



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Planning Code Text Change

FIRST HEARING DATE: FEBRUARY 10, 2011
SECOND HEARING DATE: APRIL 28, 2011

Project Name: Parking in South of Market and Mission Bay
Case Number: 2010.1121T [Board File No. 10-1350]
Initiated by: Supervisor Daly / New Sponsor: Supervisor Kim
Introduced: August 3, 2010
Staff Contact: AnMarie Rodgers, Manager of Legislative Affairs
anmarie.rodgers@sfgov.org, 415-558-6395
Reviewed By: Julian Banales, Team Leader SE Quadrant

Recommendation: **Recommend Approval with Modifications**

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PLANNING CODE AMENDMENT

The proposed Ordinance originally introduced by Supervisor Daly and now sponsored by Supervisor Kim seeks to revise parking, use, and street frontage in select areas to conform to more contemporary policies in San Francisco.

Note: Since the first Planning Commission hearing on February 10, 2011, the Department has received notice from Supervisor Kim that she intends to amend the legislation. In an email dated April 7, 2011, Supervisor Kim's staff summarized the decision as follows: "After further consultation with Planning and Port staff, we are requesting an amendment to the SoMa parking legislation that would exclude parcels in Mission Bay that would be affected by our ordinance-- Mission Bay Office District (Block No. 8701) and Mission Bay Open Space District (Block No. 8719). . . . Because of the current planning processes underway, we will exclude Mission Bay District lots [from the draft Ordinance]".

While the draft Ordinance has not yet been amended, this case report will use underlined text to discuss the Supervisor's desire to remove all proposed modifications within the Mission Bay districts.

Specifically, this legislation would:

- remove minimum parking requirements and establish maximum parking limits in M-1, C-M, and SoMa districts; the Folsom and Main Residential/Commercial Special Use District (SUD) and the Fourth and Freelon Streets SUD to make for better consistency with adjacent districts;
- require that non-residential and non-hotel parking in C-3 in the South of Market Mixed Use districts adjacent to Downtown maintain a fee structure which discourages long-term commuter parking; and
- make parking controls in the Mission Bay Districts that are subject to the Planning Code (two blocks) consistent with requirements of neighboring districts. Update: Supervisor Kim proposes eliminating this proposed change to Mission Bay Districts.

The Way It Is Now & The Way It Will Be:

The Proposed Ordinance amends seven Sections of the Planning Code (hereafter referred to as “Code”). The table on the following page describes how the proposed Ordinance would change parking regulation per Table 151 (Parking Requirements) and Table 151.1 (Maximum Accessory Parking Allowed). In general the Ordinance would amend the five South of Market Mixed Use Districts: Residential Enclave District (RED), Residential/Service District (RSD), Residential/Service District (SLR), Service/Light Industrial District (SLI), and Service/Secondary Office (SSO) District such that parking controls for the residentially-focused districts (RED, RSD, and SLR) mirror recently developed controls for transit neighborhoods (either RTO or NCT). Whereas, parking controls for the districts that tend towards light industrial mixed use (SLR, SLI, and SSO) would use controls for residential parking similar to Eastern Neighborhood Mixed Use districts (MUG, MUR, MOU) while adopting office parking controls equal to the C-3 district.

Update: While the proposed Ordinance before the Commission describes changes to the Mission Bay Districts to use NCT-Ocean residential parking controls and C-3 Office controls, Supervisor Kim has indicated her intent to amend the proposed Ordinance so that it would not create any change to parcels within the Mission Bay Zoning Districts.

Proposed changes to Section 151.1 Schedule of Permitted Off-street Parking¹

District Proposed for change	Residential parking to be equivalent to existing districts	Non-residential parking to be equivalent to existing districts	Office Use* parking to be equivalent to existing districts	Existing & Proposed Residential Parking Controls (described as a ratio of parking spaces per dwelling unit)	Existing & Proposed Office Parking Controls
SLI	MUG, MUR, MOU, SPD	n/a	n/a	<u>Now:</u> 1/du required. <u>Proposed to be:</u> .75/du max cap by CU***	n/a
SSO	MUG, MUR, MOU, SPD	n/a	C-3*	<u>Now:</u> 1/du required. <u>Proposed to be:</u> .75/du max cap by CU***	<u>Now:</u> 1/500sf req. <u>Proposed to be:</u> up to 7% of gross floor area
SLR	NCT	NCT	C-3*	<u>Now:</u> 1/du required. <u>Proposed to be:</u> .75/du max cap by CU	<u>Now:</u> 1/500sf req. <u>Proposed to be:</u> up to 7% of gross floor area
RSD	NCT	NCT	n/a	<u>Now:</u> 1/du required. <u>Proposed to be:</u> .75/du max cap by CU	n/a
RED	RTO	n/a	n/a	<u>Now:</u> 1/du required. <u>Proposed to be:</u> 1/du max cap by CU	n/a
C-M	NCT	C-3	C-3*	<u>Now:</u> 1/du required. <u>Proposed to be:</u> .75/du max cap by CU	<u>Now:</u> 1/500sf req. <u>Proposed to be:</u> up to 7% of gross floor area
Mission Bay Office District and Open Space District**** <u>Update: Supervisor Kim proposes eliminating all proposed changes to Mission Bay Districts.</u>	NCT-Ocean		C-3*	<u>Now:</u> 1/1000sf req., plus 1 space per live/work unit req. in MB-Office District <u>Proposed:</u> Permitted up to one car for each unit; NP above.	<u>Now:</u> 1/1000 sf req., plus 1 space for each live/work unit req. in MB-Office District <u>Proposed to be:</u> up to 7% of gross floor area
M-1	n/a		UMU, PDR-1-G and PDR-1-D	n/a	<u>Now:</u> 1/500sf req. <u>Proposed to be:</u> up to 1/1000sf permitted.

¹ *As accessory parking for office uses is not allowed in the MUG, MUR, MOU, SPD, SLI and NCT districts, the Ordinance proposes using C-3 parking controls.

**n/a indicates the use is not allowed or that accessory parking is not allowed for the use so parking maximum caps are not needed.

***There are greater allowances for residential parking if units have two or more bedrooms.

****The MB Open Space District does not have a parking requirement but does have a cap of 50 spaces for houseboat parking. Update: Supervisor Kim proposes eliminating all proposed changes to Mission Bay Districts.

Below is a summary of each Code Section and descriptions of the existing and proposed controls. The recommendation of the Department is to support the modification, unless noted otherwise. All recommended modifications of the proposed Ordinance are described in detail in the chart below.

SUMMARY OF PROPOSED ZONING CHANGES AND DEPARTMENT RECOMMENDATION

Section	Title	Way it is Now	Way it Would Be	Recommendation
151	Schedule of Required Off-Street Parking Spaces	Establishes required parking for land use types in certain districts	<ol style="list-style-type: none"> Makes minor text edits Removes definitional citation for senior citizens Adds “persons with disabilities” to the list of specific dwellings exempt from parking requirements in all districts except in RH-1 and RH-2 Removes parking requirement for SRO units in the South of Market base area Removes the ability to lessen the parking requirement for large “other business office” uses in the SSO 	<ol style="list-style-type: none"> Approve Minor Modification- this section should cite the current definition for senior citizens: §102.6.1 Approve Approve Approve
151.1	Off-street parking permitted in specific districts	Establishes maximum caps in certain districts.	<ol style="list-style-type: none"> Adds South of Market, Mission Bay and M-1 to districts which do not require parking but instead establishes maximum parking caps Makes the residential parking controls for SLI and SSO districts consistent with current parking controls for the MUG, MUR, MOU, and SPD districts Makes the parking controls for the Mission Bay districts consistent with current parking controls for the Ocean Avenue NCT district. Establishes parking controls for SRO units as follows: the SLI and SSO district SROs would be set at levels equivalent to the MUG, MUR, MOU, and SPD; SRO units in 	<ol style="list-style-type: none"> Approve, with elimination of Mission Bay changes. <u>Update: Supervisor Kim proposes eliminating this proposed change to Mission Bay Districts.</u> Approve Eliminate this per Supervisor’s request. <u>Supervisor Kim proposes eliminating this proposed change to Mission Bay Districts.</u> Approve

Section	Title	Way it is Now	Way it Would Be	Recommendation
			<p>C-M, RSD, and SLR districts would be set at NTC levels; SRO units in the RED would be set at RTO levels;</p> <p>5. Nonresidential uses in the C-M district would have a parking cap equal to the C-3 district</p> <p>6. Office uses in the C-M, SLR, SSO, and Mission Bay districts would have parking controls equivalent to the C-3, DTR, SPD, MUG, MUR, and MOU Districts</p> <p>7. Office use parking controls in the M-1 district would be established at rates equal to the UMU, PDR-1-D and PRD-1-G districts</p> <p>8. Nonresidential uses in the RSD and SLR districts would have parking controls set at NCT district levels</p> <p>9. Within the South of Market Mixed Use Districts, the ZA may require participation in transportation demand management programs in conjunction with granting exceptions for certain uses</p> <p>10. Makes minor text edits.</p>	<p>5. Approve</p> <p>6. Approve with modification. Office uses are not permitted in the SLR so no parking controls are needed for office uses in this district <u>and eliminate changes to Mission Bay Districts.</u></p> <p>7. Approve</p> <p>8. Approve</p> <p>9. Approve</p> <p>10. Approve</p>
155	Standards and location of off-street parking, loading	1. establishes fee structure for off-street parking in C-3 districts	<p>1. Adds C-M, DTR, SLR, SSO, SPD, MUG, MUR, MOU and Mission Bay Districts subject to Article 9 districts which must use legislated parking rates</p> <p>2. Page 21 of draft Ordinance strikes out C-3-R and C-3-G</p> <p>3. Minor changes</p>	<p>1. Approve, <u>with the Supervisor's proposed elimination of the Mission Bay Districts.</u></p> <p>2. Should also strike the "O" in C-3-O so this applies to all CE districts</p> <p>3. Approve</p>
161	Exemptions from Off-Street		1. Adds headers and makes other changes consistent with the Street Frontage Legislation II	1. Approve per modifications recommended in Commission Resolution No. 18250 from

Section	Title	Way it is Now	Way it Would Be	Recommendation
	Parking and Loading Requirements		<p>as recommended by the Planning Commission</p> <ol style="list-style-type: none"> 2. Removes ability of Zoning Administrator to Waive parking requirements for arts activities in SoMa 3. Eliminates the CU requirement for the Commission reduction of parking in various circumstances. 	<p>January 13, 2011 hearing</p> <ol style="list-style-type: none"> 2. Approve 3. Approve per modifications recommended in Commission Resolution No. 18250 from January 13, 2011 hearing
249.1	Folsom And Main Residential /Commercial Special Use District	Establishes specific controls for this SUD, including parking controls.	<ol style="list-style-type: none"> 1. Removes existing controls and establishes parking controls consistent with the Downtown Residential District (DTR). 	<ol style="list-style-type: none"> 1. Approve. <p>In addition, the Department recommends updating Section 249.2(b)(1)(B) to include amendments from the recently approved Better Streets Ordinance Board File No. 10-1194 (310-10 adopted Ordinance).</p>
249.23	Fourth And Freelon Streets Special Use District	Establishes specific controls for this SUD, including a maximum parking cap.	<ol style="list-style-type: none"> 1. Removes maximum parking cap in SUD. The result is that the underlying zoning (SLI) would govern parking controls in this SUD. 	<ol style="list-style-type: none"> 1. Approve.
Part VII of Article 9	Off-Street Parking For Uses In Mission Bay Districts	Establishes specific controls for Mission Bay Districts currently subject to the Planning Code.	<ol style="list-style-type: none"> 1. Deletes §960-969 concerning parking controls in various Mission Bay Districts. The result is that C-3 controls would be applied to office parking and Ocean Avenue NCT controls would be applied to residential parking. 	<ol style="list-style-type: none"> 1. Eliminate this change per Supervisor's request. <u>Supervisor Kim proposes eliminating this proposed change to Mission Bay Districts.</u> See "Basis for Recommendation" on page 6-7 for more details.

REQUIRED COMMISSION ACTION

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

RECOMMENDATION

The Department recommends that the Commission recommend *approval with modifications* as outlined in the chart below to the proposed Ordinance and adopt the attached Draft Resolution to that effect.

BASIS FOR RECOMMENDATION

This legislation is consistent with recent amendments to the Planning Code related to Eastern Neighborhoods and amends the Planning Code to further achieve that goal. The Department supports this concept. Changes are looming in many of the areas where this Ordinance would propose to amend the zoning controls, however, these larger changes could take some time to advance. Therefore, because of the independent utility of this Ordinance it would be beneficial to pass this Ordinance in the interim.

SoMa. The proposed Ordinance appears to apply parking controls as recently adopted with the Eastern Neighborhoods planning effort to the remaining SOMA districts, while matching old SOMA districts with closest analogous new districts. It's important to note that these old SOMA districts would likely be deleted if the Western SOMA Citizen Task Force Plan and the Fourth Street Corridor plan get approved. The Western SOMA Citizen Task Force Plan was consulted in the drafting of the proposed Ordinance and supports the proposal.

Mission Bay. The proposed Ordinance, as currently drafted, would affect the two lots zoned "Mission Bay Districts" that are subject to the Planning Code. Notably, there are only two blocks designated as Mission Bay Districts that are outside of the Mission Bay Redevelopment Areas and therefore, Article 9 of the Planning Code controls these blocks. The Ordinance, as drafted, would impact the Mission Bay Office District (Block No. 8701) and Mission Bay Open Space District (Block No. 8719), as shown on the map below.



Note: Supervisor Kim has indicated that she would amend the Ordinance to remove any changes to these two existing parcels zoned "Mission Bay". Lot No. (SWL) 337, which is currently proposed to be

mixed-use development in partnership with the San Francisco Giants Major League Baseball Team. The proposed Ordinance (as drafted) would change the Mission Bay Districts parking controls to the tightly controlled downtown parking controls for office uses and Ocean Avenue NCT controls for residential uses. While the community involved in the Western SoMa rezoning has been consulted and has approved of the proposed changes for the SoMa parcels, the Mission Bay rezoning processes have not yet begun. The two expected community planning efforts that will explore potential rezoning and proposed development on both of the Mission Bay District lots in the near future include:

- The Planning Department will be working on the Fourth and King Street Railyards Study.
- The Port of San Francisco will lead a community planning effort for Sea Wall Lot No. 337.

The Department supports the Supervisor's expressed intent to not change parking controls in the Mission Bay Districts at this time. Instead by waiting for the upcoming planning processes, a heightened community dialog could consider these changes in the near term.

Folsom and Main SUD. The proposed changes to the parking controls are sensible and are consistent with recent parking policies adopted by the Planning Commission.

Fourth and Freelon SUD. Again, these changes to the parking controls are sensible and are consistent with recent parking policies adopted by the Planning Commission.

Public Parking Rate Changes. The proposed Ordinance would extend controls for paid-parking that currently apply only to the C-3 district to the C-M, DTR, SLR, SSO, SPD, MUG, MUR, MUO and Mission Bay Districts. Update: As indicated by Supervisor Kim, the Ordinance will be amended to remove the Mission Bay Districts from this proposed change. This rate structure² is currently mandated in the C-3 District to discourage commuter parking and is appropriate to apply to paid parking in these core SoMa districts.

Miscellaneous Department Recommended Modifications. The proposed Ordinance would change references to the street tree controls from the outdated Section 143 to the recently changed Section 428(b), (c) and (d). Please note that even more recent changes, as adopted in the Better Streets Plan, have changed this reference to Section 138.1(c)(1). This is but one example. As the potential adoption of this Ordinance is unknown relative to the adoption of other pending Ordinances, the Department wishes to highlight other pending Ordinances. The Department identified that at least six pending and recently adopted ordinances, which amend some of the same sections of the Planning Code and may not be reflected in this draft Ordinance. The Department intends that, if adopted, the Board action in all adopted ordinances be given effect so that the substance of each adopted ordinance is represented. To

² Per Section 155(g), the existing rate charge for four hours of parking duration shall be no more than four times the rate charge for the first hour, and the rate charge for eight or more hours of parking duration shall be no less than 10 times the rate charge for the first hour. Additionally, no discounted parking rate shall be permitted for weekly, monthly or similar time-specific periods.

this end, the Department requests that the City Attorney's office and the publisher harmonize the provisions of each ordinance at the time of adoption.

Board File/Ordinance Number	Working Short Title
101464/25-11	Upper Market Extension
101053/63-11	Consistent Street Frontages II
Not Yet Assigned/pending	Planning Code Clean-Up 2010/Article 10 & 11 Update
100829/286-10	Car-Share
091165/77-10	Parking Requirements in Telegraph Hill, North Beach and Chinatown
101194/310-10	Better Streets Plan

ENVIRONMENTAL REVIEW

The proposed amendment is exempt from environmental review under Section 15060(c)(2) of the CEQA Guidelines.

PUBLIC COMMENT

As of the date of this report, the Planning Department has received no correspondence from the public in support of or opposition to the proposal.

RECOMMENDATION: Recommendation of Approval with Modifications

Attachments:

- Exhibit A: Recommended Modifications
- Exhibit B: Draft Planning Commission Resolution
- Exhibit C: Letter from the Office of Supervisor Jane Kim dated 4/7/11
- Exhibit D: Legislative Digest
 Board of Supervisors File No. 10-1350

**Exhibit A: Planning Commission Proposed Modifications to BoS
File No. 10-1350**

Section	Title	Way it is Now	Way it Would Be	Recommendation
151	Schedule of Required Off-Street Parking Spaces	Establishes required parking for land use types in certain districts	<ol style="list-style-type: none"> Makes minor text edits Removes definitional citation for senior citizens Adds “persons with disabilities” to the list of specific dwellings exempt from parking requirements in all districts except in RH-1 and RH-2 Removes parking requirement for SRO units in the South of Market base area Removes the ability to lessen the parking requirement for large “other business office” uses in the SSO 	<ol style="list-style-type: none"> Approve Minor Modification- this section should cite the current definition for senior citizens: §102.6.1 Approve Approve Approve
151.1	Off-street parking permitted in specific districts	Establishes maximum caps in certain districts.	<ol style="list-style-type: none"> Adds South of Market, Mission Bay and M-1 to districts which do not require parking but instead establishes maximum parking caps Makes the residential parking controls for SLI and SSO districts consistent with current parking controls for the MUG, MUR, MOU, and SPD districts Makes the parking controls for the Mission Bay districts consistent with current parking controls for the Ocean Avenue NCT district. Establishes parking controls for SRO units as follows: the SLI and SSO district SROs would be set at levels equivalent to the MUG, MUR, MOU, and SPD; SRO units in C-M, RSD, and SLR districts would be set at NTC levels; SRO units in the RED would be set at RTO levels; 	<ol style="list-style-type: none"> Approve, with elimination of Mission Bay changes. <u>Update: Supervisor Kim proposes eliminating this proposed change to Mission Bay Districts.</u> Approve Eliminate this per Supervisor’s request. <u>Supervisor Kim proposes eliminating this proposed change to Mission Bay Districts.</u> Approve

**Exhibit A: Planning Commission Proposed Modifications to BoS
File No. 10-1350**

Section	Title	Way it is Now	Way it Would Be	Recommendation
			<ol style="list-style-type: none"> 5. Nonresidential uses in the C-M district would have a parking cap equal to the C-3 district 6. Office uses in the C-M, SLR, SSO, and Mission Bay districts would have parking controls equivalent to the C-3, DTR, SPD, MUG, MUR, and MOU Districts 7. Office use parking controls in the M-1 district would be established at rates equal to the UMU, PDR-1-D and PRD-1-G districts 8. Nonresidential uses in the RSD and SLR districts would have parking controls set at NCT district levels 9. Within the South of Market Mixed Use Districts, the ZA may require participation in transportation demand management programs in conjunction with granting exceptions for certain uses 10. Makes minor text edits. 	<ol style="list-style-type: none"> 5. Approve 6. Approve with modification. Office uses are not permitted in the SLR so no parking controls are needed for office uses in this district <u>and eliminate changes to Mission Bay Districts.</u> 7. Approve 8. Approve 9. Approve 10. Approve
155	Standards and location of off-street parking, loading	<ol style="list-style-type: none"> 1. establishes fee structure for off-street parking in C-3 districts 	<ol style="list-style-type: none"> 1. Adds C-M, DTR, SLR, SSO, SPD, MUG, MUR, MOU and Mission Bay Districts subject to Article 9 districts which must use legislated parking rates 2. Page 21 of draft Ordinance strikes out C-3-R and C-3-G 3. Minor changes 	<ol style="list-style-type: none"> 1. Approve, <u>with the Supervisor's proposed elimination of the Mission Bay Districts.</u> 2. Should also strike the "O" in C-3-O so this applies to all CE districts 3. Approve
161	Exemptions from Off-Street Parking and Loading		<ol style="list-style-type: none"> 1. Adds headers and makes other changes consistent with the Street Frontage Legislation II as recommended by the Planning Commission 2. Removes ability of Zoning 	<ol style="list-style-type: none"> 1. Approve per modifications recommended in Commission Resolution No. 18250 from January 13, 2011 hearing 2. Approve

**Exhibit A: Planning Commission Proposed Modifications to BoS
File No. 10-1350**

Section	Title	Way it is Now	Way it Would Be	Recommendation
	Requirements		<p>Administrator to Waive parking requirements for arts activities in SoMa</p> <p>3. Eliminates the CU requirement for the Commission reduction of parking in various circumstances.</p>	<p>3. Approve per modifications recommended in Commission Resolution No. 18250 from January 13, 2011 hearing</p>
249.1	Folsom And Main Residential /Commercial Special Use District	Establishes specific controls for this SUD, including parking controls.	<p>1. Removes existing controls and establishes parking controls consistent with the Downtown Residential District (DTR).</p>	<p>1. Approve.</p> <p>In addition, the Department recommends updating Section 249.2(b)(1)(B) to include amendments from the recently approved Better Streets Ordinance Board File No. 10-1194 (310-10 adopted Ordinance).</p>
249.23	Fourth And Freelon Streets Special Use District	Establishes specific controls for this SUD, including a maximum parking cap.	<p>1. Removes maximum parking cap in SUD. The result is that the underlying zoning (SLI) would govern parking controls in this SUD.</p>	<p>1. Approve.</p>
Part VII of Article 9	Off-Street Parking For Uses In Mission Bay Districts	Establishes specific controls for Mission Bay Districts currently subject to the Planning Code.	<p>1. Deletes §960-969 concerning parking controls in various Mission Bay Districts. The result is that C-3 controls would be applied to office parking and Ocean Avenue NCT controls would be applied to residential parking.</p>	<p>1. Eliminate this change per Supervisor's request. <u>Supervisor Kim proposes eliminating this proposed change to Mission Bay Districts.</u> See "Basis for Recommendation" on page 6-7 for more details.</p>



SAN FRANCISCO PLANNING DEPARTMENT

Draft Planning Commission Resolution

FIRST HEARING DATE: FEBRUARY 10, 2011

SECOND HEARING DATE: APRIL 28, 2011

Project Name: **Parking in South of Market and Mission Bay**
Case Number: 2010.1121T [Board File No. 10-1350]
Initiated by: Supervisor Daly / New Sponsor: Supervisor Kim
Introduced: August 3, 2010
Staff Contact: AnMarie Rodgers, Manager of Legislative Affairs
anmarie.rodgers@sfgov.org, 415-558-6395
Reviewed By: Julian Banales, Team Leader SE Quadrant

Recommendation: **Recommend Approval with Modifications**

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RECOMMENDING THAT THE BOARD OF SUPERVISORS ADOPT A PROPOSED ORDINANCE WITH MODIFICATIONS THAT WILL AMEND THE SAN FRANCISCO PLANNING CODE BY AMENDING SECTIONS 151, 151.1, 155, 161, 249.1, 249.23 AND PART VII OF ARTICLE 9 (1) TO REMOVE MINIMUM PARKING REQUIREMENTS AND ESTABLISH MAXIMUM PARKING LIMITS IN M-1, C-M, AND SOUTH OF MARKET DISTRICTS AND THE FOLSOM AND MAIN RESIDENTIAL/COMMERCIAL AND FOURTH AND FREELON STREETS SPECIAL USE DISTRICTS TO MAKE THEM CONSISTENT WITH THOSE OF NEIGHBORING DISTRICTS, (2) TO REQUIRE THAT NON-RESIDENTIAL AND NON-HOTEL PARKING IN C-3 IN THE SOUTH OF MARKET MIXED USE DISTRICTS ADJACENT TO DOWNTOWN MAINTAIN A FEE STRUCTURE WHICH DISCOURAGES LONG-TERM COMMUTER PARKING, (3) TO REVISE THE PROPOSED ORDINANCE TO ELIMINATE ANY CHANGES IN THE MISSION BAY DISTRICTS THAT ARE SUBJECT TO THE PLANNING CODE.

PREAMBLE

Whereas, on August 3, 2010, Supervisor Daly introduced a proposed Ordinance under Board of Supervisors (hereinafter "Board") File Number 10-1350 which would amend the San Francisco Planning Code by amending Sections 151, 151.1, 155, 161, 249.1, 249.23 and Part VII of Article 9 (1) to remove minimum parking requirements and establish maximum parking limits in M-1, C-M, and South of Market districts and the Folsom and Main Residential/Commercial and Fourth and Freelon Streets Special Use Districts to make them consistent with those of neighboring districts, (2) to require that non-residential and non-hotel parking in C-3 in the South of Market Mixed Use districts adjacent to Downtown maintain a fee structure which discourages long-term commuter parking, (3) to make parking controls in the Mission Bay Districts that are subject to the Planning Code consistent with requirements of neighboring districts; and

Whereas, on January 8, 2011 Supervisor Jane Kim was sworn into office representing District Six and;
Whereas Supervisor Jane Kim has signed-on to sponsor Board File Number 10-1350; and

Whereas, on February 10, 2011, the San Francisco Planning Commission (hereinafter "Commission") advertised a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Ordinance; and

Whereas, at the February 10, 2011 hearing, the Commission continued the item without hearing to April 28, 2011 so that Supervisor Kim could further consider the proposed Ordinance; and

Whereas, on April 4, 2011, the Planning Department received communication from the office of Supervisor Kim that the Supervisor intends to amend the proposed Ordinance to remove all proposed changes for parcels within Mission Bay zoning districts; and

Whereas, on April 28, 2011, the Commission held a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Ordinance; and

Whereas, the proposed zoning changes have been determined to be categorically exempt from environmental review under the California Environmental Quality Act Section 15060(c)(2); and

Whereas, the 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 the applicant, Department staff, and other interested parties; and

Whereas, the 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 Commission has reviewed the proposed Ordinance; and

MOVED, that the Commission hereby recommends that the Board of Supervisors recommends *approval of the proposed Ordinance with modifications outlined in Exhibit A, and inclusive of removal of any changes for parcels with "Mission Bay" zoning* and adopts the Resolution to that effect.

BE IT FURTHER MOVED, that the Commission requests that the City Attorney City Attorney's office and the publisher monitor proposed and newly adopted Ordinances and harmonize the provisions of each ordinance at the time of adoption. Specific attention should be paid to the following Ordinances:

Board File/Ordinance Number	Working Short Title
101464/ pending	Upper Market Extension
101053/pending	Consistent Street Frontages II
Not Yet Assigned/pending	Planning Code Clean-Up 2010/Article 10 & 11 Update
100829/286-10	Car-Share
091165/77-10	Parking Req. in Telegraph Hill, N. Beach and Chinatown
101194/310-10	Better Streets Plan

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. The proposed Ordinance seeks to achieve parking controls that are more consistent with parking controls recently adopted by the City.
2. If the proposed modifications are incorporated into the final legislation, the Commission believes that it would update parking controls in the South of Market area;
3. **General Plan Compliance.** The proposed Ordinance is consistent with the following Objectives and Policies of the General Plan:

I. TRANSPORTATION ELEMENT

POLICY 34.1

Regulate off-street parking in new housing so as to guarantee needed spaces without requiring excesses and to encourage low auto ownership in neighborhoods that are well served by transit and are convenient to neighborhood shopping.

POLICY 34.3

Permit minimal or reduced off-street parking supply for new buildings in residential and commercial areas adjacent to transit centers and along transit preferential streets.

II. SOMA AREA PLAN

POLICY 5.1

Provide incentives for the use of transit, taxi, carpools and vanpools, and reduce the dependence on automobile parking facilities, particularly by area workers.

POLICY 5.4

Provide adequate parking and loading resources for new South of Market residential and business development.

OBJECTIVE 7

PRESERVE EXISTING AMENITIES WHICH MAKE THE SOUTH OF MARKET A PLEASANT PLACE TO LIVE, WORK AND VISIT.

OBJECTIVE 5

MINIMIZE THE IMPACT ON THE LIVABILITY OF THE AREA OF AUTO TRAFFIC THROUGH AND TO/FROM THE SOUTH OF MARKET.

4. The proposed replacement project is consistent with the eight General Plan priority policies set forth in Section 101.1 in that:

- A) The existing neighborhood-serving retail uses will be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses will be enhanced:

The proposed Ordinance will facilitate neighborhood-serving retail by removing parking requirements.

- B) The existing housing and neighborhood character will be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods:

The proposed legislation will not burden existing neighborhood character and housing.

- C) The City's supply of affordable housing will be preserved and enhanced:

The proposed Ordinance will have no adverse effect on the City's supply of affordable housing.

- D) The commuter traffic will not impede MUNI transit service or overburden our streets or neighborhood parking:

The proposed Ordinance will not result in commuter traffic impeding MUNI transit service or overburdening the streets or neighborhood parking.

- E) A diverse economic base will be maintained by protecting our industrial and service sectors from displacement due to commercial office development. And future opportunities for resident employment and ownership in these sectors will be enhanced:

The proposed Ordinance would not adversely affect the industrial or service sectors or future opportunities for resident employment or ownership in these sectors.

- F) The City will achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake.

The proposed Ordinance would not adversely affect the industrial or service sectors or future opportunities for resident employment or ownership in these sectors.

- G) That landmark and historic buildings will be preserved:

Landmarks and historic buildings would be unaffected by the proposed amendments as the Historic Resource Commission could disapprove a "Certificate of Appropriateness" for harmful actions..

- H) Parks and open space and their access to sunlight and vistas will be protected from development:

The City's parks and open space and their access to sunlight and vistas would be unaffected by the proposed amendments.

I hereby certify that the Planning Commission ADOPTED the foregoing Resolution on April 28, 2011.

Linda Avery
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: February 10, 2011

Attached: Exhibit A Recommended Modifications

Exhibit C: Letter from the Office of Supervisor Jane Kim dated 4/7/11


April Veneracion/BOS/SFGOV

04/07/2011 10:09 PM

To AnMarie Rodgers/CTYPLN/SFGOV@SFGOV

cc Byron Rhett/SFPORT/SFGOV@SFGOV,
corinnewoods@cs.com, jbair@sfgiants.com,
jknorpp@wmspartners.com, Jonathan

bcc

Subject SoMa & Mission Bay Parking Ordinance 

Dear AnMarie and all,

Our office has considered the concerns that you have presented regarding the proposed SoMa Parking legislation during our meeting on Monday, February 28th. After further consultation with Planning and Port staff, we are requesting an amendment to the SoMa parking legislation that would exclude parcels in Mission Bay that would be affected by our ordinance-- Mission Bay Office District (Block No. 8701) and Mission Bay Open Space District (Block No. 8719). Per Planning's staff report prepared for the February 10, 2011 hearing, "there are community planning efforts that will explore potential rezoning and proposed development on both of the Mission Bay District lots in the near future. These community planning efforts may supersede this proposed Ordinance at a later date. The Planning Department will be working on the Fourth and King Street Railyards Study. The Port of San Francisco will lead a community planning effort for Sea Wall Lot No. 337." Because of the current planning processes underway, we will exclude Mission Bay District lots.

Thank you for your feedback,
April

LEGISLATIVE DIGEST

[Planning Code – Zoning – Parking in South of Market and Mission Bay Districts]

Ordinance amending the San Francisco Planning Code by amending Sections 151, 151.1, 155, 161, 249.1, 249.23 and Part VII of Article 9 (1) to remove minimum parking requirements and establish maximum parking limits in M-1, C-M, and South of Market districts and the Folsom and Main Residential/Commercial and Fourth and Freelon Streets Special Use Districts to make them consistent with those of neighboring districts, (2) to require that non-residential and non-hotel parking in C-3 in the South of Market Mixed Use districts adjacent to Downtown maintain a fee structure which discourages long-term commuter parking, (3) to make parking controls in the Mission Bay Districts that are subject to the Planning Code consistent with requirements of neighboring districts; and (4) adopting findings, including environmental findings, Section 302 findings, and findings of consistency with the General Plan and the Priority Policies of Planning Code Section 101.1.

Existing Law

Article 1.5 of the Planning Code (Sections 150 through 168) regulates off-street parking and loading. Section 151 establishes minimum parking requirements for certain uses in many zoning districts in San Francisco, including M-1 (Light Industrial), C-M (Heavy Commercial), and the South of Market Mixed Use Districts. Section 161 establishes conditions and procedures for exceptions to the Section 151 requirements. Section 151.1 establishes the maximum parking permitted in many use districts, including all the use districts in the South of Market area that have been created or rezoned in the past decade. Section 155 regulates the standards, location, and arrangement of off-street parking and loading, including pricing requirements for non-residential, non-hotel parking available to office workers in C-3 (Downtown) and Eastern Neighborhoods Mixed Use Districts, which are designed to discourage peak-period commuting and favor short-stay parking.

Section 249.1 establishes the Folsom and Main Residential/Commercial Special Use District, and modifies the underlying RC-4 zoning controls in various ways, including establishing parking requirements. Section 249.23 establishes the Fourth and Freelon Streets Special Use District, and modifies the underlying SLI zoning in several regards, including parking requirements. Article 9 of the Planning Code establishes controls for the portions of Mission Bay that are not governed by the Mission Bay North and Mission Bay South Redevelopment Plans; Part VII sets the parking and loading requirements for those districts.

Amendments to Current Law

Parking requirements in South of Market Mixed-Use districts. Planning Code Sections 151 and 151.1 are amended to reduce parking requirements in RED (Residential Enclave), RSD (Residential Service), SLR (Service/Light Industrial/Residential), SLI (Service/Light Industrial)

and SSO (Service/Secondary Office) so that they are consistent with the requirements for adjacent districts. Like the surrounding districts, no parking would be required for any use, and maximum amounts of parking are established for various uses, including residential uses.

Parking Requirements in M-1 and C-M districts. Sections 151 and 151.1 are amended to reduce parking requirements in M-1 and C-M districts so that they are consistent with those of adjacent districts. Parking requirements in M-1 districts are made identical to PDR-1 districts, which largely replaced M-1 districts in the Eastern Neighborhoods rezoning, and parking requirements in C-M districts, which are currently limited to the south side of Mission Street between 11th and 8th streets between the C-3 districts to the north and the Western SoMa Special Use District to the south, are made similar to those of an NCT district.

Parking Requirements in the Folsom and Main Residential/Commercial and Fourth and Freelon Streets Special Use Districts. Section 249.1 is amended to make parking requirements in the Folsom and Main Residential/Commercial SUD identical to those of the DTR districts surrounding it to the north, south, east, and west. Section 249.23 is amended to remove separate parking requirements from the Fourth and Freelon Streets SUD so that the parking requirements of the underlying SLI District would apply.

Mission Bay. Section 151.1 and Part VII of Article 9 are amended to eliminate the previous Mission Bay parking requirements. Parking requirements for Mission Bay parcels inside the redevelopment area boundaries will be as specified in the adopted Mission Bay Redevelopment Plans, and parking requirements in the Mission Bay Districts outside the redevelopment plan boundaries, principally the MB-O blocks above the Caltrain station bounded by 4th, 6th, Townsend, and King streets, would be consistent with the adjacent SSO district.

Pricing requirements for office parking. Section 155 is amended to extend pricing requirements for non-residential and non-hotel parking available to office workers, which are designed to discourage automobile commuting and encourage parking turnover, to the SLR, SSO, C-M, and Mission Bay districts.

Background

With the adoption of the Rincon Hill Plan in 2005, the Downtown Parking Reform Ordinance in 2006, and the Eastern Neighborhoods and Market and Octavia Plans in 2008, minimum parking requirements were removed and maximum parking requirements were established in most of South of Market, as set forth in Planning Code Section 151.1. The purpose of this ordinance is to make parking requirements consistent across the various use districts found in the South of Market area. The proposed parking controls are consistent with previously-adopted neighborhood plans.

1 [Planning Code – Zoning – Parking in South of Market and Mission Bay]

2
 3 **Ordinance amending the San Francisco Planning Code by amending Sections 151,**
 4 **151.1, 155, 161, 249.1, 249.23 and Part VII of Article 9 (1) to remove minimum parking**
 5 **requirements and establish maximum parking limits in M-1, C-M, and South of Market**
 6 **districts and the Folsom and Main Residential/Commercial and Fourth and Freelon**
 7 **Streets Special Use Districts to make them consistent with those of neighboring**
 8 **districts, (2) to require that non-residential and non-hotel parking in C-3 in the South of**
 9 **Market Mixed Use districts adjacent to Downtown maintain a fee structure which**
 10 **discourages long-term commuter parking, (3) to make parking controls in the Mission**
 11 **Bay Districts that are subject to the Planning Code consistent with requirements of**
 12 **neighboring districts; and (4) adopting findings, including environmental findings,**
 13 **Section 302 findings, and findings of consistency with the General Plan and the Priority**
 14 **Policies of Planning Code Section 101.1.**

15 NOTE: Additions are *single-underline italics Times New Roman*;
 16 Deletions are ~~*strike-through italics Times New Roman*~~.
 17 Board amendment additions are double-underlined;
 Board amendment deletions are ~~strikethrough normal~~.

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

19 Section 1. Findings.

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

24 (b) Pursuant to Planning Code Section 302, this Board finds that these Planning
 25 Code amendments will serve the public necessity, convenience, and welfare for the reasons

1 set forth in Planning Commission Resolution No. _____ and the Board incorporates such
2 reasons herein by reference. A copy of Planning Commission Resolution No. _____ is
3 on file with the Board of Supervisors in File No. _____.

4 (c) This Board finds that these Planning Code amendments are consistent with the
5 General Plan and with the priority policies of Planning Code Section 101.1 for the reasons set
6 forth in Planning Commission Resolution No., and the Board hereby incorporates such
7 reasons herein by reference.

8 Section 2. The San Francisco Planning Code is hereby amended by amending Section
9 151, to read as follows:

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

11 (a) Applicability. Off-street parking spaces shall be provided in the minimum
12 quantities specified in ~~the following~~ Table 151, except as otherwise provided in Section 151.1
13 and Section 161 of this Code. Where the building or lot contains uses in more than one of the
14 categories listed, parking requirements shall be calculated in the manner provided in Section
15 153 of this Code. Where off-street parking is provided which exceeds certain amounts in
16 relation to the quantities specified in ~~this~~ Table 151, as set forth in 204.5 of this Code, such
17 parking shall be classified not as accessory parking but as either a principal or a conditional
18 use, depending upon the use provisions applicable to the district in which the parking is
19 located. In considering an application for a conditional use for any such parking, due to the
20 amount being provided, the City Planning Commission shall consider the criteria set forth in
21 Section 157 of this Code.

22 (b) Minimum parking required.
23
24
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Table 151

OFF-STREET PARKING SPACES REQUIRED

Use or Activity	Number of Off-Street Parking Spaces Required
Dwelling, except as specified below, and except in the Bernal Heights Special Use District as provided in Section 242.	One for each dwelling unit.
Dwelling, RC-4, RSD except in the Van Ness Special Use District	One for each four dwelling units.
Dwelling, specifically designed for and occupied by senior citizens <u>or persons with physical disabilities, as defined and regulated by Section 209.1(m) of this Code</u>	None in districts other than RH-1 and RH-2, except, for purposes of determining spaces required by this Code in Section 204.5 the number of spaces specified above for the district in which the dwelling is located. In RH-1 and RH-2 Districts, one-fifth the number of spaces specified above for the district in which the dwelling is located.
Dwelling, in an affordable housing project as defined by	None in districts other than RH-1 and RH-2, except, for purposes of determining spaces required by this Code in Section 204.5, the number otherwise required in this Table

1 2	Section 401 313.1 or 315.1 of this Code.	151 for a dwelling unit for the district in which the dwelling is located.
3 4 5 6 7 8 9 10 11	Group housing of any kind	None in districts other than RH-2, except for purposes of determining spaces required by this Code in Section 204.5 one for each three bedrooms or for each six beds, whichever results in the greater requirements, plus one for the manager's dwelling unit if any, with a minimum of two spaces required. In RH-2 Districts, for each three bedrooms or for each six beds, whichever results in the greater requirement, plus one for the manager's dwelling unit if any, with a minimum of two spaces required.
12 13 14 15	<i>SRO units</i>	None, except for purposes of determining spaces, required by this Code in Section 204.5 in the South of Market base area, one for each 20 units, plus one for the manager's dwelling unit, if any, with a minimum of two spaces.
16 17	Hotel, inn or hostel in NC Districts	0.8 for each guest bedroom.
18 19 20	Hotel, inn or hostel in districts other than NC	One for each 16 guest bedrooms where the number of guest bedrooms exceeds 23, plus one for the manager's dwelling unit, if any.
21 22	Motel	One for each guest unit, plus one for the manager's dwelling unit, if any.
23 24	Mobile home park	One for each vehicle or structure in such park, plus one for the manager's dwelling unit if any.
25	Hospital or other	One for each 16 guest excluding bassinets or for each 2,400

1 2 3 4	inpatient medical institution	square feet of gross floor area devoted to sleeping rooms, whichever results in the greater requirement, provided that these requirements shall not apply if the calculated number of spaces is no more than two.
5 6 7 8	Residential care facility	None in districts other than RH-1 and RH-2, except for purposes of determining spaces required by this Code in Section 204.5. In RH-1 and RH-2 Districts, one for each 10 residents, where the number of residents exceeds nine.
9 10	Child care facility	One for each 25 children to be accommodated at any one time, where the number of such children exceeds 24.
11	Elementary school	One for each six classrooms.
12	Secondary school	One for each two classrooms.
13 14	Post-secondary educational institution	One for each two classrooms.
15 16	Church or other religious institutions	One for each 20 seats by which the number of seats in the main auditorium exceeds 200.
17 18 19	Theater or auditorium	One for each eight seats up to 1,000 seats where the number of seats exceeds 50 seats, plus one for each 10 seats in excess of 1,000.
20 21	Stadium or sports arena	One for each 15 seats.
22 23 24	Medical or dental office or outpatient clinic	One for each 300 square feet of occupied floor area, where the occupied floor area exceeds 5,000 square feet.
25	Offices or studios of	One for each 1,000 square feet of occupied floor area, where

1 2 3 4 5 6	architects, engineers, interior designers and other design professionals and studios of graphic artists	the occupied floor area exceeds 5,000 square feet.
7 8 9 10	Other business office	One for each 500 square feet of occupied floor area, where the occupied floor area exceeds 5,000 square feet, <i>except one for each 750 square feet within the SSO District, where the occupied floor area exceeds 5,000 square feet.</i>
11 12 13 14 15	Restaurant, bar, nightclub, pool hall, dancehall, bowling alley or other similar enterprise	One for each 200 square feet of occupied floor area, where the occupied floor area exceeds 5,000 square feet.
16 17 18 19 20 21	Retail space devoted to the handling of bulky merchandise such as motor vehicles, machinery or furniture	One for each 1,000 square feet of occupied floor area, where the occupied floor area exceeds 5,000 square feet.
22 23	Greenhouse or plant nursery	One for each 4,000 square feet of occupied floor area, where the occupied floor area exceeds 5,000 square feet.
24 25	Other retail space	One for each 500 square feet of occupied floor area up to 20,000 where the occupied floor area exceeds 5,000 square

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	feet, plus one for each 250 square feet of occupied floor area in excess of 20,000.
Service, repair or wholesale sales space, including personal, home or business service space in South of Market Districts.	One for each 1,000 square feet of occupied floor area, where the occupied floor area exceeds 5,000 square feet.
Mortuary	Five
Storage or warehouse space, and space devoted to any use first permitted in an M-2 District	One for each 2,000 square feet of occupied floor area, where the occupied floor area exceeds 10,000 square feet.
Arts activities and spaces except theater or auditorium spaces	One for each 2,000 square feet of occupied floor area, where the occupied floor area exceeds 7,500 square feet.
Other manufacturing and industrial uses	One for each 1,500 square feet of occupied floor area, where the occupied floor area exceeds 7,500 square feet.
Live/work units	One for each 2,000 square feet of occupied floor area, where the occupied floor area exceeds 7,500 square feet, except in RH or RM Districts, within which the requirement shall be one space for each live/work unit.

1 Section 3. The San Francisco Planning Code is hereby amended by amending Section
2 151.1, to read as follows:

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

5 (a) Applicability. This subsection shall apply only to DTR, NCT, RTO, Eastern
6 Neighborhood Mixed Use, South of Market Mixed Use, Mission Bay, M-1, PDR-1-D, and PDR-1-
7 G, C-M, or C-3 Districts.

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

21 (c) Definition. Where a number or ratio of spaces are described in Table 151.1,
22 such number or ratio shall refer to the total number of parked cars accommodated in the
23 project proposal, regardless of the arrangement of parking, and shall include all spaces
24 accessed by mechanical means, valet, or non-independently accessible means. For the
25 purposes of determining the total number of cars parked, the area of an individual parking

space, except for those spaces specifically designated for persons with physical disabilities, may not exceed 185 square feet, including spaces in tandem, or in parking lifts, elevators or other means of vertical stacking. Any off-street surface area accessible to motor vehicles with a width of 7.5 feet and a length of 17 feet (127.5 square feet) not otherwise designated on plans as a parking space may be considered and counted as an off-street parking space at the discretion of the Zoning Administrator if the Zoning Administrator, in considering the possibility for tandem and valet arrangements, determines that such area is likely to be used for parking a vehicle on a regular basis and that such area is not necessary for the exclusive purpose of vehicular circulation to the parking or loading facilities otherwise permitted.

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

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
Dwelling units in RH-DTR Districts	P up to one car for each two dwelling units; up to one car for each dwelling unit, subject to the criteria and procedures of Section 151.1(e) (d) ; NP above one space per unit.
Dwelling units in C-3 and SB-DTR, Districts, except as specified below	P up to one car for each four dwelling units; up to 0.75 cars for each dwelling unit, subject to the criteria and procedures of Section 151.1(f) (e) ; NP above 0.75 cars for each dwelling unit.
Dwelling units in C-3 and SB-DTR, Districts with at least 2 bedrooms	P up to one car for each four dwelling units; up to one car for each dwelling unit, subject to the criteria and

1 2	and at least 1,000 square feet of occupied floor area	procedures of Section 151.1(f e); NP above one car for each dwelling unit.
3 4 5 6	Dwelling units in C-3 Districts and in the Van Ness and Market Downtown Residential Special Use District	P up to one car for each four dwelling units; C up to .5 cars for each dwelling unit, subject to the criteria and procedures of Section 151.1(f e); NP above two cars for each four dwelling units.
7 8 9 10	Dwelling units and SRO units in <u>SLI, SSO</u> , MUG, MUR, MUO, SPD Districts, except as specified below	P up to one car for each four dwelling units; up to 0.75 cars for each dwelling unit, subject to the criteria and conditions and procedures of Section 151.1(g f); NP above 0.75 cars for each dwelling unit.
11 12 13 14 15	Dwelling units in <u>SLI, SSO</u> , MUG, MUR, MUO, SPD 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; up to one car for each dwelling unit, subject to the criteria and conditions and procedures of Section 151.1(g f); NP above one car for each dwelling unit.
16 17 18 19	Dwelling units <u>and SRO units</u> in NCT, <u>C-M, RSD, and SLR</u> Districts, except as specified below	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(g f); NP above 0.75 cars for each dwelling unit.
20 21	Dwelling units in the <u>Mission Bay and Ocean Avenue NCT</u> Districts	P up to one car for each unit; NP above. <u>For Mission Bay Use Districts, see Section 960 of this Code.</u>
22 23 24 25	Dwelling units <u>and SRO units</u> in RTO <u>and RED</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(g f); NP above one

1		car for each dwelling unit.
2	Dwelling units and SRO units in	P up to 0.75 cars for each dwelling unit and subject to the conditions of 151.1(g); NP above.
3	UMU Districts, except as specified	
4	below	
5	Dwelling units in UMU District with	
6	at least 2 bedrooms and at least	P up to 1 car for each dwelling unit and subject to the conditions of 151.1(g); NP above.
7	1,000 square feet of occupied floor	
8	area	
9	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.
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13	All non-residential uses in C-3 <i>and</i>	Not to exceed 7% of gross floor area of such uses. See requirements in Section 204.5.
14	<u>C-M</u> Districts	
15	Hotel, inn, or hostel	P up to one for each 16 guest bedrooms, plus one for the manager's dwelling unit, if any.
16		
17	Motel	P up to one for each guest unit, plus one for the manager's dwelling unit, if any.
18		
19	Hospital or other inpatient medical	P up to one for each 16 guest excluding bassinets or for each 2,400 square feet of gross floor area devoted to sleeping rooms, whichever results in the lesser requirement
20	institution	
21		
22		
23	Residential care facility	P up to one for each 10 residents.
24	Child care facility	P up to one for each 25 children to be accommodated
25		

1		at any one time.
2	Elementary school	P up to one for each six classrooms.
3	Secondary school	P up to one for each two classrooms.
4	Post-secondary educational	P up to one for each two classrooms.
5	institution	
6	Church or other religious	P up to one for each 20 seats.
7	institutions	
8	Theater or auditorium	P up to one for each eight seats up to 1,000 seats,
9		plus one for each 10 seats in excess of 1,000.
10	Stadium or sports arena	P up to one for each 15 seats.
11	Medical or dental office or	P up to one for each 300 square feet of occupied floor
12	outpatient clinic	area.
13	All office uses in C-3, DTR, <u>C-M</u> ,	P up to seven percent of the gross floor area of such
14	<u>SLR, SSO, Mission Bay</u> , SPD, MUG,	uses and subject to the pricing conditions of Section
15	MUR, and MUO Districts	155(g); NP above.
16	Office uses in <u>M-1</u> , UMU, PDR-1-	P up to one car per 1,000 square feet of gross floor
17	D, and PDR-1-G Districts, except	area and subject to the pricing conditions of Section
18	as specified below	155(g); NP above.
19	Office uses in <u>M-1</u> , UMU, PDR-1-	P up to one car per 500 square feet of gross floor
20	D, and PDR-1-G Districts where	area; NP above.
21	the entire parcel is greater than	
22	1/4-mile from Market, Mission, 3rd	
23	and 4th Streets	
24	Non-residential uses in RTO <u>and</u>	None permitted.
25		

<p>1 <u>RM</u> districts permitted under 2 Sections 209.8(c) and 231.</p>	
<p>3 All non-residential uses in NCT, 4 <u>RSD, and SLR</u>, districts <u>except for</u> 5 <u>retail grocery stores with over 20,000</u> 6 <u>square feet</u> as specified below 7 8</p>	<p>For uses in Table 151 that are described as a ratio of occupied floor area, P up to 1 space per 1,500 square feet of occupied floor area or the quantity specified in Table 151, whichever is less, and subject to the conditions and criteria of Section 151.1(g) (f). NP above.</p>
<p>9 Retail grocery store uses in NCT, 10 <u>RSD, and SLR</u> districts with over 11 20,000 square feet of occupied 12 floor area 13 14</p>	<p>P up 1 space per 500 square feet of occupied floor area, and subject to the conditions and criteria of Section 151.1(g) (f). C up to 1 space per 250 square feet of occupied floor area for that area in excess of 20,000 square feet, subject to the conditions and criteria of Section 151.1(g) (f). NP above.</p>
<p>15 All retail in the Eastern 16 Neighborhoods Mixed Use 17 Districts where any portion of the 18 parcel is less than 1/4 mile from 19 Market, Mission, 3rd and 4th 20 Streets, except grocery stores of 21 over 20,000 gross square feet.</p>	<p>P up to one for each 1,500 square feet of gross floor area.</p>
<p>22 With the exception of Eastern 23 Neighborhoods Mixed Use 24 Districts as set forth above, all 25 other restaurant, bar, nightclub,</p>	<p>P up to one for each 200 square feet of occupied floor area. <u>In South of Market Mixed Use Districts,</u> <u>participation in transportation programs may be required</u> <u>per Section 151.1(i).</u></p>

1	pool hall, dance hall, bowling alley	
2	or other similar enterprise	
3	With the exception of Eastern	P up to one for each 1,000 square feet of occupied
4	Neighborhoods Mixed Use	floor area.
5	Districts as set forth above, all	
6	other retail space devoted to the	
7	handling of bulky merchandise	
8	such as motor vehicles, machinery	
9	or furniture	
10	With the exception of Eastern	P up to one for each 4,000 square feet of occupied
11	Neighborhoods Mixed Use	floor area.
12	Districts as set forth above, all	
13	other greenhouse or plant nursery	
14	With the exception of Eastern	P up to one for each 500 square feet of gross floor
15	Neighborhoods Mixed Use	area up to 20,000 square feet, plus one for each 250
16	Districts as set forth above, all	square feet of gross floor area in excess of 20,000.
17	other retail space	
18	Service, repair or wholesale sales	P up to one for each 1,000 square feet of occupied
19	space, including personal, home or	floor area.
20	business service space in South of	
21	Market Districts	
22	Mortuary	P up to five.
23	Storage or warehouse space, and	P up to one for each 2,000 square feet of occupied
24	space devoted to any use first	floor area.
25		

1	permitted in an M-2 District	
2	Arts activities and spaces except	P up to one for each 2,000 square feet of occupied floor area. <i>In South of Market Mixed Use Districts, participation in transportation programs may be required per Section 151.1(i).</i>
3	theater or auditorium spaces	
4		
5		
6	Laboratory	P up to one for each 1,500 square feet of occupied floor area.
7		
8	Small Enterprise Workspace	P up to one for each 1,500 square feet of occupied floor area.
9	Building	
10	Integrated PDR	P up to one for each 1,500 square feet of occupied floor area.
11		
12	Other manufacturing and industrial	P up to one for each 1,500 square feet of occupied floor area.
13	uses	

14

15 ~~(e)~~ In DTR districts, any request for accessory parking in excess of what is

16 permitted by right shall be reviewed on a case-by-case basis by the Planning Commission,

17 subject to the procedures set forth in Section 309.1 of this Code. In granting approval for

18 parking accessory to residential uses above that permitted by right in Table 151.1, the

19 Commission shall make the following affirmative findings:

20 (1) All parking in excess of that allowed by right is stored and accessed by

21 mechanical means, valet, or non-independently accessible method that maximizes space

22 efficiency and discourages use of vehicles for commuting or daily errands;

23 (2) Vehicle movement on or around the project site associated with the excess

24 accessory parking does not unduly impact pedestrian spaces or movement, transit service,

25 bicycle movement, or the overall traffic movement in the district;

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

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

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

8 ~~(f)~~ In C-3 Districts, any request for accessory parking in excess of what is permitted
9 by right in Table 151.1, shall be reviewed on a case-by-case basis by the Planning
10 Commission, subject to the procedures set forth in Section 309 of this Code. In granting
11 approval for parking accessory to residential uses above that permitted by right in Table
12 151.1, the Planning Commission shall make the following affirmative findings:

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

1 (2) For any project with residential accessory parking in excess of 0.375 parking
2 spaces for each dwelling unit, the project complies with the housing requirements of Sections
3 ~~415.315~~ through 415.9 ~~315.9~~ of this Code except as follows: the inclusionary housing
4 requirements that apply to projects seeking conditional use authorization as designated in
5 Section 415.3 ~~315.3~~(a)(2) shall apply to the project.

6 (3) The findings of Section 151.1 ~~(e)~~ (2), ~~(e)~~ (3) and ~~(e)~~ (5) are satisfied;

7 (4) All parking meets the active use and architectural screening requirements in
8 Sections 155(s)(1)(B) and 155(s)(1)(C) and the project sponsor is not requesting any
9 exceptions or variances requiring such treatments elsewhere in this Code.

10 ~~(g)~~ ~~(f)~~ In RTO, ~~and~~ NCT, C-M and South of Market Mixed Use districts, and Mission Bay Use
11 Use ~~d~~Districts subject to Article 9 of this Code, any request for accessory parking in excess of
12 what is principally permitted in Table 151.1, but which does not exceed the maximum amount
13 stated in Table 151.1, shall be reviewed by the Planning Commission as a Conditional Use. In
14 MUG, MUR, MUO, and SPD Districts, any project subject to Section 329 and that requests
15 residential accessory parking in excess of that which is principally permitted in Table 151.1,
16 but which does not exceed the maximum amount stated in Table 151.1, shall be reviewed by
17 the Planning Commission according to the procedures of Section 329. Projects that are not
18 subject to Section 329 shall be reviewed under the procedures detailed in subsection ~~(h)~~ (g),
19 below. In granting such Conditional Use or exception per 329 for parking in excess of that
20 principally permitted in Table 151.1, the Planning Commission shall make the following
21 affirmative findings according to the uses to which the proposed parking is accessory:

22 (1) Parking for all uses

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

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

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

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

8 (2) Parking for Residential Uses

9 (A) For projects with 50 dwelling units or more, all residential accessory parking in
10 excess of 0.5 spaces per unit shall be stored and accessed by mechanical stackers or lifts,
11 valet, or other space-efficient means that reduces space used for parking and maneuvering,
12 and maximizes other uses.

13 (3) Parking for Non-Residential Uses

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

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

1 (C) Parking shall be limited to short-term use only.

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

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

11 (A) all the conditions of subsection (g) ~~(f)~~(1) above have been met.

12 (B) parking is not accessed from any protected Transit or Pedestrian Street
13 described in Section 155(r), and

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

18 (i) Transportation programs in South of Market Mixed Use Districts. Within the South of
19 Market Mixed Use Districts, upon approval by the Zoning Administrator pursuant to Section 307(g),
20 bars, restaurants, arts, nighttime entertainment, pool halls, and neighborhood-serving retail or
21 personal service activities may be required to participate in a Transportation Management Program
22 approved by the Zoning Administrator which may include, but need not be limited to, participation in a
23 coordinated off-site satellite parking facilities program, shuttle service, bicycle parking, projects and
24 programs to improve parking management, specified signage, and designated advertising procedures.

25

1 Section 4. The San Francisco Planning Code is hereby amended by amending Section
2 155, to read as follows:

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

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

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

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

19 (c) Every off-street parking or loading space shall have adequate means of ingress
20 from and egress to a street or alley. Access to off-street loading spaces shall be from alleys in
21 preference to streets, except where otherwise specified in this Code.

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

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

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

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

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

13 (g) In order to discourage long-term commuter parking, any off-street parking
14 spaces provided for a structure or use other than residential or hotel in a C-3, C-M, DTR, SLR,
15 SSO, SPD, MUG, MUR, or MUO District, or a Mission Bay Use District subject to Article 9 of this
16 Code, whether classified as an accessory or conditional use, which are otherwise available for
17 use for long-term parking by downtown workers shall maintain a rate or fee structure for their
18 use such that the rate charge for four hours of parking duration is no more than four times the
19 rate charge for the first hour, and the rate charge for eight or more hours of parking duration is
20 no less than 10 times the rate charge for the first hour. Additionally, no discounted parking
21 rate shall be permitted for weekly, monthly or similar time-specific periods.

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

1 (i) For each 25 off-street parking spaces provided, one such space shall be
2 designed and designated for ~~handicapped~~ persons with disabilities.

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

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

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

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

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

19 (o) No area credited as all or part of a required off-street parking space shall also be
20 credited as all or part of a required off-street loading space, or used as all or part of an
21 unrequired off-street loading space. No area credited as all or part of a required off-street
22 loading space shall also be credited as all or part of a required off-street parking space, or
23 used as all or part of an unrequired off-street parking space.

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

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

5 (r) Protected Pedestrian- Cycling, and Transit-Oriented Street Frontages. In order
6 to preserve the pedestrian character of certain downtown and neighborhood commercial
7 districts and to minimize delays to transit service, garage entries, driveways or other vehicular
8 access to off-street parking or loading (except for the creation of new publicly-accessible
9 streets and alleys) shall be regulated on development lots as follows on the following street
10 frontages:

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

13 (2) Not permitted:

14 (A) The entire portion of Market Street in the C-3, NCT-3 and Upper Market NCT
15 Districts,

16 (B) Hayes Street from Franklin Street to Laguna Street, Church Street in the NCT-3
17 and Upper Market NCT Districts,

18 (C) Van Ness Avenue from Hayes Street to Mission Street,

19 (D) Mission Street from 10th Street to Division Street,

20 (E) Octavia Street from Hayes Street to Fell Street,

21 (F) Embarcadero in the DTR Districts,

22 (G) 22nd Street between 3rd Street and Minnesota Streets within the NCT-2 District,

23 (H) Valencia Street between 15th and 23rd Streets in the Valencia Street NCT
24 District,

25 (I) Mission Street for the entirety of the Mission Street NCT District,

- 1 (J) 24th Street for the entirety of the 24th Street-Mission NCT,
2 (K) 16th Street between Guerrero and Capp Streets within the Valencia Street NCT
3 and Mission Street NCT Districts,
4 (L) 16th Street between Kansas and Mississippi Streets in the UMU and PDR-1-D
5 Districts,
6 (M) 6th Street for its entirety within the SoMa NCT District,
7 (N) 3rd Street, in the UMU districts for 100 feet north and south of Mariposa and 100
8 feet north and south of 20th Streets, and 4th Street between Bryant and Townsend in the SLI
9 and MUO District,
10 (O) Ocean Avenue within the Ocean Avenue NCT District,
11 (P) Geneva Avenue from I-280 to San Jose Avenue within the NCT-2 District,
12 (Q) Columbus Avenue between Washington and North Point Streets,
13 (R) Broadway from the Embarcadero on the east to Mason Street on the west, and
14 (S) All alleyways in the Chinatown Mixed Use Districts.
15 (3) Not permitted except with a Conditional Use authorization:
16 (A) The entire portion of California Street,
17 (B) The Embarcadero, Folsom Street, Geary Street, Mission Street, Powell Street
18 and Stockton Street in the C-3 Districts,
19 (C) Grant Avenue from Market Street to Bush Street,
20 (D) Montgomery Street from Market Street to Columbus Avenue,
21 (E) Haight Street from Market Street to Webster Street,
22 (F) Church Street and 16th Street in the RTO District,
23 (G) Duboce Street from Noe Street to Market Street, and
24 (H) Octavia Street from Fell Street to Market Street.

25

1 (4) In C-3, NCT and RTO Districts, no curb cuts accessing off-street parking or
2 loading shall be created or utilized on street frontages identified along any Transit Preferential,
3 Citywide Pedestrian Network or Neighborhood Commercial Streets as designated in the
4 Transportation Element of the General Plan or official City bicycle routes or bicycle lanes,
5 where an alternative frontage is available. For bicycle lanes, the prohibition on curb cuts
6 applies to the side or sides of the street where bicycle lanes are located; for one-way bicycle
7 routes or lanes, the prohibition on curb cuts shall apply to the right side of the street only,
8 unless the officially adopted alignment is along the left side of the street. Where an alternative
9 frontage is not available, parking or loading access along any Transit Preferential, Citywide
10 Pedestrian Network or Neighborhood Commercial Streets as designated in the Transportation
11 Element of the General Plan or official City bicycle lane or bicycle route, may be allowed on
12 streets not listed in subsection (2) above as an exception in the manner provided in Section
13 309 for C-3 Districts and in Section 303 for NCT and RTO Districts in cases where it can be
14 clearly demonstrated that the final design of the parking access minimizes negative impacts to
15 transit movement and to the safety of pedestrians and bicyclists to the fullest extent feasible.

16 (5) A "development lot" shall mean any lot containing a proposal for new
17 construction, building alterations which would increase the gross square footage of a structure
18 by 20 percent or more, or change of use of more than 50 percent of the gross floor area of a
19 structure containing parking. Pre-existing access to off-street parking and loading on
20 development lots that violates the restrictions of this Section 155(r) may not be maintained.

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

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

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

6 (B) Parking ~~at the ground level to the full height of the ground level parking~~ located above
7 ground level shall conform to the street frontage requirements of Section 145.1(c), and shall be lined
8 with active uses, as defined by Section 145.4(e), to a depth of at least 25 feet along all ground-
9 level street frontages, except for space allowed for parking and loading access, building
10 egress, and access to mechanical systems. ~~So as not to preclude conversion of parking space to~~
11 ~~other uses in the future, parking at the ground level shall not be sloped, and shall have a minimum~~
12 ~~clear ceiling height of nine feet~~

13 (i) Where a non-accessory off-street parking garage permitted under Section
14 223(m)-(p) is located in the Mid-Market area described below in subsection 155(s)(3)(B) and
15 fronts more than one street of less than 45 feet in width, a conditional use may be granted in
16 accordance with Section 303 that allows an exception to this requirement for one of the street
17 frontages. The above provision authorizing such conditional use shall sunset eight years from
18 the effective date of the ordinance enacting this subsection 155(s)(1)(A)(i).

19 (C) Parking allowed above the ground-level in accordance with an exception under
20 Section 309 or a conditional use in accordance with Section 303 as authorized by subsections
21 155(s)(2) or 155(s)(3) shall be entirely screened from public rights-of-way in a manner that
22 accentuates ground floor retail and other uses, minimizes louvers and other mechanical
23 features and is in keeping with the overall massing and architectural vocabulary of the
24 building's lower floors. So as not to preclude conversion of parking space to other uses in the
25

1 future, parking allowed above the ground-level shall not be sloped and shall have a minimum
2 clear ceiling height of nine feet.

3 (2) Residential accessory parking. For residential accessory off-street parking in C-
4 3 Districts, two additional floors of above-grade parking beyond the at-grade parking allowed
5 by Section 155(s)(1), to a maximum ceiling height of 35 feet from grade, may be permitted
6 subject to the provisions of subsections 155(s)(2)(A) or 155(s)(2)(B) below:

7 (A) In a manner provided in Section 309 of this Code provided it can be clearly
8 demonstrated that transportation easements or contaminated soil conditions make it
9 practically infeasible to build parking below-ground. The determination of practical infeasibility
10 shall be made based on an independent, third-party geotechnical assessment conducted by a
11 licensed professional and funded by the project sponsor. The Planning Director shall make a
12 determination as to the objectivity of the study prior to the Planning Commission's
13 consideration of the exception application under Section 309.

14 (B) As a conditional use in accordance with the criteria set forth in Section 303 of
15 this Code, provided it can be clearly demonstrated that constructing the parking above-grade
16 instead of underground would allow the proposed housing to meet affordability levels for
17 which actual production has not met ABAG production targets as identified in the Housing
18 Element of the General Plan.

19 (3) Non-accessory off-street parking garages. For non-accessory off-street parking
20 garages in C-3 Districts permitted under Section 223(m)-(p), two additional floors of above-
21 grade parking beyond the at-grade parking allowed by Section 155(s)(1), to a maximum
22 ceiling height of 35 feet from grade, may be permitted subject to the provisions of subsections
23 155(s)(3)(A) or 155(s)(3)(B) below:

24 (A) As a conditional use in accordance with the criteria set forth in Section 303,
25 provided it can be clearly demonstrated that transportation easements or contaminated soil

1 conditions make it practically infeasible to build parking below-ground. The determination of
2 practical infeasibility shall be made based on an independent, third-party geotechnical
3 assessment conducted by a licensed professional and funded by the project sponsor. The
4 Planning Director shall make a determination as to the objectivity of the study prior to the
5 Planning Commission's consideration of the conditional use permit application.

6 (B) As a conditional use in accordance with the criteria set forth in Section 303,
7 provided the site contains an existing non-accessory off-street surface parking lot with valid
8 permits for such parking as of the effective date of the ordinance enacting this subsection and
9 the site is located in the following Mid-Market area: Assessor's Block 0341, Lots 4 through 9
10 and 13; Block 0342, Lots 1, 2, 4, 7, 11, 12 and 13; Block 0350, Lots 1 through 4; Block 0355,
11 Lots 3 through 12 and 15; Block 3507, Lot 39; Block 3508, Lots 1, 13, 18, 19, 22, 24 through
12 27, 39 and 40; Block 3509, Lots 18, 19, 36, 37 and 40 through 43; Block 3510, Lot 1; Block
13 3701, Lots 5, 8, 10, 11, 12, 20 through 24, 53, 59, 60, 63 and 64; Block 3702, Lots 1, 2, 37,
14 38, 39, 44, 44A, 45, 46, 47, 48, 48A, 51, 52, 53, 54, 56; Block 3703, Lots 1, 2, 3, 7, 10, 11, 12,
15 25, 26, 33, 40, 41, 50, 53, 56 through 68, 70, 74, 75, 76, 78 through 81, 84, 85 and 86; Block
16 3704, Lots 1, 3, 6, 9 through 13, 15, 17 through 22, 24, 35, 38, 39, 42, 43, 45, 62 and 67
17 through 79, Block 3725, Lot 78, 82, 86 through 91 and 93; Block 3727, Lot 1, 91, 94, 96, 97,
18 109, 117, 118, 120, 134, 168 and 173; Block 3728, Lot 1, 72, 75, 76, 81, 82, 83, 89, 103 and
19 105; and Block 0351, Lots 1, 22, 32, 33, 37, 39, 41, 43, 46, 47, 49, 50 and 51 This subsection
20 155(s)(3)(B) shall sunset eight years from the effective date of the ordinance enacting this
21 subsection.

22 (4) Parking lots permitted in C-3 Districts as temporary uses according to Section
23 156(h) and expansions of existing above-grade publicly accessible parking facilities are not
24 subject to the requirements of subsections 155(s)(1)-(3).

25 (5) Parking and Loading Access.

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

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

11
12 Section 5. The San Francisco Planning Code is hereby amended by amending Section
13 161, to read as follows:

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

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

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

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

1 (c) Uses other than dwellings in CVR and CRNC Districts. In recognition of the compact
2 and congested nature of ~~the downtown area and~~ portions of Chinatown, the accessibility of this
3 area by public transit, and programs for provision of public parking facilities on an organized
4 basis at specific locations, no off-street parking shall be required for any use, ~~in any C-3~~
5 ~~Districts, or for any use~~ other than dwellings units where a requirement is specified, in
6 Chinatown Visitor Retail, or Chinatown Residential Neighborhood Commercial Districts.

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

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

20 (f) Waterfront Special Use Districts. In recognition of the policies set forth in the
21 Northeastern Waterfront Plan, a part of the General Plan, the unique nature of the area and
22 the difficulty of providing vehicular access thereto, the Planning Department or Planning
23 Commission in specific cases may determine an appropriate reduction in off-street parking
24 requirements in Waterfront Special Use District Numbers 1 and 3 as described in Sections
25 240.1 and 240.3 of this Code, in authorizing any principal or conditional use, respectively,

1 under those sections. In considering any such reduction, the Planning Department for
2 principal uses, and the Planning Commission for conditional uses, shall consider the following
3 criteria:

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

6 (2) Accessibility to the proposed site from freeway ramps or from major
7 thoroughfares;

8 (3) Minimization of conflict of vehicular and pedestrian movements;

9 (4) The service patterns of forms of transportation other than the automobile;

10 (5) The pattern of land uses and the availability of parking in the vicinity;

11 (6) The policies set forth in the Northeastern Waterfront Plan, including policies
12 concerning the relative emphasis that should be given to pedestrian and vehicular movement;
13 and

14 (7) Such other criteria as may be deemed appropriate in the circumstances of the
15 particular case.

16 (g) Public parking in lieu of required parking in NC Districts. In instances in which all
17 public agencies involved have certified by resolution that the requirements of this Code (i) will
18 be satisfied in whole or in part by public off-street parking facilities constructed or authorized
19 to be constructed for a special assessment district or upon any other basis or (ii) in ~~C-3 and~~
20 NC Districts will be satisfied by a requirement of a cash contribution in an amount deemed
21 sufficient to provide for the future construction of the required number of parking stalls, or by
22 projects and programs which improve the management of on-street parking in the vicinity or which
23 reduce demand for parking, off-street parking required for individual buildings and uses may be
24 correspondingly reduced if the total off-street parking supply in the area will nevertheless meet
25 the requirements of this Code for all buildings and uses in the area.

1 (h) North of Market Residential Special Use District. The off-street parking
2 requirements ~~for dwelling units~~ in the North of Market Residential Special Use District, as
3 described in Section 249.5 of this Code, may be reduced by the Planning Commission
4 ~~pursuant to the procedures for conditional use authorization set forth in Section 303 of this Code.~~ In
5 acting upon any application for a reduction of requirements, the Planning Commission shall
6 consider the criteria set forth below ~~in lieu of the criteria set forth in Section 303(e),~~ and may
7 grant the reduction if it finds that:

8 (1) The reduction in the parking requirement is justified by the reasonably
9 anticipated ~~auto usage by~~ mobility needs of residents of and visitors to the project; and

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

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

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

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

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

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

8 (j) NC and RC Districts. The off-street parking requirements ~~for dwelling units~~ in NC
9 Districts, as described in Article 7 of this Code, and in RC Districts may be reduced by the
10 Planning Commission ~~pursuant to the procedures for conditional use authorization set forth in~~
11 ~~Section 303 of this Code.~~ In acting upon any application for a reduction of requirements, the
12 Planning Commission shall consider the criteria set forth below ~~in lieu of the criteria set forth in~~
13 ~~Section 303(e),~~ and may grant the reduction if it finds that:

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

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

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

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

22 ~~(k) — For arts activities in the RED, RSD, SLR, SLI or SSO Districts which will operate~~
23 ~~primarily during evenings and weekends, the Zoning Administrator may reduce or waive the off-street~~
24 ~~parking requirement when he or she determines pursuant to Section 307(g) that within an 800-foot~~
25 ~~walking distance from the site the anticipated demand from the proposed project, in combination with~~

1 *the existing nighttime and/or weekend demand for parking within the same geographic area at the time*
2 *of the permit application, would not exceed 90 percent of the on-street or off-street parking spaces*
3 *available to the public within the subject area. The applicant shall provide to the Zoning Administrator*
4 *an acceptable parking survey and study which shows evidence of existing parking resources and*
5 *demand and anticipated demand generated by the proposed project and nearby land uses. The Zoning*
6 *Administrator may impose conditions on reduction or waiver of the requirement, including, but not*
7 *limited to, advertising of nearby transit and parking facilities, requiring valet parking services and/or*
8 *leasing parking spaces on nearby lots during performance or exhibition activities.*

9 *(l) — Beginning on the effective date of Ordinance No. 412-88 (effective October 10, 1988),*
10 *within any South of Market Mixed Use District, the Zoning Administrator, upon application pursuant to*
11 *Section 307(g), may waive or reduce the required off-street parking for any nonresidential use where*
12 *he or she determines that: (1) sufficient spaces to replace the waived or modified requirement will be*
13 *provided within a parking facility open to the public sponsored by the San Francisco Parking Authority*
14 *or the City and County of San Francisco; (2) it is anticipated that the replacement spaces will be*
15 *available not more than 10 years after the parking would otherwise first be required to be available;*
16 *(3) the facility in question is within a walking distance, as defined in Section 159(d), of one-half mile;*
17 *and (4) the applicant agrees to pay a one-time fee of \$15,000.00 (this amount shall be adjusted*
18 *annually effective April 1st of each calendar year by the percentage of change in the Building Cost*
19 *Index used by the San Francisco Department of Building Inspection) for each space as to which the*
20 *requirement is waived or modified, which fee shall be deposited to the Off-Street Parking Fund for the*
21 *purpose of acquiring property or rights to property, through lease, purchase, or other means, and*
22 *design, improvement and maintenance of property, for the general purpose of providing publicly*
23 *accessible parking within the South of Market Mixed Use District, as defined in Planning Code Section*
24 *820 and identified on Sectional Map 3SU of the Zoning Map of the City and County of San Francisco,*
25 *which parking is reasonably expected to be used by persons who live, work, shop, do business or visit*

1 ~~in the South of Market Mixed Use District. Said fee, and any interest accrued by such fee, shall be used~~
2 ~~for the purposes stated herein unless it is demonstrated that it is no longer needed. This payment shall~~
3 ~~be paid in full to the City prior to the issuance of any temporary or other certificate of occupancy for~~
4 ~~the subject property.~~

5 ~~(k)(m) Historic Buildings. Within the South of Market Mixed Use District, ~~t~~The required off-~~
6 ~~street parking or loading for any *nonresidential* principal or conditional use in structures~~
7 ~~designated as landmarks, as significant or contributory buildings within a historic district, or~~
8 ~~buildings of merit identified in the approved South of Market Plan or as significant or contributory~~
9 ~~buildings pursuant to Article 11 of this Code, may be reduced modified or waived by the Zoning~~
10 ~~Administrator pursuant to Section 307(g) of this Code when the Landmark Preservation Advisory~~
11 ~~Board Historic Preservation Commission advises that the provision of parking or loading would~~
12 ~~adversely affect the landmark, significant, ~~or~~ contributory or meritorious character of the~~
13 ~~structure or that reduction modification or waiver would enhance the economic feasibility of~~
14 ~~preservation of the landmark or structure.~~

15 ~~(l) (n) Dwellings in Chinatown Mixed-Use Districts. With respect to dwelling units in the~~
16 ~~Chinatown Mixed Use Districts, the parking requirement may be reduced to not less than one~~
17 ~~space for each four dwelling units, if the Zoning Administrator determines pursuant to Section~~
18 ~~307(g) that the reduced parking requirement is sufficient to serve the reasonably anticipated~~
19 ~~auto ownership by residents of and auto usage by visitors to the project.~~

20 ~~(o) — Within the South of Market Mixed Use District, upon approval by the Zoning~~
21 ~~Administrator pursuant to Section 307(g), the required off-street parking for bars, restaurants, arts,~~
22 ~~nighttime entertainment, pool halls, and neighborhood-serving retail or personal service activities may~~
23 ~~be modified, reduced or waived through participation in a Parking Management Program approved by~~
24 ~~the Zoning Administrator which may include, but need not be limited to, participation in a coordinated~~
25

1 ~~off-site satellite parking facilities program, shuttle service, specified signage and designated~~
2 ~~advertising procedures.~~

3 (m) Landmark and Significant Trees. The required off-street parking and loading may be
4 reduced or waived if the Zoning Administrator determines that provision of required off-street parking
5 or loading would result in the loss of or damage to a designated Landmark Tree or Significant Tree, as
6 defined in the Public Works Code.

7 (n) Geologic hazards. No off-street parking or loading shall be required where the Planning
8 Department finds that required parking or loading cannot practically be provided without
9 compromising the earthquake safety or geologic stability of a building and/or neighboring structures
10 and properties.

11 (o) Protected street frontages and transit stops. The Planning Commission may reduce or
12 waive required parking or loading for a project if it finds that:

13 (1) The only feasible street frontage for a driveway or entrance to off-street parking or
14 loading is located on a protected pedestrian-, cycling-, and transit-oriented street frontage, as defined
15 in Section 155(r), or;

16 (2) The only feasible street frontage for a driveway or entrance to off-street parking or
17 loading is located at a transit stop; and

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

20 (p) Garage additions in the North Beach Neighborhood Commercial District, North Beach-
21 Telegraph Hill Special Use District, and Chinatown Mixed-Use Districts. Notwithstanding any other
22 provision of this Code to the contrary, a mandatory discretionary hearing by the Planning
23 Commission is required in order to install a garage in an existing residential structure of four
24 units or more in the North Beach NCD, the North Beach-Telegraph Hill Special Use District,
25

1 and the Chinatown Mixed Use Districts; Section 311 notice is required for a building of less
2 than four units.

3 In approving installation of the garage, the Commission shall find that: (1) the proposed
4 garage opening/addition of off-street parking will not cause the "removal" or "conversion of
5 residential unit," as those terms are defined in Section 317 of this Code; (2) the proposed
6 garage opening/addition of off-street parking will not substantially decrease the livability of a
7 dwelling unit without increasing the floor area in a commensurate amount; (3) the building has
8 not had two or more evictions with each eviction associated with a separate unit(s) within the
9 past ten years, and (4) the proposed garage/addition of off-street parking installation is
10 consistent with the Priority Policies of Section 101.1 of this Code. Prior to the Planning
11 Commission hearing, or prior to issuance of notification under Section 311(c)(2) of this Code,
12 the Planning Department shall require a signed affidavit by the project sponsor attesting to (1),
13 (2), and (3) above, which the Department shall independently verify. The Department shall
14 also have made a determination that the project complies with (4) above.

15

16 Section 6. The San Francisco Planning Code is hereby amended by amending Section
17 249.1, to read as follows:

18 **SEC. 249.1. FOLSOM AND MAIN RESIDENTIAL/COMMERCIAL SPECIAL USE**
19 **DISTRICT.**

20 (a) Purpose. In order to convert an under-utilized and outmoded industrial area to a
21 unique residential neighborhood close to downtown which will contribute significantly to the
22 City's housing supply, create tapered residential buildings, provide an appropriate mixture of
23 retail sales and personal services to support new residential development, provide a buffer of
24 office and parking use between the bridge and freeway ramps and the housing sites, and
25 allow the existing industrial, service and office uses to remain, there shall be the Folsom and

1 Main Residential/Commercial Special Use District as designated on Sectional Map 1SU of the
2 Zoning Map.

3 (b) Controls. The following zoning controls are applicable in the
4 Residential/Commercial Special Use District.

5 (1) Sidewalk Treatment.

6 (A) The Commission may require an applicant to install lighting, decorative paving,
7 seating and landscaping on public sidewalks, provided that the conditions imposed by the
8 Commission meet any applicable ordinances and applicable requirements of the Department
9 of Public Works, the Bureau of Light, Heat and Power of the Public Utilities Commission and
10 the Art Commission pertaining to street lighting, sidewalk paving and sidewalk landscaping.

11 The Commission, prior to the issuance of guidelines by the *Department of City Planning*
12 *Department*, shall require the owner or owners of property abutting the public sidewalk to hold
13 harmless the City and County of San Francisco, its officers, agents and employees, from any
14 damage or injury caused by reason of the design, construction or maintenance of the
15 improvements, and shall require the owner or owners or subsequent owner or owners of the
16 respective property to be solely liable for any damage or loss occasioned by any act or
17 neglect in respect to the design, construction or maintenance of the sidewalk improvements.

18 (B) Street trees shall be installed by the owner or developer in the case of
19 construction of a new building, relocation of a building, or addition of floor area equal to 20
20 percent or more of an existing building when such construction, relocation or addition occurs
21 on any site in the special use district. The provisions of Section ~~443~~ 428(b), (c) and (d) shall
22 apply.

23 (C) Notwithstanding the provisions of this Subsection, an applicant shall obtain all
24 required permits for sidewalks and street improvements and pay all required fees.

25 (2) Reduction of Ground-Level Wind Currents.

1 (A) Requirement. New buildings and additions to existing buildings shall be shaped,
2 or other wind-baffling measures shall be adopted, so that the developments will not cause
3 ground-level wind currents to exceed, more than 10 percent of the time year-round, between
4 7:00 a.m. and 6:00 p.m., the comfort level of 11 m.p.h. equivalent wind speed in areas of
5 substantial pedestrian use and seven m.p.h. equivalent wind speed in public seating areas.
6 The term "equivalent wind speed" shall mean an hourly mean wind speed adjusted to
7 incorporate the effects of gustiness or turbulence on pedestrians.

8 When preexisting ambient wind speeds exceed the comfort level, or when a proposed
9 building or addition may cause ambient wind speeds to exceed the comfort level, the building
10 shall be designed to reduce the ambient wind speeds to meet the requirements. The
11 provisions of this Section 249.1(b)(3) shall not apply to any buildings or additions to existing
12 buildings for which a draft EIR has been published prior to January 1, 1985.

13 (B) Exception. The Zoning Administrator may allow the building or addition to add
14 to the amount of time the comfort level is exceeded by the least practical amount if (1) it can
15 be shown that a building or addition cannot be shaped and other wind-baffling measures
16 cannot be adopted to meet the foregoing requirements without creating an unattractive and
17 ungainly building form and without unduly restricting the development potential of the building
18 site in question, and (2) it is concluded that, because of the limited amount by which the
19 comfort level is exceeded, the limited location in which the comfort level is exceeded, or the
20 limited time during which the comfort level is exceeded, the addition is insubstantial.

21 The Zoning Administrator shall not grant an exception and no building or addition shall
22 be permitted that causes equivalent wind speeds to reach or exceed the hazard level of 26
23 miles per hour for a single hour of the year.

24 (C) Procedures. Procedures and methodologies for implementing this Section shall
25 be specified by the Office of Environmental Review of the *Planning* Department *of City*

1 *Planning.*

2 (3) Uses.

3 (A) Permitted uses are (i) those listed in Sections 209.1 and 209.2 of this Code and
4 (ii) those permitted in an RC-4 District, plus the uses listed in subsection (e)(1)(B) below;
5 provided that, for newly constructed buildings or additions of twenty percent (20%) or more of
6 an existing building's gross floor area, at least six net square feet of residential use is provided
7 for each one net square foot of non-residential use on any lot. Additions of less than twenty
8 percent (20%) of a building's gross floor area are exempt from the six to one residential
9 requirements. Once granted, this exemption from the residential development requirement for
10 building additions may not be repeated for any single property. Any addition of more than
11 twenty percent (20%) of gross square feet of building area shall be required to provide the
12 housing on a 6 to 1 basis for all of the additional building area. All areas used for parking for
13 either residential or non-residential uses shall be excluded in the calculation of the
14 residential/non-residential ratio. For the purposes of application of this 6 to 1 ratio, hotels,
15 inns or hostels as defined under Section 209.2(d) and (e) shall be considered a non-
16 residential rather than a residential use.

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

19 (i) all uses listed under Section 209.3 ("Institutions") shall be permitted as of right
20 as principal uses;

21 (ii) all uses listed under Section 209.4 ("Community Facilities") shall be permitted as
22 of right as principal uses;

23 (iii) utility uses listed in Section 209.6 shall be permitted as conditional uses, with
24 such utility uses to include telecommunications and internet communication co-location, web-
25 hosting and other similar facilities, provided such uses are primarily conducted within

1 enclosed buildings;

2 (iv) in lieu of Section 209.7, automotive uses shall be those permitted in Section
3 223(a), Section 223(m) (except that such use shall be permitted as a principal use for only five
4 (5) years after the construction of the building, after which a conditional use authorization shall
5 be required), and Section 223(p) (except that such parking lot shall be a conditional use
6 limited to two years per each conditional use authorization);

7 (v) Section 209.8 shall not be applicable;

8 (vi) all uses listed in Section 218 shall be permitted as of right as principal uses;

9 (vii) all uses listed in Section 219(c) shall be permitted as of right above the ground
10 floor or below the ground floor, and all office uses listed in Section 219(c) shall be permitted
11 on the ground floor as conditional uses;

12 (viii) all uses listed in Section 222 shall be permitted as of right above or below the
13 ground level, and shall be conditional uses at the ground level

14 (ix) all uses listed in Section 221(a)—(f) shall be permitted as of right as principal
15 uses;

16 (x) all uses listed in Section 224(a) shall be permitted as conditional uses;

17 (xi) all uses listed in Section 225(b) shall be permitted as of right as principal uses;

18 (xii) all uses listed in Section 226(a) shall be permitted as of right as principal uses;

19 (xiii) commercial wireless facilities as per Section 227(h) or (i) shall be permitted as
20 conditional uses;

21 (xiv) all uses listed in Section 227(r) shall be permitted as of right as principal uses.

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

24 (D) No use, even though listed as a permitted use or otherwise allowed, shall be
25 permitted in the Residential/Commercial Subdistrict which, by reason of its nature or manner

1 of operation, creates conditions that are hazardous, noxious, or offensive through the
2 emission of odor, fumes, smoke, cinders, dust, gas, vibration, glare, refuse, water-carried
3 waste, or excessive noise.

4 (4) Density.

5 (A) Residential Density. There shall be no density limit for residential uses in the
6 Residential/Commercial Subdistrict. The provisions of Sections 207.1 and 208 related to
7 residential density shall not apply.

8 (B) Non-residential Density. There shall be a density limit for non-residential uses,
9 which shall be measured as a Floor Area Ratio (FAR), as defined by Section 102.9, 102.10,
10 102.11 and 124 of this Code. The maximum nonresidential FAR for newly constructed
11 buildings or additions of twenty percent (20%) or more of an existing building shall be 0.75.
12 Otherwise the FAR for the Residential/Commercial Subdistrict shall be 5 to 1. The provisions
13 of Section 123, 124, 125 and 127 relating to Floor Area Ratio shall apply.

14 (C) Area used for parking for commercial uses or residential uses including parking
15 permitted as of right or by conditional use shall not be considered as commercial FAR.

16 (5) Open Space.

17 (A) Open space shall be provided at the ratio of thirty-six net square feet of open
18 space for each dwelling unit if all private, with a ratio of 1.33 of common usable open space
19 that may be substituted for private; open space shall be provided at the ratio of one square
20 foot of open space per 50 square feet of gross floor area for all other uses.

21 (B) The open space requirement for residential use may be met by providing one or
22 more of the following types of open space: private usable open space as set forth below;
23 common open space, including an unenclosed park or plaza at grade or above, or an
24 enclosed or partly enclosed pool or a health club, accessible to residents and guests of
25 residents and not to the general public, and "publicly accessible open space" as set forth in

1 (C)(i) below. Where any publicly accessible open space is used to satisfy the open space
2 requirements for both residential and non-residential use, the open space area must be of an
3 area at least equal to the sum of the separate open space requirements to be satisfied by that
4 open space. Up to forty percent (40%) of the open space requirement for residential uses
5 may be met by providing private open spaces, provided that any such private open space
6 counted toward a portion of the open space requirement has a minimum area of 36 square
7 feet, with a minimum dimension of four feet in any direction.

8 (C) The open space requirement for non-residential uses shall be met by providing
9 "publicly accessible open space," which is defined as open space situated in such locations
10 and which provides such ingress and egress as will make the area accessible to the general
11 public and which is open to the public daily for at least twelve daylight hours.

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

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

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

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

22 (DD) A sun terrace or solarium with landscaping;

23 (EE) Sidewalk widening following a regular pattern of setbacks;

24 (FF) A recreation facility on the roof of a parking garage;

25 (GG) An unenclosed pedestrian street that traverses a large block in an east-west

1 direction;

2 (HH) A publicly-accessible area with a scenic overlook;

3 (II) A publicly-accessible area within 900 feet of the site;

4 (JJ) Streetscapes on surrounding streets, as approved by the Planning Department;

5 or

6 (KK) Other similar open space features as more particularly defined in the Recreation
7 and Open Space Section of the Rincon Hill Plan, a part of the General Plan. If a sidewalk
8 widening is used to meet the open space requirement, the Planning Commission shall require
9 approval of the open space proposal by the Department of Public Works prior to Planning
10 Commission approval of the project.

11 (ii) The required publicly accessible open space shall, as determined by the Zoning
12 Administrator:

13 (AA) Be in such locations and provide such ingress and egress as will make the area
14 convenient, safe, secure and easily accessible to the general public;

15 (BB) Be appropriately landscaped;

16 (CC) Be accessible to public water and toilet facilities;

17 (DD) Be protected from uncomfortable winds;

18 (EE) Incorporate ample seating and, if appropriate, access to limited amounts of food
19 and beverage service, which will enhance public use of the area;

20 (FF) Be well signed and accessible to the public during daylight hours;

21 (GG) Have adequate access to sunlight if sunlight access is appropriate to the type of
22 area;

23 (HH) Be well lighted if the area is of the type requiring artificial illumination;

24 (II) Be designed to enhance user safety and security;

25 (JJ) Be of sufficient size to be attractive and practical for its intended use; and

1 (KK) The owner of the property on which the open space is located shall maintain it
2 by keeping the area clean and free of litter and keeping in a healthy state any plant material
3 that is provided. The Zoning Administrator shall have authority to require a property owner to
4 hold harmless the City and County of San Francisco, its officers, agents and employees, from
5 any damage or injury caused by the design, construction or maintenance of open space, and
6 to require the owner or owners or subsequent owner or owners of the property to be solely
7 liable for any damage or loss occasioned by an act or neglect in respect to the design,
8 construction or maintenance of the open space.

9 (D) The provisions of Section 135 concerning usable open space shall not apply.

10 (6) Parking Requirements. Parking requirements in the Special Use District shall be
11 those of a Downtown Residential (DTR) District, as defined in Section 151.1 of this code.

12 ~~(A) — There shall be no more than one parking space for each dwelling unit. Parking in excess~~
13 ~~of one parking space for each dwelling unit shall not be classified as an accessory use, notwithstanding~~
14 ~~the provisions of Section 204.5(e) of this Code.~~

15 ~~(B) — Parking for retail uses shall be provided at a ratio of one space for each 500 occupied~~
16 ~~square feet of retail space for the first 60,000 occupied square feet of retail space on any project site;~~
17 ~~any parking for retail square footage in excess of 60,000 square feet per project shall not exceed a~~
18 ~~ratio of one space per each 1,500 occupied square feet of retail space.~~

19 ~~(C) — Parking for all office uses and any other non-retail commercial use shall be provided at~~
20 ~~a ratio of one space for each 1,500 occupied square feet of space.~~

21 ~~(D) — At street level, parking shall not front on Folsom Street, and within 25 feet horizontal~~
22 ~~distance from other street rights of way cannot occupy more than twenty percent (20%) at street level~~
23 ~~of the cumulative street frontage in the Residential/Commercial Subdistrict.~~

24 ~~(E) — In addition to the amounts of parking set forth above, additional parking shall be~~
25 ~~allowed as of right for any project that submitted an application for environmental review prior to~~

1 ~~December 31, 2001, where such parking is necessary to replace parking for any agency or department~~
2 ~~of the United States Federal Government that is located on, or immediately adjacent to, a development~~
3 ~~site.~~

4 (7) Streetscape.

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

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

13 (8) Site Coverage. There shall be no limit on site coverage. One hundred percent
14 (100%) site coverage shall be permitted.

15 (9) Dwelling Unit Exposure. In light of the high-density nature of the
16 Residential/Commercial Subdistrict, the dwelling unit exposure requirements of Section 140
17 shall not apply.

18 (10) Height and Tower Separation Standards.

19 (A) There shall be an 85-foot maximum height for the podium/base of a building.

20 (B) There shall be an overall height limit of 400 feet in the Residential/Commercial
21 Subdistrict.

22 (C) There shall be a 50 foot minimum tower height differential between towers on
23 the same development site.

24 (D) In the Residential/Commercial Subdistrict, there shall be a minimum 82½ foot
25 separation between towers.

1 (E) All space above the 200-foot height level shall be devoted to residential use.

2 (11) Bulk Standards. The Residential/Commercial Subdistrict shall be subject to "W"
3 Bulk District controls, as follows:

4 (A) Base (0—85 feet): Unlimited. The site coverage limitations of Section
5 249.1(b)(1) shall not apply.

6 (B)

7 (i) ~~(1)~~ Buildings over 85 in height, but less than 300 feet in height, shall be limited to a
8 maximum plan length of 100 feet and a maximum diagonal length of 125 feet.

9 (ii) ~~(2)~~ Buildings over 300 feet in height shall not exceed a maximum plan length of 115
10 feet and a maximum diagonal length of 145 feet.

11 (iii) ~~(3)~~ Minor increases in Plan length for the purposes of improved design may be
12 approved pursuant to Section 271.

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

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

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

23
24 Section 7. The San Francisco Planning Code is hereby amended by amending Section
25 249.23, to read as follows:

1 **SEC. 249.23. FOURTH AND FREELON STREETS SPECIAL USE DISTRICT.**

2 There shall be a special use district known as the Fourth Street, Freelon Street, Zoe
3 Street and Welsh Street, as designated on Sectional Map No. 1SU of the Zoning Map of the
4 City and County of San Francisco. The following controls shall apply within this Special Use
5 District.

6 (a) Conversion of Previously Approved But Not Yet Constructed Live/Work Units to
7 Market-Rate Housing. The developer of previously approved but not yet constructed live/work
8 units may convert the units to market-rate residential units and construct additional new
9 market-rate residential units on the site provided that (i) the developer, at his, her or its sole
10 expense, constructs affordable housing off-site with square footage equal to 15% of the total
11 residential units proposed to be constructed offsetting the developer's site acquisition costs
12 against the costs of construction, and (ii) the affordable housing is constructed of similar high
13 quality construction to the market rate units on land owned or purchased by the developer and
14 is located in the South of Market Area or the North of Market Residential Special Use District,
15 (iii) the off-site affordable housing building shall contain a minimum of 56 dwellings of no less
16 than 400 square feet each, (iv) the off-site affordable units shall be rental units, (v) the off-site
17 affordable rental units shall be marketed and monitored in accordance with the requirements
18 of the Procedures Manual approved under Section ~~401 315.1(33)~~ of ~~the Planning~~ this Code,
19 except that the owner shall, to the extent permitted by law, give top priority to current Single
20 Room Occupancy tenants and families with low- and very-low income, (vi) the affordable
21 rental units shall remain subject to the affordability requirements of the Procedures Manual for
22 a period of 50 years from their date of initial occupancy, (vii) upon completion, the land title
23 shall be transferred to and the off-site affordable housing building shall be owned, managed
24 and operated by a nonprofit housing organization, and (viii) the deed to the off-site affordable
25 housing building and the associated land shall be transferred to a non-profit affordable

1 housing organization selected by the Mayor's Office of Housing if the original nonprofit
2 housing organization is dissolved. If no such nonprofit housing organization can be found, the
3 off-site affordable housing building and the associated land shall revert to the City. The off-
4 site affordable housing building and the associated land shall not be sold or transferred
5 without the consent of the Mayor's Office of Housing. The nonprofit housing organization
6 shall be responsible for securing all required City approvals and permits for the affordable
7 housing project, with the cost of securing such approvals and permits borne by the developer
8 as its costs of development.

9 For purposes of this section, "affordable" shall be defined as affordable to low- and
10 lower-income households with income not exceeding 50% of San Francisco's median income.
11 The developer shall pay to the San Francisco School District School Fees for the new market
12 rate units less the amount of school fees already paid to the District for the previously
13 approved live/work units.

14 (b) Principal Permitted Uses. The principal permitted uses in this Special Use
15 District shall be a residential and retail mixed-use development. Office use is not allowed,
16 except for office use accessory to a permitted retail use. Live/work is not permitted in this
17 Special Use District. The construction of market-rate residential units is permitted only if the
18 provisions of Subsection (a) above are met.

19 (c) Dwelling Unit Density. The dwelling unit density shall be governed by the
20 allowable building envelope.

21 (d) Rear Yard. The rear yard requirement shall be 15% of the lot depth. However,
22 the Zoning Administrator may administratively modify the location of the required rear yard,
23 provided that a comparable amount of open space is provided elsewhere in this Special Use
24 District or within the development where it is more accessible to the residents of the
25 development.

1 (e) Usable Open Space. The usable open space shall be 36 square feet per unit for
2 private usable open space, or 48 square feet per unit for common usable open space.

3 (f) Sunlight and Dwelling Unit Exposure Requirements. The Planning Commission
4 may grant an exception to Section 135(g)(2) and Section 140 of this Code pursuant to
5 Subsection 249.23(j) of this Ordinance.

6 (g) ~~Off-Street Parking. No more than one off-street parking space shall be provided for each~~
7 ~~dwelling unit. The off-street parking space shall meet the standards set forth in Section 154 of this~~
8 ~~Code.~~

9 ~~(h)~~ Height and Bulk Restrictions. The base height and bulk applicable to this Special
10 Use District is 50-X. An exception to the height requirement up to a maximum of 85 feet may
11 be approved pursuant to Subsection (j) of this Section.

12 ~~(h)~~ (i) Yards. No front or side yard shall be required in this Special Use District

13 ~~(i)~~ Project Approval. The Planning Commission shall conduct a duly noticed public
14 hearing on the application for an alteration to the previously approved live/work project.
15 Conditional use authorization is required for a project in this Special Use District meeting the
16 requirements set forth in Subsection (a) of this Section. The Planning Commission may grant
17 an exception to the 50 height limit up to 85 feet and may approve the project, provided that
18 the Commission finds that (i) the height of the building or structure does not exceed 85 feet,
19 (ii) the project complies with the provisions of subsection (a) of this Section, (iii) the proposed
20 project meets the additional criteria set forth in Section 303(c) of this Code, and (iv) the project
21 sponsor has provided evidence that a mechanism will be in place to assure completion and
22 maintenance of the off-site affordable housing and insurance against construction defects.
23 The creation of this Special Use District shall not limit the discretion vested in the Planning
24 Commission in its review including but not limited to height, building scale, required setbacks
25 and street frontage treatments of the projects.

1 (j) ~~(k)~~ Timing of Construction. The project applicant shall insure that the off-site units
2 are constructed, completed, and ready for occupancy no later than the market rate units in the
3 principal project. The off-site inclusionary units requirements shall be met on-site pursuant to
4 the provisions of Section ~~415.5~~ 315.4 of this Code in the event that no off-site project is built by
5 the project applicant.

6 (k) ~~(l)~~ Notice. Upon receipt of an alteration permit application for a residential
7 development meeting the requirements of subsection (a) of this Section, the Planning
8 Department shall provide notice of the development to property owners and occupants within
9 a 300 foot radius of this Special Use District.

10
11 Section 8. The San Francisco Planning Code is hereby amended by amending Article
12 9, Part VII, to read as follows:

13 **PART VII – PARKING**

14 **SEC. 960. OFF-STREET PARKING FOR ALL USES IN ~~MB-R~~ MISSION BAY DISTRICTS**
15 **~~AND FOR RESIDENTIAL USES IN MB-NC DISTRICTS.~~**

16 (a) ~~Amount. For all uses in the Mission Bay Use Districts subject to this Article, the number~~
17 ~~of requirements for~~ off-street parking spaces required for all uses in ~~MB-R Mission Bay Districts and~~
18 ~~for residential uses in MB-NC Districts~~ shall be as the number of spaces specified in ~~Table 151~~ in
19 Section 151.1 of this Code ~~for the particular use in question, except that small scale convenience~~
20 ~~retail uses in MB-R Districts as defined in Section 996(b)(9), shall have no parking requirement.~~
21 ~~Additional parking may be provided subject to the limitations of Section 204.5.~~

22 (b) ~~Location. Off-street parking spaces shall be located as provided in Section 159.~~

23 **~~SEC. 961. OFF-STREET PARKING FOR NONRESIDENTIAL USES IN MB-NC DISTRICTS.~~**

24 (a) ~~Amount. The number of off-street parking spaces required for nonresidential uses in the MB-~~
25 ~~NC-2, MB-NC-3, and MB-CN-S Districts shall be one space for each 850 square feet of nonresidential~~

1 ~~uses, except that the community cultural center on Development Block 32, as provided in the Mission~~
2 ~~Bay Plan, and nonresidential uses in affordable housing sites on Development Blocks 27A, 33A and~~
3 ~~50A shall have no off-street parking requirement. Additional parking may be provided subject to the~~
4 ~~limitations of Section 204.5.~~

5 ~~(b) — Location. Required nonresidential off-street parking spaces shall be provided in~~
6 ~~collective parking facilities as follows:~~

7 ~~Up to 400 spaces within Development Block 35;~~

8 ~~Up to 240 spaces within Development Block 53; and~~

9 ~~At least 225 spaces within Development Blocks 27, 28, 32, 38, 40, 42 and 44.~~

10 ~~Additional permitted parking may be located in collective parking facilities or as provided in~~
11 ~~Section 159. Pending development of collective facilities, required off-street parking may be provided~~
12 ~~in surface lots on undeveloped parcels within the Neighborhood Commercial Districts.~~

13 ~~(c) — Short-Term Use. Parking spaces in collective parking structures shall be available to the~~
14 ~~general public and shall not be assigned to a specific use or uses. Rules shall be established and if fees~~
15 ~~are charged, a differential rate structure shall be adopted to discourage long-term use and encourage~~
16 ~~short-term use.~~

17 ~~SEC. 962. OFF-STREET PARKING IN MB-O AND MB-CI DISTRICTS.~~

18 ~~(a) — Amount. The maximum amount of off-street parking permitted in the MB-O and MB-CI~~
19 ~~Districts is an amount equal to one space for each 1,000 square feet of gross floor area (as defined in~~
20 ~~Section 923(b)) of uses permitted in the districts plus one space for each live/work unit excluded from~~
21 ~~gross floor area pursuant to Section 923(b)(4), except for property zoned MB-CI located east of Owens~~
22 ~~Street for which the maximum amount of off-street parking shall be equal to 2.5 spaces for each 1,000~~
23 ~~square feet of gross floor area. There is no minimum parking requirement.~~

24 ~~(b) — Location. Parking may be located under-ground, in surface lots, above grade in office~~
25 ~~and commercial-industrial buildings or in above-grade parking structures. Parking in above-grade~~

1 structures may serve more than one building and may be located anywhere in the same district as the
2 use which it serves. In the MB-O District no more than 55 percent of the off-street parking may be
3 provided above grade. Parking which is below ground level by half a parking level or more shall be
4 excluded from this calculation.

5 (e) — Preferential Use. Short-term business visitor parking and vanpool and carpool
6 commuter parking shall be given preference in the use of the off-street parking spaces which are
7 provided pursuant to this Section. This preference shall be implemented in the manner provided in the
8 Parking Management component of the Mission Bay Transportation Management Program, a part of
9 the Mission Bay Plan.

10 **SEC. 963. OFF-STREET PARKING IN THE MB-H DISTRICT.**

11 (a) — Amount. The number of off-street parking spaces required in the MB-H district shall be
12 as provided for districts other than NC Districts in Table 151 of Section 151. Additional parking is
13 permitted provided that the number does not exceed an amount equal to one space for each three guest
14 bedrooms.

15 (b) — Location. Parking shall be located on site and underground.

16 **SEC. 964. OFF-STREET PARKING IN THE MB-CF DISTRICTS.**

17 The number of off-street parking spaces required for various uses permitted in the MB-CF
18 Districts shall be the number of spaces specified for the particular use in Table 151 in Section 151 of
19 this Code, calculated in the manner provided in Section 153.

20 **SEC. 965. OFF-STREET PARKING IN THE MB-OS DISTRICTS**

21 In the MB-OS District there is no off-street parking requirement for recreation uses or for the
22 small-scale convenience retail uses in Crescent Park as generally indicated in the Mission Bay Plan.
23 The maximum number of parking spaces for the houseboat community on the southern edge of China
24 Basin Channel shall be fifty spaces, located in accordance with the provisions of Recreation and Open
25 Space Design Guidelines Section 5 (Channel Edge at Houseboats) of the Mission Bay Plan.

1 ~~SEC. 966. OFF-STREET PARKING, CALCULATIONS, DIMENSIONS, AND STANDARDS.~~

2 ~~Rules for calculating of required spaces shall be as provided in Section 153 (a)1—5 and (b).~~

3 ~~The minimum dimensions for required off-street parking spaces shall be as provided in Section 154 and~~
4 ~~the general standards for their location and arrangement shall be as provided in subsections (h)~~
5 ~~through (o) of Section 155, except as otherwise provided in Sections 960 through 967.~~

6 ~~SEC. 967. SCREENING OF OFF-STREET PARKING.~~

7 ~~Off-street parking areas in Mission Bay Use Districts shall be screened from view as provided~~
8 ~~in the Mission Bay Plan. Housing Design Guideline Section 2.14 applies in MB-R districts and~~
9 ~~Commercial and Industrial Design Guideline Section 2.13 applies in all other districts.~~

10 ~~SEC. 968. OFF-STREET FREIGHT LOADING AND SERVICE VEHICLE SPACES.~~

11 ~~(a) Permit Required in MB-O, MC-CI, MB-H, and MB-CF Districts. Off-street freight loading~~
12 ~~spaces shall be provided in MB-O, MB-CI, MB-H and MB-CF Districts in the minimum quantities~~
13 ~~specified in the following table, except as otherwise provided in Sections 153(a)6 and 161 of this Code.~~
14 ~~The measurement of gross floor area shall be as defined in Section 102.9 and Section 953(b), except~~
15 ~~that non-accessory parking spaces and driveways and their incidental maneuvering areas shall not be~~
16 ~~counted.~~

17 ~~TABLE 968 □ OFF-STREET FREIGHT LOADING SPACE REQUIREMENTS □ IN MB-CN-S,~~
18 ~~MB-O, MB-CI, MB-H AND MB-CF DISTRICTS~~

<i>Use or Activity</i>	<i>Gross Floor Area of Structure or Use (square feet)</i>	<i>Number of Off street Freight Loading Spaces Required</i>
<i>Offices and Banks</i>		<i>0.1 space per 10,000 sq. ft. of gross floor area (to closest whole number per Section 153)</i>
<i>Retail Stores, Restaurants, Bars</i>	<i>0—10,000</i>	<i>0</i>

1	<i>and Drug Stores</i>	<i>10,001—30,000</i>	<i>1</i>
2		<i>30,001—50,000</i>	<i>2</i>
3		<i>over 50,000</i>	<i>1 space per 25,000 sq. ft. of gross floor area (to closest whole number per Section 153)</i>
4	<i>Wholesaling, Manufacturing, and All Other Use Primarily Engaged in Handling Goods</i>	<i>0—10,000</i>	<i>0</i>
5		<i>10,001—50,000</i>	<i>1</i>
6		<i>over 50,000</i>	<i>0.21 spaces per 10,000 sq. ft. of gross floor area (to closest whole number per Section 153)</i>
7	<i>Hotels, Apartments and all other uses not included above</i>	<i>0—100,000</i>	<i>0</i>
8		<i>100,001—200,000</i>	<i>1</i>
9		<i>200,001—500,000</i>	<i>2</i>
10		<i>over 500,000</i>	<i>3 plus 1 space for each additional 400,000 sq. ft.</i>

17 *(b) — Amount Required in MB-NC-2 and MB-NC-3 Districts. In order to preserve the*
18 *continuity of the retail frontage, no off-street freight loading spaces shall be required in the MB-NC-2*
19 *and MB-NC-3 Districts. However, if off-street parking facilities to serve a structure or use are provided*
20 *on site the number of off-street freight loading spaces called for in Table 152 shall also be provided,*
21 *unless the Zoning Administrator determines that, because of physical constraints, it is not feasible to do*
22 *so.*

23 *(c) — Dimensions and Location. The minimum dimensions for required off-street freight*
24 *loading and service vehicle spaces shall be as provided in Section 154 and the general standards for*
25

1 *their location and arrangement shall be as provided in Subsection (h) and (k) through (p) of Section*
2 *155.*

3 *SEC. 969. TOUR BUS LOADING SPACES IN THE MB-H DISTRICT.*

4 *In the MB-H District, off-street tour bus loading spaces shall be provided for hotel uses in the*
5 *minimum quantities as follows:*

<i>Number of Hotel Rooms</i>	<i>Number of Off-Street Loading Spaces Required</i>
0 <i>200</i>	<i>0</i>
201 <i>350</i>	<i>1</i>
351 <i>500</i>	<i>2</i>

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

By: _____
JUDITH A. BOYAJIAN
Deputy City Attorney