable to the district in which the parking is located. In considering an
2 application for a Conditional Use for any such parking due to the amount being provided, the
3 Planning Commission shall consider the criteria set forth in Section~~s~~ 303(t) or 303(u) of this
4 Code.

5 (c) **Definition.** Where a number or ratio of spaces are described in Table 151-~~1~~,
6 such number or ratio shall refer to the total number of parked cars accommodated in the
7 project proposal, regardless of the arrangement of parking, and shall include all spaces
8 accessed by mechanical means, valet, or non-independently accessible means. For the
9 purposes of determining the total number of cars parked, the area of an individual parking
10 space, except for those spaces specifically designated for persons with physical disabilities,
11 may not exceed 185 square feet, including spaces in tandem, or in parking lifts, elevators or
12 other means of vertical stacking. Any off-street surface area accessible to motor vehicles with
13 a width of 7.5 feet and a length of 17 feet (127.5 square feet) not otherwise designated on
14 plans as a parking space may be considered and counted as an off-street parking space at
15 the discretion of the Zoning Administrator if the Zoning Administrator, in considering the
16 possibility for tandem and valet arrangements, determines that such area is likely to be used
17 for parking a vehicle on a regular basis and that such area is not necessary for the exclusive
18 purpose of vehicular circulation to the parking or loading facilities otherwise permitted.

19 (d) **Car-Share Parking.** Any off-street parking space dedicated for use as a car-
20 share parking space, as defined in Section 166, shall not be credited toward the total parking
21 permitted as accessory in this Section 151.

Table 151.1

OFF-STREET PARKING PERMITTED AS ACCESSORY

Use or Activity	Number of Off-Street Car Parking Spaces or Space Devoted to Off-Street Car Parking Permitted
RESIDENTIAL USES	
Dwelling Units in RH-DTR Districts	P up to one <u>1.5</u> cars 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 <u>1.5</u> cars 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(e); 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(e); NP above one car for each Dwelling Unit.
Dwelling Units in C-3, RC-4, Hayes-Gough NCT, NCT-3, Polk Street NC, Upper Market NCT, Mission Street NCT, and Valencia Street NCT Districts	P up to one car for each two Dwelling Units; C up to 0.75 cars for each Dwelling Unit, subject to the criteria and procedures of Section 151.1(e); NP above three cars for each four Dwelling Units.
Dwelling Units in the Van Ness and Market Downtown Residential Special Use District	P up to one car for each four Dwelling Units; C up to 0.5 cars for each Dwelling Unit, subject to the criteria and procedures of Section 151.1(e); NP above two cars for each four Dwelling Units.
Dwelling Units and SRO Units in CMUO, SALL, MUG outside of the Central SoMa SUD, WMUG, MUR, MUO, RH-DTR, SALL, SB-DTR, WMUG, and WMUO, SPD Districts, except as specified below	P up to one car for each four Dwelling or SRO Units; C up to <u>0.5</u> 0.75 cars for each Dwelling Unit, subject to the criteria and conditions and procedures of Section 151.1(e) or (f); NP above 0.75 <u>0.5</u> cars for each Dwelling or SRO Unit.
Dwelling Units in SALL, MUG outside of the Central SoMa SUD, WMUG, MUR, MUO, WMUO, and SPD Districts with at least two 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 conditions and procedures of Section 151.1(e) or (f); NP above one car for each Dwelling Unit.

1	Dwelling Units and SRO Units in <u>M</u> , NCT, RC-3, RCD, RSD , Chinatown 2 Mixed Use Districts, except as specified below	P up to one car for each two Dwelling or SRO Units; C up to 0.75 cars for each Dwelling Unit, subject to the criteria and procedures of Section 151.1(e) ; NP above 0.75 cars for each Dwelling Unit.
3	<u>Dwelling Units in the Pacific Avenue NC</u> 4 <u>District</u>	<u>P up to 0.5 cars for each Dwelling Unit; C up to one car for each Dwelling Unit; NP above.</u>
5	Dwelling Units and SRO Units in the 6 Telegraph Hill - North Beach Residential Special Use District	P up to 0.5 parking spaces for each Dwelling Unit, subject to the controls and procedures of Section 249.49(c) and Sections 155(r) and 155(t); NP above.
7	Dwelling Units and SRO Units in the 8 Broadway and North Beach Neighborhood Commercial Districts 9 outside of the boundaries of the Telegraph Hill - North Beach 10 Residential Special Use District	P up to 0.5 parking spaces for each Dwelling Unit, C up to 0.75 cars for each Dwelling Unit; NP above 0.75 cars for each Dwelling Unit, subject to the controls and procedures of Sections 155(r), 155(t) and Section 151.1(e).
11	Dwelling Units in <u>C-2, MB, PM, RM, TI,</u> 12 <u>and YBI Districts</u> , the Glen Park and Ocean Avenue NCT Districts, and the 13 <u>Castro Street, Inner Clement Street, Outer</u> <u>Clement Street</u> , Excelsior Outer Mission 14 <u>Street, Upper Fillmore Street, Haight</u> <u>Street, Irving Street, Judah Street,</u> 15 <u>Noriega Street, Sacramento Street, Inner</u> <u>Sunset, Taraval Street, 24th Street-Noe</u> 16 <u>Valley, and Union Street</u> Neighborhood Commercial Districts	P up to one car for each <u>Dwelling #Unit</u> ; NP above.
17	Dwelling Units in the Japantown NC 18 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(e); NP above.
19	Dwelling Units within the Central 20 SoMa SUD	P up to one car for each four Dwelling Units; C above 0.25 and up to 0.5 cars for each Dwelling Unit.
21	Dwelling Units in RTO, RED, <u>and</u> 22 <u>RED-MX, and UMU</u> 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(e) or (f) ; NP above one car for each Dwelling Unit.
23	Dwelling Units in UMU Districts, except 24 as specified below	P up to 0.75 cars for each Dwelling Unit; NP above.
25		

1	<i>Dwelling Units in UMU District with at least 2 bedrooms and at least 1,000 square feet of occupied floor area</i>	<i>P up to 1 car for each Dwelling Unit and subject to the conditions of 151.1(e); NP above.</i>
2		
3	Group Housing of any kind	P up to one car for each three bedrooms or for each six beds, whichever results in the greater requirement, plus one for the manager's Dwelling Unit if any. NP above.
4		
5	NON-RESIDENTIAL USES IN C-3 DISTRICTS	
6	All Non-Residential uses in C-3 Districts	Not to exceed 7% of Occupied Floor Area of such uses, except not to exceed 3.5% of Occupied Floor Area in the C-3-O(SD) District, and subject to the pricing conditions of Section 155(g).
7		
8	NON-RESIDENTIAL USES IN DISTRICTS OTHER THAN C-3	
9	Non-Residential, non-Office uses in PDR-1-D, PDR-1-G, and UMU Districts	P up to 50% greater than indicated for the uses specified below.
10		
11	Entertainment, Arts, and Recreation Uses Category	
12	<i>Entertainment, Arts, and Recreation Uses</i>	
13	<i>Arts Activities, except theaters and auditoriums</i>	P up to one car for each 500 200 square feet of Occupied Floor Area.
14	<i>Sports Stadium</i>	<i>P up to one car for each 15 seats.</i>
15	<i>Theater or auditorium</i>	<i>P up to one car for each eight seats up to 1,000 seats, plus one for each 10 seats in excess of 1,000.</i>
16		
17	Industrial Uses Category	
18	Industrial Uses*	P up to one car for each 1,000 1,500 square feet of Occupied Floor Area.
19	Small Enterprise Workspace	P up to one car for each 1,000 1,500 square feet of Occupied Floor Area.
20		
21	Institutional Uses Category	
22	Institutional Uses*	P up to one car per 1,000 1,500 square feet of Occupied Floor Area. NP above.
23	<i>Child Care Facility</i>	<i>P up to one car for each 25 children to be accommodated at any one time.</i>
24	<i>Hospital</i>	<i>P up to one car for each 8 guest beds excluding bassinets or for each 2,400 square feet of Occupied</i>
25		

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

	<i>Floor Area devoted to sleeping rooms, whichever results in the lesser requirement.</i>
<i>Post-Secondary Educational Institution</i>	<i>P up to one car for each two classrooms.</i>
<i>Religious Institution</i>	<i>P up to one car for each 20 seats.</i>
<i>Residential Care Facility</i>	<i>P up to one car for each 10 beds.</i>
<i>School</i>	<i>P up to one car for each six classrooms.</i>
<i>Trade School</i>	<i>P up to one car for each two classrooms.</i>
Sales and Services Category	
Retail Sales and Services*	P up to one car for each 500 square feet of Occupied Floor Area <i>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>Eating and Drinking Uses</i>	<i>P up to one car for each 200 square feet of Occupied Floor Area.</i>
All R Retail <i>Sales and Service uses</i> in the Eastern Neighborhoods Mixed Use Districts where any portion of the parcel is within the Central SoMa Special Use District or is less than <u>one-quarter</u> 1/4 mile from Market, Mission, 3rd Streets and 4th Street north of Berry Street, except <u>General</u> g Grocery s Stores of over 20,000 <u>gross</u> gross <u>occupied</u> square feet.	P up to one for each 1,500 square feet of <u>Gross Occupied</u> Floor Area.
General Grocery uses with over 20,000 square feet of Occupied Floor Area	P up to one car per 500 square feet of Occupied Floor Area, and subject to the conditions of Section 303(u)(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(<u>u</u> t)(2). NP above.
<i>Health Service</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>

1 2	Limited Corner Commercial Uses in RTO and RM d Districts authorized under Section 231.	None permitted.
3	Mortuary	P up to five cars.
4	Motel	P up to one car for each guest unit, plus one for the manager's Dwelling Unit, if any.
5 6	Retail plant nursery	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(u)(2).
7 8	Retail space devoted to the handling of bulky merchandise such as motor vehicles, machinery, or furniture	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(u)(2).
9	Self Storage	P up to one car for each three self storage units.
10	* * * *	* * * *

11 * Not listed below

12 (e) **Excess Residential Parking.** Any request for accessory residential parking, in
13 excess of what is ~~p~~Principally ~~p~~Permitted but which does not exceed the maximum amount stated in
14 Table 151.1, shall be reviewed by the Planning Commission as a Conditional Use, subject to
15 the conditions and criteria of Section 303(u). ~~In MUG, WMUG, MUR, MUO, RED, RED-MX, and SPD~~
16 ~~Districts, any project subject to Section 329 and that requests residential accessory parking in excess of~~
17 ~~that which is principally permitted in Table 151.1, but which does not exceed the maximum amount~~
18 ~~stated in Table 151.1, shall be reviewed by the Planning Commission according to the procedures of~~
19 ~~Section 329. Projects that are not subject to Section 329 shall be reviewed under the procedures~~
20 ~~detailed in subsection (f) below.~~

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

1 ~~parking in excess of what is principally permitted in Table 151.1, not to exceed the maximum amount~~
2 ~~stated in Table 151.1, only if the Zoning Administrator determines that:~~

3 ~~(1) — all the following conditions have been met:~~

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

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

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

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

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

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

19 ~~(f-g) **Excess Parking for General Grocery Non-Residential Uses greater than 20,000**~~
20 ~~**square feet.** Where permitted by Table 151.1 for a General Grocery Non-Residential Use~~
21 ~~greater than 20,000 square feet, any request for accessory parking in excess of what is~~
22 ~~pPrincipally pPermitted in Table 151.1, but which does not exceed the maximum amount~~
23 ~~stated in Table 151.1, shall be reviewed by the Planning Commission as a Conditional Use,~~
24 ~~subject to the conditions and criteria of Section 303(u).~~

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

7 * * * *

8 **SEC. 152.3 ~~161~~. EXEMPTIONS AND EXCEPTIONS FROM OFF-STREET ~~PARKING~~,**
9 **FREIGHT LOADING AND SERVICE VEHICLE REQUIREMENTS.**

10 The following exemptions shall apply to the requirements for off-street ~~parking and~~
11 ~~freight~~ loading spaces set forth in Sections 152 and 152.1 ~~151 through 155~~ of this Code. ~~These~~
12 ~~provisions, as exemptions, shall be narrowly construed.~~ Reductions or waivers by the Zoning
13 Administrator permitted by this Section 152.3 ~~161~~ shall be conducted pursuant to the
14 procedures of Section 307(h)(2). ~~Where exceptions in this Section require approval by the Zoning~~
15 ~~Administrator, the Zoning Administrator shall consider the criteria of Section 307(i).~~

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

19 (b) ~~**Parking or Loading Across Very Wide Sidewalks.**~~ No off-street ~~parking or~~
20 loading shall be required where access to the lot cannot be provided other than by means of a
21 driveway across a sidewalk 25 feet or more in width from the curb to the front lot line which
22 would cause serious disruption to pedestrian traffic.

23 (c) ~~**Joint Use of Off-Street Parking.**~~ ~~Joint use of the same off-street parking spaces to meet~~
24 ~~the requirements of this Code for two or more structures or uses may be permitted, where the normal~~
25 ~~hours of operation of such structures or uses are such as to assure the feasibility of such joint use of~~

1 ~~parking and where the total quantity of spaces provided is at least equal to the total of the required~~
2 ~~spaces for the structures or uses in operation at any given time.~~

3 ~~(d) — **Exceptions to Improve Conformity with Setbacks, Yards, Open Space, and Other**~~
4 ~~**Requirements of the Code.** The Zoning Administrator may reduce or waive the off-street parking~~
5 ~~requirement for existing buildings if removal of parking and associated structures increases conformity~~
6 ~~with required front setbacks, side yards, and rear yards, increases conformity with open space or street~~
7 ~~frontage requirements, reduces or eliminates any nonconforming encroachment onto public rights-of-~~
8 ~~way or other public property or easement, and/or reduces or eliminates any other code nonconformity.~~

9 ~~(b-e)~~ **Freight Loading and Service Vehicle Spaces.** In recognition of the fact that
10 site constraints may make provision of required freight loading and service vehicle spaces
11 impractical or undesirable, a reduction in or waiver of the provision of freight loading and
12 service vehicle spaces for uses may be permitted, by the Zoning Administrator in all districts,
13 or in accordance with the provisions of Section 309 of this Code in C-3 Districts. In
14 considering any such reduction or waiver, the following criteria shall be considered:

15 * * * *

16 ~~(c-g)~~ **Historic Buildings.** There shall be no minimum off-street ~~parking or~~ loading
17 requirements for any ~~p~~Principal or Conditional Use located in (1) a landmark building
18 designated per Article 10 of this Code, (2) a contributing building located within a designated
19 historic district per Article 10, (3) any building designated Category I-IV per Article 11 of this
20 Code, or (4) buildings listed on the National Register and/or California Register.

21 ~~(d-h)~~ **Landmark and Significant Trees.** The required off-street ~~parking and~~ loading
22 may be reduced or waived if the Zoning Administrator determines that provision of required
23 off-street ~~parking or~~ loading would result in the loss of or damage to a designated Landmark
24 Tree or Significant Tree, as defined in the Public Works Code. The Zoning Administrator's
25 decision shall be governed by Section 307(i) and shall require either (1) the recommendation

1 of the Department of Public Works Bureau of Urban Forestry, or its successor agency, or (2)
2 the recommendation of a certified arborist as documented in the subject tree's required tree
3 protection plan.

4 (e) **Geologic Hazards.** No off-street ~~parking or~~ loading shall be required where the
5 Planning Department finds that required ~~parking or~~ loading cannot practically be provided
6 without compromising the earthquake safety or geologic stability of a building and/or
7 neighboring structures and properties.

8 (f) **Protected Street Frontages, Street Parks, and Transit Stops.** No off-street
9 ~~parking or~~ loading is required on any lot whose sole feasible automobile access is across a
10 protected street frontage identified in Section 155(r) of this Code, or on a Street Park designated
11 by the Department of Public Works, or at a transit stop.

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

14 **SEC. 153. RULES FOR CALCULATION OF ~~REQUIRED~~ SPACES.**

15 (a) In the calculation of ~~off-street parking,~~ freight loading spaces, and bicycle parking
16 spaces required under Sections ~~151, 152, 152.1, 155.2, 155.3 and 155.4~~ 160.1 of this Code, and
17 determining the maximum permitted car parking spaces allowed by Section 151, the following rules
18 shall apply:

19 (1) In the case of mixed uses in the same structure, on the same lot or in the
20 same development, or more than one type of activity involved in the same use, the total
21 requirements for off-street ~~parking and~~ loading spaces shall be the sum of the requirements for
22 the various uses or activities computed separately, including fractional values.

23 (2) Where an initial quantity of floor area, rooms, seats or other form of
24 measurement is exempted from off-street ~~parking or~~ loading requirements, such exemption
25 shall apply only once to the aggregate of that form of measurement. If the initial exempted

1 quantity is exceeded, for either a structure or a lot or a development, the requirement shall
2 apply to the entire such structure, lot or development, unless the contrary is specifically stated
3 in this Code. In combining the requirements for use categories in mixed use buildings, all
4 exemptions for initial quantities of square footage for the uses in question shall be
5 disregarded, excepting the exemption for the initial quantity which is the least among all the
6 uses in question.

7 (3) Where a structure or use is divided by a zoning district boundary line, the
8 requirements as to quantity of off-street ~~parking and~~ loading spaces shall be calculated in
9 proportion to the amount of such structure or use located in each zoning district.

10 (4) Where seats are used as the form of measurement, each 22 inches of
11 space on benches, pews and similar seating facilities shall be considered one seat.

12 (5) When the calculation of the ~~required~~ number of permitted off-street parking
13 or required bicycle parking or freight loading spaces results in a fractional number, a fraction of
14 $\frac{1}{2}$ one-half or more shall be adjusted to the next higher whole number of spaces, and a fraction
15 of less than $\frac{1}{2}$ one-half may be disregarded.

16 (6) In C-3, MUG, MUR, MUO, CMUO, and UMU Districts, substitution of two
17 service vehicle spaces for each required off-street freight loading space may be made,
18 provided that a minimum of 50% percent of the required number of spaces are provided for
19 freight loading. Where the 50% percent allowable substitution results in a fraction, the fraction
20 shall be disregarded.

21 (b) The requirements for off-street bicycle parking and freight loading for any use not
22 specifically mentioned in Sections ~~151 and~~ 152, 152.1, 160.1, and 160.2 shall be the same as for
23 a use specified which is similar, as determined by the Zoning Administrator.

1 (c) ~~For all uses and all districts covered by Section 151.1, the rules of calculation~~
2 ~~established by subsection (a) shall apply to the determination of maximum permitted spaces allowed~~
3 ~~by Section 151.1.~~

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

6 (a) **Parking Spaces.** ~~Required p~~Parking spaces may be either independently
7 accessible or space-efficient as described in Sections 154(a)(4) and 154(a)(5), except as
8 required elsewhere in the Building Code for spaces specifically designated for persons with
9 physical disabilities. Space-efficient parking is encouraged.

10 (1) Each independently accessible off-street parking space shall have a
11 minimum area of 144 square feet (8 feet by 18 feet) for a standard space and 112.5 square
12 feet for a compact space (7.5 feet by 15 feet), except for the types of parking spaces
13 authorized by ~~Paragraph subsection~~ (a)(4) below and spaces specifically designated for
14 persons with physical disabilities, the requirements for which are set forth in the Building
15 Code. Every required space shall be of usable shape. The area of any such space shall be
16 exclusive of driveways, aisles and maneuvering areas. ~~The parking space requirements for the~~
17 ~~Bernal Heights Special Use District are set forth in Section 242.~~

18 (2) Any ratio of standard spaces to compact spaces may be permitted, so
19 long as compact car spaces are specifically marked and identified as a compact space.
20 ~~Special provisions relating to the Bernal Heights Special Use District are set forth in Section 242.~~

21 (3) Off-street parking spaces in DTR, C-3, RTO, NCT, Eastern
22 Neighborhoods Mixed Use, PDR-1-D, and PDR-1-G Districts shall have no minimum area or
23 dimension requirements, except as required elsewhere in the Building Code for spaces
24 specifically designated for persons with physical disabilities. ~~For all uses in all Districts for which~~
25

1 ~~there is no minimum off-street parking requirement, per Section 151.1, refer to 151.1(e) for rules~~
2 ~~regarding calculation of parking spaces.~~

3 (4) Parking spaces in mechanical parking structures that allow a vehicle to
4 be accessed without having to move another vehicle under its own power shall be deemed to
5 be independently accessible. Parking spaces that are accessed by a valet attendant and are
6 subject to such conditions as may be imposed by the Zoning Administrator to insure the
7 availability of attendant service at the time the vehicle may reasonably be needed or desired
8 by the user for whom the space is required, shall be deemed to be independently accessible.
9 Any conditions imposed by the Zoning Administrator pursuant to this ~~Section~~ subsection (a)(4)
10 shall be recorded as a Notice of Special Restriction.

11 (5) Space-efficient parking is parking in which vehicles are stored and
12 accessed by valet, mechanical stackers or lifts, certain tandem spaces, or other space-
13 efficient means. ~~Tandem spaces shall only count towards satisfying the parking requirement if no~~
14 ~~more than one car needs to be moved to access the desired parking space.~~ Space-efficient parking is
15 encouraged, ~~and may be used to satisfy minimum parking requirements so long as the project sponsor~~
16 ~~can demonstrate that all required parking can be accommodated by the means chosen.~~

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

21 * * * *

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

24 ~~Required~~ Off-street parking and freight loading facilities shall meet the following
25 standards as to location and arrangement. Facilities which are not required but are actually

1 provided shall also meet the following standards unless such standards are stated to be
2 applicable solely to required facilities. In application of the standards of this Code for off-street
3 parking and loading, reference may be made to provisions of other portions of the Municipal
4 Code concerning off-street parking and loading facilities, and to standards of the Better
5 Streets Plan and the Bureau of Engineering of the Department of Public Works. Final authority
6 for the application of such standards under this Code, and for adoption of regulations and
7 interpretations in furtherance of the stated provisions of this Code shall, however, rest with the
8 Planning Department.

9 (a) **Required ~~Parking and~~ Loading on the Same Lot as the Use Served.** Every
10 required off-street ~~parking or~~ loading space shall be located on the same lot as the use served
11 by it, except as provided in Section 152.3 ~~161~~ of this Code.

12 * * * *

13 (g) **Parking Pricing Requirements.** In order to discourage long-term commuter
14 parking, any off-street parking spaces provided for a structure or use other than Residential or
15 Hotel in a C-3, DTR, SPD, MUG, WMUG, MUR, CMUO, WMUO, or MUO District, whether
16 classified as an aAccessory or Conditional Use, that are otherwise available for use for long-
17 term parking by downtown workers shall maintain a rate or fee structure for their use such that
18 the rate charge for four hours of parking duration is no more than four times the rate charge
19 for the first hour, and the rate charge for eight or more hours of parking duration is no less
20 than 10 times the rate charge for the first hour. Additionally, no discounted parking rate shall
21 be permitted for weekly, monthly or similar time-specific periods.

22 * * * *

23 (o) **Accounting of Off-Street Parking and Loading Spaces.** No area credited as all
24 or part of an ~~required~~ off-street parking space shall also be credited as all or part of a required
25 off-street loading space, or used as all or part of an unrequired off-street loading space. No

1 area credited as all or part of a required off-street loading space shall also be ~~credited as all or~~
2 ~~part of a required off-street parking space, or~~ used as all or part of an unrequired off-street
3 parking space.

4 * * * *

5 (r) **Protected Pedestrian-, Cycling-, and Transit-Oriented Street Frontages.** In
6 order to preserve the pedestrian character of certain districts and to minimize delays to transit
7 service, ~~regulation of~~ garage entries, driveways, or other vehicular access to off-street parking
8 or loading via curb cuts on development lots shall be regulated as set forth in this subsection (r)
9 ~~shall occur on the Street frontages listed below.~~ These limitations do not apply to the creation of
10 new publicly-accessible Streets and Alleys. Any lot whose sole feasible vehicular access is via
11 a protected street frontage described in this subsection (r) shall be exempted from any off-
12 street parking or loading requirement found elsewhere in this Code.

13 (1) Folsom Street, from Second Street to The Embarcadero, not permitted
14 except as set forth in Section 827.

15 (2) Not permitted:

16 * * * *

17 (H) Valencia Street between Market 15th and Cesar Chavez 23rd
18 Streets ~~in the Valencia Street NCT District,~~

19 * * * *

- 20 (~~NN GG~~) Howard Street from 5th Street to 13th Street,
- 21 (~~OO HH~~) Folsom Street from 2nd Street to 13th Street,
- 22 (~~PP H~~) Brannan Street from 2nd Street to 6th Street,
- 23 (~~QQ J~~) Townsend Street from 2nd Street to 6th Street, except as
24 permitted pursuant to Section 329(e)(3)(B),
- 25 (~~RR KK~~) 3rd Street from Folsom Street to Townsend Street,

1 (~~SS LL~~) 4th Street from Folsom Street to Townsend Street, and

2 (~~TT MM~~) 6th Street from Folsom Street to Brannan Street.

3 (3) Not permitted without Conditional Use authorization or a Section~~s~~ 309 or
4 329 exception. In the C-3-O(SD) and the Central SoMa Special Use Districts, the Planning
5 Commission may grant permission for a new curb cut or an expansion of an existing one as
6 an exception pursuant to Sections 309 or 329 in lieu of a Conditional Use authorization as
7 long as the Commission makes the findings required under Section 303(y) and where the
8 amount of parking proposed does not exceed the amounts permitted as accessory according
9 to Section 151~~.7~~. In addition, in the MUG, WMUG, MUR, MUO, RED, RED-MX, and SPD
10 Districts, the Planning Commission may grant permission for a new curb cut or an expansion
11 of an existing one as an exception pursuant to Section 329 in lieu of a Conditional Use
12 authorization as long as the Commission makes the findings required under Section 303(y). A
13 Planning Commission Conditional Use authorization subject to the additional findings under
14 Section 303(y) is required to allow a new curb cut or expansion of an existing one on any
15 other restricted street identified in this subsection ~~155~~(r)(3).

16 * * * *

17 (~~N K~~) Harrison Street from 2nd Street to 6th Street,

18 (~~O L~~) Bryant Street from 2nd Street to 6th Street, and

19 (~~P M~~) 5th Street from Howard Street to Townsend Street.

20 * * * *

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

25

1 (1) **Ground Floor or Below-Grade Parking and Street Frontages with**
2 **Active Uses.**

3 (A) All off-street parking in C-3 Districts (both as Accessory and
4 Principal Uses) shall be built no higher than the ground-level (up to a maximum ceiling height
5 of 20 feet from grade) ~~unless an exception to this requirement is granted in accordance with Section~~
6 ~~309 and Subsection 155(s)(2) below.~~

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

12 ~~(2) — **Residential Accessory Parking.** For residential accessory off-street parking in~~
13 ~~C-3 Districts, two additional floors of above-grade parking beyond the at-grade parking allowed by~~
14 ~~Section 155(s)(1), to a maximum ceiling height of 35 feet from grade, may be permitted subject to the~~
15 ~~provisions of Section 309 of this Code provided it can be clearly demonstrated that transportation~~
16 ~~easements or contaminated soil conditions make it practically infeasible to build parking below-~~
17 ~~ground. The determination of practical infeasibility shall be made based on an independent, third-party~~
18 ~~geotechnical assessment conducted by a licensed professional and funded by the project sponsor. The~~
19 ~~Planning Director shall make a determination as to the objectivity of the study prior to the Planning~~
20 ~~Commission's consideration of the exception application under Section 309.~~

21 (C-3) ~~**Temporary Parking Lots.**~~ Parking lots permitted in C-3 Districts as
22 temporary uses according to Section 156(f) are not subject to the requirements of subsection
23 (1)(B) above.

24 * * * *

1 **SEC. 160 ~~155.1~~. BICYCLE PARKING: DEFINITIONS AND STANDARDS.**

2 (a) **Definitions.** The following definitions are listed alphabetically and shall govern
3 Sections 160 ~~155.1~~ through 160.3 ~~155.4~~. For the purpose of ~~these~~ Sections 160 through 160.3, all
4 terms defined below will be in initial caps throughout these Sections.

5 * * * *

6 "**New Building.**" A building or structure for which a new construction building permit is
7 issued after the effective date of the Section as determined in Section 160(e) ~~155.1(f)~~.

8 * * * *

9 (b) **Standards for Location of Bicycle Parking Spaces.** These standards apply to
10 all bicycle parking subject to Section 160.1 ~~155.2~~, as well as bicycle parking for City-owned and
11 leased buildings, parking garages and parking lots subject to Section 160.3 ~~155.3~~. Bicycle
12 racks shall be located in highly visible areas as described in subsections below in order to
13 maximize convenience and minimize theft and vandalism. For Accessory Dwelling Units, the
14 requirements of this subsection (b) may be modified or waived pursuant to the procedures
15 and criteria set forth in Sections 307(l) and 207(c)(4)(G).

16 * * * *

17 (c) **Design Standards for Bicycle Parking Spaces.** These design standards apply
18 to all bicycle parking spaces subject to Sections 160 through 160.3 ~~155.2 and 155.3~~. Bicycle
19 parking shall follow the design standards established in Zoning Administrator Bulletin No. 9,
20 which includes specific requirements on bicycle parking layout and acceptable types of Class
21 1 and Class 2 bicycle parking spaces. For Accessory Dwelling Units, the requirements of this
22 subsection (c) may be modified or waived pursuant to the procedures and criteria set forth in
23 Sections 307(l) and 207(c)(4)(G).

24 (1) **Class 1 spaces** shall protect the entire bicycle, its components and
25 accessories against theft and inclement weather, including wind-driven rain. Acceptable forms

1 of Class 1 spaces include (A) individual Lockers, (B) Attended Facilities, (C) Monitored
2 Parking, (D) Restricted Access Parking, and (E) Stacked Parking, as defined in Section 160
3 ~~155.1~~ and further detailed in Zoning Administrator Bulletin No. 9. When Class 1 spaces are
4 provided as Restricted Access Parking, bicycle racks shall follow the specifications in
5 subsection (c)(2) ~~2~~ below. Stacked Parking spaces may be used to satisfy any Class 1
6 required space. However, Class 1 spaces shall not require manually lifting the entire bicycle
7 more than three inches to be placed in the space, except as provided in subsection (c)(3)
8 below for Vertical Bicycle Parking.

9 * * * *

10 (3) **Vertical Bicycle Parking.** Vertical Bicycle Parking shall enable the
11 bicycle to be locked to a rack or other object permanently affixed to a wall. Vertical Bicycle
12 Parking may satisfy required bicycle parking pursuant to Section 160.1 ~~155.2~~ and 160.3 ~~155.3~~
13 where:

14 (A) Such parking is primarily an Attended Facility where facility staff
15 parks the bicycles or such racks provide mechanical assistance for lifting the bicycle; or

16 (B) No more than one-third of the required Class 1 bicycle parking is
17 provided as Vertical Bicycle Parking; or

18 (C) Class 2 spaces for Personal Services, Restaurants, Limited
19 Restaurants, and Bars, ~~as defined in Table 155.2(16)~~ are provided either indoors or outdoors. In
20 such cases, no more than one-third of all required Class 2 bicycle parking shall be provided
21 as Vertical Bicycle Parking. ~~Class 2 bicycle parking for uses other than those defined in Table~~
22 ~~155.2(16) shall not provide any of the required spaces as Vertical Bicycle Parking.~~

23 (4) **Signage Requirements for Bicycle Parking.** Where Class 2 bicycle
24 parking areas are not located in an outdoor location clearly visible to bicyclists approaching
25 from adjacent public roadways or paths, signs shall indicate the locations of the facilities on

1 the exterior of the building at each major entrance and in other appropriate locations. Such
2 signs shall be not less than 12 inches square and shall use the template provided in Zoning
3 Administrator Bulletin No. 9. Where necessary, additional directional signage to the bicycle
4 parking area shall be provided.

5 ~~(d) — **Reduction of Auto Parking.** When fulfilling bicycle parking requirements, the number of~~
6 ~~required automobile parking spaces on any lot may be reduced in the following cases per Section~~
7 ~~150(e) of this Code:~~

8 ~~(1) — Existing buildings subject to Section 155.2(a)(2) through 155.2(a)(5) or for City-~~
9 ~~owned properties subject to Section 155.3;~~

10 ~~(2) — Existing buildings not subject to any bicycle parking requirements; or~~

11 ~~(3) — New Buildings subject to Section 155.2(a)(1).~~

12 ~~When replacing automobile parking space with bicycle parking, layout and design standards in~~
13 ~~Section 155.1(e) and the Zoning Administrator Bulletin No. 9 shall be followed.~~

14 ~~(d-e) **Other Rules and Standards.** This Section 160 shall apply to all bicycle parking~~
15 ~~subject to Sections 160.1 ~~155.2~~ or 160.3 ~~155.3~~, except as indicated.~~

16 (1) Except for non-accessory parking garages, bicycle parking required by
17 Section 160.1 ~~155.2~~ shall be provided at no cost or fee to building occupants, tenants and
18 visitors.

19 (2) Required bicycle parking shall be provided on the subject lot except
20 where alternative locations are allowed in Sections 160.1(e) ~~155.2(e)~~, 160.3(d) ~~155.3(d)~~, and
21 307(k) of this Code.

22 (3) The building, lot or garage may not establish unreasonable rules that
23 interfere with the ability of cyclists to conveniently access bicycle parking. Such unreasonable
24 rules include hours of operation and prohibitions on riding bicycles in areas where driving
25

1 automobiles is permitted. The rules may require cyclists to walk bicycles through areas that
2 are pedestrian only and where motorized vehicles are not permitted.

3 (4) All plans submitted to the Department containing bicycle parking intended
4 to satisfy the requirements of Sections 160.1 ~~155.2~~ and 160.3 ~~155.3~~ shall indicate on said plans
5 the location, dimensions, and type of bicycle parking facilities to be provided, including the
6 model or design of racks to be installed and the dimensions of all aisle, hallways, or routes
7 used to access the parking.

8 (~~e-f~~) **Effective Date.** The effective date of the requirements for bicycle parking for
9 different uses shall be the date that the Planning Code provisions pertaining to bicycle parking
10 requirements for a particular use first became effective, or the date subsequent modifications
11 to the requirements for that use, if any, became effective. The effective day for bicycle parking
12 requirements for:

13 (A) Commercial and industrial uses shall be either September 7, 2001, when
14 Ordinance 193-01 became effective, or the date subsequent modifications, if any, to the
15 bicycle parking requirements for commercial and industrial uses became effective.

16 (B) Residential uses shall be either August 19, 2005, when Ordinance 217-05
17 became effective, or the date subsequent modifications, if any, to the bicycle parking
18 requirements for residential uses became effective.

19 (C) Non-accessory parking garages shall be either November 19, 1998, when
20 Ordinance 343-98 became effective, or the date a subsequent modification, if any, became
21 effective.

22 (D) City-owned buildings, leased or purchased by the City shall be either
23 January 11, 1996, when Ordinance 31-96 became effective, or the date a subsequent
24 modification, if any, became effective.
25

SEC. 160.1 ~~155.2~~. BICYCLE PARKING: APPLICABILITY AND REQUIREMENTS FOR SPECIFIC USES.

Bicycle parking spaces are required in at least the minimum quantities specified in Table 160.1 ~~155.2~~. Bicycle parking shall meet the standards in Section 160 ~~155.1~~.

* * * *

(b) Rules for Calculating Bicycle Parking Requirements.

* * * *

(6) Where a project proposes to construct new Non-Residential Uses or increase the area of existing Non-Residential Uses, for which the project has not identified specific uses at the time of project approval by the Planning Department or Planning Commission, the project shall provide the amount of non-residential bicycle parking required for Retail Sales per Table 160.1 ~~155.2~~.

Table <u>160.1</u> 155.2 BICYCLE PARKING SPACES REQUIRED		
Use	Minimum Number of Class 1 Spaces Required	Minimum Number of Class 2 Spaces Required
* * * *		
NON-RESIDENTIAL USES		
* * * *		
Entertainment, Arts and Recreation Uses Category		
* * * *	* * * *	* * * *
Sports Stadium, Arena, Amphitheater, or other venue of public gathering with a capacity of greater than 2,000 people	One Class 1 space for every 20 Employees during events.	Five percent of venue capacity excluding Employees. A portion of these must be provided in Attended Facilities as described in Section <u>160(b)(3)</u> 155.1(b)(3) .

1	* * * *		
2	Institutional Uses Category		
3	* * * *	* * * *	* * * *
4	Medical Cannabis Dispensary	One Class 1 space for every 7,500 square feet of Occupied Floor Area.	Minimum two spaces. One Class 2 space for every 2,500 square feet of Occupied Floor Area. For uses larger than 50,000 occupied gross square feet, 10 Class 2 spaces plus one Class 2 space for every additional 10,000 occupied square feet.
5			
6			
7			
8			
9			
10	* * * *	* * * *	* * * *
11	Sales and Services Use Category		
12	* * * *	* * * *	* * * *
13	Mortuary	None.	None.
14	Retail space devoted to the handling of bulky merchandise such as motor vehicles, machinery or furniture, excluding grocery stores	Minimum two spaces. One Class 1 space for every 15,000 square feet of Occupied Floor Area.	Minimum two spaces. One Class 2 space for every 10,000 square feet of Occupied Floor Area.
15			
16			
17	* * * *	* * * *	* * * *
18	Non-Retail Sales and Services not listed below	One Class 1 space for every 12,000 square feet of Occupied Floor Area, except not less than two Class 1 spaces for any use larger than 5,000 occupied square feet.	Minimum of two spaces. Four Class 2 spaces for any use larger than 50,000 gross <u>occupied</u> square feet.
19			
20			
21	* * * *	* * * *	* * * *
22	Utility and Infrastructure Uses Category		
23	Utility and Infrastructure Uses non listed below	None required.	None required.
24			
25			

1 (c) **Contractual Limits on Liability.** Requirements for non-accessory garages and
2 parking lots subject to Table 160.1 ~~155.2(29)~~ shall not interfere with the rights of a parking
3 garage owner to enter into agreements with parking garage patrons or take other lawful
4 measures to limit the parking garage owner's liability to patrons with respect to bicycles
5 parked in the parking garage, provided that such agreements or measures are in accordance
6 with the requirements of this subsection (c).

7 * * * *

8 **SEC. 160.2 ~~155.4~~. REQUIREMENTS FOR SHOWER FACILITIES AND LOCKERS.**

9 (a) **Applicability.** Requirements for shower facilities and lockers are applicable
10 under the provisions of Section 160.1(a)(2) ~~155.2(a)(1)~~ through (a)(4) for uses defined under
11 subsection (c) below. Subject uses shall provide shower and clothes locker facilities for short-
12 term use of the tenants or Employees in that building. When shower facilities and lockers are
13 required due to additions to, conversion, or renovation of uses, facilities shall be calculated
14 based on the total square footage of the building or lot after the addition, conversion or
15 renovations.

16 (b) **Effective Date.** The effective date of the requirements of this Section 160.2,
17 shall be either November 19, 1998, which is the date that the requirements originally became
18 effective by Ordinance 343-98, or the date a subsequent modification, if any, became
19 effective.

20 * * * *

21 (d) **Exemptions.** An owner of an existing building subject to the requirements of this
22 Section ~~155.4~~ 160.2 shall be exempt from ~~S~~ subsection (c) upon submitting proof to the Zoning
23 Administrator that the owner has arranged ~~made arrangements~~ with a Gym or other facility,
24 located within three blocks of the building, to provide showers and lockers at no cost to the
25 Employees who work in the owner's building.

1 **SEC. ~~160.3~~ ~~155.3~~. BICYCLE PARKING REQUIREMENTS FOR CITY-OWNED AND**
2 **LEASED PROPERTIES.**

3 (a) **Applicability.** This Section 160.3 applies to the installation of bicycle parking in
4 existing buildings owned, leased or purchased by the City and City-owned non-accessory
5 parking garages and parking lots.

6 (b) **Requirements.** For all City-owned or leased buildings, non-accessory garages,
7 and parking lots, regardless of whether off-street vehicle parking is available, the Responsible
8 City Official, as defined in Section 160 ~~155.1~~, shall provide bicycle parking according to the use
9 categories specified in Table 160.1 ~~155.2~~. All required bicycle parking provided per this Section
10 shall conform to the standards of Sections 160 ~~155.1~~ and 160.1 ~~155.2~~. The provisions of this
11 Section 160.3 shall not apply in any case where the City occupies property as a tenant under a
12 lease, the term of which does not exceed one year.

13 (c) **Lease Provisions.**

14 (1) Lease provisions apply to all City leases for buildings that are subject to
15 the requirements of Section 160.3 ~~subsection 155.3~~ and under which the City is a tenant. Such
16 leases shall specifically provide that the Landlord agrees to make space available in the
17 building for bicycle parking facilities. These facilities shall be available for the term of the
18 lease. These leases shall also provide that the Responsible City Official may install, at no cost
19 to the Landlord, bicycle parking facilities that comply ~~are in compliance~~ with subsection (b).

20 * * * *

21 (d) **Alternative Locations, Reductions or Exemptions.** In the event that
22 compliance with Section 160.3(b) ~~155.3(b)~~ for Class 1 bicycle parking may not be feasible
23 because of demonstrable hardship including but not limited to absence of an off-street
24 automobile garage on the subject lot, the Responsible City Official may apply to the Zoning
25 Administrator under the procedures of Section 307(k)(1) for approval of an alternative storage

1 location, reduction or exemption from the requirements. Waivers and Variances for Class 2
2 bicycle parking required by subsection (b) above would be subject to the same measures as
3 Section 307(k)(2).

4 (e) **Implementation.** Except as provided in subsection (g)(2), all City-owned
5 buildings and parking garages subject to Section 160.3 ~~155.3~~ shall comply and install the
6 required bicycle parking and associated signage by August 29, 2014 ~~within one year of the~~
7 ~~effective date of this Ordinance No. 183-13~~

8 * * * *

9 (3) Except as provided in subsection (g)(2), existing City-owned buildings
10 and garages with existing substandard racks, which do not comply with acceptable rack types
11 defined in Section 160(c) ~~155.1(e)~~, shall have one year from the effective date of the requirements
12 ~~this Section~~ to replace them with conforming racks.

13 * * * *

14 (g) **Miscellaneous Standards and Requirements.**

15 * * * *

16 (2) For existing buildings owned, leased or purchased by the City and City-
17 owned parking garages, the Responsible City Official shall comply with this Section 160.3
18 ~~155.3~~. The Board of Supervisors does not intend to impose requirements of this Section 160.3
19 on any Responsible City Official where such application would impair obligations of contract.

20 **SEC. 156. PARKING LOTS.**

21 (a) **Definition.** For purposes of this section, a “parking lot” is defined as an off-street
22 open area or portion thereof solely for the parking of passenger automobiles. Such an area or
23 portion shall be considered a parking lot whether or not on the same lot as another use,
24 whether or not required by this Code for any structure or use, and whether classified as an
25 ~~Accessary~~, ~~p~~Principal or Conditional Use.

1 (b) **Conditional Use.**

2 (1) Where parking lots are specified in Articles 2, 7, or 8 of this Code as a
3 use for which Conditional Use approval is required in a certain district, such Conditional Use
4 approval shall be required only for such parking lots in such district as are not qualified as
5 ~~an~~ Accessory ~~u~~ Uses under Section 204.5 of this Code. The provisions of this Section 156 shall,
6 however, apply to all parking lots whether classified as ~~an~~ Accessory, ~~p~~ Principal, or Conditional
7 Uses.

8 * * * *

9 (c) **Screening.**

10 (1) Any Vehicle ~~vehicle~~ ~~u~~ Use ~~an~~ Area that is less than 25 linear feet adjacent
11 to a public right-of-way or is a parking lot for the parking of two or more automobiles which
12 adjoins a lot in any R District, or which faces a lot in any Residential District across a ~~s~~ Street or
13 ~~an~~ Alley, shall be screened from view therefrom, except at driveways necessary for ingress and
14 egress, by a solid fence, a solid wall, or a compact evergreen hedge, not less than four feet in
15 height.

16 (2) Any Vehicle ~~vehicle~~ ~~u~~ Use ~~an~~ Area that has more than 25 linear feet
17 adjacent to a public right-of-way or is a parking lot for the parking of 10 or more automobiles
18 shall be screened in accordance with the standards described in Section 142, Screening and
19 Greening of Parking and ~~Vehicle~~ Vehicle Use Areas.

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

25 * * * *

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

3 (a) No structure shall be constructed, reconstructed, enlarged, altered, or relocated
4 so as to have or result in a greater height, bulk or floor area ratio, less ~~Required~~ ~~Open~~
5 ~~Space~~ as defined by Section 102 of this Code, more off-street parking, or less off-street ~~parking~~
6 ~~space or~~ loading space, than permissible under the limitations set forth herein for the district or
7 districts in which such structure is located.

8 (b) No existing structure which fails to meet the requirements of this Code in any
9 manner as described in ~~Subsection~~ subsection (a) above, or which occupies a lot that is smaller in
10 dimension or area than required by this Code, shall be constructed, reconstructed, enlarged,
11 altered or relocated so as to increase the discrepancy, or to create a new discrepancy, at any
12 level of the structure, between existing conditions on the lot and the required standards for
13 new construction set forth in this Code.

14 (c) No ~~Required~~ ~~Open~~ ~~Space~~, or off-street ~~parking space or~~ loading space existing
15 or hereafter provided about, in or on any structure shall be reduced below the minimum
16 requirements therefor set forth in this Code, or further reduced if already less than said
17 minimum requirements. No ~~Required~~ ~~Open~~ ~~Space~~, ~~off-street parking space~~ or off-street
18 loading space existing or hereafter provided for a structure or use and necessary to meet or
19 meet partially the requirements of this Code for such structure or use shall be considered as
20 all or part of the ~~Required~~ ~~Open~~ ~~Space~~, ~~off-street parking space~~ or off-street loading space
21 required for any other structure or use, ~~except as provided in Section 160 for the collective~~
22 ~~provision or joint use of parking~~.

23 (d) ~~Existing Live/Work Units, or those newly created or expanded within the existing~~
24 ~~exterior walls of a structure, so long as they conform to all Building Code requirements, shall not be~~
25

1 ~~considered an enlargement, construction, reconstruction, alteration or relocation for purposes of this~~
2 ~~Section 172.~~

3 **SEC. 186. EXEMPTION OF LIMITED COMMERCIAL AND INDUSTRIAL**
4 **NONCONFORMING USES IN RH, RM, RTO, AND RED DISTRICTS.**

5 * * * *

6 (d) **Street Frontage.** In addition to the requirements of Section 144 of this Code,
7 the requirements of Section 145.1(c)(~~7-6~~) and (~~8-7~~) shall apply.

8 (e) **Awnings.** Awnings are permitted, subject to the standards in Section 136.1(a) of
9 this Code. Canopies and marquees are not permitted.

10 (f) **Expansion.** The nonconforming use may expand into non-residential space on or below
11 the ground floor, and within the existing building envelope including non-required parking spaces.

12 (gf) **Termination.** Any use affected by this Section 186 which does not comply with
13 all of the conditions herein specified shall be subject to termination in accordance with Section
14 185 at the expiration of the period specified in that Section, but shall be qualified for
15 consideration as a eConditional #Use under Section 185(e). Any such use which is in
16 compliance with such conditions at the expiration of such period but fails to comply therewith
17 at any later date shall be subject to termination when it ceases to comply with any of such
18 conditions.

19 (h-g) **Reactivation.** Limited commercial uses in RH, RM, RTO, and RED Districts that
20 have been discontinued or abandoned, as defined in Section 183, may be reactivated with
21 eConditional #Use authorization under Section 303. In approving such a use and in addition to
22 the findings required by Section 303, the Planning Commission shall find that:

23 (1) the subject space is located on or below the ground floor and was in
24 commercial or industrial use prior to January 1, 1960; and
25

1 (2) the proposed commercial use meets all the requirements of this ~~s~~Section
2 186 and other applicable sections of this Code.

3 (~~i-h~~) **Other Applicable Provisions.** The provisions for nonconforming uses
4 contained in Sections 180 through 183 shall continue to apply to all uses affected by this
5 Section 186, except that the cost limit for structural alterations contained in Section 181(b)(4)
6 shall not be applicable thereto.

7 **SEC. 187.1. AUTOMOTIVE SERVICE STATIONS AND GAS STATIONS AS LEGAL**
8 **NONCONFORMING USES.**

9 (a) **Continuation as a Nonconforming Use.** Notwithstanding any other provision
10 of this Code, an Automotive Service Station or a Gas Station as defined in Section 102 of this
11 Code, ~~located in a Residential district, and~~ having legal nonconforming use status under the
12 provisions of this Code on January 1, 1980, shall be regarded as a legal nonconforming use
13 so long as the station continues to sell and dispense gasoline and other motor fuels and
14 lubricating fluids directly into motor vehicles or provides Automotive Repair services.

15 * * * *

16 (c) **Accessory Uses.** Parking for car-share vehicles, as defined in Section 166,
17 parking for bicycle- or scooter-sharing installations, automotive repair, or repair of non-automotive
18 vehicles are ~~is~~ permitted as an Accessory Use, and the addition of car-share vehicle parking
19 shall not constitute an enlargement or intensification of the use.

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

21 In order to be classified as an Accessory Use, off-street parking and loading shall meet
22 all of the following conditions:

23 (a) **Location.** Such parking or loading facilities shall be located on the same lot as
24 the structure or use served by them, except as permitted by Section 152.3. ~~(For provisions~~

1 ~~concerning required parking on a separate lot as a Principal or Conditional Use, see Sections 156 and~~
2 ~~161 of this Code.)~~

3 ~~(b) — **Parking Accessory to Dwellings.** Unless rented on a monthly basis to serve a nearby~~
4 ~~resident as described in subsection (c) below, required accessory parking facilities for any Dwelling in~~
5 ~~any R District shall be limited, further, to storage of private passenger automobiles, private automobile~~
6 ~~trailers, boats, bicycle parking scooters, motorcycles, and car-share vehicles as permitted by Section~~
7 ~~150 and trucks of a rated capacity not exceeding three-quarters of a ton.~~

8 **(b-e) Lease of Accessory Residential and Live/Work Parking to Neighbors.**

9 Notwithstanding any provision of this Code to the contrary, the lease of any lawfully-existing off-
10 street parking space following shall be permitted as an Accessory Use:

11 (1) for use by any resident who resides of a Dwelling Unit located on a different
12 lot within 1,250 feet of such parking space is permitted as an Accessory Use; ~~or~~

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

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

21 **SEC. 207.3. AUTHORIZATION OF DWELLING UNITS CONSTRUCTED WITHOUT A**
22 **PERMIT IN AN EXISTING BUILDING ZONED FOR RESIDENTIAL USE.**

23 * * * *

24 **(e) Compliance with Planning Code Requirements; Exceptions.**

25 * * * *

(3) — *Off-street parking requirements may be reduced to the extent necessary to retain dwelling units authorized under this Section 207.3, without requiring compliance with Sections 305, 161(j) or 307(g) or (i) of this Code.*

* * * *

SEC. 209.1. RH (RESIDENTIAL, HOUSE) DISTRICTS.

* * * *

**Table 209.1
ZONING CONTROL TABLE FOR RH DISTRICTS**

Zoning Category	§ References	RH-1(D)	RH-1	RH-1(S)	RH-2	RH-3
* * * *						
RESIDENTIAL STANDARDS AND USES						
Development Standards						
* * * *	* * * * *	* * * *	* * * *	* * * *	* * * *	* * * *
<i>Off-Street Parking Residential Requirements</i>	§§ <u>150, 151, 153 - 156, 166, 167, 204.5</u> 161	None required. Maximum permitted per § 151.				
<i>Off-Street Freight Loading, Residential</i>	§§ <u>150, 152, 152.3, 153 - 155, 204.5</u>	<i>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</i>				
<i>Bicycle Parking, Residential</i>	§§ <u>160 - 163.3</u>	<i>Required</i>				
* * * *	* * * *	* * * *	* * * *	* * * *	* * * *	* * * *
NON-RESIDENTIAL STANDARDS AND USES						
Development Standards						
* * * *	* * * *	* * * *	* * * *	* * * *	* * * *	* * * *
<i>Off-Street Parking, Non-Residential Requirements</i>	§§ <u>150, 151, 153 - 156, 166, 204.5</u> 161	None required. Maximum permitted per § 151.				

1 2	<u>Off-Street Freight Loading, Non-Residential</u>	<u>§§ 150, 152, 152.3, 153 - 155, 204.5</u>	<u>None required if Occupied Floor Area is less than 10,000 square feet. Exceptions permitted per § 152.3.</u>			
3 4	<u>Bicycle Parking, Non-Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>			
5	***	***	***			
6	Automotive Use Category					
7	Automotive Uses*	§ 102	NP	NP	NP	NP
8	***	***	***	***	***	***
9	<u>Parking Lot, Public</u>	<u>§§ 102, 142, 156</u>	<i>NP</i>	<i>NP</i>	<i>NP</i>	<i>NP (8)</i>
10	***					

* Not listed below.

* * * *

~~(8) P only for parcels located in both the Glen Park NCT and RH 2 zoning districts where the property has been used as a Public Parking Lot for the past 10 years without the benefit of a permit, and the adjoining RH 2 parcel is no larger than 40 feet by 110 feet. Unless reenacted, this note shall expire by operation of law 72 months after the effective date of the ordinance in Board File No. 180191. Upon its expiration, any approved Public Parking Lot shall be removed and the current zoning control shall apply. Any approval of a Public Parking Lot use pursuant to this note shall be conditioned upon the recordation of a Notice of Special Restrictions reflecting these conditions, subject to the approval as to form of the Planning Department and the City Attorney. Upon the expiration of this note, the City Attorney is authorized to take steps to remove this note from the Planning Code.~~

SEC. 209.2. RM (RESIDENTIAL, MIXED) DISTRICTS.

* * * *

Table 209.2

ZONING CONTROL TABLE FOR RM DISTRICTS

Zoning Category	§ References	RM-1	RM-2	RM-3	RM-4
* * * *					
RESIDENTIAL STANDARDS AND USES					
Development Standards					
* * * *	* * * *	* * * *	* * * *	* * * *	* * * *
<i>Off-Street Parking, Residential Requirements</i>	§§ 151, 155, 166, 167, 204.5 161	None required. Maximum permitted per § 151.			
<i>Off-Street Freight Loading, Residential</i>	§§ 150, 152, 152.3, 153 - 155, 204.5	<i>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</i>			
<i>Bicycle Parking, Residential</i>	§§ 160 - 160.3	<i>Required</i>			
* * * *	* * * *	* * * *	* * * *	* * * *	* * * *
NON-RESIDENTIAL STANDARDS AND USES					
Development Standards					
* * * *	* * * *	* * * *	* * * *	* * * *	* * * *
<i>Off-Street Parking, Non-Residential</i>	§§ 150, 151, 153 - 156, 166, 204.5 155, 161	None required. Maximum permitted per § 151.			
<i>Off-Street Freight Loading, Non-Residential</i>	§§ 150, 152, 152.3, 153 - 155, 204.5	<i>None required if Occupied Floor Area is less than 10,000 square feet. Exceptions permitted per § 152.3.</i>			
<i>Bicycle Parking, Residential</i>	§§ 160 - 160.3	<i>Required</i>			
* * * *	* * * *	* * * *	* * * *	* * * *	* * * *

SEC. 209.3. RC (RESIDENTIAL-COMMERCIAL) DISTRICTS.

* * * *

Table 209.3

ZONING CONTROL TABLE FOR RESIDENTIAL-COMMERCIAL DISTRICTS

Zoning Category	§ References	RC-3	RC-4
* * * *			
RESIDENTIAL STANDARDS AND USES			
Development Standards			
* * * *	* * * *	* * * *	* * * *
<i>Off-Street Parking, Residential Requirements</i>	<u>§§ 150, 151-1, 153 - 156, 166, 167, 204.5</u>	None R required. Up to one space for every two units permitted, and up to three spaces for every four units permitted with Conditional Use per § 151- 1 , 153-156, 166, 167, 204.5.	<i>None required. Up to one space for every two units permitted.</i>
<i>Off-Street Freight Loading, Residential</i>	<u>§§ 150, 152, 152.3, 153-155, 204.5</u>	<i>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</i>	
<i>Bicycle Parking, Residential</i>	<u>§§ 160-160.3</u>	<i>Required</i>	
* * * *	* * * *	* * * *	* * * *
NON-RESIDENTIAL STANDARDS AND USES			
Development Standards			
* * * *	* * * *	* * * *	* * * *
<i>Off-Street Parking, Non-Residential</i>	<u>§§ 150, 151-1, 153 - 156, 166, 204.5</u>	None Required. Maximum permitted <i>Up to one space for every two units permitted, and up to 3 spaces for every four units permitted with Conditional Use per § 151-1.</i>	
<i>Off-Street Freight Loading, Non-Residential</i>	<u>§§ 150, 152, 152.3, 153 - 155, 204.5</u>	<i>None required if Occupied Floor Area is less than 10,000 square feet. Exceptions permitted per § 152.3.</i>	
<i>Bicycle Parking, Non-Residential</i>	<u>§§ 160-160.3</u>	<i>Required</i>	

***	***	***
-----	-----	-----

SEC. 209.4. RTO (RESIDENTIAL TRANSIT ORIENTED) DISTRICTS.

* * * *

Table 209.4

ZONING CONTROL TABLE FOR RTO DISTRICTS

Zoning Category	§ References	RTO	RTO-M
* * * *			
RESIDENTIAL STANDARDS AND USES			
Development Standards			
* * * *	***	***	
<i>Off-Street Parking, Residential Requirements</i>	§§ 150, 151- 1 , 153 - 156, 166, 167, 204.5	None required. Maximum permitted per § 151- 1 .	
<i>Off-Street Freight Loading, Residential</i>	§§ 150, 152, 152.3, 153 - 155, 204.5	<i>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</i>	
<i>Bicycle Parking, Residential</i>	§§ 160 - 160.3	<i>Required</i>	
* * * *	***	***	***
NON-RESIDENTIAL STANDARDS AND USES			
Development Standards			
* * * *	***	***	***
<i>Off-Street Parking, Non-Residential</i>	§§ 150, 151- 1 153 - 156, 166, 204.5	None required. Maximum permitted per § 151- 1 .	
<i>Off-Street Freight Loading, Non-Residential</i>	§§ 150, 152, 152.3, 153 - 155, 204.5	<i>None required if Occupied Floor Area is less than 10,000 square feet. Exceptions permitted per § 152.3.</i>	
<i>Bicycle Parking, Non-Residential</i>	§§ 160 - 160.3	<i>Required</i>	
* * * *	***	***	***

1 **SEC. 210.2. C-3 DISTRICTS: DOWNTOWN COMMERCIAL.**

2 * * * *

3 **Table 210.2**

4 **ZONING CONTROL TABLE FOR C-3 DISTRICTS**

Zoning Category	§ References	C-3-O	C-3-O(SD)	C-3-R	C-3-G	C-3-S
* * * *						
RESIDENTIAL STANDARDS AND USES						
Development Standards						
* * * *	* * * *	* * * *				
<u>Off-Street Residential Parking, Residential Requirements</u>	§§ 150, 151.1, 153 - 156, 166, 167, 204.5 161	None required. P up to one car for each two Dwelling Units; C up to three cars for each four Dwelling Units. NP above.				
<u>Off-Street Freight Loading, Residential</u>	§§ 150, 152.1, 152.3, 153 - 155, 204.5	<u>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</u>				
<u>Bicycle Parking, Residential</u>	§§ 160 - 160.3	<u>Required</u>				
* * * *	* * * *	* * * *				
NON-RESIDENTIAL STANDARDS AND USES						
Development Standards						
<u>Off-Street Parking, Non-Residential</u>	§§ 150, 151.1, 161	None Required. Maximums set in Planning Code § 151.1				
<u>Off-Street Freight Loading, Non-Residential</u>	§§ 150, 152.1, 152.3, 153 - 155, 204.5	<u>None required if Occupied Floor Area is less than 10,000 square feet. Exceptions permitted per § 152.3.</u>				
<u>Bicycle Parking, Non-Residential</u>	§§ 160 - 160.3	<u>Required</u>				
* * * *	* * * *	* * * *				

23 **SEC. 210.3. PDR DISTRICTS.**

24 * * * *

Table 210.3

ZONING CONTROL TABLE FOR PDR DISTRICTS

Zoning Category	§ References	PDR-1-B	PDR-1-D	PDR-1-G	PDR-2
* * * *					
RESIDENTIAL STANDARDS AND USES					
Development Standards					
* * * *	* * * *	* * * *	* * * *	* * * *	* * * *
<i>Off-Street Residential Parking, Residential Requirements</i>	§§ 150, 151.1, 153 - 156, 166, 167, 204.5 161	<i>N/A — N/A — N/A — N/A</i> <i>No car parking required. Limits set forth in §151.</i>			
<i>Off-Street Freight Loading, Residential</i>	§§ 150, 152, 152.3, 153 - 155, 204.5	<i>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</i>			
<i>Bicycle Parking, Residential</i>	§§ 160-160.3	<i>Required</i>			
Residential Conversion, Demolition, or Merger	§ 317	<i>C for Removal of one or more Residential Units or Unauthorized Units; in C-3, only for Removal above the ground floor.</i>			
* * * *	* * * *	* * * *	* * * *	* * * *	* * * *
NON-RESIDENTIAL STANDARDS AND USES					
Development Standards					
<i>Off-Street Parking, Non-Residential</i>	§§ 150, 151, 153 - 156, 166, 204.5 151.1	<i>Parking required per § 151.</i> <i>None Required. Maximums set in Planning Code § 151.1.</i> <i>Parking required per § 151.</i> <i>None required. Limits set forth in § 151.</i>			
<i>Off-Street Freight Loading, Non-Residential</i>	§§ 150, 152, 152.3, 153 - 155, 204.5	<i>None required if Occupied Floor Area is less than 10,000 square feet. Exceptions permitted per § 152.3.</i>			
<i>Bicycle Parking, Non-Residential</i>	§§ 160 - 160.3	<i>Required</i>			

****	****	****	****	****
------	------	------	------	------

SEC. 210.4. M DISTRICTS: INDUSTRIAL.

Table 210.4

ZONING CONTROL TABLE FOR M DISTRICTS

Zoning Category	§ References	M-1	M-2

RESIDENTIAL STANDARDS AND USES			
Development Standards			
****	****	****	****
<i>Off-Street Residential Parking, Residential Requirements</i>	<u>§§ 150, 151, 153 - 156, 166, 204.5,</u>	None required. P up to one space for every two units. C up to three spaces for every four units. NP above.	
<i>Off-Street Freight Loading, Residential</i>	<u>§§ 150, 152, 152.3, 153 - 155, 204.5</u>	<i>None required if Occupied Floor Area if less than 100,000 square feet. Exceptions permitted per § 152.3.</i>	
<i>Bicycle Parking, Residential</i>	<u>§§ 160 - 160.3</u>	<i>Required</i>	
****	****	****	****
NON-RESIDENTIAL STANDARDS AND USES			
Development Standards			
****	****	****	****
Off-Street Parking, Non-Residential	<u>§§ 150, 151-1, 153 - 155, 204.5</u> 167	None Required. Maximums set in Planning Code § 151- 1 .	
<i>Off-Street Freight Loading, Non-Residential</i>	<u>§§ 150, 152, 152.3, 153 - 155</u>	<i>None required if Occupied Floor Area if less than 10,000 square feet. Exceptions permitted per § 152.3.</i>	
<i>Bicycle Parking, Non-Residential</i>	<u>§§ 160 - 160.3</u>	<i>Required</i>	
****	****	****	****

1 **SEC. 239. WASHINGTON-BROADWAY SPECIAL USE DISTRICT.**

2 In order to provide for certain areas with special traffic and parking considerations,
3 many existing buildings of small scale and established character that have been and will be
4 retained and converted, and certain wholesaling activities carried on with distinct benefit to the
5 City, there shall be a Washington-Broadway Special Use District, as designated on Sectional
6 Map No. SU01 of the Zoning Map of the City and County of San Francisco. The following
7 provisions shall apply:

8 * * * *

9 (b) **Parking Lots.** A Public ~~Auto~~ Parking Lot, or a Public ~~Auto~~ Parking Garage, shall
10 not be permitted as a permanent use. A Public ~~Auto~~ Parking Lot may be permitted as a
11 temporary use for up to five years only upon approval by the Planning Commission as a
12 ~~e~~Conditional ~~u~~Use under Section 303 of this Code.

13 * * * *

14 **SEC. 240.2. WATERFRONT SPECIAL USE DISTRICT NO. 2.**

15 The following provisions shall apply within Waterfront Special Use District No. 2:

16 * * * *

17 (d) ~~Any building or use which provides a greater number of off-street parking spaces than~~
18 ~~required under Section 151 of this Code shall be permitted only upon approval by the Planning~~
19 ~~Commission as a conditional use under Section 303 of this Code; provided, however, that this~~
20 ~~subsection shall not apply in any case where fewer than 10 such spaces are provided. Any building or~~
21 ~~use which provides 10 or more off-street parking spaces shall be permitted only upon approval by the~~
22 ~~Planning Commission as a Conditional Use under Section 303 of this Code.~~ Any Use, whether
23 Principal or Accessory, not screened from view from adjacent streets and other public areas,
24 with the exception of accessory off-street parking areas for nine or fewer automobiles, shall be
25

1 permitted only upon approval by the Planning Commission as a Conditional Use under
2 Section 303 of this Code.

3 * * * *

4 **SEC. 240.3. WATERFRONT SPECIAL USE DISTRICT NO. 3.**

5 The following provisions shall apply within Waterfront Special Use District No. 3:

6 * * * *

7 (c) Any development on property not under the jurisdiction of the Port Commission
8 which includes an area (excluding the area of public streets and alleys) of at least three acres
9 shall be permitted only upon approval by the Planning Commission according to the
10 procedures for eConditional ~~#~~Use approval in Section 303 of this Code. In considering any
11 application for such a development under Section 303, the Planning Commission shall
12 consider the following criteria in addition to those stated in Section 303(c):

13 * * * *

14 (d) Any new development on property under the jurisdiction of the Port Commission,
15 (excluding alterations to existing development) which includes an area (excluding the area of
16 public streets and alleys) of at least $\frac{1}{2}$ *one-half* acre shall be subject to review of the urban
17 design of the proposed use by the waterfront design review process, as provided under
18 Section 240(c) of this Code.

19 (e) In considering any application for development on property under the jurisdiction
20 of the Port Commission on which a specific use or uses require a eConditional ~~#~~Use, the
21 specific use or uses requiring a eConditional ~~#~~Use within a project, and not the project in its
22 entirety, shall be subject to the provisions set forth in Section 303 and Article 3.5 of this Code.
23 The Planning Commission shall consider the following criteria in lieu of those stated in Section
24 303(c):

25 * * * *

1 ~~(h) — Any building or use which provides a greater number of off-street parking spaces than~~
2 ~~required under Section 151 of this Code shall be permitted only upon approval by the Planning~~
3 ~~Commission as a conditional use under Section 303 of this Code; provided, however, that this~~
4 ~~subsection shall not apply (1) in any case where fewer than 10 such spaces are provided, or (2) for~~
5 ~~property under the jurisdiction of the Port of San Francisco, to the extent such off-street parking spaces~~
6 ~~existed as of the effective date of this Subsection. Any building or use which provides 10 or more off-~~
7 ~~street parking spaces shall be permitted only upon approval by the Planning Commission as a~~
8 ~~Conditional Use under Section 303 of this Code.~~

9 *(h-i)* Any use, whether Principal or Accessory, not screened from view from adjacent
10 streets and other public areas, with the exception of temporary uses pursuant to Section
11 205.1, accessory off-street parking areas for nine or fewer automobiles, or off-street parking
12 areas on property under the jurisdiction of the Port of San Francisco in existence as of the
13 effective date of this subsection *(h)*, shall be permitted only upon approval by the Planning
14 Commission as a Conditional Use under Section 303 of this Code.

15 *(i-j)* The basic Floor Area Ratio limit shall be 5.0 to 1 to the extent provided in
16 Section 124(e) of this Code.

17 **SEC. 243. VAN NESS SPECIAL USE DISTRICT.**

18 * * * *

19 (c) **Controls.** All provisions of the Planning Code applicable to an RC-4 District
20 shall apply except as otherwise provided in this Section 243.

21 * * * *

22 (8) **Limitation of Nonresidential Uses.**

23 (A) **Residential Uses; Ratio Established.** In newly constructed
24 structures, nonresidential uses, as defined in this subsection 8(A) below, shall only be permitted if
25 the ratio between the amount of net additional ~~o~~Occupied ~~f~~Floor ~~a~~Area for ~~r~~Residential ~~u~~Uses,

1 as defined in Section 102 ~~this paragraph below~~, to the amount of ~~o~~Occupied ~~f~~Floor ~~a~~Area for
2 nonresidential uses in excess of the ~~o~~Occupied ~~f~~Floor ~~a~~Area of structures existing on the site
3 at the time the project is approved is 3 to 1 or greater. In additions to existing structures that
4 exceed ~~20% percent~~ of the ~~g~~Gross ~~f~~Floor ~~a~~Area of the existing structure, nonresidential uses
5 shall be permitted in the addition in excess of ~~20% percent~~ only if the ratio between the amount
6 of ~~o~~Occupied ~~f~~Floor ~~a~~Area for ~~r~~Residential ~~u~~Use, ~~as defined in this paragraph below~~, to the area
7 of ~~o~~Occupied ~~f~~Floor ~~a~~Area for nonresidential use is 3 to 1 or greater. This residential use ratio
8 shall not apply to development sites in the Van Ness Special Use District that have less than
9 60 feet of street frontage on Van Ness Avenue and have no street frontage other than the Van
10 Ness Avenue frontage. For purposes of this Section 243, "nonresidential uses" shall mean any
11 use not defined as a Residential Use in Section 102 and principally or conditionally permitted
12 in the Van Ness Special Use District.

13 * * * *

14 ~~(9) — **Residential Parking.** Projects with parking which exceeds the amount permitted~~
15 ~~in Section 151.1 for an RC District shall be permitted if:~~

16 ~~(A) — the project was approved prior to the effective date of this Ordinance No.~~
17 ~~232-14;~~

18 ~~(B) — the project builds no more parking than the amount approved; and~~

19 ~~(C) — the project proceeds to construction within three years of the effective~~
20 ~~date of this Ordinance No. 232-14.~~

21 ~~(9.10) **Medical Center Parking.** Notwithstanding any contrary provision of this~~
22 ~~Code, the maximum parking provisions for the Van Ness Medical Use Subdistrict shall not~~
23 ~~exceed the lesser of 990 spaces or ~~125% percent~~ of the minimum number of spaces required~~
24 ~~by Code in the aggregate for the Cathedral Hill Campus which, for purposes of this~~
25 ~~§ subsection (c), shall be the Van Ness Medical Use District and Assessor's Block 0690, Lot~~

1 016, located at 1375 Sutter Street. Any parking sought up to this maximum but that exceeds
2 the parking provisions outlined elsewhere in this Code may only be granted by the Planning
3 Commission as a Conditional Use authorization.

4 ~~(10-11)~~ **Medical Center Loading.** Loading standards for medical centers within
5 the Van Ness Medical Use Subdistrict applicable under Section 154(b) of this Code may be
6 reduced from the required minimum dimensions through a Conditional Use authorization,
7 provided that the dimensions provided will be sufficient to meet the reasonably foreseeable
8 loading demands associated with the proposed facility.

9 ~~(11-12)~~ **Adult Entertainment Businesses.** Adult Businesses per Section 102 of
10 this Code are not permitted.

11 ~~(12-13)~~ **Entertainment Uses.** Nighttime Entertainment and Arts Activities, as
12 defined in Section 102 of this Code, shall require notification as set forth in Section 312 of this
13 Code.

14 ~~(13-14)~~ **Medical Center Street Frontages.** If authorized as a Conditional Use
15 under Section 303 of this Code, a medical center within the Van Ness Medical Use Subdistrict
16 may deviate from the street frontage requirements of Section 145.1 of this Code, so long as
17 the Planning Commission finds that the proposed street frontages otherwise achieve the
18 intended purposes of Section 145.1 to "preserve, enhance and promote attractive, clearly
19 defined street frontages that are pedestrian-oriented, fine-grained, and ~~which are~~ appropriate
20 and compatible with the buildings and uses" in the surrounding areas.

21 ~~(14-15)~~ **Reduction of Ground Level Wind Currents.**

22 (A) New buildings and additions to existing buildings shall be shaped,
23 or other wind baffling measures shall be adopted, so that the development will not cause year-
24 round ground level wind currents to exceed, more than 10% ~~percent~~ of the time, between 7:00
25 a.m. and 6:00 p.m., the comfort level of 11 m.p.h. equivalent wind speed in areas of

1 pedestrian use and seven m.p.h. equivalent wind speed in public seating areas. When pre-
2 existing ambient wind speeds exceed the comfort levels specified above, the building shall be
3 designed to reduce the ambient wind speeds in efforts to meet the goals of this requirement.

4 * * * *

5 **SEC. 249.1. FOLSOM AND MAIN RESIDENTIAL/COMMERCIAL SPECIAL USE**
6 **DISTRICT.**

7 * * * *

8 (b) **Controls.** The following zoning controls are applicable in the
9 Residential/Commercial Special Use District.

10 * * * *

11 (2) **Uses.**

12 (A) Permitted uses are those permitted in an RC-4 District, plus the
13 uses listed in ~~S~~subsection (e)(1)(B) below; provided that, for newly constructed buildings or
14 additions of ~~20% percent~~ or more of an existing building's ~~g~~Gross ~~f~~Floor ~~a~~Area, at least six net
15 square feet of ~~r~~Residential ~~u~~Use is provided for each one net square foot of ~~n~~Non-~~r~~Residential
16 ~~u~~Use on any lot. Additions of less than ~~20% percent~~ of a building's ~~g~~Gross ~~f~~Floor ~~a~~Area are
17 exempt from the six-to-one residential requirements. Once granted, this exemption from the
18 residential development requirement for building additions may not be repeated for any single
19 property. Any addition of more than ~~20% percent~~ of gross square feet of building area shall be
20 required to provide the housing on a six-to-one basis for all of the additional building area. All
21 areas used for parking for either ~~r~~Residential or ~~n~~Non-~~r~~Residential ~~u~~Uses shall be excluded in
22 the calculation of the residential/non-residential ratio. *For the purposes of application of this 6 to 1*
23 *ratio, Hotels as defined under Section 102 shall be considered a non-residential rather than a*
24 *residential use.*

1 (B) The use provisions applicable to an RC-4 District shall be
2 applicable to the "Residential/Commercial" Subdistrict with the following modifications or
3 additions:

4 (i) all uses defined as Institutional ~~uses under in~~ Section 102
5 ~~of this Code~~ shall be permitted as of right as ~~p~~Principal ~~uses~~;

6 (ii) Utility Installation uses, defined in Section 102, shall be
7 permitted as ~~e~~Conditional ~~uses~~, with such utility uses to include telecommunications and
8 internet communication co-location, web-hosting and other similar facilities, provided such
9 uses are primarily conducted within enclosed buildings;

10 (iii) Automotive ~~uses~~, as defined in Section 102, shall be
11 permitted as a ~~p~~Principal ~~use~~ for only five ~~(5)~~ years after the construction of the building,
12 after which a Conditional Use authorization shall be required and Private ~~Auto~~ Parking Lots, as
13 defined in Section 102, ~~of this Code~~ shall be a ~~e~~Conditional ~~use~~ limited to two years per each
14 ~~e~~Conditional ~~use~~ authorization;

15 (iv) Planned Unit Developments, Arts Activities, and
16 Mortuaries, as defined in ~~Code~~ Section 102, are not permitted.

17 (v) all Retail Sales and Service uses, as defined in Section 102
18 ~~of this Code~~, shall be permitted as of right as ~~p~~Principal ~~uses~~;

19 (vi) Office Uses shall be permitted as of right above the ground
20 floor or below the ground floor, and require ~~e~~Conditional ~~use~~ authorization on the ground
21 floor;

22 (vii) Trade Shops and Catering uses shall be permitted as of
23 right above or below the ground floor, and shall require Conditional Use authorization at the
24 ground floor;

1 (viii) Movie Theaters, Nighttime Entertainment and General
2 Entertainment uses shall be permitted as of right as *p*Principal *#*Uses;

3 (ix) Animal Hospital shall be permitted as *e*Conditional *#*Uses;

4 (x) Wholesale Establishment shall be permitted as of right as
5 *p*Principal *#*Uses;

6 (xi) Light Manufacturing shall be permitted as of right as
7 *p*Principal *#*Uses;

8
9 (xii) Internet Service Exchanges shall be permitted as of right as
10 *p*Principal *#*Uses.

11 (C) A nonconforming use may be changed to any equally or more
12 conforming use without providing the 6 to 1 ratio of required residential space.

13 (D) No use, even though listed as a permitted use or otherwise
14 allowed, shall be permitted in the Residential/Commercial Subdistrict which, by reason of its
15 nature or manner of operation, creates conditions that are hazardous, noxious, or offensive
16 through the emission of odor, fumes, smoke, cinders, dust, gas, vibration, glare, refuse, water-
17 carried waste, or excessive noise.

18 (3) **Density.**

19 (A) **Residential Density.** There shall be no density limit for
20 *#*Residential *#*Uses in the Residential/Commercial Subdistrict. The provisions of Sections
21 207(b) and (c) 207.1 and 208 related to residential density shall not apply.

22 (B) **Non-residential Density.** There shall be a density limit for *#*Non-
23 *#*Residential *#*Uses, which shall be measured as a Floor Area Ratio (FAR), as defined by
24 Section 102 of this Code. The maximum nonresidential FAR for newly-constructed buildings
25 or additions of 20% percent or more of an existing building shall be 0.75. Otherwise the FAR

1 for the Residential/Commercial Subdistrict shall be five-to-one. The provisions of Section 123,
2 124, 125 and 127 relating to Floor Area Ratio shall apply.

3 ~~(C) — Area used for parking for Commercial or Residential uses including~~
4 ~~parking permitted as of right or by conditional use shall not be considered as commercial FAR.~~

5 (4) **Open Space.**

6 (A) Open space shall be provided at the ratio of thirty-six net square
7 feet of open space for each Dwelling Unit if all private, with a ratio of 1.33 of common usable
8 open space that may be substituted for private; open space shall be provided at the ratio of
9 one square foot of open space per 50 square feet of ~~g~~Gross ~~f~~Floor ~~a~~Area for all other uses.

10 (B) The open space requirement for Residential ~~u~~Use may be met by
11 providing one or more of the following types of open space: private usable open space as set
12 forth below; common open space, including an unenclosed park or plaza at grade or above, or
13 an enclosed or partly enclosed pool or a health club, accessible to residents and guests of
14 residents and not to the general public, and "publicly accessible open space" as set forth in
15 subsection (C)(i) below. Where any publicly accessible open space is used to satisfy the open
16 space requirements for both Residential and ~~n~~Non-~~r~~Residential ~~u~~Use, the open space area
17 must be of an area at least equal to the sum of the separate open space requirements to be
18 satisfied by that open space. Up to 40% ~~percent~~ of the open space requirement for ~~r~~Residential
19 ~~u~~Uses may be met by providing private open spaces, provided that any such private open
20 space counted toward a portion of the open space requirement has a minimum area of 36
21 square feet, with a minimum dimension of four feet in any direction.

22 (C) The open space requirement for ~~n~~Non-~~r~~Residential ~~u~~Uses shall be
23 met by providing "publicly accessible open space," which is defined as open space situated in
24 such locations and which provides such ingress and egress as will make the area accessible
25 to the general public and which is open to the public daily for at least twelve daylight hours.

1 (i) Publicly accessible open space. One or more of the
2 following types of open space shall satisfy the definition of publicly accessible open space:

3 (AA) An unenclosed park or garden at grade or above;

4 (BB) An unenclosed plaza with seating areas and
5 landscaping and no more than 10% ~~percent~~ of the floor area devoted to food or beverage
6 service;

7 (CC) An enclosed pedestrian pathway, which extends
8 through the building, which is accessed from a public street at grade, which is landscaped and
9 has access to natural light and ventilation, and in which retail space may face the pedestrian
10 path inside the building provided that no more than 20% ~~percent~~ of the floor area of the
11 required open space may be devoted to seating areas within the pedestrian path;

12 * * * *

13 ~~(5) — **Parking Requirements.** Parking requirements in the Special Use District shall~~
14 ~~be those of a Downtown Residential (DTR) District, as defined in Section 151.1 of this Code.~~

15 ~~(5-6)~~ **Street-Facing Use Requirements.**

16 (A) Ground floor retail space (including personal service and
17 restaurants) and space devoted to building and pedestrian circulation is required along the
18 street frontage for a minimum of 50% ~~percent~~ of the street frontage; exceptions to this standard
19 may be granted administratively by the Zoning Administrator if ~~(s)he~~ the Zoning Administrator
20 deems the exception to provide a more attractive, usable and visually interesting pedestrian
21 streetscape.

22 (B) Uses along a street frontage at grade level shall be visually
23 interesting and attractive to pedestrians. Curb cuts shall be minimized. No parking ingress or
24 egress shall be permitted that would disrupt or delay transit service.

1 (~~6-7~~) **Site Coverage.** There shall be no limit on site coverage. One hundred
2 percent site coverage shall be permitted.

3 (~~7-8~~) **Dwelling Unit Exposure.** In light of the high-density nature of the
4 Residential/Commercial Subdistrict, the dwelling unit exposure requirements of Section 140
5 shall not apply.

6 (~~8-9~~) **Height and Tower Separation Standards.**

7 * * * *

8 (~~9-10~~) **Bulk Standards.** The Residential/Commercial Subdistrict shall be subject
9 to "W" Bulk District controls, as follows:

10 * * * *

11 (C) A ~~10%~~ *percent* volume reduction is required for the upper tower of
12 any building that is 300 feet in height or taller. The upper tower is defined as the top one-third
13 portion of a free standing tower; for a tower that sits atop a podium or base, the upper tower is
14 defined as the top one-third of the height of the tower as measured from the top of the podium
15 or base.

16 (D) **Folsom Street Setback:** Above the 85 foot base, at least ~~50%~~
17 *percent* of the entire Folsom Street frontage shall be set back a minimum of 12½ feet. No
18 setback will be required for any portion of the frontage occupied by a tower with a height in
19 excess of 85 feet, unless that tower or towers occupies more than ~~50%~~ *percent* of the total
20 Folsom Street frontage.

21 (E) The floor plates on either tower shall not exceed an average of
22 11,000 gross square feet over the entire tower.

23 **SEC. 249.24. HAIGHT STREET SENIOR AFFORDABLE HOUSING SPECIAL USE**
24 **DISTRICT.**

1 * * * *

2 (d) In this special use district, a modification to or exception from otherwise
3 applicable requirements of this Code may be appropriate in order to further the goal of
4 creating affordable senior housing. A eConditional #Use approval for a development subject to
5 this sSection 249.24 may modify or grant the following modifications to or exceptions from
6 otherwise applicable requirements of this Code, if the facts presented are such as to establish
7 that the modification or exception satisfies the criteria of Section 303(c) of this Code. The
8 following modifications to or exceptions from the requirements of this Code are appropriate in
9 order to further the goal of creating affordable senior housing.

10 * * * *

11 ~~(3) — A modification of or exception to the parking requirements of Section 151 of this~~
12 ~~Code to provide one parking space for each 10 dwelling units;~~

13 ~~(3-4)~~ A modification of or exception to the height limitations of Section
14 260(b)(1)(B) of this Code to permit an average building height of approximately 60 feet based
15 on the slope of the property within this special use district, or such other height as provided by
16 the current building height;

17 ~~(4-5)~~ A modification of or exception to the open space requirements of Section
18 135 of this Code to reduce the open space requirements for 40 dwelling units to
19 approximately 820 square feet.

20 (e) In evaluating a eConditional #Use application to grant a density bonus or
21 exceptions to the Planning Code pursuant to this section, the Planning Commission shall
22 consider the extent to which the dwelling units of a proposed housing development would be
23 affordable.

1 (f) In the event that the units as described in ~~S~~ubsection (a) are not constructed as
2 specified by December 31, 2008, the controls of this Section 249.23 shall expire on January 1,
3 2009.

4 **SEC. 249.32. LAGUNA, HAIGHT, BUCHANAN AND HERMANN STREETS SPECIAL USE**
5 **DISTRICT.**

6 * * * *

7 (b) **Applicability.** The provisions of this Special Use District shall only apply to
8 projects which require ~~e~~Conditional ~~#~~Use authorization under Section 303 of this Code. In
9 considering the appropriateness of ~~e~~Conditional ~~#~~Use authorization within the Special Use
10 District, the Commission shall, in addition to the factors required by Section 303, consider the
11 following factors:

12 (1) **Parking.** ~~Consistent with the Area Plan, there shall be no minimum number of~~
13 ~~off-street parking spaces required for any use within the Special Use District.~~ There shall be no more
14 than 0.75 off-street parking space per unit, including ~~a~~Dwelling ~~#~~Units, and senior dwelling
15 units, which parking spaces may be located anywhere in the Special Use District. In addition,
16 up to 51 replacement parking spaces may be provided in the Special Use District for the
17 existing dental clinic located on Assessor's Block 870, Lot 3, provided that 15 of such spaces
18 should be subject to a parking rate structure to encourage short-term use, and that the Project
19 Sponsor AF Evans, or its successor, should use good faith efforts to agree with the owner of
20 the dental clinic that any after tax revenue from such parking spaces should be used to
21 support the indoor community facility; and provided that the owner of the dental clinic, within
22 five years from the effective date of this ordinance, submits a plan consistent with Section
23 304.5 of this Code, for reuse of the dental clinic. ~~The minimum number of parking spaces required~~
24 ~~for any commercial or community facility use set forth in Section 151 of this Code shall instead be the~~
25 ~~maximum number of spaces that can be provided for such commercial and community facility uses.~~

1 * * * *

2 **SEC. 249.35B. DESIGN AND DEVELOPMENT SPECIAL USE DISTRICT.**

3 * * * *

4 (b) Any Office use is permitted, limited to a ~~f~~Floor ~~a~~Area ~~r~~Ratio of 0.25 of ~~g~~Gross
5 ~~f~~Floor ~~a~~Area to 1 square foot of lot area notwithstanding the office use size limitations of the
6 PDR-2 District. In no case shall ~~o~~Office use be limited to less than the size allowed in a PDR-2
7 District as detailed in the District's Zoning Control Table; nor shall it exceed a total of 50,000
8 square feet of ~~g~~Gross ~~f~~Floor ~~a~~Area per lot.

9 * * * *

10 (e) For all Office use square footage greater than the amount permitted under
11 249.35B(b) of this Code, each individual business shall be limited to 5,000 square feet of
12 ~~g~~Gross ~~f~~Floor ~~a~~Area.

13 ~~(f) — Off-street parking spaces shall be provided in the minimum amounts as follows:~~

14 ~~(1) — for Office uses permitted under Section 249.35B(b), according to Table 151 of~~
15 ~~this Code;~~

16 ~~(2) — for office uses permitted under Section 249.35B(e), 1 space for every 2,500~~
17 ~~square feet of occupied floor area.~~

18 **SEC. 249.42. INDIA BASIN INDUSTRIAL PARK SPECIAL USE DISTRICT.**

19 * * * *

20 (a) **Parcels in close proximity to Third Street.** Parcels numbers 5203/043,
21 5203/083, 5203/084, 5211/028-054, 5235/012, 5235/015, 5242/001, 5242/002, 5242/007, and
22 5242/031, are subject to the provisions of the PDR-2 District except as provided below:

23 * * * *

24 ~~(4) — Off-Street Parking. The minimum off-street parking requirements set forth in~~
25 ~~Section 151 of this Code shall not apply. However, for the purpose of determining the maximum~~

1 *amount of parking allowed as an accessory use under Section 204.5, the amount of parking required*
2 *shall be the amount set forth in Section 151.*

3 * * * *

4 **SEC. 249.43. THIRD STREET AND LE CONTE AVENUE AFFORDABLE HOUSING**
5 **SPECIAL USE DISTRICT.**

6 * * * *

7 (d) In this special use district a modification to, or exception from, otherwise
8 applicable requirements of this Code may be appropriate in order to further the critical goal of
9 creating affordable housing. A planned unit development approval for a housing development
10 subject to this Section 249.43 may grant the density bonus and the following modifications and
11 exceptions to the requirements of this Code if the facts presented are such as to establish that
12 the modification or exception satisfies the criteria of Section 304(d) of this Code. The following
13 modifications to or exceptions from the requirements of this Code are appropriate in order to
14 further the goal of creating affordable housing.

15 ~~(1) — A modification of or exception to the off-street parking requirements of Section~~
16 ~~151 of this Code to allow a reduction in the number of required parking spaces to 21 spaces; and;~~

17 ~~(1-2)~~ A modification of or exception to the rear yard requirements of Section
18 134 of this Code; and

19 ~~(2-3)~~ A modification of the height measurement point to allow the building
20 height to be measured from the mid-point of the Third Street frontage.

21 * * * *

22 **SEC. 249.49. TELEGRAPH HILL – NORTH BEACH RESIDENTIAL SPECIAL USE**
23 **DISTRICT.**

24 * * * *

25 (c) **Controls.**

1 (1) **Number of Off-Street Residential Parking Spaces.** Up to three cars for
2 each four ~~d~~Dwelling ~~u~~Units is a Permitted ~~u~~Use; up to one car for each ~~d~~Dwelling ~~u~~Unit
3 requires a Conditional ~~u~~Use, subject to the criteria and procedures of Section 151-~~A~~(~~e~~f);
4 above one car for each ~~d~~Dwelling ~~u~~Unit is Not Permitted.

5 (2) **Installation of a Parking Garage.** Installation of a garage in an existing
6 or proposed residential building of two or more units requires a mandatory discretionary
7 review hearing by the Planning Commission. In order to approve the installation of any garage
8 in these districts, the Commission shall find that: (1) the proposed garage opening/addition of
9 off-street parking will not cause the elimination or reduction of ground-story retail or
10 commercial space; (2) the proposed garage opening/addition of off-street parking will not
11 eliminate or decrease the square footage of any ~~d~~Dwelling ~~u~~Unit; (3) the building has not had
12 two or more evictions within the past 10 years, with each eviction associated with a separate
13 unit(s), (4) the garage would not front on an Alley pursuant to Section 155(r)(2) of this Code or
14 on a public right-of-way narrower than 41 feet, and (5) the proposed garage ~~opening or~~
15 addition of off-street parking is consistent with the Priority Policies of Section 101.1 of this
16 Code.

17 Prior to issuance of any required notification under Section 311 ~~or 312~~ of this Code, the
18 Department shall require a signed affidavit by the project sponsor attesting to (1), (2), and (3)
19 above, which the Department shall independently verify, and the Department shall determine
20 whether the project complies with (4) and (5) above. If the project sponsor does not provide
21 such signed affidavit, or the garage would front on an Alley or public right-of-way narrower
22 than 41 feet, the Department shall disapprove the application and no Planning Commission
23 hearing shall be required.

24 **SEC. 249.54. EXECUTIVE PARK SPECIAL USE DISTRICT.**

25 * * * *

1 (c) **Controls.** The Planning Code provisions for the underlying use district shall
2 control except as provided below.

3 * * * *

4 (2) **Uses.**

5 (A) Retail Sales and Service Uses as defined in Planning Code
6 Section 102 are ~~p~~Principally ~~p~~Permitted at street level throughout the SUD when individual
7 establishments are less than 10,000 square feet of ~~g~~Gross ~~f~~Floor ~~a~~Area. Retail establishments
8 equal to or greater than 10,000 square feet of ~~g~~Gross ~~f~~Floor ~~a~~Area require Permit Design
9 Review under Section 309.2 of this Code. Tenant spaces that are expanded to be 10,000
10 square feet or greater after initial approval will require addition review under Section 309.2.

11 * * * *

12 (C) Child-Care ~~f~~Facilities, *Community Facilities, and Private Community*
13 *Facilities* as defined in Section 102 of this Code are ~~p~~Principally ~~p~~Permitted.

14 ~~(D) — Community Facilities and Private Community Facilities as defined in~~
15 ~~Section 102 of this Code are principally permitted.~~

16 ~~(D-E)~~ Non-accessory parking is not permitted.

17 (3) **Required Residential to Non-Residential Use Ratio.** Non-~~r~~Residential
18 ~~u~~Uses are limited to one occupiable square foot for every six occupiable square feet of
19 ~~r~~Residential ~~u~~Use.

20 * * * *

21 (7) **Site Coverage.** Rear yard provisions of Planning Code Section 134 do
22 not apply. The maximum site coverage of any building is ~~75% percent~~ of the site area as
23 measured at the grade level of the building's main pedestrian entry and at each succeeding
24 level or story of the building. The site area used to create new publicly accessible streets, will
25 be credited toward the area required to be unbuilt when calculating the site coverage. The

1 location of proposed new publicly accessible streets and resulting new formulated blocks are
2 shown in Figure 249.54(B).

3 (8) **Open Space.** For all ~~#~~Residential ~~#~~Uses, 75 square feet of open space is
4 required per ~~d~~Dwelling ~~#~~Unit. All residential open space must meet the provisions described in
5 Section 135 *of this Code*, except where modified through Design Review under Section 309.2.
6 Open space requirements may be met with the following types of open space: "private usable
7 open space" as defined in Section 135(a) *of this Code*, "common usable open space" as
8 defined in Section 135(a) *of this Code*, and "publicly accessible open space" as defined in
9 Section 135(h) and (i) *of this Code*, except that in the case of new publicly accessible streets,
10 "publicly accessible open space" does not include the curb-to-curb area that is open to
11 vehicles and includes only the sidewalk area. At least 36 square feet of open space per
12 ~~d~~Dwelling ~~#~~Unit must be provided on-site. Exceptions to this requirement may be sought
13 through the Section 309.2 approval process. For purposes of this Section "on-site" means the
14 area within the new formulated blocks shown in Figure 249.54(B). On-site includes setback
15 area, but not areas used to create new publicly accessible streets.

16 * * * *

17 ~~(10) — Off-Street Parking. The minimum off-street parking requirements set forth in~~
18 ~~Section 151 shall not apply. However, for the purpose of determining the maximum amount of parking~~
19 ~~allowed as an accessory use under Section 204.5, the amount of parking required by this Code shall be~~
20 ~~the amount specified in Section 151 for the use or activity.~~

21 ~~(10-H)~~ **Parking Location in Building.** Parking shall be located below the grade
22 of the floor of the main pedestrian entrance to the building, with exceptions for (A) parking
23 ingress and egress, and (B) parking spaces dedicated to car sharing, vanpools, and *handicap*
24 accessible parking spaces. Notwithstanding the above, for sloping lots, building floor
25

1 dedicated to parking may be partially above grade, if fully wrapped with active uses as defined
2 by Planning Code Section 145.1.

3 ~~(11-12)~~ **Off-street Loading.** Off-street loading pursuant to Section 152 through
4 152.2 is not required. There is no limit to the number of allowed loading spaces as long as
5 loading facilities meet the Executive Park Design Guidelines.

6 ~~(13)~~ **Car Sharing.** *The car sharing provisions of Planning Code Section 166 shall*
7 *apply to lots within the SUD.*

8 ~~(12-14)~~ **Signs.** Sign controls for NC-2 Districts shall apply to the SUD in-lieu of
9 sign controls for the underlying use district.

10 ~~(13-15)~~ **Streetscape and Other Infrastructure Improvements.**

11 * * * *

12 **SEC. 249.80. MISSION ROCK SPECIAL USE DISTRICT.**

13 * * * *

14 (g) **Building Standards.**

15 * * * *

16 (4) **Usable Open Space Requirements for Dwelling Units.** In addition to
17 any publicly-accessible open spaces described in the Design Controls, a minimum of 36
18 square feet of open space if private, or 48 square feet of open space if common, shall be
19 provided for each ~~d~~Dwelling ~~#~~Unit. Such open space may be on the ground and on decks,
20 balconies, porches or other facilities and shall be provided on the same development block as
21 the unit to be served. The standards for open spaces shall be governed by the Design
22 Controls.

23 (5) **Dwelling Unit Exposure.** All ~~d~~Dwelling ~~#~~Units shall face onto a public or
24 private right-of-way, or onto an open area, defined as:

25 * * * *

1 (9) **Bicycle Parking; Showers and Lockers.** Bicycle parking, and the
2 provision of showers and lockers shall be governed by Planning Code Sections 160 - 160.3
3 ~~155.1-155.4~~ provided, however, that:

4 (A) the number of Class I bicycle parking spaces shall be provided at
5 the higher of the ratios set forth in Planning Code Section 160.1 ~~155.2~~ or the following:

6 Residential: one space per ~~d~~Dwelling ~~#~~Unit; Commercial and Production Uses: one space per
7 2,500 square feet of Commercial or Production Use; and Retail: one space per 3,750 square
8 feet of Retail Use;

9 (B) Class II bicycle parking spaces shall not be required pursuant to
10 Section 160.1 ~~155.2~~ but shall be provided at the ratios and based on the criteria and locations
11 set forth in the Transportation Demand Management requirements in the DDA on a Phase
12 basis pursuant to the DDA in connection with Horizontal Improvements; and,

13 (C) in lieu of the Zoning Administrator waiver process, the Minor
14 Modification and Major Modification process in subsection (m) below shall apply.

15 * * * *

16 **SEC. 303. CONDITIONAL USES.**

17 * * * *

18 (e) **Modification of Conditions.** Authorization of a change in any condition
19 previously imposed in the authorization of a Conditional Use shall be subject to the same
20 procedures as a new Conditional Use. Such procedures shall also apply to applications for
21 modification or waiver of conditions set forth in prior stipulations and covenants relative
22 thereto continued in effect by the provisions of Section 174 of this Code. The Zoning
23 Administrator may authorize a reduction of off-street automobile parking or loading, provided that the
24 proposed modification (A) does not exceed principally-permitted amounts and (B) satisfies all the
25 applicable requirements of Article 1.5 in effect at the time of the modification.

1 * * * *

2 (t) **Non-accessory Parking.** When considering a Conditional Use application for
3 non-accessory parking for a specific use or uses, the Planning Commission shall find
4 affirmatively that the project satisfies the following criteria, in addition to those of subsection
5 303(c), as applicable.

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

8 (A) The proposed parking conforms to the objectives and policies of the
9 General Plan and any applicable area plans, and is consistent with the City's transportation
10 management, sustainability, health, street safety, and climate protection goals.

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

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

20 (D-E) The absence of potential detrimental effects of the proposed
21 parking upon the surrounding area, especially through unnecessary demolition of sound
22 structures, contribution to traffic congestion, or disruption of or conflict with transit services,
23 walking, and cycling;

1 (~~E-D~~) In the case of uses other than housing, limitation of the proposed
2 parking to short-term occupancy by visitors rather than long-term occupancy by employees;
3 and

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

6 (G) Such parking shall not be accessed from any protected transit, cycling, or
7 pedestrian street described in Section 155(r) of this Code, and the City has demonstrated that conflicts
8 with pedestrian, cycling, and transit movement resulting from the placement of driveways and ramps,
9 the breaking of continuity of shopping facilities along sidewalks, and the drawing of traffic through
10 areas of heavy pedestrian concentration have been minimized, and such impacts have been mitigated to
11 the fullest extent possible.

12 (H) The proposed facility meets or exceeds all relevant street frontage and
13 urban design standards and policies of this Code and the General Plan regarding wrapping with active
14 uses and architectural screening. In order not to preclude the conversion of parking space to other uses
15 in the future, parking at or above the ground level shall not be sloped and the floor shall be aligned as
16 closely as possible to sidewalk level along the principal pedestrian frontage and/or to those of the
17 street-fronting commercial spaces, whichever is greater. Parking on upper floors shall have a floor
18 level and ceiling height matching that of the street-facing active uses on those floors. Removable
19 parking ramps are excluded from this requirement.

20 (I) In the case of expansion of existing facilities, the facility to be expanded
21 has already maximized capacity through use of all feasible space-efficient techniques, including valet
22 operation or mechanical stackers.

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

24 (A) A non-accessory garage permitted with Conditional Use may not
25 be permitted under any condition to provide additional accessory parking for specific

1 ~~#~~Residential or ~~#~~Non-~~#~~Residential ~~#~~Uses if the number of spaces in the garage, in addition to
2 the accessory parking permitted in the subject project or building, would exceed those
3 amounts permitted as-of-right or as a Conditional Use by Section 151.1.

4 (B) **Criteria.**

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

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

9 (i-iii) Such parking garage shall be located in a building where the
10 ratio of gross square footage of parking uses to other uses that are permitted or ~~€~~conditionally
11 permitted in that district is not more than 1 to 1; and

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

16 (iii-v) Such facility shall provide spaces for car sharing vehicles
17 per the requirements of Section 166 and bicycle parking per the requirements of Sections 160
18 ~~155.1~~ and 160.1 ~~155.2~~; and

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

22 (v-vii) Vehicle movement on or around the facility does not unduly
23 impact pedestrian spaces or movement, transit service, bicycle movement, or the overall
24 traffic movement in the district; and

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

4 (D) — ~~The proposed facility meets or exceeds all relevant urban design~~
5 ~~requirements and policies of this Code and the General Plan regarding wrapping with active uses and~~
6 ~~architectural screening, and such parking is not accessed from any frontages protected in Section~~
7 ~~155(r);~~

8 (C-E) Non-accessory parking facilities shall be permitted in new
9 construction only if the ratio between the amount of ~~Occupied~~ Gross Floor Area of principally or
10 conditionally-permitted non- parking uses to the amount of Occupied Floor Area of parking is
11 at least two to one;

12 (D-F) The proposed facility shall dedicate no less than 5% of its spaces
13 for short-term, transient use by car share vehicles as defined in Section 166, vanpool,
14 rideshare, or other co-operative auto programs, and shall locate these vehicles in a
15 convenient and priority location. These spaces shall not be used for long-term storage or to
16 satisfy the requirement of Section 166, but rather are intended for use by short-term visitors
17 and customers. Parking facilities intended for sole and dedicated use as long-term storage for
18 company or government fleet vehicles, and not to be available to the public nor to any
19 employees for commute purposes, are not subject to this requirement;

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

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

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

5 ~~(iii) — The City has demonstrated that conflicts with pedestrian, cycling,~~
6 ~~and transit movement resulting from the placement of driveways and ramps, the breaking of continuity~~
7 ~~of shopping facilities along sidewalks, and the drawing of traffic through areas of heavy pedestrian~~
8 ~~concentration, have been minimized, and such impacts have been mitigated to the fullest extent~~
9 ~~possible; and~~

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

13 (u) **Accessory Parking Above That Principally Permitted.** In granting approval for
14 parking accessory to Residential Uses above that principally permitted in Table 151, the Planning
15 Commission shall make the following affirmative findings in addition to those stated in Section 303(c):

16 (1) **For All Uses.**

17 (A) The proposed excess parking conforms to the objectives and policies of
18 the General Plan and any applicable area plans, and is consistent with the City's transportation
19 management, sustainability, health, street safety, and climate protection goals.

20 (B) Demonstration that trips to the use or uses to be served cannot be
21 satisfied by the amount of parking classified by this Code as accessory, by transit service which exists
22 or is likely to be provided in the foreseeable future, by enhanced bicycle facilities and parking, by bike-
23 sharing facilities, by carpool arrangements, by more efficient use of existing on-street and off-street
24 parking available in the area, and by other means.

1 (C) All parking meets the applicable requirements for street-facing active
2 use, street frontage, and architectural screening and the project sponsor is not requesting any
3 exceptions or variances requiring such treatments elsewhere in this Code.

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

7 (E) Accommodating excess accessory parking does not degrade the overall
8 urban design quality of the proposed project nor diminish the quality and viability of existing or
9 planned streetscape enhancements.

10 (2) Additional Criteria and Requirements for Residential Uses.

11 (A) Additional Criteria. ~~In granting approval for parking accessory to~~
12 ~~Residential Uses above that principally permitted in Table 151.1, the Planning Commission shall make~~
13 ~~the following affirmative findings in addition to those stated in Section 303(c):~~

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

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

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

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

12 (v) — ~~The absence of potential detrimental effects of the proposed~~
13 ~~parking upon the surrounding area, especially through unnecessary demolition of sound structures,~~
14 ~~contribution to traffic congestion, or disruption of or conflict with transit services, walking, and~~
15 ~~cycling; and~~

16 (vi) — ~~Accommodating excess accessory parking does not degrade the~~
17 ~~overall urban design quality of the project proposal nor diminish the quality and viability of existing or~~
18 ~~planned streetscape enhancements.~~

19 * * * *

20 (3-2) **Additional Conditions for Non-Residential Uses.**

21 (A) — ~~Criteria. In granting such Conditional Use, the Planning Commission~~
22 ~~shall make the following affirmative findings according to the uses to which the proposed parking is~~
23 ~~accessory;~~

1 (i) ~~Vehicle movement on or around the project does not unduly~~
2 ~~impact pedestrian spaces or movement, transit service, bicycle movement, or the overall traffic~~
3 ~~movement in the district;~~

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

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

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

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

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

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

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

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

3 **SEC. 305. VARIANCES.**

4 (a) **General.** The Zoning Administrator shall hear and make determinations
5 regarding applications for variances from the strict application of quantitative standards in this
6 Code. ~~He~~ The Zoning Administrator shall have power to grant only such variances as may be in
7 harmony with the general purpose and intent of this Code and in accordance with the general
8 and specific rules contained herein, and ~~he~~ shall have power to grant such variances only to
9 the extent necessary to overcome such practical difficulty or unnecessary hardship as may be
10 established in accordance with the provisions of this Section. No variance shall be granted in
11 whole or in part which (i) would have an effect substantially equivalent to a reclassification of
12 property, (ii) or ~~which~~ would permit any use, any height or bulk of a building or structure, or
13 any type or size or height of sign not expressly permitted by the provisions of this Code for the
14 district or districts in which the property in question is located, or (iii) ~~which~~ would grant a
15 privilege for which a ~~e~~Conditional ~~u~~Use procedure is provided by this Code, or (iv) ~~which~~
16 would change a definition in this Code, or (v) ~~which~~ would waive, reduce or adjust the
17 inclusionary housing requirements of Sections 415 through 415.9, or (vi) ~~which~~ would reduce
18 or waive any portion of the usable open space applicable under certain circumstances in the
19 Eastern Neighborhoods Mixed Use Districts pursuant to Section 135(i) and 135.3(d), or (vii)
20 ~~which~~ would waive or reduce the quantity of bicycle parking required by Sections ~~160.1 155.2~~
21 ~~and 160.3 through 155.3~~ where off-street automobile parking is proposed or existing, or (viii)
22 ~~which~~ would waive, reduce or adjust the requirements of the TDM Program in Sections 169 et
23 seq. A variance may be granted for the bicycle parking layout requirements in Section ~~160~~
24 ~~155.1~~ of this Code. ~~A variance may be granted for the bicycle parking layout requirements in Section~~
25 ~~155.1 of this Code.~~ If the relevant Code provisions are later changed so as to be more

1 restrictive before a variance authorization is acted upon, the more restrictive new provisions,
2 from which no variance was granted, shall apply. The procedures for variances shall be as
3 specified in this Section 305 and in Sections 306 through 306.5.

4 * * * *

5 **SEC. 307. OTHER POWERS AND DUTIES OF THE ZONING ADMINISTRATOR.**

6 In addition to those specified in Sections 302 through 306 of this Code, the Zoning
7 Administrator shall have the following powers and duties in administration and enforcement of
8 this Code.

9 * * * *

10 (h) **Exceptions from Certain Specific Code Standards through Administrative**
11 **Review.** The Zoning Administrator may allow complete or partial relief from certain standards
12 specifically identified below, in Section 152.3 ~~161~~, or elsewhere in this Code when modification
13 of the standard would result in a project fulfilling the criteria set forth below and in the
14 applicable section.

15 (1) **Applicability.**

16 (A) **Eastern Neighborhood Mixed Use Districts.** For projects not
17 subject to Section 329, relief may be provided for the following requirements: rear yard; non-
18 residential open space; and off-street loading requirements; ~~and off-street parking limits up to the~~
19 ~~maximum quantities described in Section 151.1.~~

20 * * * *

21 (i) **Termination or Modification of Certain Provisions for Off-Street Parking and**
22 **Loading.** *The Zoning Administrator may authorize termination or modification of provisions for*
23 *parking or loading not on the same lot as the structure or use served, or for collective provision of joint*
24 *use of off-street parking or loading, and authorize termination or modification of the corresponding*
25 *legal instruments, if the Zoning Administrator determines that all or a portion of the off-street parking*

1 or loading in question is no longer necessary to fulfill a loading requirement of this Code, or that any
2 current requirements have otherwise been met.

3 ~~**Criteria for the Reduction or Modification of Off-Street Parking Requirements.** In approving~~
4 ~~a reduction or modification of off-street requirements authorized by this Code, the Zoning~~
5 ~~Administrator or the Planning Commission shall consider and apply the following criteria:~~

6 ~~(1) — the reduction in the parking requirement is justified by the reasonably~~
7 ~~anticipated automobile usage by residents of and visitors to the project; and~~

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

10 ~~(3) — the minimization of conflict of vehicular and pedestrian movements; and~~

11 ~~(4) — the availability of transportation modes other than the automobile; and~~

12 ~~(5) — the pattern of land use and character of development in the vicinity; and~~

13 ~~(6) — such other criteria as the Zoning Administrator deems appropriate in the~~
14 ~~circumstances of the particular case.~~

15 * * * *

16 (k) **Waiver or Modification of Required Bicycle Parking.** The Zoning
17 Administrator shall conduct the review of any administrative waiver under Section 307(k) as
18 part of, and incorporate into, a related building permit application or other required project
19 authorization and shall not require an additional fee or application.

20 (1) **Waiver or Modification of Class 1 Bicycle Parking Requirements.**

21 (A) **Alternative Locations.** The Zoning Administrator may grant
22 approval that Class 1 bicycle parking be located on an offsite lot, under certain circumstances.
23 Uses subject to Section 160.1 ~~155.2~~ may apply for alternative locations approval only when off-
24 street automobile parking does not exist on the subject lot. Existing City-owned buildings
25 subject to Section 160.3 ~~155.3~~ may apply for alternative locations approval when compliance

1 with ~~subsection~~ Section 160.3(b) ~~155.3(b)~~ may not be feasible because of demonstrable hardship
2 including when off-street automobile parking does not exist on the subject lot. In acting upon
3 all these cases, the Zoning Administrator shall be guided by the following criteria:

4 (i) Such alternative facilities shall be well lit and secure.

5 (ii) The alternative facility bicycle entrance shall be no more
6 than 500 feet from the entrance of the primary building, unless there are no feasible locations
7 within a 500-foot radius that can be provided. However, in no event shall an alternative
8 location be approved that is farther from the entrance of the building than the closest
9 automobile parking garage.

10 (B) **Temporary Exemptions.** The Zoning Administrator may issue a
11 temporary exemption for bicycle parking subject to Section 160.3 ~~155.3~~ of this Code for one
12 year, under the following circumstances:

13 * * * *

14 (ii) For required bicycle parking in non-accessory automobile
15 garages or lots with 500 or more spaces. In order to obtain this exemption, the Responsible
16 City Official shall provide to the Zoning Administrator in writing an analysis demonstrating that
17 the demand for bicycle parking in that location is less than the amount required by Section
18 160.3 ~~155.3~~ of this Code. This exemption may only be provided for any required bicycle
19 parking above fifty Class 2 spaces. The exemptions for these garages may be issued for up to
20 one year. The Responsible City Official shall provide the required bicycle parking within one
21 year of the issuance of such exemption, or shall obtain a new exemption for each year until
22 such bicycle parking is provided.

23 (2) **Temporary Exemptions, Waiver or Modification of Required Class 2**
24 **Bicycle Parking.** Temporary exemptions for Class 2 bicycle parking shall be granted as
25 allowed in subsection ~~1(B)~~ (k)(1)(B) above. The Zoning Administrator may administratively

1 waive some or all of the Class 2 bicycle parking requirement in any case when all of findings
2 (A)-(D) are affirmatively met for some or all of the Class 2 requirements:

3 (A) No off-street auto parking is provided on-site in a garage or lot;

4 (B) No on-site publicly-accessible open space is provided where it
5 would be appropriate to locate some or all of the required Class 2 bicycle parking as allowed
6 per Section 160(b)(2) ~~155.1(b)(2)~~ of this Code;

7 * * * *

8 (l) **Exceptions from Certain Specific Code Standards Through Administrative**
9 **Review for Accessory Dwelling Units Constructed Pursuant to Section 207(c)(4) of this**
10 **Code.** The Zoning Administrator may allow complete or partial relief from the density limits
11 and from the ~~off-street parking~~, bicycle parking, rear yard, exposure, and/or open space
12 requirements of this Code when modification of the requirement would facilitate the
13 construction of an Accessory Dwelling Unit, as defined in Section 102 and meeting the
14 requirements of Section 207(c)(4) of this Code.

15 * * * *

16 (2) **Bicycle Parking.** The requirements of Sections 160 ~~155.1~~ and 160.1 ~~155.2~~
17 shall apply, except that (A) in a building with no new corridors, an existing three-foot corridor
18 may satisfy the requirement of a legal nonconforming access corridor for purposes of bicycle
19 parking access in existing buildings and (B) vertical bicycle parking may satisfy up to 100% of
20 required bicycle parking.

21 (m) The Zoning Administrator may partially wave the exposure requirements of
22 Section 140(b) for ~~g~~Group ~~h~~Housing so that when a qualifying window faces an open area per
23 subsection 140(a)(2), such open area may be no less than 15 feet in every horizontal direction
24 and may not be required to expand on subsequent floors.

25 **SEC. 309. PERMIT REVIEW IN C-3 DISTRICTS.**

1 The provisions and procedures set forth in this Section 309 shall govern the review of
2 project authorization and building and site permit applications for (1) the construction or
3 substantial alteration of structures in C-3 Districts, (2) the granting of exceptions to certain
4 requirements of this Code where the provisions of this Section 309 are invoked, and (3) the
5 approval of open space and streetscape requirements of the Planning Code. When any action
6 authorized by this Section 309 is taken, any determination with respect to the proposed project
7 required or authorized pursuant to CEQA may also be considered. This Section 309 shall not
8 require additional review in connection with a site or building permit application if review
9 hereunder was completed with respect to the same proposed structure or alteration in
10 connection with a project authorization application pursuant to Section 322.

11 (a) **Exceptions.** Exceptions to the following provisions of this Code may be granted
12 as provided in the code sections referred to below:

13 * * * *

14 ~~(5) — Exceptions to the limitations on above-grade residential accessory parking as~~
15 ~~permitted in Section 155(s);~~

16 ~~(5-6)~~ Exceptions to the freight loading and service vehicle space requirements
17 as permitted in Section 152.3(c) ~~161(f)~~;

18 ~~(6-7)~~ Exceptions to the off-street tour bus loading space requirements as
19 permitted in Section 162;

20 ~~(7-8)~~ Exceptions to the use requirements in the C-3-O(SD) Commercial Special
21 Use Subdistrict in Section 248;

22 ~~(8-9)~~ Exceptions to the height limits for buildings taller than 550 feet in height in
23 the S-2 Bulk District for allowance of non-occupied architectural, screening, and rooftop
24 elements that meet the criteria of Section 260(b)(1)(M);

1 (~~9-10~~) Exceptions to the volumetric limitations for roof enclosures and screens as
2 prescribed in Section 260(b)(1)(F). For existing buildings, exceptions to the volumetric
3 limitations for roof enclosures and screens shall be granted only if all rooftop equipment that is
4 unused or permanently out of operation is removed from the building;

5 (~~10-11~~) Exceptions to the height limits for vertical extensions as permitted in
6 Section 260(b)(1)(G) and for upper tower extensions as permitted in Section 263.9;

7 (~~11-12~~) Exceptions to the height limits in the 80-130F and 80-130X Height and
8 Bulk Districts as permitted in Section 263.8 and in the 200-400S Height and Bulk District as
9 permitted in Section 263.10;

10 (~~12-13~~) Exceptions to the bulk requirements as permitted in Sections 270 and
11 272.

12 (~~13-14~~) Exceptions to the exposure requirements as permitted in Section 140.

13 (~~14-15~~) Exceptions to the usable open space requirements as permitted in
14 Section 135.

15 * * * *

16 (~~g-i~~) **Imposition of Conditions, General.** If, pursuant to the provisions of this
17 Section 309, the Planning Commission determines that conditions should be imposed on the
18 approval of a building or site permit application, or a Section 309 application and the applicant
19 agrees to comply, the Planning Commission may approve the application subject to those
20 conditions, and if the applicant refuses to so agree, the Planning Commission may disapprove
21 the application.

22 (~~h-j~~) **Change of Conditions.** Authorization of a change in any condition previously
23 imposed pursuant to this Section 309 shall require an application for a change in conditions,
24 which application shall be subject to the procedures set forth in this Section.

1 (~~i-k~~) An approval action in accordance with this Section 309 shall constitute the City's
2 decision to approve the project for purposes of Administrative Code Chapter 31.

3 **SEC. 309.1. PERMIT REVIEW IN DOWNTOWN RESIDENTIAL DISTRICTS.**

4 The provisions and procedures set forth in this Section 309.1 shall govern the review of
5 project authorization and building and site permit applications for the construction or
6 substantial alteration of structures in Downtown Residential districts, the granting of
7 exceptions to requirements of this Code, and the imposition of modifications necessary to
8 achieve the objectives and policies of the General Plan and the purposes of this Code as
9 provided for in Section 825 and elsewhere. When any action authorized by this Section 309.1
10 is taken, any determination with respect to the proposed project required or authorized
11 pursuant to CEQA may also be considered.

12 * * * *

13 (b) **Exceptions.**

14 (1) Exceptions to the following provisions of this Code may be granted as
15 provided for below:

16 (A) Exceptions to the tower separation requirements of Section 270(e),
17 pursuant to the criteria described in Sections 270(e)(3), 270(e)(4) and 270(e)(5).

18 ~~(B) — Provision for exceeding an accessory residential parking ratio~~
19 ~~principally permitted and up to the maximum permitted by Table 151.1.~~

20 ~~(B-C)~~ Exceptions to the lot coverage requirements of Section 825(b)(2)
21 for conversions of existing non-residential structures to residential use.

22 ~~(C-D)~~ Reductions in the dwelling unit exposure requirements of Section
23 140.

24 ~~(D-E)~~ Allowing parking access from Folsom Street, pursuant to
25 827(a)(8)(A)(ii) and 155(r).

1 (~~E-F~~) Reduction of required on-site residential open space of 36 square
2 feet per unit described in Section 827(a)(9) to create additional off-site publicly-accessible
3 open space and superior building design.

4 (~~F-G~~) Design, location, and size of publicly-accessible open space as
5 allowed by Section 827(a)(9) and equivalence of proposed publicly-accessible open space in
6 size and quality with required on-site open space.

7 (~~G-H~~) Modifications to the required upper story setback above a height of
8 45 feet on the north side of mid-block pedestrian pathways as allowed in Section
9 827(a)(5)(C)(i).

10 (~~H-I~~) On development lots larger than *one-half* ½-acre, minor deviations
11 from the provisions for measurement of height in Sections 260 of the Code as otherwise
12 provided in Section 304(d)(6), in cases where the Planning Commission finds that such minor
13 measurement modification is necessary for a project of outstanding overall design,
14 complementary to the design of the surrounding area, and necessary to meet the intent and
15 policies of the relevant area plan of the General Plan.

16 **SEC. 329. LARGE PROJECT AUTHORIZATION IN EASTERN NEIGHBORHOODS MIXED**
17 **USE DISTRICTS.**

18 * * * *

19 (d) **Exceptions.** As a component of the review process under this Section 329,
20 projects may seek specific exceptions to the provisions of this Code as provided for below:

21 (~~1~~)—*Exceeding the principally permitted accessory residential parking ratio*
22 *described in Section 151.1 and pursuant to the criteria therein;*

23 (~~1-2~~) Exception from residential usable open space requirements. In
24 circumstances where such exception is granted, a fee shall be required pursuant to the
25 standards in Section 427.

1 (2-3) Modification of the horizontal massing breaks required by Section 270.1
2 in light of any equivalent reduction of horizontal scale, equivalent volume of reduction, and
3 unique and superior architectural design, pursuant to the criteria of Section 270.1(d).

4 (3-4) Exception from satisfaction of loading requirements per Section 152.1
5 pursuant to the criteria contained therein.

6 (4) Exception from satisfaction of loading requirements of Section 152.1 as
7 specified therein. In the Central SoMa SUD, the Commission may consider the project's
8 Driveway and Loading Operations Plan (DLOP) pursuant to Section 155(u) in making its
9 determination.

10 * * * *

11 (11) Flexible Units: Modification of the ~~Accessory~~ ~~Use~~ provisions of Section
12 803.3(b)(1)(c) for Dwelling Units. Dwelling Units modified under this ~~S~~ subsection (d) shall
13 continue to be considered Dwelling Units for the purposes of this Code and shall be subject to
14 all such applicable controls and fees. Additionally, any building that receives a modification
15 pursuant to this ~~S~~ subsection shall (i) have appropriately designed street frontages to
16 accommodate both residential and modified accessory uses and (ii) obtain comment on the
17 proposed modification from other relevant agencies prior to the Planning Commission hearing,
18 including the Fire Department and Department of Building Inspection. Modifications are
19 subject to the following:

20 * * * *

21 ~~(12) — Where not specified elsewhere in this subsection (d), exceptions to other Code~~
22 ~~requirements that could otherwise be modified as a Planned Unit Development (as set forth in Section~~
23 ~~304), irrespective of the zoning district in which the property is located, except that such exceptions~~
24 ~~shall not be permitted for projects in the Central SoMa Special Use District.~~

25 (12-13) For development located within the Central SoMa SUD:

* * * *

SEC. 411.3. APPLICATION OF TIDF.

* * * *

(d) **Credits.** When determining the number of gross square feet of use to which the TIDF applies, the Department shall provide the following credits:

* * * *

(2) **Policy Credits.** Development projects that meet the criteria outlined in Subsection 411.3(d)(2)(B) may receive Policy Credits, subject to the following limitations:

* * * *

(C) **Available Policy Credits.** The following development projects may receive Policy Credits, subject to the limitations set forth in Section 411.3(d)(2)(A):

(i) **Small Businesses.** Businesses that either occupy or expand any preexisting non-residential space, provided that: (a) the gross square footage of such non-residential space is not greater than 5,000 square feet, and (b) the business is not ~~f~~Formula ~~r~~Retail, as defined in Section 102 of this Code. Only the gross square footage dedicated to such business shall be eligible for the Policy Credit.

(ii) **Reduced Parking Developments.** ~~In zoning districts that set a parking maximum,~~ dDevelopment projects that provide a lower number, or ratio, of off-street parking than permitted on an as-of-right basis without ~~e~~Conditional ~~#~~Use authorization in Table 151.~~f~~ of this Code. The credit shall be determined by the Department as follows:

Max. Allowed in Planning Code Table 151. f	50% of Max. or less	More than 50% but less than 60% of Max.	60% or more but less than 75% of Max.	75% or more but less than 90% of Max.	90% of Max. or more
TIDF Credit	90%	80%	50%	20%	0%

* * * *

1 **SEC. 710. NC-1 – NEIGHBORHOOD COMMERCIAL CLUSTER DISTRICT.**

2 * * * *

3 **Table 710. NEIGHBORHOOD COMMERCIAL CLUSTER DISTRICT NC-1**

4 **ZONING CONTROL TABLE**

		NC-1
Zoning Category	§ References	Controls
BUILDING STANDARDS		
* * * *		
Street Frontage and Public Realm		
* * * *	* * * *	* * * *
Vehicular Access Restrictions	§ 155(r)	Restricted on some streets, <i>see as described in § 155(r) for specific districts</i>
* * * *		
RESIDENTIAL STANDARDS AND USES		
Development Standards		
* * * *	* * * *	* * * *
<u>Off-Street Parking, Residential Requirements</u>	§§ 145.1, 150, 151, 153 - 156, 161 , 166, <u>167</u> , 204.5	No car parking required. Maximum permitted per § 151.: Bike parking required per §155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per §166.
<u>Off-Street Freight Loading, Residential</u>	<u>§§ 150, 152, 152.3, 153 - 155, 204.5</u>	<u>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</u>
<u>Bicycle Parking, Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
* * * *	* * * *	* * * *
NON-RESIDENTIAL STANDARDS		
Development Standards		

1	****	****	****
2	Off-Street Parking, <u>Non-Residential Requirements</u>	§§ 145.1, 150, 151, 153 - 156, 161 , 166, 204.5	No car parking required. Maximum permitted per § 151. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per §166.
3	Off-Street Freight Loading, <u>Non-Residential</u>	§§ 150, 152, <u>152.3</u> , 153 - 155, 161 , 204.5	None required if gross <u>Occupied</u> f Floor a Area is less than 10,000 square feet. Exceptions permitted per §§ <u>152.3</u> 155 and 161 .
4	<u>Bicycle Parking, Non-Residential</u>	§§ <u>160 - 160.3</u>	<u>Required</u>
5	****	****	****

11 **SEC. 711. NC-2 – SMALL-SCALE NEIGHBORHOOD COMMERCIAL DISTRICT.**

12 * * * *

13 **Table 711. SMALL-SCALE NEIGHBORHOOD COMMERCIAL CLUSTER DISTRICT NC-2**
14 **ZONING CONTROL TABLE**

15			NC-2
16	Zoning Category	§ References	Controls
17	BUILDING STANDARDS		
18	****		
19	Street Frontage and Public Realm		
20	****	****	****
21	Vehicular Access Restrictions	§ 155(r)	Restricted on some streets, <i>see as described in § 155(r) for specific districts</i>
22	****		
23	RESIDENTIAL STANDARDS AND USES		
24	Development Standards		
25			

1	****	****	****
2	Off-Street Parking, <u>Residential</u>	§§ 145.1, 150, 151,	No car parking required. Maximum
3	<u>Requirements</u>	153 - 156, 161 , 166,	permitted per § 151. Bike parking
4		167 , 204.5	required per §155.2. If car parking is
5			provided, car share spaces are
6	<u>Off-Street Freight Loading,</u>	§§ 150, 152, <u>152.3,</u>	required when a project has 50
7	<u>Residential</u>	<u>153 - 155, 204.5</u>	units or more per §166.
8			
9	<u>Bicycle Parking, Residential</u>	§§ 160 - 160.3	<u>None required if Occupied Floor Area</u>
10			<u>is less than 100,000 square feet.</u>
11	****	****	<u>Exceptions permitted per § 152.3.</u>
12	NON-RESIDENTIAL STANDARDS		
13	Development Standards		
14	****	****	****
15	Off-Street Parking, <u>Non-</u>	§§ 145.1, 150, 151,	No car parking <u>required</u> . Maximum
16	<u>Residential Requirements</u>	153 - 156, 161 , 166,	permitted per § 151. Bike parking
17		204.5	required per Section 155.2. Car share
18			spaces required when a project has
19			25 or more parking spaces per §166.
20	Off-Street Freight Loading, <u>Non-</u>	§§ 150, 152, <u>152.3,</u>	None required if gross <u>Occupied f</u> lloor
21	<u>Residential</u>	153 - 155, 161 , 204.5	<u>Area</u> is less than 10,000 square
22			feet. Exceptions permitted per §§
23			<u>152.3</u> 155 and 161.
24	<u>Bicycle Parking, Non-Residential</u>	§§ 160 - 160.3	<u>Required</u>
25	****	****	****

*Not listed below

* * * * *

(6) FRINGE FINANCIAL SPECIAL USE DISTRICT: The FFSUD and its one-quarter mile buffer includes, but is not limited to, properties within: the Mission Alcoholic Beverage

1 Special Use District, the Haight Street Alcohol Restricted Use District; the Third Street Alcohol
 2 Restricted Use District; ~~the Divisadero Street Alcohol Restricted Use District;~~ and the North of
 3 Market Residential Special Use District ~~and the Assessor's Blocks and Lots fronting on both sides of~~
 4 ~~Mission Street from Silver Avenue to the Daly City borders as set forth in Special Use District Maps~~
 5 ~~SU11 and SU12;~~ and includes Small-Scale Neighborhood Commercial Districts within its
 6 boundaries.

7 * * * *

8 **SEC. 712. NC-3 – MODERATE-SCALE NEIGHBORHOOD COMMERCIAL DISTRICT.**

9 * * * *

10 **Table 712. MODERATE-SCALE NEIGHBORHOOD COMMERCIAL DISTRICT NC-3**

11 **ZONING CONTROL TABLE**

		NC-3
Zoning Category	§ References	Controls
BUILDING STANDARDS		
* * * *		
Street Frontage and Public Realm		
* * * *	* * * *	* * * *
Vehicular Access Restrictions	§ 155(r)	Restricted on some streets, <i>see as described in § 155(r) for specific districts</i>
* * * *		
RESIDENTIAL STANDARDS AND USES		
Development Standards		
* * * *	* * * *	* * * *
Off-Street Parking, <u>Residential Requirements</u>	§§ 145.1, 150, 151, 153 - 156, 161 , 166, <u>167</u> , 204.5	No car parking required. Maximum permitted per § 151.- <i>Bike parking required per §155.2.</i> If car parking is

		provided, car share spaces are required when a project has 50 units or more per §166.
<u>Off-Street Freight Loading, Residential</u>	<u>§§ 150, 152, 152.3, 153 - 155, 204.5</u>	<u>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</u>
<u>Bicycle Parking, Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
* * * *	* * * *	* * * *
NON-RESIDENTIAL STANDARDS		
Development Standards		
* * * *	* * * *	* * * *
<u>Off-Street Parking, Non-Residential Requirements</u>	<u>§§ 145.1, 150, 151, 153 - 156, 161, 166, 204.5</u>	No car parking required. Maximum permitted per § 151. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per §166.
<u>Off-Street Freight Loading, Non-Residential</u>	<u>§§ 150, 152, <u>152.3</u>, 153 - 155, 161, 204.5</u>	None required if gross <u>Occupied f</u> l <u>o</u> o <u>r</u> <u>a</u> r <u>e</u> a is less than 10,000 square feet. Exceptions permitted per §§ <u>152.3</u> 155 and 161 .
<u>Bicycle Parking, Non-Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
* * * *	* * * *	* * * *

*Not listed below

* * * *

(6) FRINGE FINANCIAL SPECIAL USE DISTRICT: The FFSUD and its one-quarter mile buffer includes, but is not limited to, properties within: the Mission Alcoholic Beverage Special Use District, the Haight Street Alcohol Restricted Use District; the Third Street Alcohol Restricted Use District; ~~the Divisadero Street Alcohol Restricted Use District;~~ and the North of Market Residential Special Use District ~~and the Assessor's Blocks and Lots fronting on both sides of~~

Mission Street from Silver Avenue to the Daly City borders as set forth in Special Use District Maps SU11 and SU12; and includes Small-Scale Neighborhood Commercial Districts within its boundaries.

SEC. 713. NC-S – NEIGHBORHOOD COMMERCIAL SHOPPING CENTER DISTRICT.

* * * *

Table 713. NEIGHBORHOOD COMMERCIAL SHOPPING CENTER DISTRICT NC-S ZONING CONTROL TABLE

		NC-S
Zoning Category	§ References	Controls
BUILDING STANDARDS		
* * * *		
Street Frontage and Public Realm		
* * * *	* * * *	* * * *
Vehicular Access Restrictions	§ 155(r)	Restricted on some streets, <i>see as described in § 155(r) for specific districts</i>
* * * *		
RESIDENTIAL STANDARDS AND USES		
Development Standards		
* * * *	* * * *	* * * *
Off-Street Parking, <i>Residential Requirements</i>	§§ 145.1, 150, 151, 153 - 156, 161 , 166, 167 , 204.5	No car parking required. Maximum permitted per § 151. Bike parking required per §155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per §166.
<i>Off-Street Freight Loading, Residential</i>	§§ 150, 152, 152.3, 153 - 155, 204.5	<i>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</i>
<i>Bicycle Parking, Residential</i>	§§ 160 - 160.3	<i>Required</i>

1	****	****	****
2	NON-RESIDENTIAL STANDARDS		
3	Development Standards		
4	****	****	****
5	Off-Street Parking, <u>Non-Residential Requirements</u>	§§ 145.1, 150, 151, 153 - 156, 161 , 166, 204.5	No car parking required. Maximum permitted per § 151. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per §166.
6			
7			
8	Off-Street Freight Loading, <u>Non-Residential</u>	§§ 150, 152, <u>152.3</u> , 153 - 155, 161 , 204.5	None required if gross <u>Occupied f</u> lloor a Area is less than 10,000 square feet. Exceptions permitted per §§ <u>152.3</u> 155 and 161 .
9			
10			
11	<u>Bicycle Parking, Non-Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
12	****	****	****
13			

14	NON-RESIDENTIAL USES		Controls by Story		
15			1st	2nd	3rd+
16	****				
17	Automotive Use Category				
18	Parking Garage, Private	§ 102	C	C(1)	C(1)
19	Parking Garage, Public	§ 102	<u>C P</u>	<u>C P</u>	NP
20	Parking Lot, Private	§§ 102, 142, 156	C	<u>NP C(1)</u>	<u>NP C(1)</u>
21	Parking Lot, Public	§§ 102, 142, 156	<u>C P</u>	<u>NP P</u>	NP
22	****				
23					
24					
25					

1 **SEC. 714. BROADWAY NEIGHBORHOOD COMMERCIAL DISTRICT.**

2 * * * *

3 **Table 714. BROADWAY NEIGHBORHOOD COMMERCIAL DISTRICT**
 4 **ZONING CONTROL TABLE**

		Broadway NCD
Zoning Category	§ References	Controls
BUILDING STANDARDS		
* * * *		
Street Frontage and Public Realm		
* * * *	* * * *	* * * *
Vehicular Access Restrictions	§ 155(r)	Prohibited on Columbus Avenue between Washington and North Point Streets, and on Broadway between Embarcadero and Polk Street, <i>and as further described in § 155(r)</i>
* * * *		
RESIDENTIAL STANDARDS AND USES		
Development Standards		
* * * *	* * * *	* * * *
Off-Street Parking, <i>Residential Requirements</i>	§§ 145.1, 150, 151- 1 , 153 - 156, 166, <u>167</u> , 204.5	No car parking required (2). P up to one car for each two Dwelling or SRO Units; C up to .75 cars for each Dwelling Unit, subject to the criteria and procedures of Section 151- 1 (<u>e g</u>); NP above 0.75 cars for each Dwelling Unit. <i>Bike parking required per § 155.2</i> . If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.

1	<u>Off-Street Freight Loading, Residential</u>	<u>§§ 150, 152, 152.3, 153 - 155, 204.5</u>	<u>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</u>
2	<u>Bicycle Parking, Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
3	****	****	****
4	NON-RESIDENTIAL STANDARDS AND USES		
5	Development Standards		
6	****	****	****
7	<u>Off-Street Parking, Non-Residential Requirements</u>	<u>§§ 145.1, 150, 151.1, 153 - 156, 166, 204.5</u>	<u>No Car parking not required. Limits set forth in § 151.1. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per §166.</u>
8	<u>Off-Street Freight Loading, Non-Residential</u>	<u>§§ 150, 152, 152.3, 153 - 155, 161, 204.5</u>	<u>None required if gross Occupied Floor Area is less than 10,000 square feet. Exceptions permitted per §§ 152.3 155 and 161.</u>
9	<u>Bicycle Parking, Non-Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
10	****	****	****

SEC. 715. CASTRO STREET NEIGHBORHOOD COMMERCIAL DISTRICT.

* * * *

Table 715. CASTRO STREET NEIGHBORHOOD COMMERCIAL DISTRICT

ZONING CONTROL TABLE

		Castro Street NCD
Zoning Category	§ References	Controls
BUILDING STANDARDS		

Street Frontage and Public Realm		

1	****	****	****
2	Vehicular Access Restrictions	§ 155(r)	<i>Prohibited on Market Street from Castro Street to the Embarcadero As described in § 155(r)</i>
3			
4	****		
5	RESIDENTIAL STANDARDS AND USES		
6	Development Standards		
7	****	****	****
8	Off-Street Parking, <u>Residential Requirements</u>	§§ 145.1, 150, 151, 153 - 156, 161 , 166, <u>167</u> , 204.5	No car parking required. Maximum permitted per §151. <i>Bike parking required per § 155.2.</i> If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
9			
10	<u>Off-Street Freight Loading, Residential</u>	<u>§§ 150, 152, 152.3, 153 - 155, 204.5</u>	<i>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</i>
11	<u>Bicycle Parking, Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
12	****	****	****
13	NON-RESIDENTIAL STANDARDS AND USES		
14	Development Standards		
15	****	****	****
16	Off-Street Parking, <u>Non-Residential Requirements</u>	§§ 145.1, 150, 151, 151.1 , 153 - 156, 166, 204.5	No car parking required. Limits set forth in § 151. <i>Bike parking required per Section 155.2.</i> Car share spaces required when a project has 25 or more parking spaces per §166.
17			
18	Off-Street Freight Loading, <u>Non-Residential</u>	§§ 150, 152, <u>152.3</u> , 153 - 155, 161 , 204.5	None required if gross <u>Occupied Floor Area</u> is less than 10,000 square feet. Exceptions permitted per §§ <u>152.3</u> 155 and 161 .
19			
20	<u>Bicycle Parking, Non-Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
21			
22			
23			
24			
25			

****	****	****
------	------	------

SEC. 716. INNER CLEMENT STREET NEIGHBORHOOD COMMERCIAL DISTRICT.

* * * *

**Table 716. INNER CLEMENT STREET NEIGHBORHOOD COMMERCIAL DISTRICT
ZONING CONTROL TABLE**

		Inner Clement Street <u>NCD</u>
Zoning Category	§ References	Controls
BUILDING STANDARDS		

Street Frontage and Public Realm		

Vehicular Access Restrictions	§ 155(r)	None <u>As described in § 155(r)</u>

RESIDENTIAL STANDARDS AND USES		
Development Standards		

Off-Street Parking, <u>Residential Requirements</u>	§§ 145.1, 150, 151, 153 - 156, 161 , 166, <u>167</u> , 204.5	No car parking required. Maximum permitted per § 151. Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
<u>Off-Street Freight Loading, Residential</u>	<u>§§ 150, 152, 152.3, 153 - 155, 204.5</u>	<u>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</u>
<u>Bicycle Parking, Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>

NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
****	****	****
Off-Street Parking, <i>Non-Residential Requirements</i>	§§ 145.1, 150, 151, 153 - 156, 161 , 166, 204.5	No car parking required. Maximum permitted per § 151. <i>Bike parking required per Section 155.2.</i> Car share spaces required when a project has 25 or more parking spaces per §166.
Off-Street Freight Loading, <i>Non-Residential</i>	§§ 150, 152, <u>152.3</u> , 153 - 155, 161 , 204.5	None required if gross <i>Occupied</i> f Area is less than 10,000 square feet. Exceptions permitted per §§ <u>152.3</u> 155 and 161 .
<i>Bicycle Parking, Non-Residential</i>	§§ <u>160 - 160.3</u>	<i>Required</i>
****	****	****

SEC. 717. OUTER CLEMENT STREET NEIGHBORHOOD COMMERCIAL DISTRICT.

* * * *

Table 717. OUTER CLEMENT STREET NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

Outer Clement Street <u>NCD</u>		
Zoning Category	§ References	Controls
BUILDING STANDARDS		

Street Frontage and Public Realm		
****	****	****
Vehicular Access Restrictions	§ 155(r)	<i>None As described in § 155(r)</i>

RESIDENTIAL STANDARDS AND USES

Development Standards

****	****	****
<u>Off-Street Parking, Residential Requirements</u>	§§ 145.1, 150, 151, 153 - 156, 161 , 166, <u>167</u> , 204.5	No car parking required. Maximum permitted per § 151. Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
<u>Off-Street Freight Loading, Residential</u>	<u>§§ 150, 152, 152.3, 153 - 155, 204.5</u>	<u>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</u>
<u>Bicycle Parking, Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
****	****	****

NON-RESIDENTIAL STANDARDS AND USES

Development Standards

****	****	****
<u>Off-Street Parking, Non-Residential Requirements</u>	§§ 145.1, 150, 151, 153 - 156, 161 , 166, 204.5	No car parking required. Maximum permitted per § 151. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per §166.
<u>Off-Street Freight Loading, Non-Residential</u>	§§ 150, 152, <u>152.3</u> , 153 - 155, 161 , 204.5	None required if gross <u>Occupied f</u> l <u>oor</u> a <u>Area</u> is less than 10,000 square feet. Exceptions permitted per §§ <u>152.3</u> 155 and 161 .
<u>Bicycle Parking, Non-Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
****	****	****

1 **SEC. 718. UPPER FILLMORE STREET NEIGHBORHOOD COMMERCIAL DISTRICT.**

2 * * * *

3 **Table 718. UPPER FILLMORE STREET NEIGHBORHOOD COMMERCIAL**
 4 **DISTRICT**
 5 **ZONING CONTROL TABLE**

		Upper Fillmore Street NCD
Zoning Category	§ References	Controls
BUILDING STANDARDS		
* * * *		
Street Frontage and Public Realm		
* * * *	* * * *	* * * *
Vehicular Access Restrictions	§ 155(r)	<i>As described in § 155(r) CU required for the entirety of California Street.</i>
* * * *		
RESIDENTIAL STANDARDS AND USES		
Development Standards		
* * * *	* * * *	* * * *
Off-Street Parking, <i>Residential Requirements</i>	§§ 145.1, 150, 151, 153 - 156, 161 , 166, 167 , 204.5	No car parking required. Maximum permitted per § 151. <i>Bike parking required per § 155.2.</i> If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
<i>Off-Street Freight Loading, Residential</i>	§§ 150, 152, 152.3, 153 - 155, 204.5	<i>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</i>
<i>Bicycle Parking, Residential</i>	§§ 160 - 160.3	<i>Required</i>
* * * *	* * * *	* * * *
NON-RESIDENTIAL STANDARDS AND USES		

Development Standards		
****	****	****
Off-Street Parking, <u>Non-Residential Requirements</u>	§§ 145.1, 150, 151, 153 - 156, 161 , 166, 204.5	No car parking required. Maximum permitted per § 151. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per §166.
Off-Street Freight Loading, <u>Non-Residential</u>	§§ 150, 152, <u>152.3</u> , 153 - 155, 161 , 204.5	None required if gross <u>Occupied</u> f Floor a Area is less than 10,000 square feet. Exceptions permitted per §§ <u>152.3</u> 155 and 161 .
<u>Bicycle Parking, Non-Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
****	****	****

SEC. 719. HAIGHT STREET NEIGHBORHOOD COMMERCIAL DISTRICT.

* * * *

Table 719. HAIGHT STREET NEIGHBORHOOD COMMERCIAL DISTRICT

ZONING CONTROL TABLE

		Haight Street NCD
Zoning Category	§ References	Controls
BUILDING STANDARDS		

Street Frontage and Public Realm		
****	****	****
Vehicular Access Restrictions	§ 155(r)	<u>As described in § 155(r)</u> None

RESIDENTIAL STANDARDS AND USES		
Development Standards		

1	****	****	****
2	Off-Street Parking, <u>Residential</u>	§§ 145.1, 150, 151, 153 - 156, 161 , 166, <u>167</u> , 204.5	No car parking required. Maximum permitted per § 151. Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
3	<u>Requirements</u>		
4			
5	<u>Off-Street Freight Loading, Residential</u>	<u>§§ 150, 152, 152.3, 153 - 155, 204.5</u>	<u>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</u>
6			
7	<u>Bicycle Parking, Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
8	****	****	****
9	NON-RESIDENTIAL STANDARDS AND USES		
10	Development Standards		
11	****	****	****
12	Off-Street Parking, <u>Non-Residential</u>	§§ 145.1, 150, 151, 153 - 156, 161 , 166, 204.5	No car parking required. Maximum permitted per § 151. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per §166.
13	<u>Requirements</u>		
14			
15			
16	Off-Street Freight Loading, <u>Non-Residential</u>	§§ 150, 152, <u>152.3</u> , 153 - 155, 161 , 204.5	None required if gross <u>Occupied</u> f <u>Floor</u> a <u>Area</u> is less than 10,000 square feet. Exceptions permitted per §§ <u>152.3</u> 155 and 161 .
17			
18	<u>Bicycle Parking, Non-Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
19	****	****	****
20			
21			

SEC. 720. EXCELSIOR OUTER MISSION NEIGHBORHOOD COMMERCIAL DISTRICT.

* * * * *

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

		Excelsior Outer Mission NCD
Zoning Category	§ References	Controls
BUILDING STANDARDS		
* * * *		
Street Frontage and Public Realm		
* * * *	* * * *	* * * *
Vehicular Access Restrictions	§ 155(r)	<i>As described in § 155(r) None</i>
* * * *		
RESIDENTIAL STANDARDS AND USES		
Development Standards		
* * * *	* * * *	* * * *
<u>Off-Street Parking, Residential Requirements</u>	§§ 145.1, 150, 151- 1 , 153 - 156, 161 , 166, <u>167</u> , 204.5	<i>No</i> <u>C</u> car parking <i>not</i> required. Maximum permitted per § 151. <i>Bike parking required per § 155.2.</i> If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
<u>Off-Street Freight Loading, Residential</u>	§§ <u>150, 152, 152.3, 153 - 155, 204.5</u>	<i>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</i>
<u>Bicycle Parking, Residential</u>	§§ <u>160 - 160.3</u>	<u>Required</u>
* * * *	* * * *	* * * *
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
* * * *	* * * *	* * * *
<u>Off-Street Parking, Non-Residential Requirements</u>	§§ 145.1, 150, 151- 1 , 153 - 156, 166, 204.5	<i>No</i> <u>C</u> car parking <i>not</i> required. Maximum permitted per § 151. <i>Bike parking required per Section 155.2.</i> Car share spaces required when a

		project has 25 or more parking spaces per §166.
Off-Street Freight Loading, <i>Non-Residential</i>	§§ 150, 152, <u>152.3</u> , 153 - 155, 161 , 204.5	None required if gross <i>Occupied</i> f <u>Floor</u> a <u>Area</u> is less than 10,000 square feet. Exceptions permitted per §§ <u>152.3</u> 155 and 161 .
<i>Bicycle Parking, Non-Residential</i>	§§ <u>160 - 160.3</u>	<u>Required</u>
* * * *	* * * *	* * * *

SEC. 721. JAPANTOWN NEIGHBORHOOD COMMERCIAL DISTRICT.

* * * *

Table 721. JAPANTOWN NEIGHBORHOOD COMMERCIAL DISTRICT

ZONING CONTROL TABLE

Japantown NCD		
Zoning Category	§ References	Controls
BUILDING STANDARDS		
* * * *		
Street Frontage and Public Realm		
* * * *	* * * *	* * * *
Vehicular Access Restrictions		Prohibited on the north side of Post Street from Webster Street to Laguna Street; the south side of Post Street from Fillmore Street to Webster Street; and Buchanan Street from Post Street to Sutter Street, <u>and as further described in § 155(r).</u>
* * * *		

RESIDENTIAL STANDARDS AND USES

Development Standards

****	****	****
Off-Street Parking, <u>Residential Requirements</u>	§§ 145.1, 150, 151- 1 , 153 - 156, 161 , 166, <u>167</u> , 204.5	<u>No</u> C car parking not required. P up to 0.75 cars per <u>Dwelling</u> u Unit, C up to 1.00 cars per <u>Dwelling</u> u Unit, NP above. <u>Bike parking required per § 155.2</u> . If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
<u>Off-Street Freight Loading, Residential</u>	§§ 150, 152, 152.3, 153 - 155, 204.5	<u>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</u>
<u>Bicycle Parking, Residential</u>	§§ 160 - 160.3	<u>Required</u>
****	****	****

NON-RESIDENTIAL STANDARDS AND USES

Development Standards

****	****	****
Off-Street Parking, <u>Non-Residential Requirements</u>	§§ 145.1, 150, 151- 1 , 153 - 156, 161 , 166, 204.5	<u>No</u> C car parking not required. Maximum permitted <u>as set forth in per § 151.1</u> . <u>Bike parking required per Section 155.2</u> . Car share spaces required when a project has 25 or more parking spaces per §166.
Off-Street Freight Loading, <u>Non-Residential</u>	§§ 150, <u>152.3</u> , 153 - 155, 161 , 204.5	None required if <u>gross Occupied f</u> loor a Area is less than 10,000 square feet. Exceptions permitted per §§ <u>152.3</u> 155 and 161 .
<u>Bicycle Parking, Non-Residential</u>	§§ 160 - 160.3	<u>Required</u>
****	****	****

1 **SEC. 722. NORTH BEACH NEIGHBORHOOD COMMERCIAL DISTRICT.**

2 * * * *

3 **Table 722. NORTH BEACH NEIGHBORHOOD COMMERCIAL DISTRICT**
 4 **ZONING CONTROL TABLE**

North Beach NCD		
Zoning Category	§ References	Controls
BUILDING STANDARDS		
* * * *		
Street Frontage and Public Realm		
* * * *	* * * *	* * * *
Vehicular Access Restrictions	§ 155(r)	Prohibited on Columbus Avenue between Washington and North Point Streets, Grant Avenue between Columbus Avenue and Filbert Street, and Green Street between Grant Avenue and Columbus/Stockton streets, and Alleys in the NBNCD and Telegraph Hill-NB Residential SUD, <i>and as further described in § 155(r).</i> Mandatory discretionary review required to install garages in buildings with two or more units.
* * * *		
RESIDENTIAL STANDARDS AND USES		
Development Standards		
* * * *	* * * *	* * * *
Off-Street Parking, <i>Residential Requirements</i>	§§ 145.1, 150, 151- 1 , 153 - 156, 161 , 166, <u>167</u> , 204.5	No car parking required. P up to 0.5 parking spaces for each Dwelling Unit; C up to 0.75 parking spaces for each Dwelling Unit. (1) Per 155(t), special controls when installing garages in Residential

		Buildings. Bike parking required per § 155.2
<u>Off-Street Freight Loading, Residential</u>	<u>§§ 150, 152, 152.3, 153 - 155, 204.5</u>	<u>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</u>
<u>Bicycle Parking, Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
****	****	****
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
****	****	****
<u>Off-Street Parking, Non-Residential Requirements</u>	<u>§§ 145.1, 150, 151, 153 - 156, 155(r) and (t), 166, 204.5 161</u>	<u>No Car parking not required. Limits set forth in § 151.1. Bike parking required per Section 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166. See restrictions under Vehicular Access.</u>
<u>Off-Street Freight Loading, Non-Residential</u>	<u>§§ 150, 152, 152.3, 153 - 155, 161, 204.5</u>	<u>None required if gross Occupied Floor Area is less than 10,000 square feet. Exceptions permitted per §§ 152.3 155 and 161.</u>
<u>Bicycle Parking, Non-Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
****	****	****

SEC. 723. POLK STREET NEIGHBORHOOD COMMERCIAL DISTRICT.

* * * *

**Table 723. POLK STREET NEIGHBORHOOD COMMERCIAL DISTRICT
ZONING CONTROL TABLE**

Polk Street NCD		
Zoning Category	§ References	Controls
BUILDING STANDARDS		
* * * *		
Street Frontage and Public Realm		
* * * *	* * * *	* * * *
Vehicular Access Restrictions	§ 155(r)	<i>As described in § 155(r) CU required for the entirety of California Street.</i>
* * * *		
RESIDENTIAL STANDARDS AND USES		
Development Standards		
* * * *	* * * *	* * * *
Off-Street Parking, <u>Residential Requirements</u>	§§ 145.1, 150, 151, 153 - 156, 159-161 , 166, <u>167</u> , 204.5	No car parking required. <i>Bike parking required per §155.2.</i> If car parking is provided, car share spaces are required when a project has 50 units or more per §166.
<u>Off-Street Freight Loading, Residential</u>	<u>§§ 150, 152, 152.3, 153 - 155, 204.5</u>	<i>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</i>
<u>Bicycle Parking, Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
* * * *	* * * *	* * * *
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
* * * *	* * * *	* * * *

1 2 3 4	Off-Street Parking, <u>Non-Residential Requirements</u>	§§ 145.1, 150, 151, 153 - 156, 161 , 166, 204.5	No car parking required. Maximum permitted per § 151. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
5 6 7	Off-Street Freight Loading, <u>Non-Residential</u>	§§ 150, 152, <u>152.3</u> , 153 - 155, 161 , 204.5	None required if gross <u>Occupied Floor Area</u> is less than 10,000 square feet. Exceptions permitted per §§ <u>152.3</u> 155 and 161 .
8	<u>Bicycle Parking, Non-Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
9	****	****	****

11 **SEC. 724. SACRAMENTO STREET NEIGHBORHOOD COMMERCIAL DISTRICT.**

12 * * * *

13 **Table 724. SACRAMENTO STREET NEIGHBORHOOD COMMERCIAL DISTRICT**
14 **ZONING CONTROL TABLE**

15 Sacramento Street NCD		
16 Zoning Category	§ References	Controls
17 BUILDING STANDARDS		
18 ****		
19 Street Frontage and Public Realm		
20 ****	****	****
21 Vehicular Access Restrictions	§ 155(r)	As described in § 155(r) CU required for the entirety of California Street.
22 ****		
23 RESIDENTIAL STANDARDS AND USES		
24 Development Standards		
25		

1	****	****	****
2	Off-Street Parking, <u>Residential</u>	§§ 145.1, 150, 151,	No car parking required. Maximum
3	<u>Requirements</u>	153 - 156, 161 , 166,	permitted per § 151. Bike parking
4		167 , 204.5	required per § 155.2 . If car parking is
5			provided, car share spaces are
6	<u>Off-Street Freight Loading,</u>	§§ 150, 152, <u>152.3</u> ,	required when a project has 50
7	<u>Residential</u>	<u>153 - 155, 204.5</u>	units or more per § 166.
8			
9	<u>Bicycle Parking, Residential</u>	§§ 160 - 160.3	<u>None required if Occupied Floor Area</u>
10			<u>is less than 100,000 square feet.</u>
11	****	****	<u>Exceptions permitted per § 152.3.</u>
12	NON-RESIDENTIAL STANDARDS AND USES		
13	Development Standards		
14	****	****	****
15	Off-Street Parking, <u>Non-</u>	§§ 145.1, 150, 151,	No car parking required. Maximum
16	<u>Residential Requirements</u>	153 - 156, 161 , 166,	permitted per § 151. Bike parking
17		204.5	required per Section 155.2 . Car share
18			spaces required when a project has
19			25 or more parking spaces per §166.
20	Off-Street Freight Loading, <u>Non-</u>	§§ 150, 152, <u>152.3</u> ,	None required if gross <u>Occupied Floor</u>
21	<u>Residential</u>	153 - 155, 161 , 204.5	<u>Area</u> is less than 10,000 square
22			feet. Exceptions permitted per §§
23			<u>152.3</u> 155 and 161 .
24	<u>Bicycle Parking, Non-Residential</u>	§§ 160 - 160.3	<u>Required</u>
25	****	****	****

SEC. 725. UNION STREET NEIGHBORHOOD COMMERCIAL DISTRICT.

* * * * *

1 **Table 725. UNION STREET NEIGHBORHOOD COMMERCIAL DISTRICT**

2 **ZONING CONTROL TABLE**

		Union Street NCD
Zoning Category	§ References	Controls
BUILDING STANDARDS		
* * * *		
Street Frontage and Public Realm		
* * * *	* * * *	* * * *
Vehicular Access Restrictions	§ 155(r)	<i>As described in § 155(r) None</i>
* * * *		
RESIDENTIAL STANDARDS AND USES		
Development Standards		
* * * *	* * * *	* * * *
Off-Street Parking, <i>Residential Requirements</i>	§§ 145.1, 150, 151, 153 - 156, 161 , 166, <u>167</u> , 204.5	No car parking required. Maximum permitted per § 151. <i>Bike parking required per § 155.2.</i> If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
<i>Off-Street Freight Loading, Residential</i>	§§ <u>150, 152, 152.3, 153 - 155, 204.5</u>	<i>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</i>
<i>Bicycle Parking, Residential</i>	§§ <u>160 - 160.3</u>	<u>Required</u>
* * * *	* * * *	* * * *
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
* * * *	* * * *	* * * *
Off-Street Parking, <i>Non-Residential Requirements</i>	§§ 145.1, 150, 151, 153 - 156, 161 , 166, 204.5	No car parking required. Maximum permitted per § 151. <i>Bike parking required per Section 155.2.</i> Car share

		spaces required when a project has 25 or more parking spaces per §166.
Off-Street Freight Loading, <i>Non-Residential</i>	§§ 150, 152, <u>152.3</u> , 153 - 155, 161 , 204.5	None required if gross <i>Occupied f</i> Floor at Area is less than 10,000 square feet. Exceptions permitted per §§ <u>152.3</u> 155 and 161 .
<i>Bicycle Parking, Non-Residential</i>	§§ 160 - 160.3	<i>Required</i>
* * * *	* * * *	* * * *

SEC. 726. PACIFIC AVENUE NEIGHBORHOOD COMMERCIAL DISTRICT.

* * * *

**Table 726. PACIFIC AVENUE NEIGHBORHOOD COMMERCIAL DISTRICT
ZONING CONTROL TABLE**

Pacific Avenue NCD		
Zoning Category	§ References	Controls
BUILDING STANDARDS		
* * * *		
Street Frontage and Public Realm		
* * * *	* * * *	* * * *
Vehicular Access Restrictions	§ 155(r)	<i>As described in § 155(r) None</i>
* * * *		
RESIDENTIAL STANDARDS AND USES		
Development Standards		
* * * *	* * * *	* * * *
Off-Street Parking, <i>Residential Requirements</i>	§§ 145.1, 150, 151, 153 - 156, 159-161 , 166, 204.5	No car parking required. <i>Bike parking required per § 155.2</i> . If car parking is provided, car share

		spaces are required when a project has 50 units or more per § 166.
<u>Off-Street Freight Loading, Residential</u>	<u>§§ 150, 152, 152.3, 153 - 155, 204.5</u>	<u>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</u>
<u>Bicycle Parking, Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
* * * *	* * * *	* * * *
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
* * * *	* * * *	* * * *
<u>Off-Street Parking, Non-Residential Requirements</u>	<u>§§ 145.1, 150, 151, 153 - 156, 161, 166, 204.5</u>	No car parking required. Maximum permitted per § 151. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per §166.
<u>Off-Street Freight Loading, Non-Residential</u>	<u>§§ 150, 152, <u>152.3</u>, 153 - 155, 161, 204.5</u>	None required if gross <u>Occupied f</u> lloor a Area is less than 10,000 square feet. Exceptions permitted per §§ <u>152.3</u> 155 and 161 .
<u>Bicycle Parking, Non-Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
* * * *	* * * *	* * * *

SEC. 728. 24TH STREET – NOE VALLEY NEIGHBORHOOD COMMERCIAL DISTRICT.

* * * *

Table 728. 24TH STREET – NOE VALLEY NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

		24th Street – Noe Valley NCD
Zoning Category	§ References	Controls
BUILDING STANDARDS		
* * * *		
Street Frontage and Public Realm		
* * * *	* * * *	* * * *
Vehicular Access Restrictions	§ 155(r)	<i>As described in § 155(r) None</i>
* * * *		
RESIDENTIAL STANDARDS AND USES		
Development Standards		
* * * *	* * * *	* * * *
<u>Off-Street Parking, Residential Requirements</u>	§§ 145.1, 150, 151, 153 - 156, 161 , 166, <u>167</u> , 204.5	No car parking required. Maximum permitted per § 151. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
<u>Off-Street Freight Loading, Residential</u>	<u>§§ 150, 152, 152.3, 153 - 155, 204.5</u>	<u>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</u>
<u>Bicycle Parking, Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
* * * *	* * * *	* * * *
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
* * * *	* * * *	* * * *
<u>Off-Street Parking, Non-Residential Requirements</u>	§§ 145.1, 150, 151, 153 - 156, 161 , 166, 204.5	No car parking required. Maximum permitted per § 151. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per §166.

1 2 3 4 5	Off-Street Freight Loading, <u>Non-Residential</u>	§§ 150, 152, <u>152.3</u> , 153 - 155, 161 , 204.5	None required if gross <u>Occupied</u> Floor Area is less than 10,000 square feet. Exceptions permitted per §§ <u>152.3</u> 155 and 161 .
6	<u>Bicycle Parking, Non-Residential</u>	§§ <u>160 - 160.3</u>	<u>Required</u>
7	* * * *	* * * *	* * * *

8 **SEC. 729. WEST PORTAL AVENUE NEIGHBORHOOD COMMERCIAL DISTRICT.**

9 * * * *

10 **Table 729. WEST PORTAL AVENUE NEIGHBORHOOD COMMERCIAL DISTRICT**
11 **ZONING CONTROL TABLE**

12 West Portal Avenue NCD		
13 Zoning Category	§ References	Controls
14 BUILDING STANDARDS		
15 * * * *		
16 Street Frontage and Public Realm		
17 * * * *	* * * *	* * * *
Vehicular Access Restrictions	§ 155(r)	<u>As described in § 155(r)</u> None
18 * * * *		
19 RESIDENTIAL STANDARDS AND USES		
20 Development Standards		
21 * * * *	* * * *	* * * *
22 Off-Street Parking, <u>Residential</u> 23 <u>Requirements</u>	§§ 145.1, 150, 151, 153 - 156, 161 , 166, 24 <u>167</u> , 204.5	No car parking required. Maximum permitted per § 151. Bike parking required per §155.2 . If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.

1	<u>Off-Street Freight Loading, Residential</u>	<u>§§ 150, 152, 152.3, 153 - 155, 204.5</u>	<u>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</u>
2	<u>Bicycle Parking, Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
3	****	****	****
4	NON-RESIDENTIAL STANDARDS AND USES		
5	Development Standards		
6	****	****	****
7			
8	<u>Off-Street Parking, Non-Residential Requirements</u>	<u>§§ 145.1, 150, 151, 153 - 156, 161, 166, 204.5</u>	No car parking required. Maximum permitted per § 151. <u>Bike parking required per Section 155.2.</u> Car share spaces required when a project has 25 or more parking spaces per §166.
9			
10			
11	<u>Off-Street Freight Loading, Non-Residential</u>	<u>§§ 150, 152, <u>152.3</u>, 153 - 155, 161, 204.5</u>	None required if <u>gross Occupied fFloor aArea</u> is less than 10,000 square feet. Exceptions permitted per §§ <u>152.3 155 and 161</u> .
12			
13			
14	<u>Bicycle Parking, Non-Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
15	****	****	****
16			

17 **SEC. 730. INNER SUNSET NEIGHBORHOOD COMMERCIAL DISTRICT.**

18 * * * *

19 **Table 730. INNER SUNSET NEIGHBORHOOD COMMERCIAL DISTRICT**
20 **ZONING CONTROL TABLE**

21			Inner Sunset NCD
22	Zoning Category	§ References	Controls
23	BUILDING STANDARDS		
24	****		
25			

Street Frontage and Public Realm		
****	****	****
Vehicular Access Restrictions	§ 155(r)	<i>As described in § 155(r) None</i>

RESIDENTIAL STANDARDS AND USES		
Development Standards		
****	****	****
Off-Street Parking, <u>Residential Requirements</u>	§§ 145.1, 150, 151, 153 - 156, 161 , 166, <u>167</u> , 204.5	No car parking required. Maximum permitted per § 151. <i>Bike parking required per §155.2.</i> If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
<u>Off-Street Freight Loading, Residential</u>	§§ 150, 152, <u>152.3</u> , <u>153 - 155</u> , <u>204.5</u>	<u>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</u>
<u>Bicycle Parking, Residential</u>	§§ <u>160 - 160.3</u>	<u>Required</u>
****	****	****
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
****	****	****
Off-Street Parking, <u>Non-Residential Requirements</u>	§§ 145.1, 150, 151, 153 - 156, 161 , 166, 204.5	No car parking required. Maximum permitted per § 151. <i>Bike parking required per Section 155.2.</i> Car share spaces required when a project has 25 or more parking spaces per §166.
Off-Street Freight Loading, <u>Non-Residential</u>	§§ 150, 152, <u>152.3</u> , 153 - 155, 161 , 204.5	None required if gross <u>Occupied Floor Area</u> is less than 10,000 square feet. Exceptions permitted per §§ <u>152.3</u> 155 and 161 .

<u>Bicycle Parking, Non-Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
* * * *	* * * *	* * * *

SEC. 731. NORIEGA STREET NEIGHBORHOOD COMMERCIAL DISTRICT.

* * * *

**Table 731. NORIEGA STREET NEIGHBORHOOD COMMERCIAL DISTRICT
ZONING CONTROL TABLE**

Noriega Street NCD		
Zoning Category	§ References	Controls
BUILDING STANDARDS		
* * * *		
Street Frontage and Public Realm		
* * * *	* * * *	* * * *
Vehicular Access Restrictions	§ 155(r)	<u>As described in § 155(r) None</u>
* * * *		
RESIDENTIAL STANDARDS AND USES		
Development Standards		
* * * *	* * * *	* * * *
<u>Off-Street Parking, Residential Requirements</u>	§§ 145.1, 150, 151, 153 - 156, 161 , 166, <u>167</u> , 204.5	<u>No</u> car parking required. Maximum permitted per § 151. Bike parking required per §155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
<u>Off-Street Freight Loading, Residential</u>	<u>§§ 150, 152, 152.3, 153 - 155, 204.5</u>	<u>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</u>
<u>Bicycle Parking, Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
* * * *	* * * *	* * * *

NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
****	****	****
Off-Street Parking, <i>Non-Residential Requirements</i>	§§ 145.1, 150, 151, 153 - 156, 161 , 166, 204.5	No car parking required. Maximum permitted per § 151. <i>Bike parking required per Section 155.2.</i> Car share spaces required when a project has 25 or more parking spaces per §166.
Off-Street Freight Loading, <i>Non-Residential</i>	§§ 150, 152 , 152.3 , 153 - 155, 161 , 204.5	None required if gross <i>Occupied</i> f <i>Floor</i> a <i>Area</i> is less than 10,000 square feet. Exceptions permitted per §§ 152.3 155 and 161 .
<i>Bicycle Parking, Non-Residential</i>	§§ 160 - 160.3	<i>Required</i>
****	****	****

SEC. 732. IRVING STREET NEIGHBORHOOD COMMERCIAL DISTRICT.

* * * *

Table 732. IRVING STREET NEIGHBORHOOD COMMERCIAL DISTRICT

Irving Street NCD		
Zoning Category	§ References	Controls
BUILDING STANDARDS		

Street Frontage and Public Realm		
****	****	****
Vehicular Access Restrictions	§ 155(r)	<i>As described in § 155(r) None</i>

RESIDENTIAL STANDARDS AND USES		
Development Standards		

1	****	****	****
2			No car parking required. Maximum
3	<u>Off-Street Parking, Residential</u>	§§ 145.1, 150, 151,	permitted per § 151. Bike parking
4	<u>Requirements</u>	153 - 156, 161 , 166,	required per §155.2. If car parking is
5		<u>167</u> , 204.5	provided, car share spaces are
6			required when a project has 50
7	<u>Off-Street Freight Loading,</u>	§§ 150, 152, <u>152.3</u> ,	units or more per § 166.
8	<u>Residential</u>	<u>153 - 155, 204.5</u>	
9			<u>None required if Occupied Floor Area</u>
10	<u>Bicycle Parking, Residential</u>	§§ <u>160 - 160.3</u>	<u>is less than 100,000 square feet.</u>
11	****	****	<u>Exceptions permitted per § 152.3.</u>
12	NON-RESIDENTIAL STANDARDS AND USES		
13	Development Standards		
14	****	****	****
15			
16	<u>Off-Street Parking, Non-</u>	§§ 145.1, 150, 151,	No car parking required. Maximum
17	<u>Residential Requirements</u>	153 - 156, 161 , 166,	permitted per § 151. Bike parking
18		204.5	required per Section 155.2. Car share
19			spaces required when a project has
20	<u>Off-Street Freight Loading, Non-</u>	§§ 150, 152, <u>152.3</u> ,	25 or more parking spaces per §166.
21	<u>Residential</u>	153 - 155, 161 , 204.5	
22			None required if gross <u>Occupied f</u> Floor
23	<u>Bicycle Parking, Non-Residential</u>	§§ <u>160 - 160.3</u>	<u>Area</u> is less than 10,000 square
24	****	****	feet. Exceptions permitted per §§
25			<u>152.3</u> 155 and 161.

SEC. 733. TARAVAL STREET NEIGHBORHOOD COMMERCIAL DISTRICT.

* * * *

**Table 733. TARAVAL STREET NEIGHBORHOOD COMMERCIAL DISTRICT
ZONING CONTROL TABLE**

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

		Taraval Street NCD
Zoning Category	§ References	Controls
BUILDING STANDARDS		
* * * *		
Street Frontage and Public Realm		
* * * *	* * * *	* * * *
Vehicular Access Restrictions	§ 155(r)	<i>As described in § 155(r) None</i>
* * * *		
RESIDENTIAL STANDARDS AND USES		
Development Standards		
* * * *	* * * *	* * * *
<u>Off-Street Parking, Residential Requirements</u>	§§ 145.1, 150, 151, 153 - 156, 161 , 166, <u>167</u> , 204.5	No car parking required. Maximum permitted per § 151. Bike parking required per §155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
<u>Off-Street Freight Loading, Residential</u>	§§ <u>150, 152, 152.3, 153 - 155, 204.5</u>	<u>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</u>
<u>Bicycle Parking, Residential</u>	§§ <u>160 - 160.3</u>	<u>Required</u>
* * * *	* * * *	* * * *
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
* * * *	* * * *	* * * *
<u>Off-Street Parking, Non-Residential Requirements</u>	§§ 145.1, 150, 151, 153 - 156, 161 , 166, 204.5	No car parking required. Maximum permitted per § 151. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per §166.

Off-Street Freight Loading, <i>Non-Residential</i>	§§ 150, 152, 152.3, 153 - 155, 161, 204.5	None required if <i>gross Occupied f</i> loor a Area is less than 10,000 square feet. Exceptions permitted per §§ 152.3 155 and 161.
<i>Bicycle Parking, Non-Residential</i>	§§ 160 - 160.3	<i>Required</i>
* * * *	* * * *	* * * *

SEC. 734. JUDAH STREET NEIGHBORHOOD COMMERCIAL DISTRICT.

* * * *

**Table 734. JUDAH STREET NEIGHBORHOOD COMMERCIAL DISTRICT
ZONING CONTROL TABLE**

Judah Street NCD		
Zoning Category	§ References	Controls
BUILDING STANDARDS		
* * * *		
Street Frontage and Public Realm		
* * * *	* * * *	* * * *
Vehicular Access Restrictions	§ 155(r)	<i>As described in § 155(r) None</i>
* * * *		
RESIDENTIAL STANDARDS AND USES		
Development Standards		
* * * *	* * * *	* * * *
Off-Street Parking, <i>Residential Requirements</i>	§§ 145.1, 150, 151, 153 - 156, 161, 166, 167, 204.5	No car parking required. Maximum permitted per § 151. <i>Bike parking required per §155.2.</i> If car parking is provided, car share spaces are

		required when a project has 50 units or more per § 166.
<u>Off-Street Freight Loading, Residential</u>	<u>§§ 150, 152, 152.3, 153 - 155, 204.5</u>	<u>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</u>
<u>Bicycle Parking, Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
* * * *	* * * *	* * * *
NON-RESIDENTIAL STANDARDS AND USES		
Development Standards		
* * * *	* * * *	* * * *
<u>Off-Street Parking, Non-Residential Requirements</u>	<u>§§ 145.1, 150, 151, 153 - 155, 161, 204.5</u>	No car parking required. Maximum permitted per § 151. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per §166.
<u>Off-Street Freight Loading, Non-Residential</u>	<u>§§ 150, 152, 152.3, 153 - 155, 161, 204.5</u>	None required if gross <u>Occupied Floor Area</u> is less than 10,000 square feet. Exceptions permitted per §§ <u>152.3</u> 155 and 161 .
<u>Bicycle Parking, Non-Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
* * * *	* * * *	* * * *

SEC. 750. NCT-1 – NEIGHBORHOOD COMMERCIAL TRANSIT CLUSTER DISTRICT.

* * * *

**Table 750. NEIGHBORHOOD COMMERCIAL TRANSIT CLUSTER DISTRICT NCT-1
ZONING CONTROL TABLE**

		NCT-1
Zoning Category	§ References	Controls
* * * *		

RESIDENTIAL STANDARDS AND USES

Development Standards

****	****	****
Off-Street Parking, <u>Residential Requirements</u>	§§ 145.1, 150, 151- 1 , 153 - 156, 166, <u>167</u> , 204.5	<u>No</u> C car parking not required. P up to one space for each two Dwelling Units; C up to 0.75 spaces for each Dwelling Unit, subject to the criteria and procedures of Section 151.1(f) ; NP above 0.75 spaces per Dwelling Unit. Bike parking required per § 155.2 . If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
<u>Off-Street Freight Loading, Residential</u>	<u>§§ 150, 152, 152.3, 153 - 155, 204.5</u>	<u>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</u>
<u>Bicycle Parking, Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
****	****	****

NON-RESIDENTIAL STANDARDS

Development Standards

****	****	****
Off-Street Parking, <u>Non-Residential Requirements</u>	§§ 145.1, 150, 151- 1 , 153 - 156, 166, 204.5	<u>No</u> C car parking not required. Limits set forth in Section 151- 1 . Bike parking required per Section 155.2 . Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading, <u>Non-Residential</u>	§§ 150, 152, <u>152.3</u> , 153 - 155, 161 , 204.5	None required if gross <u>Occupied</u> f Floor a Area is less than 10,000 square feet. Exceptions permitted per §§ <u>152.3</u> 155 and 161 .
<u>Bicycle Parking, Non-Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>

* * * *	* * * *	* * * *
---------	---------	---------

SEC. 751. NCT-2 – SMALL-SCALE NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT.

* * * *

**Table 751. SMALL-SCALE NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT
NCT-2
ZONING CONTROL TABLE**

		NCT-2
Zoning Category	§ References	Controls
* * * *		
RESIDENTIAL STANDARDS AND USES		
Development Standards		
* * * *		
<i>Off-Street Parking, Residential Requirements</i>	§§ 145.1, 150, 151-1, 153 - 156, 166, 167 , 204.5	<i>No</i> car parking not required. P up to one space for each two Dwelling Units; C up to 0.75 spaces for each Dwelling Unit, subject to the criteria and procedures of Section 151.1(f) ; NP above 0.75 spaces per Dwelling Unit. Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
<i>Off-Street Freight Loading, Residential</i>	<u>§§ 150, 152, 152.3, 153 - 155, 204.5</u>	<i>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</i>
<i>Bicycle Parking, Residential</i>	<u>§§ 160 - 160.3</u>	<i>Required</i>
* * * *		
NON-RESIDENTIAL STANDARDS		
Development Standards		

1	****	****	****
2	Off-Street Parking, <u>Non-Residential Requirements</u>	§§ 145.1, 150, 151. 1 , 153 - 156, 166, 204.5	No Car parking not required. Limits set forth in Section 151. 1 . Bike parking required per Section 155.2 . Car share spaces required when a project has 25 or more parking spaces per § 166.
3	Off-Street Freight Loading, <u>Non-Residential</u>	§§ 150, 152, <u>152.3</u> , 153 - 155, 161 , 204.5	None required if gross <u>Occupied</u> f Floor a Area is less than 10,000 square feet. Exceptions permitted per §§ <u>152.3</u> 155 and 161 .
4	<u>Bicycle Parking, Non-Residential</u>	§§ <u>160 - 160.3</u>	<u>Required</u>
5	****	****	****

12 **SEC. 752. NCT-3 – MODERATE-SCALE NEIGHBORHOOD COMMERCIAL TRANSIT**
13 **DISTRICT.**

14 * * * *

15 **Table 752. MODERATE-SCALE NEIGHBORHOOD COMMERCIAL TRANSIT**
16 **DISTRICT NCT-3**
17 **ZONING CONTROL TABLE**

18			NCT-3
19	Zoning Category	§ References	Controls
20	BUILDING STANDARDS		
21	****		
22	Street Frontage and Public Realm		
23	****		
24	Vehicular Access Restrictions	§ 155(r)	<u>As described in § 155(r) Prohibited on Marlet Street, Church Street, and</u>
25			

1			<i>Mission Street. C required on Duboce Street, Haight Street</i>
2	* * * *		
3	RESIDENTIAL STANDARDS AND USES		
4	Development Standards		
5	* * * *	* * * *	* * * *
6	<u>Off-Street Parking, Residential Requirements</u>	§§ 145.1, 150, 151- 1 , 153 - 156, 166, 167 , 204.5	<i>No C</i> car parking <i>not</i> required. P up to 0.5 spaces per Dwelling Unit; <u>NP above C up to 0.75 spaces P per Dwelling Unit. Bike parking required per § 155.2.</u> If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
7			
8	<u>Off-Street Freight Loading, Residential</u>	<u>§§ 150, 152, 152.3, 153 - 155, 204.5</u>	<i>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</i>
9	<u>Bicycle Parking, Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
10	* * * *	* * * *	* * * *
11	NON-RESIDENTIAL STANDARDS		
12	Development Standards		
13	* * * *	* * * *	* * * *
14	<u>Off-Street Parking, Non-Residential Requirements</u>	§§ 145.1, 150, 151- 1 , 153 - 156, 166, 204.5	<i>No C</i> car parking <i>not</i> required. Limits set forth in Section 151- 1 . <i>Bike parking required per Section 155.2.</i> Car share spaces required when a project has 25 or more parking spaces per § 166.
15			
16	<u>Off-Street Freight Loading, Non-Residential</u>	<u>§§ 150, 152, 152.3, 153 - 155, 161, 204.5</u>	None required if gross <u>Occupied f</u> loor a Area is less than 10,000 square feet. Exceptions permitted per §§ <u>152.3 155 and 161</u> .
17	<u>Bicycle Parking, Non-Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
18	* * * *	* * * *	* * * *
19			
20			
21			
22			
23			
24			
25			

* * * *	* * * *	* * * *
---------	---------	---------

SEC. 753. SOMA NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT.

* * * *

**Table 753. SOMA NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT
ZONING CONTROL TABLE**

		SoMa NCT
Zoning Category	§ References	Controls
BUILDING STANDARDS		
* * * *		
Street Frontage and Public Realm		
* * * *		
Vehicular Access Restrictions	§ 155(r)	Prohibited on 6th Street for its entirety within the District <i>and as described in § 155(r)</i>
* * * *		
RESIDENTIAL STANDARDS AND USES		
Development Standards		
* * * *	* * * *	* * * *
Off-Street Parking, <i>Residential Requirements</i>	§§ 145.1, 150, 151-1, 153 - 156, 166, <u>167</u> , 204.5	<i>No</i> Car parking not required. P up to 0.5 spaces per Dwelling Unit; C up to 0.75 spaces Per Dwelling Unit. Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
<i>Off-Street Freight Loading, Residential</i>	§§ 150, 152, 152.3, <u>153 - 155</u> , <u>204.5</u>	<i>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</i>
<i>Bicycle Parking, Residential</i>	§§ 160 - 160.3	<i>Required</i>
* * * *	* * * *	* * * *

NON-RESIDENTIAL STANDARDS		
Development Standards		
****	****	****
Off-Street Parking, <u>Non-Residential Requirements</u>	§§ 145.1, 150, 151. 1 , 153 - 156, 166, 204.5	No Car parking not required. Limits set forth in Section 151. 1 . Bike parking required per Section 155.2 . Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading, <u>Non-Residential</u>	§§ 150, 152, <u>152.3</u> , 153 - 155, 161 , 204.5	None required if gross <u>Occupied</u> f Floor a Area is less than 10,000 square feet. Exceptions permitted per §§ <u>152.3</u> 155 and 161 .
<u>Bicycle Parking, Non-Residential</u>	§§ <u>160 - 160.3</u>	<u>Required</u>
****	****	****

SEC. 754. MISSION STREET NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT.

* * * *

Table 754. MISSION STREET NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT ZONING CONTROL TABLE

		Mission Street NCT
Zoning Category	§ References	Controls
BUILDING STANDARDS		

Street Frontage and Public Realm		

Vehicular Access Restrictions	§ 155(r)	Prohibited on Mission Street for the entirety of the District and on 16th

1			Street between Guerrero and Capp Streets <i>and as described in § 155(r)</i>
2	* * * *		
3	RESIDENTIAL STANDARDS AND USES		
4	Development Standards		
5	* * * *	* * * *	* * * *
6	Off-Street Parking, <u>Residential Requirements</u>	§§ 145.1, 150, 151- 1 , 153 - 156, 166, <u>167</u> , 204.5	<u>No</u> C car parking not required. P up to 0.5 spaces per Dwelling Unit; C up to 0.75 spaces per Dwelling Unit. Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
7			
8	<u>Off-Street Freight Loading, Residential</u>	<u>§§ 150, 152, 152.3, 153 - 155, 204.5</u>	<u>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</u>
9	<u>Bicycle Parking, Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
10	* * * *	* * * *	* * * *
11	NON-RESIDENTIAL STANDARDS		
12	Development Standards		
13	* * * *	* * * *	* * * *
14	Off-Street Parking, <u>Non-Residential Requirements</u>	§§ 145.1, 150, 151- 1 , 153 - 156, 166, 204.5	<u>No</u> C car parking not required. Limits set forth in Section 151- 1 . Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
15			
16	<u>Off-Street Freight Loading, Non-Residential</u>	<u>§§ 150, 152, <u>152.3</u>, 153 - 155, 161, 204.5</u>	<u>None required if gross Occupied flloor aArea is less than 10,000 square feet. Exceptions permitted per §§ <u>152.3</u> 155 and 161.</u>
17	<u>Bicycle Parking, Non-Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
18	* * * *	* * * *	* * * *
19			
20			
21			
22			
23			
24			
25			

* * * *	* * * *	* * * *
---------	---------	---------

SEC. 755. OCEAN AVENUE NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT.

* * * *

**Table 755. OCEAN AVENUE NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT
ZONING CONTROL TABLE**

		Ocean Avenue NCT
Zoning Category	§ References	Controls
BUILDING STANDARDS		
* * * *		
Street Frontage and Public Realm		
* * * *		
Vehicular Access Restrictions	§ 155(r)	Prohibited on Ocean Avenue within the District <i>and as described in § 155(r)</i>
* * * *		
RESIDENTIAL STANDARDS AND USES		
Development Standards		
* * * *	* * * *	* * * *
Off-Street Parking, <i>Residential Requirements</i>	§§ 145.1, 150, 151.1, 153 - 156, 166, <u>167</u> , 204.5	<i>No</i> Car parking not required. P up to one space per Dwelling Unit; NP above. Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
<i>Off-Street Freight Loading, Residential</i>	<u>§§ 150, 152, 152.3, 153 - 155, 204.5</u>	<i>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</i>
<i>Bicycle Parking, Residential</i>	<u>§§ 160 - 160.3</u>	<i>Required</i>
* * * *	* * * *	* * * *
NON-RESIDENTIAL STANDARDS		

Development Standards		
****	****	****
Off-Street Parking, <u>Non-Residential Requirements</u>	§§ 145.1, 150, 151- 1 , 153 - 156, 166, 204.5	No Car parking not required. Limits set forth in Section 151- 1 . <u>Bike parking required per Section 155.2</u> . Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading, <u>Non-Residential</u>	§§ 150, 152, <u>152.3</u> , 153 - 155, 161 , 204.5	None required if gross <u>Occupied</u> f floor a Area is less than 10,000 square feet. Exceptions permitted per §§ <u>152.3</u> 155 and 161 .
<u>Bicycle Parking, Non-Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
****	****	****

SEC. 756. GLEN PARK NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT.

* * * *

**Table 756. GLEN PARK NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT
ZONING CONTROL TABLE**

Glen Park NCT		
Zoning Category	§ References	Controls
BUILDING STANDARDS		

Street Frontage and Public Realm		

Vehicular Access Restrictions	§ 155(r)	Prohibited on Diamond and Chenery Streets <u>within the District and as described in § 155(r)</u>

RESIDENTIAL STANDARDS AND USES

Development Standards

****	****	****
<u>Off-Street Parking, Residential Requirements</u>	§§ <u>145.1</u> , 150, 151, <u>153 - 156</u> , 166, <u>167</u> , <u>204.5</u>	<u>No</u> C car parking not required. P up to one space per Dwelling Unit; NP above. Bike parking required per § 155.2 . If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
<u>Off-Street Freight Loading, Residential</u>	§§ <u>150</u> , <u>152</u> , <u>152.3</u> , <u>153 - 155</u> , <u>204.5</u>	<u>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</u>
<u>Bicycle Parking, Residential</u>	§§ <u>160 - 160.3</u>	<u>Required</u>
****	****	****

NON-RESIDENTIAL STANDARDS

Development Standards

****	****	****
<u>Off-Street Parking, Non-Residential Requirements</u>	§§ 145.1, 150, 151, 1 , 153 - 156, 166, 204.5	<u>No</u> C car parking not required. Limits set forth in Section 151. 1 . Bike parking required per Section 155.2 . Car share spaces required when a project has 25 or more parking spaces per § 166..
<u>Off-Street Freight Loading, Non-Residential</u>	§§ 150, <u>152</u> , <u>152.3</u> , 153 - 155, 161 , 204.5	None required if gross <u>Occupied f</u> F loor <u>A</u> A rea is less than 10,000 square feet. Exceptions permitted per §§ <u>152.3</u> 155 and 161 .
<u>Bicycle Parking, Non-Residential</u>	§§ <u>160 - 160.3</u>	<u>Required</u>
****	****	****

		Controls by Story		
		1st	2nd	3rd+
* * * *				
Automotive Use Category				
Automotive Uses*	§§ 102, 202.2(b)	NP	NP	NP
* * * *	* * * *	* * * *	* * * *	* * * *
Parking Lot, Public	§§ 102, 142, 156	C (5)	C	C
* * * *				

* Not listed below

* * * *

(5) P only for parcels located in both the Glen Park NCT and RH-2 zoning districts where the property has been used as a Public Parking Lot for the past 10 years without the benefit of a permit, and the adjoining RH-2 parcel is no larger than 40 feet by 110 feet. Unless reenacted, this note shall expire by operation of law 72 months after the effective date of the ordinance in Board File No. 180191. Upon its expiration, any approved Public Parking Lot shall be removed and the current zoning control shall apply. Any approval of a Public Parking Lot use pursuant to this note shall be conditioned upon the recordation of a Notice of Special Restrictions reflecting these conditions, subject to the approval as to form of the Planning Department and the City Attorney. Upon the expiration of this note, the City Attorney is authorized to take steps to remove this note from the Planning Code.

SEC. 757. FOLSOM STREET NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT.

* * * *

Table 757. FOLSOM STREET NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT ZONING CONTROL TABLE

		Folsom Street NCT
Zoning Category	§ References	Controls
BUILDING STANDARDS		
* * * *		
Street Frontage and Public Realm		
* * * *		
Vehicular Access Restrictions	§ 155(r)	<i>As described in § 155(r) None</i>
* * * *		
RESIDENTIAL STANDARDS AND USES		
Development Standards		
* * * *	* * * *	* * * *
<u>Off-Street Parking, Residential Requirements</u>	§§ 145.1, 150, 151.1, 153 - 156, 166, 167, 204.5	<i>No car parking not required. P up to 0.5 spaces per Dwelling Unit; C up to 0.75 spaces per Dwelling Unit. Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.</i>
<u>Off-Street Freight Loading, Residential</u>	<u>§§ 150, 152, 152.3, 153 - 155, 204.5</u>	<i>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</i>
<u>Bicycle Parking, Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
* * * *	* * * *	* * * *
NON-RESIDENTIAL STANDARDS		
Development Standards		
* * * *	* * * *	* * * *
<u>Off-Street Freight Loading, Non-Residential</u>	§§ 150, 152, <u>152.3</u> , 153 - 155, 161 , 204.5	<i>None required if gross Occupied Floor Area is less than 10,000 square feet. Exceptions permitted per §§ <u>152.3</u> 155 and 161.</i>
<u>Bicycle Parking, Non-Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>

* * * *	* * * *	* * * *
---------	---------	---------

SEC. 758. REGIONAL COMMERCIAL DISTRICT.

* * * *

**Table 758. REGIONAL COMMERCIAL DISTRICT
ZONING CONTROL TABLE**

Regional Commercial District		
Zoning Category	§ References	Controls
BUILDING STANDARDS		
* * * *		
Street Frontage and Public Realm		
* * * *		
Vehicular Access Restrictions	§ 155(r)	<i>As described in § 155(r) None</i>
* * * *		
RESIDENTIAL STANDARDS AND USES		
Development Standards		
* * * *	* * * *	* * * *
<i>Off-Street Parking, Residential Requirements</i>	§§ 145.1, 150, 151.1, 153 - 156, 166, 167, 204.5	<i>No Car parking not required. P up to 0.5 spaces per Dwelling Unit; C up to 0.75 spaces per Dwelling Unit. Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.</i>
<i>Off-Street Freight Loading, Residential</i>	§§ 150, 152, 152.3, 153 - 155, 204.5	<i>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</i>
<i>Bicycle Parking, Residential</i>	§§ 160 - 160.3	<i>Required</i>
* * * *	* * * *	* * * *
NON-RESIDENTIAL STANDARDS		

Development Standards		
****	****	****
Off-Street Parking, <u>Non-Residential Requirements</u>	§§ 145.1, 150, 151, 153 , 153 - 156, 166, 204.5	No Car parking not required. Limits set forth in Section 151. 1 . <u>Bike parking required per Section 155.2</u> . Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading, <u>Non-Residential</u>	§§ 150, 152, <u>152.3</u> , 153 - 155, 161 , 204.5	None required if gross <u>Occupied</u> f <u>Floor</u> Area is less than 10,000 square feet. Exceptions permitted per §§ <u>152.3</u> 155 and 161 .
<u>Bicycle Parking, Non-Residential</u>	§§ <u>160 - 160.3</u>	<u>Required</u>
****	****	****

SEC. 759. DIVISADERO STREET NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT.

* * * *

Table 759. DIVISADERO STREET NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT ZONING CONTROL TABLE

		Divisadero Street NCT
Zoning Category	§ References	Controls
BUILDING STANDARDS		

Street Frontage and Public Realm		

Vehicular Access Restrictions	§ 155(r)	<u>As described in § 155(r)</u> None

RESIDENTIAL STANDARDS AND USES

Development Standards

****	****	****
<u>Off-Street Parking, Residential Requirements</u>	§§ 145.1, 150, 151- 1 , 153 - 156, 166, <u>167</u> , 204.5	<u>No</u> C car parking not required. P up to 0.5 spaces per Dwelling Unit; C up to 0.75 spaces per Dwelling Unit; NP above. Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
<u>Off-Street Freight Loading, Residential</u>	§§ 150, 152, <u>152.3</u> , <u>153 - 155</u> , 204.5	<u>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</u>
<u>Bicycle Parking, Residential</u>	§§ <u>160 - 160.3</u>	<u>Required</u>
****	****	****

NON-RESIDENTIAL STANDARDS

Development Standards

****	****	****
<u>Off-Street Parking, Non-Residential Requirements</u>	§§ 145.1, 150, 151- 1 , 153 - 156, 166, 204.5	<u>No</u> C car parking not required. Limits set forth in Section 151- 1 . Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.
<u>Off-Street Freight Loading, Non-Residential</u>	§§ 150, 152, <u>152.3</u> , 153 - 155, 161 , 204.5	None required if gross <u>Occupied f</u> lloor a Area is less than 10,000 square feet. Exceptions permitted per §§ <u>152.3</u> 155 and 161 .
<u>Bicycle Parking, Non-Residential</u>	§§ <u>160 - 160.3</u>	<u>Required</u>
****	****	****

1 **SEC. 760. FILLMORE STREET NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT.**

2 * * * *

3 **Table 760. FILLMORE STREET NEIGHBORHOOD COMMERCIAL TRANSIT**
 4 **DISTRICT**
 5 **ZONING CONTROL TABLE**

		Fillmore St. <u>Street</u> NCT
Zoning Category	§ References	Controls
BUILDING STANDARDS		
* * * *		
Street Frontage and Public Realm		
* * * *		
Vehicular Access Restrictions	§ 155(r)	<i>As described in § 155(r) None</i>
* * * *		
RESIDENTIAL STANDARDS AND USES		
Development Standards		
* * * *	* * * *	* * * *
Off-Street Parking, <u>Residential Requirements</u>	§§ 145.1, 150, 151, 153 - 156, 166, <u>167</u> , 204.5	<u>No</u> car parking not required. P up to 0.5 spaces per Dwelling Unit; C up to 0.75 spaces per Dwelling Unit; NP above. Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
<u>Off-Street Freight Loading, Residential</u>	<u>§§ 150, 152, 152.3, 153 - 155, 204.5</u>	<u>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</u>
<u>Bicycle Parking, Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
* * * *	* * * *	* * * *
NON-RESIDENTIAL STANDARDS		

Development Standards		
****	****	****
Off-Street Parking, <u>Non-Residential Requirements</u>	§§ 145.1, 150, 151, 153 , 153 - 156, 166, 204.5	No Car parking not required. Limits set forth in Section 151. 1 . <u>Bike parking required per Section 155.2</u> . Car share spaces required when a project has 25 or more parking spaces per § 166.
Off-Street Freight Loading, <u>Non-Residential</u>	§§ 150, 152, <u>152.3</u> , 153 - 155, 161 , 204.5	None required if gross <u>Occupied</u> f Area is less than 10,000 square feet. Exceptions permitted per §§ <u>152.3</u> 155 and 161 .
<u>Bicycle Parking, Non-Residential</u>	§§ <u>160 - 160.3</u>	<u>Required</u>
****	****	****

SEC. 761. HAYES-GOUGH NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT.

* * * *

**Table 761. HAYES-GOUGH NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT
ZONING CONTROL TABLE**

		Hayes-Gough NCT
Zoning Category	§ References	Controls
BUILDING STANDARDS		

Street Frontage and Public Realm		

Vehicular Access Restrictions	§ 155(r)	Prohibited on Hayes Street between Franklin and Laguna Streets, and on Octavia Street between Hayes and Fell Streets; CU required on Haight between Market and Webster Streets

1			and on Octavia between Fell and Market Streets; <i>and as described in § 155(r). None</i>
2			
3	* * * *		
4	RESIDENTIAL STANDARDS AND USES		
5	Development Standards		
6	* * * *	* * * *	* * * *
7	Off-Street Parking, <u>Residential Requirements</u>	§§ 145.1, 150, 151- 1 , 153 - 156, 166, <u>167</u> , 204.5	<u>No</u> € car parking not required. P up to 0.5 spaces per Dwelling Unit; € up to 0.75 spaces per Dwelling Unit. NP above 0.75 spaces per Dwelling Unit. <u>Bike parking required per § 155.2.</u> If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
8			
9			
10			
11			
12	<u>Off-Street Freight Loading, Residential</u>	§§ 150, 152, <u>152.3</u> , <u>153 - 155</u> , 204.5	<u>None required if Occupied Floor Area is less than 100,000 square feet.</u> <u>Exceptions permitted per § 152.3.</u>
13			
14	<u>Bicycle Parking, Residential</u>	§§ 160 - 160.3	<u>Required</u>
15	* * * *	* * * *	* * * *
16	NON-RESIDENTIAL STANDARDS		
17	Development Standards		
18	* * * *	* * * *	* * * *
19	Off-Street Parking, <u>Non-Residential Requirements</u>	§§ 145.1, 150, 151- 1 , 153 - 156, 166, 204.5	<u>No</u> € car parking not required. Limits set forth in Section 151- 1 . <u>Bike parking required per Section 155.2.</u> Car share spaces required when a project has 25 or more parking spaces per § 166.
20			
21			
22			
23	Off-Street Freight Loading, <u>Non-Residential</u>	§§ 150, 152, <u>152.3</u> , 153 - 155, 161 , 204.5	None required if gross <u>Occupied f</u> lloor a Area is less than 10,000 square feet. Exceptions permitted per §§ <u>152.3</u> 155 and 161 .
24			
25			

<i>Bicycle Parking, Non-Residential</i>	§§ 160 - 160.3	<i>Required</i>
* * * *	* * * *	* * * *

SEC. 762. VALENCA STREET NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT.

* * * *

Table 762. VALENCA STREET NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT ZONING CONTROL TABLE

Valencia Street NCT		
Zoning Category	§ References	Controls
BUILDING STANDARDS		
* * * *		
Street Frontage and Public Realm		
* * * *		
Vehicular Access Restrictions	§ 155(r)	Prohibited on Valencia Street between <i>Market 15th</i> and <i>Cesar Chavez, 23rd</i> Streets and <i>on 16th Street between Guerrero and Capp Streets</i> as described in § 155(r)
* * * *		
RESIDENTIAL STANDARDS AND USES		
Development Standards		
* * * *	* * * *	* * * *
Off-Street Parking, <i>Residential Requirements</i>	§§ 145.1, 150, 151.1, 153 - 156, 166, <u>167</u> , 204.5	<i>No</i> <u>C</u> car parking <i>not</i> required. P up to 0.5 spaces per Dwelling Unit; <u>C</u> up to 0.75 spaces per Dwelling Unit. <i>NP</i> above. <i>Bike parking required per § 155.2.</i> If car parking is provided, car share spaces are required when a

		project has 50 units or more per § 166.
<u>Off-Street Freight Loading, Residential</u>	<u>§§ 150, 152, 152.3, 153 - 155, 204.5</u>	<u>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</u>
<u>Bicycle Parking, Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
* * * *	* * * *	* * * *
NON-RESIDENTIAL STANDARDS		
Development Standards		
* * * *	* * * *	* * * *
<u>Off-Street Parking, Non-Residential Requirements</u>	<u>§§ 145.1, 150, 151.1, 153 - 156, 166, 204.5</u>	<u>No Car parking not required. Limits set forth in Section 151.1. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.</u>
<u>Off-Street Freight Loading, Non-Residential</u>	<u>§§ 150, 152, 152.3, 153 - 155, 161, 204.5</u>	<u>None required if gross Occupied Floor Area is less than 10,000 square feet. Exceptions permitted per §§ 152.3 155 and 161.</u>
<u>Bicycle Parking, Non-Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
* * * *	* * * *	* * * *

SEC. 763. 24TH STREET – MISSION NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT.

* * * *

Table 763. 24TH STREET – MISSION NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT ZONING CONTROL TABLE

		24th Street – Mission NCT
--	--	----------------------------------

Zoning Category	§ References	Controls
BUILDING STANDARDS		
* * * *		
Street Frontage and Public Realm		
* * * *		
Vehicular Access Restrictions	§ 155(r)	Prohibited on 24th Street for the entirety of the district, <i>and as described in § 155(r).</i>
* * * *		
RESIDENTIAL STANDARDS AND USES		
Development Standards		
* * * *	* * * *	* * * *
<u>Off-Street Parking, Residential Requirements</u>	§§ 145.1, 150, 151-1, 153 - 156, 166, 167 , 204.5	<u>No</u> Car parking not required. P up to 0.5 spaces per Dwelling Unit; C up to 0.75 spaces per Dwelling Unit. Bike parking required per § 155.2. If car parking is provided, car share spaces are required when a project has 50 units or more per § 166.
<u>Off-Street Freight Loading, Residential</u>	§§ 150, 152, 152.3 , 153 - 155, 204.5	<u>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</u>
<u>Bicycle Parking, Residential</u>	§§ 160 - 160.3	<u>Required</u>
* * * *	* * * *	* * * *
NON-RESIDENTIAL STANDARDS		
Development Standards		
* * * *	* * * *	* * * *
<u>Off-Street Freight Loading, Non-Residential</u>	§§ 150, 152, 152.3 , 153 - 155, 161 , 204.5	None required if gross <u>Occupied f</u> lloor <u>a</u> Area is less than 10,000 square feet. Exceptions permitted per §§ 152.3 155 and 161.

1	<u>Bicycle Parking, Non-Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
2	****	****	****

3 **SEC. 764. UPPER MARKET STREET NEIGHBORHOOD COMMERCIAL TRANSIT**
4 **DISTRICT.**

5 * * * *

6 **Table 764. UPPER MARKET STREET NEIGHBORHOOD COMMERCIAL TRANSIT**
7 **DISTRICT**

8 **ZONING CONTROL TABLE**

		Upper Market Street NCT
Zoning Category	§ References	Controls
BUILDING STANDARDS		

Street Frontage and Public Realm		

Vehicular Access Restrictions	§ 155(r)	Prohibited on Market Street from Embarcadero to Castro Street; CU required on Duboce Street from Noe to Market Streets; <i>and as described in § 155(r).</i>

RESIDENTIAL STANDARDS AND USES		
Development Standards		
****	****	****
Off-Street Parking, <u>Residential Requirements</u>	§§ <u>145.1, 150, 151-1, 153 - 156, 161, 166, 167, 204.5</u>	<u>No</u> Car parking not required. P up to 0.5 spaces per Dwelling Unit; <u>C</u> up to 0.75 spaces per Dwelling Unit. <u>not permitted NP</u> above .75 spaces per Dwelling Unit. <u>Bike parking required per § 155.2.</u> If car parking is provided, car share spaces are

		required when a project has 50 units or more per § 166.
<u>Off-Street Freight Loading, Residential</u>	<u>§§ 150, 152, 152.3, 153 - 155, 204.5</u>	<u>None required if Occupied Floor Area is less than 100,000 square feet. Exceptions permitted per § 152.3.</u>
<u>Bicycle Parking, Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
****	****	****

NON-RESIDENTIAL STANDARDS

Development Standards

****	****	****
<u>Off-Street Parking, Non-Residential Requirements</u>	<u>§§ 145.1, 150, 151.1, 153 - 156, 166, 204.5</u>	<u>No Car parking not required. Limits set forth in Section 151.1. Bike parking required per Section 155.2. Car share spaces required when a project has 25 or more parking spaces per § 166.</u>
<u>Off-Street Freight Loading, Non-Residential</u>	<u>§§ 150, 152, 152.3, 153 - 155, 161, 204.5</u>	<u>None required if gross Occupied Floor Area is less than 10,000 square feet. Exceptions permitted per §§ 152.3 155 and 161.</u>
<u>Bicycle Parking, Non-Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
****	****	****

		Controls by Story		
		1st	2nd	3rd+

Automotive Use Category				
Automotive Uses*	<u>§§ 102, 187.1, 202.2(b), 202.5</u>	NP	NP	NP
****	****	****	****	****

1	<i>Parking Lot, Private</i>	§§ 102, 141, 156	€	€	€
2	<i>Parking Lot, Public</i>	§§ 102, 141, 156	€	€	€
3	* * * *				

4 **SEC. 780.1. LAKESHORE PLAZA SPECIAL USE DISTRICT.**

5 * * * *

6 (b) **Controls.** The controls for the NC-S District, as set forth in Section 713 of this
7 Code, shall apply to the Lakeshore Plaza Special Use District, except as provided below:

8	<i>Zoning Category No.</i>	Controls
9	10	The 26-40-X height district requires e Conditional # Use approval for heights over 26 feet not exceeding 40 feet.
10	27	Hours of o Operation shall be permitted as a p Principal # Use from 6 a.m. to 11 p.m. and as a e Conditional # Use from 11 p.m. to 6 a.m.
11	30	General advertising signs are not permitted.
12	41	Bars are permitted as e Conditional # Uses at the first and second stories.
13	44	Bars are permitted as Conditional Uses at the first and second stories.
14	46	Movie t Theatres are permitted as e Conditional # Uses at the first and second stories.
15	48	Other General e Entertainment and Nighttime Entertainment are is permitted as a e Conditional # Use at the first and second stories.
16	49	Financial s Services are permitted as p Principal # Uses at the third story.
17	51, .52, .53	Medical Health s Services, p Personal s Services and b Business or Retail p Professional s Services are permitted as p Principal # Uses at the third story.
18	64	Mortuaries are not permitted.
19	69A	Restaurants are permitted as Conditional Uses at the first and second stories.
20	70	Non-Retail Professional Administrative s Services are permitted as p Principal # Uses at the first, second, and third stories.
21	81	Other institutions, large, Child Care Facility, School, Post-Secondary Educational Institution, Residential Care Facility, Social Service or Philanthropic Facility are permitted as e Conditional # Uses at the first, second, and third stories.
22		
23	82	Other institutions, small, are permitted as conditional uses at the first, second and third stories.
24	90	Residential # Uses are permitted as e Conditional # Uses at the first and second stories and not permitted above the second story.
25		

1 2 3	<p>91, 92, 93 Residential density for dDwelling uUnits is one unit per 3,000 sq. ft. of lot area; gGroup hHousing is not permitted; minimum usable open space per dDwelling uUnit is 300 sq. ft. if private and 400 sq. ft. if common.</p>
4	<p>95 <i>Community residential garages are permitted as conditional uses at the first story and below and not permitted above the first story.</i></p>

SEC. 803.5. GOOD NEIGHBOR POLICIES GOVERNING USES IN MIXED USE DISTRICTS.

* * * *

(b) **Good Neighbor Policies for Nighttime Entertainment Activities in Eastern Neighborhoods Mixed Use Districts and Downtown Residential Districts.** Within Eastern Neighborhoods Mixed Use Districts and Downtown Residential Districts where ~~u~~Nighttime ~~e~~Entertainment activities, as defined ~~by in~~ Section 102.17 of this Code, are permitted as a ~~p~~Principal or ~~e~~Conditional ~~u~~Use shall not be allowed except on conditions which, in the judgment of the Zoning Administrator or ~~City~~ Planning Commission, as applicable, are reasonably calculated to insure that the quiet, safety and cleanliness of the premises and vicinity are maintained. Such conditions shall include, but not be limited to, the following:

* * * *

(6) The establishment shall provide ~~adequate parking for patrons free of charge or at a rate or manner that would encourage use of parking by establishment patrons. Adequate signage shall be~~ well-lit and prominently displayed signage to advertise the availability and location of ~~such~~ parking resources, taxi and passenger loading areas, secure bicycle parking and bike share, and public transit services for establishment patrons; and

* * * *

(8) Any indoor and/or outdoor activity allowed as a ~~p~~Principal or ~~e~~Conditional ~~u~~Use and located within 100 feet of a ~~r~~Residential or ~~l~~Live/~~w~~Work ~~u~~Unit shall, during the period from 10:00 p.m. to 6:00 a.m., insure that sound levels emanating from such activities do not exceed

1 the acceptable noise levels established for residential uses by the San Francisco Noise
 2 Ordinance; and

3 * * * *

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

5 * * * *

6 **Table 810**

7 **CHINATOWN COMMUNITY BUSINESS DISTRICT ZONING CONTROL TABLE**

No.	Zoning Category	§ References	Chinatown Community Business Controls
* * * *			
<u>NON-RESIDENTIAL COMMERCIAL AND INSTITUTIONAL STANDARDS AND USES SERVICES</u>			
* * * * *			
.22	Off-Street Parking, <i>Non-Residential Commercial and Institutional</i>	§§ 150, 151. 1 , 153 - 156, 166, 204.5, 303	None required. <i>Maximum permitted per § 151.</i>
.23	Off-Street Freight Loading, <i>Non-Residential</i>	§§ 150, 152 , 152.3 , 153 - 155, 204.5	Generally, none required if <i>Occupied gross floor area</i> is less than 10,000 sq. ft. §§ 152, 161(b) . Exception <u>s</u> permitted per § 152.3 155 .
* * * * *			

No.	Zoning Category	§ References	Chinatown Community Business Controls by Story		
			1st	2nd	3rd+
* * * *					
RESIDENTIAL STANDARDS AND USES					
.94	Off-Street Parking, Residential	§§ 150, 151. 1 , 153 - 156, 166, 167, 204.5, 303	P up to one car for each two Dwelling Units but subject to § 155; C up to .75 cars for each Dwelling Unit, subject to the criteria and procedures of Sections		

			303(u) and 151.1(e), NP above 0.75 cars for each Dwelling Unit. § 303(u) # 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 Retail Controls

<u>NON-RESIDENTIAL COMMERCIAL AND INSTITUTIONAL STANDARDS AND USES SERVICES</u>			
*****	*****	*****	*****
.22	Off-Street Parking, <i>Non-Residential Commercial and Institutional</i>	§§ 150, 151. 1 , 153 - 156, 166, 167, 204.5, 303	None required. <i>Maximum permitted per § 151.</i>
.23	Off-Street Freight Loading, <i>Non-Residential</i>	§§ 150, 152 , 152.3 , 153 - 155, 204.5	Generally, none required if <i>Occupied gross floor area</i> is less than 10,000 sq. ft. §§ 152, 161(b) . Exception <u>s</u> permitted per § 152.3 155 .
*****	*****	*****	*****

No.	Zoning Category	§ References	Chinatown Visitor Retail Controls by Story		
			1st	2nd	3rd+

RESIDENTIAL STANDARDS AND USES			
.94	Off-Street Parking, Residential	§§ 150, 151. 1 , 153 - 156, 166, 167, 204.5, 303	None required. P up to one car for each two Dwelling Units, but subject to § 155; C up to .75 cars for each Dwelling Unit, subject to the criteria and procedures of Sections 303(u) and 151.1(e), NP above 0.75 cars for each Dwelling Unit.
*****	*****	*****	*****

SEC. 812. CHINATOWN RESIDENTIAL NEIGHBORHOOD COMMERCIAL DISTRICT.

Table 812

CHINATOWN RESIDENTIAL NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROL TABLE

No.	Zoning Category	§ References	Chinatown Community Business Controls

<u>NON-RESIDENTIAL COMMERCIAL AND INSTITUTIONAL STANDARDS AND USES SERVICES</u>			

.22	Off-Street Parking, <u>Non-Residential Commercial and Institutional</u>	§§ 150, 151. 1 , 153 - 156, 166, 204.5, 303	None required. <u>Maximum permitted per § 151.</u>
.23	Off-Street Freight Loading, <u>Non-Residential</u>	§§ 150, <u>152, 152.3</u> , 153 - 155, 204.5	Generally, none required if <u>Occupied gross floor area</u> is less than 10,000 sq. ft. §§ 152, 161(b) . Exception <u>s</u> permitted per § <u>152.3 155</u> .

No.	Zoning Category	§ References	Chinatown Community Business Controls by Story		
			1st	2nd	3rd+

RESIDENTIAL STANDARDS AND USES			
.94	Off-Street Parking, Residential	§§ 150, 151- I , 153 - 156, <u>166, 167</u> , 204.5, 303	None required. P up to one car for each two Dwelling Units, but subject to § 155; C up to .75 cars for each Dwelling Unit, subject to the criteria and procedures of Sections 303(u) and 151.1(e), NP above 0.75 cars for each Dwelling Unit.
* * * *	* * * *	* * * *	* * * *

SEC. 814. SPD – SOUTH PARK DISTRICT.

Table 814

SPD – SOUTH PARK DISTRICT ZONING CONTROL TABLE

No.	Zoning Category	§ References	South Park District Controls
* * * *			
<u>NON-RESIDENTIAL COMMERCIAL AND INSTITUTIONAL STANDARDS AND USES SERVICES</u>			
* * * *			
814.10	Off-Street Parking, Residential	§§ <u>150</u> , 151- I , <u>153 - 156, 166, 167, 204.5</u>	None required. Limits set forth in Section § 151- I .
814.11	Off-Street Parking, Non-Residential	§§ 150, 151- I , 153 - 156, 166, 204.5, 303	None required. Limits set forth in Section § 151- I .
* * * *			

SEC. 823. WESTERN SOMA SPECIAL USE DISTRICT.

* * * *

(c) **Controls.** All provisions of the Planning Code shall apply except as otherwise provided in this Section.

(1) **Rear Yard.** The requirements of Section 134 shall apply except as follows:

1 (A) Front Setback Credit for Rear Yards in the RED-MX District. The
2 required rear yard in the RED-MX District may be reduced by the distance of any provided
3 front setback, as measured from the property line to the main building wall. The front setback
4 shall be measured as the line of greatest depth of any portion of the front building wall that
5 occupies at least one-half ~~1/2~~ the width between the side lot lines of the property. However, in
6 no case shall the rear yard be reduced to less than 15 feet.

7 * * * *

8 (2) **Open Space.** The requirements of Section 135 shall apply except as
9 follows:

10 * * * *

11 (B) **Roof Decks.** Roof decks shall not qualify as required private or
12 common useable open space pursuant to Section 135 of this Code. For the purpose of this
13 section, a roof deck shall be defined as a deck located on the roof of the highest story of a
14 building, or a deck at the highest story of a building if the enclosed ~~g~~Gross ~~f~~Floor ~~a~~Area of that
15 story is less than 50% ~~percent~~ of the gross square footage of the footprint of the subject
16 building.

17 * * * *

18 (4) **Nonconforming Uses.** A legal nonconforming ~~n~~Nighttime ~~e~~Entertainment
19 use located in a building that is demolished may be re-established within a newly constructed
20 replacement building on the same lot with a ~~e~~Conditional ~~u~~Use authorization pursuant to
21 Section 303 of this Code, and pursuant to the following criteria:

22 (A) The ~~g~~Gross ~~f~~Floor ~~a~~Area of the re-established nonconforming
23 ~~n~~Nighttime ~~e~~Entertainment use may be increased up to 25% ~~percent~~ more than the area it
24 occupied in the building proposed for demolition;

25

1 (B) If the nonconforming ~~n~~Nighttime ~~e~~Entertainment use is not re-
2 established in the new building within three years of vacating the building proposed for
3 demolition it shall be considered abandoned pursuant to Planning Code Section 183.

4 * * * *

5 (8) **Recreation Facilities.** The demolition of recreation facilities, as defined
6 in Section 890.81 of this Code, shall be governed by the following:

7 (A) Demolition of an existing recreation facility shall require
8 ~~e~~Conditional ~~u~~Use authorization from the Planning Commission, pursuant to Section 303 of
9 this Code. In granting such ~~e~~Conditional ~~u~~Use authorization, the Planning Commission must
10 also find the following:

11 * * * *

12 (9) **Buffers from Nighttime Entertainment and Animal Services.**
13 Additional requirements applicable to ~~n~~Nighttime ~~e~~Entertainment uses and ~~k~~Kennels, as
14 defined in Section ~~102 224~~, are as follows:

15 (A) **Nighttime Entertainment.** No portion of a non-accessory
16 ~~n~~Nighttime ~~e~~Entertainment use, ~~as defined in Section 102.17 of this Code,~~ shall be permitted within
17 200 linear feet of any property within a RED or RED-MX District. This buffer shall not apply to
18 any ~~n~~Nighttime ~~e~~Entertainment use within the WMUO District where a ~~n~~Nighttime
19 ~~e~~Entertainment use that was established with a building permit application or a permit from the
20 Entertainment Commission or San Francisco Police Department was in operation within five
21 years prior to submission of a building permit application to re-establish a ~~n~~Nighttime
22 ~~e~~Entertainment use.

23 (B) **Kennels Animal Services.** No portion of ~~a Kennel an animal service~~
24 ~~use, as defined in Section 224 of this Code, and~~ that operates as a 24-hour facility, shall be
25

1 permitted within 200 linear feet of an existing building containing a legal residential use, as
2 defined in Section 890.88, within an RED or RED-MX District.

3 (10) **Formula Retail Uses.** In addition to existing findings required in Planning
4 Code Section 303.1 for *f*Formula *r*Retail uses requiring *e*Conditional *u*Use authorization in the
5 Western SoMa Special Use District, the Planning Commission shall consider the following
6 criteria.

7 (A) **Size.** The new *f*Formula *r*Retail use shall be similar in size to other
8 nearby retail uses. For the purposes of this subsection, "nearby" shall mean all other retail
9 uses on the subject and opposite block face.

10 (B) **Clustering.** The new *f*Formula *r*Retail use shall have sufficient
11 separation from other *f*Formula *r*Retail uses in the area and would thereby avoid clustering.
12 For purposes of this subsection, "sufficient separation" shall mean no more than two *f*Formula
13 *r*Retail uses on the proposed block face and two *f*Formula *r*Retail uses on the opposite block
14 face.

15 (C) **Design.** The new *f*Formula *r*Retail use should:
16 (i) not be located in a stand-alone building, have a drive-thru
17 window, or have multiple curb cuts;
18 (ii) be integrated with non-*f*Formula *R*etail uses within the same
19 building or development;
20 (iii) have its primary retail frontage, and provide pedestrian
21 access, from a public sidewalk and not from a parking lot;
22 (iv) provide publicly accessible open space whenever possible.

23 (D) **Other.** The new *f*Formula *r*Retail use should participate in
24 formalized local resident job hiring programs.

25 (11) **Major Developments Requesting Height Bonuses.**

1 (A) **Applicability.** The controls of this ~~S~~subsection (c)(II) shall apply to
2 any project that meets all of the following thresholds:

- 3 (i) The project site is greater than .5 acre;
- 4 (ii) The project is located within a split height district;
- 5 (iii) The project proposes a building with a height above its
6 permitted base height;
- 7 (iv) The project is not located in the SALI District.

8 (B) **Controls.** The project shall require ~~e~~Conditional ~~u~~Use authorization
9 from the Planning Commission pursuant to Section 303 of this Code, and shall not require a
10 Large Project Authorization if otherwise required under Section 329, and shall be subject to
11 the following criteria:

12 (i) As a component of such ~~e~~Conditional ~~u~~Use authorization,
13 the project may seek specific exceptions to the provisions of this Code as provided under
14 Section 329;

15 ~~(ii) — The space-efficient parking criteria of Section 151.1(g)(1)(B)(i)~~
16 ~~shall only apply to parking on the ground floor and above, and shall not apply to parking located below~~
17 ~~grade in basement levels;~~

18 ~~(ii-iii)~~ Horizontal mass reductions controls, pursuant to Section
19 270.1 of this Code, shall not apply;

20 ~~(iii-iv)~~ The project shall demonstrate that it minimizes the impacts
21 of proposed ~~n~~Non-~~r~~Residential ~~u~~Uses on any adjacent properties in the RED and RED-MX
22 Districts. Specifically, the following potential conflicts shall be addressed:

23 * * * *

24
25

1 (i~~v~~) Projects on development sites of 3 acres or greater are
2 permitted to contain up to 24,999 gross square feet of ~~o~~Office use, and up to 24,999 gross
3 square feet of retail use, regardless of the controls of the underlying zoning district.

4 (v~~i~~) Projects on development sites greater than .5 acre, but less
5 than 3 acres, shall be subject to the Tier B affordable housing requirements of Section
6 419.3(b)(2) of this Code.

7 **SEC. 825. DTR – DOWNTOWN RESIDENTIAL DISTRICTS.**

8 * * * *

9 (b) **Building and Development Standards.** In addition to or in-lieu of the
10 requirements and standards elsewhere in this Code, the following building and development
11 standards are applicable in the Downtown Residential Districts.

12 (1) **Street-Facing Use Requirements.** Pedestrian-oriented ~~e~~Commercial,
13 ~~r~~Residential, ~~i~~Institutional ~~u~~Uses, and community services are required ground floor uses on
14 all street facing frontages per the standards of Section 145.1 and 145.4, except for the
15 minimum frontage required for fire doors, parking and loading access, and other utilities.

16 (2) **Lot Coverage.** The requirements of Section 134 shall not apply in DTR
17 Districts. Except as more specifically limited in the Section governing an individual DTR
18 district, lot coverage is limited to ~~80% percent~~ at all residential levels except on levels in which
19 all ~~r~~Residential ~~u~~Units face onto a public right-of-way or mid-block pedestrian path meeting the
20 minimum standards of this Section 825. The unbuilt portion of the lot shall be open to the sky
21 except for those obstructions permitted in yards pursuant to Section 136(c). Exceptions to the
22 ~~20% percent~~ open area requirement may be granted, pursuant to the provisions of Section
23 309.1, for conversions of existing non-residential structures where it is determined that
24 provision of ~~20% percent~~ open area would require partial demolition of the existing non-
25 residential structure.

1 (c) **Use.** A use is the specified purpose for which a property or building is used,
2 occupied, maintained, or leased. Uses in Downtown Residential Districts are either permitted,
3 conditional, accessory, temporary or are not permitted. If there are two or more uses in a
4 structure, any use not classified in Section 825(c)(1)(C) below as accessory will be considered
5 separately as an independent permitted, conditional, temporary or not permitted use. This
6 Section 825 shall not authorize a change in use if the new use or uses are otherwise prohibited.

7 (1) **Permitted Uses.**

8 (A) **Principal Uses.** All uses are permitted as Principal Uses as of
9 right in a Downtown Residential district unless otherwise indicated as a Conditional Use or
10 Not Permitted in this Section 825 of this Code or any other Section governing an individual
11 DTR District. Additional requirements and conditions may be placed on particular uses as
12 provided pursuant to Section 803.5 and other applicable provisions of this Code.

13 (B) **Conditional Uses.** Conditional ~~u~~Uses are permitted in a
14 Downtown Residential District, when authorized by the Planning Commission; whether a use
15 is conditional in a given district is indicated in the Section of this Code governing the individual
16 DTR District. Conditional Uses are subject to the applicable provisions set forth in Sections
17 178, 179, 303, and 803.5 of this Code.

18 (i) Notwithstanding any other provision of this Article 8, a
19 change in use or demolition of a movie theater use, as ~~set forth~~ defined in Section 890.64, shall
20 require ~~e~~Conditional ~~u~~Use authorization. ~~This Section shall not authorize a change in use if the new~~
21 ~~use or uses are otherwise prohibited.~~

22 (C) **Accessory Uses.** Subject to the limitations set forth below, in
23 Section 151-~~I~~, and elsewhere in this Code, an ~~a~~Accessory ~~u~~Use ~~is a related minor use which is~~
24 ~~either necessary to the operation or enjoyment of a lawful principal use or Conditional Use, or is~~
25 ~~appropriate, incidental and subordinate to any such use, and shall be permitted as an accessory use~~

1 in a Downtown Residential District. In order to accommodate a *p*Pincipal *u*Use which is
2 carried out by one business in multiple locations within the same general area, such
3 *a*Accessory *u*Use need not be located in the same structure or lot as its *p*Pincipal *u*Use
4 provided that (1) the *p*Pincipal *u*Use is located within 1,000 feet of the *p*Pincipal *u*Use; (2) the
5 multiple locations existed on the effective date of this amendment; and (3) the existence of the
6 multiple locations is acknowledged in writing by the Zoning Administrator within 60 days after
7 the effective date of this amendment. Any use, which does not qualify as an *a*Accessory *u*Use,
8 shall be classified as a *p*Pincipal *u*Use. No use will be considered accessory to a *p*Pincipal
9 *u*Use, which involves or requires any of the following:

10 (i) The use of more than one-third of the total *o*Occupied *f*Floor
11 *a*Area which is occupied by both the *a*Accessory *u*Use and *p*Pincipal *u*Use to which it is
12 accessory, combined, except in the case of accessory off-street parking or loading which shall
13 be subject to the provisions of Sections 151-~~1~~, 156 and 303 of this Code;

14 (ii) Nighttime *e*Entertainment, *m*Massage *e*Establishment, or
15 *m*Movie *t*Theater;

16 (iii) Any sign not conforming to the limitations of Section
17 607.2(f)(3).

18 (D) **Temporary Uses.** Temporary uses not otherwise permitted are
19 permitted in Downtown Residential Districts to the extent authorized by Sections 205 through
20 205.4 of this Code.

21 * * * * (E) **Prohibited Uses.**

22 * * * *

23 (iii) The establishment of a use that sells alcoholic beverages,
24 other than beer and wine, concurrent with motor vehicle fuel is prohibited, and shall be
25 governed by Section 202.2(b) ~~229~~.

1 (2) **Residential Use Controls.** Unless otherwise specified in a Section
2 governing an individual DTR District, the following residential use controls shall apply:

3 (A) **Required Residential to Non-Residential Use Ratio.** For newly
4 constructed buildings or additions which exceed ~~20% percent~~ or more of an existing structure's
5 ~~g~~Gross ~~f~~Floor ~~a~~Area, at least six occupiable square feet of residential use shall be provided for
6 each occupiable square foot of non-residential use, excluding accessory parking, on any lot
7 legally existing. Hotels, inns, or hostels ~~as defined under Section 209.2(d) and (e)~~, time-share or
8 fractional-ownership condominiums, and lawfully existing ~~t~~Live/~~w~~Work ~~u~~Units, as defined in
9 Section 102, shall be considered as non-residential uses for the purpose of this section, and do
10 not satisfy the residential requirement. Exemption from the required use ratio for building
11 additions of less than ~~20% percent~~ may not be granted for any single lot if such an exemption
12 would increase the total square footage of the building to an amount ~~20% percent~~ greater than
13 existed on the lot since the adoption of this Section.

14 (B) For newly constructed buildings or additions, which exceed ~~20%~~
15 ~~percent~~ or more of an existing structure's ~~g~~Gross ~~f~~Floor ~~a~~Area, all building area above 85 feet
16 in height shall be devoted to residential use.

17 (C) **Residential Density.** There shall be no density limit for
18 ~~r~~Residential ~~u~~Uses in Downtown Residential Districts. The provisions of Sections 207 through
19 208 related to residential density shall not apply.

20 * * * *

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

22 * * * *

23 **Table 827**
24 **RINCON HILL DOWNTOWN RESIDENTIAL MIXED USE DISTRICT**
25 **ZONING CONTROL TABLE**

No.	Zoning Category	§ References	Rincon Hill Downtown Residential Mixed Use District Zoning Controls
Building and Site Standards			
* * * *			
.16	Parking and Loading Access: Siting and Dimensions	§§ 145.14, 151.1 , 155(r)	No parking permitted aboveground, except on sloping sites. Parking access limited to two openings, max. 11' wide each, loading access limited to one 15' opening. § 825(b)(7) and 827(a)(8).
* * * *			
Non-Residential Standards and Uses			
* * * *			
.23	Off-Street Parking [Office uses]	§§ 150, 151. 1 , 153 - 156, 166, 204.5 303 , <u>303</u>	None Required. Parking that is accessory to office space limited to 7% of GFA.
.24	Off-Street Parking [Non-Residential, other than office uses]	§§ 150, 151. 1 , 153 - 156, 204.5 303 , <u>303</u>	None Required. Parking limited as described in Section 151. 1 .
* * * *			
Residential Standards and Uses			
* * * *			
.50	Accessory Off-Street Parking, Residential	§§ 151. 1 , 153 - 156, 166, 167, 204.5 303 , <u>303</u>	None Required. Up to one car per two Dwelling Units permitted; <i>NP above up to one car per Dwelling Unit per procedures and criteria of Sections 151.1, 825(b)(7) and 827(a)(8).</i>
* * * *			

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

* * * *

Table 829

SOUTH BEACH DOWNTOWN RESIDENTIAL MIXED USE DISTRICT ZONING CONTROL TABLE

No.	Zoning Category	§ References	South Beach Downtown Residential Mixed Use District <i>Zoning</i> Controls
Building and Siting Standards			
.16	Parking and Loading Access: Siting and Dimensions	§§ 145.14, 151.1 , 155(r)	No parking permitted aboveground, except on sloping sites. Parking access limited to two openings, max. 11' wide each, loading access limited to one 15' opening. § 825(b)(7) and 827(a)(8).
Non-Residential Standards and Uses			
.23	Off-Street Parking [Office uses]	§§ 150, 151. 1 , 153 - 156, 166, 204.5 303 , <u>303</u>	None Required. Parking that is accessory to office space limited to 7% of GFA.
.24	Off-Street Parking [Non-Residential, other than office uses]	§§ 150, 151. 1 , 153 - 156, 204.5 303 , <u>303</u>	None Required. Parking limited as described in Section 151. 1 .
Residential Standards and Uses			
.50	Accessory Off-Street Parking, Residential	§§ 151. 1 , 153 - 156, 166, 167, 204.5 303 , <u>303</u>	None Required. Up to one car per two Dwelling Units permitted; NP above up to one car per Dwelling Unit per procedures and criteria of Sections 151.1, 825(b)(7) and 827(a)(8).

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

* * * * *

Table 840

MUG – MIXED USE-GENERAL DISTRICT ZONING CONTROL TABLE

No.	Zoning Category	§ References	Mixed Use-General District Controls
Building and Siting Standards			

1	840.07	Parking and Loading Access: Siting and Dimensions	§§ 145.1, 151.1 , 152.1, <u>152.3</u> , 155	Requirements apply.
2	840.08	Off-Street Parking, Residential	§ 151.1 ,	None required. Limits set forth in Section 151.1
3	* * * *	* * * *	* * * *	* * * *
4	840.10	Off-Street Parking, Non-Residential	§§ 150, 151.1 , 153-156, 166, 167 , 204.5 303 , <u>303</u>	None required. Limits set forth in Section 151.1
5	* * * *	* * * *	* * * *	* * * *

8
9 **SEC. 841. MUR – MIXED USE-RESIDENTIAL DISTRICT.**

10 * * * *

11 **Table 841**

12 **MUR – MIXED USE-RESIDENTIAL DISTRICT ZONING CONTROL TABLE**

13	No.	Zoning Category	§ References	Mixed Use-Residential District Controls
14	Building and Siting Standards			
15	* * * *	* * * *	* * * *	* * * *
16	841.06	Parking and Loading Access: Prohibition	§ 155(r)	<i>As described in § 155(r) None</i>
17	841.07	Parking and Loading Access: Siting and Dimensions	§§ 145.1, 151.1 , 152.1, <u>152.3</u> , 155	Requirements apply.
18	841.08	Off-Street Parking, Residential	§§ <u>150</u> , 151.1 , <u>153</u> - <u>156</u> , <u>166</u> , <u>167</u> , <u>204.5</u>	None required. Limits set forth in Section 151.1
19	* * * *	* * * *	* * * *	* * * *
20	841.10	Off-Street Parking, Non-Residential	§§ 150, 151.1 , 153 - 156, 166, 204.5 303 , <u>303</u>	None required. Limits set forth in Section 151.1
21	* * * *	* * * *	* * * *	* * * *
22	* * * *	* * * *	* * * *	* * * *
23	* * * *	* * * *	* * * *	* * * *
24	* * * *	* * * *	* * * *	* * * *
25	* * * *	* * * *	* * * *	* * * *

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

2 * * * *

3 **Table 842**

4 **MUO – MIXED USE-OFFICE DISTRICT ZONING CONTROL TABLE**

5

6

No.	Zoning Category	§ References	Mixed Use-Office District Controls
Building and Siting Standards			
* * * *	* * * *	* * * *	* * * *
842.06	Parking and Loading Access: Prohibition	§ 155(r)	<i>As described in § 155(r) None</i>
842.07	Parking and Loading Access: Siting and Dimensions	§§ 145.1, 151.1 , 152.1, <u>152.3</u> , 155	Requirements apply.
842.08	Off-Street Parking, Residential	§§ <u>150</u> , 151.1 , <u>153 - 156</u> , <u>166</u> , <u>167</u> , <u>204.5</u>	None required. Limits set forth in Section 151.1
* * * *	* * * *	* * * *	* * * *
842.10	Off-Street Parking, Non-Residential	§§ 150, 151.1 , 153 - 156, 166, 204.5 <u>303</u> , <u>303</u>	None required. Limits set forth in Section 151.1
* * * *	* * * *	* * * *	* * * *

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

18 * * * *

19 **Table 843**

20 **UMU – URBAN MIXED USE DISTRICT ZONING CONTROL TABLE**

21

22

No.	Zoning Category	§ References	Urban Mixed Use District Controls
Building and Siting Standards			
* * * *	* * * *	* * * *	* * * *
843.06	Parking and Loading Access: Prohibition	§ 155(r)	<i>As described in § 155(r) None</i>

25

843.07	Parking and Loading Access: Siting and Dimensions	§§ 145.1, 151.1 , 152.1, <u>152.3</u> , 155	Requirements apply.
843.08	Off-Street Parking, Residential	§§ <u>150</u> , 151.1 , 153 - 156 , <u>166</u> , <u>167</u> , <u>204.5</u>	None required. Limits set forth in Section 151. 1
****	****	****	****
843.10	Off-Street Parking, Non-Residential	§§ 150, 151.1 , 153 - 156, 166, 204.5 303 , <u>303</u>	None required. Limits set forth in Section 151. 1
****	****	****	****

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

* * * * *

Table 844

WMUG – WSOMA MIXED USE-GENERAL DISTRICT ZONING CONTROL TABLE

No.	Zoning Category	§ References	WSoMa Mixed Use-General District Controls
Building and Siting Standards			
****	****	****	****
844.06	Parking and Loading Access; Prohibition	§ 155(r)	<i>As described in § 155(r) None</i>
844.07	Parking and Loading Access: Siting and Dimensions	§§ 145.1, 151.1 , 152.1, <u>152.3</u> , 155	Requirements apply.
844.08	Off-Street Parking, Residential	§§ <u>150</u> , 151.1 , 153 - 156 , <u>166</u> , <u>167</u> , <u>204.5</u>	None required. Limits set forth in Section 151. 1
****	****	****	****
844.10	Off-Street Parking, Non-Residential	§§ 150, 151.1 , 153 - 156, 166, 204.5 303 , <u>303</u>	None required. Limits set forth in Section 151. 1
****	****	****	****

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

2 * * * *

3 **Table 845**

4 **WMUO – WSOMA MIXED USE-OFFICE DISTRICT ZONING CONTROL TABLE**

No.	Zoning Category	§ References	WSoMa Mixed Use-Office District Controls
Building and Siting Standards			
* * * *	* * * *	* * * *	* * * *
845.07	Parking and Loading Access: Siting and Dimensions	§§ 145.1, 151.1 , 152.1, <u>152.3</u> , 155	Requirements apply.
845.08	Off-Street Parking, Residential	§ 151. 1 ,	None required. Limits set forth in Section 151. 1
* * * *	* * * *	* * * *	* * * *
845.10	Off-Street Parking, Non-Residential	§§ 150, 151. 1 , 153 - 156, 166, 204.5303 , <u>303</u>	None required. Limits set forth in Section 151. 1
* * * *	* * * *	* * * *	* * * *

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

17 * * * *

18 **Table 846**

19 **SALI – SERVICE/ARTS/LIGHT INDUSTRIAL DISTRICT ZONING CONTROL TABLE**

No.	Zoning Category	§ References	SALI District Controls
Building and Siting Standards			
* * * *	* * * *	* * * *	* * * *
846.06	Parking and Loading Access; Prohibition	§ 155(r)	No curb cuts permitted on corner lots onto alleys, as defined in the Western SoMa Community Plan, containing RED

			or RED-MX Districts, <i>and as described in § 155(r).</i>
846.07	Parking and Loading Access: Siting and Dimensions	§§ 145.1, 151.1 , 152.1, <u>152.3</u> , 155	Requirements apply.
* * * *	* * * *	* * * *	* * * *
846.10	Off-Street Parking, Non-Residential	§§ 150, 151.1 , 153 - 156, 166, 204.5303 , <u>303</u>	None required. Limits set forth in Section 151.1
* * * *	* * * *	* * * *	* * * *

SEC. 848. CMUO - CENTRAL SOMA MIXED-USE OFFICE DISTRICT.

* * * *

Table 848

CMUO – CENTRAL SOMA MIXED USE-OFFICE DISTRICT ZONING CONTROL

TABLE

<i>Central SoMa Mixed Use-Office District Controls</i>		
Zoning Category	§ References	<u>Central SoMa Mixed Use Office District Controls</u>

* * * *		
RESIDENTIAL STANDARDS AND USES		
Development Standards		
* * * *	* * * *	* * * *
Off-Street Parking, <u>Residential</u>	§§ 150, 151. 1 , 153, 156, 166, 167, <u>204.5</u>	<u>No</u> C car parking not required. Limits set forth in §151. 1 . <u>Bicycle Parking required pursuant to §155.2.</u> If car parking is provided, car share spaces are required when a project has 50 units or more pursuant to §166.
<u>Off-Street Loading, Residential</u>	<u>§§ 105, 152.1, 152.3, 153 – 155, 204.5</u>	<u>Required per § 152.1. Exceptions permitted per § 152.3.</u>
<u>Bicycle Parking, Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
* * * *	* * * *	* * * *
NON-RESIDENTIAL STANDARDS & USES		
Development Standards		
* * * *	* * * *	* * * *
Off-Street Parking, <u>Non-Residential</u>	§§ 145.1, 150, 151. 1 , 153 - 156, 166, 204.5	<u>No</u> C car parking not required. Limits set forth in § 151. 1 . <u>Bicycle parking required pursuant to § 155.2.</u> Car share spaces required when a project has 25 or more parking spaces pursuant to § 166.
Off-Street Freight Loading, <u>Non-Residential</u>	§§ 150, 152.1, <u>152.3</u> , 153 - 155, 161 , 204.5	Pursuant to § 152.1. <u>Exceptions permitted per § 152.3.</u>
<u>Bicycle Parking, Non-Residential</u>	<u>§§ 160 - 160.3</u>	<u>Required</u>
* * * *	* * * *	* * * *

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

Certain sections of the Planning Code in Articles other than this Article also apply to Mixed Use Districts. Such sections and their titles are listed below. The following listing is set

1 forth for convenience; in the event of any omission of a provision, that provision shall
 2 nevertheless still apply.

3

4 ***

5 **Parking**

6 Section 150	Off-Street Parking and Loading Requirements
7 Section 151.1	Schedule of Permitted Off-Street Parking Spaces in <u>All Specified</u> Districts
8 Sections 152 to 152.3	Schedule of Required Off-Street Freight Loading Spaces
9 Section 153	Rules for Calculation of <i>Required</i> Spaces
10 Section 154	Minimum Dimensions for <i>Required</i> Off-Street Parking and Loading Spaces
11 Section 155	General Standards as to Location and Arrangement of Off-Street Parking and Loading Spaces
12 Sections 155.1 to 155.5	Bicycle Parking Requirements
13 Section 156	Parking Lots
14 Section 159	Required Off Street Parking Not on the Same Lot as Structure or Use Served
15 Sections 160 <u>to 160.3</u>	<u>Bicycle Collective Provision and Joint Use of Required Off-Street Parking Requirements</u>
16 Section 161	Exemptions from Off Street Parking, Freight Loading
17 Section 163	Transportation Management Programs
18 Section 166	Car-Sharing
19 Section 167	Parking Costs Separated from Housing Costs in New Residential Buildings
20 Sections 169 to 169.6	Transportation Demand Management Programs
21	<u>***</u>

22

23 **TABLES 906, 907, 908**

24 **MISSION BAY RESIDENTIAL DISTRICTS**

25 **(MB-R-1, MB-R-2 and MB-R-3) CONTROL TABLES**

No.	Zoning Category	§ References	§ 906 MB-R-1	§ 907 MB-R-2	§ 908 MB-R-3
			Controls		

BUILDING STANDARDS					
****	****	****	****		
.21	Off-Street Parking	§§ 150, 151, 153 - 156, 166, 167, 204.5 960(a)	<i>None required. Maximum permitted per § 151. Generally 1 space d.u</i>		
****	****	****	****		

* * * *

TABLES 909, 910, 911

MISSION BAY NEIGHBORHOOD COMMERCIAL DISTRICTS

(MB-NC-2, MB-NC-3 and MB-CN-S) CONTROL TABLES

No.	Zoning Category	§ References	§ 909 MB-NC-2	§ 910 MB-NC-3	§ 911 MB-NC-S
			Controls		
BUILDING STANDARDS					
****	****	****	****		
.23	<i>Off-street Parking, Nonresidential</i>	§961	<i>1 space/850 gsf</i>	<i>1 space/850 gsf</i>	<i>1 space/850 gsf</i>
.23	<i>Off-Street Parking</i>	§§ 150, 151, 153 - 156, 166, 167, 204.5	<i>None required. Maximum permitted per § 151.</i>		
.24	<i>Off-street Parking, Residential</i>	§960	<i>1 space/ unit</i>	<i>1 space/ unit</i>	<i>1 space/ unit</i>
****	****	****	****	****	****

1 **SEC. 915. MISSION BAY COMMUNITY FACILITIES DISTRICTS (MB-CF).**

2 * * * *

3 **TABLE 915**

4 **MISSION BAY COMMUNITY FACILITIES DISTRICTS**
 5 **(MB-CF) CONTROL TABLE**

No.	Zoning Category	§ References	§ 915 MB-NC-S
Controls			
BUILDING STANDARDS			
****	****	****	****
.14	Off-street Parking	<u>§§ 150, 151, 153 - 156, 166, 167, 204.5.964</u>	<i>None required. Maximum permitted per § 151. R</i>
.15	Off-Street Freight Loading	§ 968	R
****	****	****	****

15 **SEC. 916. MISSION BAY OPEN SPACE DISTRICTS.**

16 * * * *

17 **TABLE 916**

18 **MISSION BAY OPEN SPACE DISTRICTS (MB-OS) CONTROL TABLE**

No.	Zoning Category	§ References	§ 916 MB-OS
Controls			
BUILDING STANDARDS			
* * * *	* * * *	* * * *	* * * *
.16	Off-street Parking	<u>§§ 150, 151, 153 - 156, 166, 167, 204.5.965</u>	<i>None required. Maximum permitted per §151. See text</i>

* * * *	* * * *	* * * *	* * * *
---------	---------	---------	---------

~~**SEC. 960. OFF-STREET PARKING FOR ALL USES IN MB-R DISTRICTS AND FOR RESIDENTIAL USES IN MB-NC DISTRICTS.**~~

~~(a) — **Amount.** The number of off-street parking spaces required for all uses in MB-R Districts and for residential uses in MB-NC Districts shall be the number of spaces specified in Table 151 in Section 151 of this Code for the particular use in question, except that small-scale convenience retail uses in MB-R Districts as defined in Section 996(b)(9), shall have no parking requirement. Additional parking may be provided subject to the limitations of Section 204.5.~~

~~(b) **Location.** Off-street parking spaces shall be located as provided in Section 159.~~

~~**SEC. 961. OFF-STREET PARKING FOR NONRESIDENTIAL USES IN MB-NC DISTRICTS.**~~

~~(a) — **Amount.** The number of off-street parking spaces required for nonresidential uses in the MB-NC-2, MB-NC-3, and MB-CN-S Districts shall be one space for each 850 square feet of nonresidential uses, except that the community cultural center on Development Block 32, as provided in the Mission Bay Plan, and nonresidential uses in affordable housing sites on Development Blocks 27A, 33A and 50A shall have no off-street parking requirement. Additional parking may be provided subject to the limitations of Section 204.5.~~

~~(b) — **Location.** Required nonresidential off-street parking spaces shall be provided in collective parking facilities as follows:~~

~~Up to 400 spaces within Development Block 35;~~

~~Up to 240 spaces within Development Block 53; and~~

~~At least 225 spaces within Development Blocks 27, 28, 32, 38, 40, 42 and 44.~~

~~Additional permitted parking may be located in collective parking facilities or as provided in Section 159. Pending development of collective facilities, required off-street parking may be provided in surface lots on undeveloped parcels within the Neighborhood Commercial Districts.~~

1 (c) — ~~**Short-Term Use.** Parking spaces in collective parking structures shall be available to~~
2 ~~the general public and shall not be assigned to a specific use or uses. Rules shall be established and if~~
3 ~~fees are charged, a differential rate structure shall be adopted to discourage long-term use and~~
4 ~~encourage short-term use.~~

5 ~~**SEC. 962. OFF-STREET PARKING IN MB-O AND MB-CI DISTRICTS.**~~

6 (a) — ~~**Amount.** The maximum amount of off-street parking permitted in the MB-O and MB-CI~~
7 ~~Districts is an amount equal to one space for each 1,000 square feet of gross floor area (as defined in~~
8 ~~Section 923(b)) of uses permitted in the districts plus one space for each live/work unit excluded from~~
9 ~~gross floor area pursuant to Section 923(b)(4), except for property zoned MB-CI located east of Owens~~
10 ~~Street for which the maximum amount of off-street parking shall be equal to 2.5 spaces for each 1,000~~
11 ~~square feet of gross floor area. There is no minimum parking requirement.~~

12 (b) — ~~**Location.** Parking may be located under ground, in surface lots, above grade in office~~
13 ~~and commercial industrial buildings or in above-grade parking structures. Parking in above-grade~~
14 ~~structures may serve more than one building and may be located anywhere in the same district as the~~
15 ~~use which it serves. In the MB-O District no more than 55 percent of the off-street parking may be~~
16 ~~provided above grade. Parking which is below ground level by half a parking level or more shall be~~
17 ~~excluded from this calculation.~~

18 (c) — ~~**Preferential Use.** Short-term business visitor parking and vanpool and carpool~~
19 ~~commuter parking shall be given preference in the use of the off-street parking spaces which are~~
20 ~~provided pursuant to this Section. This preference shall be implemented in the manner provided in the~~
21 ~~Parking Management component of the Mission Bay Transportation Management Program, a part of~~
22 ~~the Mission Bay Plan.~~

23 ~~**SEC. 963. OFF-STREET PARKING IN THE MB-H DISTRICT.**~~

24 (a) — ~~**Amount.** The number of off-street parking spaces required in the MB-H district shall be~~
25 ~~as provided for districts other than NC Districts in Table 151 of Section 151. Additional parking is~~

1 *permitted provided that the number does not exceed an amount equal to one space for each three guest*
2 *bedrooms.*

3 *(b) — Location. Parking shall be located on site and underground.*

4 **~~SEC. 963. OFF-STREET PARKING IN THE MB-H DISTRICT.~~**

5 *(a) — Amount. The number of off-street parking spaces required in the MB-H district shall be*
6 *as provided for districts other than NC Districts in Table 151 of Section 151. Additional parking is*
7 *permitted provided that the number does not exceed an amount equal to one space for each three guest*
8 *bedrooms.*

9 *(b) — Location. Parking shall be located on site and underground.*

10 **~~SEC. 964. OFF-STREET PARKING IN MB-CF DISTRICTS.~~**

11 *The number of off-street parking spaces required for various uses permitted in the MB-CF*
12 *Districts shall be the number of spaces specified for the particular use in Table 151 in Section 151 of*
13 *this Code, calculated in the manner provided in Section 153.*

14 **~~SEC. 965. OFF-STREET PARKING IN MB-OS DISTRICTS.~~**

15 *In the MB-OS District there is no off-street parking requirement for recreation uses or for the*
16 *small-scale convenience retail uses in Crescent Park as generally indicated in the Mission Bay Plan.*
17 *The maximum number of parking spaces for the houseboat community on the southern edge of China*
18 *Basin Channel shall be fifty spaces, located in accordance with the provisions of Recreation and Open*
19 *Space Design Guidelines Section 5 (Channel Edge at Houseboats) of the Mission Bay Plan.*

20 **~~SEC. 966. OFF-STREET PARKING, CALCULATIONS, DIMENSIONS AND STANDARDS.~~**

21 *Rules for calculating of required spaces shall be as provided in Section 153 (a)1–5 and (b).*
22 *The minimum dimensions for required off-street parking spaces shall be as provided in Section 154 and*
23 *the general standards for their location and arrangement shall be as provided in subsections (h)*
24 *through (o) of Section 155, except as otherwise provided in Sections 960 through 967.*

1 Section 3. The San Francisco Environment Code is hereby amended by revising
2 Section 402, to read as follows:

3 **SEC. 402. TENANT BICYCLE PARKING IN EXISTING COMMERCIAL BUILDINGS.**

4 (a) **Scope.** This Section 402 shall apply to a building the principal occupancy of
5 which is a commercial use, as defined in the Planning Code, that

6 (1) is in existence on the operative date of this Section, or is proposed to be
7 constructed under an already issued permit but is not yet constructed, and

8 (2) is not subject to the applicability measures established in Section 160.1(a)
9 ~~155.2(a)~~ of the Planning Code for bicycle parking requirements.

10 (b) **Bicycle Access to Commercial Buildings.**

11 * * * *

12 (4) **Exception.**

13 (A) **Application.** The owner, lessee, manager, or other person who
14 controls a building may apply to the Director of the Department of the Environment for an
15 exception if:

16 (i) the building's elevators are not available for bicycle access
17 because unique circumstances exist involving substantial safety risks directly related to the
18 use of such elevator; or

19 (ii) there is alternate covered off-street parking or alternate indoor
20 no-cost bicycle parking that meets the layout and security requirements for Class 1 and Class
21 2 bicycle parking spaces as established by Planning Code Sections 160 ~~155.1~~ and 160.1 ~~155.2~~
22 and is available on the premises or within three blocks or 750 feet, whichever is less, of the
23 subject building sufficient to accommodate all tenants of the building requesting bicycle
24 access.

1 The application for an exception shall be submitted to the Department of the
2 Environment in the manner required by that Department. The application shall include the
3 reasons for the application for an exception and supporting documentation.

4 * * * *

5
6 Section 4. Effective Date. This ordinance shall become effective 30 days after
7 enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the
8 ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board
9 of Supervisors overrides the Mayor’s veto of the ordinance.

10
11 Section 5. Scope of Ordinance. In enacting this ordinance, the Board of Supervisors
12 intends to amend only those words, phrases, paragraphs, subsections, sections, articles,
13 numbers, punctuation marks, charts, diagrams, or any other constituent parts of the Municipal
14 Code that are explicitly shown in this ordinance as additions, deletions, Board amendment
15 additions, and Board amendment deletions in accordance with the “Note” that appears under
16 the official title of the ordinance.

17
18 APPROVED AS TO FORM:
19 DENNIS J. HERRERA, City Attorney

20 By: _____
21 JUDITH A. BOYAJIAN
22 Deputy City Attorney

23 n:\legana\as2018\1900212\01372535.docx