



# SAN FRANCISCO PLANNING DEPARTMENT

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## Executive Summary Proposed Planning Code Amendment of Car-Share Controls

HEARING DATE: AUGUST 12, 2010

*Project Name:* Car-Share Controls  
*Case Number:* 2009.0187T  
*Staff Contact:* Kevin Guy, Sharon Lai and Joshua Switzky  
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*Reviewed by:* AnMarie Rodgers, Manager Legislative Affairs  
[anmarie.rodgers@sfgov.org](mailto:anmarie.rodgers@sfgov.org), 415-558-6395

*Recommendation:* **Recommend Approval**

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### PLANNING CODE AMENDMENT

On April 8, 2010 the Planning Commission considered a draft policy that would update zoning controls relating to car-sharing. At that hearing, the Commission embraced the proposed policy changes and requested that additional changes be considered as legislative amendments to the Planning Code. On June 10, 2010 the Commission initiated amendments to the Planning Code controls for car-share. At that hearing and pursuant to Planning Code Section 306.3, the Planning Commission authorized the Department to provide notice for a hearing to consider the Planning Code amendments contained in the draft Ordinance and with additional modifications to revise the car-share controls.

#### The Way It Is Now:

The proposed Ordinance amends three existing Sections of the Planning Code (hereafter referred to as "Code"). Below is a concise summary of the pertinent components of the Sections proposed for amendment.

- **Section 166– Car Sharing** establishes 1) the definitions related to car-sharing; 2) the car-share requirements for certain residential developments; and 3) the requirements to become a certified car-share organization. Currently, Section 166 is silent on topics such as how non-required car-share spaces should be treated and how required car-share spaces should be considered relative to parking minimum and maximum requirements. At present, nonresidential developments in certain zoning districts are not subject to car-share requirements<sup>1</sup>.
- **Section 151.1 - Scheduled of Permitted Off-Street Parking Spaces In Specified Districts** establishes controls for parking in districts that establish "maximum" controls for accessory

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<sup>1</sup> Currently the non-residential requirements only apply to newly constructed buildings in NCT, MU-G, MU-R, MU-O, UMU, DTR, and SPD Districts or the Van Ness and Market Downtown Residential Special Use District.

parking and establishes parameters for when a conditional use authorization would be required for parking above permitted levels. This section also establishes Commission “findings” and additional controls that are required for parking above the required levels in certain districts. This section does not currently require the provision of car-share memberships for building occupants.

- **Section 163 - Transportation Management Programs And Transportation Brokerage Services In C-3, Eastern Neighborhoods Mixed Use, And South Of Market Mixed Use Districts** establishes controls to minimize the transportation impacts of added office employment in the downtown and South of Market area. It currently uses tools such as: the provision of transit information and on-site sale of transit passes; the provision and coordination of ridesharing; measures to reduce parking demand; and encouragement of flextime or staggered work hours to move trips outside of peak commute time. This section does not currently include the provision of car-share as an option for transportation management.

#### The Way It Would Be:

The proposed Ordinance would amend the following existing Sections within the Code:

- **Amend Section 166 Car-Sharing** to:
  - a. Generally permit car-share spaces in the same manner and locations as residential parking. All residential spaces may be voluntarily converted to car-share spaces.
  - b. Provide that required car-share parking space shall satisfy or may substitute for any required residential parking; however, it shall not be counted against the maximum number of parking spaces allowed by this Code as a principal use, an accessory use, or a conditional use.
  - c. Expand non-residential requirements to all districts and to explicitly allow car-share parking wherever residential parking is permitted.
- **Amend Section 151.1 - Scheduled Of Permitted Off-Street Parking Spaces In Specified Districts** to
  - a. Enable the Commission to require that property owners seeking to exceed the permitted levels of residential parking provide car-share memberships to future residents when certain findings are made.
- **Amend Section 163 Transportation Management Programs And Transportation Brokerage Services In C-3, Eastern Neighborhoods Mixed Use, And South Of Market Mixed Use Districts** to include the promotion and encouragement of car-share services as a component of transportation management programs and transportation brokerage services in C-3, Eastern Neighborhoods Mixed Use and South of Market Mixed Use Districts as described in Section 163 of the Code.

## REQUIRED COMMISSION ACTIONS

The proposed Ordinance is before the Commission so that it may approve or disapprove the proposed Planning Code Amendments.

## RECOMMENDATION

The Department recommends that the Commission recommend *approval* of the proposed Ordinance and adopt the attached Draft Resolution to that effect.

## BASIS FOR RECOMMENDATION

Our basic choices for urban transportation modes haven't changed much since the early 20<sup>th</sup> Century: public transit, walking, biking, and the single-owner automobile. The newest option, car-share, isn't a technological innovation as much as it is a new way to use cars, a sort of library service for cars. San Francisco is a leader in the car-share movement. Car-sharing began in the United States just over 10 years ago<sup>2</sup>. City Car-Share began in 2001 and the Planning Commission instituted car-share requirements as part of project "Conditions of Approval" as early as June 2002<sup>3</sup>. Shortly thereafter, the Commission codified uniform requirements in the Planning Code, with the 2005 adoption of the Rincon Hill Plan. To date, the Department's research could not locate any other municipality that requires car-share parking by local ordinance<sup>4</sup>. As an early adopter of car-share, the City is still learning about how to best implement car-share and about how car-share relates to other policy goals. This case report and associated hearing seek to refine our car-share regulations in San Francisco. The specific arguments for each amendment is discussed below.

- **Basis for Section 166 Car-Sharing Amendments:**
  - a. **Proposed Amendment: Car-share spaces shall be generally permitted in the same manner as residential parking. All residential spaces may be voluntarily converted to car-share spaces.**

Basis For Amendment: Under Ordinance Number 112-08 [Board File No. 08-0095], Section 150 was amended to allow residential accessory parking, including required spaces, to be rented or leased to residents who live within a quarter mile. Given that car-share spaces would also serve residents who live in the building and/or the area, this proposed amendment would help address neighborhood trip demand and is consistent with existing City policy.

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<sup>2</sup> Balish, Chris. How to Live Well Without Owning a Car, Ten Speed Press, pg 161, 2006.

<sup>3</sup> On June 20, 2002 the Planning Commission adopted Motion No. 16443 for the project at 724 Van Ness Avenue/650 Turk noting, "The Project Sponsor has offered two parking spaces to City CarShare in order to provide for shared car use by Project residents as well as the general public."

<sup>4</sup> According to Rick Rybeck of Washington D.C's Department of Transportation, the D.C. Commission will at times exact car-share spaces in developments requiring discretionary approval but there are no standards that would automatically trigger a set number of car-share parking spaces.

- b. **Proposed Amendment:** Provide that required car-share parking space shall satisfy or may substitute for any required residential parking; however, it shall not be counted against the maximum number of parking spaces allowed by this Code as a principal use, an accessory use, or a conditional use.

Basis For Amendment: This amendment would clarify that the provision of required car-share parking can be used to satisfy or substitute for requirements but that required car-share spaces should not reduce the number of parking spaces that may be allowed for private automobile use.

- c. **Proposed Amendment:** Expand non-residential requirements to all districts.

Basis For Amendment: At past hearings, Members of the Commission discussed the application of nonresidential car-share requirement to additional zoning districts. At present, nonresidential developments in certain Districts are not subject to these requirements, such as the large office projects proposed within the C-3 Zoning Districts. Staff has concluded that it is appropriate to apply non-residential car-share requirements to projects in all Districts. Such spaces could be particularly beneficial to employees within office buildings or large institutions where the pods are located, to run errands or attend off-site meetings throughout the day. These requirements would typically only capture larger development projects, because they are triggered for projects that propose at least 25 off-street parking spaces for non-residential uses.

- **Basis for Section 151.1 Scheduled Of Permitted Off-Street Parking Spaces In Specified Districts Amendment.**

- b. **Proposed Amendment:** Enable the Commission to require that property owners seeking to exceed the permitted levels of residential parking provide car-share memberships to future residents.

Basis For Amendment: Under the theory of induced demand and consistent with the economic theory of supply and demand, projects that add parking supply may lead to increased use of private automobiles. While the proposed project will still increase supply (by exceeding the permitted levels of parking), some of the increased trips may be mitigated by making the car-share alternative more attractive through guaranteed memberships. According to the proposal, when the Planning Commission determines that a proposed project has exceeded the targeted levels of parking as identified in the Planning Code, *and* that the provision of this additional parking may result in increased traffic within the neighborhood, the Commission can require that car-share membership be provided to residents of the development. The Commission would need to find that 1) the proposed project exceeds the amount of parking permitted by the Planning Code or 2) the project or additional parking encourages additional private-automobile use, creating localized transportation impact for the neighborhood; *and* 3)

this transportation burden may be lessened for the neighborhood by the provision of car-share memberships to future residents.

The anticipated financial cost of such a requirement is currently estimated at an annual cost of \$30 per unit. This assumes that the development would only pay for the membership fees and that any car usage fees would be paid by the resident.<sup>5</sup>

- **Basis for Section 163 Transportation Management Programs And Transportation Brokerage Services In C-3, Eastern Neighborhoods Mixed Use, And South Of Market Mixed Use Districts Amendment.**
  - i. **Proposed Amendment: Include the promotion and encouragement of car-share services as a component of transportation management programs.**

Basis For Amendment: Car-sharing can be used as a tool to offset the urban impacts of a new development. Car-share services have been demonstrated to reduce: (i) the number of individually-owned automobiles per household<sup>6</sup>; (ii) vehicle miles traveled per household<sup>7</sup>; and (iii) vehicle emissions generated per household. For these reasons, car-sharing should be added to the options for transportation management in Section 163.

## 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 letters regarding this proposal.

<b>RECOMMENDATION:</b>	<b>Recommendation of Approval</b>
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<sup>5</sup> According to Zipcar, development memberships could be offered to any location where the Planning Commission required memberships under the following parameters. All residents wishing to opt-in to the program must apply with Zipcar and pass a DMV driving record check. Depending on one's driving history, a potential member could be rejected. Zipcar's current residency program discount is as follows: 1) Under an affiliate group, such as a condominium group, each member would be assessed a reduced membership fee for \$25. This \$25 membership fee is renewed annually. 2) Standard membership with no association to an affiliate group is a \$50 annual fee and \$25 application fee. 3) Individual members would be responsible for usage fees including: hourly rates and fees that are dependent on the type of vehicle and the length of the reservation.

<sup>6</sup> R. Cervero, A. Golub, and B. Nee, SF City CartShare: Longer-Term Travel-Demand and Car Ownership Impacts, Prepared for Department of Transportation & Parking, City of San Francisco (Institute of Urban and Regional Development, UC Berkely, Working Paper 2006-07) p.14-33.

<sup>7</sup> Ibid.

**Attachments:**

- Exhibit A: Memorandum to the Commission
- Exhibit B: Draft Planning Commission Resolution: Recommending Approval of Amendments to the Planning Code
- Exhibit C: Draft Ordinance Amending Car-Share Controls in the Planning Code



# SAN FRANCISCO PLANNING DEPARTMENT

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## Memorandum to the Planning Commission

HEARING DATE: AUGUST 12, 2010

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*Project Name:* **Car-Share Policy**  
*Case Number:* 2009.0187T  
*Staff Contact:* Kevin Guy, Sharon Lai and Joshua Switzky  
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*Reviewed by:* AnMarie Rodgers, Manager Legislative Affairs  
[anmarie.rodgers@sfgov.org](mailto:anmarie.rodgers@sfgov.org), 415-558-6395  
*Recommendation:* **Amend Planning Code Section 166, Approve Draft Resolution, and Recommend Approval of Draft Ordinance**

### INTRODUCTION

At the July 10, 2010 car-share hearing the Planning Commission 1) initiated amendments to the Planning Code to update the car-share controls and 2) directed staff to prepare a memorandum addressing the Commission's concerns about car-share. Specifically, the Commission requested information about:

1. how car-share requirements are monitored, with special attention to tracking the requirements through future subdivision of properties with car-share requirements;
2. whether large projects under the jurisdiction of the Redevelopment Agency, such as Treasure Island, Bayview Hunters Point Shipyard/Candlestick, and Transbay, are subject to the Planning Code requirements of car-share; and
3. the maintenance costs of car-share spaces over the long-term and potential impacts on affordable housing as well as interactions between the residential parking requirements and car-share requirements for affordable housing.

This memorandum responds to the Commission's three requests.

### ISSUE 1: CAR-SHARE MONITORING

**How are car-share requirements monitored, with special attention to tracking the requirements through future subdivision of properties with car-share requirements?**

**Discussion CS Monitoring:** Earlier projects with requirements for car-share parking that pre-dated the establishment of the requirement per Planning Code Section 166 have proved difficult to track. The issues relating to car-share requirement monitoring appears to be occurring mainly due to two areas of shortfalls. 1) Documentation of car-share requirements prior to tenancy. Car-share requirements were not consistently detailed on approved plans. Earlier car-share requirements or spaces that were required by the Commission beyond Section 166 during the entitlement process were not consistently transferred onto permitting plans. 2) Tracking of car-share requirements post occupancy. Although the car-share requirements and conditions were recorded as Notices of Special Restrictions (NSRs) and are hence

deeded to a property, there has been confusion in instances involving subdivisions or condo-conversions, where new lot numbers are assigned and the new condominium associations may not be aware of past NSRs. The Department has been working to improve these areas in an effort to strengthen car-share monitoring.

**Response CS Monitoring:** The Department is addressing this issue with a two-pronged approach. The department has increased documentation of car-share requirements prior to tenancy and tracking of car-share requirements post-occupancy.

**A. Documentation of car-share requirements prior to tenancy.** The time duration between entitlement approval, building permit approval, and addendum approval can in some cases take several years for larger projects. Therefore, it is crucial to establish clear written and plan documentation.

The Department is establishing new standard conditions to be applied to projects with car-share requirements. These conditions will be recorded as Notices of Special Restrictions on properties with car-share requirements. NSRs are required to be attached to the plans approved by the Planning Department. This will ensure that the car-share requirements are clearly communicated.

All car-share spaces are to be noted and labeled throughout all plans including revisions and addendums sets. The Department will create new internal review procedures and checklists to ensure that car-share requirements are verified when planners review plan addendums. This will ensure that all car-share requirements are correctly and consistently detailed on all plans with Planning Department approval.

The Department is also working with the Department of Building Inspection to develop new protocols to add the Planning Department to the job card at the time of building inspection. This will allow the project planner to conduct a physical inspection of the project prior to the issuance of temporary or permanent certificate of occupancy. This will ensure that all car-share requirements have been constructed as approved.

**B. Tracking of car-share requirements post-occupancy.** Tracking of planning requirements once a project has been approved by the Planning Department has been problematic. Although the Department has an enforcement team, the Department's policing powers are limited, in that our enforcement team operates on a complaint basis. The Department does not have the resources to regularly visit all sites with car-share requirements. In order to preempt the miscommunication of car-share requirements, it is important for the Department to keep clear records and to provide access to the information so that the car-share requirements are not lost through the passage of time.

As mentioned above, the Department is establishing new standard conditions to be applied to projects with car-share requirements. It is important for the Department to draft clear NSR language, as it is an enforcement tool the Department utilized to record and track all special conditions imposed on properties. NSRs are recorded onto the deed of a property. If done correctly, the NSRs are also transferred to new lots even in subdivisions and condo-conversions.



An inventory list of required car-share spaces has been uploaded to the car-share web page. The Department has committed to maintaining and updating this list on a regular basis. This inventory list allows car-share organizations and any interested member of the public to keep track of all available required car-share spaces. This would diminish confusion for car-share requirements by providing a single point source to verify and track all required car-share spaces.

To strengthen the accuracy of the car-share inventory list, the Department has also established new procedures at the intake of new entitlement cases. Effective immediately, required car-share spaces are to be entered into the database and updated as necessary at the end of the entitlement process. This database will automatically generate a list of the required car-share spaces regularly and staff will update the car-share webpage list accordingly.

## **ISSUE 2: CAR-SHARE CONTROLS AND REDEVELOPMENT**

**Are large projects under the jurisdiction of the Redevelopment Agency, such as Treasure Island, Bayview Hunters Point Shipyard/Candlestick, and Transbay, subject to the Planning Code requirements of car-share?**

All but four of the currently active Redevelopment Project Areas are subject to Planning Code Section 166. Projects within the Transbay (Zone One) Redevelopment Area that include off-street parking must also provide two car-share spaces, free of charge. As an incentive to provide additional spaces, up to five car-share spaces may be provided that are not counted against parking limitations. There are no specific requirements for car-share parking in the Mission Bay Redevelopment Area, however, individual affordable housing developments are required to provide spaces, and individual market-rate projects are encouraged to provide car-share parking. The draft Design for Development document for Treasure Island proposes car-share parking requirements similar to those within Section 166, however, these requirements have not yet been adopted. Lastly, projects within the Bayview Industrial Triangle Redevelopment Area are not required to provide car-share parking.

## **ISSUE 3: CAR-SHARE EXPENSES AND AFFORDABLE HOUSING**

**What are the maintenance costs of car-share spaces over the long-term? Do these costs effect affordable housing and are there interactions between the residential parking requirements and car-share requirements for affordable housing?**

The Department contacted both Zipcar & Car-Share about costs. In general the maintenance and operational costs of car-share spaces are minimal and can be summarized as follows:

- **Signage, stenciling, and parking stall delineation:** Car-sharing organization generally pays for unless negotiated as an upfront cost to developer. Ongoing sign maintenance is a car-share organization expense that is not passed on to the residents.
- **Lighting:** No additional lighting is required for car-share use. Existing lighting requirements for the parking structure are sufficient for car-share.
- **BAU (Building Access Unit) expenses:** The BAU is the mechanism that allows car-share members to enter a building. If its unit fails, the responsibility is on the car-share provider. If the failure is due to a door or electrical issue, then the building property manager is responsible.

Generally, expenses that apply to the building are passed on to residents. At present there have been very few incidents of this sort of failure. This is expected to be a very low expense that occurs less than every five years. Electricity to operate this unit is likely passed on to building occupants but again is very low (cents per day).

- **Future Electricity Use:** As electricity from “the grid” is getting cleaner and more renewable every year, the cleanest gasoline car becomes relatively more polluting. PLUG-in cars are expected to increase over time. At this time, the costs to supply these cars with electricity while stored in garages remains to be resolved. These costs should be borne by the users of the car-share services and not by the residents who live in the buildings that store the cars.

In some instances, security cameras and extra locks on resident-only doors have been added at minimal cost at start-up. But, in general, they have added these measures for all of their residents and not just for the City CarShare program.



# SAN FRANCISCO PLANNING DEPARTMENT

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## Draft Planning Commission Resolution

HEARING DATE: AUGUST 12, 2010

*Project Name:* **Car-Share Controls**  
*Case Number:* 2009.0187T  
*Staff Contact:* Kevin Guy, Sharon Lai and Joshua Switzky  
[kevin.guy@sfgov.org](mailto:kevin.guy@sfgov.org), [sharon.lai@sfgov.org](mailto:sharon.lai@sfgov.org)  
*Reviewed by:* AnMarie Rodgers, Manager Legislative Affairs  
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*Recommendation:* **Recommend Approval**

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RECOMMENDING THAT THE BOARD OF SUPERVISORS ADOPT A PROPOSED ORDINANCE THAT WOULD AMEND PLANNING CODE CONTROLS FOR CAR-SHARE VARIOUS SECTIONS, INCLUDING BUT NOT LIMITED TO SECTIONS 151.1, 163, AND 166; ADOPTING FINDINGS, INCLUDING ENVIRONMENTAL FINDINGS, PLANNING CODE SECTION 302 FINDINGS, AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND THE PRIORITY POLICIES OF PLANNING CODE SECTION 101.

### PREAMBLE

Whereas, at multiple public hearings during the fiscal year 2008/2009, the Planning Commission requested that staff explore the current controls and issues relating to car-share;

Whereas, our basic choices for urban transportation modes haven't changed much since the early 20th Century: public transit, walking, biking, and the single-owner automobile. The newest option, car-share, isn't a technological innovation but is a new way to use cars;

Whereas, San Francisco is a leader in the car-share movement. Car-sharing began in the United States just over 10 years ago. City CarShare began in 2001 and the Planning Commission instituted car-share requirements shortly thereafter, with the 2005 adoption of the Rincon Hill Plan;

Whereas, the City is still learning about how to best implement car-share and about how car-share relates to other policy goals;

Whereas, the Commission seeks to refine implementation of car-share controls in San Francisco.

Whereas, on April 8, 2010, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Ordinance; and

Whereas, pursuant to Planning Code Section 306.3 the Planning Commission adopted Resolution No. 18106 initiating amendments to the Planning Code on July 8, 2010; and

Whereas, also at the July 8, 2010 hearing, the Planning Commission adopted Commission policy in Resolution No. 18106 that established that:

1. The Commission recognized that voluntary car-share parking spaces are a valuable component to the success of San Francisco’s overall car-sharing program.
2. The Commission established that residential and mixed-use development proposals that would result in the loss of existing car-share spaces shall be reviewed in the context of our general preference outlined in the chart below.
3. Where the Commission finds extraordinary circumstances as described in Finding Number Three of Resolution Number 18106, the Planning Commission may require additional car-share at the amounts reflected in this table:

<b>Project Description</b>	<b>Proposed Replacement Policy</b>
<b>Removal of Existing Required Car-Share Parking Where the Associated Project is Not Demolished.</b>	<b>1:1 Replacement Required</b>
<b>Loss of Existing Required Car-Share Parking Where the Initial Project is proposed for Demolition and Replacement.</b>	<b>No Replacement Required</b> Benefits and impacts of new project should be evaluated as a whole. Project is subject to the car-share requirements of the Planning Code.
<b>Loss of Existing Fee-Based Car-Share Parking without new proposed project.</b>	<b>No Replacement Required</b>

4. The Commission acknowledged that the arbitrary allocation of required car-share parking beyond that stated here may result in an imbalance of development and undue financial burden to the sponsor.
5. It behooves the City to establish a larger framework that works in coordination with the City’s proposed residential growth and plans for transportation infrastructure investment.
6. The benefit of providing on-street car-share spaces can significantly improve the quality of the City’s car-share program in the following ways: a) proliferation of spaces; b) legitimacy of car-sharing; c) perceived safety of car-share; and d) efficiency of on-street parking spaces.
7. The Commission requested that further exploration of these issues through independent analysis by the City and that the findings be part of an update to the City’s General Plan, especially the Transportation Element.
8. The Commission urged the Planning Department to engage the issue in coordination with other transportation agencies of the City and County and the region at large.

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 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

**MOVED**, that the Commission hereby *adopts* this Resolution to recommend approval of the draft Ordinance to the Board of Supervisors; and

## FINDINGS

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

1. **General Plan Compliance.** This Resolution is consistent with the following Objectives and Policies of the General Plan:

### I. HOUSING ELEMENT (2004)

#### **OBJECTIVE 1**

TO PROVIDE NEW HOUSING, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING, IN APPROPRIATE LOCATIONS WHICH MEETS IDENTIFIED HOUSING NEEDS AND TAKES INTO ACCOUNT THE DEMAND FOR AFFORDABLE HOUSING CREATED BY EMPLOYMENT DEMAND.

#### **POLICY 1.6**

Create incentives for the inclusion of housing, particularly permanently affordable housing, in new commercial development projects.

### II. TRANSPORTATION ELEMENT

#### **OBJECTIVE 1**

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

#### **OBJECTIVE 4**

MAINTAIN AND ENHANCE SAN FRANCISCO'S POSITION AS THE HUB OF A REGIONAL, CITY-CENTERED TRANSIT SYSTEM.

#### **OBJECTIVE 12**

DEVELOP AND IMPLEMENT PROGRAMS IN THE PUBLIC AND PRIVATE SECTORS,

WHICH WILL SUPPORT CONGESTION MANAGEMENT AND AIR QUALITY OBJECTIVES, MAINTAIN MOBILITY AND ENHANCE BUSINESS VITALITY AT MINIMUM COST.

**OBJECTIVE 34**

RELATE THE AMOUNT OF PARKING IN RESIDENTIAL AREAS AND NEIGHBORHOOD COMMERCIAL DISTRICTS TO THE CAPACITY OF THE CITY'S STREET SYSTEM AND LAND USE PATTERNS.

**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.

2. This Resolution 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.
  - B) The existing housing and neighborhood character will be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods.
  - C) The City's supply of affordable housing will be preserved and enhanced.
  - D) The commuter traffic will not impede MUNI transit service or overburden our 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.
  - F) The City will achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake.
  - G) That landmark and historic buildings will be preserved.
  - H) Parks and open space and their access to sunlight and vistas will be protected from development.

**Exhibit B: Resolution No. \_\_\_\_\_**  
**Hearing Date: August 12, 2010**

**CASE NO. 2009.0187T**  
**Proposed Planning Code Amendments**  
**Relating to Car-Share Controls**

I hereby certify that the Planning Commission ADOPTED the foregoing Resolution on August 12, 2010.

Linda Avery  
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: August 12, 2010

FILE NO.

ORDINANCE NO.

1 [Planning Code—Car-Share Controls.]  
2

3 **Ordinance amending the San Francisco Planning Code, including Section 151.1 to**  
4 **enable the Planning Commission to require the provision of annual memberships to**  
5 **certified car-share organizations to residents of certain new development projects**  
6 **when certain findings are made, Section 163 to promote car-share services as a**  
7 **component of transportation management programs and transportation brokerage**  
8 **services, and Section 166 to permit car-share spaces in the same manner as residential**  
9 **accessory parking and require that car-sharing requirements for non-residential uses**  
10 **apply to all zoning districts; adopting findings, including findings under Section 302 of**  
11 **the Planning Code, environmental findings and findings of consistency with the**  
12 **General Plan and the Priority Policies of Planning Code Section 101.1.**

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

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

17 Section 1. Findings.

18 A. On \_\_\_\_\_ at a duly noticed public hearing, the Planning Commission  
19 in Motion No. \_\_\_\_\_ found that the proposed Planning Code amendments were  
20 consistent with the City's General Plan and with Planning Code Section 101.1(b). In addition,  
21 the Planning Commission, in Motion No. \_\_\_\_\_, recommended that the Board of  
22 Supervisors adopt the amendments. Copies of said Motion are on file with the Clerk of the  
23 Board of Supervisors in File No. \_\_\_\_\_ and are incorporated herein by reference.  
24 The Board finds that the proposed Planning Code amendments are consistent with the City's  
25



1 General Plan and with Planning Code Section 101.1(b) for the reasons set forth in said  
2 Motion.

3 B. Pursuant to Planning Code Section 302, the Board finds that the proposed  
4 Planning Code Amendments will serve the public necessity, convenience and welfare for the  
5 reasons set forth in Planning Commission Motion No. \_\_\_\_\_, which reasons are  
6 incorporated herein by reference as though fully set forth.

7 C. Environmental Findings. The Planning Department has determined that the  
8 actions contemplated in this Ordinance are in compliance with the California Environmental  
9 Quality Act (California Public Resources Code section 21000 et seq.). Said determination is  
10 on file with the Clerk of the Board of Supervisors in File No. \_\_\_\_\_ and is  
11 incorporated herein by reference.

12 D. General Findings.

13 (1) The City's basic choices for urban transportation modes have not changed  
14 substantially since the early 20th Century: public transit, walking, biking, and the single-owner  
15 automobile. The newest option, car-share, is not a technological innovation but is a new way  
16 to use cars.

17 (2) San Francisco is a leader in the car-share movement. Car-sharing began in the  
18 United States just over 10 years ago. City CarShare began in 2001 and the Planning  
19 Commission instituted car-share requirements shortly thereafter, with the 2005 adoption of the  
20 Rincon Hill Plan.

21 (3) The City is still learning about how to best implement car-share and about how  
22 car-share relates to other policy goals.

23 (4) Accordingly, the Planning Commission and this Board seek to refine  
24 implementation of car-share controls in San Francisco by adopting the following amendments  
25 to the City's car-sharing requirements.

1 (5) Additionally, this Board acknowledges that the Planning Commission may, upon  
2 a finding of extraordinary circumstances, require additional car-share parking spaces in new  
3 development projects as set forth in the policy adopted by the Planning Commission on June  
4 10, 2010 in Resolution No. 18106.

5  
6 Section 2. The San Francisco Planning Code is hereby amended by amending  
7 Section 151.1, to read as follows:

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

10 (a) Applicability. This subsection shall apply only to DTR, NCT, RTO, Eastern  
11 Neighborhood Mixed Use, PDR-1-D, and PDR-1-G or C-3 Districts.

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

1 (c) Where a number or ratio of spaces are described in Table 151.1, such number  
 2 or ratio shall refer to the total number of parked cars accommodated in the project proposal,  
 3 regardless of the arrangement of parking, and shall include all spaces accessed by  
 4 mechanical means, valet, or non-independently accessible means. For the purposes of  
 5 determining the total number of cars parked, the area of an individual parking space, except  
 6 for those spaces specifically designated for persons with physical disabilities, may not exceed  
 7 185 square feet, including spaces in tandem, or in parking lifts, elevators or other means of  
 8 vertical stacking. Any off-street surface area accessible to motor vehicles with a width of 7.5  
 9 feet and a length of 17 feet (127.5 square feet) not otherwise designated on plans as a  
 10 parking space may be considered and counted as an off-street parking space at the discretion  
 11 of the Zoning Administrator if the Zoning Administrator, in considering the possibility for  
 12 tandem and valet arrangements, determines that such area is likely to be used for parking a  
 13 vehicle on a regular basis and that such area is not necessary for the exclusive purpose of  
 14 vehicular circulation to the parking or loading facilities otherwise permitted.

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

18 **Table 151.1**

19 **OFF STREET PARKING PERMITTED AS ACCESSORY**

20

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 <del>(d)</del> (e); NP above

21  
22  
23  
24  
25

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

1		criteria and procedures of Section 151.1 <del>(g)</del> ; NP
2		above 0.75 cars for each dwelling unit.
3	Dwelling units in the Ocean Avenue	P up to one car for each unit; NP above.
4	NCT Districts	
5	Dwelling units in RTO Districts,	P up to three cars for each four dwelling units; C up
6	except as specified below	to one car for each dwelling unit, subject to the
7		criteria and procedures of Section 151.1 <del>(g)</del> ; NP
8		above one car for each dwelling unit.
9	Dwelling units and SRO units in	P up to 0.75 cars for each dwelling unit and subject
10	UMU Districts, except as specified	to the conditions of 151.1 <del>(g)</del> ; NP above.
11	below	
12	Dwelling units in UMU District with at	P up to 1 car for each dwelling unit and subject to
13	least 2 bedrooms and at least 1,000	the conditions of 151.1 <del>(g)</del> ; NP above.
14	square feet of occupied floor area	
15	Group housing of any kind	P up to one car for each three bedrooms or for each
16		six beds, whichever results in the greater
17		requirement, plus one for the manager's dwelling
18		unit if any. NP above.
19	All non-residential uses in C-3	Not to exceed 7% of gross floor area of such uses.
20	Districts	See requirements in Section 204.5.
21	Hotel, inn, or hostel	P up to one for each 16 guest bedrooms, plus one
22		for the manager's dwelling unit, if any.
23	Motel	P up to one for each guest unit, plus one for the
24		manager's dwelling unit, if any.
25	Hospital or other inpatient medical	P up to one for each 16 guest excluding bassinets

1	institution	or for each 2,400 square feet of gross floor area
2		devoted to sleeping rooms, whichever results in the
3		lesser requirement
4	Residential care facility	P up to one for each 10 residents.
5	Child care facility	P up to one for each 25 children to be
6		accommodated at any one time.
7	Elementary school	P up to one for each six classrooms.
8	Secondary school	P up to one for each two classrooms.
9	Post-secondary educational	P up to one for each two classrooms.
10	institution	
11	Church or other religious institutions	P up to one for each 20 seats.
12	Theater or auditorium	P up to one for each eight seats up to 1,000 seats,
13		plus one for each 10 seats in excess of 1,000.
14	Stadium or sports arena	P up to one for each 15 seats.
15	Medical or dental office or outpatient	P up to one for each 300 square feet of occupied
16	clinic	floor area.
17	All office uses in C-3, DTR, SPD,	P up to seven percent of the gross floor area of
18	MUG, MUR, and MUO Districts	such uses and subject to the pricing conditions of
19		Section 155(g); NP above.
20	Office uses in UMU, PDR-1-D, and	P up to one car per 1,000 square feet of gross floor
21	PDR-1-G Districts, except as	area and subject to the pricing conditions of Section
22	specified below	155(g); NP above.
23	Office uses in UMU, PDR-1-D, and	P up to one car per 500 square feet of gross floor
24	PDR-1-G Districts where the entire	area; NP above.
25	parcel is greater than ¼-mile from	

1	Market, Mission, 3rd and 4th Streets	
2	Non-residential uses in RTO districts	None permitted.
3	permitted under Sections 209.8(e)	
4	and 231.	
5	All non-residential uses in NCT	For uses in Table 151 that are described as a ratio
6	districts except as specified below	of occupied floor area, P up to 1 space per 1,500
7		square feet of occupied floor area or the quantity
8		specified in Table 151, whichever is less, and
9		subject to the conditions and criteria of Section
10		151.1 <del>(f)</del> (g). NP above.
11	Retail grocery store uses in NCT	P up 1 space per 500 square feet of occupied floor
12	districts with over 20,000 square feet	area, and subject to the conditions and criteria of
13	of occupied floor area	Section 151.1 <del>(f)</del> (g). C up to 1 space per 250 square
14		feet of occupied floor area for that area in excess of
15		20,000 square feet, subject to the conditions and
16		criteria of Section 151.1 <del>(f)</del> (g). NP above.
17	All retail in the Eastern	P up to one for each 1,500 square feet of gross
18	Neighborhoods Mixed Use Districts	floor area.
19	where any portion of the parcel is	
20	less than ¼ mile from Market,	
21	Mission, 3rd and 4th Streets, except	
22	grocery stores of over 20,000 gross	
23	square feet.	
24	With the exception of Eastern	P up to one for each 200 square feet of occupied
25	Neighborhoods Mixed Use Districts	floor area.

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



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
3	theater or auditorium spaces	floor area.
4	Laboratory	P up to one for each 1,500 square feet of occupied
5		floor area.
6	Small Enterprise Workspace	P up to one for each 1,500 square feet of occupied
7	Building	floor area.
8	Integrated PDR	P up to one for each 1,500 square feet of occupied
9		floor area.
10	Other manufacturing and industrial	P up to one for each 1,500 square feet of occupied
11	uses	floor area.

12

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

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

15 subject to the procedures set forth in Section 309.1 of this Code.

16 (1) In granting approval for parking accessory to residential uses above that

17 permitted by right in Table 151.1, the Commission shall make the following affirmative

18 findings:

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

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

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

22 ~~(2)~~(B) Vehicle movement on or around the project site associated with the excess

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

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

25

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

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

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

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

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

17           ~~(e)(f)~~ In C-3 Districts, any request for accessory parking in excess of what is permitted  
18 by right in Table 151.1, shall be reviewed on a case-by-case basis by the Planning  
19 Commission, subject to the procedures set forth in Section 309 of this Code.

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

23           ~~(1)(A)~~ For projects with 50 units or more, all residential accessory parking in excess of  
24 0.5 parking spaces for each dwelling unit shall be stored and accessed by mechanical  
25 stackers or lifts, valet, or other space-efficient means that allows more space above-ground

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

10 ~~(2)(B)~~ For any project with residential accessory parking in excess of 0.375 parking  
11 spaces for each dwelling unit, the project complies with the housing requirements of Sections  
12 315 through 315.9 of this Code except as follows: the inclusionary housing requirements that  
13 apply to projects seeking conditional use authorization as designated in Section 315.3(a)(2)  
14 shall apply to the project.

15 ~~(3)(C)~~ The findings of Section 151.1~~(d)(2)(e)(1)(B)~~, ~~(d)(3)(e)(1)(C)~~ and ~~(d)(5)(e)(1)(E)~~ are  
16 satisfied;

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

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

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

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

13           ~~(A)~~(A) Parking for all uses

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

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

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

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

24           ~~(2)~~(B) Parking for Residential Uses

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

5           ~~(3)~~(C) Parking for Non-Residential Uses

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

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

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

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

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

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

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

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

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

15  
16           Section 3. The San Francisco Planning Code is hereby amended by amending  
17 Section 163, to read as follows:

18           **SEC. 163. - TRANSPORTATION MANAGEMENT PROGRAMS AND**  
19 **TRANSPORTATION BROKERAGE SERVICES IN C-3, EASTERN NEIGHBORHOODS**  
20 **MIXED USE, AND SOUTH OF MARKET MIXED USE DISTRICTS.**

21           (a) Purpose. This Section is intended to assure that adequate measures are  
22 undertaken and maintained to minimize the transportation impacts of added office  
23 employment in the downtown and South of Market area, in a manner consistent with the  
24 objectives and policies of the General Plan, by facilitating the effective use of transit,  
25

1 encouraging ridesharing, and employing other practical means to reduce commute travel by  
2 single-occupant vehicles.

3 (b) Requirement. For any new building or additions to or conversion of an existing  
4 building in C-3, Eastern Neighborhoods Mixed Use, and South of Market Mixed Use Districts  
5 where the gross square feet of new, converted or added floor area for office use equals at  
6 least 100,000 square feet, or, in the case of the SSO or MUO District, 25,000 square feet, the  
7 project sponsor shall be required to provide on-site transportation brokerage services for the  
8 actual lifetime of the project, as provided in this Subsection. Prior to the issuance of a  
9 temporary permit of occupancy (for this purpose Section 149(d) shall apply), the project  
10 sponsor shall execute an agreement with the Planning Department for the provision of on-site  
11 transportation brokerage services and preparation of a transportation management program  
12 to be approved by the Director of Planning and implemented by the provider of transportation  
13 brokerage services. The transportation management program and transportation brokerage  
14 services shall be designed:

15 (1) To promote and coordinate effective and efficient use of transit by tenants and  
16 their employees, including the provision of transit information and sale of transit passes on-  
17 site;

18 (2) To promote and coordinate ridesharing activities for all tenants and their  
19 employees within the structure or use;

20 (3) To reduce parking demand and assure the proper and most efficient use of on-  
21 site or off- site parking, where applicable, such that all provided parking conforms with the  
22 requirements of Article 1.5 of this Code and project approval requirements;

23 (4) To promote and encourage the provision and proliferation of car-sharing services  
24 convenient to tenants and employees of the subject buildings in addition to those required by Section  
25 166, and to promote and encourage those tenants and their employees to prioritize the use of car-share

1 services for activities that necessitate automobile travel, including the promotion and sale of individual  
2 and business memberships in certified car-sharing organizations, as defined by Section 166(b)(2).

3 (5) To promote and encourage project occupants to adopt a coordinated flex-time or  
4 staggered work hours program designed to more evenly distribute the arrival and departure  
5 times of employees within normal peak commute periods;

6 (5)(6) To participate with other project sponsors in a network of transportation  
7 brokerage services for the respective downtown, South of Market area, or other area of  
8 employment concentration in the Eastern Neighborhoods Mixed Use Districts;

9 (6)(7) To carry out other activities determined by the Planning Department to be  
10 appropriate to meeting the purpose of this requirement.

11  
12 Section 4. The San Francisco Planning Code is hereby amended by amending  
13 Section 166, to read as follows:

14 **SEC. 166. CAR SHARING.**

15 (a) Findings. The Board hereby finds and declares as follows: One of the  
16 challenges posed by new development is the increased number of privately-owned  
17 automobiles it brings to San Francisco's congested neighborhoods. Growth in the number of  
18 privately-owned automobiles increases demands on the City's limited parking supply and  
19 often contributes to increased traffic congestion, transit delays, pollution and noise. Car-  
20 sharing can mitigate the negative impacts of new development by reducing the rate of  
21 individual car-ownership per household, the average number of vehicle miles driven per  
22 household and the total amount of automobile-generated pollution per household.  
23 Accordingly, car-sharing services should be supported through the Planning Code when a  
24 car-sharing organization can demonstrate that it reduces: (i) the number of individually-owned  
25



1 automobiles per household; (ii) vehicle miles traveled per household; and (iii) vehicle  
2 emissions generated per household.

3 (b) Definitions. For purposes of this Code, the following definitions shall apply:

4 (1) A "car-share service" is a mobility enhancement service that provides an  
5 integrated citywide network of neighborhood-based motor vehicles available only to members  
6 by reservation on an hourly basis, or in smaller intervals, and at variable rates. Car-sharing is  
7 designed to complement existing transit and bicycle transportation systems by providing a  
8 practical alternative to private motor vehicle ownership, with the goal of reducing over-  
9 dependency on individually owned motor vehicles. Car-share vehicles must be located at  
10 unstaffed, self-service locations (other than any incidental garage valet service), and generally  
11 be available for pick-up by members 24 hours per day. A car-share service shall provide  
12 automobile insurance for its members when using car-share vehicles and shall assume  
13 responsibility for maintaining car-share vehicles.

14 (2) A "certified car-share organization" is any public or private entity that provides a  
15 membership-based car-share service to the public and manages, maintains and insures motor  
16 vehicles for shared use by individual and group members. To qualify as a certified car-share  
17 organization, a car-share organization shall submit a written report prepared by an  
18 independent third party academic institution or transportation consulting firm that clearly  
19 demonstrates, based on a statistically significant analysis of quantitative data, that such car-  
20 sharing service has achieved two or more of the following environmental performance goals in  
21 any market where they have operated for at least two years: (i) lower household automobile  
22 ownership among members than the market area's general population; (ii) lower annual  
23 vehicle miles traveled per member household than the market area's general population; (iii)  
24 lower annual vehicle emissions per member household than the market area's general  
25 population; and (iv) higher rates of transit usage, walking, bicycling and other non-automobile

1 modes of transportation usage for commute trips among members than the market area's  
2 general population. This report shall be called a Car-sharing Certification Study and shall be  
3 reviewed by Planning Department staff for accuracy and made available to the public upon  
4 request. The Zoning Administrator shall only approve certification of a car-share organization  
5 if the Planning Department concludes that the Certification Study is technically accurate and  
6 clearly demonstrates that the car-share organization has achieved two or more of the above  
7 environmental performance goals during a two-year period of operation. The Zoning  
8 Administrator shall establish specific quantifiable performance thresholds, as appropriate, for  
9 each of the three environmental performance goals set forth in this subsection.

10 (3) The Planning Department shall maintain a list of certified car-share  
11 organizations that the Zoning Administrator has determined satisfy the minimum  
12 environmental performance criteria set forth in subsection 166(b)(2) above. Any car-share  
13 organization seeking to benefit from any of the provisions of this Code must be listed as a  
14 certified car-share organization.

15 (4) An "off-street car-share parking space" is any parking space generally  
16 complying with the standards set forth for the district in which it is located and dedicated for  
17 current or future use by any car-share organization through a deed restriction, condition of  
18 approval or license agreement. Such deed restriction, condition of approval or license  
19 agreement must grant priority use to any certified car-share organization that can make use of  
20 the space, although such spaces may be occupied by other vehicles so long as no certified  
21 car-share organization can make use of the dedicated car-share spaces. Any off-street car-  
22 share parking space provided under this Section must be provided as an independently  
23 accessible parking space. In new parking facilities that do not provide any independently  
24 accessible spaces other than those spaces required for disabled parking, off-street car-share  
25 parking may be provided on vehicle lifts so long as the parking space is easily accessible on a

1 self-service basis 24 hours per day to members of the certified car-share organization.  
 2 Property owners may enact reasonable security measures to ensure such 24-hour access  
 3 does not jeopardize the safety and security of the larger parking facility where the car-share  
 4 parking space is located so long as such security measures do not prevent practical and  
 5 ready access to the off-street car-share parking spaces.

6 (5) A "car-share vehicle" is a vehicle provided by a certified car\_share organization  
 7 for the purpose of providing a car\_share-service.

8 (6) A "property owner" refers to the owner of a property at the time of project  
 9 approval and its successors and assigns.

10 (c) Car-share spaces shall be generally permitted in the same manner as residential  
 11 accessory parking. All residential spaces may be voluntarily converted to car-share spaces.

12 (d) Requirements for Provision of Car-Share Parking Spaces.

13 (1) In newly constructed buildings containing residential uses or existing buildings  
 14 being converted to residential uses, if parking is provided, car-share parking spaces shall be  
 15 provided in the amount specified in Table 166. In newly constructed buildings *in NCT, MU-G,*  
 16 *MU-R, MU-O, UMU, DTR, and SPD Districts or the Van Ness and Market Downtown Residential*  
 17 *Special Use District* containing parking for non-residential uses, including non-accessory  
 18 parking in a garage or lot, car-share parking spaces shall be provided in the amount specified  
 19 in Table 166.

20 Table 166

21 **REQUIRED CAR\_SHARE PARKING SPACES**

Number of Residential Units	Number of Required Car_Share Parking Spaces
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1  
2  
3  
4  
5  
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24  
25

0—49	0
50—200	1
201 or more	2, plus 1 for every 200 dwelling units over 200
Number of Parking Spaces Provided for Non-Residential Uses or in a Non-Accessory Parking Facility	Number of Required Car-share Parking Spaces
0—24	0
25—49	1
50 or more	1, plus 1 for every 50 parking spaces over 50

(2) The required car-share spaces shall be made available, at no cost, to a certified car-share organization for purposes of providing car-share services for its car-share service subscribers. At the election of the property owner, the car-share spaces may be provided (i) on the building site, (ii) on another off-street site within 800 feet of the building site.

(3) Off-Street Spaces. If the car-share space or spaces are located on the building site or another off-street site:

(A) The parking areas of the building shall be designed in a manner that will make the car-share parking spaces accessible to non-resident subscribers from outside the building as well as building residents;

(B) Prior to Planning Department approval of the first building or site permit for a building subject to the car-share requirement, a Notice of Special Restriction on the property shall be recorded indicating the nature of requirements of this Section and identifying the

1 minimum number and location of the required car-share parking spaces. The form of the  
2 notice and the location or locations of the car-share parking spaces shall be approved by the  
3 Planning Department;

4 (C) All required car-share parking spaces shall be constructed and provided at no  
5 cost concurrently with the construction and sale of units; and


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

12 ~~(d)~~(e) Provision of a required car-share parking space shall satisfy or may substitute for  
13 any required residential parking; however, such space shall not be counted against the maximum  
14 number of parking spaces allowed by this Code as a principal use, an accessory use, or a  
15 conditional use.

16 ~~(e)~~(f) The Planning Department shall maintain a publicly-accessible list, updated  
17 quarterly, of all projects approved with required off-street car\_share parking spaces. The list  
18 shall contain the Assessor's Block and Lot number, address, number of required off-street  
19 car\_share parking spaces, project sponsor or property owner contact information and other  
20 pertinent information as determined by the Zoning Administrator.

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

23  
24 By:

  
25 Marlena G. Byrne  
Deputy City Attorney