

## Requirements for Off-Street Parking & Loading

**Code Change:** Amendments relating to Code Section 150, 151, 154, 155, 157, 167, 303(c)(2)(b), 790.10, and 890.7.

**Case Number:** Board File No. 08-0095

**Initiated by:** Supervisor Peskin / Introduced January 15, 2008

**Current Status:** ADOPTED

**Effective Date:** July 31, 2008

### Planning Code Amendment Summary:

This legislation amends a number of controls relating to parking & loading. Here's a summary of the changes:

- **Section 150** to allow residential accessory parking, including required spaces, in residential districts to be rented or leased to residents who live in the area;
- **Section 151** to reduce the required number of parking spaces for housing for seniors and physically handicapped persons, affordable housing, group housing, SRO units and residential care facilities;
- **Section 154** to revise the minimum dimensions for off-street parking spaces, to encourage space-efficient parking, including certain tandem spaces, and to define independently accessible parking to include parking accessed by automated garages, car elevators, valet parking, and tandem spaces if no more than one car needs to be moved to access the desired parking space;
- **Section 155** to delete a requirement for independently accessible parking and require parking design to prevent bicycle and transit lane conflicts;
- **Section 157** to provide for a demonstration that car-share parking cannot satisfy the need for non-accessory parking as a conditional use;
- **Section 167** to require that parking costs be separated from housing costs for tenants and buyers of housing units in all newly constructed residential buildings or conversions to residential buildings of 10 units or more;
- **Section 303(c)(2)(B)** to provide for consideration of whether a use seeking a conditional use permit is providing car-share parking;
- **Section 790.10** to include car-share parking space as part of a community residential parking use;
- **Section 890.8** to include car-share parking space as part of a community commercial parking garage use.

Interested in the details? Read the full Ordinance:

Board File No. 080095	<p style="text-align: center;"><a href="http://www.sfgov.org/site/uploadedfiles/bdsupvrs/ordinances08/o0112-08.pdf">Ordinance No 0112-08</a></p> <p style="text-align: center;"><a href="http://www.sfgov.org/site/uploadedfiles/bdsupvrs/ordinances08/o0112-08.pdf">http://www.sfgov.org/site/uploadedfiles/bdsupvrs/ordinances08/o0112-08.pdf</a></p>
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## Detailed Comparison of New Controls vs. Old Controls

### PLANNING CODE SECTION 150(d) and 204.5(b): RENTING OF PARKING SPACES TO NEIGHBORHOOD RESIDENTS

#### Discussion: Section 150(d) and 204.5(b): Amendments

The Ordinance allows residential accessory parking, including required spaces, in residential districts to be rented or leased to residents who live in the area (within 1/4-mile of the parking spot). Currently there is an open and flourishing, but technically illegal, market for renting parking spaces. Today, accessory parking can only be used by the residents of that building and cannot be rented out. Preventing people who aren't using their spaces from renting them to neighbors or others in the area is counter to City policy. However, it would be consistent with City policy to only allow the spaces to be rented to neighborhood residents and not to commuters who don't live in the area. Residential parking should not be used to encourage commuter parking or commercial parking. For this reason, the parking should be only available to residents within an easy walk (1/4-mile) of the parking.

PLANNING CODE SECTION 150(d) and 204.5(b): RENTING OF PARKING SPACES TO NEIGHBORHOOD RESIDENTS		
	THE WAY IT WAS	THE WAY IT IS NOW
150(d) & 204.5 (b)	Residential parking can only be rented to residents of the same building.	Would allow this parking to be rented to residents of the neighborhood within ¼ mile of the building. Clarifies that such leasing would not be considered a reduction of required parking.

## PLANNING CODE SECTION 151: OFF-STREET PARKING REQUIREMENTS

### Discussion: Section 151 Amendments

The Ordinance reduces parking requirements for specialized residential uses, but not for dwelling units in general. The changes are modest in comparison to Sections 151 and 151.1 changes in the City's neighborhood planning efforts. Unlike the various community plans, the Ordinance sets no maximum caps on permitted parking—instead the Ordinance merely lowers the required minimum levels of parking. Now that the Ordinance is adopted, project sponsors of senior housing could actually request levels of parking for these uses greater than that which is permitted today without Commission approval, and project sponsors of other forms of specialized housing (e.g. group housing, SROs, affordable housing) could request levels of parking equivalent to that which was permitted before. Accessory parking is generally limited to a maximum of 150% of the minimum required amount in Table 151. As senior housing units currently only require one-fifth the number of spaces for general dwelling units, they were limited, without Commission approval, to thirty percent of the number required for general dwelling units in that zoning district. This Ordinance permits senior housing to provide up to the same level of parking permitted for general dwelling units in that district, but would not *require* any parking.

PLANNING CODE SECTION 151: OFF-STREET PARKING REQUIREMENTS		
	THE WAY IT WAS	THE WAY IT IS NOW
Typical dwelling unit	1 space per dwelling unit	NO CHANGE
Projects occupied by senior citizens and physically disabled people.	One-fifth the number of spaces that would typically be required depending on the zoning district of the project.	None required, but permitted up to the same amount as general dwelling units in the underlying zoning district-  EXCEPT in RH-1 and RH-2 Districts, which would maintain existing requirements and limits.
Affordable housing projects as defined by Sections 313.1 or 315.1.	1 space per dwelling unit	None required-  EXCEPT in RH-1 and RH-2 Districts, which would maintain existing requirements.
Group housing	1 for each 3 bedrooms or each 6 beds whichever is greater, plus one for the manager—minimum 2 required spaces.	None required-  EXCEPT in RH-1 and RH-2 Districts which would maintain existing requirements.
SRO units	1 for each 20 units, plus 1 for the manager—minimum 2 required spaces.	None required.
Residential Care Facility	One for each 10 residents, where number of residents exceed 9.	None required- EXCEPT in RH-1 and RH-2, which would maintain existing requirements.

## PLANNING CODE SECTION 154: DIMENSIONS FOR OFF-STREET PARKING, FREIGHT LOADING AND SERVICE VEHICLE SPACES

### Discussion: Section 154 Amendments

The Ordinance reduces the minimum dimension requirements for specified parking spaces, removes the required ratio limiting the number of compact spaces provided, and clarifies the definition of independently accessible parking spaces to include all types of spaces (e.g. mechanical stackers, valet, and other space efficient means such as certain tandem spaces. Tandem spaces shall only count towards satisfying the parking requirement if no more than one car needs to be moved to access the desired parking space. The changes are modest in they reduce the required size of parking spaces but do not prevent developers from building larger spaces. While the Ordinance would encourage “space-efficient parking”, it would not set a maximum caps on size of parking spaces.

<b>PLANNING CODE SECTION 154: DIMENSIONS FOR OFF-STREET PARKING, FREIGHT LOADING AND SERVICE VEHICLE SPACES</b>		
	THE WAY IT WAS	THE WAY IT IS NOW
Independently accessible spaces 154 (a)	Required.	Not required, except as required by the Building Code for spaces designated for person with physical disabilities.
Minimum dimensions for off-street parking 154 (a) (1)	160 square feet (sq. ft.) for a standard space  127.5 sq. ft. for a compact space.	144 sq. ft. for a standard space  112.5 sq. ft. for a compact space
154 (a) (2) Compact spaces	Allowed to have 1 out of 4 spaces be compact for buildings with 4 or more required spaces.	Allows any ratio of compact spaces—as long as compact spaces are identified.
154 (a) (3)	Currently exists.	Merely renumbers existing language.
154 (a) (4) Mechanical lifts & Valet attendants	Valet services not currently considered “independently accessible”	Valet services would be considered “independently accessible”. Zoning Administrator may impose conditions to insure availability of attendant at reasonable hours. Consolidates existing language permitting mechanical stackers and car elevators from 155(c)(1).
154 (a) (5) Space-efficient parking	(Does not currently exist.)	Encourage space-efficient parking by valet, lifts or other provided required parking is accommodated.

**PLANNING CODE SECTION 155: GENERAL STANDARDS AS TO LOCATION AND ARRANGEMENT OF OFF-STREET PARKING, FREIGHT LOADING AND SERVICE VEHICLE FACILITIES**

**Discussion: Section 155 Amendments**

The Ordinance removes the requirement that all required spaces be “independently accessible,” encourage access from alleys instead of streets, and would seek to prevent encroachment upon bicycle lanes and transit-only lanes. The new language regarding encroachment upon sidewalks, adjacent properties, bicycle lanes and transit-only lanes is consistent with both existing policy in the General Plan and existing practice of the Department in plan review.

<b>PLANNING CODE SECTION 155: GENERAL STANDARDS AS TO LOCATION AND ARRANGEMENT OF OFF-STREET PARKING, FREIGHT LOADING AND SERVICE VEHICLE FACILITIES</b>		
	<b>THE WAY IT WAS</b>	<b>THE WAY IT IS NOW</b>
155 (c) Ingress & egress for parking spaces	Requires spaces to be independently accessible.	Encourages access from alleys in preference to streets. Removes requirements for independently accessible spaces.  Language permitting mechanical stackers, car elevators, and similar systems that do not require other cars to be moved under their own power moved to Section 154.
155 (k) Arrangement of off-street parking and loading facilities.	Off-street parking and loading layout should prevent encroachment upon sidewalks and adjacent properties.	Adds that “design and operation” of parking and loading should prevent encroachment upon sidewalks and adjacent properties. Also adds “bicycle lanes and transit-only lanes” as items to prevent encroachment upon.

## PLANNING CODE SECTION 157: CONDITIONAL USE APPLICATIONS FOR PARKING EXCEEDING ACCESSORY AMOUNTS: ADDITIONAL CRITERIA

### Discussion: Section 157 Amendments

Accessory parking is parking provided on the same lot and used by the occupants, employees or patrons at levels that do not exceed set amounts above the required levels of parking.<sup>1</sup>The Ordinance adds consideration of car-share spaces to the consideration criteria for granting parking in excess of existing accessory parking maximums.<sup>2</sup> The amendment is consistent with existing policy in the General Plan. It further updates the Planning Code Section with the relatively recent availability of car-share<sup>3</sup>.

The Ordinance clarifies that “Demonstration that the apparent demand for additional parking cannot be satisfied by the provision by the applicant of *one or more* car share parking space or spaces *in addition to those that may already be required by* Section 166 of this Code.” Because car share spaces are already required, the Ordinance is careful to point out that applicants cannot just point to those spaces *that they are already required to provide* and say that they are satisfying this criteria.

<b>PLANNING CODE SECTION 157: CONDITIONAL USE APPLICATIONS FOR PARKING EXCEEDING ACCESSORY AMOUNTS: ADDITIONAL CRITERIA</b>		
	THE WAY IT WAS	THE WAY IT IS NOW
157 General	Lists conditions the Planning Commission should CONSIDER.	Lists conditions the Planning Commission should APPLY.
157 (b) Demand satisfied by car-share	Not currently in Code.	Adds requirement for applicant to demonstrate that demand for additional parking cannot be satisfied by car-share.

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<sup>2</sup> Current accessory parking is permitted up to 3 spaces per required space; 4 spaces for 2 required spaces; 150% of the required number of spaces where 3 or more spaces; and, in districts other than Neighborhood Commercial (NCD), 15 spaces or seven percent of the total gross floor area of the structure or development, whichever is greater, or in NCD, 3 spaces, where no off-street parking.

<sup>3</sup> Planning Code Section 166 defines a "car-share service" as a mobility enhancement service that provides an integrated citywide network of neighborhood-based motor vehicles available only to members by reservation on an hourly basis, or in smaller intervals, and at variable rates

## PLANNING CODE SECTION 167: PARKING COSTS SEPARATED FROM HOUSING COSTS IN NEW RESIDENTIAL BUILDINGS

### Discussion: Section 167 Amendments

The Ordinance requires separation of the cost of housing from the cost of parking for new structures of 10 or more units in all zoning districts, whereas before this applies only to a few zoning districts. According to a recent SPUR report<sup>4</sup>, constructing parking costs between \$40,000 and \$75,000 per unit in San Francisco. By allowing an occupant to choose whether to purchase parking or not would be consistent with both existing policy in the General Plan to provide housing at a range of income levels and to encourage non-automobile trips.

PLANNING CODE SECTION 167: PARKING COSTS SEPARATED FROM HOUSING COSTS IN NEW RESIDENTIAL BUILDINGS		
	THE WAY IT WAS	THE WAY IT IS NOW
167 (a) locations	Previously applied to all new structures of 10 or more units in DTR and C-3 districts. (Pending Market & Octavia Plan would add NCT & RTO Districts.)	Now applies new structures of 10 or more units in all zoning districts.

## PLANNING CODE SECTION 303: CONDITIONAL USES

### Discussion: Section 303 Amendments

The Ordinance adds a clause asking for considerations of alternatives when considering the adequacy of parking. A basic assumption of the Transportation Element is that balance must be restored to the city's transportation system, and various methods must be used to control and reshape the impact of automobiles on the city. These include improving and promoting public transit, ridesharing, bicycling and walking as alternatives to the single-occupant automobile.

PLANNING CODE SECTION 303: CONDITIONAL USES		
	THE WAY IT WAS	THE WAY IT IS NOW
303 (c)(2)(B) Criteria for Commission to approve CU that such use not be detrimental to health safety, convenience or welfare including...	Accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading.	Adds consideration of detrimental effects to "proposed alternatives to off-street parking, including the provision of car-share."

<sup>4</sup> San Francisco Planning and Urban Research, "Affordable by Design-- A proposal to create middle income housing in San Francisco", January 8, 2008. [http://www.spur.org/documents/2008.01Interiors\\_FINAL.pdf](http://www.spur.org/documents/2008.01Interiors_FINAL.pdf)

**PLANNING CODE SECTION 790.10: AUTOMOBILE PARKING, COMMUNITY RESIDENTIAL**

**Discussion: Section 790.10 Amendments**

The Ordinance adds parking for off-street car-share spaces to the definition of Community Residential Parking. This would allow car-sharing to occur by Conditional Use Permit in neighborhood commercial districts. The amendment is consistent with existing policy in the General Plan and the Planning Code. According to Planning Code Section 166, "Car-sharing can mitigate the negative impacts of new development by reducing the rate of individual car-ownership per household, the average number of vehicle miles driven per household and the total amount of automobile-generated pollution per household. Accordingly, car-sharing services should be supported through the Planning Code when a car-sharing organization can demonstrate that it reduces: (i) the number of individually-owned automobiles per household; (ii) vehicle miles traveled per household; and (iii) vehicle emissions generated per household."

<b>PLANNING CODE SECTION 790.10: AUTOMOBILE PARKING, COMMUNITY RESIDENTIAL</b>		
	THE WAY IT WAS	THE WAY IT IS NOW
790.10	Defines use of parking including a garage or lot for storage of private vehicles for residents—excluding accessory parking.	Adds car-share spaces to the definition of community parking.

**PLANNING CODE SECTION 890.7 AUTOMOBILE PARKING LOT, COMMUNITY RESIDENTIAL & 890.8 AUTOMOBILE PARKING GARAGE, COMMUNITY RESIDENTIAL**

**Discussion: Section 890.10 Amendments**

The Ordinance adds parking for off-street car-share spaces to the definition of Community Residential Parking Garage.

<b>PLANNING CODE SECTION 890.8 AUTOMOBILE PARKING GARAGE, COMMUNITY RESIDENTIAL</b>		
	THE WAY IT WAS	THE WAY IT IS NOW
890.7 & 890.8	Defines use of temporary parking in a garage or lot for storage of private vehicles for community residential use.	Adds car-share spaces to the definition of community residential parking.